GARMIN ANNOUNCES TURBINE ENGINE MONITORING AND ANALYSIS WITH G600 TXI AND G500 TXI

News / Manufacturer

Garmin announced expanded engine monitoring capability on the G600 TXi/G500 TXi and Engine Indication System (EIS) TXi flight displays to now include single-engine turboprop aircraft. Pratt & Whitney PT6A turboprop engine display compatibility is initially available for several popular aircraft models, including the Cessna 208/208B, Daher TBM 700/TBM 850 and the Piper PA46-310P/350P JetPROP. Engine information can be viewed on a single 10.6-inch TXi display, which can accommodate primary flight display (PFD) information, a multifunction display (MFD) and a vertical EIS strip, and on the 7-inch portrait display, which serves as a dedicated EIS display. Features of the EIS system for turbine aircraft include engine timers, exceedance recordings, dynamic engine indications, as well as wireless data logging that combine to reduce pilot workload, improve engine efficiency and reduce maintenance costs. Additionally, existing engine sensors can be paired with the TXi displays, saving installation time and cost.

“Because the engine is a significant investment on every aircraft, we’re excited to provide this powerful tool that allows pilots to easily identify and review aircraft engine performance data so they can more efficiently manage the aircraft.”

“With EIS TXi, owners and operators have a path to replace maintenance-prone engine

© 2015-2026 50SKYSHADES.COM — Reproduction, copying, or redistribution for commercial purposes is prohibited.

instrumentation by upgrading to a modern, more capable system that gives them additional insight into their aircraft's operational performance in real-time," said Carl Wolf, vice president of aviation sales and marketing. "Because the engine is a significant investment on every aircraft, we're excited to provide this powerful tool that allows pilots to easily identify and review aircraft engine performance data so they can more efficiently manage the aircraft."

Dynamic gauge limits and indications

All EIS TXi gauge indications display real-time turbine engine information using distinct colors, bands and radials to clearly label specific limitations so pilots can more easily interpret engine data at-a-glance. Select turboprop gauges such as engine torque, prop RPM (NP), gas generator RPM (NG), and engine temperature (ITT) can be configured to change their markings based on pressure altitude, outside air temperature and more. Dynamic indications are configured during installation so pilots can more easily operate the engine within its limitations during changing flight conditions. Additional standard gauges include oil pressure and temperature, as well as fuel flow and electrical system status.

Limit timers and exceedance recordings

Utilizing gauge limit timers, EIS TXi helps pilots maintain the engine within its allowed limits to avoid engine exceedances and as a result, costly maintenance procedures. For example, once a limit is reached, a countdown timer is displayed alongside the engine gauge. This timer is an indication to the pilot that he/she needs to mitigate the exceedance. If the time-based limit is exceeded, the timer and gauge begin to flash and the pilot receives a notification that an exceedance has been recorded. Simultaneously, the EIS TXi system automatically logs a variety of information, including the parameter that was exceeded, duration, highest value that was recorded, time, date and more. The pilot can then review the exceedance and share it with maintenance professionals for post-flight analysis.

Wireless flight data logging

To assist with tracking maintenance activities, controlling operating costs and analyzing overall engine health, built-in engine data logging is included with EIS TXi. Aircraft performance, engine data and any exceedances that are recorded during a flight are automatically stored on an SD card in the display. When the EIS TXi display or the GTN™ 650/750 navigators are paired with the Flight Stream 510 wireless gateway, information is wirelessly transferred and stored within the Garmin Pilot™ app and automatically uploaded to the flyGarmin® website. Engine and flight cycles are also recorded to help identify aircraft systems that depend on those limits, such as pressurization systems and other life-limited parts.

Add precision to fuel planning

Pilots can more precisely monitor fuel calculations with EIS TXi, which includes an integrated fuel computer. After making a fuel stop, pilots can enter the fuel data within EIS TXi by selecting "full fuel" or by adding a specified amount in pounds, gallons, liters or kilograms. When airborne, the system monitors fuel flow and GPS information to estimate fuel range, endurance and how much fuel is expected to be available at the destination airport.

The G600 TXi/G500 TXi and standalone EIS TXi are certified and available immediately for select turbine aircraft, including the Cessna 208/208B, Daher TBM 700/TBM 850 and the Piper PA46-310P/350P JetPROP. Pricing for a standalone EIS TXi flight display starts at a list price of $14,800. The TXi series also comes with a two-year warranty, which is supported by Garmin's

© 2015-2026 50SKYSHADES.COM — Reproduction, copying, or redistribution for commercial purposes is prohibited.

award-winning aviation support team.

26 JUNE 2019

ARTICLE LINK:
https://50skyshades.com/index.php/news/manufacturer/garmin-announces-turbine-engine-monitoring-and-analysis-with-g600-txi-and-g500-txi

© 2015-2026 50SKYSHADES.COM — Reproduction, copying, or redistribution for commercial purposes is prohibited.