



ANT

Revolution- Simproducts

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INTRODUCTION

Dear Revolution-Simproducts Customer,

The Throttle Quadrant you have purchased is actually the result of a very long development process and a lot of hard work. We believe we can be proud of the result.

It is the best throttle to work with supported flight models in terms of functionality.

Every single function of the throttle is programmed based on the operations manuals written by the actual aircraft manufacturer. In addition to that we've had assistance and input from real Boeing 737 pilots.

However, some of the functionalities of the real throttle can not be simulated due to the limitations of either the flight simulator or the aircraft model used, we see these as minor differences which do not have any negative effect on the flying or the operation of the airplane.

In the different sections of this manual you will find the specific instructions for users and their respective setup methods.

Since flight simulation and cockpit building is a complex task and given that there are no real STANDARDS laid out, we are aware that different Aircraft Models and Avionic Packages will require a different setup. And then of course, each user will have a different setup and a different requirement for sending inputs into their Simulator.

Consequently, this manual will attempt to instruct the user in how to install and configure the Driver Program and also on the different methods of sending control inputs to your specific Aircraft or Avionics Package so that you have reliable and full functionality of your new TQ.

Basic setup will be the same for all flight models used. A good example of that will be the FSUIPC setup that we have gone into detail with in this document.

We are constantly developing Drivers for all the leading Add-On Aircraft and Avionics Packages, therefore this manual will constantly be updated with every new flight model implementation completed. With every new manual there will be the revision list for the points that have changed.

We hope you will enjoy flying your airplane with our throttle.



REVISION LIST

Version	Description
1.0 to 2.0	Not Issued
2.1	Controlled Circulation Only
2.2	Controlled Circulation Only
2.3	Issued
2.4	Issued
3.0	Issued

Prerequisites

1. Your computer should have sufficient free USB slots for the TQ cards to be connected.

[Lite Version](#) TQ's will require 1 free USB slot for the Joystick Controller

[Standard Motorised](#) TQ's will require 2 free USB slots. One for the Controller and one for the Motor Controllers.

[Standard Motorised TQ with Custom Options](#) (e.g. Auto Parking Brake Release, Auto Spoiler, Trim Mechanism etc) will require 3 free USB slots. One for the controller and two for the Motor Controllers.

[PROLINE TQ's](#) will require 3 free USB slots. You may use a Powered USB Hub if you do not have sufficient free USB slots on your computer. But please also see the Hints & Tips section about using USB Powered Hubs.

2. A Mains Power Source (110/230/240v) for the throttle power supply unit(s).

[Lite Version](#) TQ's do not require an external Mains Power Source

[Standard Motorised](#) TQ's are fitted with 1 Power Supply Unit

[Standard Motorised TQ with Custom Options](#) 2 Power Supply Units

[PROLINE TQ's](#) are also fitted with 2 Power Supply Units

3. Licensed copy of FSUIPC for the functionality setup. Please Update to current version
4. SIOC V3.52b (or later) installation files and your Script File.
5. Working copy of your Flight Simulator
6. Licensed copy of your Add on Aircraft or Avionics Package
7. For Customers with Backlighting Installed, a 12vdc Power Supply

Specific Model AXES & BUTTON Program Assignments :

Assignment Setup Checklist	SIOC	FSU IPC
LITE VERSION AXES		X
LITE VERSION BUTTONS		X
LOW COST TQ AXES	X	
LOW COST TQ REVERSERS		X
LOW COST TQ BUTTONS		X
CUSTOMISED AUTO TQ AXES	X	
CUSTOMISED AUTO TQ BUTTONS		X
PROLINE TQ AXES	X	
PROLINE TQ BUTTONS		X

How to Setup your SIOC & Understanding How the Cards Are Numbered

You may run the SIOC program, either on your actual FS computer, or on a networked computer that is running Pete Dowson's Wideclient. Whichever computer you run SIOC on, this is the computer that you will attach your TQ's USB plugs to.

In the event that you do indeed run SIOC on a networked machine, it is required that WideFS is installed on your flightsim computer and that the Wideclient can connect to it over the network.

Detailed instructions on how to do that are in the WideFS documentation that is available on Peter's page at www.shiratti.com/dowson

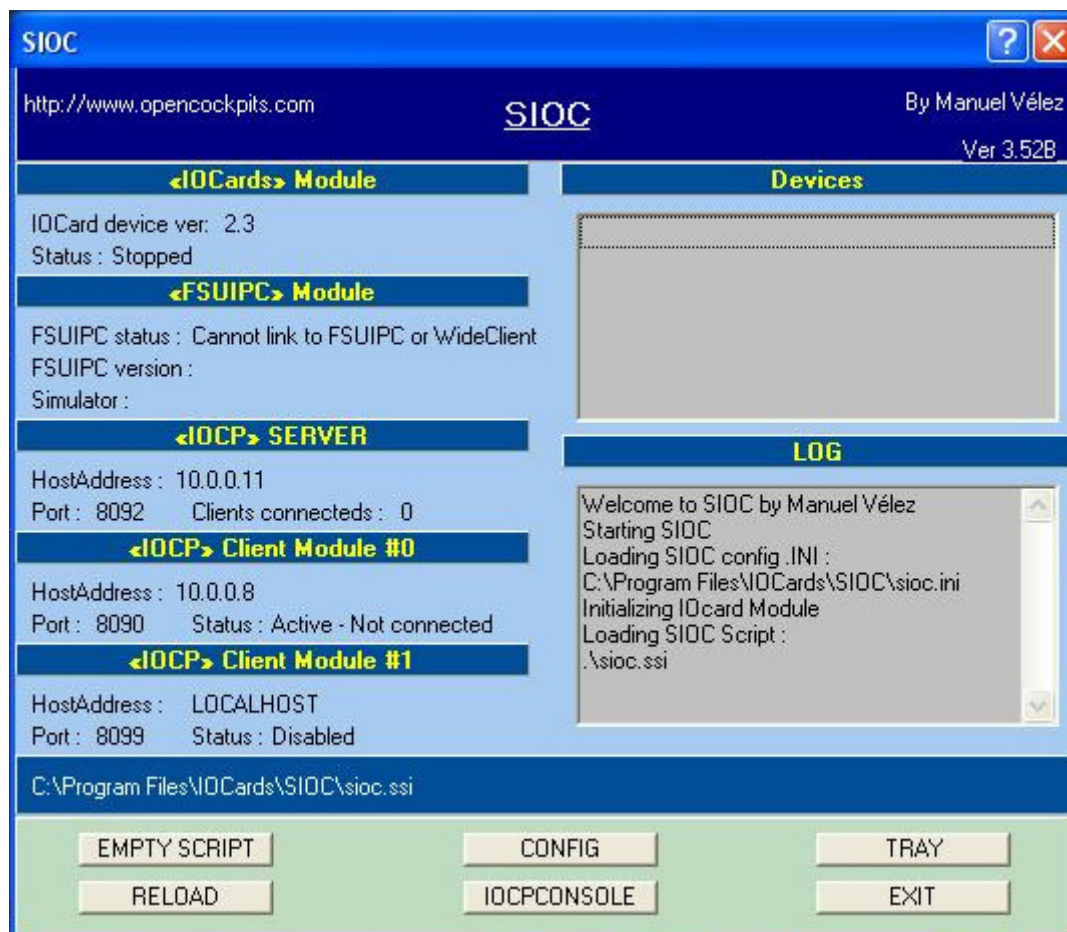
Owners of the Lite Version TQ may skip the next part and proceed direct to the 'Setting Up Your TQ in FSUIPC' section at Step 7.

Depending on which Model of auto TQ you have, your new TQ will have either 1 or 2 DCMotor cards installed. Standard motorised units have one card, Custom Option and PROLINE models are fitted with two cards. Each card will have a dedicated USB lead for connection to the controlling computer. All Leads are colour coded and marked with what they are e.g. Card 1 (DC1), Card 2 (DC2), Joystick etc.

