Pilot’s Guide

Fuel Scan
FS-450

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Section 1 - Introduction

Product Features

- Fuel quantity measured in gallons, liters, or pounds
- Low fuel quantity alarm
- Low fuel time alarm
- GPS interface—bi-directional serial interface
- Automatic K-factor calculation
- Solid-state pulse generating rotor fuel flow transducer
- Instantaneous fuel flow rate
- Total amount of fuel consumed
- Total fuel remaining
- Time to empty at the current fuel flow rate

Fuel Management

Without a means of measuring fuel flow, you must rely on the aircraft fuel gauges or total time of flight. Aircraft fuel gauges are notoriously inaccurate (they are only required by the FAA to read accurately when displaying empty). And measuring time of flight is only an approximation, and assumes a constant fuel flow rate for each phase of flight.

The FS-450 Fuel Scan uses a small turbine transducer that measures the fuel flowing into the engine. Higher fuel flow causes the transducer turbine to rotate faster which generates a faster pulse rate. Because the transducer turbine generates thousands of pulses per gallon of fuel, it can measure with high resolution the amount of fuel that the engine has consumed. Prior to engine start you inform the FS-450 Fuel Scan of the known quantity of fuel aboard, and it will keep track of all fuel used.

For fuel calculations to be accurate, it is imperative that you inform the FS-450 of the correct amount of fuel aboard the aircraft. Do not rely on fuel flow instruments to determine fuel levels in tanks. Refer to original fuel flow instrumentation for primary information.
Section 2 - Displays and Controls

The FS-450 helps you manage your fuel. There are three components of the user interface:

- Digital display for numeric readouts and messages: top display is fuel flow per hour and the lower display for all other parameters.
- Indicator lights to show what information is being displayed on the digital display.
- Two front panel operating buttons: STEP and AUTO.
Two operating buttons control all functions of the FS-450.

The term **tap** will be used to denote pressing a button momentarily. The term **hold** will be used to denote pressing and holding a button for five seconds or longer.

**STEP Button**
Located on the lower left side near the instrument face.

- Tapping the **STEP** button will stop Automatic Indexing and change to the Manual indexing mode. Then each tap of the **STEP** button will display the next parameter in the sequence.
- Holding the **STEP** button will display the previous parameters in the sequence (rapidly backwards).
- In the programming procedures, described on page 8, tapping the **STEP** button will advance to the next item in the list.
- When an alarm is displayed, tapping the **STEP** button will temporarily delete that alarm from appearing for the next ten minutes.
- When an alarm is displayed, holding the **STEP** button until the word **OFF** appears will delete that alarm from appearing for the remainder of the flight.

**AUTO button**
Located on the lower right side near the instrument face.

- The **AUTO** button will begin the Automatic Indexing Mode.
- In the pilot programming procedure, holding or tapping the **AUTO** button is used to increment or decrement parameter values and toggle between yes and no answers to questions.
**STEP and AUTO buttons**

- Holding both the STEP and AUTO buttons simultaneously for five seconds changes to the pilot programming procedure.

**Section 3 - Modes and Alarms**

**Modes**

There are two standard operating modes of the FS-450: **Automatic Indexing** and **Manual Indexing**. Most of the time you will operate the FS-450 in the Automatic indexing mode. When you first turn on the power the FS-450 starts in the Manual indexing mode, but will enter the Automatic indexing mode after a minute. Tapping the AUTO button will begin the Automatic Indexing Mode. The indicator lights show you what is being displayed in the lower digital display.

**Alarms**

The FS-450 has programmable alarms. When the remaining amount of fuel falls below the alarm limit the lower display will show the amount of fuel REMaining and the REM indicator light will flash.

When the remaining time falls below the alarm limit the lower display will show the MINutes of fuel remaining and the H.M. indicator light will flash.

When an alarm is displayed, tapping the STEP button will temporarily disable the alarm indication for the next ten minutes.

When an alarm is displayed, holding the STEP button until the word **OFF** appears will disable that alarm indication for the remainder of the flight.
Section 4 - **Operation**

**Diagnostic Testing on Startup and During Flight**

When your FS-450 is first turned on, all digits light up in each display for a short time, permitting you to check for non-functional segments. Then the FS-450 tests internal components, and integrity of the system.

