NOTES:

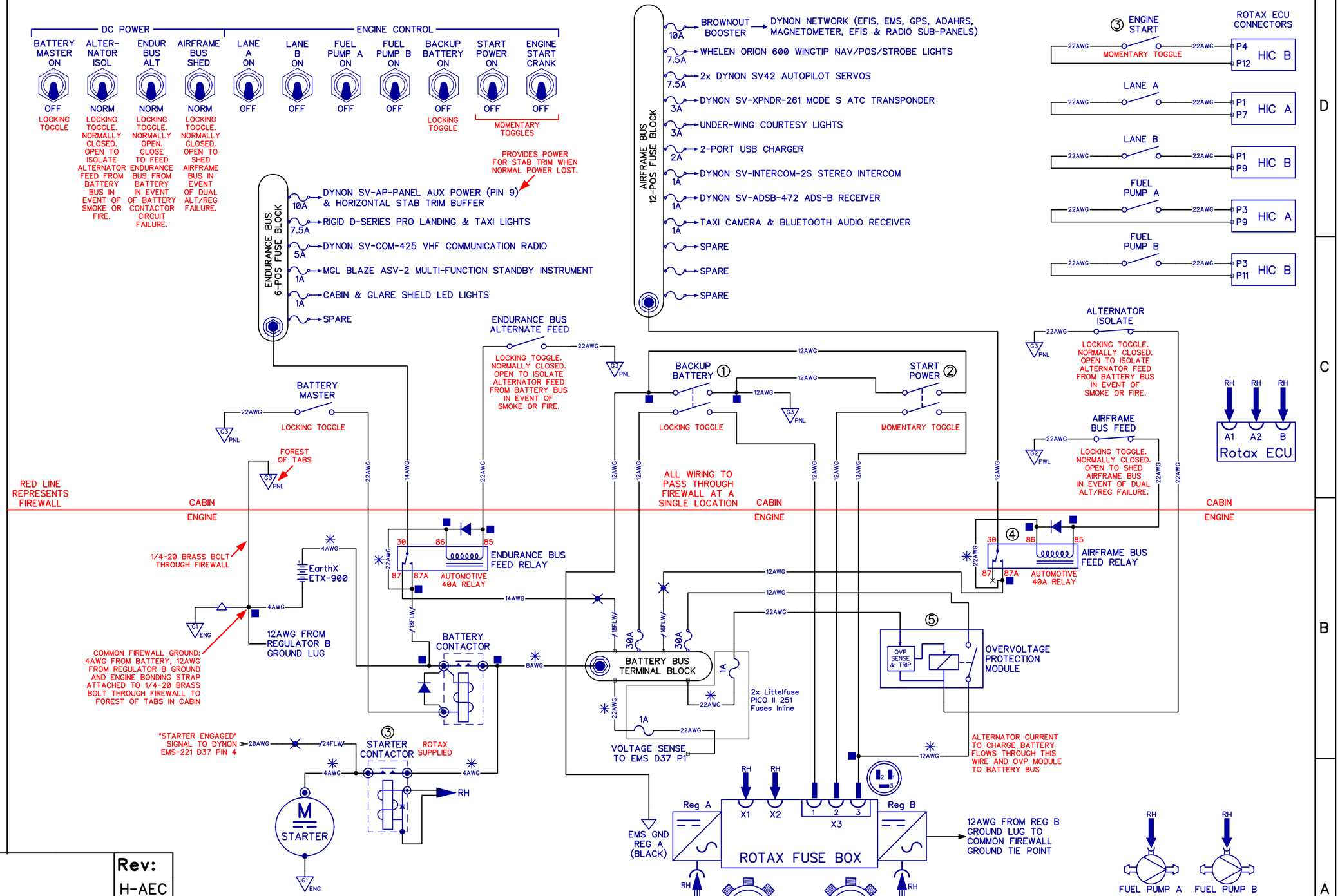
① The BACKUP BATTERY switch is used only when both alternator/ regulator systems have failed, to provide battery power directly to the engine management system. Rotax iS engines normally operate directly from internal Alternator/ Regulator A, with a floating ground; this switch also connects the engine management system ground to airframe/battery ground.

