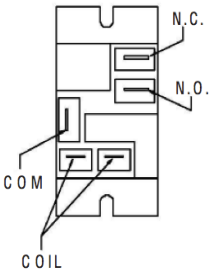
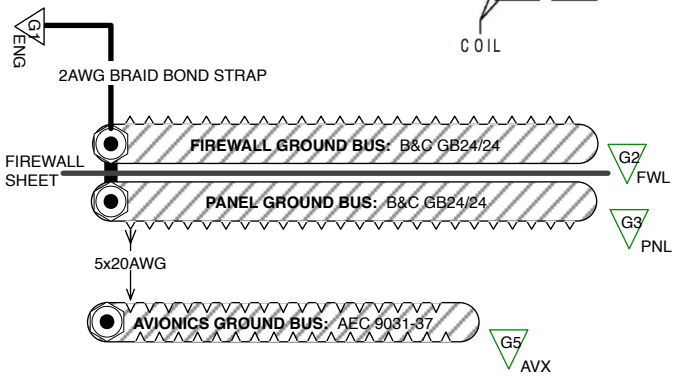
NOTES:

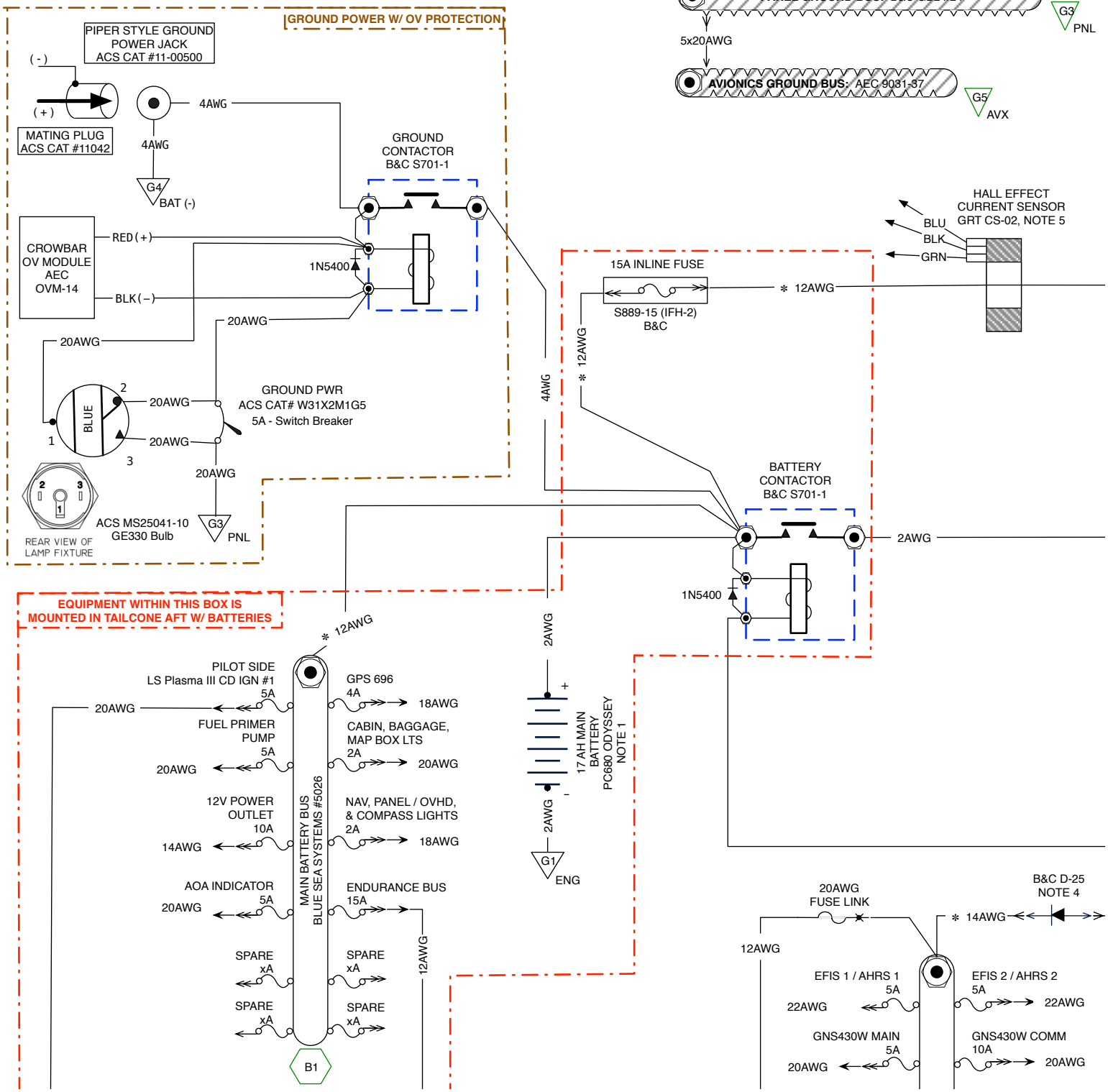
1) USING PC680 ODYSSEY 17AH BATTERY. DUE TO W&B NEEDS THE BATTERIES ARE LOCATED IN TAIL CONE **12 FT AFT OF FIREWALL**.
2) WIRES MARKED (✻) TO BE AS SHORT AS PRACTICAL. 6-INCHES LONG IS IDEAL, 12-INCHES LONG MAX.
3) WIRES MARKED (✻✻) USE 20AWG STRANDED SINGLE CONDUCTOR SHIELDED.
4) B&C SPECIALTY ENDURANCE BUS DIODE PART # D-25, MOUNTED ONTO ALUMINUM ELECTRICAL ACCESSORY PANEL / COPILOT SIDE.
5) USING GRT HALL EFFECT CURRENT SENSORS. WIRE IN WHICH CURRENT IS SENSED IS FED THRU OPPOSITE SIDE OF HES WIRE CONNECTOR.
6) STARTER IS A PMG TYPE SKYTEC FLYWEIGHT PART # 149-12LS, WITH HIGH TORQUE BUT ALSO HIGH CURRENT DRAW DURING START.
7) GRAND RAPIDS TECHNOLOGIES BACKUP BATTERY (2.2 Ah). POWER OUT IS 7A CONTINUOUS FOR ALL 3 OUTPUTS. CHARGE RATE IS MONITORED VIA PIN 4 AND EIS 4000 AUXILIARY INPUT.
8) AEC = AeroElectric Connection, B&C = B&C Specialty
9) L60 ALTERNATOR GROUND IS ACHIEVED THROUGH IT'S MOUNTING BRACKET TO THE ENGINE.