**Start Up Fuel**

After initial self-test, you will be asked to inform the FS-450 of start up fuel. The FS-450 will display \texttt{FUEL GAL} (or \texttt{LER} or \texttt{LBS}) for one second, and then flash \texttt{FILL P N} until any button is pressed.

During flight you may also inform the FS-450 of startup fuel using the pilot program mode, beginning on page 8, if you forgot to do so at start up.

Refer to the column in the chart below corresponding to your fuel tank configuration. Tap the \texttt{AUTO} button to select one of the four following fueling choices on the left column of the chart.

<table>
<thead>
<tr>
<th>AUTO to choose</th>
<th>Main tanks only, no tabs</th>
<th>Main tanks with tabs</th>
<th>Main &amp; Auxiliary tanks</th>
</tr>
</thead>
<tbody>
<tr>
<td>\texttt{FILL P N}</td>
<td>Did not add any fuel since last shutdown.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>\texttt{FILL 75%}</td>
<td>Topped the main tanks.</td>
<td>Filled only to the tabs.</td>
<td>Topped the main tanks. Input the amount of fuel that is currently in the auxiliary tanks when \texttt{0.0 GAL} is displayed</td>
</tr>
<tr>
<td>\texttt{FILL 120%}</td>
<td>(not applicable)</td>
<td>Topped the main tanks.</td>
<td>Topped both the main and auxiliary tanks.</td>
</tr>
<tr>
<td>\texttt{FILL ADD}</td>
<td>Did not top, but added additional fuel to the aircraft, or removed fuel from the aircraft.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

For Your Safe Flight
* These values are examples and will be customized for your aircraft.

Then tap the STEP button to complete the entry and advance to the Manual indexing mode.

**Adding Fuel and Auxiliary Tanks**

If your aircraft has tank fill tabs and no auxiliary tanks, you can use the auxiliary tank feature to select either filling to the tank tabs or topping the tank. See “Main Tank Capacity” and “Auxiliary Tanks” beginning on page 16 to program the FS-450 for this feature. The FS-450 does not differentiate fuel flow between the main and auxiliary tanks; it considers only total fuel in the aircraft.

If you added less than full fuel, then tap AUTO to select **FILL ADD**. Then tap STEP. The next display will ask you how much you added: **0.0 GAL** (or selected units). Hold the AUTO button to count up, tap the AUTO button to count down. The count up will stop at full tanks, since you cannot add more fuel than would top the tanks. Tap STEP to complete the entry and advance to the Manual indexing mode.

If you removed fuel from the aircraft or wish to correct the total quantity of fuel on board, you can “add” a negative amount of fuel.
Accumulate Total—Trip Total

You may either display total fuel used

- since the last time you informed the FS-450 that the aircraft was refueled, or
- for an extended trip with multiple fuel stops.

This selection affects only the USD parameter. How to select whether to accumulate for a extended trip or reset at each refueling is described in “Pilot Programming” beginning on page 8.

Resetting “USED”

Every time you inform the FS-450 that the aircraft is refueled, the amount of fuel used is set to zero, unless the instrument is programmed to accumulate for an extended trip. The display of fuel used pertains only to the fuel used since the last time you informed the FS-450 that the aircraft was refueled.

In the manual mode with USD displayed, holding the AUTO button for three seconds will reset the amount used to 0.

Parameter Indexing

The FS-450 steps through the engine parameters in a specific sequence. Listed below is the indexing sequence, parameter description and example of the digital display. The display will pause at each parameter for a few seconds in the Automatic indexing mode. In the Manual indexing mode, tap the STEP button to advance to next parameter. Holding the STEP button will display the previous parameters in the sequence (rapidly backwards).
Parameter Indexing Sequence

Fuel flow rate is always shown on the top display.