Step 1: Install a copy of SIOC on whichever computer you decide to connect the TQ to. This must be v3.52b or above. You may get this from our downloads page

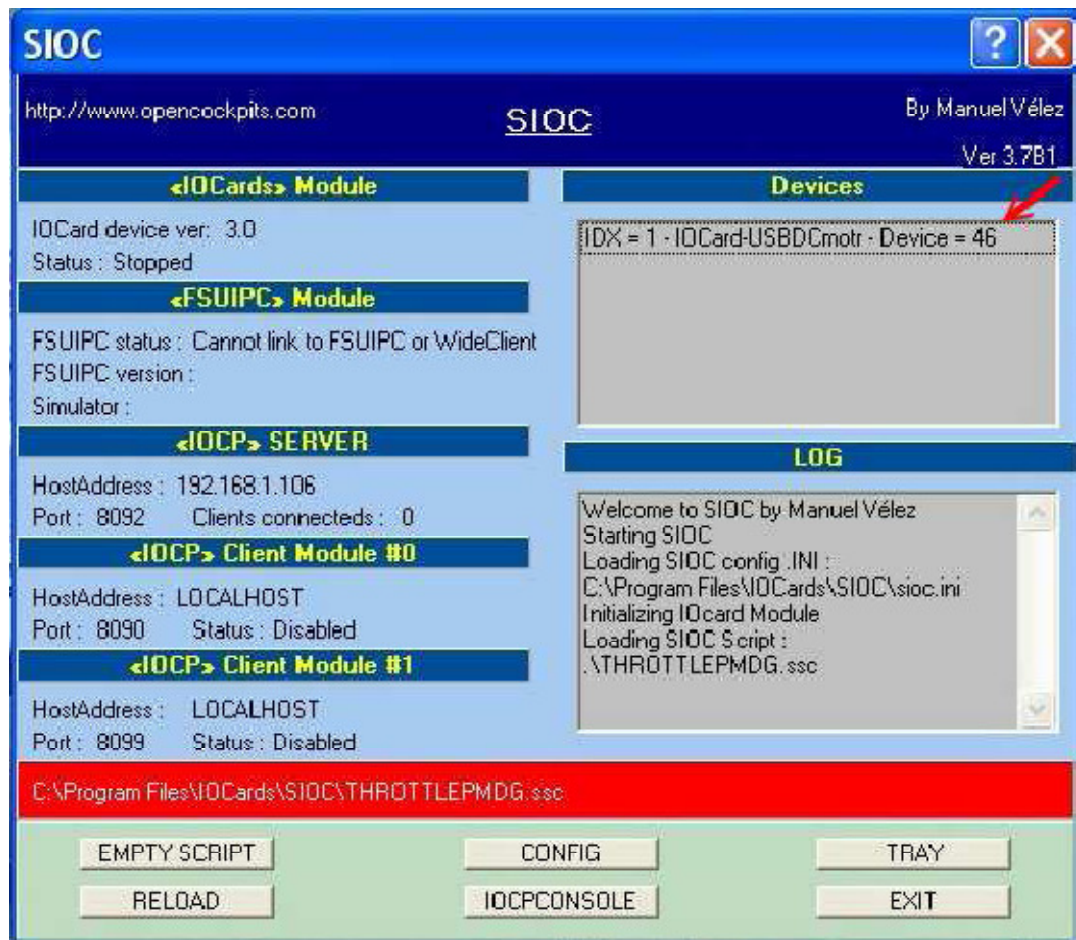
<http://www.revolution-simproducts.com/downloads.html> or visit www.opencockpits.com

Step 2: Once you have installed SIOC, navigate to the folder where you installed it and run SIOC.exe. You will see a window like this if the program has installed correctly.



Close the program and for ease of use, create a shortcut to sioc.exe on the desktop.

Step 3: Connect the first USB Lead (Card 1) to the computer and let it install. Re-start sioc.exe. SIOC will scan your system and if it detects any connected devices, it will assign a unique number to the device, in our case the USBDCMotr card like this.



In the above example, look at the highlighted line in the Devices box. This reads :

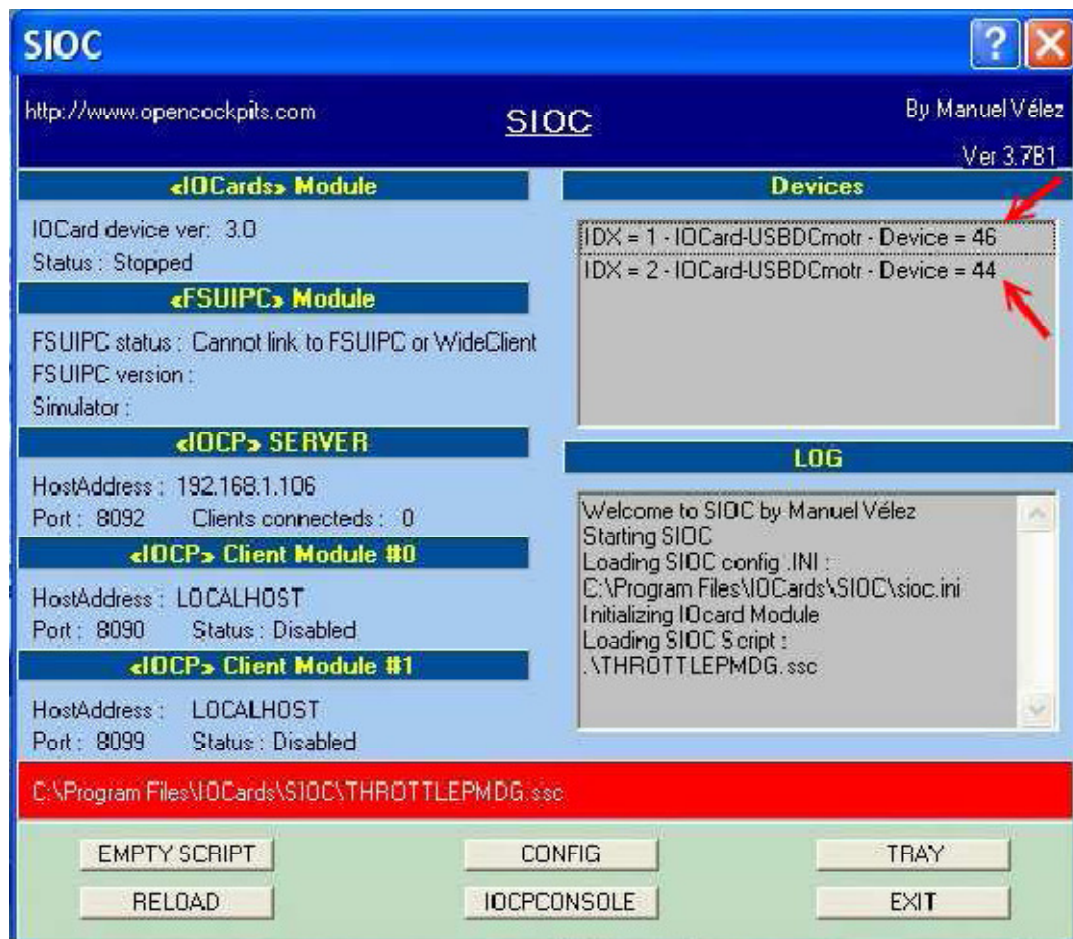
IDX = 1 – IOCARD-USBDCMotr – Device = 46

IDX = 1 is the index number that SIOC has assigned to the device.

IOCARD-USBDCMotr is the device that SIOC has detected on the system. Device = 46 is the unique device number that SIOC has assigned to the DCMotr card. Please make a note of both the IDX and Device numbers as you will need these in the next section to setup the correct configuration of the controls in the SIOC.ini file. In our example, the numbers are IDX = 1 and Device=46. Your numbers will be different dependant on whether you have other IOCards on your system and of course SIOC will assign a unique device number to your card.

Step 4 : Owners of the Standard Motorised TQ may now proceed to step 5. Customers who have purchased a PROLINE version TQ or have asked for some custom functions will have a second DCMotr card and corresponding USB lead fitted (Card 2). These customers should proceed as follows.

