



# CGR-30P Basic

## Configuration Worksheet



*Download this file, fill it out and then save it. Include it with your order.*

## General Info:

With the CGR-30P BASIC package you receive RPM, EGT and CHT Bar Graph, Fuel Flow, Volts and OAT. Also, this unit will connect to a GPS which will give you Time-to-Empty, Fuel-to-Destination, Fuel-at-Destination, Fuel Reserve and Range. On the Secondary Screen you get a Flight Timer, Tach Timer, Local Time and Zulu Time. No other functions are allowed on the Basic unit. These instruments are replacements for your current gauges in the aircraft. Removing your current RPM gauge provides the location for the CGR-30P.

Aircraft Information:		Example
Customer Name		Peter Pilot
Customer Phone		555-555-5555
Customer E-mail		peterp@gmail.com
Aircraft Make   Model		Cessna   182R
Aircraft Tail Number		N5555H
Engine Mfg   Model		Continental   O-470U
# of Cylinders   Max HP		6   230 HP
Standard wire length shipped with all instruments is 8 feet.	<input type="checkbox"/> Adjust to 12 feet cable length (4 cyl: \$200.00/6 cyl: \$300.00) <input type="checkbox"/> Adjust to 20 feet cable length (4 cyl: \$400.00/6 cyl: \$600.00)	
<input type="checkbox"/> Include a Certificate of Conformance (\$10.00)		
<input type="checkbox"/> Include an 8130-3 (\$195.00). Can add up to two weeks to lead time.		

All data must be verified for accuracy and must match the POH/AFM and any changes required by any AD's, Supplements or STC's. Also, limit and marking information must be cross-checked against the instruments mounted in the aircraft panel. A configuration file for a TSO'd and/or STC'd CGR-30P can **only** be generated or changed by Electronics International Inc. If any of the information provided on this form is wrong, there may be a reprogramming fee to change the configuration.

**Important Information:** The information in this document must be verified for accurate and match the aircraft's hardware and POH/AFM marking requirements. **If the data supplied in this document is incomplete or missing, your order will be delayed.** Our mission is to get your order shipped as soon as possible.

## Dimming Control:

Traditional instruments with incandescent bulbs do not require backlight for day operations. For night operation, backlighting is required. The CGR-30P requires backlight for daylight operation and reduced backlighting for night operation. This is the opposite of what is required for traditional instruments.

If you plan on connecting the CGR-30P backlight control line to a rheostat that is also controlling traditional instruments, select Option A. If your plan on connecting the CGR-30P backlight control line to a rheostat that is also controlling flat panel displays that require backlighting during the day, select Option B.

- Option A:** The CGR-30P will dim as the rheostat voltage is increased.
- Option B:** The CGR-30P will dim as the rheostat voltage is decreased.
- Option C: Add Automatic Dimming Control (ADC-1) Module** photosensor-based dimming control. Automatically controls the brightness of the CGR-30P based on light environment. **Additional \$79.95.**

### Marking Information Required:

The following data is required for the listed functions.

### Tachometer:

Markings: <input type="checkbox"/> Markings are not specified in the POH/AFM.			
(Low)	Range (High)	Color	Example
			2000   2500   Green
			2700   9990   Red

My engine is equipped with an Electronic Ignition. If this is the case, we need the pulses per revolution and voltage levels of the RPM signal for each set of spark plugs:

\_\_\_\_\_.  
 Example: Left: 2 pulses/rev, 0-5 pulse, Right: standard mag.

Not Common: My aircraft is equipped with a Geared Engine to the Prop. Please supply the Geared Engine Ratio for your provided RPM limits noted above: \_\_\_\_\_.

Example: 0.67 : 1 (prop spins 2/3 speed of the engine)

Not Common: My aircraft is equipped with a Geared Engine, Tachometer will be:

Prop RPM  Engine RPM

### EGT: Units:

EGT limits are normally not specified. Select the EGT Probe to be used:

- P-110F, Fast Response, Hose Clamp (standard in the kit)
- P-110R, Long life, Hose Clamp

### CHT: Units:

CHT Markings: <input type="checkbox"/> Markings are not specified in the POH/AFM.			
Aircraft that do not have cowl flaps normally do not have limits for the CHTs.			
(Low)	Range (High)	Color	Example
			00   450   Green
			450   9999   Red

The following CHT Probes are available. Select one:

- P-100, Screw-in, 3/8" – 24 (standard in the kit)
- My engine is equipped with Tanis Heaters. Note: P-102-3/8 probes will be provided in the kit.
- P-101, Military Bayonet with an A-101 CHT Adaptor. Up charge: \$12.00 each probe.
- P-101, Grounded with an A-101 CHT Adaptor. Up charge: \$12.00 each probe.
- P-102-18, Gasket, 18mm
- P-102-14, Gasket, 14mm
- P-102-12, Gasket, 12mm
- P-102-3/8, 3/8" Piggy-Back Gasket
- P-103, Metric, M10x1.5

**Volts:**

The voltage limits are set by E.I. Select one of the following:

- 12-Volt System.
- 24-Volt System.

**Fuel Flow:**

Select one of the following:

- This aircraft Is a gravity feed system with no fuel pump.
- This aircraft has a Fuel Pump.
- This aircraft has a Fuel Pump and a pressure carburetor with a fuel return line. You will need to purchase a FFDM-1, Differential Flow module (\$395.00).

*Note: the units for fuel flow and estimated fuel remaining must be the same.*

To display “Estimated Fuel Remaining” we need the following information:

- \_\_\_\_\_ Total Fuel Available (usable fuel, see POH/AFM)
- \_\_\_\_\_ Tab or Partial Fuel Level (level if you do not wish to carry a full load of fuel)

**Notes:**

- a) Also available is a FFAM-1, Fuel Flow Add Module. This module adds the fuel flow for two Flow Transducers (\$395.00).
- b) Primary Fuel Flow (this is normally derived from metered fuel pressure at the flow divider):
  - 1) If any limit on your current primary fuel flow gauge is marked in pressure only, the CGR-30P must also display metered fuel pressure to replace this gauge.
  - 2) If all the limits on your current primary fuel flow gauge are marked in flow (even though pressure may also be shown), the CGR-30P Fuel Flow system will replace this gauge and Metered Pressure does not need to be measured.

<b>Fuel Flow Markings:</b> <input type="checkbox"/> Markings are not specified in the POH/AFM.			Units:
Example shows no limits.			
(Low)	Range	(High)	Color
			Example
			No Limits.

- \* Be sure you have ordered the hardware to support all the functions listed in this document.
- \* Check that all range and configuration information is complete and accurate.

---



---

**FAILURE TO SIGN THIS DOCUMENT WILL RESULT IN AN INCOMPLETE FORM AND WILL DELAY YOUR ORDER**

---



---

I (the undersigned) have entered and verified all the limits, markings and aircraft configurations listed in this worksheet to be correct and taken from the information in the aircraft's POH/ AFM which includes any changes mandated by any AD's, Supplements and STC's. When necessary, I have checked with my FAA certified mechanic to insure all of the data listed above is correct.

I understand there is important safety information in the Installation and Operating Instructions that must be read before installing the CGR-30C and flying the aircraft.

Comments:

Completed by:  Owner  Pilot  Technician  Other \_\_\_\_\_

-----  
Completed By Printed Name

-----  
Completed By Signature

-----  
Date

**Hand signature or Encrypted Digital signature required.**