<table>
<thead>
<tr>
<th>Parameter Indexing Sequence</th>
<th>Example</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>USD—Total Fuel Used</td>
<td>38.2</td>
<td>Since last refueling or trip total.</td>
</tr>
<tr>
<td>REM—Fuel Remaining</td>
<td>37.2</td>
<td>In gallons, liters or pounds</td>
</tr>
<tr>
<td>H.M.—Time to Empty</td>
<td>02.45</td>
<td>Hours . Minutes Remaining at current fuel burn</td>
</tr>
<tr>
<td>REQ—Fuel required to next GPS WPT or Destination</td>
<td>25.8</td>
<td>Present with GPS interface Valid signal and way point</td>
</tr>
<tr>
<td>RES—Fuel Reserve at next GPS WPT or Destination</td>
<td>1 1.3</td>
<td>Present with GPS interface Valid signal and way point</td>
</tr>
<tr>
<td>MPG (both REQ &amp; RES lights)—Nautical Miles per Gal</td>
<td>13.0</td>
<td>Present with GPS interface and valid signal or MPL, MPP</td>
</tr>
</tbody>
</table>

Note that liter and pound parameters are displayed as whole numbers without the decimal point.

Section 5 - Personalizing

Pilot Programming

Setting Tank SIZE for the first time. Hold the STEP button in and power up to see and set size.

You can program the Automatic Indexing rate (1 to 9 second wait periods or 0 for no Automatic Indexing), the K-factor, and whether to accumulate fuel used or reset at each refueling.

To start the Pilot Programming Procedure, simultaneously hold the STEP and AUTO buttons for five seconds. You will see the words ProGNaDE for two seconds and then the sequence.
shown in the chart below. Tap the STEP button to advance to the next item in the list. Tap the AUTO button to select alternate values of that item.

<table>
<thead>
<tr>
<th>FUEL</th>
<th>n ↔ y</th>
<th>Y—Yes—to change fuel status (see page 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rate</td>
<td>0...9</td>
<td>Indexing rate in the Automatic Indexing Mode. Selecting 0, disables the Automatic Indexing Mode.</td>
</tr>
<tr>
<td>2900</td>
<td>2900</td>
<td>Used to set and fine tune the K factor. To adjust the K-factor, hold both STEP and AUTO buttons for five seconds.</td>
</tr>
<tr>
<td>KF</td>
<td>LEFT</td>
<td>Twin Engine Only</td>
</tr>
<tr>
<td>KF</td>
<td>RIGHT</td>
<td>Twin Engine Only</td>
</tr>
<tr>
<td>Trip</td>
<td>n ↔ y</td>
<td>N—No—Upon informing the FS-450 that you refueled the aircraft, reset total fuel used to 0. Y—Yes—accumulate total fuel used rather than reset to 0.</td>
</tr>
<tr>
<td>GPS</td>
<td>0...6</td>
<td>GPS Com Format. See page 18</td>
</tr>
<tr>
<td>Dim</td>
<td>0...31</td>
<td>Dim brightness 0 through 31. Hold a double piece of black electrical tape over the photo sensor on the left side of the display to set.</td>
</tr>
<tr>
<td>End</td>
<td>n ↔ y</td>
<td>Y—Yes to exit; N—No to review list again.</td>
</tr>
</tbody>
</table>
Start Up Fuel

During flight you may also inform the FS-450 of startup fuel using the pilot program mode. See page 5 for the steps to take to set the start up fuel if you did not set it during power up.

Indexing Rate

In the automatic mode the display will automatically index through each parameter and pause for a period of time. The pause time can be set from between 1 and 9 seconds. Set the rate to 0 to inhibit the automatic indexing mode.

Fuel Flow Parameters

The pilot may set three parameters:

- K Factor—the fuel flow transducer calibration constant.
- Accumulate for extended trip—default is OFF: reset the fuel used to 0 every time you inform the FS-450 that the aircraft was refueled. With accumulate ON fuel used will not be reset to 0 when you inform the FS-450 that the aircraft was refueled.
- GPS Communications fuel data format.

K Factor

The K factor is shown on the fuel flow transducer as a four digit number, which is the number of pulses generated per gallon of fuel flow. **Before installing the transducer, write down the K factor here _______.** Right_____. To enter the number, move the decimal point three places to the left. For example if the K factor on the fuel flow transducer is 29,123 pluses/Gal, enter 29.12 in the K factor parameter.