Shutdown SIOC, if it is running. Connect the second USB Lead to your controlling PC and let it install. Re-start SIOC which will again scan the system and detect the second card like this :



Note that we now have a second highlighted line that reads :

IDX=2 – USBDCMotr – Device = 44

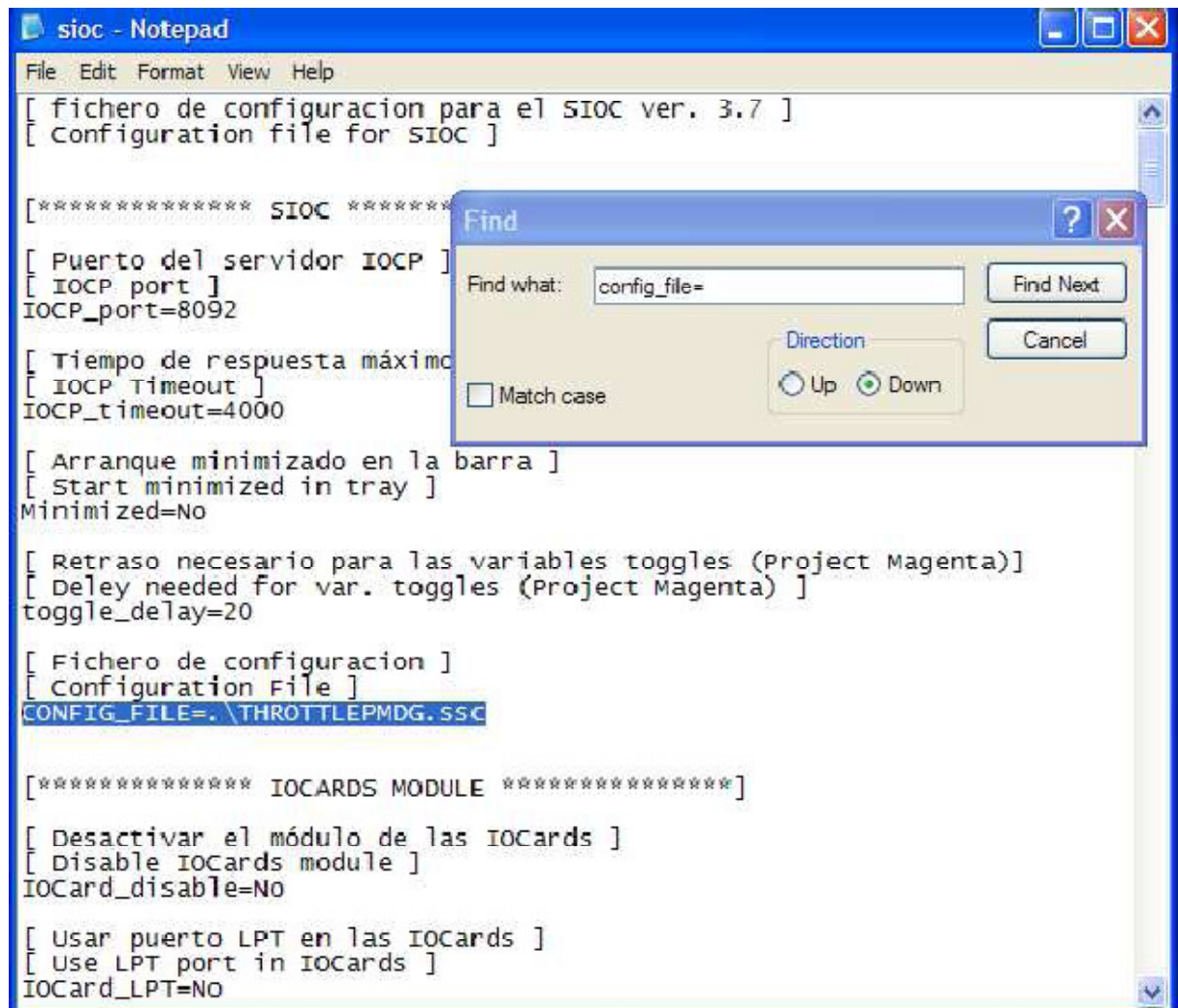
SIOC has found the device, given it an IDX number (IDX=2) and also it's own unique device number (Device = 44). Again, your numbers may well be different as explained above. Make a note of these numbers so that we can use them later.

Step 5 : Now we have the IDX and Device numbers for our card or cards, it's time to tell SIOC how to communicate with the installed cards. We do this in the sioc.ini file that you can find in the folder you installed SIOC into, typically C:\Program Files\IO Cards\SIOC.

We will also need to tell SIOC which file to use to configure the TQ for use with your application. In our example, we are using the PMDG 737, so our file that does this is the THROTTLEPMDG.ssc script. You will have a differently named script depending on which TQ you have ordered, your application and it will include your name because we now provide each customer with a personalized script. Please see the section Identifying Your Script towards the end of this document.

Simply change the name you enter in the sioc.ini file to the one you wish to use. First copy the script file (in our example THROTTLEPMDG.ssc) we have supplied you with into the folder that contains your SIOC installation.

Ok, open the sioc.ini file using a text editor like Notepad and using the Edit\Find Menu option, find the line containing CONFIG_FILE=, like this :

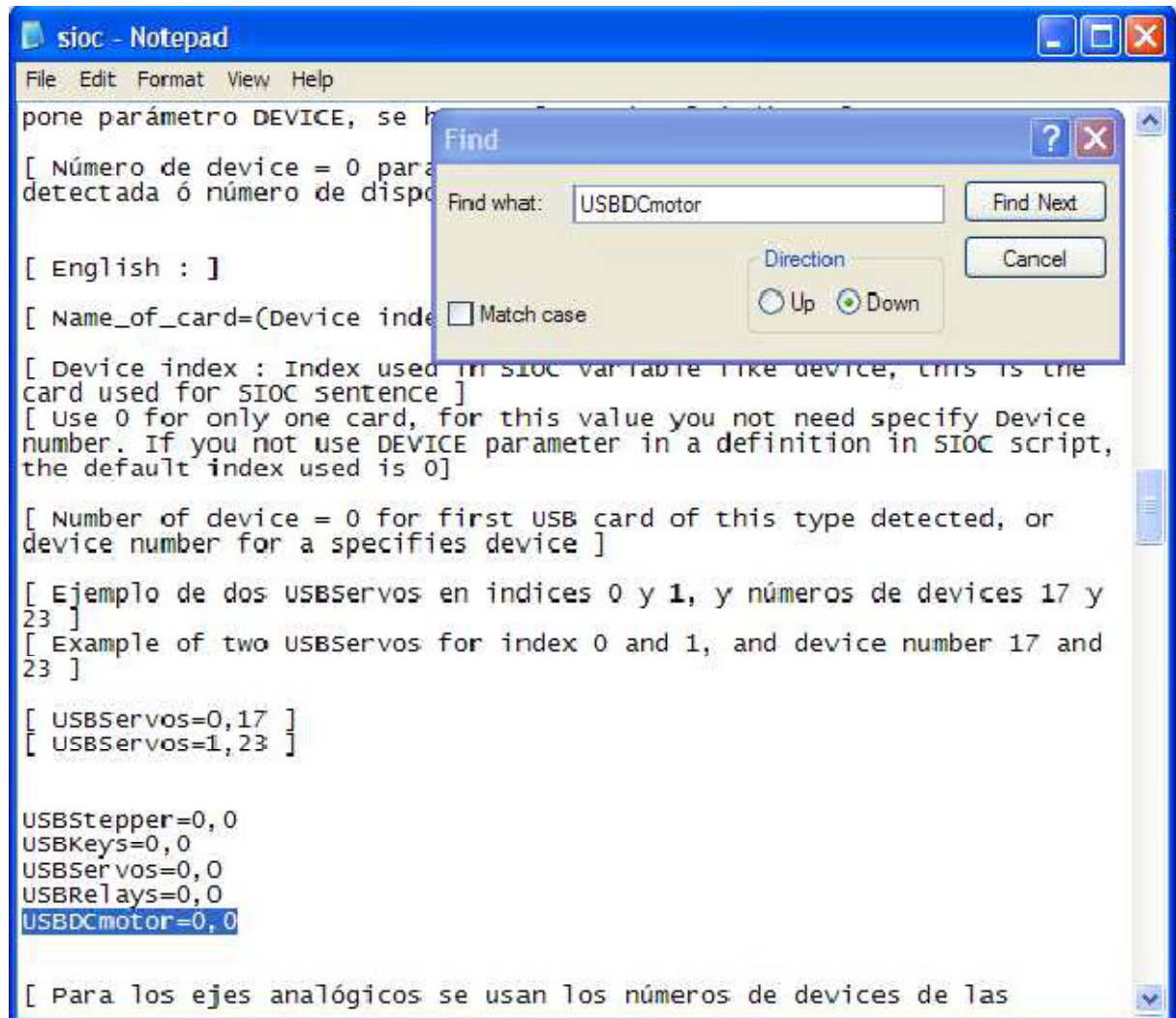


Write the name of your configuration file immediately after the slash. In our example it is the file we use for the PMDG, hence CONFIG_FILE=.\THROTTLEPMDG.ssc

That has now told SIOC which file to read to allow us to communicate with the cards in the TQ.

