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The Owner of the EDM-900/930 must keep this manual

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1. Revisions

REV	Description	Date	Approval
G	Added new pictures of 900 and 930, page 6. Abbreviations page 4. Revised how the JPI data base functions, page 3. Added revision box. Page 2. Added fuel level calibration, page 22. Renumbered all pages.	9-28-2011	JFP
H	Revised to include new trouble shooting section for ICA and renumber pages.	12-02-2011	JFP

2. Read This First

- The following notes apply to a new installation. **Read this section before proceeding.**
- The JPI warranty found in the back of the pilots guide clearly states that JPI will replace defective parts under warranty, **but does NOT cover labor to remove or install any parts.**
- The most common cause of probe problems is poor terminal crimps. Crimp ring terminals with AMP tool or equivalent. **Fold back the wire double before crimping terminals.**
- Do not use aluminum fittings or Teflon tape or pipe sealant with the FXT-201 or FXT-231 fuel flow transducer.
- Write down the K-factor engraved on the side of the fuel flow transducer here _____. Once the transducer is installed and covered with the fire sleeve, you will not be able to access this K factor.
- Determine the locations of all holes before drilling to ensure that nothing interferes with the probe, clamp, clamp screw or wire.
- Provide service loops at the instrument so that it can be moved for maintenance or troubleshooting.
- Thermocouple wire length is not critical. Trim to required length, allowing for service loops at the engine so that probes can be swapped with probes on adjacent cylinders for troubleshooting purposes.
- Dress all wires away from high temperature components such as exhaust stacks.
- Never splice thermocouple wire using copper wire. Use only K-type thermocouple wire. Solder using zinc chloride flux such as Nokorode brand – rosin flux alone will not work.
- Observe correct polarity on all probe wires. Connect like colors together (red to red, yellow to yellow).
- **The instrument must be grounded at the engine**, not at the avionics ground.
- Record the installation of the EDM-900 or EDM-930 on a FAA form 337. Make an entry in the aircraft logbook.
- Note: Removal of probes, sensors and the instrument is the reverse of the installation procedure.

3. Instrument Labeling

The TSO label on the instrument is marked as to the instrument configuration.
The part number of the instrument is as follows:
Model designation system by part number for EDM-900/930

Model Number / Part Number	Description
EDM-900 PN 790000-A- [XXX]	TFT (liquid crystal) Type Display
EDM-930 PN 790000-C- [XXX]	TFT (liquid crystal) Type Display

INSTRUMENTS THAT CAN BE PRIMARY IF IN POH

CHT 4-9	FUEL FLOW	RAD Alert Light
OIL TEMP	FUEL PRESS	TIT
OIL PRESS	RPM	CDT
	MAP	FUEL Quantity


NON-PRIMARY INSTRUMENTS

EGT 4-9	Time to empty	Fuel Remaining Fule USED
OAT CARB	Required to WP	Shock Cooling
Volts Amps	Reserve at WP	Differential EGT Normalize
IAT	MPG	Percent of HP

Example PN 790000-(X)-(XXX) (X) denotes EDM-900 or EDM-930, (XXX) denotes Part Number for a specific aircraft with or without and engine STC. Each PN is specific to a Make and Model Aircraft with or without STC. In which the information is gathered from the Aircraft POH or STC Data sheet.

Aircraft type w/engine STC No. if applicable	JPI assigned Data Base Part No. per Limits found in the POH or engine STC for a specific aircraft	Part No. Displayed on 930 RAD at Start-up or 900 message area
Cessna 182-P	534	790000-X-534
Cessna 182-P, STC12345NW	875	790000-X-875

3.1 Primary TSO Label

[] EDM-930 PN 790000-C-[120] WT-2.7 LBS.		Serial No.	J.P.Instruments Inc.
[] EDM-900 PN 790000-A-[XXX] WT-1.7 LBS.			3182B Airway Ave
[] EDM-930 PN 790000-C-[XXX] WT-2.7 LBS.		XXXX	Costa Mesa CA 92626
[] EDM-950 PN 790000-B-[XXX] WT-1.7 LBS.		MFG	XXXX
INDICATOR EDM-900/930/950	TSO	INDICATOR RANGE	SENSOR RANGE
EGT, CHT, Oil, TIT, CDT, IAT	TSO-C43c, Class 1A	-60 to 2400°F	-2 to 57mv
Manifold Pressure	TSO-C45a, Type I	0 to 100 In Hg	0 to 30mv
Fuel Flow	TSO-C44b	0 to 300 gph	1 to 60 gph 4 to 300 gph
Oil Pressure Fuel Pressure	TSO-C47, Type II	0 to 180 psi 0 to 30 psi	0 to 200 Ω 0 to 50 mV
Fuel Quantity	TSO-C55c, Type I / II	0 to 999 Gallons	0 to 1000 Ω 5 to 7500Hz
RPM	TSO-C49b	25 to 4500 RPM	7 to 5000 Hz
Voltage	Not Applicable	0 to 30 VDC	0 to 40 VDC
Amperage	Not Applicable	0 to 300 Amps	+/- 50 mV
% of Horse Power	Not Applicable	0 to 100 Percent	Not Applicable
DO-160D ENV.CAT. D1XBAB[SBM]XXXXXXXXABBB AWM[A3C3]XXA		POWER INPUT: 14 / 28 VDC	
DO-178B Level-C, H/W 7999-X Rev A S/W PN 7990-X		CURRENT: 4 Amps max	
Note: EDM-900/930/950 TSO-C55, incomplete system for Type I (Float Inst.), no Float sensor tested.			
Note: EDM-950 (Display-less) incomplete system for all TSO's			
Note: PN 790000-C-120 incomplete system Display only.			

4. Operation and Abbreviations

The EDM-900/930 is a combined electronic indicating system which simultaneously displays to the pilot powerplant and aircraft systems operating parameters. It includes the following indicating systems; replacing all previous primary digital and/or analog instruments: Message Area Abbreviation in parenthesis. (X)* denotes cylinder No.

Gauge Function	Message Area Alarm Abbreviation
Primary	Primary
Engine rotational speed	RPM xxxx
Engine Manifold Pressure	MAP xx.x in hg
Engine Cylinder Head Temp	CHT2 xxx °F
Engine Oil Temperature	O-T xxx °F
Engine Oil Pressure	O-P xxx °F
Fuel Pressure	F-P xx PSI
Fuel Flow to engine	F-F xx.x GPH
Comp. Discharge Temp.	CDT xxx °F
Turbine inlet Temp. Left side	TIT-L xxxx °F
Turbine Inlet Temp. Right side	TIT-R xxxx °F
Single Turbine Inlet Temp.	TIT xxxx °F
Non-Primary	Non-Primary
Exhaust Gas Temp.	EGT2 xxxx °F
Shock Cooling of CHT	CLD xx %/MIN
Differential Temp. of EGT	DIF xx °F
Bus Voltage	Volts xx.x
Amperage Load	AMPS xx
Outside Air Temp.	OAT xx °F
Estimated Time to Empty	Est. T to E xx:xx H:M
Fuel used to date	USED xx.x GAL
Estimated Remaining fuel	Est. REM xx GAL
Estimated Fuel required to Waypoint	Est. WP REQ xx GAL
Estimated Fuel Remaining at Waypoint	Est. WP RES xx GAL
Nautical Miles per Gallon	ECON xx.x MPG
Brightness, Dim control	DIM/BRT

4.1 Remote Alarm Light EDM 900

The remote alarm light is a Red or Yellow light depending on the alarm condition. The EDM-900 incorporates a single light that alerts the pilot that a problem existing within the engine. This light is placed in with the primary flight instruments and required only if the display is more than 8 inches from the center of the instrument "T" to a max of 21 inches. It is a single light that changes color with condition and the label associated with the light must be lit by a post light or such that you can see the word "ENGINE".

4.2 Remote Alarm Display (RAD) Operation EDM-930

The RAD is a 0.2" high, 8 character independent display found on the EDM-930 only. The RAD will still function if the main display is inoperable. An alarm—such as the CHT is 480° on cylinder number 2—is displayed as 480CHT2. The label CHT2 will flash whenever an over-temperature exists and will extinguish when the temperature falls below the limit temperature. Other alarms would be displayed as, for example: 2780 RPM.

The RAD is located directly in front of the pilot and displays digital caution and limit exceedances when any of the parameters have reached its preset trigger point. Whenever limit alarms are not triggered, the RAD continuously displays MAP and RPM.

On initial startup or whenever power is turned on, the words "EDM-930 PRIMARY" are displayed, followed by the make and model of the aircraft with STC information for which the primary limits were set

Alarm hierarchy for the EDM-900/930

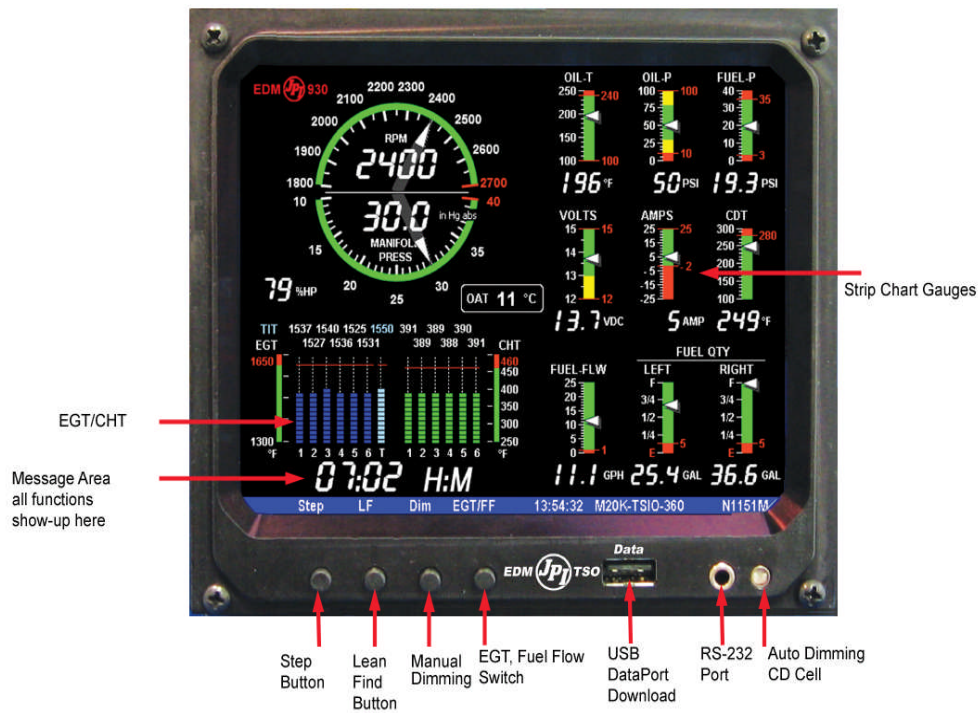
When a measurement limit is reached, the pilot should momentarily depress the STEP button on the EDM-900/930 instrument to extinguish the particular flashing alarm acronyms. If another function has also reached its limit, that label will then begin to flash. The pilot should continue to monitor the affected parameters as he would if a conventional analog display had reached a limit. The bar graph functions of CHT, EGT, and TIT remain displayed for easy reference should one of these limits be reached. Alarm hierarchy is shown in the table below.

1. OILP_LO.	6. FLVL.	11. CLD.	16. AMPS.
2. FP_LO.	7. REM.	12. RPM.	17. CDT.
3. OILT_HI.	8. FP_HI.	13. OILT_LO.	18. RES.
4. CHT.	9. MAP.	14. VOLTS.	19. EGT.
5. TIT.	10. DIF.	15. OILP_HI.	20. Fuel Flow.

Dimming

Automatic dimming is provided to dim both the panel display and the remote alarm display. Dimming can also be accomplished manually to change the Automatic setting. Tapping the far right button below the display decreases brightness. Continuously holding this button increases brightness. The display starts up in the max brightness mode.

RAD

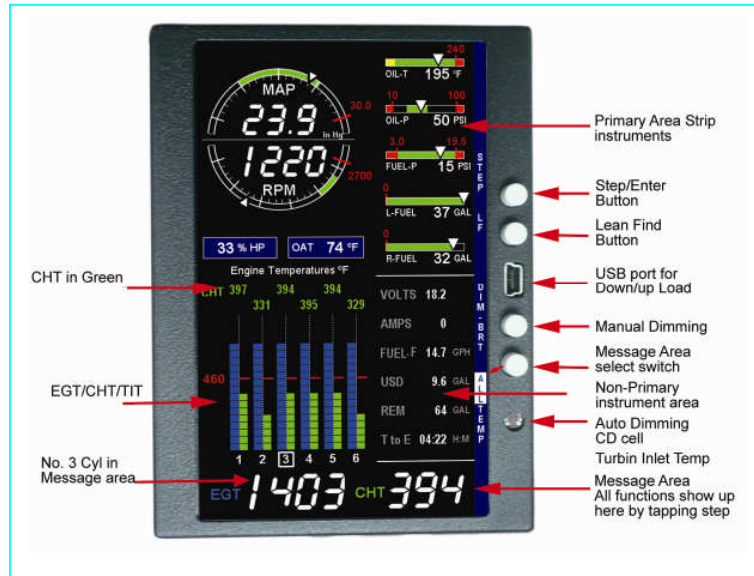


EDM-930 Display

EDM-900 TFT Flat panel display Portrait Mode



Remote Alert Light
With the placard
“Engine”



EDM-900 TFT Flat panel display

Landscape Mode



EDM-900 system mounts in a 3.125 inch diameter instrument panel hole in either a portrait or landscape position depending on panel hole location. By holding the Step button (first on left) for approx. 10 seconds and arrow will appear on the display showing which way the rotation will use as up. Use the LF (Second from left) button to index the rotation arrow. When the proper position is achieved, tap the step button Tap STEP to save the new rotation. At this point properly the rotation will be saved and the unit will reboot to the new rotation. The rotation will not occur if the engine is running.

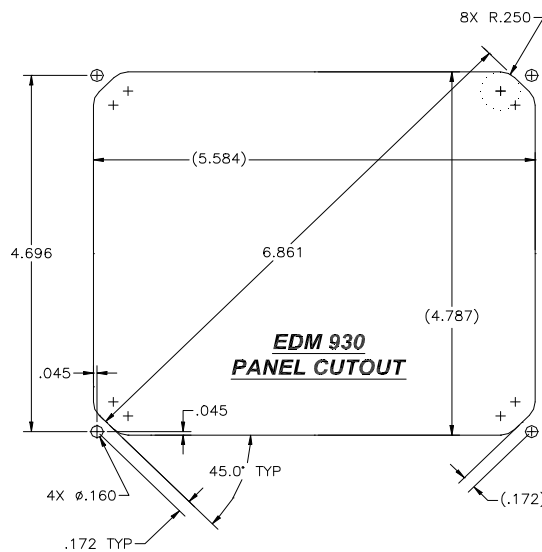
5. Locating and Installing the Indicator and Remote Alarm Display (RAD and Alert Light)

Single Engine Aircraft EDM-900/930

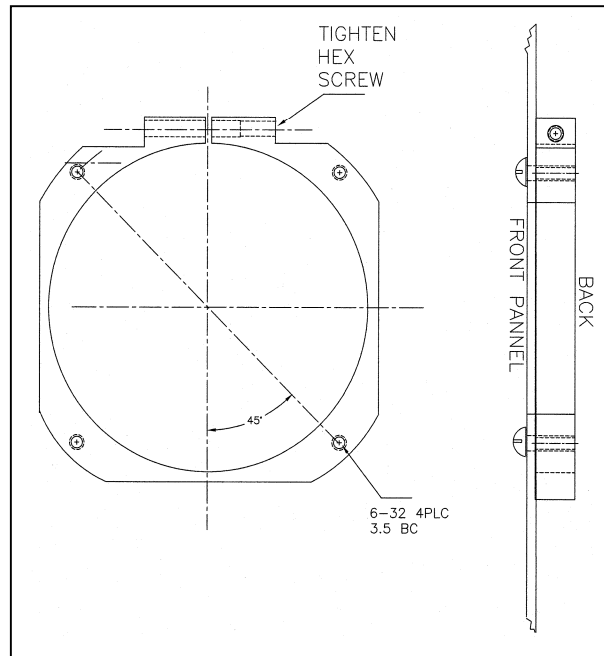
- A) The EDM-900/930 display should be located as close as possible to the pilot with an unobstructed view and for easy access to the buttons on the instrument. The least desirable view angle is landscape looking up. To improve the view angle call the factory. A remote display is also provided for alarm indications and should be directly in front of the pilot.

