Add touchscreen glass cockpit displays to your aircraft with G500 TXi/G600 TXi. The G500 TXi system is intended for Class I/II aircraft under 6,000 pounds, while G600 TXi flight displays are intended for aircraft up to 12,500 pounds.

RETROFIT GLASS IS NOW WITHIN YOUR GRASP

If you love the idea of flying a glass cockpit — but hate to think of parting with your current aircraft — this is clearly the retrofit option you've been waiting for the Garmin G500 TXi/G600 TXi.

It's a clean-sheet touchscreen design. One that builds on the proven capabilities of our original G500/G600 series glass flight display series to offer you a vastly expanded array of features, options and panel layout possibilities that make it easy to configure a reliable "glass cockpit" system that can grow with your needs without overstretching your budget.

G500 TXi/G600 TXi glass touchscreens replace the old-style, maintenance-prone mechanical gyros in your system. Available in 7" portrait or landscape orientations, as well as in a larger 10.6" landscape format, TXi displays offer a variety of configurations to fit your panel and budget. The 10.6" displays offer pilot-selectable split-screen capability to accommodate primary flight (PFD) information and a multi-function display (MFD) within the same unit, and optional EIS engine and fuel flow readouts can also be viewed in a vertical strip alongside the PFD/MFD information. The 7" portrait format can be dedicated to PFD, MFD or EIS displays. And the 7" landscape format is configured to provide a dedicated, standalone EIS display.

In configuring your system, you can mix-and-match up to 4 of the high-resolution 10.6" or 7" touchscreens in your cockpit. Or you can start with a single 7" portrait display serving as your PFD, and expand the system's capabilities by adding additional TXi displays over time. The variety of TXi screen sizes and display orientations can support over 25 different approved cockpit configurations. And each display offers the capability to have a built-in attitude/heading reference (AHRS) along with an air data computer (ADC) module integrated on the back of the display. For aircraft already equipped with legacy G500/G600 series flight displays, full TXi compatibility with existing system sensors makes for an easy, cost-effective upgrade path.

Stand-alone or Integrated Engine Information
Whether it's integrated in a split-screen view on the 10.6" display or shown on a dedicated 7" display, engine and fuel monitoring data is easy to access and interpret with G500 TXi/G600 TXi. The optional EIS is compatible with most popular Lycoming or Continental 4- to 6-cylinder engines (whether normally aspirated or turbocharged) and can provide support for both single- and twin-engine aircraft. Prominent engine gauges on the display provide real-time indications and support for lean assist mode, pilot advisories and more — enabling you to optimize fuel economy while maintaining high efficiency and performance from your engine.

To help you maintain control over aircraft maintenance and operating costs, built-in engine data logging capability is included with the EIS options. When the EIS system is paired with a GTN 650/750 and Flight Stream 510 wireless gateway, your aircraft's engine performance, trend and exceedance data will be automatically logged and downloaded to the Garmin Pilot™ app running on your compatible tablet or smartphone and made available for viewing on flyGarmin.com. In addition to wireless transfer, this engine data can also be logged and stored on an SD card within a TXi display. By either means, this recorded data can be retrieved and used by you or your aircraft service technicians to identify performance issues or maintenance needs in time to help avert more costly repairs later.

Brighter, Faster, Easier, Better
Leveraging the experience gained in designing and fielding thousands of integrated flight displays, Garmin engineers built the TXi series from the ground up – with an intuitive menu interface that lets you use familiar knobs and/or touchscreen inputs to quickly access the functions, screen views and other flight information you want to see. Powerful dual-core processors boost the system's graphical display capabilities — with fast zooming, panning and map rendering. Garmin SVT™ synthetic vision (optonal on G500 TXi, and standard on G600 TXi) enables a 3-D "virtual

reality" landscape to be integrated on the PFD. Plus, modernized fonts and backlighting offer improved readability and increased display clarity to help lighten your inflight visual workload.

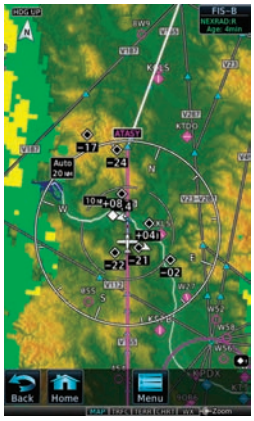
To provide even more situational awareness, TXi puts an MFD-like perspective map view within the HSI portion of your primary flight display. In addition to the geographical map, the HSI map view can also support the overlay of datalink weather from ADS-B and SiriusXM® datalinks[1] as well as Connext datalink weather. Additional overlays include SafeTaxi® airport diagrams, traffic, terrain alerting, and more. HSI map control and onscreen navigation are a snap, thanks to a Garmin innovation that lets you zoom in or out on the map, using a single-finger swipe gesture.