What we now need to do is to tell SIOC which cards are controlling which functions and from which cards we will read input data.

Use the Edit\Find option to find the line containing the USBDCmotor= line like this :



The line above reads USBDCmotor=0,0 . What we will do is change this to reflect the numbers of our card that SIOC has reported. In our example these were :

IDX = 1 – IOCARD-USBDCMotor – Device = 46

We write the IDX number first and then the Device number second separated by a comma.

The line will then read :

Customers having only one card may now move onto the next step, but customers having the PROLINE or special function TQ's with two cards will need to add an extra line telling SIOC what the IDX and device numbers are for the second card.

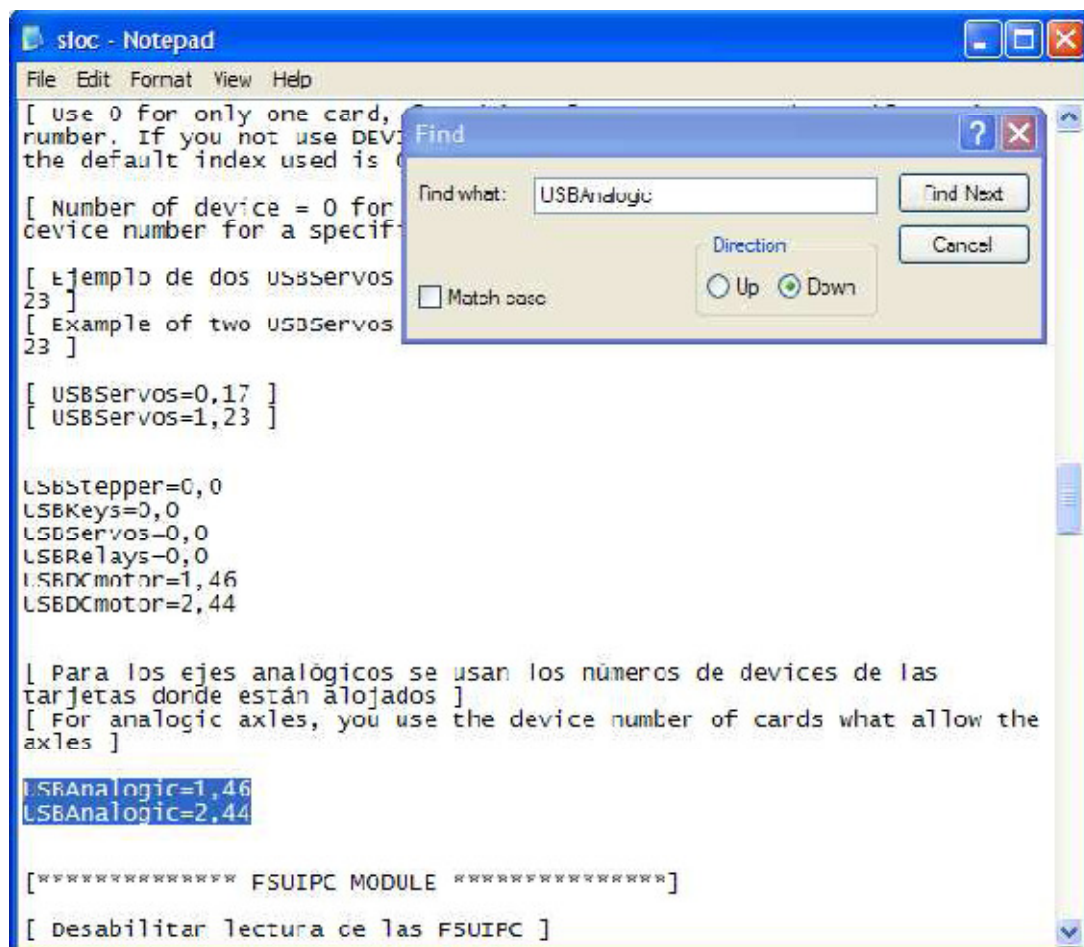
This is very simple, all we have to do is write another line under the first USBDCmotor line containing the IDX and Device numbers for the second card. In our example they are
IDX=2 – USBDCMotr – Device = 44

Simply add the second line as shown, which contain the IDX number of the second card (2) and the Device number SIOC has reported (44).

Your lines should now look like the image on the left.

Ok, so far so good. Save the file and move onto Step 6.

Step 6 : Ok, what we have done so far is to tell SIOC which script file to use to control the TQ and also tell it which card to use for what functions. But we also have to read input data from the cards as well for correct operation. This we do by telling SIOC from which card inputs from each of the potentiometers is read. The process is very similar to what we did with the USBDCmotor lines. But this time we will Find the lines which contain the USBAnalogic entries like this :



Simply edit the lines (or line) to contain the IDX and Device numbers that SIOC reported. Users of the standard Motorised TQ will only need to have one line (because they only have one card), but PROLINE TQ & Custom Function TQ customers will have to add a second line as in our example above because they of course have two cards. Save the file.

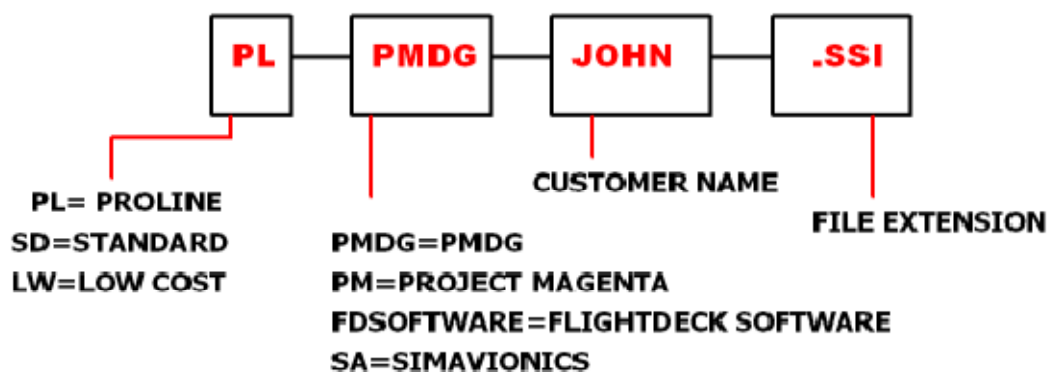
IMPORTANT: IN A DEFAULT INSTALLATION OF SIOC THERE ARE SOME COMMENTED LINES THAT START WITH A '[' CHARACTER IN THE '.INI' FILE'. THESE ARE OK.

ANY LINE CONTAINED WITHIN THE '[' & ']' IS IGNORED. BUT, IF ANY LINE STARTING WITH 'MASTER X,X,X,X' IS THERE, DELETE IT. THIS CAUSES CONFLICT ON THE DEVICE NUMBERS AND THE THROTTLES DO NOT PERFORM.

That's it, all done with editing the SIOC.ini file. Now in Step 7 we'll show you how to assign your buttons (and potentiometers if you have a standard TQ) in FSUIPC.

Identifying Your Script

Originally, we sent customers their script in an Encrypted form with the File extension .ssc, but we found that some customers using VISTA & WINDOWS 7 were encountering issues with this file type in these Operating Systems. It was decided after May2010 to supply our customers with a script that was not encrypted having the normal file extension .ssi, but was still personalized and our identification method had to be unique to that customer. A new 'file naming' regime has been introduced which we believe will make identification of each customer's script so much easier.



Script files are now named in a way that includes 3 pieces of information. The first two letters indicate which type of TQ the script will control, the middle section indicates which application the customer has ordered the TQ for and the final section will be the customer's name.

