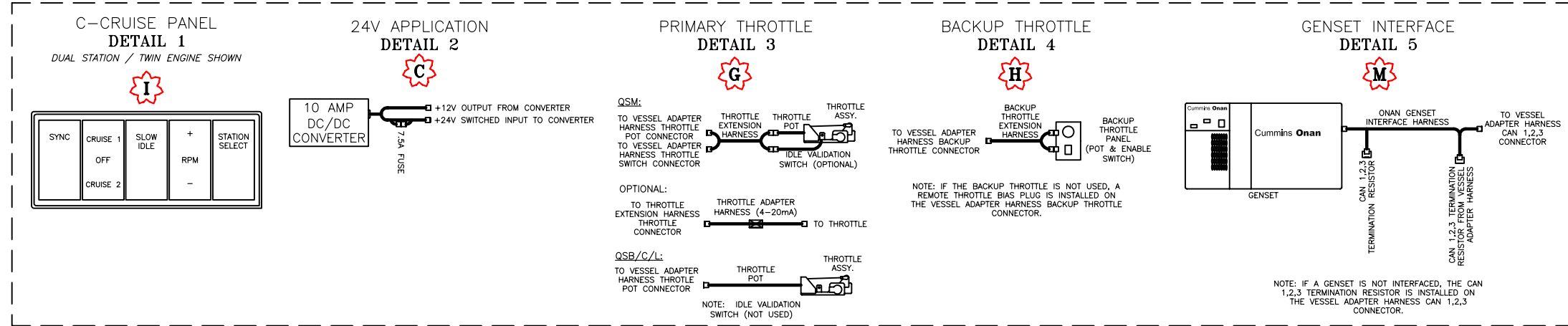
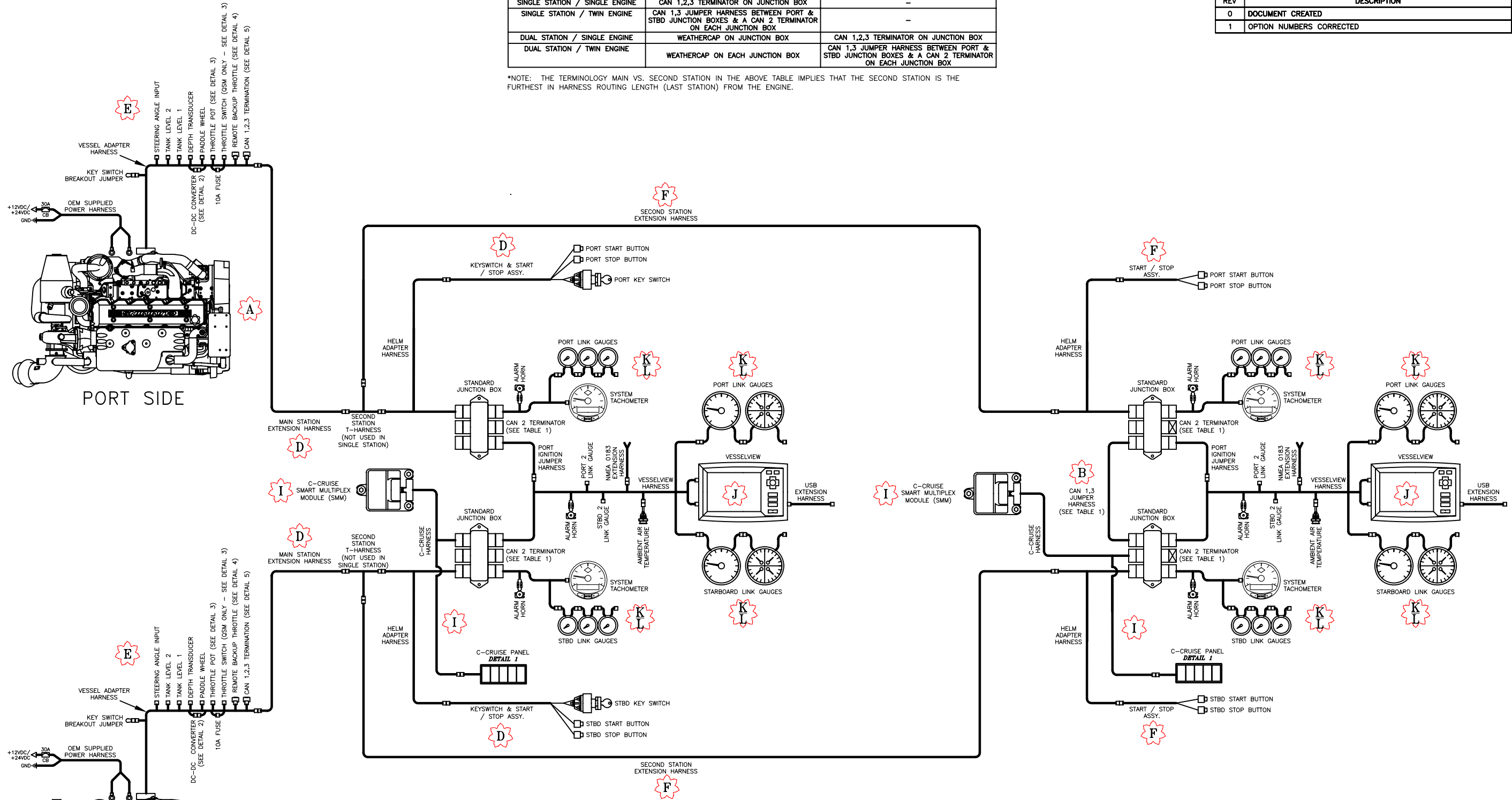


REVISIONS			
REV	DESCRIPTION	BY	DATE
0	DOCUMENT CREATED	MRJ	7-JUL-09
1	OPTION NUMBERS CORRECTED	MRJ	6-OCT-09

CONFIGURATION	TABLE 1 - CANBUS TERMINATION STRATEGY	
	AT MAIN STATION	AT SECOND STATION
SINGLE STATION / SINGLE ENGINE	CAN 1,2,3 TERMINATOR ON JUNCTION BOX	-
SINGLE STATION / TWIN ENGINE	CAN 1,3 JUMPER HARNESS BETWEEN PORT & STBD JUNCTION BOXES & A CAN 2 TERMINATOR ON EACH JUNCTION BOX	-
DUAL STATION / SINGLE ENGINE	WEATHERCAP ON JUNCTION BOX	CAN 1,2,3 TERMINATOR ON JUNCTION BOX
DUAL STATION / TWIN ENGINE	WEATHERCAP ON EACH JUNCTION BOX	CAN 1,3 JUMPER HARNESS BETWEEN PORT & STBD JUNCTION BOXES & A CAN 2 TERMINATOR ON EACH JUNCTION BOX

*NOTE: THE TERMINOLOGY MAIN VS. SECOND STATION IN THE ABOVE TABLE IMPLIES THAT THE SECOND STATION IS THE FURTHEST IN HARNESS ROUTING LENGTH (LAST STATION) FROM THE ENGINE.



REVISIONS			
REV	DESCRIPTION	BY	DATE
0	DOCUMENT CREATED	MRJ	7-JUL-09
1	OPTION NUMBERS CORRECTED	MRJ	6-OCT-09