The K factor can be changed in the pilot programming procedure. When the K factor is changed during a trip, calculations of fuel
used, fuel remaining and time to empty are not retroactively recalculated.

**Fine Tuning the K Factor**

The K factor shown on the fuel flow transducer does not take into account your aircraft’s particular installation. Fuel hose diameters and lengths, elbows, fittings and routing can cause the true K factor to be different from that shown on the fuel flow transducer.

**Section 6 - Setting the K factor**

Use the following procedure to determine the new K factor.

1. Make at least three flights of about two to three hours each. Note the actual fuel used (as determined by topping the tanks) and the FS-450 calculation of the fuel consumed for each flight.

```
<table>
<thead>
<tr>
<th>Flight</th>
<th>Fuel Used shown by FS-450</th>
<th>Actual fuel used by topping tanks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>₁</td>
<td>₂</td>
</tr>
</tbody>
</table>
```

2. Total ₁ the FS-450 fuel used and ₂ the actual fuel used.

3. Record the current K factor here ₃ ________________________ and in the table below.

4. Calculate the New K Factor as follows:

\[
\text{New K Factor } = \left( \frac{₁ \text{FS-450 used}}{₃ \text{Current K factor}} \right) \times \frac{₂ \text{actual fuel used}}{₄ \text{actual fuel used}}
\]

\[
\text{New K Factor } = \left( \frac{₁}{₃} \right) \times \frac{₂}{₄}
\]

For Your Safe Flight
Every time you fine tune the K factor, record the measurements here:

<table>
<thead>
<tr>
<th>Date</th>
<th>FS-450 fuel Used</th>
<th>actual fuel used</th>
<th>Current K factor</th>
<th>New K factor</th>
<th>Pilot’s initials</th>
</tr>
</thead>
</table>

If you haven’t already done so, start the pilot programming procedure, simultaneously hold the STEP and AUTO buttons for five seconds. You will see the words **Program** for two seconds.

1. Tap STEP button twice to advance to the display.
2. Press STEP button. First digit blinks: 29.00
3. Tap or Hold the AUTO button to change flashing digit: 19.00
4. Tap STEP button for next digit: 19.00
5. Tap or Hold the AUTO button to change flashing digit: 18.00
6. Tap STEP button for next digit: 18.00
7. Repeat items 6 and 7 for the remaining digit.
8. To exit, hold STEP and AUTO buttons simultaneously for five seconds.

Setting the Accumulate Extended Trip Total

Select “no” if you wish to display total fuel used since the last time you informed the FS-450 that the aircraft was refueled. Select “yes” to display total fuel used for an extended trip with multiple fuel stops. This selection affects only the USD parameter.
Setting the GPS-C Comm settings

The GPS-C setting selects the format of the fuel data output of the FS-450. See “Setting GPS-C Communications Output Format” on page 18

<table>
<thead>
<tr>
<th>GPS-C</th>
<th>Input to GPS; output of FS-450</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>No fuel data output</td>
</tr>
<tr>
<td>1 *</td>
<td>Garmin (Shadin Miniflow format) (to waypoint)</td>
</tr>
<tr>
<td>2 *</td>
<td>Allied Signal (format B) (to waypoint)</td>
</tr>
<tr>
<td>3</td>
<td>Arnav/EI fuel data (to waypoint)</td>
</tr>
<tr>
<td>4</td>
<td>Allied Signal (format C) (to waypoint)</td>
</tr>
<tr>
<td>5</td>
<td>(Not used)</td>
</tr>
<tr>
<td>6</td>
<td>Garmin 430/530/295, UPS fuel/air data (to WAYPOINT)</td>
</tr>
<tr>
<td>7</td>
<td>Garmin 430/530/295, UPS fuel/air data (to DESTINATION)</td>
</tr>
<tr>
<td>8</td>
<td>Allied Signal (to DESTINATION)</td>
</tr>
</tbody>
</table>

* Recommended formats.