- B) The RAD PN-790749 mounts in a 5/8 inch hole in the panel directly in front of the pilot for the EDM-930 and an alert light for the EDM-900 is mounted in a 3/8 dia hole.

The diagram below should be used as a guide for cutting and drilling the mounting and buttonholes in the instrument panel. The dimensions shown are for the finished cutout. Allow extra clearance for any panel finish such as powder coat. The EDM mounts from behind the panel through this cutout. Fabricate the appropriate cut-out using the fig below as a guide. If the panel has too many holes for a clean installation, it is recommended that a 0.10" aluminum overlay panel be constructed and installed over the original instrument panel and the EDM be installed into this overlay panel. The Remote Alarm Display PN-790749 mounts in a 5/8 inch hole in the panel immediately above the Attitude Gyro / D.G. / HSI +/- 0.5 inches from their centerline directly in front of the pilot.



4.1 Figure 1:



Mounting bracket for the EDM-900

EDM-900 Model: Mounts in a standard 3.1/8" instrument hole. First, place the mounting bracket on the instrument and tighten the clamp hex screw until you can just remove the instrument from the bracket. The Mounting bracket is then placed behind the instrument panel hole and screwed (6-32 x 1/2" screws) in place using the existing holes. Three screws should be used leaving one hole vacant on either side of the hex screw. Locate the hex screw in a location that you can easily get to from the rear of the panel. The body of the instrument is 3.0 inches in diameter and 2.0 inches deep less connectors.

5. EDM Display Installation

Choose the Proper Installation Location

The display is best located within the natural scan and easy reach of the pilot. The recommended mounting location is defined as the distance from the vertical centerline of the Primary Flight Instruments to the outer edge of the further most gauge displayed on the EDM.



HORIZONTAL ORIENTATION:

The EDM display may be mounted from the vertical centerline of the Primary Flight Instrument "T" to a maximum of 21" to the further most gauge of the EDM display and to the left of the centerline as much as needed.

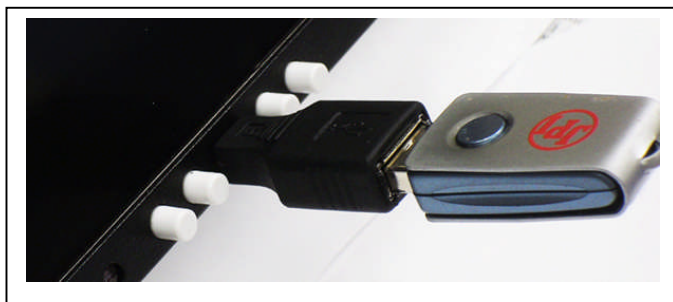
VERTICAL ORIENTATION:

The EDM display is to be mounted within +/- 10" from the horizontal centerline of the Primary Flight Instrument "T". The installer should insure that the EDM display is not obstructed by either the glare shield or the control wheel.

The installing A&P and IA must insure that the installation location complies with the viewing angle requirements listed above.

6. EDM-900/930 Key information installation

Aircraft specific configuration information is loaded differently on both the EDM-900 and the EDM-930. The configuration data is the same for both instruments. The data for the EDM-900/930 is loaded via the mini USB port on the EDM-900 and a standard USB port for the EDM-930.



Be sure to verify that this matches your aircraft.

Note: If your EDM should ever have to be replaced with a different unit, the factory will reprogram it to match your configuration. You should always retain your fuel quantity calibration records, as these may need to be manually re-entered in a different or serviced unit.

7. Routing the Wiring Harnesses

Five connectors are protruding from the rear of the instrument. Connect the five wiring harnesses to the rear of the instrument and run the cables through the firewall into the engine compartment. Allow sufficient service loop to facilitate removal of the connectors for servicing. These wiring harnesses are labeled as follows:

Conn	Harness PN	
P1	790200	Power, Engine ground, MFD input, MFD output the following are optional and need to be added : Oil temperature, Induction temperature, Carburetor temperature, Outside air temperature, Turbine inlet temperature, Turbine inlet temperature 2,
P2	700700 700702	CHT, EGT 6 cylinder CHT, EGT 4 cylinder
P3	790420	RPM, MAP, Oil pressure
P4	700708	Serial data to GPS, Serial data from GPS, Fuel flow transducer
P5	790749	Fuel Pressure, Fuel Level (Resistive and Capacitive), Amps
RAD	790749	Category 5 jack and cable for RAD (Remote Alarm Display)

Route the wires from the connectors through the firewall using rubber grommets and flame retarding silicone. Use an existing hole if possible. All wires must be routed away from high temperature areas (exhaust stacks, turbochargers, etc.). Secure probe and sensor leads to a convenient location on the engine approximately 8 to 12 inches from the probe or sensor, being sure there is sufficient slack to absorb engine torque. It is essential in routing the probe wire that this wire not be allowed to touch metal parts of the air-frame or engine since abrasion will destroy this high temperature wire. Secure wires along the route to the indicator. Secure wire using original clamps, tape or tie wrap if possible.

Note: The probe wires must **not** be tied in with **ignition**, alternator or engine cabin heater ignition wires or transceiver coax cables because of potential induced interference with readings.

The temperature probe wiring harness is made of Chromel-Alumel alloy wires that **must not be substituted or extended with copper wire**. Temperature probe leads must be spliced with the same type of wire (typically Chromel-Alumel for JPI temp probes) using copper butt splices. The other signal and power wires are made from normal copper and must meet MIL-W-32759/16 or equivalent.

CAUTION: Be sure the installation does not result in interference with any aircraft control movements.

When the installation is complete all wires should be secured using ties and carefully checked for interference, rubbing or chafing with flight controls and associated cables or any other moving parts.

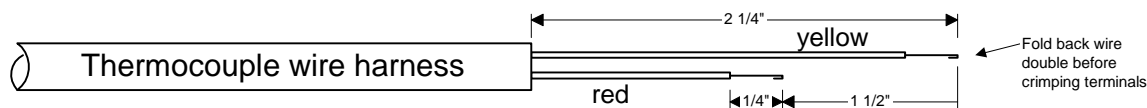
8. Power Connection

The EDM automatically adapts to either a 14 or 28-volt electrical system. **Master Bus power** wire to the EDM should be 20ga copper connected directly to the master solenoid located at the battery to avoid a line drop when cranking. A **5 amp circuit breaker** is required. **Connect the EDM ground wire to the engine block**. The instrument is designed to reset at less than 10vdc bus power, therefore **the instrument may reset on engine start** (typical for 14vdc systems). For lighting, no connection to the aircraft dimmer system is required because the instrument dims automatically with reductions in ambient light. Required power for 900 or 930 is 1.0 amp at 14vdc

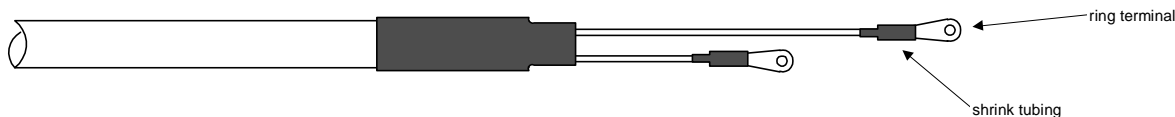
9. Probe Wiring

When cutting the pair of leads to the proper length to connect to the probes, leave enough slack in the wiring so that probe may be interchanged to an adjacent cylinder if necessary for trouble-shooting and servicing. Thermocouple wire length is not critical and should be trimmed to any length as required for a clean installation.

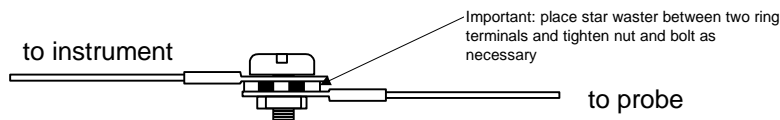
The Temperature probe must be wired with the correct polarity. The temperature probe connects to its temperature indicator with yellow jacket Teflon Chromel Alumel wire supplied. Strip the wires as shown below—observing color-coding.



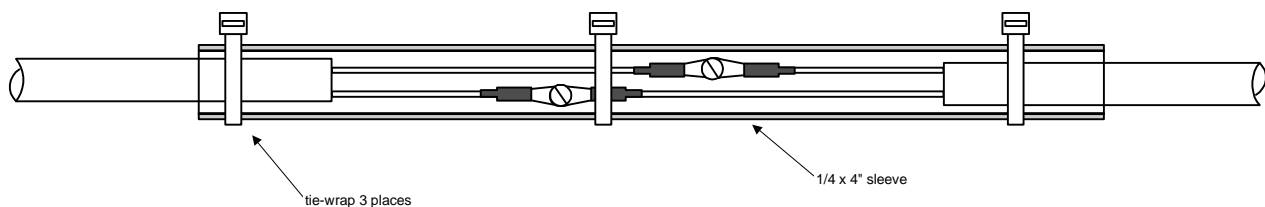
Terminate each wire with a crimp-on ring terminal, provided. The ring terminals may be crimped with an AMP part number 48518 crimp tool is recommended however, a "service-type" tool may also be used. Verify the quality of each crimp with a sharp tug on the wire. The terminal should be impossible to pull off when crimped correctly.



Place a 1/4 x 4-inch sleeve over each pair of wires in the wiring. Connect the wire ring lug to the probe ring lug using the supplied number 4 screws and nuts, placing the star washer *between* the ring lugs, not against the nut.



Slide the sleeve over the joint and secure with three tie-wraps.



The most common installation problems are related to poor quality terminations.

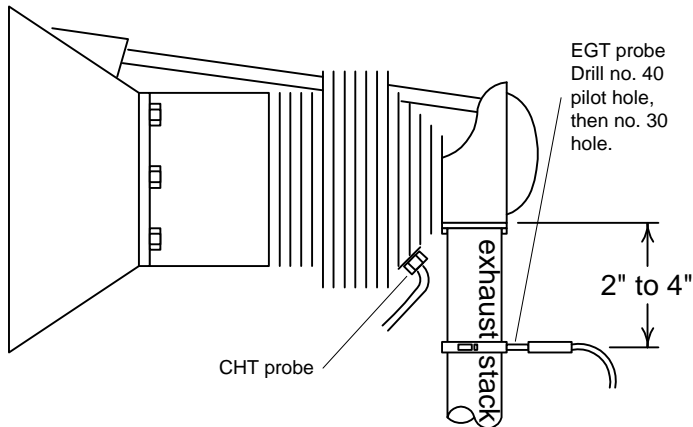
10. Wiring Markings

The EDM-900/930 is supplied with special Teflon insulated Chromel Alumel factory assembled wiring harness configured for the correct number of cylinders. The wire harness is marked E1= EGT-1, C1= CHT-1, etc.

NOTE: Unlike most other EGT & CHT installations **the probe wire length is not critical** and should be trimmed to any length as required for a clean installation. **Do not extend the thermocouple wire with copper wire.**

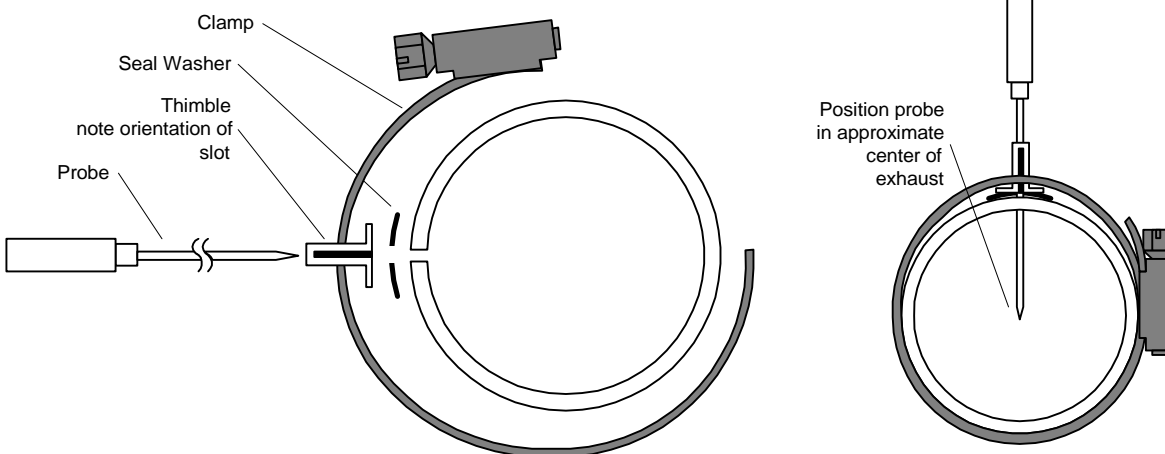
11. Exhaust Gas Temperature Probe (EGT) Installation

Use the J2 connector harness 700700 or 700702 labeled E1 through E4 or E6. Remove the existing EGT gauge and Probe. Replace with JPI probe M-111 in all exhaust stacks.



The Model M-111 Probe will fit any engines where the existing holes in the exhaust stack are 1/8" to 1/4" in diameter. If no hole exists, it will require the drilling of a 1/8" diameter hole and ream to fit. It is important that each probe be mounted the same distance from its exhaust stack flange. A nominal distance of 2 to 4 inches from the exhaust flange is recommended. **If the recommended distance is impractical** because of obstructions, slip joints or bends in the exhaust system then position the probes a uniform distance from the flange as space permits. **Do not mount probes in slip joints.** Be certain to locate all holes **BEFORE** drilling to ensure that nothing interferes with the probe, clamp, screw or wire. Careful matching of probe position will provide best temperature readings.

Insert the probe in the exhaust or previously drilled hole so that the tip of the probe is in the **center of the exhaust stream**. Tighten the stainless steel clamp to a torque of 45 in/Lbs. Cut off the excess strap close to the screw.



12. RADIAL Engine EGT

Radial engine exhaust, require a larger EGT clamp (supplied) to fit the 2.5 inch exhaust pipe. The EGT probe is installed in the same fashion as a Lycoming or Continental engine and should be placed between the exhaust pipe flange and the accumulator at a distance of 2 to 3 inches from the engine exhaust flange. Refer to the engine manufactures recommended location. Do not route the EGT/CHT harness in with the ignition harness. Do not extend the yellow thermocouple leads with copper wire.

13. Turbine Inlet Temperature (TIT) Probe Installation (optional)

Use the J1 connector harness 790200 and insert the yellow wire into the connector pin 16 and the red wire into pin 17. The standard TIT probe PN M111-T with a #48 clamp is placed in the exhaust stack accumulator to a maximum depth of 1/2 inch and approximately 4 inches from the turbine inlet if possible, on the waste-gate side of the turbine.

13.1 TIT for second Turbine Inlet Temperature

Use the J1 connector harness 790200 and insert the yellow wire into the connector pin 18 and the red wire into pin 19. The standard JPI TIT probe P/N M-111-T with a special clamp is placed in the exhaust stack accumulator to a **maximum** depth of 1/2 inch and approximately four inches from the Turbine inlet if possible, on the waste gate side of the turbine.

