



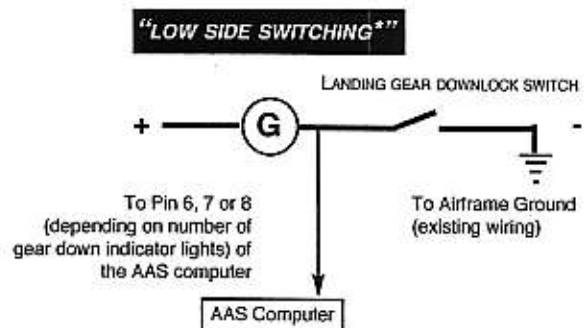
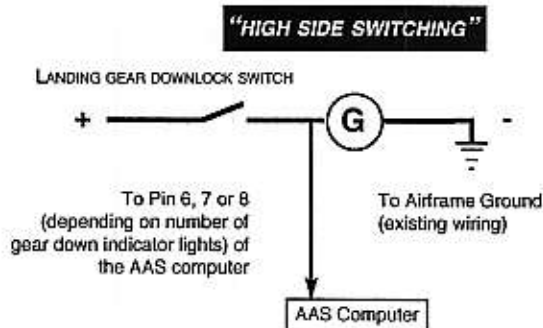
# AAS Quick Installation Tips

A review of this sheet will help the installer get an overview of the System basics and how it is set up.

[This sheet is not intended to replace the Installation Manual].

THE AUDIO ADVISORY SYSTEM (AAS) IS NOT INTENDED TO REPLACE ANY COMPONENT(S) OF THE CERTIFICATED LANDING GEAR OR STALL WARNING SYSTEMS. THESE EXISTING SYSTEMS WILL REMAIN FUNCTIONAL AND THE AAS WILL SUPPLEMENT THEM.

**1. GEAR POSITION INPUTS.** The AAS only cares about power to the existing LANDING GEAR DOWN (green) light(s) or annunciator. It simply looks for the illumination of indicator(s). When the landing gear position microswitch provides a connection for these light(s), it does exactly the same for the AAS.



**IMPORTANT:** In the case of the Dialight "push-to-test" type indicators, there are three connections: Power, Ground for push-to-test and the Open/Ground made by the gear microswitches. Be sure to make the proper connections.

**\*NOTE:** Also, with low side switching, Pin 22 is jumpered to Pin 26 and Pin 19 is jumpered to Pin 1. This connection allows the system to have proper "reverse sensing" logic.

**2. LANDING GEAR LIGHT CONFIGURATION.** You must configure the computer so that it knows the correct number of green gear down lights (or annunciator) found in the aircraft. If the plane has only one gear down light indicator (or annunciator light), no additional jumper is needed. If the aircraft has three green gear down lights (or three annunciator lights), then pin 24 is jumpered to pin 26.

**3. SETTING THE AIRSPEED THRESHOLD FOR THE LANDING GEAR ANNUNCIATION.** The setting is done on the side of the computer itself with a small flat-blade screwdriver. The unit must be unpowered in order to change this setting. Refer to Table 1 for the correct value and pot setting.

**4. SETTING THE OVERSPEED (Vne) VALUE.** The correct value is accomplished by strapping the harness. Pins 4, 5, 11, 18 and 19 are used in combination to set a given speed. This may or may not require power to be introduced to the jumper pins. When called for, this is accomplished by making connections to pin 19 (Annunciator/12v Power) and is normal. Refer to TABLE 1 and TABLE D for the connections.

**5. VOLUME ADJUSTMENT** is a 10-turn pot on the side of the computer. It may take several or more complete turns in order to hear a significant volume change.

**6. IF WIRING DIRECTLY TO HEADSETS,** external audio amplification may be necessary. Also, if the aircraft is not equipped with with a properly isolated Audio Panel, the installation of a 1/4 or 1/2 watt resistor is required. The resistor can be any value between 100-300 ohms, depending on other audio outputs. Selection of the correct resistor will give proper balance between radio and Audio Advisory System volume.