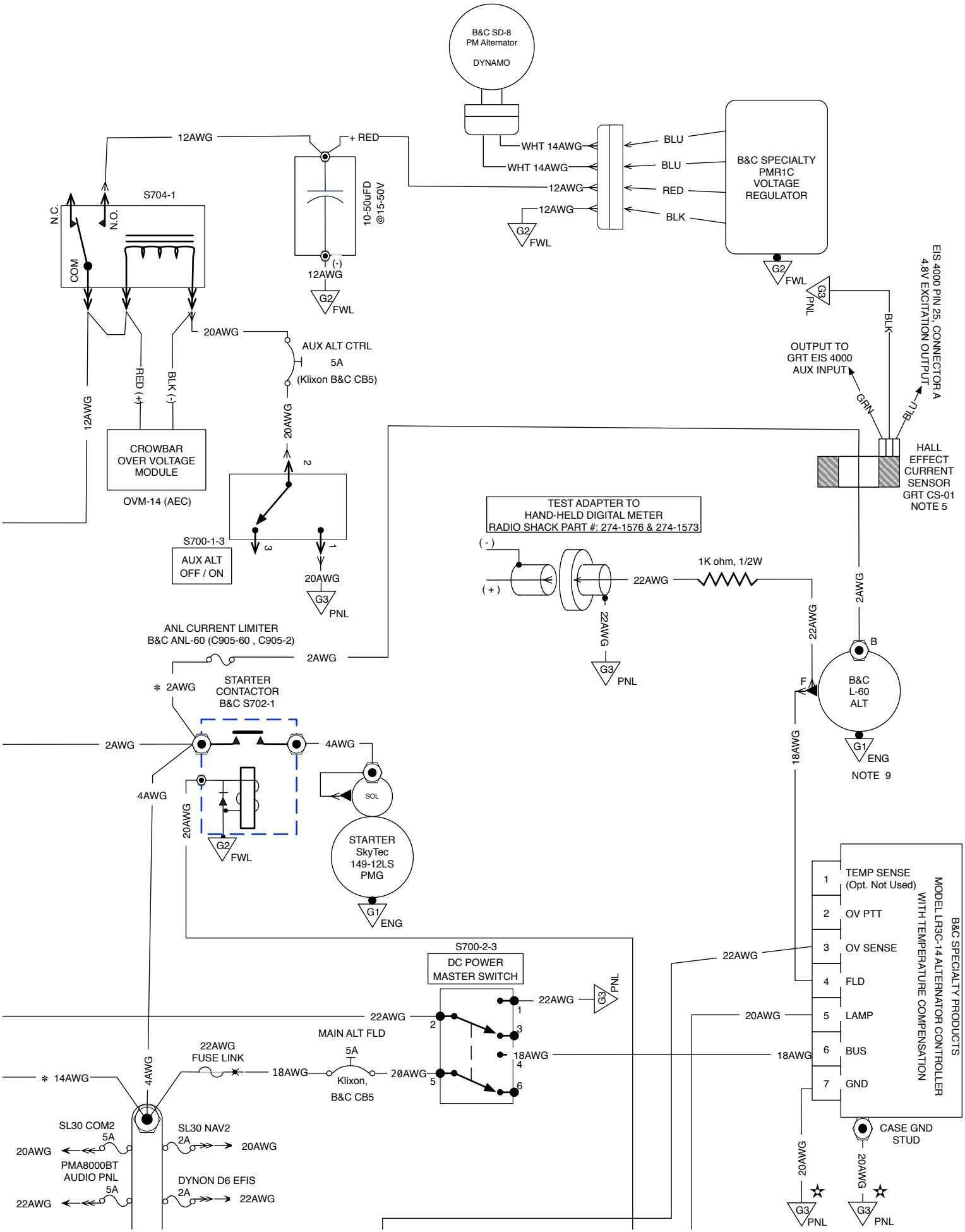


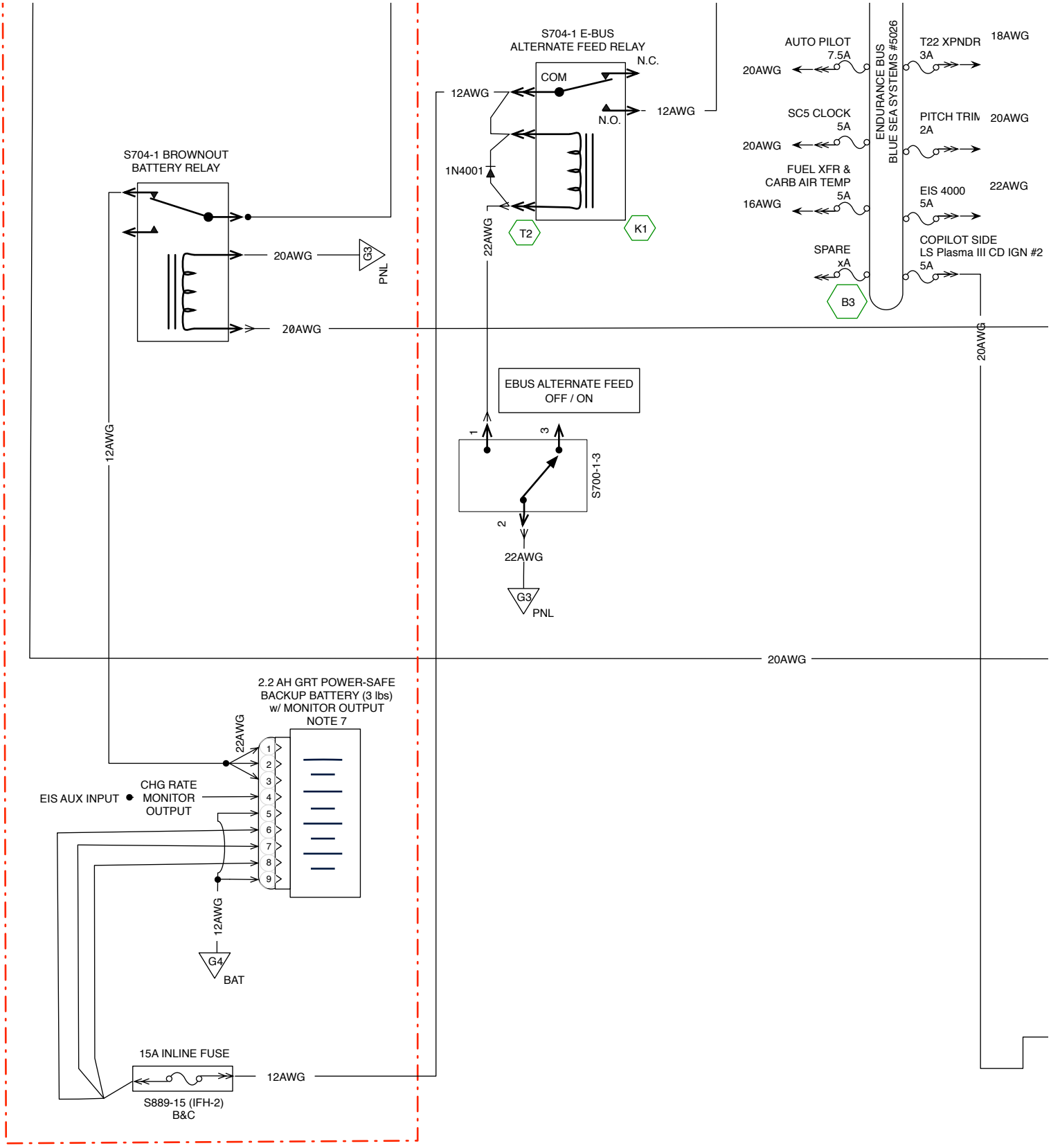
GROUND LOCATION KEY

G1 ENG = ENGINE CRANKCASE
G4 BAT = BATTERY GROUND
G2 FWL = FIREWALL SIDE GROUND BUS
G5 AVX = AVIONICS GROUND MINI BUS
G3 PNL = PANEL GROUND BUS