13.2 Using the Factory original TIT Probe

The factory installed TIT probe (K-calibration) is compatible with the JPI EDM-900/930 System. Connect the JPI wire marked TIT in parallel with the factory probe noting color polarity. Replacement probes should be purchased per part number from the aircraft manufacturer.

If you choose to use only the EDM-900/930 TIT display you may remove the factory installed TIT indicator and leave the TIT probe installed. Connect the JPI wire marked TIT directly to the probe noting color polarity. The TIT probe should now have only the JPI leads attached to it. No calibration of the EDM-900/930 is necessary.

14. Cylinder Head Temperature (CHT) Probe Installation

Use the J2 connector harness 700700 or 700702 labeled C1 through C4 or C6. The JPI probe is a bayonet probe P/N 5050-T that has a captive 3/8-24 boss that is screwed into the head of each cylinder.

For Indicator replacement, replace your existing CHT probe and adapter, a bayonet or screw in type with one supplied by JPI. Install the probe on the same cylinder from which you removed the original equipment probe. Your current CHT probe is installed in the hottest cylinder as determined by the airframe manufacturer. Alternate method To keep the existing CHT gauge functional install a JPI PN 5050-A adapter probe.

15. Radial Engine CHT (spark plug gasket)

Cylinder head temperatures are measured with a spark plug gasket type probe placed under the front sparkplugs. Front spark plugs will read 15 to 20 degrees cooler than the rear plugs. The spark plug gasket probe, P/N M-113, replaces the standard copper spark plug gasket on one spark plug. The probe is usually placed on the plug that receives the most direct cooling air. After many removals the probe may be annealed for re-use. Heat to 1100 °F and quench in water.

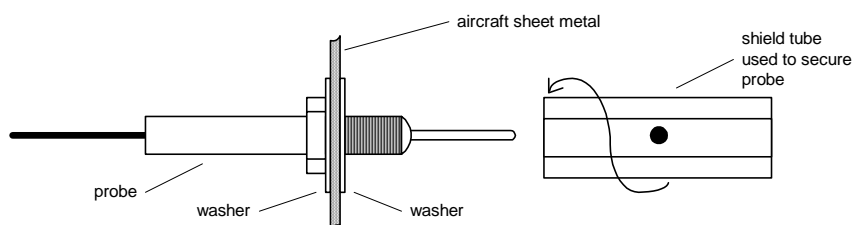
16. Outside Air Temperature (OAT) Probe Installation

Use the J1 connector harness 790200 labeled OAT. All wiring must be type K thermocouple wire. Do not splice ordinary copper wire in any temperature probe circuits.

Install the OAT probe, PN 400510 in the airframe manufacturer's

recommended location. If this information is not available, place the OAT probe in clean airflow such as in a cabin air scoop or below the underside of the wing away from engine heat or exhaust. In this case it is recommended that the installation be done similar to the antenna installation instructions of AC 43.13-2b *Acceptable Methods, Techniques and Practices*.

The outside aluminum shield tube is used to both hold the probe in place and shield it from radiated heat from the sun. The OAT option is displayed as an independent digital temperature bar graph such as "75."



17. Induction Air (IAT), Compressor Discharge Temperature Probe Install (optional)

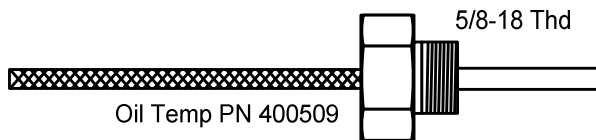
Use the J1 connector harness 790200 and insert the yellow wire into the connector pin 3 and the red wire into pin 4. All wiring must be type K thermocouple wire. The Induction Air Temperature probe, (IAT), is installed just after the inter-cooler and the Compressor Discharge Temperature (CDT) just before the inter-cooler. The probe is the same as an EGT probe and installed similarly to an EGT probe. A large clamp is supplied to fit around the air duct leaving the inter-cooler. Alternately a 1/8 NPT fitting is available. IAT option is displayed as an independent digital temperature like "125 IAT". On non-turbo engines the IAT in reality is the Carburetor temperature and displayed as "34 CRB."

18. Carburetor Probe Installation (optional)

Use the J1 connector harness 790200 and insert the yellow wire into the connector pin 5 and the red wire into pin 6. All wiring must be type K thermocouple wire. Do not splice ordinary copper wire in any temperature probe circuits. Locate the access hole (1/4-24 thread) in the carburetor near the butterfly valve. Remove the screw plug now in that hole and screw the CRB probe into the carburetor throat. No drilling or machining of the carburetor is necessary.

19. Oil Temperature Probe Installation

The sensor port is a standard 5/8-18 thread for both the Continental and Lycoming engines. Probe PN 400509 is a complete assembly using type K thermocouple wire (red/yellow). Connect the wire marked oil temperature observing polarity to pin 1 and 2 on 790200. Wire length has no effect on the readings. Oil temperature will be displayed as an independent temperature digital and bar-graph. Check with engine manufactures proper location for oil temperature. Check for oil leaks before first flight.

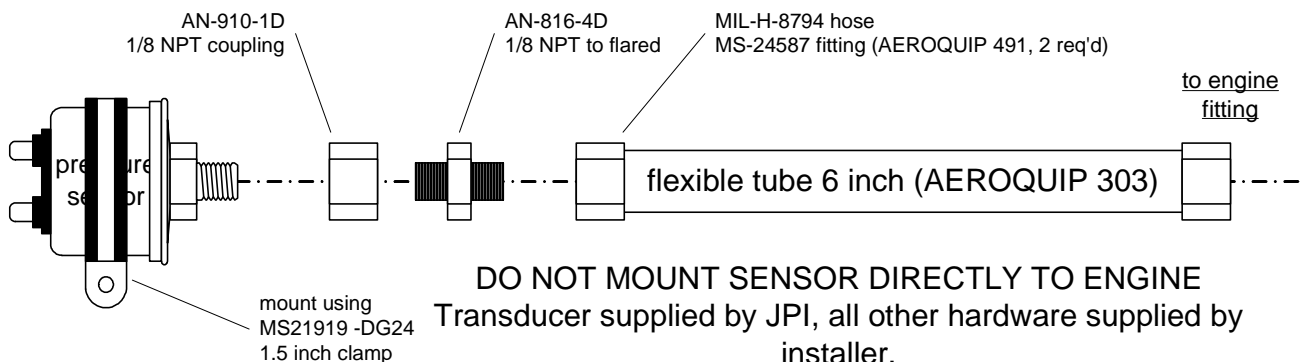


20. Oil Pressure Sensor Installation

Use the J3 connector harness 790420 labeled OIL-P for a VDO pressure sensor PN 306018 (0-150 psi) (shown in diagram below). Use pin 4 for a Sensym pressure sensor (not shown) or three wire i2s sensor (0-5vdc)

Oil pressure sensor mount using an aluminum clamp MS21919. Mount to firewall.

Mount the pressure sensor to the pressure line using a flexible hose and fittings (not supplied) as depicted in the drawing below. Use aluminum clamp to mount the pressure sensor to firewall. Do not mount the sensor directly to the engine. Connect the other end of the hose to the engine manufacturer's recommended location for engine oil pressure.



20.1 Alternate method of installation keeping the original sensors in the aircraft operational

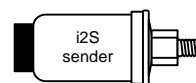
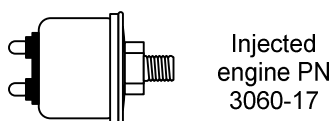
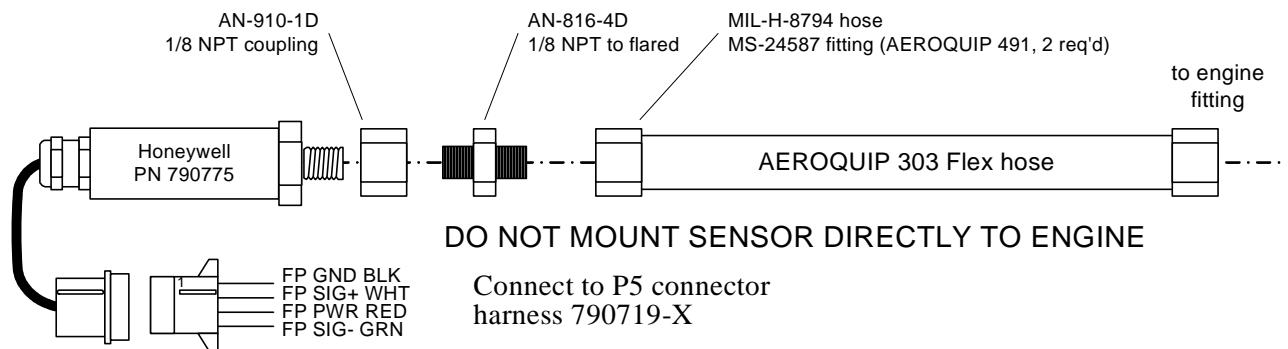
The oil pressure sensor should tee off the oil pressure line feeding the original aircraft gauge or the oil pressure switch is removed and the sender is installed in that location.

21. Fuel Pressure Sensor Installation

Use the J5 connector harness 790719-X labeled FUELP.

Mount the pressure sensor to the pressure line using a flexible hose and fittings (not supplied) as depicted in the drawing below. Use Aluminum Clamps MS21919WDG25, or WDG14 to mount the pressure sensor to engine mount structure or firewall. Do not mount the sensor's directly to the engine. Connect the other end of the hose to the existing pressure line. Later, you will connect the pressure sensor to the four pressure sensor wires through the supplied 4-pin connector. Part No. 790775() required for Carburetor engines OR Transducer PN 3060-17 for injected engines. PN 3060-17 is a resistive and requires two wires with no polarity.

For Sensym sensor (shown below), crimp the four pins of the female Molex connector to the harness, matching the wire colors. Secure to firewall with Aluminum Clamp MS21919 WDG14. For injected engines use clamp MS21919WDG 25.



21.1 Adding a non-primary gauge to the system

Requirements: new generation EDM-930 with software from June 2010 or later

Steps:

Download EDM Config from JPITech.com (On Software Downloads page)

After "installing" EDMConfig on USB stick, insert into EDM-930 and hold STEP/LF during power up

Step through EDMConfig messages to "EDIT GAUGES" message

- o STEP through gauge position to select the EDM-930 gauge to be replaced with FP
- o Select "MODIFY" function

On gauge edit screen STEP until the gauge name is selected, then tap MODIFY

§ Tap YES to confirm change of channel

§ Tap NEXT until FUEL-PSI is displayed, tap SAVE

§ Tap YES to confirm change, tap NEXT

- o Use NEXT and PLUS/MINUS keys to adjust color bands and limits for FUEL-PSI gauge
- o Tap SAVE to save changes to the gauge, YES to confirm
- o Tap DONE to exit gauge editing mode.

Tap NEXT repeatedly until EDIT CHANNELS is displayed

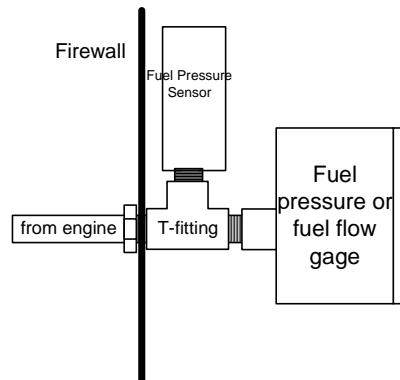
Tap yes to edit channels

- o Tap STEP several times to select FUEL PRES input channel
- o Tap ENABLE key to enable the input
- o Tap SAVE, then YES to save change to channels

Tap STEP key repeatedly until prompted to exit configuration, EDM will restart with FP enabled

21.2 Alternate method of installation keeping the original sensors in the aircraft operational

The fuel pressure sensor is teed of the pressure line feeding the original aircraft pressure gauge.

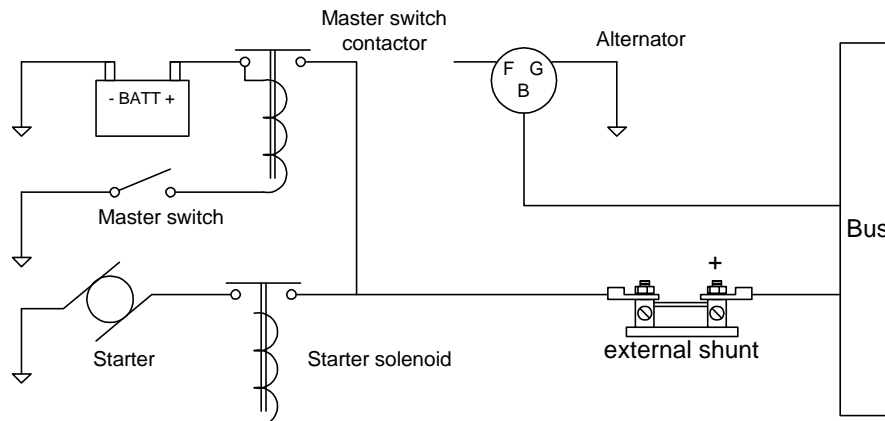


22. Ammeter Shunt Installation

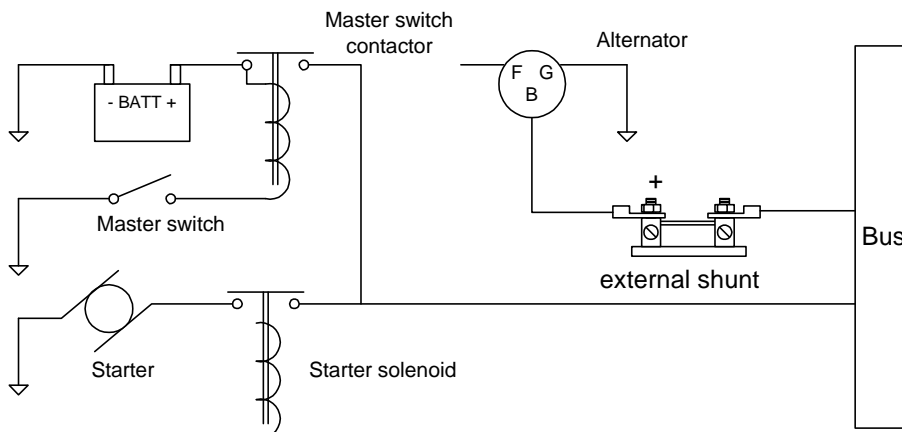
Use the J5 connector harness 790719-X labeled AMP+ and AMP-. Connect the harness leads using ring terminals to the smaller terminal screws on the side of the shunt.

22.1 Charge/Discharge configuration

The shunt can be installed between the master contactor and the main bus in which case it will be in the ammeter configuration showing battery charge and discharge. Be sure that the *positive* side of the shunt is connected to the main bus in the *ammeter* configuration. The alarm will be triggered by a discharge condition.



Ammeter Configuration



Load Meter Configuration

22.2 Load Meter Configuration

Alternatively the shunt can be installed between the alternator output and the main bus in which case it will be the load meter configuration showing alternator load (positive only). Be sure that the *negative* side of the shunt is connected to the main bus in the *load meter* configuration. There is no alarm.