For example as in the above image, a customer called John Rogers orders a PROLINE TQ for his PMDG setup, his script would be called PLPMDGJOHN.ssi

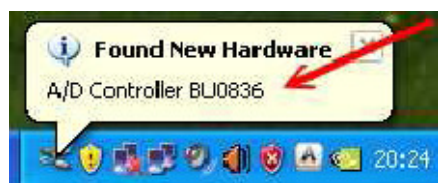
Another example is a customer called Robert Bouchet orders a Low Cost TQ for his Project Magenta setup, his script would have the filename LWPMROBERT.ssi

Step 7 : For Setting Up Your TQ in FSUIPC, you will need a registered version of the software. You may download it from www.schiratti.com/dowson

Current versions at time of writing are v3.98 (FS9) and v4.60 (FSX)

First of all, we will deal with assigning the Buttons because all TQ customers will have this requirement.

* NOTE Customer connecting their TQ to a networked computer over WideFS may also connect the Joystick Card USB lead to the same computer. FSUIPC is able to identify controllers attached to the networked machine when WideFS/Wideclient are connected and assign an identifier number to the controller for Button & Axis inputs.



IMPORTANT FS9 & FSX are notorious for automatically assigning axes and button functions when it sees a new controller. When you connected the Joystick card to your PC, it will have installed it and reported the device name either as BU0836 or Revolution Simproducts controller. Before continuing, please goto your simulator assignments Menu section and ensure that all Button & Axes assignments for this card have been deleted. Shutdown your Flight Simulator to save the configuration file and re-start. This prevents the likelihood of you having 'cross controls'. That is where the same button or axis is assigned in two places and may not be assigned to what you actually want. For example, you advance Throttle 1 and the aircraft banks to the left or you press the A/T Disconnect button and the gear transits. Makes for a bad day.

Good Housekeeping on your inputs will save you a lot of time and hassle.

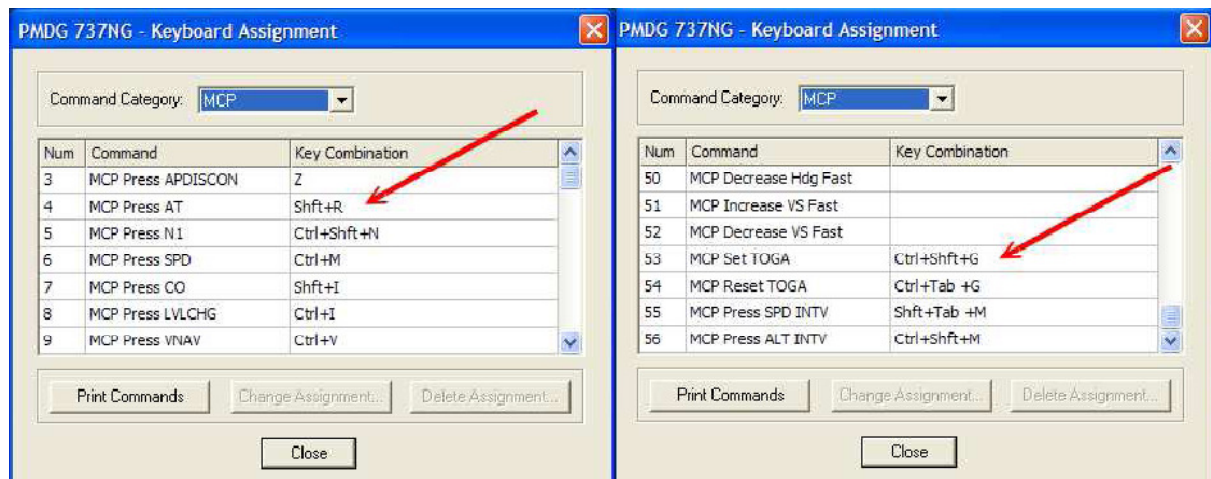
All customers will need to assign the A/T Disconnect and TOGA buttons on their TQ. Please remember that each A/T Disconnect and TOGA switches are separate button inputs, so that requires each button to be assigned independently.

All customers will also have to assign the Parking Brake switch.

All customers will need to assign the Idle/Cutoff lever switches.

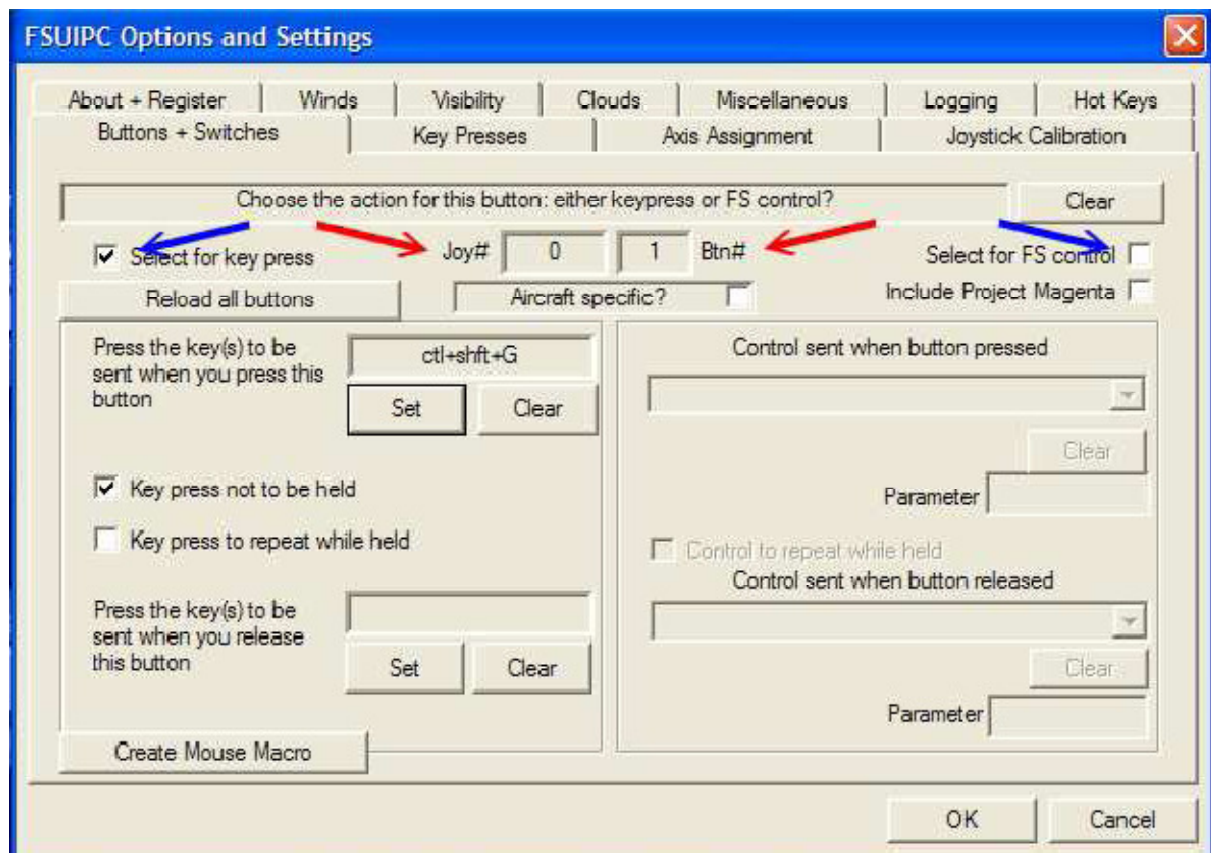
For TQ's fitted with a Manual Trim Switch (switchable ON/OFF via the STAB TRIM switch), you will also have to assign the buttons for TRIM UP and TRIM DOWN.

Some TQ's are also fitted with an additional function button on the HORN CUTOUT. Before assigning inputs, we have to know what they are. Your aircraft (or avionics package) will have an input that can be assigned to the TOGA and A/T Disconnect Buttons. Below are some examples taken from the PMDG Keyboard Commands menu.



Using these as our example, we can now proceed to assign these inputs in FSUIPC. Below is an image of the FSUIPC Buttons & Switches Options page. Once a button is pressed on your TQ, FSUIPC will identify it with a Joy# and a Btn# as indicated by the red arrows.

There are now two choices as indicated by the blue arrows. Using the left side of the page we can send in keystrokes or using the right side we can select from the 'stock' FS/FSUIPC functions or write values (parameters) to Offsets using the Offset manipulation functions in the menu. For our example we will be sending in the key commands to action the functions we want i.e. the TOGA set and the A/T Disconnect.



