



D2 Pocket Panel™

Portable EFIS with WiFi



Pilot's Guide

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Registering Your D2

Please take a moment to register your D2 Pocket Panel at register.dynonavionics.com. Registering your product with Dynon ensures that your contact information is up-to-date. This helps verify product ownership, can expedite warranty claims, and allows us to notify you in the event a service bulletin is published for your product. You can also optionally sign up to receive other Dynon news and product announcements. Dynon will not share your contact information with third parties or send you announcements without your explicit consent.

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Dynon Avionics' products incorporate a variety of precise, calibrated electronics. Except for external accessories, this device does not contain any field/user-serviceable parts.

Units that have been found to have been taken apart may not be eligible for repair under warranty.

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1. SAFETY AND LICENSING INFORMATION

Important Safety Information

-  Your Dynon Avionics D2 Pocket Panel contains a Li-Ion battery. Li-Ion batteries are safe when used as directed, but can also be hazardous if they are not used in accordance with their instructions.
-  Only charge the D2 battery with Dynon Avionics chargers that are specifically intended for use with the D2. Using any other charger to charge the D2 battery could cause the battery to explode or cause damage to the D2.
-  Do not expose the D2's Li-Ion battery to fire or otherwise expose them to excessive heat.
-  Please dispose of non-functional batteries in a responsible manner. The battery for your D2 is very similar to mobile phone batteries and can likely be recycled wherever mobile phone battery recycling is available. For a list of recycling locations in your area (USA only), call 1-800-8-BATTERY or see the Call 2 Recycle website at www.rbrc.org.
-  This device is designed to operate safely only with Dynon-supplied chargers that are specifically made for the D2.
-  This device is not waterproof. It is not designed to be used in wet conditions.
-  Do not operate this device below -15°C (5°F) or above 60°C (140°F). Prolonged sunlight exposure may result in excessively high temperatures.
-  Do not drop this device, especially onto hard surfaces or from great height.
-  Do not attempt to modify or repair this device. There are no user-serviceable parts inside. Doing so will void the warranty.

2. INTRODUCTION

Your new D2 Pocket Panel is a portable attitude indicator (artificial horizon) that is designed to be used by pilots of certified, light sport and experimental aircraft. The self-contained design of the D2, not requiring permanent installation in an aircraft, makes it an ideal backup instrument for certified aircraft.

Features

- Proven Dynon MEMS-based (MicroElectroMechanical Systems) attitude sensors
- Accurate pitch and roll: A true artificial horizon
- Backup attitude instrumentation for all certified, experimental and light sport aircraft
- WiFi interface for remote attitude display on Tablet devices
- Internal high capacity Li-Ion battery and GPS for hours of portable use
- Versatile portable mounts: RAM suction mount and 3 1/8" panel hole "pinch" mount both included
- GPS ground speed and ground track (direction), altitude and vertical speed
- Turn rate
- Slip/skid ball
- Dimmable display for night flight
- Truly pocket sized - approximately 3 1/2" Width x 3 1/4" Height x 1" Depth

3. PRODUCT LIMITATIONS

The D2 Pocket Panel is a portable device that aids situational awareness. As the D2 does not have TSO authorization from the FAA or other regulatory body, it is not suitable for permanent installation in type certificated aircraft.

The D2's Ground Speed, Altitude, Vertical Speed, and Ground Track (direction) instruments are GPS-derived. Their indications WILL BE DIFFERENT from the airspeed, altimeter, VSI, and heading instruments in your aircraft panel. The D2's GPS-based indications should not be considered replacements for any of these primary aircraft instruments. Details about each of these differences are described in the Product Tour section of this guide.

4. PRODUCT TOUR

On-Screen Elements

The D2 is primarily a portable backup attitude indicator but also has a second screen that displays the aircraft load factor (G meter). Switch between the two displays with a press and release of the menu button.

Aircraft Attitude is determined by combining information from internal solid state rotation rate sensors (gyros) and accelerometers. GPS information is additionally used to ensure the quality of the displayed attitude indication. Like a mechanical attitude indicator, the artificial horizon depicted on the D2 screen displays both the pitch and roll of the aircraft.



