

'Long Term' Trends Monitoring:

Trend monitoring will identify little problems before they turn into serious problems.

The EDM Data Memory will record and store all displayed parameters **once every six seconds default (adjustable from 2 to 500 seconds)**. At a later time, transfer them to a USB memory stick, or laptop. When you retrieve recorded data to your desktop, or laptop you can choose to retrieve all the data stored in the EDM, or only the new data recorded since your last retrieval. In either case, the EDM data is not erased. Saved data will be in a compressed format file. The EZTrends program supplied with the EDM will decompress the data for display in EZTrends. The amount of total data that the EDM can store will vary depending on the number of functions recorded. The typical storage is EDM-700/25 hrs EDM-730/500 hrs @ every 6 seconds. When the memory becomes full, the oldest data will be over written to make room for the newest. You may mark the data with a, "snapshot" by tapping the LF button twice. Recording begins when EGTs are greater than 500°F or "snapshot" is requested.

All data is time-stamped (day, month, yr). The EDM Memory contains a real-time clock that may be reset to local time when you initially program your instrument. You may also program an aircraft ID that will appear in the output data file. The aircraft ID can be your aircraft registration number. At power up, the EDM will execute a self test and then display the date, the time, the percentage of memory filled since the last save, and the Aircraft ID.

Functions and Alarms

JPI can measure and record all **29** functions. Other instruments are limited to a total of only **16** functions. That is, they can record 6 EGT, 6 CHT (12) and 4 other functions. So even though they advertise many more functions available, you must make a decision as to which **16** functions are important. To JPI they are all important.

The EDM is shipped with conservative preprogrammed factory alarm limits. The alarm limits can be fine tuned by the owner. All functions are checked four times a second for real alarm conditions. False alarms are eliminated by a self diagnostic routine in the EDM.

The EDM series has 39 programmable alarms. When a parameter falls outside of its normal limits, the digital display will flash with the value and an acronym of the

problem. If the alarm condition is not corrected, the display will stop flashing the alarm. If your installation includes a separate panel mounted alarm, warning light or audible warning, it too will be activated.

When an alarm is displayed, tapping the STEP button will temporarily disable the alarm indication for the next ten minutes. Holding the STEP button until the word OFF appears will disable that alarm indication for the remainder of the flight.

EDM-800/830 With Automatic %-Horsepower Computing

J.P. Instruments once again revolutionizes the avionics market with its latest innovation, the **EDM-800/830**. This instrument has all the advanced functions of the EDM-700, and incorporates new features that can only be found on JPI products. No longer do you have to waste time looking up and guesstimating the present percentage of horsepower (%HP). There are new easily readable digits located at the top of the EDM display which continually show the percentage of horsepower being used, and can also be set to display RPM. What is truly unique about this new feature is that it can also display HP during over lean. HP can be displayed for either carburetor or injected engines, even if they are turbo-charged.



Now you can be sure that you are within the **horsepower limits** of your engine. At the present time HorsePower is only available on single engine 4 and 6 cylinder instruments.

J.P. Instruments has pioneered into an area that very few companies have even considered: calculating percent of horsepower in an over lean condition. Lycoming and Continental horsepower charts stop at peak EGT on the first cylinder to peak. Gami has developed a method of going over lean on all cylinders. When you are over lean, every ounce of

fuel is burned, creating horsepower and heat. Excess air is accomplished by excess air in the combustion chamber. JPI has developed an algorithm to calculate Horsepower based on fuel consumption and other factors. To obtain HP in this over lean condition you must have an EDM-800/830 engine analyzer which includes, fuel flow, RPM, MAP, OAT, memory and Gami tuned injector's.

In addition to JPI's new HP function, the EDM-800/830 also has a **Memory Module**, which can be downloaded to a laptop or JPI USB data box. When using the memory function, all functions of the EDM will be recorded, including Fuel Flow and HP.

Options

The **EDM-800/830** is the top of the line and comes with many of the options found on the EDM-700. The EDM-800/830 comes standard with, Long Term Memory Module, LeanFind, Shock Cooling, Normalize, %HP Voltage, OAT, Fuel Flow, RPM, MAP and 6-EGT/CHT. You can add 2-TIT, CDT, Oil Temp. and Pressure, Carburetor temp. and IAT.

The **EDM-700/730** comes standard with, Memory Module, LeanFind, Shock Cooling, Normalize, Differential, Voltage and 6-EGT/CHT.

The EDM-700 is structured to be upgraded. You can purchase the basic system and add options to it later.

You can **add** the following options at any time to the EDM-700 (4 to 9 cylinder engines), OAT, Fuel Flow, RPM, MAP (manifold air pressure), Oil Temperature, Oil Pressure 2-TIT (turbine inlet temperature), Carburetor temperature, CDT (compressor discharge temp.) and IAT (induction air temperature).

The **EDM-760** comes standard with Memory Module, LeanFind, Shock Cooling, Normalize, Differential, Voltage, 6-EGT/CHT and TIT, (if applicable) per engine.

You can **add** the following options at any time to the EDM-760, a second TIT, Oil Temperature, carburetor temperature, OAT and Fuel Flow.

7-8-9 Cylinder EDM-700's

JPI also produces a line of EDM's for Round engines, 7 and 9 cylinder, and flat 8 cylinders engines. JPI has special EGT probes and 14 mm and 18 mm CHT gasket probes. All of the EDM-700 options can be added to the 7/8/9 cylinder models including fuel flow.

Twin 9 cylinder aircraft use two instruments with harnesses up to 60 ft.

New EDM-730/830

OLD EDM-700/800's upgradable



Systems that work

SATISFIED CUSTOMERS ARE NO ACCIDENT™

The EDM-700 is your personal *flight engineer*

For the price, there's nothing like it on the market.

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P-7