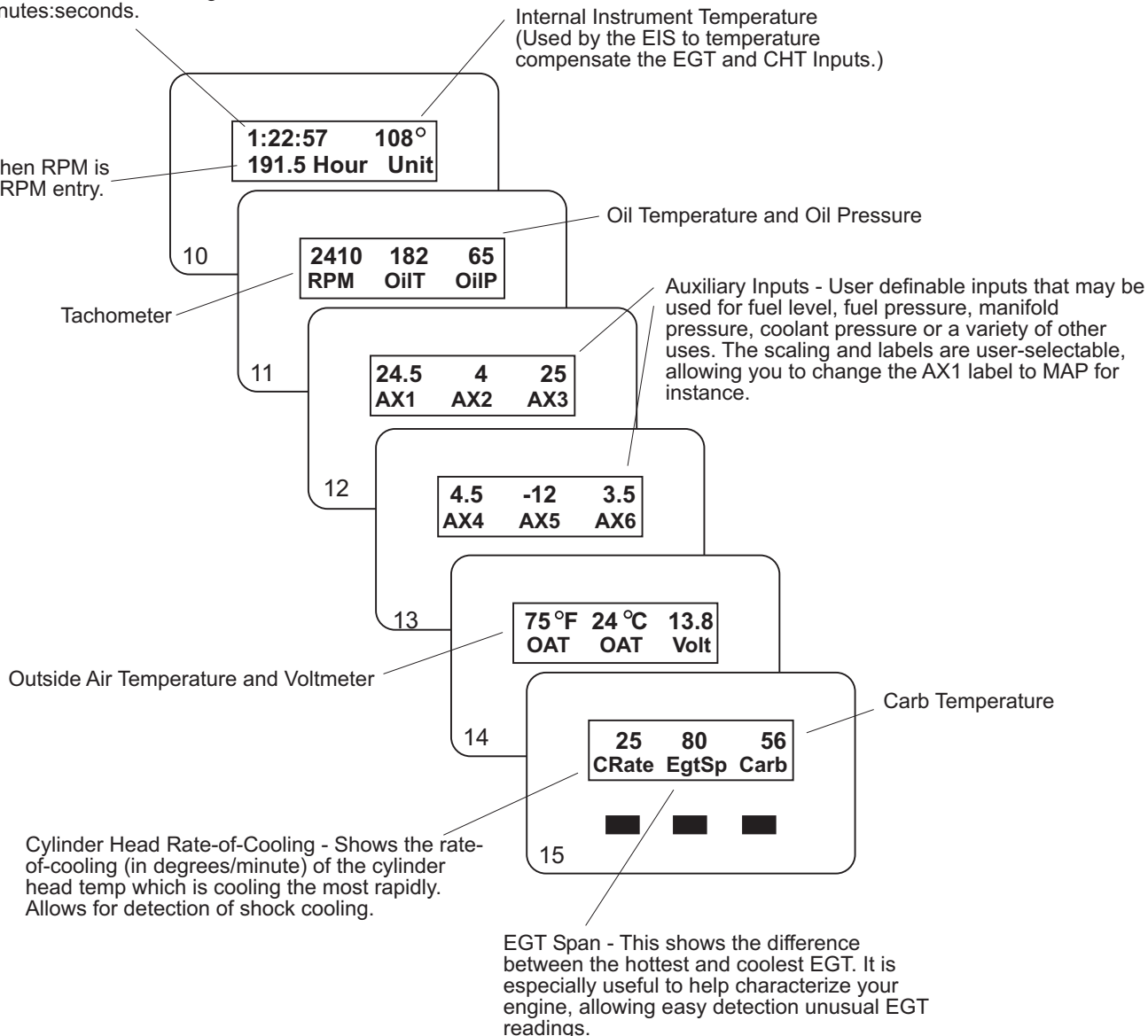


The flight timer runs when the RPM is above the TIM-RPM entry. It shows the last flight time at power-up, and until 3 minutes into the next flight. This timer shows hours:minutes:seconds.

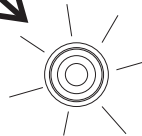
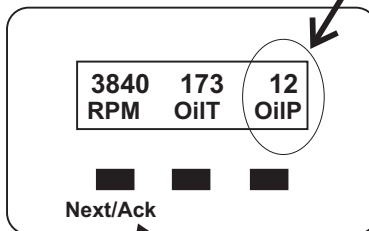
Internal Instrument Temperature (Used by the EIS to temperature compensate the EGT and CHT Inputs.)

Engine Hours - Accumulates when RPM is above the TIM-RPM entry.



A flashing light will alert you to a new alarm. At the same time the EIS will automatically switch to a labeled page, and will flash the offending item to clearly identify the problem.

If the pilot's corrective action solves the problem, the warning light will stop flashing, and the instrument will return to the page it was previously on.



Annunciation of Alarms

By far, this is the most important function of the EIS. Without alarms, it is the engine that alerts the pilot.

Note how the warning light makes the alarm obvious, and the labeled page and blinking display clearly identify the problem so that the proper

If the problem can not be solved, the pilot acknowledges the alarm with the Next/Ack (acknowledge) button. The warning light will stop flashing, but will remain illuminated until the problem goes away. The display page will return to the page it was previously on after the alarm is acknowledged.

Figure 1b. Model 4000 and 6000 Display Pages