Figure 1- Full D2 Display with Attitude

Pitch angle is read by noting the position of the indexed pitch ladder against the centered yellow-outlined black square. There are extended pitch cues, also in yellow-outlined black to the left and right of the primary aircraft pitch indication. In the example above, the aircraft is pitched up approximately 1 degree.

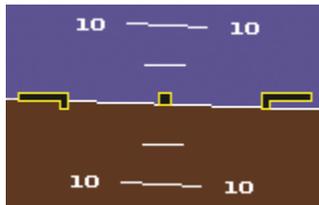


Figure 2 - Pitch

Roll angle is indicated by the position of the yellow triangular roll pointer with respect to the arc above it. There are tick marks on the roll arc at 10, 20, and 30 and 60 degrees of bank, and triangles at 45 degrees of bank. In the example above, the aircraft is banked approximately 2 degrees to the left.



Figure 3 - Roll

GPS Ground Speed is the aircraft's speed over the ground in knots, miles per hour, or kilometers per hour as determined by the D2's GPS. GPS ground speed will not match your pitot/static airspeed instruments due to wind. Since GPS ground speed does not take into account the dynamic pressure of the air acting on the aircraft, it does not provide the information necessary to



determine if the aircraft is close to stalling. It should not be used as a reference when landing the aircraft.



Figure 4 - GPS Ground Speed

GPS Altitude is the aircraft's altitude in either feet or meters as determined by the D2's GPS. GPS altitude will not always match your aircraft's static system-based barometric altimeter, and should not be used as a replacement for one.



Figure 5 - GPS Altitude

GPS Ground Track is the direction that the aircraft is moving over the ground as determined by the D2's GPS. It is displayed both numerically and as a graphical arc. GPS ground track is oriented to magnetic north - not true north - similar to your magnetic compass. However, due to winds, GPS ground track will usually not exactly match the heading provided by your aircraft's magnetic heading compass/instrument. Therefore, the GPS Ground Track indication should not be used as a replacement for a magnetic heading instrument.



Figure 6 - GPS Ground Track

GPS Vertical Speed depicts the rate of climb or descent of the aircraft in thousands of feet per minute or meters per second as determined by the D2's GPS. GPS vertical speed will not always match the indication provided by your aircraft's static-based vertical speed indicator, and should not be used as a replacement for one. In the example above, the GPS Vertical Speed is indicating a 400 feet per minute ascent rate.



Figure 7 - GPS Vertical Speed



The **Slip/Skid Ball** provides a visual representation of lateral acceleration. When the ball is within the two vertical lines, the aircraft is in coordinated flight. The slip/skid ball operates independently of GPS reception.



Figure 8 - Slip / Skid Ball

Turn Rate is displayed as a curved magenta bar along the top outside curve of the GPS ground track arc. The bar grows in the direction that the aircraft is currently turning. The inner white markings on the turn rate indicator indicate a half standard-rate turn of 1.5 degree per second. The outer white markings indicate a standard rate turn of 3 degrees per second. The example below depicts a half-standard rate turn to the left.



Figure 9 - Turn Rate

GPS Signal Strength is depicted in the upper left corner of the display. “Ext” is displayed to the right of the GPS Signal Strength indication when the external GPS antenna is connected.



Figure 10 - GPS Signal Strength

Battery Charge Level is depicted in the upper right corner of the display. This indication turns into an AC plug icon when connected to an external power source.



Figure 11 - Battery Charge Level / External Power Source Icons

Load Factor (G Meter) is determined by accelerometers and displayed as an analog-style gauge. Configurable settings are provided for the color coded (red/yellow) ranges for both positive and negative G loads.

The D2 Load Factor (G meter) display has two selectable ranges to meet the needs of Normal Category aircraft and Aerobatic Category aircraft.

The caution (yellow) and warning (red) ranges are selectable from the settings menu in 0.1 G steps.

The yellow range will always end at the start of the red range. The default values are shown.