Setting the Dim Level

The display will dim when the ambient light is low. This adjustment sets the dim display level. It has no effect on the bright display level. The dim level may be set from very low—0—to bright—31. Hold a doubled over piece of black electrical tape (or a similar opaque strip) over the photo sensor that is on the left side of the display to dim the display (450 single only)

FS-450 Set Up

Factory Default Set Up

The factory default fuel measurement units are gallons and the alarm limits are 45 minutes for the low time alarm, and 10 gallons for the low fuel alarm. The K-factor default is K=29.00 (29,000).
Changing the FS-450 Set Up

You may need to change the fuel measurement units, the fuel tank capacity, and may prefer to set your own alarm limits. Follow the procedure outlined below to change any of the factory default settings.

To start the Set Up procedure, after power up, wait until the FS-450 completes its self test and is in the Automatic or Manual indexing mode. If in doubt, tap the STEP button a few times. Then follow the steps illustrated below. The display will then sequence as shown in the chart below. Tap the STEP button to advance to the next item in the list. Tap the AUTO button to select alternate values of that item. Hold AUTO button to increase a numerical value; tap the AUTO button to decrease a numerical value.

Procedure—Changing the Set Up:

Setting Tank SIZE for the first time. Hold the STEP button in and power up to see and set size or use procedure below.

<table>
<thead>
<tr>
<th>Tap STEP to next item</th>
<th>Hold or tap AUTO to sequence through these values</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FUEL</strong></td>
<td><strong>GAL</strong> ⇒ <strong>LBR</strong> ⇒ <strong>LBS</strong></td>
<td>Selects fuel units</td>
</tr>
<tr>
<td><strong>MAIN</strong> ⇒ <strong>50</strong></td>
<td>Hold or tap AUTO to select main capacity</td>
<td>Main tank capacity, in units selected</td>
</tr>
<tr>
<td><strong>RUHP</strong> ⇒ <strong>Y</strong></td>
<td></td>
<td>Y—Yes—aircraft has auxiliary tanks (next step)</td>
</tr>
</tbody>
</table>
Hold or tap AUTO to select AUX capacity

Hold or tap AUTO to select low time limit

Hold or tap AUTO to select low quantity limit

Hold or tap AUTO to select AUX capacity

Auxiliary tank capacity (skipped if AUX? is no)

Alarm limit in minutes for low time in tanks

Alarm limit for low fuel quantity in tanks, in units selected

Y—Yes—carbureted engine will go to the next step

Y—Yes—has fuel return transducer

Y—Yes to exit; N—No to review list again

Fuel Measurement Units, Fuel Capacity, Alarm Limits

Fuel Measurement Units

Selects the units in all parameters where fuel quantity or fuel rate is displayed. If you change this parameter, it does not change the numerical value of the fuel tank capacity. You must do this manually. For example if you change from Gal. to Lbs., the tank capacity will be interpreted as 50 Lbs. rather than 50 gallons; the FS-450 will not convert 50 Gal to equivalent pounds.
Main Tank Capacity
Enter the total capacity of the main tanks in the fuel flow units selected. If you have tank tabs (but no auxiliary tanks) and sometimes fill only to the tabs, set the main tank capacity to the capacity up to the tabs.

Auxiliary Tanks
If you do not have auxiliary tanks or tank tabs, answer “No.” If you answer “Yes,” you will be asked to input the capacity of the auxiliary tanks in the fuel flow units selected. If you have tank tabs and sometimes fill only to the tabs, set the auxiliary tank capacity to the difference between full tank capacity and tab capacity. The FS-450 does not differentiate fuel flow between the main and auxiliary tanks; it tracks only total fuel in the aircraft.

Low Time Alarm Limit
Select the value of the time remaining, in minutes, that triggers the alarm. Time remaining is calculated at the current fuel flow rate.

Low Fuel Alarm Limit
Select the value of the fuel remaining, in the selected fuel flow units, that triggers the alarm. Fuel remaining is calculated at the current fuel flow rate.

