



G3X TOUCH™: TOUCHSCREEN FLIGHT DISPLAYS FOR SINGLE-ENGINE PISTON AIRCRAFT

This is a game-changer. It's the price/capability breakthrough that owners and pilots of single-engine piston aircraft have been waiting for: G3X Touch flight displays are now approved and available for installation on hundreds of FAR Part 23 Class I certificated aircraft (typically, those weighing less than 6,000 lbs). With supplemental type certification provided under an extensive approved model list, these 10.6" and 7" LCD displays make it easy and affordable to upgrade from legacy mechanical instrumentation to a modern glass cockpit solution.

Offering extensive integration options, the G3X Touch™ displays are available in a variety of panel configurations to fit your needs and budget. Each G3X Touch glass display features a bright, high-resolution screen with infrared touch-control interface that seamlessly blends with familiar buttons and knobs to put all essential flight information at your fingertips. Standard features include our SVX™ synthetic vision display with database-generated terrain features and built-in wireless Connex™ cockpit connectivity. Better still, the optional EIS provides display of primary engine instrumentation.

Multiple screen sizes and display formats let you grow your G3X Touch suite as your needs evolve. For space-limited panels, a single 7" display can accommodate either PFD and MFD functionality or MFD and EIS windows within the same unit. The 10.6" display can be set up for either PFD, MFD or PFD/MFD functionality and also include an EIS strip for additional versatility. Or for even more flexibility, you can pair together up to three G3X Touch displays to lay out your preferred arrangement⁴ of PFD, MFD and optional EIS displays. And to help simplify installation, the primary display also offers the capability to have an air data computer and attitude/heading reference system module integrated on the back of the display unit.

Streamlined Cockpit Management

Making things easier and better for pilots in the cockpit is what G3X Touch is all about. That is why G3X Touch displays integrate the controls for many popular Garmin avionics. Large on-screen touchpoints and familiar

graphic icons help simplify all your data entry and menu selections — allowing you to easily see and control Comm frequency selection as well as transponder settings and code entry. Growth-oriented avionics choices you can use to provide these functions include our GTR 225 Comm transceiver, GNC® 255 Nav/Comm, GTN Xi Series GPS/Nav/Comm, GNX™ 375 and GTX™ 345/335 series ADS-B enabled transponders.

Valid for use in VFR- and IFR-capable installations, the certified G3X Touch displays are designed to interface with select autopilots, including our GFC 500 digital autopilot¹. Fully coupled LPV/LNAV/ILS approach capability — including missed approach procedures — can be accessed when the G3X Touch displays are paired with the GFC 500 autopilot and a compatible navigation source, such as the GTN 750Xi/650Xi series. G3X Touch can also display ADS-B "In" weather and traffic information when connected with the new GNX 375, GTX 345 transponder or the GDL® 50R/GDL 52R receiver. This includes our exclusive TargetTrend™ and TerminalTraffic™ technology, giving you a faster, more intuitive way to monitor ADS-B traffic targets. With GDL 51R/GDL 52R, you can also receive and display SiriusXM® aviation weather as well as listen to audio entertainment³.

With the addition of the optional GEA™ 24 engine interface module and appropriate engine sensors, your G3X Touch can display primary engine information — allowing for the removal of outdated analog gauges. The system can accommodate various engine, fuel and electrical gauges with easy-to-interpret color bands, supporting most popular Lycoming or Continental 4- to 6-cylinder engines. In addition to providing real-time indications, the system also offers a fuel computer, lean assist mode, pilot alerts/advisories and more — enabling you to optimize fuel economy while maintaining high efficiency and performance from your engine. The EIS data can also be logged to an SD™ card in the display and later uploaded to flyGarmin.com® for analysis by your maintenance shop's service team.

Dynamic Maps and Charts

G3X Touch flight displays also incorporate dynamic moving map capability, enabling you to view terrain features, airports, airspace

boundaries, navaids, flight plan routings and more — with an aircraft reference symbol overlaid on your current position. To suit your preference, G3X Touch also has the ability to display VFR sectionals and IFR en route charts². Our FliteCharts® database or optional ChartView™ charts from Jeppesen® also offer you georeferenced approach plates and procedures². Plus, when your aircraft touches down, our built-in SafeTaxi® diagrams help you navigate the airport environment safely, with your aircraft's position overlaid onto taxiways, runways, ramps and other accessible locations².