Maximum positive and negative G loads are displayed and may be reset by pressing in on the jog wheel on the right side.

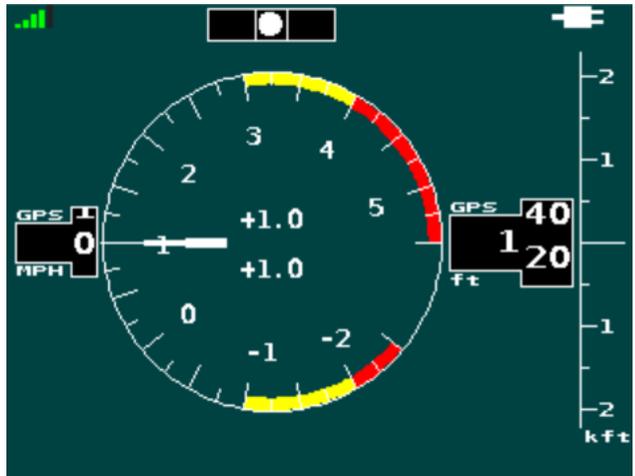


Figure 12 – Load Factor (G meter) Display



Left Side

SD Card Slot: Used for software updates.

GPS: Connection port for optional external GPS antenna.

Reset: Recessed reset switch.

Mini-USB: Can be used to charge unit from any USB power source (USB cable not provided). Faster battery charging is available via the PWR connector on the right side.



Figure 13 - D2 Left Side (left to right): SD Card, GPS, Reset, Mini-USB

Top

Menu Button: Press and release to cycle through the D2 screens. After power-up the D2 will show the Aircraft Attitude display. Press and release to switch to the D2 Load Factor (G Meter) screen and press again to return to the Attitude display. Press and hold to enter settings menu on either of the D2 screens.

Power Button: Hold to power on and off. When plugged into an external source of power, the D2 display will turn off and the battery will charge, but the D2 is actually still running. To completely

power down the D2 it must be disconnected from external power sources (both the USB and power cables).



Figure 14 - D2 Top Side (left to right): Menu Button, Power Button

Right Side

PWR: External power via AC Power Adapter or Vehicle Power Adapter. **CAUTION:** Never use unapproved chargers, never connect more than 5 volts DC and never reverse the polarity of the voltage applied to the power connector or permanent damage may result.

Rocker: Used to adjust brightness, align D2 to aircraft, and adjust other settings.



Figure 15 - D2 Right Side (left to right): PWR Port, Rocker

5. BEFORE FIRST USE

Before you use your D2 for the first time, please complete the following initial setup and configuration steps:

- Fully charge the battery (see following section).
- Check for D2 software updates at www.dynonavionics.com.
- Choose settings (see following section).

6. USING YOUR D2

Power On/Off

Turn the D2 on and off by holding the power button on the top of the device. The D2 will also automatically power on any time an external power source is connected.

Charging the Battery

BATTERY INFORMATION

-  Only use chargers and power adapters specifically designed for the D2! Connecting other chargers **WILL CAUSE DAMAGE** to the D2 that will not be repaired under warranty.

The D2 is powered by an internal Li-Ion battery that provides at least 4 hours of use from full charge when not connected to an external power source. The amount of time that the battery will operate the D2 from a full charge will vary with temperature, GPS visibility, use of the external GPS antenna, and the brightness setting.

CHARGE USING THE AC POWER ADAPTER OR VEHICLE POWER ADAPTER

-  Only use chargers and power adapters specifically designed for the D2! Connecting other chargers **WILL CAUSE DAMAGE** to the D2 that will not be repaired under warranty.
- Plug the AC Power Adapter into a standard wall plug, or the Vehicle Power Adapter into a vehicle DC socket. The Vehicle Power Adapter is designed to work in cars, 14V aircraft, and 28V aircraft.



- Connect the Power Adapter to the PWR port on the right side of the D2.
- Leave connected for 4 hours to completely charge from empty. Less time will be needed if the battery is partially charged. The D2 may optionally be powered off while it is charging.
- To check for a full charge, disconnect the Power Adapter from the D2 and wait 60 seconds for the battery charge indicator to stabilize. Confirm that it is fully charged.