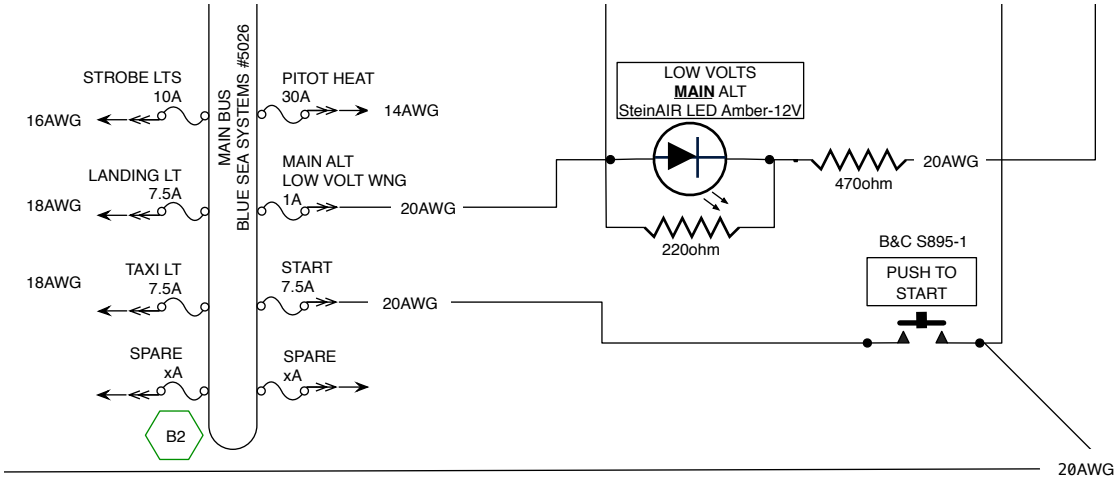

B&C SD-8
PM Alternator
DYNAMO
WHT 14AWG
WHT 14AWG
12AWG
12AWG
BLU
BLU
RED
BLK
B&C SPECIALTY
PMR1C
VOLTAGE
REGULATOR
G2
FWL
G3
PNL
12AWG
+ RED
10-50uFD
@15-50V
(-)
12AWG
G2
FWL
S704-1
N.C.
N.O.
COM
20AWG
AUX ALT CTRL
5A
(Klixon B&C CB5)
12AWG
RED (+)
BLK (-)
CROWBAR
OVER VOLTAGE
MODULE
OVM-14 (AEC)
20AWG
2
3
1
S700-1-3
AUX ALT
OFF / OFF
20AWG
G3
PNL
BLK
OUTPUT TO
GRT EIS 4000
AUX INPUT
GRN
BLU
EIS 4000 PIN 25, CONNECTOR A
4.8V EXCITATION OUTPUT
HALL
EFFECT
CURRENT
SENSOR
GRT CS-01
NOTE 5
TEST ADAPTER TO
HAND-HELD DIGITAL METER
RADIO SHACK PART #: 274-1576 & 274-1573
(-)
(+)
22AWG
1K ohm, 1/2W
22AWG
G3
PNL
22AWG
22AWG
ANL CURRENT LIMITER
B&C ANL-60 (C905-60 , C905-2)
2AWG
* 2AWG
STARTER
CONTACTOR
B&C S702-1
2AWG
4AWG
4AWG
20AWG
G2
FWL
SOL
STARTER
SkyTec
149-12LS
PMG
G1
ENG
B
F
B&C
L-60
ALT
G1
ENG
NOTE 9
18AWG
S700-2-3
DC POWER
MASTER SWITCH
22AWG
G3
PNL
22AWG
MAIN ALT FLD
5A
Klixon,
B&C CB5
22AWG
FUSE LINK
18AWG
20AWG
18AWG
* 14AWG
4AWG
SL30 COM2
5A
20AWG
PMA8000BT
AUDIO PNL
5A
22AWG
SL30 NAV2
2A
20AWG
DYNON D6 EFIS
2A
22AWG
22AWG
20AWG
18AWG
1
2
3
4
5
6
7
TEMP SENSE
(Opt. Not Used)
OV PTT
OV SENSE
FLD
LAMP
BUS
GND
B&C SPECIALTY PRODUCTS
MODEL LR3C-14 ALTERNATOR CONTROLLER
WITH TEMPERATURE COMPENSATION
CASE GND
STUD
20AWG
20AWG
G3
PNL
G3
PNL