Wireless Cockpit Connectivity

For even more capability, G3X Touch flight displays feature built-in wireless Connex cockpit connectivity that lets you stream information between your avionics and select Garmin portables or mobile device apps such as Garmin Pilot™, FltPlan Go and ForeFlight Mobile. This wireless feature makes it easy to use your tablet or smartphone to create flight plans ahead of time in the comfort of your home or office, then quickly upload the data to your avionics while you're preflighting at the airport. You can also use the Connex link to stream GPS position and backup attitude information.

Reliably Reversionary

In configurations where multiple displays are installed, the G3X Touch system offers extra peace of mind. In the unlikely event of a display shutdown or failure, a reversionary mode enables your remaining operational touchscreen to consolidate and present all essential flight information, including EIS data when installed. The displays have backup GPS receivers built in as well, providing extra redundancy. (Note: The GPS receiver built into the display is certified for VFR navigation only.) When installed with an optional G5 electronic flight instrument¹ as backup instrumentation, G3X Touch will automatically sync baro and bug settings as well as provide miscompare alerts. Additionally, the GFC 500 autopilot¹ can even remain operational using only the G5, in the unlikely event of a display failure.

¹Not available for all aircraft; see authorized Garmin dealer for details
²May be limited or unavailable in some areas; see flyGarmin.com for details
³Compatible subscription required; SiriusXM® functionality may be limited or unavailable on select mobile apps
⁴Some limitations may apply; see authorized Garmin dealer for details
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GMU 11 MAGNETOMETER UNIT SPECIFICATIONS

Electrical:	10-32 VDC
Size:	2.74"W x 0.92"H x 3.93" D (7 x 2.3 x 10.0 cm)
Weight:	0.16 lb (0.725 kg) Weight does not include connector

10.6" DISPLAY (GDU 460) UNIT SPECIFICATIONS

Display:	10.6" diagonal (26.92 cm) 1280 x 768 pixels, high-resolution color infrared touchscreen display with adjustable backlighting. Optional lighting bus voltage input available for automatic backlight control
Electrical:	10-32 VDC 30 W max Dual isolated power inputs
Size:	10.85"W x 7.82"H x 3.57" D (198.6H x 275.5W x 90.7D mm)
Weight:	GDU 460, 4.6 lb (2.09 kg) Weight does not include nut plate and connector

7" DISPLAY (GDU 470) UNIT SPECIFICATIONS

Display:	7" diagonal (17.78 cm) 480 x 800 pixels, high-resolution color infrared touchscreen display with adjustable backlighting. Optional lighting bus voltage input available for automatic backlight control
Electrical:	10-32 VDC 20 W max Dual isolated power inputs
Size:	6.01"W x 7.82"H x 3.68" D (198.6H x 152.6W x 93.4D mm)
Weight:	GDU 470, 2.65 lb (1.20 kg) Weight does not include nut plate and connector



GSU 25 ADAHRS UNIT SPECIFICATIONS

AHRS:	Provides accurate digital output and referencing of aircraft attitude, rate, vector and acceleration data Leverages solid-state sensors and sophisticated attitude determination and integrity monitoring algorithms Capable of in-flight dynamic restarts Capable of maneuvers through a range of 360° in bank and pitch Rotation rate: Up to 200°/sec
Electrical:	14-28 VDC
Size:	4.00"W x 2.50"H x 2.12" D (10.16 x 6.35 x 5.38 cm)
Weight:	GSU 25, 0.48 lb (0.217 kg) Weight does not include mounting hardware and connector
Environmental:	Aircraft pressure altitude range: -1,400 ft. to 30,000 ft. Aircraft vertical speed range: -20,00 to +20,000 fpm to +20,000 fpm Aircraft airspeed range: 0 - 300 kts IAS Operating temperature range: -45°C to +70°C

GEA 24 ENGINE INDICATION (EIS) UNIT SPECIFICATIONS

EIS:	Provides accurate digital monitoring of engine and airframe sensors interfaced with the G3X cockpit displays
Electrical:	14 or 28 VDC systems
Size:	6.50"W x 1.90"H x 3.00" D (16.51 x 4.83 x 7.62 cm)
Weight:	GEA 24, 0.71 lb (0.322 kg) Weight does not include mounting hardware and connector
Engine/Airframe interfaces:	Support is available for most popular piston engine configurations Configurability of the GSU allows measurement of many different aircraft parameters including but not limited to: Ammeters (2) Thermocouples (Monitor up to 6 cylinders and 2 turbo inlet temperatures) Aircraft bus voltages Resistive Sensors (Up to 6) Powered Transducers Frequency Counter Inputs (Up to 4) Discrete I/O (4 In / 2 Out)