CHARGE VIA USB

The D2 may also be charged via the mini-USB port on its left side. Any standard mini-USB power adapter that outputs standard USB power (5V DC) may be used. Charging via mini-USB will take longer than when using an AC or Vehicle Power Adapter. The exact charge time will vary with the capability of the mini-USB power adapter used.



If you use a computer as your USB power source, the D2's file system may be seen on your computer. Changing any of the D2's files will likely cause it to become **unstable or inoperable**. Additionally, do not use the D2's file system as a storage device.

ADJUSTING SETTINGS

You can adjust settings such as ground speed units (KTS / MPH / KPH), altitude units (feet / meters), whether or not the D2 turns off when external power is removed/lost, and whether the D2 automatically shuts down after a period of inactivity. To adjust settings on your D2:

- Press and hold the Menu Button to enter the Settings Menu.
- Press the Rocker to advance through different settings.
- Move the rocker up and down to adjust a selected setting.
- When you are finished, press the Menu Button again to exit the Settings Menu.



Mounting Your D2

Mount in the aircraft using one of the provided removable, portable mounts. When mounting the D2, the following alignment constraints must be met:

- A very small amount of roll install error (+/- 6 degrees) can be corrected during the software-based alignment process.
- A much larger amount of pitch (+/- 30 degrees) can be accommodated via software alignment.
- For proper yaw alignment, the unit must be aligned so that the surface of the display is parallel with the lateral axis (wingtip to wingtip) of the aircraft. In other words, the D2 must not be pointed left or right to face you if it is not directly in front of you. Pointing the D2 left or right will cause the attitude, turn rate, and slip/skid ball indications to be degraded.

RAM Suction Cup Mount

- Attach the square RAM mount plate to the plastic D2 cradle using the included hardware.
- Connect the above assembly to the suction base via the included short connecting arm.
- Mount the suction cup to a surface that is capable of supporting the weight of the assembly. A canopy or windscreen that has a minimal amount of curvature is ideal.
- Loosen the knob on the arm to align the cradle so that it meets the roll, pitch and yaw mounting criteria above.
- Tighten the knob to set the orientation of the cradle. Check that the mount and cradle are secure.
- Clip the D2 into the cradle. Start with the bottom of the D2. The D2 will positively snap into the cradle as you press the top side in. The cradle's wings will sit flush along the top and bottom faces of the D2 when it is fully clipped in.
- Check that the D2 is secure.



- If you are using the Vehicle Power Adapter to provide continuous power to the D2, route the wire through the channel along the bottom right of the cradle.

Pinch Mount

- The pinch mount is designed to allow portable use of the D2 in an empty standard 3 1/8" aircraft instrument hole.
- Retract the mount's retention arms by pinching together the finger holes on the front of the mount.
- With the retention arms pinched together, place the pinch mount flush against the panel over the instrument hole.
- Let go to wedge the arms in the instrument hole.
- Ensure that the mount meets the roll, pitch and yaw mounting criteria above.
- Check that the mount and cradle are secure.
- Clip the D2 into the cradle. Start with the bottom of the D2. The D2 will positively snap into the cradle as you press the top side in. The cradle's wings will sit flush along the top and bottom faces of the D2 when it is fully clipped in.
- Check that the D2 is secure.
- If you are using the Vehicle Power Adapter to provide continuous power to the D2, route the wire through the channel along the bottom right of the cradle.
- When using the pinch mount, Dynamon highly recommends using the optional external GPS antenna as the D2's view of the sky is likely to be obscured by aircraft structure.