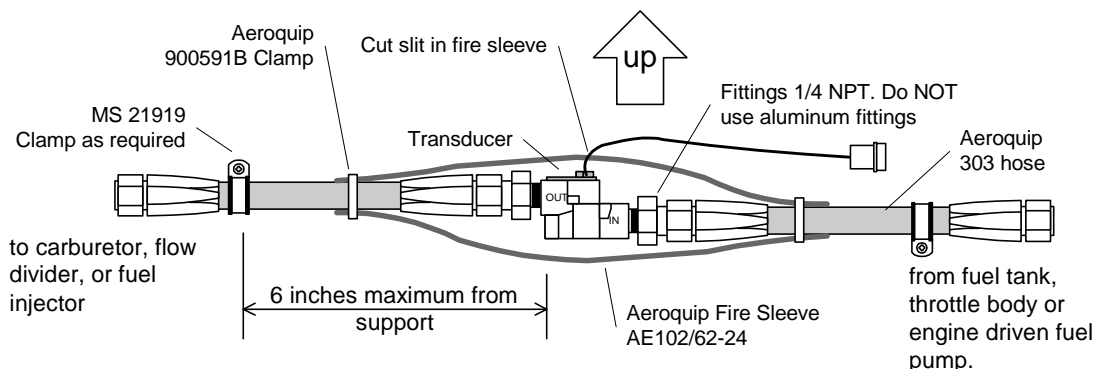
23. General Fuel Flow Transducer Installation

Use the J4 connector harness 700708 labeled FFSIG (white), FFPWR (red), and FFGND (black). If no previous fuel flow transducer is installed, install transducer per

The EDM-900/930 receives signal from any installed FloScan Transducer with the following FloScan P/N's embossed on to the top of the transducer. The K-Factor is marked on the side of the Transducer and on a white ticket. Wire per drawing 790744, Route the JPI wires along the existing wiring bundle lacing every foot. The EDM is approved to work with the following Shadin equivalent PN.

FloScan PN	Shadin equivalent PN
201-A	NA
201-B	680501/680600
201-C	NA
231	680503

Before connecting any hoses to the transducer, thoroughly clean them and insure they are free of any loose material. **Never pass air pressure through the transducer or use Teflon tape/pipe cement; damage will occur.** Use only steel fittings supplied never use aluminum fittings on transducer. Remove the transducer cap plugs only when ready to install the hoses. Note the direction of fuel flow marked on the transducer. Fuel must flow in this direction. Reverse flow installations will read ½ the required flow. Mount the transducer with the three wires pointing up. The K-factor is printed on the side of the transducer and on a tag. Write down the K-factor here for future reference _____.



The EDM-900/930 fuel flow transducer receives signal from any installed 201 or 231 transducer with either of these part numbers embossed on to the top of the transducer. **For specific engine Installations see Appendix A Report 503**

24. Fuel Level Sender Wiring Types

The EDM has the capability to interface to the aircraft's fuel level system. It is also used to directly read the fuel senders for fuel calibration (**no other equipment is needed**). To implement the EDM fuel tank gauge functionality, the EDM is connected directly to the senders or in some cases to the aircraft's fuel sender signal conditioner (for example the Pennycap system typically found in Cessna). The EDM has the capability to process signals from three types of sender signals: Resistive output, Voltage output or Frequency output. JPI provides the appropriate interface hardware (the P5 harness and any associated signal conditioners) based on information you provided when your order was placed. Once installation is completed, you will perform a fuel level calibration. The EDM stores this calibration internally. **NOTE: The fuel quantity function will not be available until this calibration has been performed successfully.**

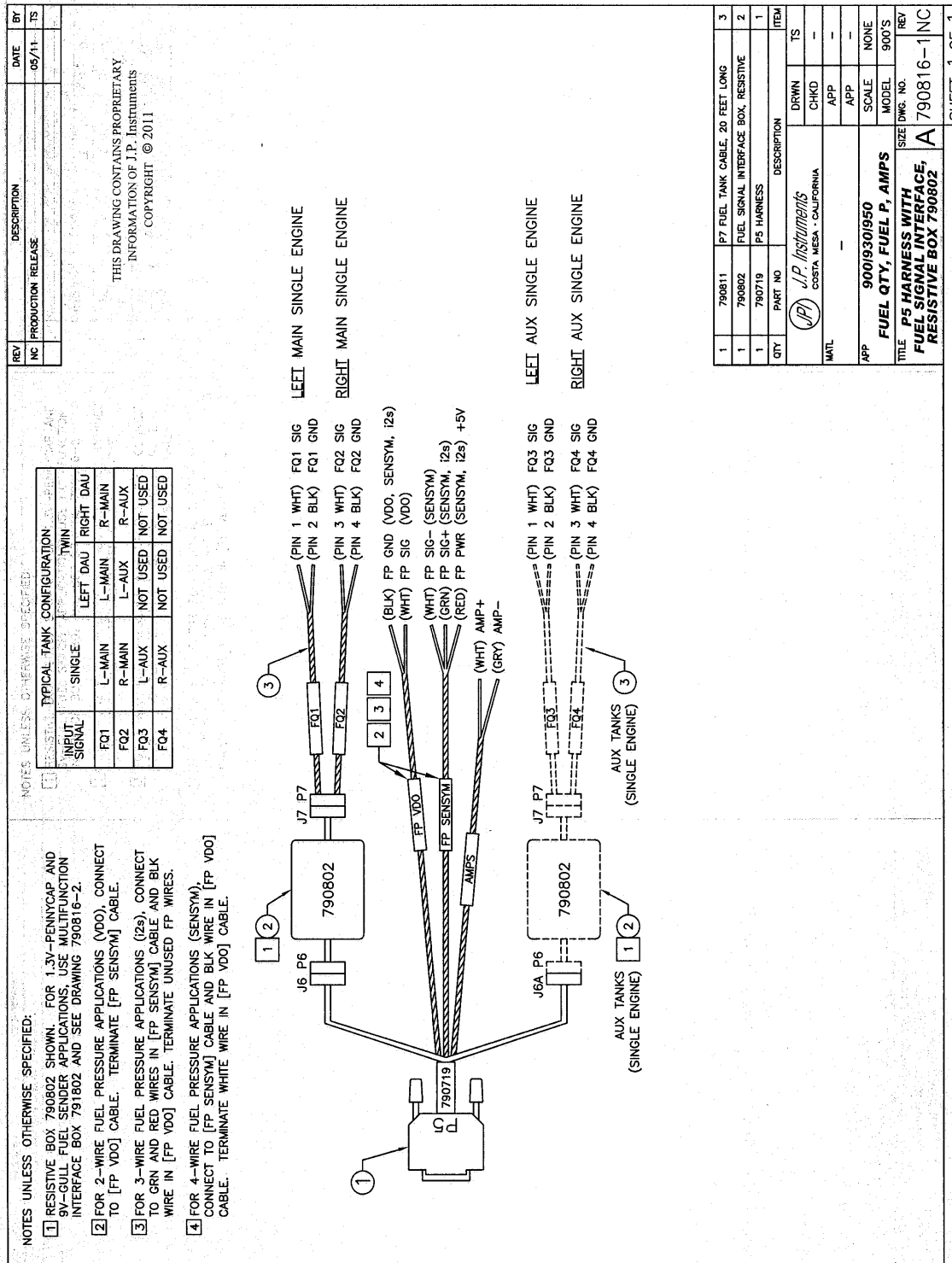
24.1 Capacitive Sender Frequency Output Type Sender System

Although frequency output type senders are uncommon in certified aircraft, JPI supports this interface. The P5 harness has two 3 conductor cables labeled LEFT TNK and RT TANK that are connected directly to the left and right senders. See the drawing below for basic connection information (only right tank shown for illustration purposes). Final route the LEFT TNK and RT TANK cables as necessary, then crimp the female contacts onto each cables GRN, BLK, RED wires, then insert them into the connector housing. Connect this to the sender's cable connector. Connect the white wire of the pod cable to the center insulated terminal on the sender, and the black wire to the terminal mounted on the metal body on the sender. See illustration on following page.

24.2 Resistive Output Type Sender System (Float type, most common)

Locate the wires that run between the existing ships fuel gauges and the senders and disconnect them. For tanks that have more than one sender, the wiring between the senders must be retained. Make sure the senders do not have voltage on them before connecting to the EDM. Connect the EDM to the senders using the wire pairs coming from the signal conditioner as shown below. Note that one pair is for MAIN and the other is for AUX. Connect the 'SIG' wire to the senders signal terminal (typically the center stud) and the 'GND' wire to the closest ground terminal near or on that sender. See illustration on following page.

Example harness arrangement for an aircraft with resistive output senders



24.3 Voltage Output Type Sender System

Voltage output type systems usually have a convertor box. This is typical with the 'Pennycap' brand capacitive sender system. The Pennycap convertor box measures sender capacitance and converts it to a DC voltage output signal for the aircraft's fuel level gauge. In some cases the Pennycap convertor box alternately monitors two tanks per wing controlled by cockpit selector switch positions. This is typical for Cessna's having 4 selectable tanks. The EDM can interface to this system with the addition of the dashed interface hardware (PN 790802) shown below.

NOTE: This drawing is accurate for most models of the Pennycap system; however it is the installer's responsibility to verify proper connections to the Pennycap output signal.

24.4 Fuel Tank Calibration Setting Fuel Calibration Points

The EDM interfaces to various fuel level sensor types to facilitate direct reading of the fuel level in the aircraft fuel tanks. The EDM has a multi-point fuel calibration table that you must enter. This table contains calibration values (stored in non-volatile memory) used to translate sensor readings into the displayed fuel quantity values. The calibration information is collected and recorded on paper for later entry into the EDM. NOTE: Fuel quantity gauges will not be functional until the fuel calibration information has been entered into the EDM. You will use the EDM instrument itself as the measuring device to collect calibration data.

The following describes the basic procedures necessary for collection and entry of data into the fuel level calibration table. Note: Any changes to fuel table data will be temporary until you execute the '**SAVE**' function (available after last cell of the last tank table is entered).

Before beginning the fuel table entry/edit process, you must have properly installed and tested for correct functionality of the fuel sensors.

WARNING:

- **Never add or remove fuel from the aircraft when the master switch is turned on.**
- **Fuel quantity gauge performance is affected by many factors, such as the integrity of the sensor performance, the accuracy of the calibration data you collected and entered and most importantly your validation that the EDM fuel quantity gauge is accurate and repeatable after installation and calibration. You should not use the fuel quantity gauge system for any flight related operations until this validation criteria has been met.**

Getting Started...Collecting Fuel Level Calibration Data using the EDM as a meter.

1. With power off, hold in **Button 4 (Button 1 being far left)** and then turn on power. For each EDM monitored tank, create a **paper table** with the desired number of calibration points (**2 to 5**) and at what volume each will be. Number of calibration points to be entered into the system later. The zero gallon point reading is always taken with unusable fuel in the tank. Example of a completed 3 point table for **LEFT** tank:

LEFT		
F	39.0 GAL	1907
2	19.5 GAL	1154
E	0.0 GAL	685

Readings

2. This screen shown below provides real-time readings of all active fuel level sensors. Verify readings look normal. Reading are arbitrary whole numbers
3. Now add fuel as needed to match the required volume for a particular point. Cycle power between readings (hold in button 4), then take a reading and record it on paper adjacent to that point.
4. Repeat this process until all points, 2 to 5, have been recorded for each tank.

With AUX it would say LMAIN and LAUX



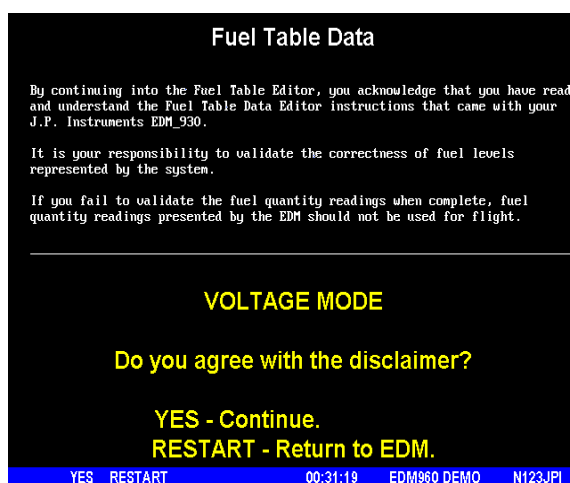
Actual Screen Shot

24.4.1 *After you have collected your data*

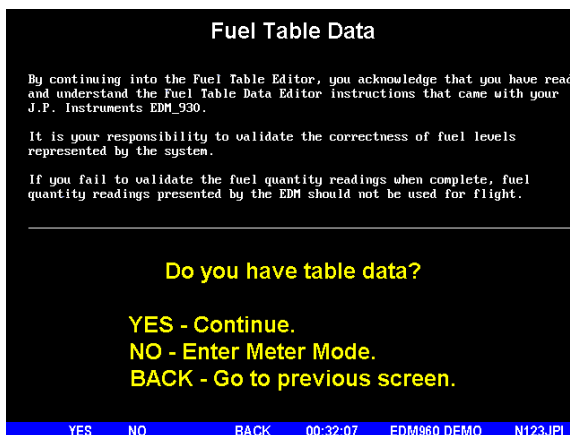
After you have collected your data...Entering / Editing Fuel Level Calibration Data

The Fuel Table Editor is a spreadsheet type format allowing you to easily see the volume and related calibration values side by side. You can easily navigate through the cells to enter values.

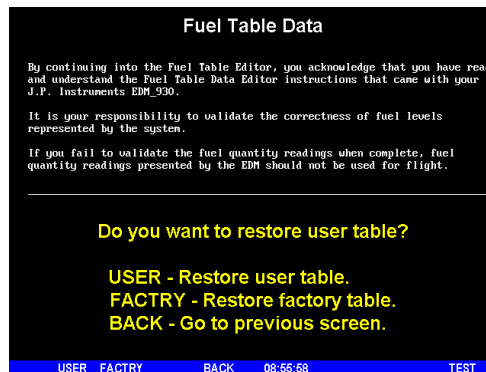
1. With power off, hold in **Button 3 (Button 1 being far left)** and then turn on power. Wait until you see '**Do you agree with the disclaimer?**'. Tap **YES** if you agree and wish to continue.



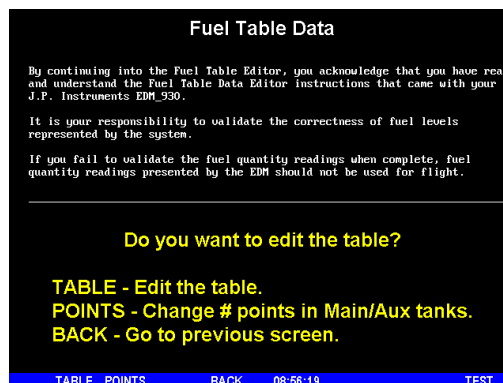
2. Tap **YES** when you see '**Do you have table data?**'.



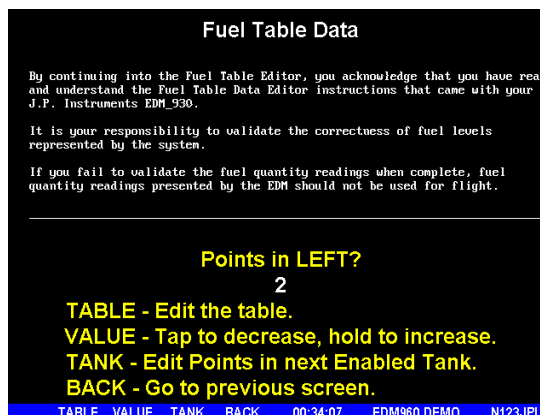
3. Tap **USER** when you see '**Do you want to restore user table?**' (Note: tapping **FACTORY** causes the fuel table stored on the Key Card to over-write any previous user entries in the fuel table. Use **FACTORY** if you want to start from the original factory default).



4. Tap **POINTS** when you see '**Do you want to edit the table?**'.



5. You see '**Points in LEFT**', the current calibration points for the LEFT tank.



6. Tap/hold **VALUE** to change to the desired number of calibration points for this tank (2 to 5). Each Tank can have a different set of calibration points. So 5 points for Main and 2 points for Aux.

