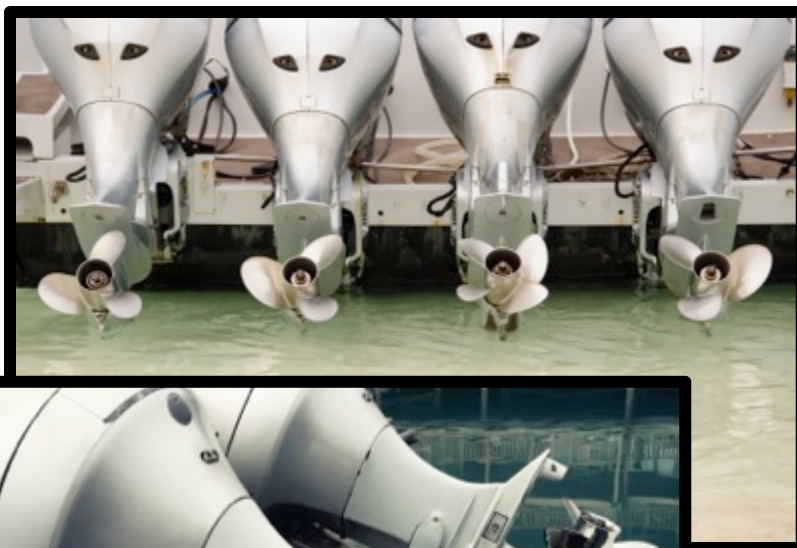


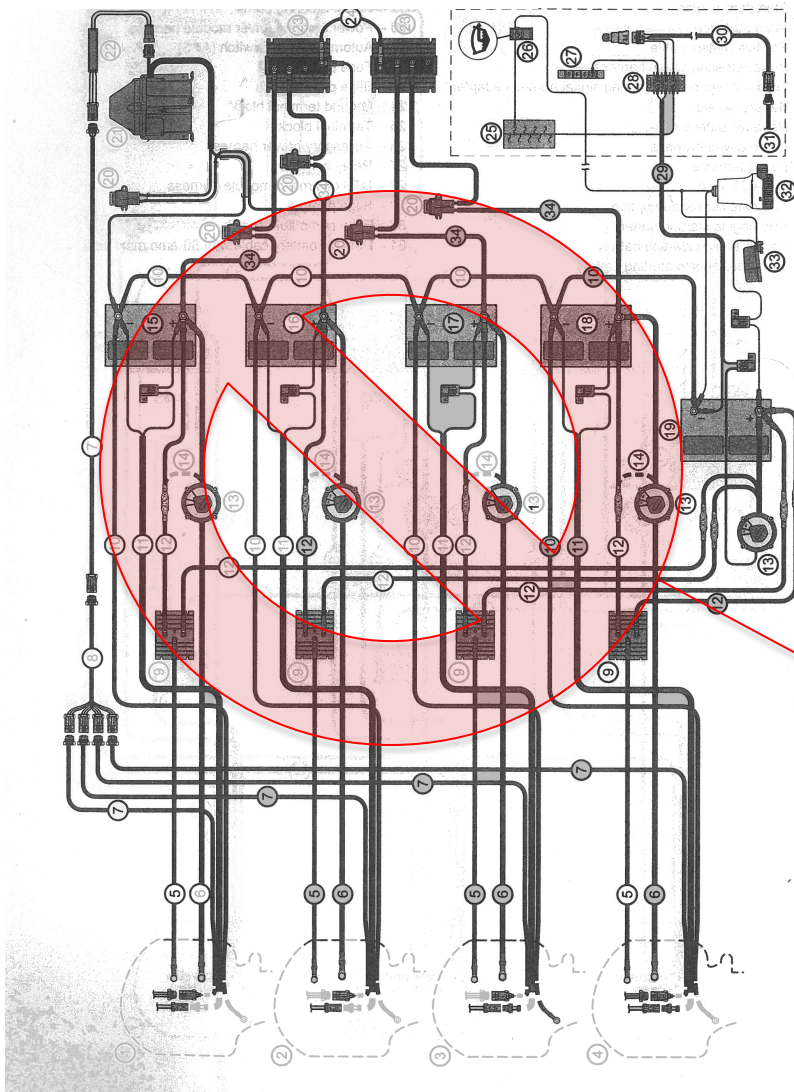
*Inboard or outboard applications, not every engine would require its own set of batteries for engine starting events.*



One KSM could provide starting assistance to multiple engines.



## Quad-Engine Battery Architecture Diagram



- 1 - Port outside engine
- 2 - Port inside engine
- 3 - Starboard inside engine
- 4 - Starboard outside engine
- 5 - Alternator wire
- 6 - Positive battery cable
- 7 - Power steering signal harness
- 8 - Quad engine power steering signal harness adapter
- 9 - Battery isolator
- 10 - Negative battery cable
- 11 - DTS power harness
- 12 - Fused harness
- 13 - Battery switch
- 14 - Alternate connection option
- 15 - Port outside engine starting battery
- 16 - Port inside engine starting battery
- 17 - Starboard inside engine starting battery
- 18 - Starboard outside engine starting battery

- 19 - Auxiliary battery
- 20 - 60-amp MAXI fuse
- 21 - Power steering pump
- 22 - Power steering driver module harness
- 23 - Automatic power switch (APS)
- 24 - APS jumper cable 15.24 cm (6 in.) or less; 8 gauge PVC at 105 °C (221 °F)
- 25 - Fuse panel
- 26 - Bilge pump switch
- 27 - Ground terminal block
- 28 - Terminal block
- 29 - Accessory power harness
- 30 - Relay harness
- 31 - DTS command module harness
- 32 - Bilge pump
- 33 - Bilge pump float switch
- 34 - Positive battery cable with 60-amp MAXI fuse

Outboard Installation 300

**This architecture can and will be simplified, more efficient, cost effective and yet become more robust & reliable when supercapacitor technology is incorporated for engine starting requirements.**

Although not the fully engineered solution, this concept is sound. KBI has approximately ten thousand (10,000) successful commercial engine starting applications, many approaching fifteen (15) years in service. The technology is mature. The marine industry should get on board.