Align the D2 for Flight



Figure 16 - Pitch Adjust Mode

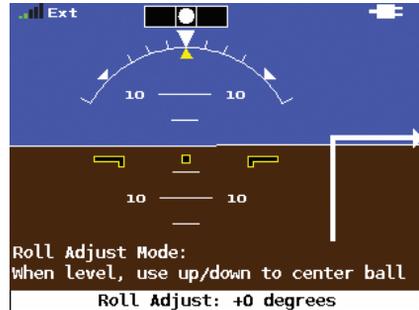


Figure 17 - Roll Adjust Mode

- With the D2 powered on, press the rocker to enter Pitch Adjust Mode. Move the rocker up or down until the displayed pitch matches the pitch of the aircraft.
- Depress the rocker again to adjust roll. Move the rocker up or down until the displayed roll angle indication matches the actual roll angle of the aircraft. If your aircraft is perfectly level, this means that that you want the horizon level and the ball centered.
- The roll and pitch adjust modes will automatically exit after a few seconds of inactivity.
- Wait for a GPS fix. When a GPS fix is attained, the upper left corner of the display will show GPS signal strength, and the main display will display flight instruments.
- If GPS lock takes too long to achieve, or you have the D2 installed in a place where its internal GPS antenna is unlikely to get a lock (such as in the panel), plug in the external GPS antenna and ensure it has a clear view of the sky. The top of the panel glare shield is usually a good choice for GPS antenna placement.
- Go Fly!™



- You may find that you need to re-adjust the roll and pitch a bit more in flight. Simply press the Rocker to re-adjust pitch and roll.

Adjusting Brightness for Night Flight

When not adjusting pitch, roll, or any other settings, moving the Rocker up and down will increase and decrease the backlight of the display.

7. PERFORMANCE NOTES

Attitude Performance

Optimal attitude performance depends on a number of environmental factors:

GPS REQUIRED

The attitude indication provided by the D2 is primarily created by combining information from solid state MEMS-type accelerometers and rotation rate sensors, and supplemented by GPS ground speed. In order to display as reliable an indication as possible, a GPS fix is required. The D2 will not display attitude until it has obtained a GPS fix. Once a GPS fix is obtained, it is important that the GPS fix be maintained by either mounting the D2 in a position that affords it a good view of the sky, or, if that is not possible (such as when using the pinch mount to panel-mount the D2), using the included external GPS antenna.

Loss of GPS

Lapses in GPS coverage may degrade attitude accuracy, depending on the length of the outage. During short lapses, the message GPS LOST: CROSS-CHECK HORIZON will appear at the bottom of the display to indicate that the D2's attitude indication may be degraded and should be interpreted cautiously. Additionally, the indications that rely solely on GPS will be replaced with red Xs.

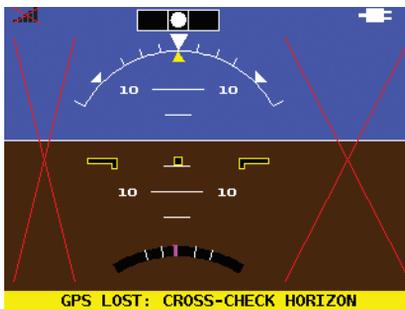


Figure 18 - GPS Lost

ROTATION RATE LIMIT

The D2 will operate normally with rotational rates of up to 150 degree per second around any axis. If a rate of 150 degrees per second is exceeded, HORIZON RECOVERING will be displayed along the bottom of the display. The D2 will continue to display attitude information, but it should be cross-checked against other instruments while in this recovery mode. After a few seconds of straight and level flight, the HORIZON RECOVERING message will automatically disappear when the D2 is confident that it is showing the correct attitude.



Figure 19 - Horizon Recovering After Rate Limit Exceeded

AEROBATICS AND NON-STANDARD MANEUVERS

The D2's attitude sensing algorithm is based on fixed wing aircraft flight dynamics. Using the D2 during aerobatics or other maneuvers that are not encountered during normal fixed wing aircraft flight may cause the D2's attitude indicator to lag the actual horizon or be otherwise incorrect. This will especially be true if the maneuvers being performed exceed 150 degrees per second as described above. However, once straight and level flight is resumed for a short period, the D2 will automatically recover and display the correct attitude. Additionally, no aerobatic flight maneuver will cause any permanent damage to the D2's attitude sensing ability.