Carburetor?
Different response filters are used depending on whether your engine is carbureted or fuel injected. The filters for a carbureted engine have a slower response time to reduce sudden fluctuations in readings. Select F=1, 2 or 3 where higher number is more smoothing. Pick the lowest number that gives steady readings.

Fuel Return Transducer?
Single fuel flow transducer installations should have this parameter set to No. If your installation is equipped with an additional fuel flow transducer for return fuel, set this parameter to Yes.
Section 7 - **Data Formats, Diagnostics**

**Navigation Data Input Formats**

Output of GPS; input to FS-450. The FS-450 automatically configures itself for one of three industry standard data formats:

<table>
<thead>
<tr>
<th>Format</th>
<th>Baud rt</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>NMEA-183 (Marine Navigation Data Format)</td>
<td>4,800</td>
<td>This is the format for most handheld GPS receivers. Loran must have sentences RMA &amp; RMB. GPS must have sentences RMB &amp; RMC.</td>
</tr>
<tr>
<td>Aviation Data Format</td>
<td>9,600</td>
<td>“Output sentence type 1” Required sentences are: A, B, C, D, E, I and L first character identifier byte. Sentence terminator may be either &lt;CR&gt;&lt;LF&gt; or &lt;CR&gt; alone.</td>
</tr>
<tr>
<td>Northstar</td>
<td>1,200</td>
<td>M1 setup select “NO EXTENDED”, “NAV ONLY”</td>
</tr>
</tbody>
</table>
## Setting GPS-C Communications Output Format

<table>
<thead>
<tr>
<th>GPS-C</th>
<th>Input to GPS; output of FS-450</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>No fuel data output</td>
</tr>
<tr>
<td>1</td>
<td>Garmin (Shadin Miniflow format) (to waypoint)</td>
</tr>
<tr>
<td>2</td>
<td>Allied Signal (format B) (to waypoint)</td>
</tr>
<tr>
<td>3</td>
<td>Arnav/EI fuel data (to waypoint)</td>
</tr>
<tr>
<td>4</td>
<td>Allied Signal (format C) (to waypoint)</td>
</tr>
<tr>
<td>5</td>
<td>(Not used)</td>
</tr>
<tr>
<td>6</td>
<td>Garmin 430/530/295, UPS fuel/air data (to WAYPOINT)</td>
</tr>
<tr>
<td>7</td>
<td>Garmin 430/530/295, UPS fuel/air data (to DESTINATION)</td>
</tr>
<tr>
<td>8</td>
<td>Allied Signal (to DESTINATION)</td>
</tr>
</tbody>
</table>

* Recommended formats.

## GPS Interface Diagnostic Messages

<table>
<thead>
<tr>
<th>Parameters REQ - RES - MPG are all missing from the scan.</th>
<th>No communications from GPS receiver to FS-450. Possibly no connection or aircraft GPS is off, or GPS not enabled to output data.</th>
</tr>
</thead>
<tbody>
<tr>
<td>- <strong>CON</strong> message and parameters REQ - RES - MPG are missing from scan.</td>
<td>Communications are received by FS-450 and the Auto-Protocol setup is in process. Verify correct output format setup in GPS receiver; check GPS connections.</td>
</tr>
<tr>
<td>- <strong>SIG</strong> message and parameters REQ - RES - MPG are missing from scan.</td>
<td>GPS receiver has insufficient signal for valid data.</td>
</tr>
<tr>
<td>- <strong>UPTE</strong> message and parameters REQ - RES are missing from scan.</td>
<td>No waypoints are programmed into the aircraft GPS receiver.</td>
</tr>
<tr>
<td>- - - replaces REQ or RES</td>
<td>Your ground track is more than ±70° from your course to the next GPS waypoint.</td>
</tr>
</tbody>
</table>
Navigation Data (output of GPS; input to FS-450)

Compatible with RS-232, TTL, RS-423, RS-422 SDA.

Serial data format 8 data, 1 start, no parity. Baud rates: 1,200, 4,800, or 9,600 depending on the GPS data output format. The FS-450 automatically detects the GPS data output format and is independent of the GPS-C setting.

Fuel Data (input to GPS; output of FS-450)

Serial data format 8 data, 1 start, no parity. Baud rate: 9,600.

