

MONITORING AND CONTROL DIVISION

The Engine Health Monitoring System consists of a single airborne Engine Monitor Unit (EMU), together with a removable 1 Megabyte Engine Monitor data cartridge, and a PC compatible Ground Replay adapter.

The EMU is mounted in the cockpit and interfaces with the existing engine and air data sensors thereby minimising the wiring and installation costs.

Four system modes are provided:

SCAN with both manual and automatic initiation

RETRIEVE for use both in flight and on the ground to shorten maintenance routines

ENGINE SUMMARIES to enhance diagnosis of engine problems

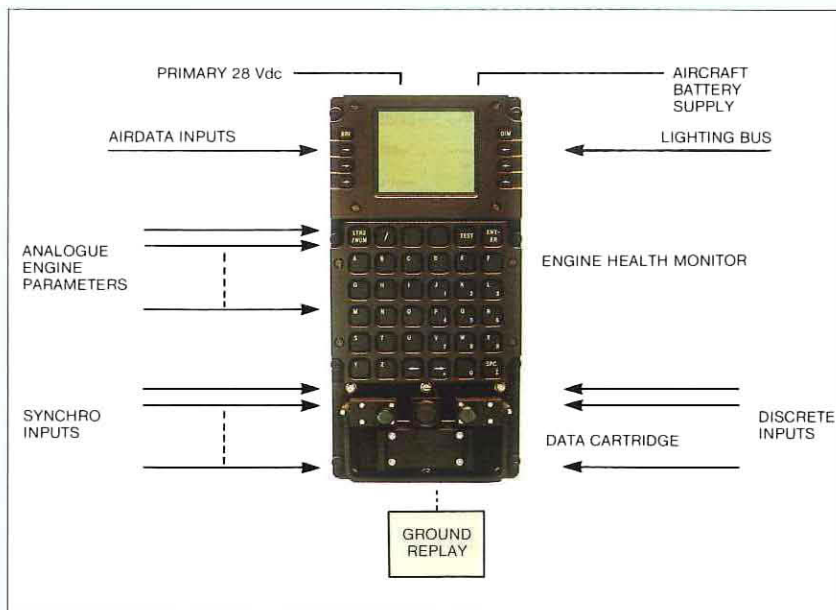
SET PASSWORD to restrict access to authorised personnel

Ground station facilities provide performance trending on individual and fleet wide engines

Engine Monitoring System

- Automatic Cycle Fatigue and Running Time Recording
- Automatic Sampling at Selected Points of Flight Profile
- ADEPT Compatible
- Modular Construction
- Removable Contactless 1 Megabyte Solid State Data Cartridge
- Utilisation of Existing Engine and Air Data Sensors
- Minimal Retrofit Costs





Inputs

Exhaust Gas Temperature
 Fan Speed
 Core Speed
 Throttle Angle
 Oil Temperature
 Oil Pressure
 Radio Altimeter
 Air Data:
 ARINC 429
 or Analogue

Interfaces

ADEPT:
 Exceedance Data Graphical
 Analysis
 Manual Data Interrogation
 Life Usage Cumulative Data
 Ground Replay Station

Data Cartridge

Solid state data
 1 Mbyte non-volatile data store
 Contactless interface optical data
 interface
 Inductive power coupling
 PC interface

Leading Particulars

Size:
 Width 146mm
 Height 293mm
 Depth 240mm
 Weight:
 35.5 kg (Inc Module)
 Power:
 28V 40W nominal
 125W display heater on
 Temperature Range:
 -54° C to +55° C operating
 -54° C to +85° C storage
 MTBF:
 8,000hrs
 Legibility:
 0.1 to 100,000 lux
 Backlight (used in low ambient
 light)
 Display:
 Supertwist LCD
 Contrast Ratio:
 5:1

Viewing Angle:
 ±60° horizontal
 ±15°/45° vertical

Night Vision Goggle compatibility
 optional

BITE
 Power Up
 Continuous
 Initiated

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PL A246.3

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