② The START POWER switch provides electrical power and battery-referenced ground to the engine management system during engine start. Once the engine is running, this switch is released and the engine operates from internal Alternator/ Regulator A, with a floating ground.

③ The Rotax Fuse Box controls the STARTER CONTACTOR via the Rotax-supplied harness. The ENGINE START switch is connected via HIC connector B, pins 4 and 12.

④ The AIRFRAME BUS FEED RELAY is normally closed. The relay is opened by the AIRFRAME BUS FEED SWITCH in the event of dual alternator/regulator failure, which load-sheds the AIRFRAME BUS to conserve battery capacity for longest possible engine operation. If this circuit fails open, notify ATC and continue flight using the multifunction standby instrument. All ENDURANCE BUS items remain powered.

⑤ This is a builder-designed custom module. The relay in the OVER-VOLTAGE PROTECTION MODULE is normally closed. The module incorporates an Analog Devices (Linear Technology) LTC1696 over-voltage protection controller IC, which monitors the BATTERY BUS voltage and compares it against an adjustable threshold. If the BATTERY BUS voltage exceeds the threshold, the LTC1696 opens the module's relay by triggering an SCR to short the power supply to the module, blowing the 1A fuse from the BATTERY BUS.



Title: Electrical System Architecture Kitfox Series 5 Safari Rotax 912iS	**Rev:** H-AEC **Size:** 17x11
Date: 12 Oct 2022	**Drawn by:** EP **Sheet:** 1 of 3

= BRAIDED BONDING STRAP
= WIRE SHORT AS PRACTICAL
= ALL WIRES TERMINATED ON COMMON STUD/PIN
RH = ROTAX SUPPLIED HARNESS
= ENGINE CRANKCASE GROUND
= FIREWALL GROUND (ENGINE SIDE)
= INSTRUMENT PANEL GROUND (FOREST OF TABS)
= WIRE SPLICE
/xxFLW/ = FUSIBLE LINK WIRE

SV-EMS-221 ENGINE MONITORING MODULE (BOOT COWL)

SV-MAG-236 MAGNETOMETER (RIGHT WING)

SV-ADAHRS-200 ATTITUDE HEADING REFERENCE SYSTEM (AFT FUSELAGE)

SV-GPS-2020 GPS RECEIVER (AFT FUSELAGE)

ALL DYNON NETWORK APPLIANCES CONNECTED WITH DYNON SUPPLIED HARNESSES OR BUILDER ASSEMBLED SKYVIEW NEWTORK CABLES.

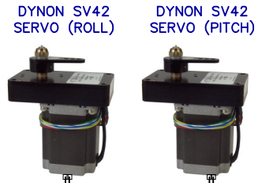
DYNON SKYVIEW HDX-1100 EFIS (INSTRUMENT PANEL)

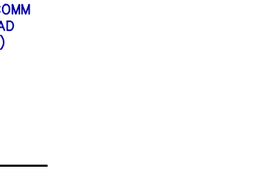
SV-AP-PANEL AUTO-PILOT CONTROL PANEL (INSTRUMENT PANEL)

SV-COM-X25 VHF COMM RADIO CONTROL HEAD (INSTRUMENT PANEL)

SV-KNOB-PANEL EFIS ALT/HDG/BARO PANEL (INSTRUMENT PANEL)