Output format is determined by the GPS-C setting, but may be over-ridden by the GPS navigation format: If the FS-450 senses Northstar or NMEA-183 navigation data input, there will be no fuel data output.

Section 8 - Rear Panel Connector Pin Assignments

<table>
<thead>
<tr>
<th>Pin no.</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Power 12-28VDC (red)</td>
</tr>
<tr>
<td>2</td>
<td>Ground (black)</td>
</tr>
<tr>
<td>3</td>
<td>FF transducer power (red)</td>
</tr>
<tr>
<td>4</td>
<td>Remote alarm</td>
</tr>
<tr>
<td>5</td>
<td>FF transducer ground (black)</td>
</tr>
<tr>
<td>6</td>
<td>RS-232 out (to GPS)</td>
</tr>
<tr>
<td>7</td>
<td>Single FF transducer signal (white)</td>
</tr>
<tr>
<td>7</td>
<td>Twin Left FF transducer signal (white)</td>
</tr>
<tr>
<td>8</td>
<td>Twin Right FF transducer signal (white)</td>
</tr>
<tr>
<td>8</td>
<td>Return FF transducer signal (optional)</td>
</tr>
<tr>
<td>9</td>
<td>RS-232 in (from GPS)</td>
</tr>
</tbody>
</table>

Interface connections to selected GPS models

<table>
<thead>
<tr>
<th></th>
<th>EDM P4 conn Pin 1</th>
<th>EDM P4 conn Pin 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arnav 5000</td>
<td>Pin 4</td>
<td>Pin 5</td>
</tr>
<tr>
<td>Garmin 195</td>
<td>(nc)</td>
<td>Pin 4</td>
</tr>
<tr>
<td>Garmin 430 / 430</td>
<td>Pin 57</td>
<td>Pin 56</td>
</tr>
<tr>
<td>Northstar M3P</td>
<td>(nc)</td>
<td>Pin 6 (leave pin 11 open)</td>
</tr>
<tr>
<td>UPS GX50 / 60</td>
<td>Pin 4</td>
<td>Pin 5</td>
</tr>
</tbody>
</table>

For Your Safe Flight
Section 9 - Technical Support

**JPI** offers both e-mail and telephone technical support. Have your model and serial number ready when you call. Call **JPI** for a return authorization number before returning any equipment.

**J.P. INSTRUMENTS**
3185-B Airway Ave, Costa Mesa, CA 92626
800 345-4574
714 557-3805
www.jpinstruments.com

**Limited Warranty**

J.P. Instruments, Inc. (JPI), warrants all parts in your new FS-450 to be free from defects in material and workmanship under normal use. Our obligation under this warranty is limited to repair or exchange of any defective part of this unit if the part is returned, shipping prepaid, within three years for electronics and one year for probes and transducers from the date of original purchase. Installation labor is the responsibility of the aircraft owner. Homebuilt aircraft warranty starts when the aircraft is certified for flight. Replacement parts carry a warranty for the balance of the warranty period.

Under this warranty, JPI is not responsible for any service charges, including removal, installation, nor any other consequential damages. JPI incurs no obligation under this warranty unless a Warranty Registration Certificate describing the warranted product has been completed and mailed to JPI with all information requested.

This warranty is void on any product which has been subject to misuse, accident, damage caused by negligence, damage in transit, handling or modification which, in the opinion of JPI, has altered or repaired the product in any way that effects the reliability or detracts from the performance of the product, or any product whereon the serial number has been altered, defaced, effaced or destroyed.

This warranty is in lieu of all other warranties expressed or implied and other obligations of liability on JPI's part, and it neither assumes nor authorizes any other person to assume for JPI any other liability in connection with the sale of JPI products.

