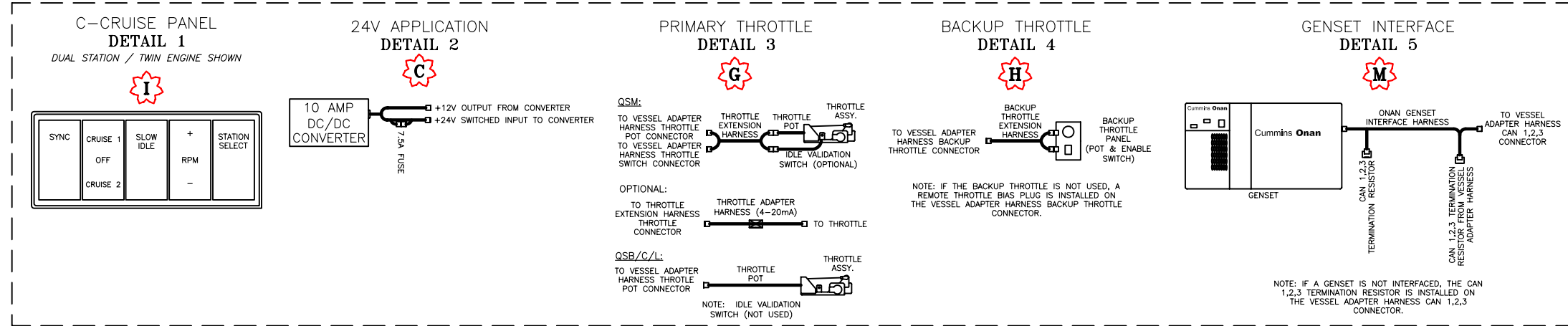
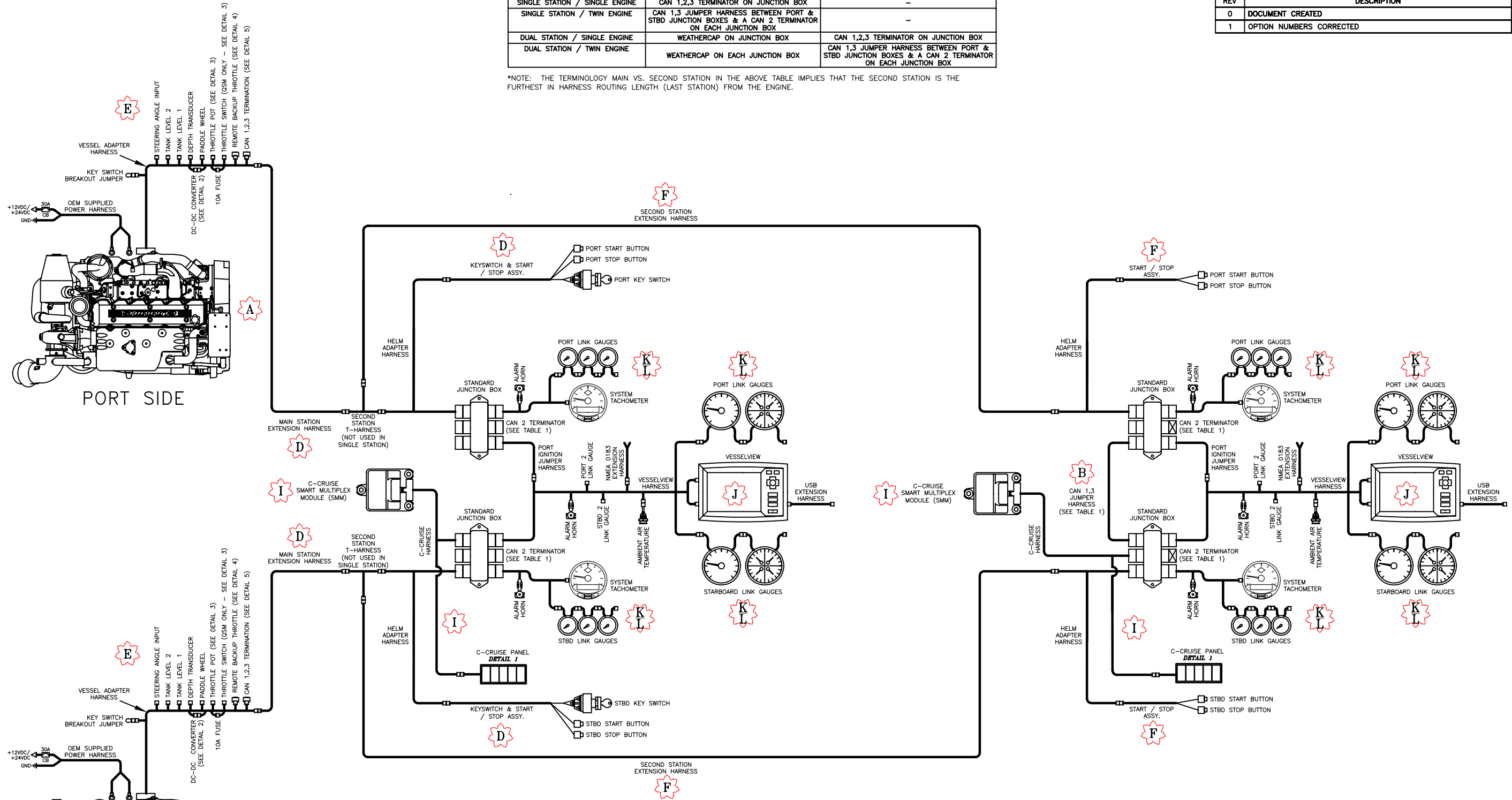


| REVISIONS |                          |     |          |
|-----------|--------------------------|-----|----------|
| REV       | DESCRIPTION              | BY  | DATE     |
| 0         | DOCUMENT CREATED         | MRJ | 7-JUL-09 |
| 1         | OPTION NUMBERS CORRECTED | MRJ | 6-OCT-09 |

| 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 |