High-level Avionics Integration

G500 TXi and G600 TXi were designed to interface with a wide range of avionics equipment, including popular autopilots and flight directors. You can use TXi touchscreens for control/display of heading, course and navigation source inputs, as well as autopilot mode annunciations and more (with compatible inputs). As an option, separate dedicated mode controllers are also available to provide continuity with the autopilot system installed in the aircraft. G500 TXi/G600 TXi also offers advanced integration capability with GTN series navigators, providing full touchscreen continuity between the navigation, communication and flight display functions in your panel.

Backup Redundancy Adds Assurance

For extra security in systems where multiple displays are installed, G500 TXi is designed to enter a reversionary mode — allowing a single 7" portrait display to present primary flight instrumentation and engine indications (if EIS equipped) — in the unlikely event of a display failure or shutdown. The displays have backup GPS receivers built-in, providing redundancy in the event your system's primary GPS navigator ever fails. In addition, an optional backup battery is available for the 7" portrait G500 TXi displays. If there's ever an unexpected loss of power to your avionics, this backup battery will provide power to your display for 30 minutes — allowing time for you to find a suitable place to land. With this back-up battery capability, aircraft owners that install dual 7" portrait G500 TXi displays with dual integrated AHRS can forego the requirement for standby flight instruments. The all-glass era has truly arrived for GA aircraft.



SPECIFICATIONS

Display Features

10.6" or 7" diagonal color LCD options
RGB backlighting technology
High resolution
- GDU 1060 - 1280 pixels (W) x 768 pixels (H)
- GDU 700P - 480 pixels (W) x 800 pixels (H)
- GDU 700L - 800 pixels (W) x 480 pixels (H)

Direct sunlight readable
Auto, manual, or lighting bus inputs for dimming
Field upgradable software
Available as 10.6" landscape, 7" portrait, or 7" landscape configurations

Physical - GDU 1060

Unit Size	7.25 inches high 11.4 inches wide 3 inches deep 6.49 lbs. (without integral ADAHRS), 7.25 lbs. (with integrated ADAHRS)

Physical - GDU 700P

Unit Size	7.25 inches high 5.5 inches wide 3 inches deep 3.99 lbs. (without integral ADAHRS), 4.45 lbs. (with integrated ADAHRS)

Physical - GDU 700L

Unit Size	5.5 inches high 7.25 inches wide 3 inches deep 3.99 lbs. (without integral ADAHRS), 4.45 lbs. (with integrated ADAHRS)

Electrical - GDU 1060

10-40 VDC, reverse polarity protected
70 watts typical

Electrical - GDU 700P

10-40 VDC, reverse polarity protected
42 watts typical

Electrical - GDU 700L

10-40 VDC, reverse polarity protected
42 watts typical

System Architecture

Position Source: Requires external SBAS/WAAS GPS, such as GTN650/750, GNS 480, or 430W/530W series unit
Supported interfaces include: GDL 69/69A XM datalink weather; GRS 56 for global connectivity/WX; GWX 70, GWX 68 and select third-party radars; GTX 345, GTX 335 transponder; GDL 88 ADS-B datalink, GRA 55, GRA 5500 radar altimeters; various traffic sensors, and more

Supported AHRS	GRS 77, GSU 75, GRS 79, Integral AHRS
Supported ADC	GDC 74, GSU 75, GDC 72, Integral ADC
Electrical	10-40 VDC, reverse polarity protected 55 watts typical

Environmental

-20C to +55C operating temp
-55C to +85C storage temp
2 degrees C per minute temp variation
95% at 50C humidity
35,000 feet max altitude
Internal cooling, external cooling not required

Certification Candidates

STC via Approved Model List (AML) for over 900 aircraft makes/models
TSO-C2d, TSO-C8e, TSO-C10b, TSO-C34e, TSO-C36e, TSO-C40c, TSO-C41d, TSO-C43c, TSO-C44c, TSO-C45b, TSO-C47a, TSO-C49b, TSO-C44a, TSO-C63d, TSO-C87a, TSO-C106, TSO-C110a, TSO-C113a, TSO-C118a, TSO-C147a, TSO-C151c, TSO-C157b, TSO-C165a, TSO-C195b, TSO-C198, TSO-C201