Open the FSUIPC Buttons and Switches Page. Press the TQ Button you want to assign and have FSUIPC identify the button. Then in the left side of the options page, enter the Key (or combination) you want that button to send. In our example it is Control + Shift + G which we use for the TOGA in our PMDG Test Rig (of course your key command may be different).

Repeat for the second TOGA Button.

Then select one of the A/T Disconnect Buttons and assign your key (in our example it will be Shift + R). Repeat for the second A/T Disconnect button.

So that's how you Input Keysends

Then proceed to assign your input for the Parking Brake, both the Idle/Cutoff Levers and if you have them, to the trim switches. Please remember the trim switches are switched on and off via the STAB TRIM switch. There is also a further function switch on the HORN CUTOFF that may be assigned to a function of your choice.

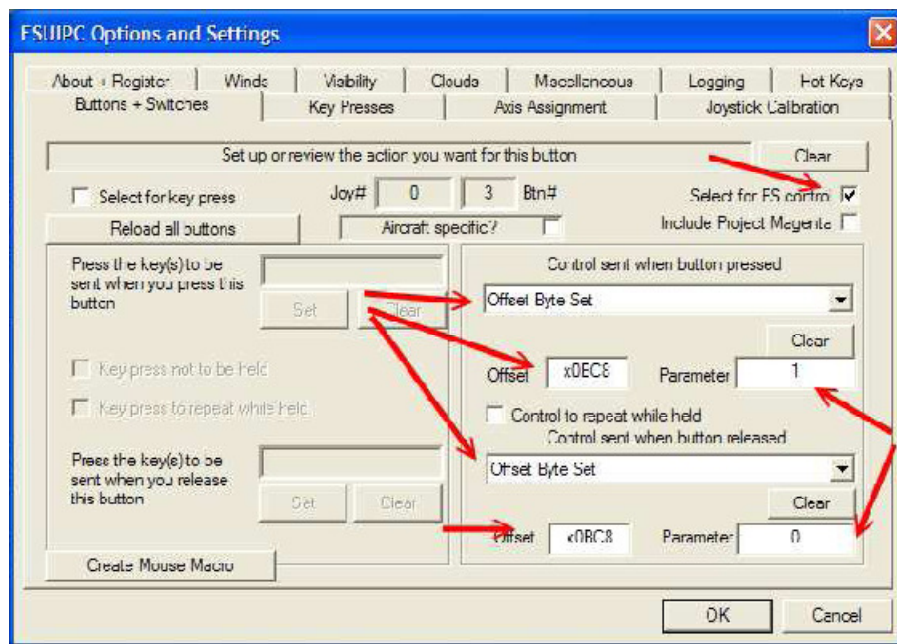
Writing Specific Parameter Values for the Idle/Cutoff Levers and Parking Brake.

We found on our Test Rig that some addons, including the 'stock' FS 737 and the PMDG 737 respond to certain stock Offsets. It then becomes possible to write a value to the parameter in the Offset to achieve a distinct ON/OFF action based on the position of the switch. For example, the standard FS control for the Parking Brake is a Toggle. That is if it is set on and the switch is actioned, the Parking Brake will turn off and vice versa. But, by writing a value to the Offset parameter, it becomes possible to have a distinct On/Off state synchronised with the Hardware.

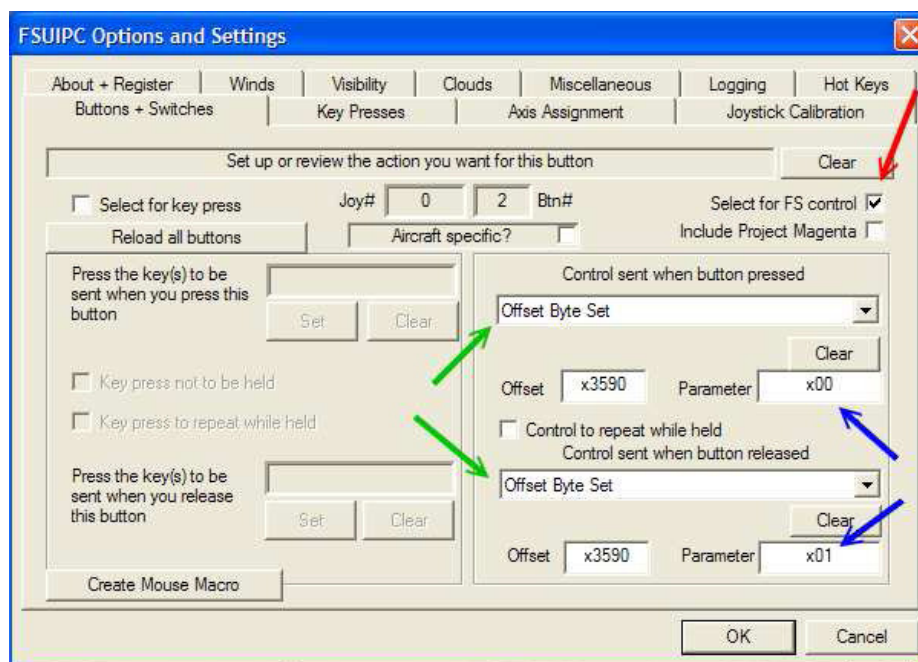
Open the FSUIPC Buttons and Switches Options page. This time we will use the right side of the page by selecting For FS Control.

In the dropdown menu select Offset Byte Set for when Button Pressed. Enter the Offset in the box preceded by an x, which in our example is x0BC8, the Parking Brake. Then enter the parameter you want for that action, which in our example is 1 (for On).

Repeat this procedure in the 'When Button Released' section, but this time the parameter value will be 0 (for Off).



We found that the Idle/Cutoff levers respond to the Offset 3590 for engine 1 and 3594 for engine 2. Parameter values are 0 for Off and 1 for On. So, to assign these values, simply repeat the steps above, substituting the Offset for the Idle/Cutoff levers in place of the Parking Brake.