7. Tap **TANK** to select the next active tank and repeat previous step. Continue until all tanks 'points' have been set.
8. Tap **TABLE**. You see 'Fuel Table Data' (White at top of screen) with a table. You may change any of the fuel levels in the left column except for empty. You will enter the readings taken previously on paper into the right column.

Fuel Table Data		
LEFT		
F	102.0 GAL	1
4	76.5 GAL	1
3	51.0 GAL	1
2	25.5 GAL	1
E	0.0 GAL	1

STEP - Tap is up, hold is down.
EDIT - Edit quantity.
BACK - Back and Lose Data!

STEP EDIT BACK 00:43:01 EDM960 DEMO N123JPI

9. Tap/hold **STEP** to select the cell you want to edit. Tap **EDIT** to change the value. Tap or hold **Modify** to change digit. Tap digit to change another part of the number.
10. Tap **SAVE** to record it. Follow the on-screen menus to edit the value. Repeat previous step until all tanks data have been entered.
11. You see 'Save fuel tank data?'. Answer **SAVE** to store all final data values or **CANCEL** to return to table editing. To complete the process, tap **SAVE** a second time.

Fuel Table Data		
RIGHT		
F	102.0 GAL	1
E	0.0 GAL	1

Save fuel tank data?
SAVE - Save the data.
CANCEL - Go back and edit.

SAVE CANCEL 01:57:43 EDM960 DEMO N123JPI

25. Fuel Flow Totalizer, Refuel Question

The fuel flow totalizer can be set to a **different** value than the fuel level **tank size**. To reprogram the "Refuel setting for Main (total) and Auxiliary (total), enter the "Factory Program Mode" by holding buttons 1 and 2 in for a few seconds until the display reads "Program". Keep tapping **next** until you see "**END**". At this point hold in button

***FAA Approved Installation Manual for the
EDM-900 and EDM-930
Primary Engine Data Management System***

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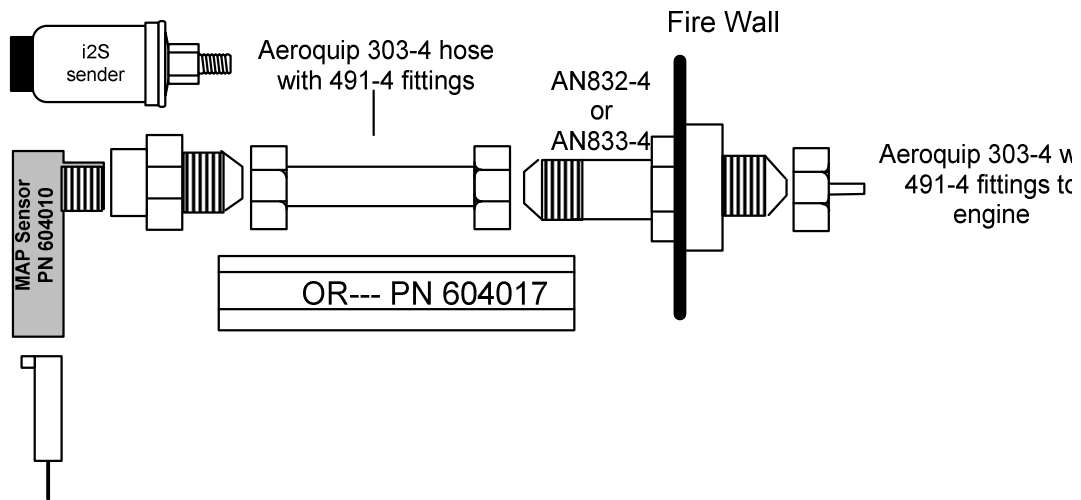
1 and 2 again until the display (5 sec.) changes and you see **FACTORY** . At this point you will see MAIN = XX., adjust with the “**Plus and Minus** buttons. Tap **next** for AUX=XX and adjust. Tap button twice to finish and save.

26. GPS Interface

Use the J4 connector harness 790708 labeled RS232 OUT TO GPS (white) and RS232 IN FROM GPS (gray). Refer to the Manufactures GPS manual for the required pin connections on the GPS.

27. Manifold Pressure (MAP) Sensor

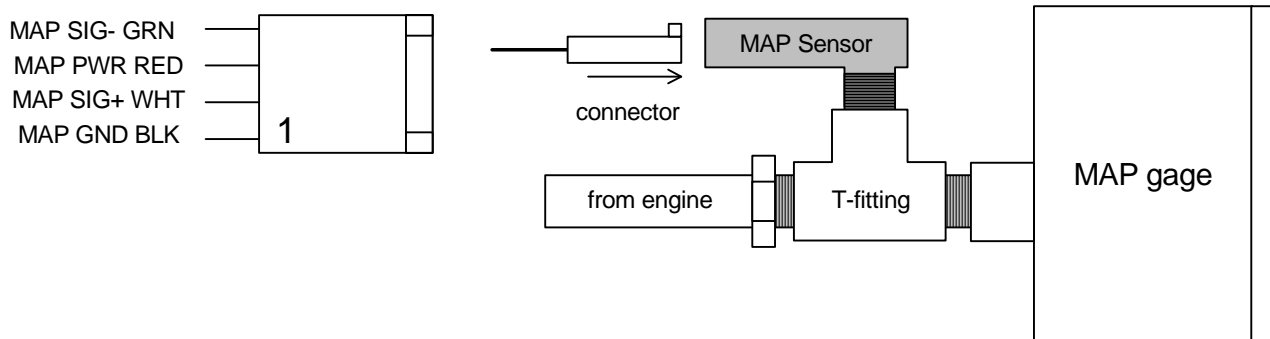
Screw a AN816-4D (flared to pipe thread) into the Aeroquip 303 hose to and from the bulkhead fitting an 832-4 as shown below if not already installed from the aircraft factory MAP gauge.



27.1 Alternate method of Manifold pressure transmitter installation in aircraft using existing Manifold Pressure gauge

For the JPI sensor use the J3 connector harness 790420 and connect the 4 leads using the supplied 4-pin connector and pins.

Install a T-fitting in the aircraft's MAP gauge line in the cockpit near the MAP gauge. Install the JPI MAP sensor P/N 604010 on the T-fitting. The MAP sensor uses a 1/8 NPT fitting.



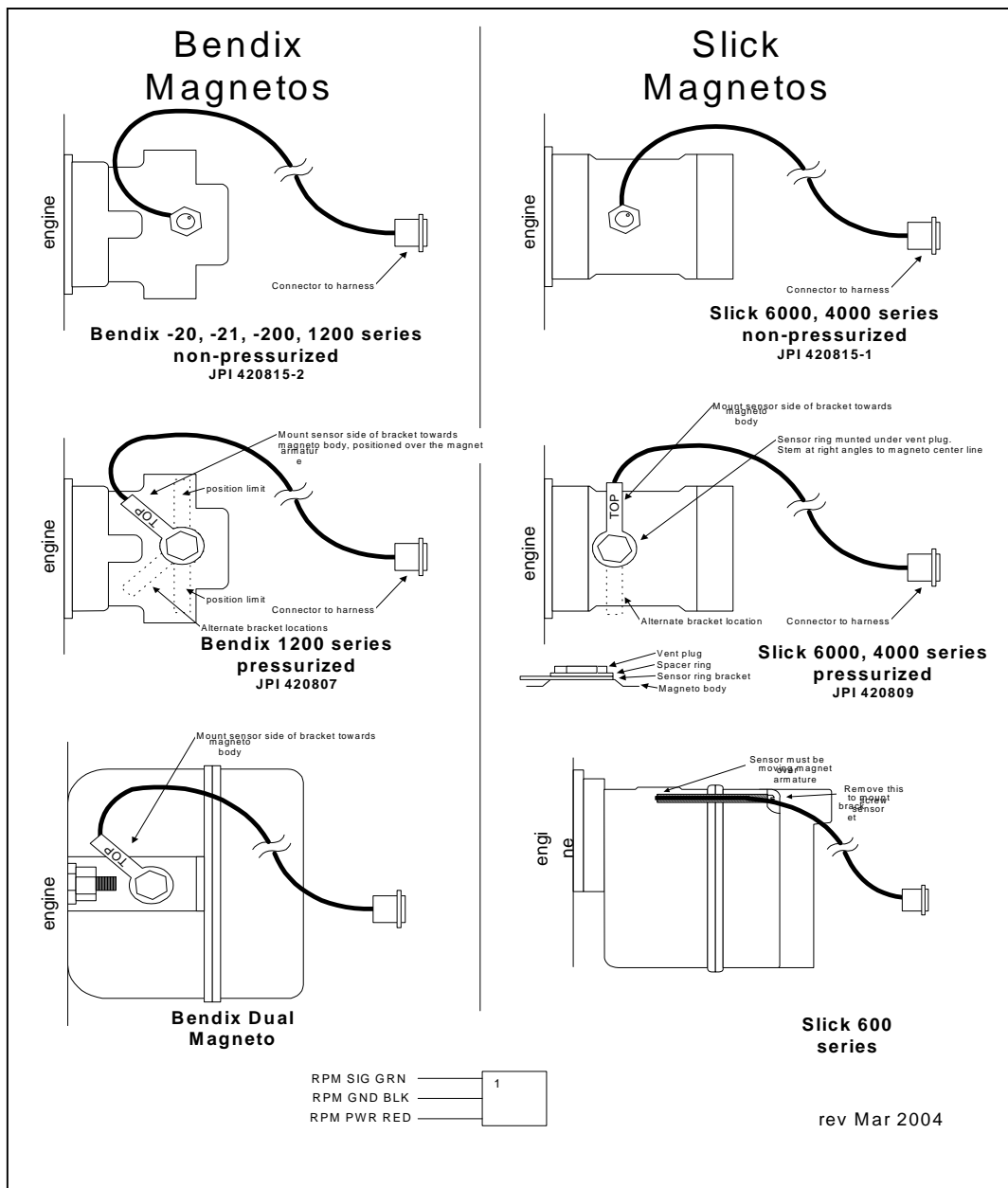
Manifold Pressure Calibration

The manifold pressure must be calibrated to the ambient air pressure. Enter the current ambient barometric pressure. The engine must *not* be running. This setting is *not* the same as the altimeter setting that you receive from ATIS or Unicom. It will vary with field elevation. Use the chart below to calculate the MP FACTOR. Multiply this MP FACTOR by the altimeter setting that you receive from ATIS or Unicom. For example if the field elevation is 1700 ft and the altimeter setting is 30.1, the MP FACTOR is 0.9400 from the table. Multiply 30.1 x 0.9400 to get the ambient MP of 28.29.

Field Elev.	MP FACTOR	1200	0.9574	3100	0.8929	5000	0.8320
-500	1.0182	1300	0.9539	3200	0.8896	5100	0.8289
-400	1.0145	1400	0.9499	3300	0.8863	5200	0.8258
-300	1.0109	1500	0.9469	3400	0.8830	5300	0.8227
-200	1.0073	1600	0.9435	3500	0.8798	5400	0.8196
-100	1.0036	1700	0.9400	3600	0.8765	5500	0.8165
0	1.0000	1800	0.9366	3700	0.8733	5600	0.8135
100	0.9964	1900	0.9332	3800	0.8700	5700	0.8104
200	0.9928	2000	0.9298	3900	0.8668	5800	0.8074
300	0.9892	2100	0.9264	4000	0.8636	5900	0.8043
400	0.9856	2200	0.9230	4100	0.8604	6000	0.8013
500	0.9821	2300	0.9196	4200	0.8572	6100	0.7983
600	0.9785	2400	0.9162	4300	0.8540	6200	0.7953
700	0.9750	2500	0.9129	4400	0.8508	6300	0.7923
800	0.9714	2600	0.9095	4500	0.8477	6400	0.7893
900	0.9679	2700	0.9062	4600	0.8445	6500	0.7863
1000	0.9644	2800	0.9028	4700	0.8414	6600	0.7833
1100	0.9609	2900	0.8995	4800	0.8382	6700	0.7804
		3000	0.8962	4900	0.8351		

28. RPM Sensor installation

Use the J3 connector harness 790420 and connect the 3 leads using the supplied 3-pin connector and pins. There are three types of magnetos commonly in use. You must have the correct RPM sensor for the magneto installed in the aircraft. The following part numbers apply: Slick -4000, -6000 use JPI P/N 420815. For the Bendix -1200 use P/N 420815. Dual magnetos use JPI PN 420810. Mount the sensor as shown in the appropriate diagram below.



29. EDM-900/930 Specifications and Limitations

The following parameters must be customized for the aircraft into which the EDM-900/930 is installed.

Factory set limits or default values for EDM-900/930

1. TIT 1650 F	TSO-C43
2. CHT 450 F	TSO-C43
3. Oil Temp Low 90 F	TSO-C43
4. Oil Temp HI 230F	TSO-C43
5. Oil Press low 15 psi	TSO-47
6. Oil Press Hi 100 psi	TSO-47
7. Vacuum 0- 15"hg	TSO-47
8. RPM 2700 Limit and range	TSO-C49
9. RPM set to cyl 6	TSO-C49
10. Map 32 In hg HI	TSO-C45
11. Map setting 29.90 In Hg	TSO-C45
12. Fuel Pressure Hi 35 psi Injected	TSO-47
13. Fuel Pressure Lo 15 psi Injected	TSO-47
14. Fuel Pressure Hi 8 psi Carb	TSO-47
15. Fuel Pressure Lo .5 psi Carb	TSO-47
16. Fuel Flow 24 GPH	TSO-C44
17. K-factor 29.99	
18. Carburetor filter smoothing 1	
19. Ammeter configuration (load or charge-discharge). Load	NON TSO
20. HC-120 (% of HP)	NON TSO
21. Fuel Level Resistive/Capacitive	TSO-55
22. Low fuel 10 Gal	
23. Low time 45 Min	
24. Main tank 75 gallons	
25. Aux tank 0	
26. GPS set at GARMIN	
27. Diff 500 degrees	TSO-C43
28. CLD 60 degrees per minute	TSO-C43
29. Amps limit 100 amps	NON TSO
30. Record time, 6 sec intervals	NON TSO
31. Hobbs on at 1000 RPM	NON TSO

On 14 vdc systems during start-up the EDM may reset it self. This is normal due to extremely low battery voltage. The conditions and test required for TSO approval of this article are minimum performance standards. It is the responsibility of those desiring to install this article either on or within a specific type or class of aircraft to determine that the aircraft installation conditions are within the TSO standards. The article may be installed only if installation of the article is approved by the Administrator. The functions of Volts, Amps, and Horse Power were tested to DO-160D and DO-178B, but not TSO'd since no TSO exist for these functions. Deviation granted for TSO-C49b to include digital display and sensor. All TSO required probes, transmitters and sensors also tested to DO-160D.

30. EMI Radio Test and functional check:

Even though the EDM-900/930 has been tested to DO-160E Section 20 (EMI) the installation itself could creates radio interference on specific frequencies. The following test is to insure that this does not exist.

EMI/RFI TESTS: perform tests, in accordance to the table below, to insure wire routing and connectivity has not compromised the signal integrity of the NAV/COM receivers. Power up the aircraft bus (or buses) in accordance with normal engine prestart procedures (see Aircraft Pilot Operating Handbook). Verify that the EDM-900/930 is operating normally and there are no bad probes or alarm messages. Set the frequency and audio panel to listen to that radio. Loud buzzing/humming is considered 'unusual noise' in the context of these tests also the OBS needle should not move. Should any EMI noise be found that is attributed to the EDM-900/930 system, it must be corrected by shielding and/or rerouting wiring to eliminate the noise. If unusual noise is heard, remove power from the EDM-900/930 system to check if it is the source of this noise. If the EDM-900/930 system is not the source of 'unusual noise' then mark the table with a 'PASS'.