8. WIFI OPERATION

Using the D2 with WiFi Tablet Applications

The D2 attitude information is continually streamed via WiFi to compatible applications. The D2 is compatible with applications that support either the Dynon D2 or the Levil AHRS-G mini™. No specific user interaction is required to enable this functionality.

Technical Details

The D2 device has the following WiFi characteristics:

- **TCP/IP address** - 169.254.1.1
- **Supported protocols** - TCP/IP and UDP protocols are supported by D2. UDP protocol is recommended for new tablet applications as multiple devices may then take advantage of D2 data streams. Applications using TCP/IP prevent other applications from sharing the data stream. Once the TCP/IP application disconnects, streaming of data via UDP resumes automatically.
- **Data stream format** – Compatible with Levil AHRS-G mini™. If your tablet application includes support for the Levil AHRS-G mini™, please consult your application documentation to enable AHRS support.
- **Information Provided** – Roll, Pitch, GPS Ground Track, Slip/Skid (ball), Rate of Turn, Gs, GPS Ground Speed, GPS Altitude, GPS-derived Vertical Speed, Battery Level. GPS position is not outputted by the D2. Information available in individual apps depends on each app's features. Consult your app documentation to determine what information it can display from the D2.

Levil AHRS-G mini is trademark of Levil Technology Corp, which is not affiliated with Dynon Avionics, Inc.

9. SOFTWARE UPDATES

To update the D2's software:

- Check the version of software currently loaded on your D2. The software version is displayed for a few seconds at the bottom of the screen immediately after you press the rocker to acknowledge the safety message upon power on. It is also displayed in the Settings Menu.
- Check www.dynonavionics.com for the latest D2 software version.
- If the version number on the Dynon website is higher than the one your D2 currently has, download the current version from the Dynon website.
- Copy the downloaded .d2s file to an SD card (not included). Put the file on a blank SD card.
- Fully insert the SD card into the D2 until it clicks into place, with the SD Card label facing the back of the D2. You may need to use a small, thin tool – a US quarter works well – to fully engage and click the SD card in the slot.
- Power on the D2.
- The D2 will automatically update and display further instructions and status.
- Remove the SD card once the update is complete. Restart the D2 using the Power Button.
- Confirm that the software is up to date by confirming that the version number shown at power on matches the version you downloaded from the Dynon website.

10.ADDITIONAL MOUNTING OPTIONS

Other RAM® Mounts

The RAM® suction cup mounting system that is included with your D2 can be adapted and customized with the use of other components. These can be purchased directly from www.rammount.com or from any of RAM's authorized dealers. The RAM® components that come with the D2 use the B size (1" diameter) ball. Some specific RAM® components that may be useful in aircraft include:

RAM-B-259U: 1" x 1" glare shield clamp base with 1" ball (finger screws)

RAM-B-247U-15/17/2/25/3/4: Square rail clamp base with 1" ball, available in various widths (designated by numerical suffix)



Note that the FAA and other regulatory agencies do not permit permanent mounting of portable products in type certificated aircraft. All of the mounts included with the D2 can be fixed and removed without the use of tools.

Included RAM® Mount Components

Replacements for the included RAM® mounting system can be purchased directly from RAM® Mount and their authorized dealers. The RAM® components that come included with the D2 are:

RAP-224-1U: Suction cup base (3.3" diameter) with twist lock

RAM-B-201U-A: Short double socket arm for 1" ball bases

RAM-B-347U: AMPS square base with 1" ball

11. TROUBLESHOOTING

Problem Description	Possible Cause	Solution
The D2 does not power on	Battery is completely discharged	Charge the battery; Additionally, the D2 will automatically power on when external power is applied via the power port on the right side of the unit
	The brightness is turned all the way down	Move the Rocker up to brighten the display Alternatively, power cycle the D2. The D2 always turns on at a brightness setting that is high enough to see
	The unit needs to be reset	Plug the unit into external power Insert a paperclip or other similar tool in the small round RESET button hole on the left side of the unit
The D2 does not power on, even when power is applied to the charging port on the right side of the unit	D2 may be damaged	Contact Dynon Avionics technical support staff



