



MVP-50P *Instrument Marking Requirements for Certified Aircraft*

Rev: C 9/29/08

The MVP-50P will be programmed by Electronics International Inc. to the range limits and markings provided on this form. The limits and markings are to be provided by the pilot and the mechanic and must be verified to those set forth in the POH or AFM of the specific aircraft in which the MVP-50P is to be installed. Limit and marking information also may be cross checked against the instruments mounted in the aircraft panel.

This form must be completed and signed by the aircraft owner AND by an FAA certificated mechanic. The form should then be delivered to Electronics International Inc., at which time a configuration file for a specific MVP-50P will be generated. A configuration file for a TSO'd MVP-50P can *only* be generated or changed by Electronics International Inc.

The MVP-50P is normally configured prior to shipping the unit to the customer but it may be configured in the aircraft after installation. A configuration file may be loaded into the MVP-50P from a USB data stick. A USB port is provided on the front of the MVP-50P for this purpose. The configuration file is prepared by Electronics International and can be sent electronically. If any of the information provided on this form is wrong, there may be a reprogramming fee to change the configuration.

Aircraft Information		Example
Customer Name		Peter Pilot
Customer Phone #		555-555-5555
FAA Certified A&P Mechanic's Name		Marty Mechanic
FAA Certified A&P Mechanics's Phone #		555-555-5555
A&P Mechanic's FAA Certificate #		12345678
Aircraft Make & Model		Cessna, 182R
Engine Manufacturer & Model		Continental, O-470U
1) Aircraft Tail Number		N5555H
2) # of Cylinders & Max Engine Horsepower		6, 230 HP

3) **EGT Markings:** If markings are not specified in the POH/AFM, write "No Limits"
If markings are not specified, EGT limits can be set by the pilot for engine diagnostics.

Color	Range	Example
5)		Red, 1650°F and Above