Frequency	NAV/COM 1 (PASS/FAIL)	NAV/COM 2 (PASS/FAIL)	Comments
108.00			
112.00			
115.00			
117.00			
120.00			
121.00			
122.00			
123.00			
124.00			
125.00			
126.00			
127.00			
128.00			
129.00			
130.00			
132.00			

31. Component Parts

	Single engine				
	-4 Cyl	-6 Cyl	-7 Cyl	-8 Cyl	-9 Cyl
Display EDM-930 P/N 790000-C-(xxx) or	1	1	1	1	1
Display EDM-900 P/N 790000-A-(xxx)	1	1	1	1	1
EGT probe KIT PN 128000	4	6	7	8	9
TIT probe with option KIT 120000	1	1	1	1	1
CHT probe KIT PN 126000	4	6	7	8	9
OAT probe with option KIT 122000	1	1	1	1	1
IAT probe with option KIT 130000	1	1	1	1	1
Carb temp probe if required	1	1	1	1	1
Oil temperature probe with KIT 124000 P/N 400409	1	1	1	1	1
Oil pressure sender P/N 306018	1	1	1	1	1
Fuel pressure sender P/N 306017 or 790775 or 159935	1	1	1	1	1
Ammeter shunt	1	1	1	1	1
Fuel Flow transducer P/N 700900-1,-2	1	1	1	1	1
Fuel Level sender option P/N 791000	1	1	1	1	1
MAP P/N 604010 or 159934	1	1	1	1	1
RPM one of P/N 420815-1,-2	1	1	1	1	1
RAD P/N-790749 for use with the EDM-930	1	1	1	1	1
Alarm light PN 711700 for use with the EDM-900	1	1	1	1	1

31.1 Component Parts List for EGT (PN 128000), TIT (PN 120) Probe

- 1 Thermocouple type K probe PN M-111
- 1 Stainless Steel Clamp Thimble
- 1 Stainless Steel Exhaust Seal Washer
- 1 Stainless Steel Screw Type Clamp
- 2 Ring Terminals
- 2 Screws and nuts 6-32 X 1/4
- 1 Fiberglass tube 1/2" X 4"

31.2 Component Parts list for CHT (PN 126000) probe

- 1 Bayonet Probe Thermocouple type K Spring loaded PN 5050-T
- 1 Or Gasket thermocouple probe type K PN MM-113
- 2 Ring Terminals
- 2 Screws and Nuts 6-32 X 1/4"
- 1 Fiberglass tube 1/2" X 4"

31.3 Component Parts list for OAT (PN 122000) probe

- 1 P/N 400510, OAT probe
- 2 Ring Terminals
- 2 Screws and Nuts 6-32 X1/4"
- Fiberglass tube 1/2" X 4"

31.4 Component Parts list for IAT/CARB (PN 121000) probe

- 1 P/N 400128, IAT/CARB probe
- 2 Ring Terminals
- 2 Screws and Nuts 6-32 X1/4"

1 Fiberglass tube 1/2" X 4"

31.5 Component Parts list for OIL probe

1 P/N 400509 OIL probe
2 Ring Terminals
2 Screws and Nuts 6-32 X 1/4"
1 Fiberglass tube 1/2" X 4"

31.6 Component Parts list for VDO Oil Pressure sensor

1 P/N 3060-18, Oil pressure sender two wire
2 Ring Terminals

31.7 Component Parts list for i2s Fuel Pressure Sensor(Carburetor)

1 P/N 159925 Fuel pressure sensor
1 3-pin male connector housing
3 male crimp pins
1 3-pin female connector housing
3 female crimp pins

31.8 Component Parts list for Sensyn Fuel Pressure Sensor(Carburetor)

1 P/N 790775 Fuel pressure sensor
1 4-pin male connector housing
4 male crimp pins
1 4-pin female connector housing
4 female crimp pins

31.9 Component Parts list for VDO Fuel Pressure sensor(Injected)

1 P/N 3060-18, Oil pressure sender two wire
2 Ring Terminals

31.10 Component Parts list for ampere shunt

1 P/N 159920 100 amp shunt
2 Ring Terminals

31.11 Component Parts list for Fuel Flow Transducer

1 fuel flow transducer, 201 or 231 PN 700900-1,-2
8 inches of 1.5"dia fire sleeve
1 3-pin connector housing
3 female pins
2 AN816-4-4 fittings

31.12 Component Parts list for JPI MAP sensor

1 P/N 604010, MAP sender
1 P/N 604017 Adaptor Brass

31.13 Components Parts list for RPM sensor P/N depends on Magneto make and model

Bendix magneto -20,1200 P/N 420815-1
Slick magneto 4000 or 6000 P/N 420815-2

32. Weight and Balance Data

Indicator PN 790000(-A) EDM-900	2.0 Lbs
Indicator PN 790000(-C) EDM-930	3.0 Lbs
EGT / TIT / CDT / IAT / OAT probe	2.0 oz. each / 0.125 lbs
CHT / Oil Temperature probe	1.5 oz. each / 0.094 lbs
4/6 Cylinder Harness 8 ft.	14.0 oz. each / 0.88 lbs
RPM and MAP	1.5 oz each / .094 lbs
Fuel Pressure Sender	3.9 oz each /
Oil Pressure Sender	4.4 oz each /
Harness each	1.0 Lbs

33. Pilot Programming

To start the Pilot Program procedure, simultaneously hold the STEP and LF buttons for five seconds. You will see the word PROGRAM 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. Hold the STEP button to step back to the previous item. Tap the LF button to select alternate values of that item. Simultaneously hold both STEP and LF to exit.

STEP advances next item	LF sequences through these values	Comments
PROGRAM		Stays on for two seconds.
FUEL N	FILL? N	Tap LF to change fuel status. Exits program mode when done.
RATE 4	0 ... 9	Index rate (pause time in seconds) in the Automatic Mode. 0 disables the Automatic Mode.
OAT F	OAT F ↔ OAT C	To calibrate the OAT ±10°, hold both the STEP and LF buttons simultaneously for five seconds, which will proceed to the next step. Otherwise the next step will be skipped.
OAT+0	OAT-10 ... OAT+10	This step will be normally be skipped. Adjust the indicated temperature up or down by up to 10°. For example, OAT+3 adjust the OAT 3° higher.
EGT 1P1	EGT 1P1 ↔ EGT 1P4	Y—Yes—sets the digital display to one-degree resolution; N—No—sets 10°. (10° resolution is easier to interpret the EGT's.)
HPC 125	70 HP HPC 125	%HP display will change when HP constant is adjusted. Hold STEP and LF for 5 seconds until you see ADJUST to set the HP calibration. Tap STEP to continue to the next step. To adjust the MAP, hold both the STEP and LF buttons simultaneously for five seconds, which will proceed to the next step. Otherwise the next step will be skipped.
MAP 29.9	MAP 20 → 32	Adjust the MAP.
KP 29.90		Adjust the instrument's K-factor to match the fuel flow transducer K-factor.
TRIP? N	TRIP? N ↔ TRIP? Y	N—No—Upon informing the EDM that you refueled the aircraft, reset total fuel used to 0. Y—Yes—accumulate total fuel used rather than reset to 0 at each refueling. See page
HOBBS VAL	2424 ENG ↔ 25 EDM ↔ 3567 FRM	Displays the engine hours and airframe hours.
END? Y	END? Y	STEP exits the pilot programming mode. LF reenters pilot programming mode.

34. Programming the HP Constant

You must adjust the HP Constant once for your aircraft. You must perform this adjustment in the air while the aircraft is in flight between 5,000 and 8,000 feet MSL.

1. Enter the pilot program mode by simultaneously holding the STEP and LF buttons for five seconds.
2. Tap STEP repeatedly until you see—for example— HPC = 125. Then hold both the STEP and LF buttons display until you see ADJUST, followed by HPC= 125. The adjustment range for the HP Constant is 45 to 180.
3. Set the MP and RPM per your POH to 70 percent power. Let conditions stabilize.
4. Change the HP reading on the EDM-900 to 70 percent by adjusting the HP constant in the lower display by holding or tapping the LF button. Percent HP should be close to 100 percent during takeoff at sea level.
5. Tap the STEP button to proceed to the next step.

35. Programming the MAP

Sets the manifold pressure calibration (an sets the Carbureted fuel pressure zero points).

You may need to correct the MAP based on the **altimeter setting at a sea level airport**.

1. Enter the pilot program mode by simultaneously holding the Step and LF buttons for five seconds.
2. Tap Step/OK repeatedly until you see—for example— HPConstant=125. Then hold both the first two buttons Step/OK and Change buttons display until you see Adjust, followed by HP Constant=125.
3. Again, Hold both the two buttons, Step/OK and Change buttons display until you see ADJUST, followed by MAP+0. The adjustment range for the MAP is ± 3.0 in Hg. As you adjust the MAP up or down you will see a change in the MAP gauge under RPM. When you see the correct setting stop.
4. Tap the Step/OK button to proceed to the next step or hold both buttons again to exit setup.

Do this one time and only if the MAP on your manifold pressure gauge doesn't match the MAP shown on the EDM-900
You must do this on the ground with the engine turned off.

- A. Absolute calibration: the table on page 27

Unless your airfield is close to sea level, do not set MAP to the local altimeter setting since that setting is the pressure corrected to sea level, and is not the same as your field elevation pressure.

Tap or hold the LF button to change the MAP value.

Tap the STEP button to proceed to the next item.

36. Selecting Fuel Pressure Type (EDM-900 only)

To properly display Fuel Pressure values, the EDM must be told what type of Fuel Pressure sensor is connected to the EDM. This is normally set at the factory for new installations. To set or modify the type of Fuel Pressure sensor connected to the EDM, follow these steps:

1. Enter Pilot Program Mode by holding the STEP and LF buttons for 5 seconds
2. When the EDM enters Program Mode, tap the button labeled "**NEXT**" until **END?** Is displayed in the scanner message area.
3. Again hold the **STEP** and **LF** buttons until the EDM enters **Factory Program Mode**.
4. After "**Factory**" is displayed in the scanner message area, tap the **NEXT** button until **FUEL PRESSURE = is** displayed in the scanner message area.
5. Hold the **STEP** and **LF** buttons until the word **ADJUST** appears in the message area
6. Tap the **PLUS** or **MINUS** buttons to change the selected Fuel Pressure sensor type.

7. To save the selected value, hold the **STEP** and **LF** buttons until the word **SET** appears in the message area.
8. Tap the **STEP** button repeatedly until the message **END?** is displayed in the message area
9. Tap the button labeled **YES** to save changes and restart the EDM.

37. Customizing Non-Primary Data (EDM900 only)

You can customize – change or re-order non-primary data channels in the non-primary portion of the EDM display (non-primary values are displayed as text gauges without redline values – See Pilot's Guide for more information). Non-primary data channels are numbered from 1 up to 6, depending on your particular aircraft configuration and EDM installation. To customize the LCD layout of non-primary data, follow these steps:

1. Enter Pilot Program Mode by holding the **STEP** and **LF** buttons for 5 seconds
2. When the EDM enters Program Mode, tap the button labeled "**NEXT**" until **END?** is displayed in the scanner message area.
3. Again hold the **STEP** and **LF** buttons until the EDM enters **Factory Program Mode**.
4. After "**Factory**" is displayed in the scanner message area, tap the **NEXT** button until **CUSTOMIZE DISPLAY?** is displayed in the scanner message area.
5. Hold the **STEP** and **LF** buttons until the word **ADJUST** appears in the message area
6. You will see a prompt like "**1=VOLTS**" (or similar). This describes the data channel to be displayed in the first non-primary data location.
7. Tap the "**CHANGE**" button to change to the next non-primary data channel. The new data channel selected will be displayed in the
8. Tap the "**NEXT**" button to select the next non-primary location (such as **2=AMPS**).
10. When all changes have been made, hold the **STEP** and **LF** buttons until the word **SET** appears in the message area.
11. Tap the **STEP** button repeatedly until the message **END?** is displayed in the message area
12. Tap the button labeled **YES** to save changes and restart the EDM.

38. 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 _____. 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, enter 29.12 in the K factor parameter.

If the K factor is increased, the indicated fuel flow will decrease, and vice-versa. When the K factor is changed during a trip, calculations of fuel used, fuel remaining and time to empty are not retroactively recalculated.

39. 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.

You must use the following procedure to fine tune the 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 EDM-900 calculation of the fuel used for each flight USD.

Flight	Fuel USED shown by EDM (total tank - REM)	Actual fuel used by topping tanks
1		
2		
3		
Total	①	②

2. Total **①** the EDM-900 calculated 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:

$$\text{New K factor} = \frac{(\text{① EDM fuel used}) \times (\text{③ Current K factor})}{(\text{② actual fuel used})}$$

$$\text{New K factor} = \frac{(\text{①} \quad \quad \quad) \times (\text{③} \quad \quad \quad)}{(\text{②} \quad \quad \quad)}$$

Every time you fine tune the K factor, change it by only half of the amount calculated above, and record the measurements here:

Date	① EDM fuel used	② actual fuel used	③ Current K factor	New K factor = ① x ③ / ②	Pilot's initials

40. Adjusting the K Factor

This procedure is different than for setting other parameters.

1. If you haven't already done so, start the Pilot Program Mode by clearing all alarms by tapping step repeatedly, then simultaneously hold the STEP and LF buttons (for about five seconds), until you see the word PROGRAM, followed by 'FUEL ? N'.
2. Tap STEP repeatedly until you see K-FACTOR=29.90 (this value may be different on your unit).
3. Hold both the STEP and LF buttons simultaneously until a digit begins flashing. This indicates editing has been enabled.
4. Tap or hold the LF button to change the flashing digit to the desired value.
5. Tap or hold the STEP button to select the next digit to edit.
6. Repeat steps 4 and 5 until the displayed value is set to your desired value.
7. To save new value, hold STEP and LF buttons simultaneously (for about five seconds) until the K factor parameter exits.
8. Tap STEP repeatedly until you see END ? Y, then Tap STEP once more to exit the Pilot Program Mode.

41. Programming Accumulate Trip Total

Accumulate—default is OFF: resets the fuel used to 0 every time you inform the EDM-900 that the aircraft was refueled. With accumulate ON fuel used will not be reset to 0 when you inform the EDM-900 that the aircraft was refueled.

Select "No" if you wish to display total fuel used since the last time you informed the EDM-900 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 measurement.

During normal operation, to reset the accumulated fuel used display at any time, tap STEP until you see USD. Hold both STEP and LF until the display shows .0 USD.

42. Trouble Shooting

Diagnostic Testing on Startup and During Flight

When your EDM is first turned on it tests internal components, calibration and integrity of the probes. During flight, probes are constantly checked for inconsistent or intermittent signals.

