



- NOTES:**
1. ASCOB DATA CONVERTED FROM FMS 429 FOR LONG RANGE NAV. PIN EXISTING WIRES INTO THE U1713 AND REMOVE THE HONEYWELL FMS AS SHOWN.
 2. CSDB DATA CONTAINING VOR/ILS DATA. WHEN THE ACTIVE NAV SOURCE IS THE GIN NAV BUS. DURING FMS APPROACH, THE "FMS PLOC" ANNUNCIATOR IS ILLUMINATED AND THE ILS DDM DATA IS DERIVED FROM THE FMS LATERAL AND VERTICAL DEVIATION AND THE SCALE FACTORS. FMS PLOC DATA MATCHES ILS DDM CONVERGENT SCALING.
 3. THE FMS PLOC ANNUNCIATOR IS MOUNTED NEXT TO THE ACTIVE NAV SOURCE INDICATION ON THE EFIS AND INDICATES THAT THE GIN IS COUPLED TO THE FMS AND NOT THE ILS RADIO. PUSHING THE ANNUNCIATOR IN THIS MODE. ILS ANNUNCIATORS ARE MOUNTED IN THE PRIMARY FIELD OF VIEW. MSQ AND WPT ANNUNCIATORS ARE PROVIDED ON THE HONEYWELL DISPLAYS AND ACTIVATED THROUGH THE ASCB BUS.
 4. PUSHING THE KNOBS ENABLES V-SPEED SETTING AND TURNING THE KNOB SETS THE BUSS. SETTINGS ARE FIRST DISPLAYED BY READOUT ON THE EFIS, THEN THE BUSS ARE DISPLAYED ON THE AIRSPEED TAPE AFTER THEY ARE SET.
 5. MARKER BEACON BULB DISCRETES ARE PASSED THROUGH AND ONTO THE NAV CSDB BUS.
 6. IF THE GARMIN GMA-70 WEATHER RADAR IS INSTALLED, THEN THE U1713 IS USED TO PROVIDE MAP RANGE CONTROL ON THE HONEYWELL DISPLAYS THROUGH THE EFIS CONTROL BUS.

| UNLESS OTHERWISE SPECIFIED, DIMENSIONS ARE IN INCHES (DIMENSIONS IN PARENTHESES ARE IN MILLIMETERS) | | | |
|--|-------------|------------|----------|
| DATE | 1.4.2018 | DRYDEN | 1.4.2018 |
| DESIGNED BY | MARSHARDSON | CHECKED BY | |
| DATE | | DATE | |
| ACCEPTED | | ACCEPTED | |
| STRESS | | STRESS | |
| OTHER | | OTHER | |
| U1713 DIGITAL INTERFACE ADAPTER -1-04 ASCB ADAPTER APPLICATION NOTE 1 (GARMIN GIN TO SFZ-8000) | | SIZE | A |
| U1713-1-04-005 | | DATE | REV |
| 1 | | | B |
| SHEET 1 OF 1 | | | |