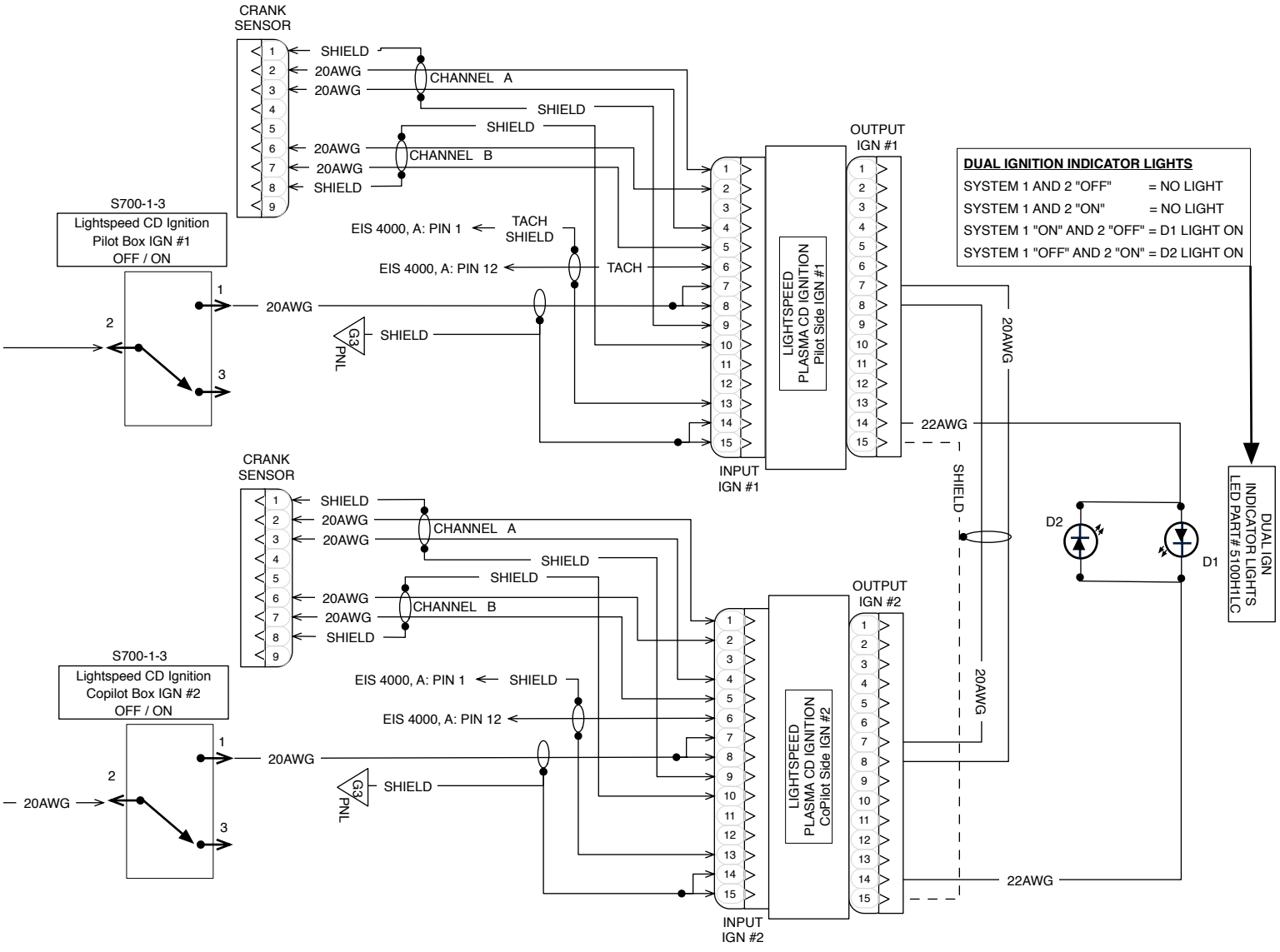


VERSION 0.4, 12 APR 2011 (Filename = Wirebook_Single Page Per System v04_12Apr2011.graffle)

ALL ELECTRIC GLASTAR AIRCRAFT w/ AUX BATTERY INTENDED TO SUPPORT
- SINGLE EFIS AND ENGINE INFORMATION SYSTEM (EIS) **ON** DURING ENGINE START

REFERENCE: AERO ELECTRIC CONNECTION ARCHITECTURES
1. Z10/8, Rev A 02/09/09 (All Electric Airplane on a Budget)
2. "Low Cost Ground Power Jack for your Airplane, B. Knuckolls article, Rev C, 7/21/05


STROBE LTS
10A
16AWG
PITOT HEAT
30A
14AWG
MAIN BUS
BLUE SEA SYSTEMS #5026
LOW VOLTS
MAIN ALT
SteinAIR LED Amber-12V
LANDING LT
7.5A
18AWG
MAIN ALT
LOW VOLT WNG
1A
20AWG
470ohm
220ohm
B&C S895-1
PUSH TO
START
TAXI LT
7.5A
18AWG
START
7.5A
SPARE
xA
SPARE
xA
B2
20AWG


CRANK
SENSOR
SHIELD
20AWG
20AWG
CHANNEL A
SHIELD