Problem	Situation	Correction
A MISSING COLUMN IN THE DISPLAY UPON START UP	diagnostic routine has found an open line or probe with no connection.	Replace the EGT or CHT probe shown in the error message
A MISSING COLUMN IN THE DISPLAY DURING FLIGHT	a reading that is jumping around or incorrect The probe is removed from the line up	Replace the EGT or CHT probe shown in the error message on the next flight.
DISPLAY FREEZES OR MAY BE INCORRECT	A power transient could cause the processors to malfunction	Recycle the power to the EDM
LEANFIND FINDS A "PEAK" TOO SOON	Failure to pre-lean before performing LeanFind or stopping while leaning. Leaning too slowly	Continue to lean without stopping Lean more rapidly
PEAK NOT FOUND DURING LEANFIND	Lean Find not activated or stopping while leaning	Lean at the speed of approximately 10°F per second
OFF-SCALE EGT COLUMNS, TOO HIGH OR LOW	Off-scale EGT column readings. EDM in the Normalize view (blue EGT scales).	Return to Standard mode by holding the LF button.
FIRST CYLINDER TO PEAK IS NOT THE HOTTEST	The first to cylinder peak is not necessarily the hottest	This is normal.
EGTS RISE DURING SINGLE MAGNETO CHECK	Incomplete combustion persisting longer	This is normal.
EGTS NOT UNIFORM DURING LOW POWER OPERATION	Fuel and air distribution is not optimal at low power settings	This is normal.
0.0 GPH	Zero's indicate Fuel flow is too low to register	This is normal.
--- GPH	Dashes indicate No fuel flow transducer signals	Have the mechanic verify if it is the sensor or wiring.
--- H.M	Dashes indicate No fuel flow transducer signals	No GPS signal, check the wiring
OPEN PRB	Open probe.	Wiring to probe is open circuit. Check wiring and crimps. Swap probes to troubleshoot.
BAD-PRB	Bad probe.	Erratic reading. May be poor electrical connection. Swap probes to troubleshoot.
RED 'X' DRAWN THROUGH A SINGLE GAUGE	Measurement out of range.	Have the mechanic verify if it is the engine or the sensor. Replace as necessary.
RED 'X' DRAWN THROUGH ALL GAUGES FOR AN ENGINE	DAU failure or DAU communications error.	Check power to DAU and wiring harness connections.
CAL ERR	Calibration error.	Return unit to factory.
DSP XXX	Internal communication error.	Return unit to factory.
COMM ERR	Internal communication error.	Return unit to factory.

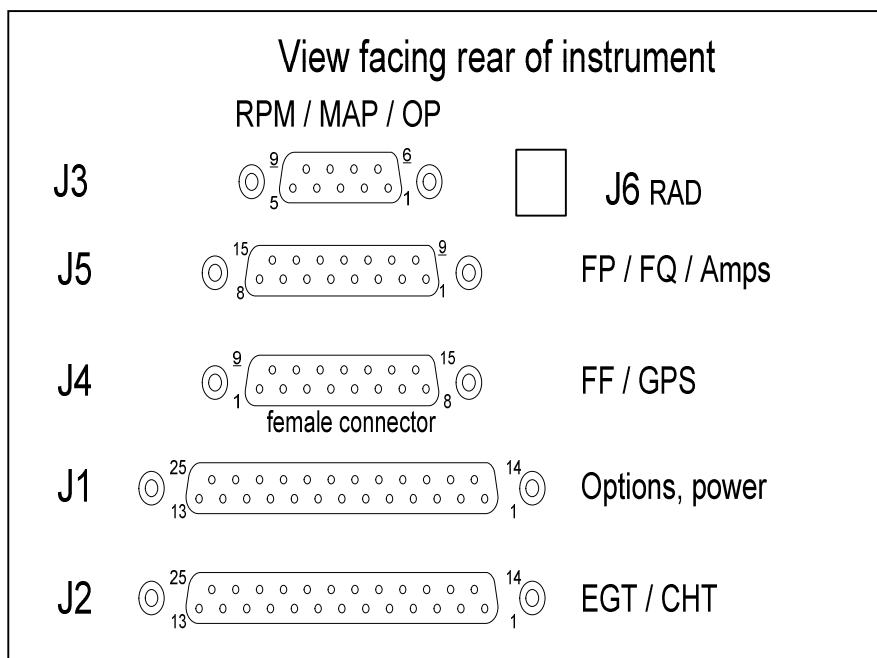
NO 15 MV	Calibration error.	Return unit to factory.
NO 50MV	Calibration error.	Return unit to factory.
NO 2.5V	Calibration error.	Return unit to factory.
WARNCAL, WARNCFG	Transient warning messages.	Return unit to factory.
HOBSEERR	The time of the most recent flight may not be reflected in the HOBBS meter.	Return unit to factory.
HOBSEBAD	The HOBBS data has been corrupted.	Return unit to factory.
HANGCFG, HANGCAL	Internal system errors.	Return unit to factory.

42.1 GPS Interface Diagnostics

Problem	Situation	Correction
Measurements 'xxx REQ', 'XXX RES' AND 'XXX MPG' are all missing from the scan.	No communications from GPS receiver to EDM.	No connection or aircraft GPS is off.
NO - COM message and 'xxx REQ', 'XXX RES' AND 'XXX MPG' are all missing from the scan.	Communications are received by EDM and the Auto-Protocol setup is in process.	Verify correct output format setup in GPS receiver; check GPS connections.
NO - SIG message and 'xxx REQ', 'XXX RES' AND 'XXX MPG' are all missing from the scan.	GPS receiver has insufficient signal for valid data.	Check GPS signal
NO - WPT message and 'xxx REQ', 'XXX RES' are all missing from the scan.	No waypoints are programmed into the aircraft GPS receiver.	Program way points

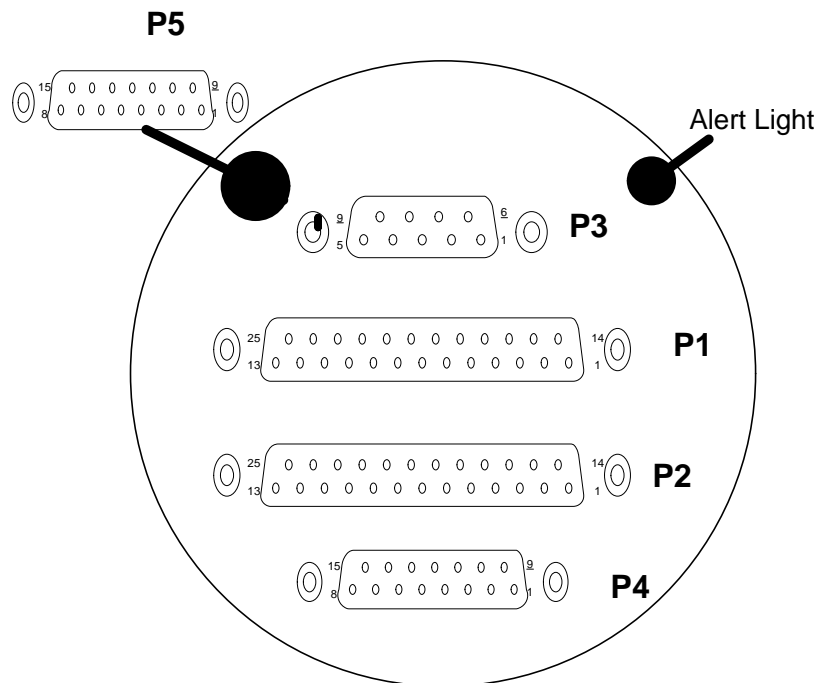
43. Connector Pin Assignments on EDM, J1 through J5

Rear view of EDM 930 Showing Connector Locations

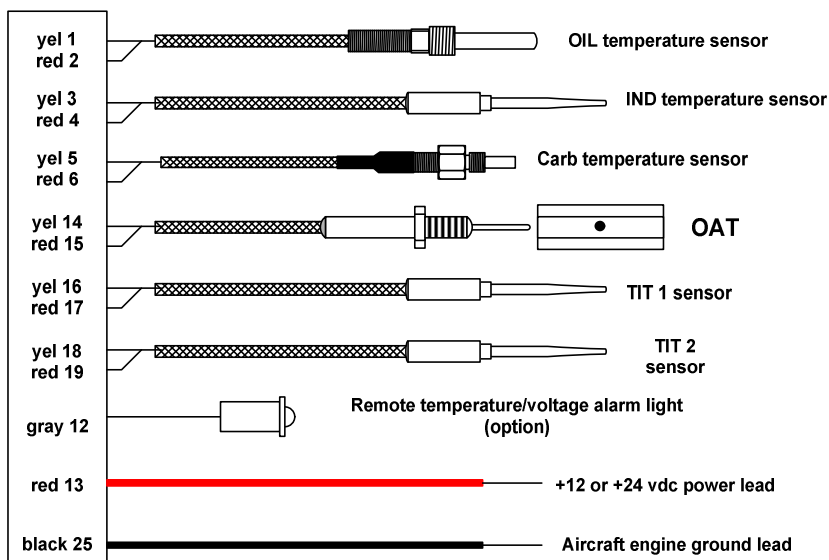


Connector Pin Assignments on EDM, J1 through J5

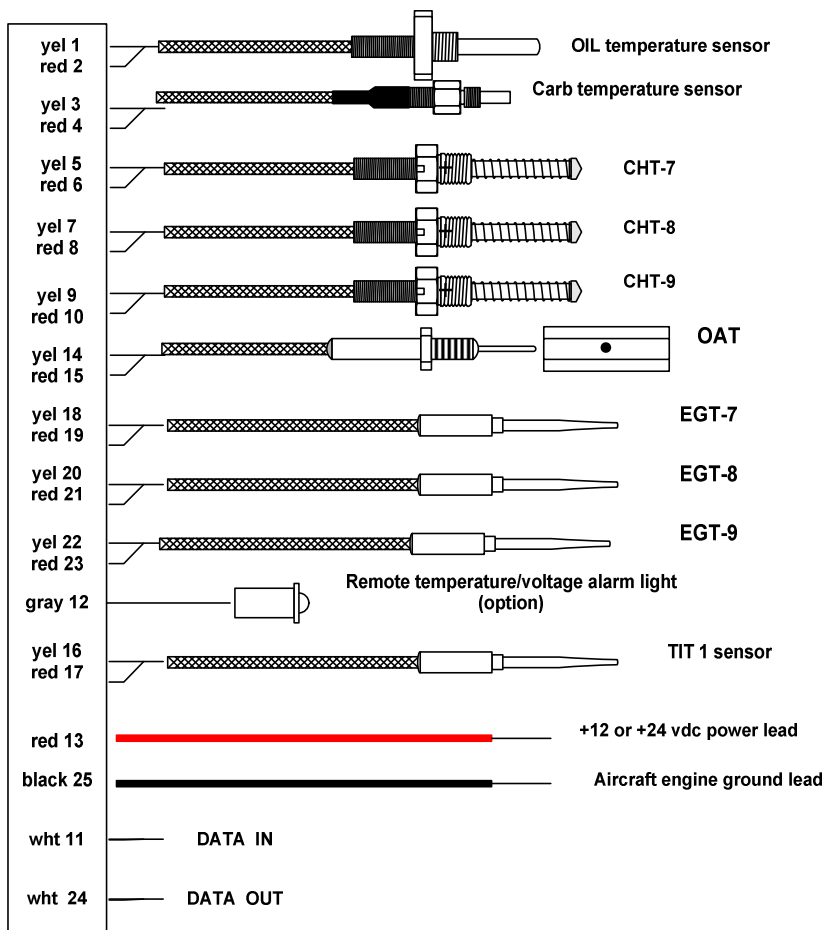
Rear view of EDM 900 Showing Connector Locations