FOR ADDITIONAL TECHNICAL ASSISTANCE, CONTACT US AT:

**tech@p2inc.com or call our Tech Hotline, 1-800-388-2849**

# Summary of Pin Connections

QIT Rev. 3/30/04

## 1. POWER

- Pin 9 Power In (12-28 VDC)
- Pin 26 Airframe Ground

## 2. LANDING GEAR POSITION LIGHT INPUTS (select the appropriate configuration)

### A. THREE (3) GREEN LIGHT SYSTEM

- Pin 6 Gear down input; Left main gear
- Pin 7 Gear down input; Nose gear
- Pin 8 Gear down input; Right main gear
- Pin 24 Jumper to Pin 26; this tells the System logic to look for three (3) down lights
- Pin 26 Airframe Ground for Pin 24

### B. ONE (1) GREEN LIGHT SYSTEM

- Pin 6 Gear down input; All landing gear
- Pin 7 Open
- Pin 8 Open

## 3. OVERSPEED SELECTION (see Table D)

- Pin 4 Jumper, overspeed value
- Pin 5 Jumper, overspeed value
- Pin 11 Jumper, overspeed value
- Pin 20 Jumper, overspeed value
- Pin 18 Ground for overspeed selection
- Pin 19 12 VDC to pull high for overspeed selection

Kts	Mph	Pin 4	Pin 5	Pin 11	Pin 20
170	196	Open	Open	Open	Open
175	202	Open	Open	Open	Pin 18
180	207	Open	Open	Pin 19	Open
185	213	Open	Open	Pin 19	Pin 18
190	219	Open	Pin 19	Open	Open
195	225	Open	Pin 19	Open	Pin 18
200	230	Open	Pin 19	Pin 19	Open
205	236	Open	Pin 19	Pin 19	Pin 18
210	242	Pin 19	Open	Open	Open
215	248	Pin 19	Open	Open	Pin 18
220	254	Pin 19	Open	Pin 19	Open
225	259	Pin 19	Open	Pin 19	Pin 18
230	265	Pin 19	Pin 19	Open	Open
235	270	Pin 19	Pin 19	Open	Pin 18

## 4. AUDIO

- Pin 23 Output for all audio
- Pin 26 Airframe Ground

## 5. ANNUNCIATOR

- Pin 12 Provides low-side switching ground for Annunciator Light
- Pin 14 Provides "acknowledge" input to System from Annunciator Light
- Pin 19 12 VDC power from AAS Computer to power Annunciator Light

## 6. LOW SIDE SWITCHING (some aircraft)

This is when the landing gear downlock switch provides a ground for the gear indicator lamp. When low side switching takes place, this connection has to be made so that the System reads the gear positions correctly. If the System annunciates the gear is up when it is actually down or vice versa, this connection has to be made. Disregard these connections for high side switching.

- Pin 22 This allows the System to have "reverse sensing logic" when connected to Pin 26
- Pin 26 Airframe Ground for Pin 22
- Pin 19 Provides power to Pin 1 for reverse sensing.
- Pin 1 Needs power from Pin 19 for reverse for reverse sensing.

## 7. STALL WARNING (REPEATER)

- Only if HIGH side sensing is needed:
- Pin 2 Stall warning input from high side of stall horn
- Only if LOW side sensing is needed:
- Pin 3 Needs power from Pin 19 for reverse sensing.

## 8. HOUR METER

- Pin 13 If so equipped, the ground wire from an hour meter is connected here.

## 9. NO CONNECTION

- Pin 1 Open\*
- Pin 3 Open\*\*
- Pin 10 Open
- Pin 15 Open
- Pin 16 Open
- Pin 17 Open
- Pin 21 Open
- Pin 22 Open\*
- Pin 25 Open

**Example:** An overspeed value of 200 kts is desired. Pin 19 is jumpered to Pin 5 and Pin 11. Pin 4 and Pin 20 are left OPEN.

\* Unless required for low-side gear switching. See #6

\*\* Unless required for low-side stall switching. See #7.