

# Installing a Calibrated EEPROM or After Replacing a Pressure Sensor

EEPROM CL.doc 04/04 rev 1

The EEPROM contains aircraft specific flight calibration data and zero offset data for each pressure sensor. The EEPROM may be transported between identical aircraft but the EEPROM data must reflect the zero offset for the pressure sensors used. This is because the sensors in your CPU are custom trimmed for temperature compensation and linearity. No two sensors put out the same voltage at zero pressure.

This checklist is used to load the correct zero offsets into the EEPROM for both the Pro and Sport. See the Chip instructions for how to replace the EEPROM. These instructions "Chip Instructions" may be downloaded from our FTP site at [www.angle-of-attack.com](http://www.angle-of-attack.com).

## EEPROM ZERO OFFSET LOAD

EEPROM ..... INSTALLED  
AIRCRAFT LOCATION ..... HANGAR  
GEAR SWITCH..... DOWN  
AOA POWER ..... ON  
AOA SELF TEST ..... PASSED or ERRORS  
FLAPS..... UP  
PTT & DIMMER at same time..... PUSH/RELEASE  
CONFIRM flap up hangar calibrate page ..... Pro 0HC  
..... Sport All LEDs Flashing  
PTT red record button ..... PUSH/RELEASE  
DIMMER black page button..... PUSH/RELEASE  
..... Pro 4 Times  
..... Sport 2 Times  
..... Sport w/gear warning 3 Times  
CONFIRM save page ..... Pro 0SA  
..... Sport Every other LED Flashing  
PTT red record button ..... PUSH/RELEASE  
FLAPS..... DOWN  
PTT & DIMMER at same time..... PUSH/RELEASE  
CONFIRM flap down hangar calibration page..... Pro 1HC  
..... Sport All LEDs Flashing  
DIMMER black page button..... PUSH/RELEASE  
..... Pro 6 Times  
..... Sport 3 Times  
..... Sport w/gear warning 4 Times  
CONFIRM save page ..... Pro 1SA  
..... Sport Every other LED Flashing  
PTT red record button ..... PUSH/RELEASE  
FLAPS..... UP  
ERROR MESSAGES ..... None  
FLAPS..... DOWN  
ERROR MESSAGES ..... None

## VERIFY THE DATA

Verify the new data is correct for your aircraft by running the yellow Verification Checklist. These instructions "Calibrate Verify CL" may be downloaded from our FTP site at [www.angle-of-attack.com](http://www.angle-of-attack.com).

## Push Button Operation

The push button contacts are subject to corrosion over time depending upon the climate. The contacts are self-cleaning. Should you experience page skips, rapidly push the buttons 20 or more times to clean the contacts.

The proper button push technique is to push the button in for one second, and then cleanly release.