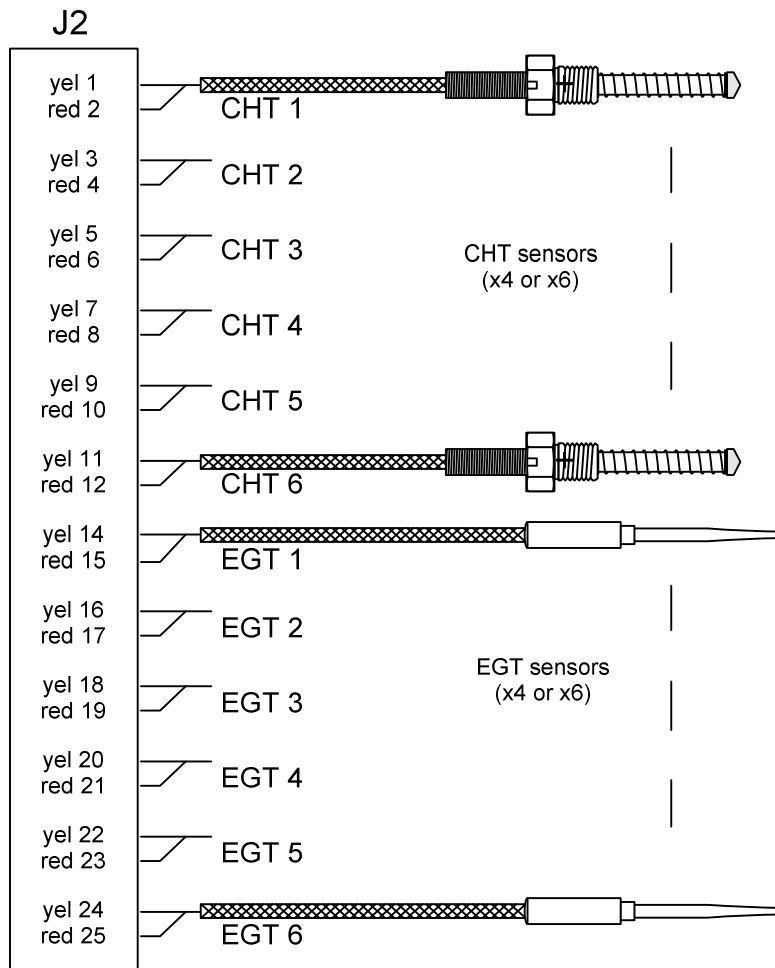


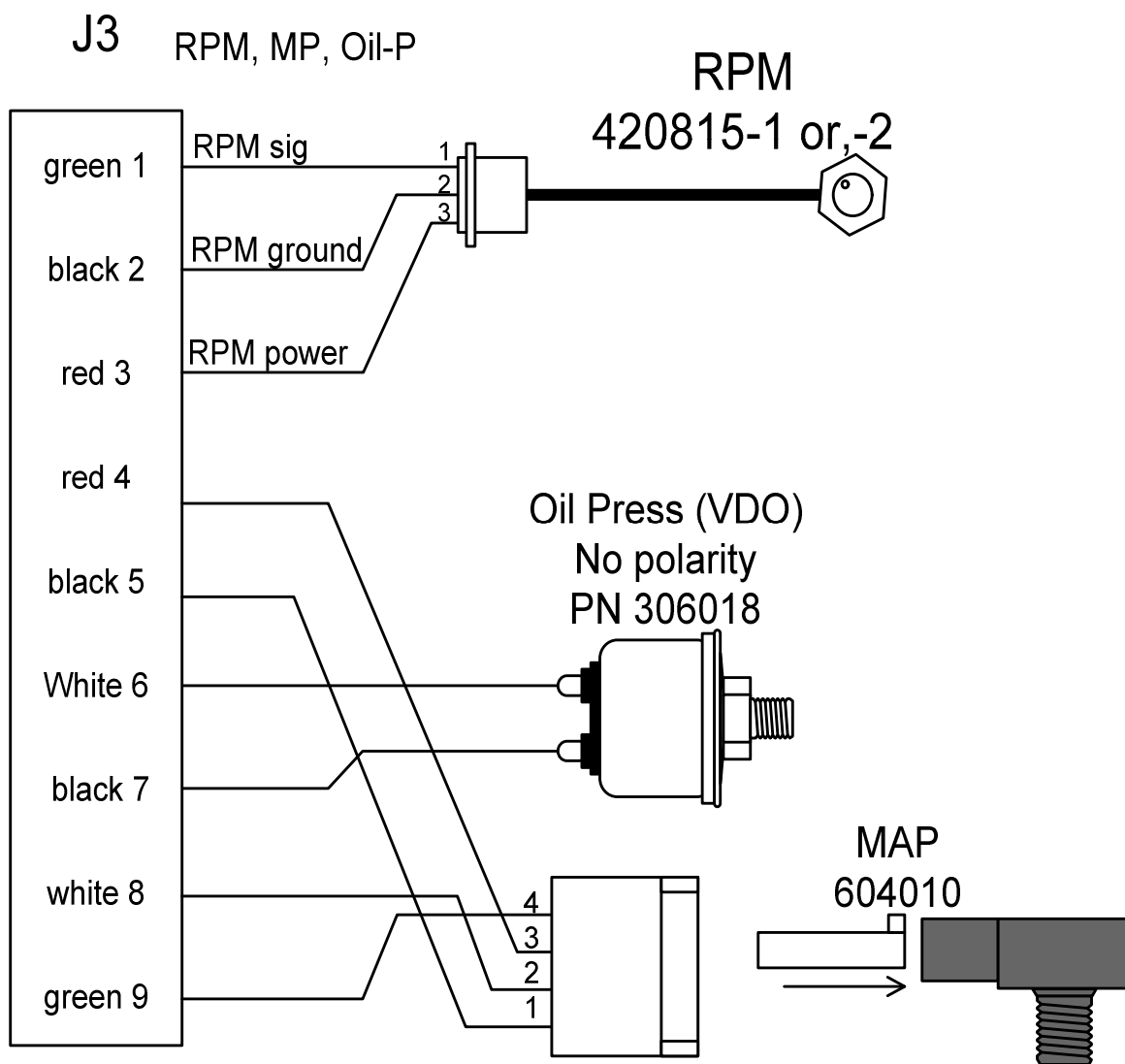
J1 For 4 and 6 cylinder installations



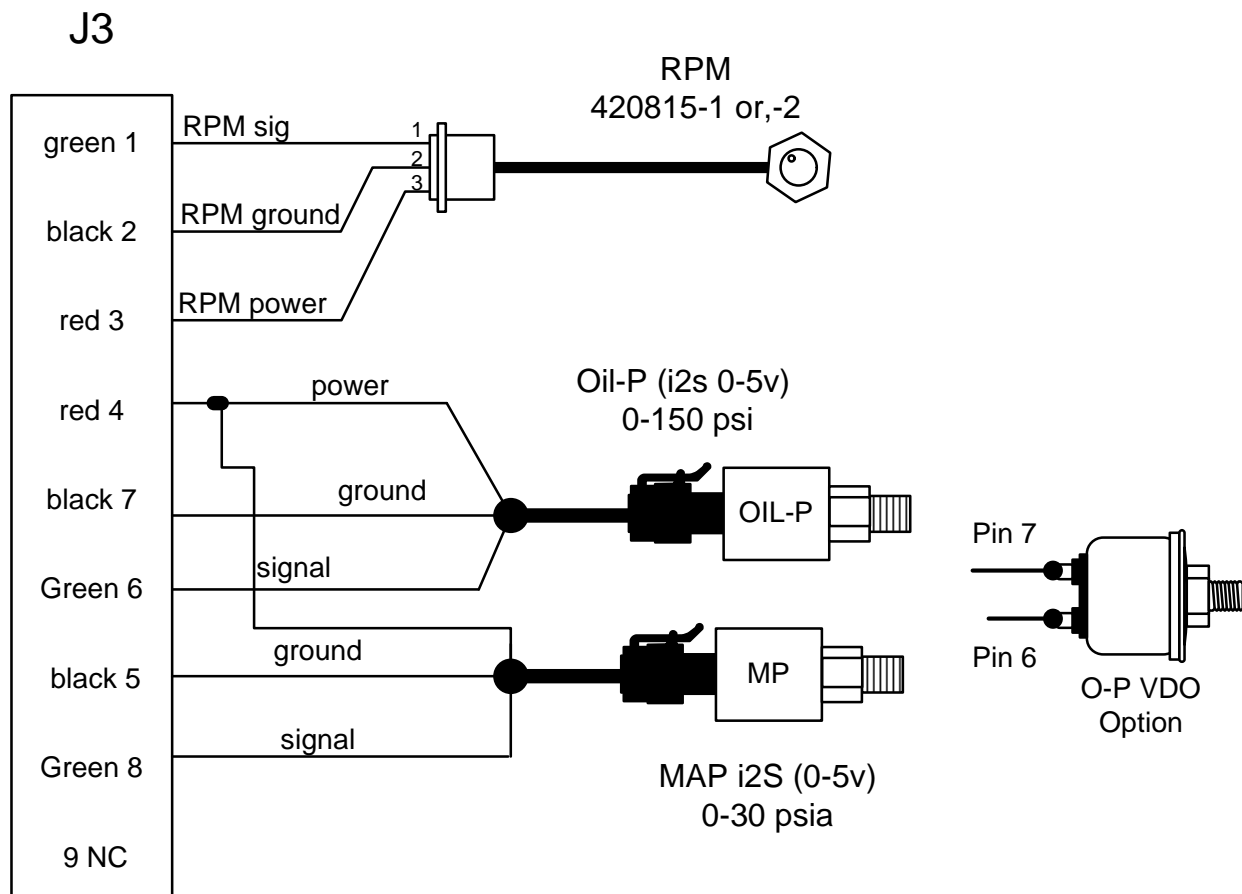
J1 FOR 7, 8, and 9 cylinder installations





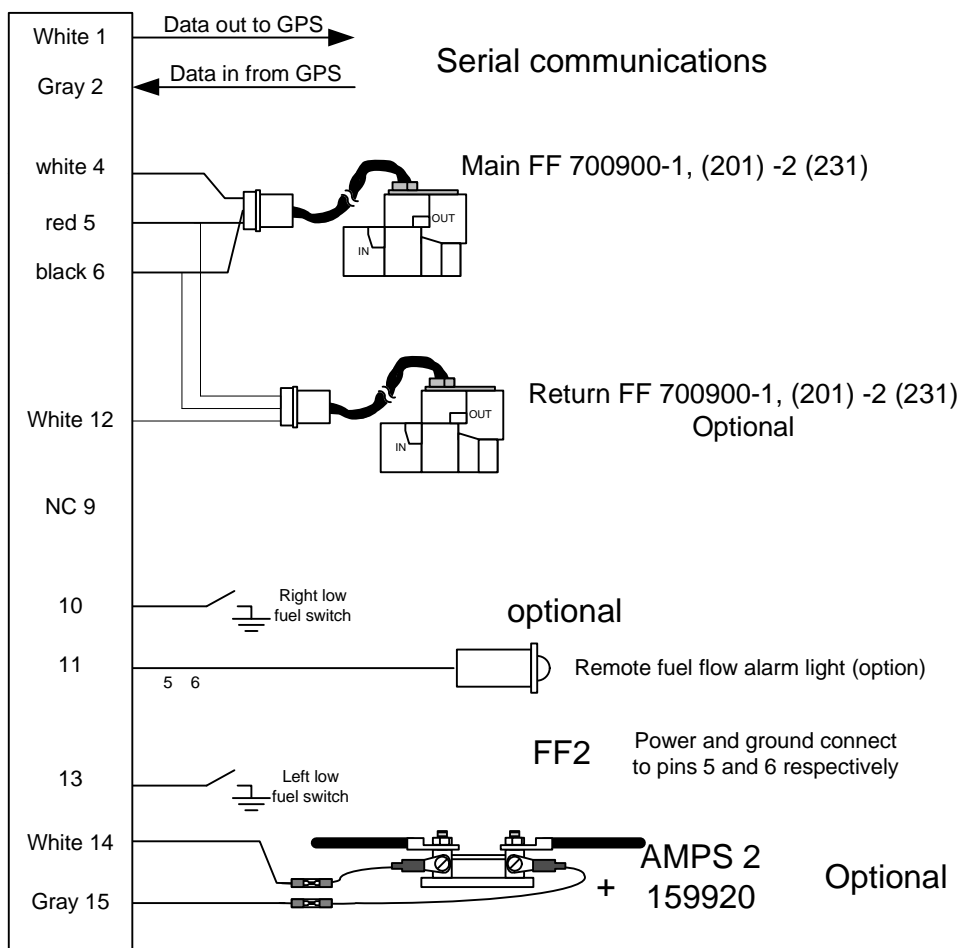


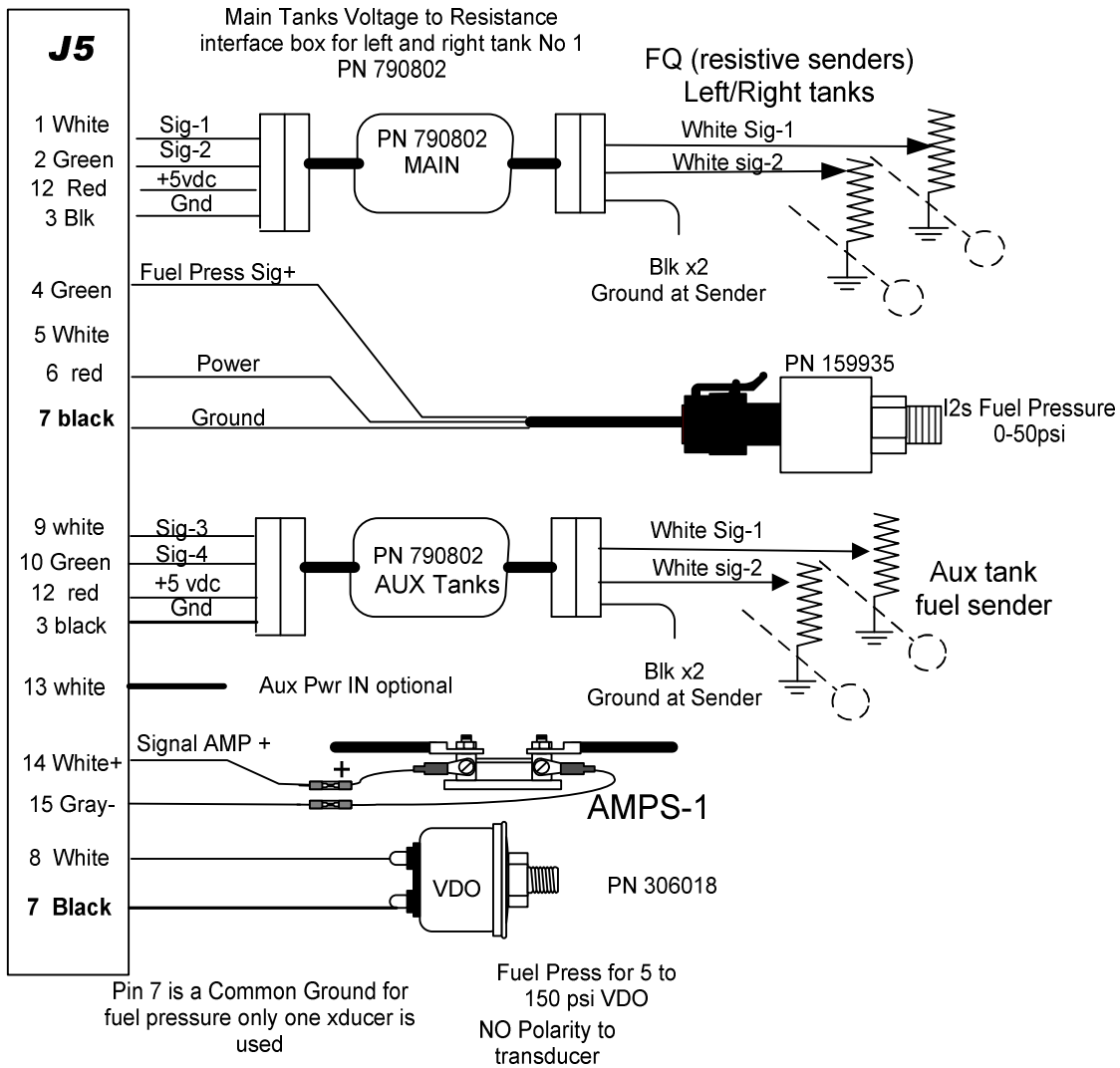
J-3 Harness with VDO Oil and JPI manifold pressure sender



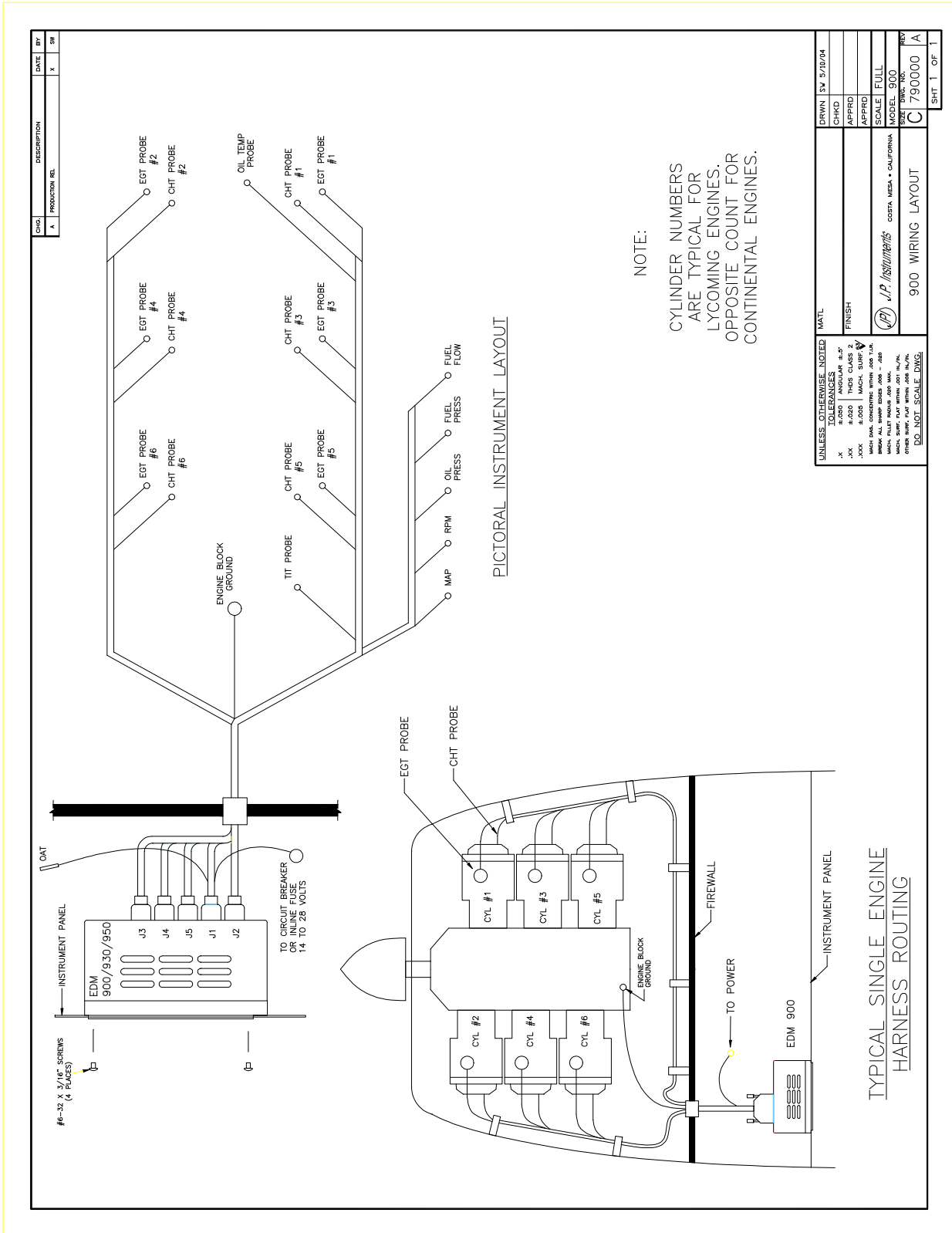
J-3 Harness with i2s Oil and manifold pressure sender

J4 (FF, GPS, AMP 2)





J-5 Harness with i2s fuel pressure sender.



44. Appendix A Fuel Flow install Report 503

See attached Report

*45. Appendix B **ICA***

There are no field adjustments and or calibration requirements for the EDM-900/930 instrument after initial installation. ICA is not required. Maintenance of nonfunctioning or malfunctioning components is limited to removal and replacement of JPI factory supplied new or repaired components as described in the troubleshooting section of the installation instructions.