So that's how you write a value to an Offset Parameter

Known Offsets

FS Native 737-400

PMDG 737-600 thru 900

Parking Brake: 0BC8

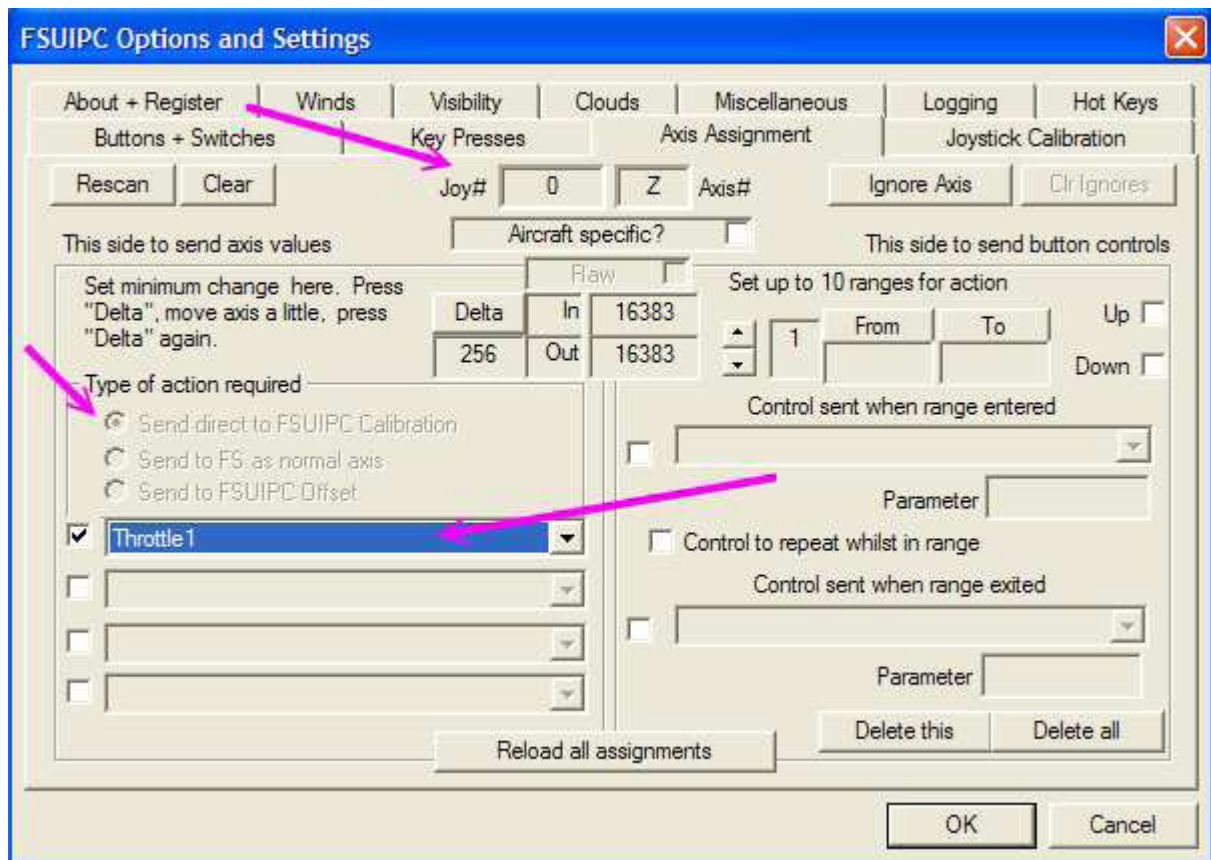
Eng 1 Cutoff Lever: 3590

Eng 2 Cutoff Lever: 3594

Flightdeck Software Offsets are contained in this document

http://www.flightdecksoftware.com/files/file/FSUIPC_Offsets.zip

Assigning Axes IN FSUIPC :



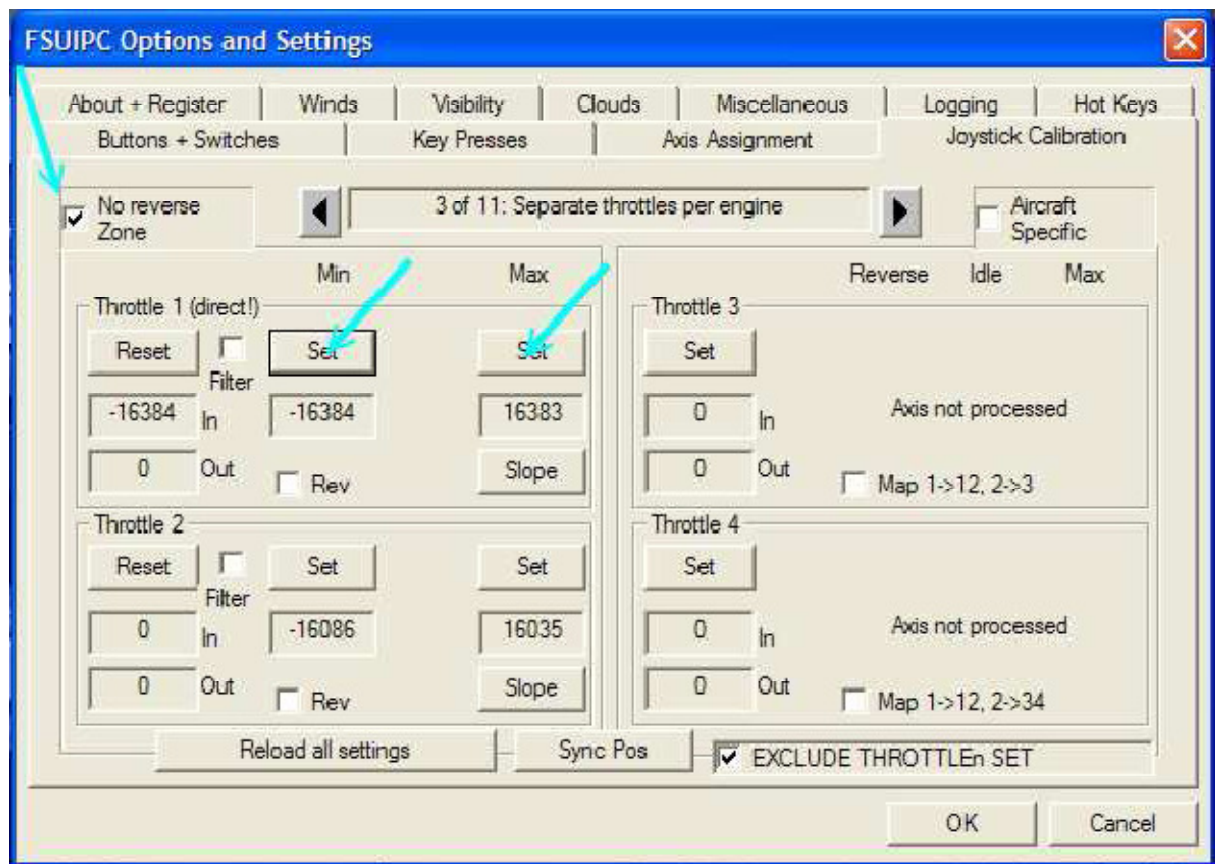
Open the Axis Assignment Page in FSUIPC & move the lever that you wish to assign. FSUIPC will see the axis movement and report a Joy# and an Axis# as indicated in the image. Under the 'Type of Action required' options, please check the 'Send direct to FSUIPC Calibration' choice. Selecting the top left hand check box will allow you to select an assignment from drop down menu items as indicated. Scroll down the list and select the action you wish to assign to your lever. You will need to assign :

Lite Version TQ **Throttle 1** **Throttle 2** **Reverser 1** **Reverser 2**
 Spoiler and Flaps
 Low Cost Motorised TQ **Reverser 1** **Reverser 2**

More detailed instructions on assigning Axes in FSUIPC can be found in the FSUIPC User Manual that is part of the download at www.schiratti.com/dowson

IMPORTANT: IF YOU ARE USING PROLINE SERIES OR ADDITIONAL OPTIONS LIKE MOVING PARKING BRAKE OR SPEED BRAKE ARM SKIP THE FOLLOWING REVERSER ADJUSTMENT. THE SUPPLIED SCRIPT WILL HANDLE THE REVERSERS.

Calibrating Axes In FSUIPC :



Ok, so you have now assigned your Axes. Now it's time to 'Fine Tune' them by using the Calibration routines. Open the Joystick Calibration page and scroll left/right to access the page that contains the axis you wish to calibrate. Our example is the Throttle 1. Because we have separate Reversers, please make sure the No Reverse Zone checkbox is ticked.

Click the reset button and you will be presented with a Min and Max column. Move your lever all the way to one extreme. Under the Reset Button are two boxes reporting In and Out values. With the lever all the way to one extreme, read the reported value in the In box. If it is a positive number (e.g. 16384 etc), click the Set Button in the Max column. If it is a negative number (e.g. -16383 etc), click the Set Button in the Min column. That's it, you've now calibrated that lever. Repeat the procedure for Throttle 2 while you are on that page. Now proceed to calibrate the other 4 axes for Min & Max input values.

You will need to calibrate :

Throttle 1 Throttle 2 **Reverser 1** **Reverser 2** **Spoiler** **Flaps**

Referring again to the In/Out Boxes on the calibration pages, the In box is the value of the Input that FSUIPC is seeing from the potentiometer. And the Out box is the value (after processing) that FSUIPC is sending to the simulator.

Examples of correctly calibrated axes should give you Output readings similar to these:

THROTTLE 1 Min=0 Max=16384

THROTTLE 2 Min=0 Max=16384

FLAPS Min= -16383 Max= 16384

SPOILER Min= -16384 Max= 16383

REVERSER 1 Min=0 Max= -4096

REVERSER 2 Min=0 Max= -4096

All that remains to be done is check that each lever is operating in the correct sense. For example, at Idle are the Throttles at Idle or are they at Full. Situations like this are easily rectified by checking the Rev box for the axis that will reverse the axis for you.

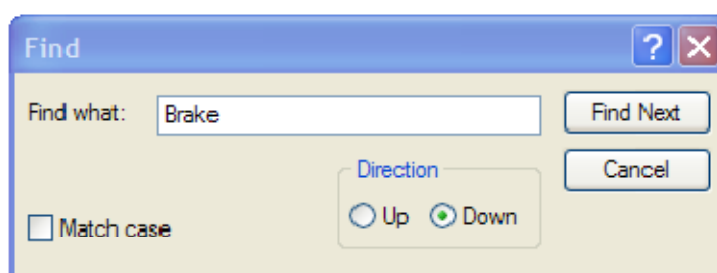
For more accurate control, you may care to change the shape of the Axis response by adjusting the Slope.