Problem Description	Possible Cause	Solution
Battery life is too short	Battery is either not being fully charged, or is worn out	Confirm that you are fully charging the D2 before use. If this does not solve the issue, contact Dynon Avionics technical support staff
Battery display does not change to the plug icon when plugged in to the wall	No power at wall outlet	Check that power source is supplying power
Battery display does not change to the plug icon when plugged in to a vehicle	Fuse blown	Check the fuse in the body of the vehicle charger plug. If blown, replace with same type as labeled.
	No power coming from vehicle	Check that vehicle is supplying power
The D2's attitude indication is incorrect	Improper alignment	<p>Ensure that the D2 is correctly oriented in the yaw axis and is NOT pointed left or right towards the pilot</p> <p>Redo the alignment process to ensure that the displayed attitude is correct</p>



Problem Description	Possible Cause	Solution
The ball is not centered, but the D2/aircraft is definitely level	Roll adjust is not correct for the current mounting position	With no menu displayed, depress the Rocker switch twice to enter the Roll Adjust mode. Adjust to center the ball
The horizon zero pitch line is not centered on the zero pitch indication, but the D2/aircraft is definitely level	Pitch adjust is not correct for the current mounting position	With no menu displayed, depress the Rocker switch once to enter the Pitch Adjust mode. Adjust until the displayed pitch matches the aircraft pitch attitude
The D2's speed, altitude, and/or track indication does not match my other aircraft instruments	This is expected behavior	The D2's instruments are GPS based and will not match the other permanently-mounted pneumatic and magnetic instruments in your aircraft
The D2's screen is too dim	Display brightness has been turned down	Move the Rocker up to increase the brightness level of the display
The D2 does not find a software update on an SD card	The SD card is not properly seated	Remove and reinsert the SD card. Ensure that the SD card positively "clicks" into place

12. SPECIFICATIONS

All specifications are subject to change without notice or obligation.

PHYSICAL

Dimensions (exclusive of projections/buttons/switches)

3.63 inches (92mm) W

3.26 inches (83mm) H

1.16 inches (29mm) D

Weight

7.1 oz (201g)

Temperature Range

Operating/Charging (allowable): -15°C (5°F) to 60°C (140°F)

Operating/Charging (for best battery lifespan): -15°C (5°F) to 45°C (113°F)

Short Term Storage (<3 months): -20°C (-4°F) to 45°C (113°F)

Long Term Storage (>3 months): -10°C (14°F) to 20°C (68°F)

POWER

Internal Li-Ion Battery

At least 4+ Hours Run Time (worst case from full charge, full brightness). 6-8+ Hours typical use.



DC PWR Port Charging

5V DC (D2-specific chargers ONLY)

Vehicle Power Adapter

10-30V Input

5V DC Output

Max Current: approx 0.4A @ 14V DC input voltage

Mini-USB Port Charging:

Standard 5V, 500mA USB power

13.SCREEN CARE

The D2 features a display which with normal care will provide years of problem free use. The D2 screen should only be cleaned with a soft cloth. Never use water or solvents when attempting to clean the display.

Avoid excessive pressure to the display to prevent damage to the LCD (Liquid Crystal Display). Take care to prevent impacts to the screen to prevent cracking the display.

14. REQUESTING SUPPORT / REPAIR

Before contacting Dynon Avionics Technical Support, please consult the Troubleshooting section of this guide for solutions to common issues.

In some circumstances, performing a reset may fix some issues. To reset the D2:

- Plug the unit into external power.
- Insert a paperclip or other similar tool in the small round RESET button hole on the left side of the unit. Push until you feel the reset button “click”.
- The D2 should now power on.

When contacting Dynon Technical Support, have your D2 at hand. If possible, have the AC Adapter (charger) also at hand to provide power if there is a battery issue.

DYNON AVIONICS TECHNICAL SUPPORT CONTACT INFORMATION

Phone: (425) 402-0433 7:00 AM - 5:00 PM (Pacific), Monday - Friday

Email: support@dynonavionics.com

Web: www.dynonavionics.com

15.NOTES