To initiate this warranty, the aircraft owner must submit a completed Data Logging Worksheet to JPI. Upon receiving a completed worksheet, JPI will initiate the warranty from the date of original purchase. Any replacement parts carry a warranty that extends for the balance of the period of the original warranty. For homebuilt aircraft the warranty period begins when the aircraft is certificated for flight and noted on the warranty card.
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FS-450 Specifications

**FAA Approved**
Fuel Flow Transducer:
STC SA00432SE

**Display Size:**
2 1/4 in panel mount
2.6 in. sq., 2.5 in. deep incl. conn.
3.12 in panel mount
3.26" x 3.26" x 1.56" depth, 3.12 round
Bezel

**Operating Temperature Range:**
-40 to 195 °F

**Resolution and Display Range**

<table>
<thead>
<tr>
<th>display maximum display value</th>
<th>resolution</th>
</tr>
</thead>
<tbody>
<tr>
<td>K factor range:</td>
<td>5,000 to 99,990</td>
</tr>
<tr>
<td>Fuel flow: Accuracy (8 to 60 GPH)</td>
<td>1 %</td>
</tr>
<tr>
<td>140.0 GPH at K factor 85,000</td>
<td>0.1 GPH</td>
</tr>
<tr>
<td>410.0 GPH at K factor 29,000</td>
<td>0.1 GPH</td>
</tr>
<tr>
<td>820 PPH at K factor 85,000</td>
<td>1 PPH</td>
</tr>
<tr>
<td>2400 PPH at K factor 29,000</td>
<td>1 PPH</td>
</tr>
<tr>
<td>560 LPH at K factor 85,000</td>
<td>1 LPH</td>
</tr>
<tr>
<td>1640 LPH at K factor 29,000</td>
<td>1 LPH</td>
</tr>
</tbody>
</table>

**Fuel Remaining:**
999.9 Gal 0.1 Gal
999 Lbs., L 1 Lb., L

**Fuel Used:**
999.9 Gal 0.1 Gal
9999 Lbs., L 1 Lb., L

**Time to Empty:**
50 hours 1 minute
### Reset Alarm
Temporary reset (next 10 minutes): tap STEP.

Reset for remainder of flight: hold STEP until the word OFF appears.

### Reset Fuel Used
1. Tap STEP until USD indicator lights up.
2. Hold AUTO for 3 seconds to reset fuel used to 0.

### No Fuel Added
1. On initial power up see: \(\text{F I L L} \) \(\) \(\) \(\) \(\)
2. Tap STEP to exit.

### Totalize Fuel Used
1. Hold both STEP and AUTO until you see:
   \[\text{P r o g} \]
   \[\text{N o d E} \]
   immediately followed by:
   \[\text{F u e l} \]
   \[\) \(\)
2. Tap STEP three times and see:
   \[\text{F u e l} \]
   \[\) \(\)
3. If you want to accumulate the fuel used, tap AUTO and see:
   \[\text{F u e l} \]
   \[\) \(\)
## FS-450 Quick Reference Card

### Filled Tanks

In flight do steps 1, 2, 3 first (on power up skip to step 4)

1. Hold both STEP and AUTO until you see:

   \[ \text{Prog Nade} \]

   immediately followed by:

   \[ \text{FUEL} \]

2. Tap AUTO and see:

   \[ \text{FUEL} \]

3. Tap STEP.

4. See:

   \[ \text{FUEL GAL} \]

   immediately followed by:

   \[ \text{FILL} \]

5. Tap AUTO and see:

   \[ \text{FILL 75*} \]

   (with aux tanks or tabs, Tap AUTO again and see:

   \[ \text{FILL 120*} \])

6. Tap STEP to exit.

   (* Your tank capacity)

### Added or Removed Fuel

In flight do steps 1, 2, 3 first (on power up skip to step 4)

1. Hold both STEP and AUTO until you see:

   \[ \text{Prog Nade} \]

   immediately followed by:

   \[ \text{FUEL} \]

2. Tap AUTO and see:

   \[ \text{FUEL} \]

3. Tap STEP.

4. See:

   \[ \text{FUEL GAL} \]

   immediately followed by:

   \[ \text{FILL} \]

5. Tap AUTO 2 or 3 times and see:

   \[ \text{FILL Add} \]

6. Tap STEP and see:

   \[ \text{FILL 0.0 GAL} \]

   Hold AUTO to increase; Tap AUTO to decrease.

7. Tap STEP to exit.