SHIELD
20AWG
20AWG
SHIELD
CHANNEL B
OUTPUT
IGN #1
DUAL IGNITION INDICATOR LIGHTS
SYSTEM 1 AND 2 "OFF" = NO LIGHT
SYSTEM 1 AND 2 "ON" = NO LIGHT
SYSTEM 1 "ON" AND 2 "OFF" = D1 LIGHT ON
SYSTEM 1 "OFF" AND 2 "ON" = D2 LIGHT ON
S700-1-3
Lightspeed CD Ignition
Pilot Box IGN #1
OFF / ON
EIS 4000, A: PIN 1
TACH
SHIELD
EIS 4000, A: PIN 12
TACH
20AWG
G3
PNL
SHIELD
LIGHTSPEED
PLASMA CD IGNITION
Pilot Side IGN #1
20AWG
22AWG
INPUT
IGN #1
SHIELD
D2
D1
DUAL IGN
INDICATOR LIGHTS
LED PART# 5100H1LC
CRANK
SENSOR
SHIELD
20AWG
20AWG
CHANNEL A
SHIELD
SHIELD
20AWG
20AWG
SHIELD
CHANNEL B
OUTPUT
IGN #2
S700-1-3
Lightspeed CD Ignition
Copilot Box IGN #2
OFF / ON
EIS 4000, A: PIN 1
SHIELD
EIS 4000, A: PIN 12
20AWG
20AWG
G3
PNL
SHIELD
LIGHTSPEED
PLASMA CD IGNITION
CoPilot Side IGN #2
20AWG
22AWG
INPUT
IGN #2