FSUIPC also allows accurate Flaps Position selection by defining ranges on the Axis where each Flap position can be defined. Please refer to the User Manual for how to achieve this. More detailed instructions on calibrating Axes in FSUIPC can be found in the FSUIPC User Manual that is part of the download at www.schiratti.com/dowson

Automatic Parking Brake Release

In the real 737, depressing the Foot Brakes should automatically release the Parking Brake, but in FS9 and FSX, this just does not happen except by way of sending in the key assigned to the Brakes (the default Key is the '.' Period key). There are now two options to achieve what we want. Peter DOWSON realised this and since v3.96 & v4.60 of FSUIPC, he has included a new action in FSUIPC that turns off the Parking Brake when the Toe Brakes are depressed.

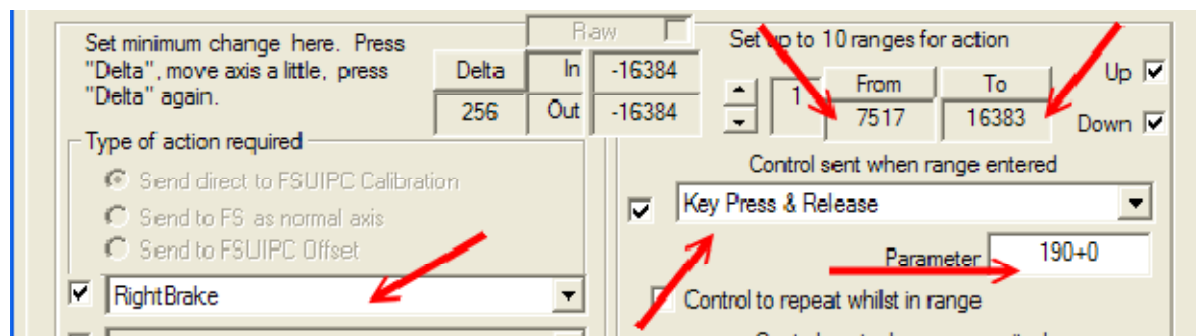
```
GenerateCirrus=Yes  
windShearSharp=No  
UpperwindGusts=No  
ExtendMetarMaxVis=Yes  
CorrectVSign=Yes  
MousewheelTrim=No  
MousewheelTrimSpeed=1  
BrakeReleaseThreshold=75  
AxisInterceptIfDirect=No  
DontResetAxes=No  
DisconnTrimForAP=No  
ZeroElevForAPAlt=No
```



In the FSUIPC.ini file, there is now a new line 'BrakeReleaseThreshold=75'. 75 is the value at which point the Parking Brake is released. It is user defineable and can be edited in Notepad for a greater or smaller value.

PROLINE customers and customers who have ordered the Auto Parking Brake function should update their FSUIPC to the latest version to take advantage of this option.

The second option is to use FSUIPC to send in the Key assigned to the Brakes that will release the Parking Brake if it is set On. In FSUIPC it is possible to execute a function when an Axis enters a point on it's range. One of the functions available is 'Key Press & Release'.



First, your Left & Right Brakes have to be assigned and calibrated in FSUIPC. Then a Range on each axis is set and the Key Press & Release option is selected from the dropdown menu.

Finally enter the parameter for the key you wish to send. In our example 190+0 is the code for the period key. Please refer to the FSUIPC for Advanced Users for a list of codes for each key. This document is included in the FSUIPC documentation that is bundled in the FSUIPC download at www.schiratti.com/dowson.

IMPORTANT: WHEN DOING THESE SETTINGS PLEASE MAKE SURE THAT EITHER THE BUTTONS OR THE AXIS ASSIGNMENTS DO NOT INTERFERE WITH THE ONES IN THE MAIN FLIGHT SIMULATOR ASSIGNMENT SCREEN. FLIGHT SIMULATOR TENDS TO ASSIGN AXIS AUTOMATICALLY TO THE JOYSTICK BY ITSELF. THEREFORE YOU MUST MAKE SURE THAT THERE ARE NO AXIS OR ANY BUTTONS ASSIGNED TO YOUR JOYSTICK CARD THAT COMES WITH THE THROTTLE. OTHERWISE WHEN YOU PRESS A BUTTON AN UNWANTED ACTION WILL TAKE PLACE IN THE COCKPIT WITH A DIFFERENT FUNCTION.

ANYTIME YOU WOULD LIKE TO USE THE THROTTLE WHEN FLYING, AFTER THE FSIM IS LOADED AND THE AIRPLANE IS CHOSEN YOU HAVE TO START SIOC FIRST. MAKE A SHORTCUT TO REACHABLE DESTINATION TO EASILY ACCESS AND RUN SIOC.

Please also read the section in Hints & Tips about adding the Brake Release line to the FSUIPC.ini file.

Hints & Tips :

BrakeReleaseThreshold=75 line. To have this function available, you must update to the latest version of FSUIPC if you have not already done so. We appreciate that you may have already set up several other inputs through FSUIPC like buttons and switches, macro's, axes etc. This information has already been saved in the FSUIPC.ini file. So, we recommend that you simply edit the file using Notepad. First, check to see if the line BrakeReleaseThreshold=75 appears in the section under [General]. If not, simply add the line in the [General] section of the file and save it.

Beware of 'Cross Controls'. That is where a key or other input is assigned in both FS (or FSX) and also in your Add On Aircraft or Avionics Package.

We recommend if possible that all Lite Version TQ Owners assign **all their axes in FSUIPC** as we find it more accurate and reliable than the internal Flight Simulator Axes Control. It is also far more accurate. In the Menu Items, you can Disable Joysticks. This will not affect Button Inputs, which will still be seen.

Use of USB Powered Hubs. There never seems to be enough USB slots on our computers and we all want to 'MAX OUT' our input devices. But, there is only so much that your PC can tolerate. Using Powered USB Hubs seems to be one solution. But even when using Powered Hubs, your PC is still sharing the 5v bus, IRQ and I/O resources to slots that have the Powered Hub connected too. Over working the USB Bus can voltage drop and loss of configuration. If you experience bad things happening with USB devices (even when a Powered Hub is used), we recommend fitting a higher capacity PC Power Supply. Most standard PC's are built using a 400 or 450 watt PSU. Upgrading to a 650 or 750 watt PSU should cure your USB Device issues.

Troubleshooting :

The throttle levers and/or trim wheels, do not move.

- Make sure you have connected the TQ Power Supply to the electricity supply.
- Check that SIOC is running.
- Make sure Auto Pilot and Stab Trim Cutout switches are open.
- Make sure the IDX & Device numbers you have added to SIOC.ini file matches those shown in the Main SIOC Program Window.
- Press the reload button on the SIOC main screen.
- Contact us at support@revolution-simproducts.com

Flaps or spoiler do not move in the simulator even though I change it on the TQ.

- Ensure that your second USB connection is connected to the PC (PROLINE & Custom TQ's) Make sure you have done all the assignments correctly as shown in this manual.
- Make sure that there is no interference on the commands assigned with other joysticks or keyboard shortcuts in the main flight simulator assignments window. Make sure that the PC recognizes the joystick card (Lite Version)
- Contact us at support@revolution-simproducts.com

Parking brakes are operating in a reverse action i.e. I release it and it sets.

- You have assigned the Parking Brake Button as 'Parking Brake'. This is purely a TOGGLE action that changes the state of the Parking Brake. That is, if it is On, it will turn Off and vice-versa. Make sure the hardware parking brake position matches the initial position with the simulator at start of flight. Or, you may wish to use the Offset Byte Set function in FSUIPC to accurately write the correct parameter value to Offset 0BC8 (Parking Brake, 0=Off & 1=On).

PROLINE USERS - My Trim Wheels Do Not Turn Automatically

The Trim Motors are wired through the Main Elec Switch on the Stab Trim Panel. This is to simulate the real action of the trim wheels. So, in the Cutoff Position, they will not work. Please ensure that your Main Elec switch is NOT set in the Cutoff Position and is set ON in the UP position.

I can not find my script with .ssi or .ssc extention

The script is unique for each throttle. To ensure maximum satisfaction we upload the script during setup session. As indicated in our web site this will be a short setup session via skype. The script then will be uploaded to your computer and will be optimized.