WHELEN ORION 600 WINGTIP POSITION/ANTI-COLLISION LIGHTS





AIRFRAME BUS 12-POSITION ATC FUSE BLOCK

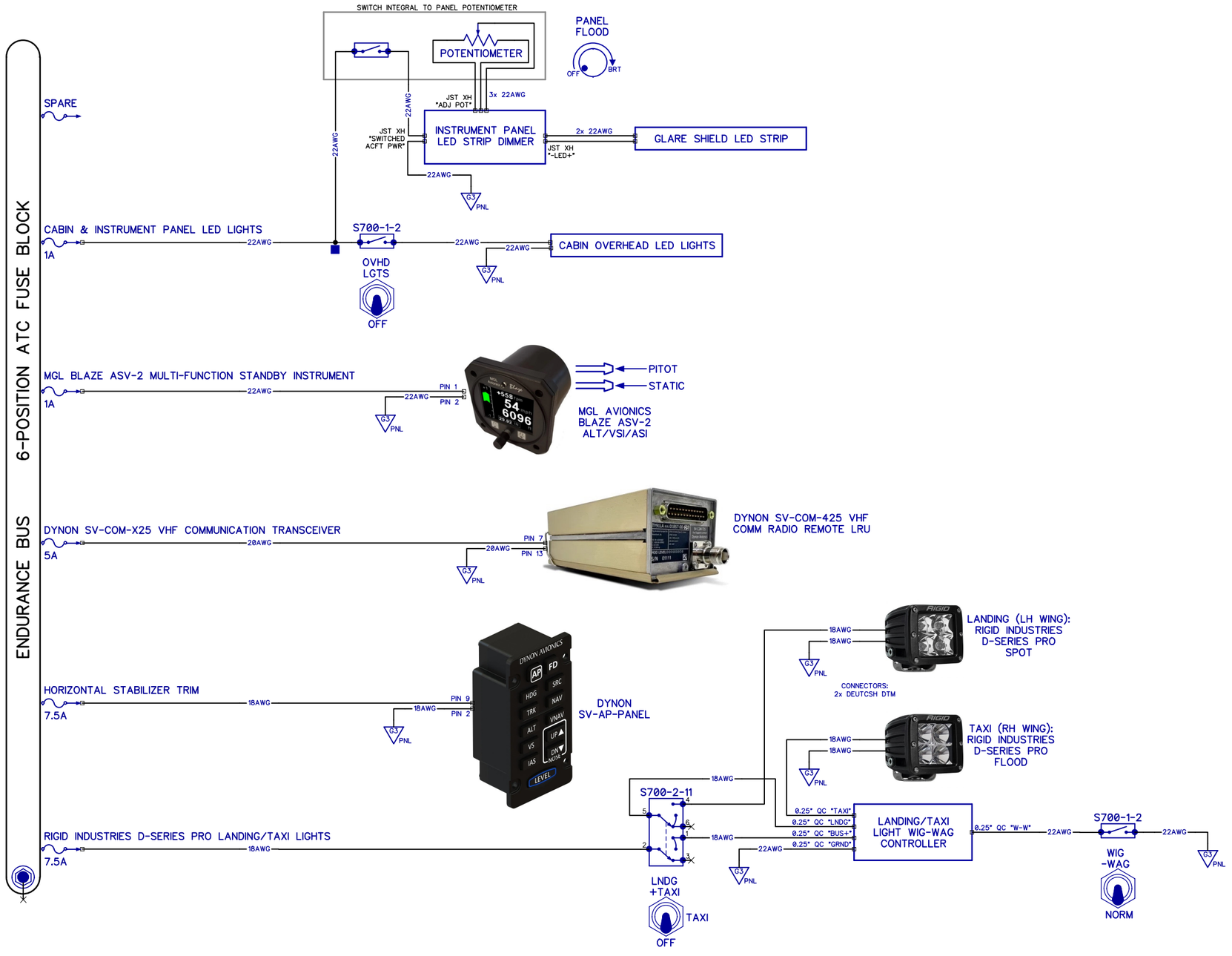
Title: Airframe Bus Wiring Diagram Kitfox Series 5 Safari Rotax 912iS	**Rev:** B **Size:** 17x11
Date: 10 Oct 2022	**Drawn by:** EP **Sheet:** 2 **of** 3

SEE INDIVIDUAL SYSTEM SHEETS FOR DETAILS BEYOND CONNECTIONS SHOWN HERE

G3 PNL = INSTRUMENT PANEL GROUND (FOREST OF TABS)

= WIRE SPLICE

■ = ALL WIRES TERMINATED ON COMMON STUD/PIN



Title: Endurance Bus Wiring Diagram Kitfox Series 5 Safari Rotax 912iS	**Rev:** A **Size:** 17x11
Date: 10 Oct 2022	**Drawn by:** EP **Sheet:** 3 **of** 3

SEE INDIVIDUAL SYSTEM SHEETS FOR DETAILS BEYOND CONNECTIONS SHOWN HERE

G3 PNL = INSTRUMENT PANEL GROUND (FOREST OF TABS)