



Battery fault must be monitored from the cockpit

\* Electronic ignition or fuel pump powered by main aircraft charging system and or battery

\*\* If voltage regulator fails, voltages could reach 100volts damaging aircraft electronics

\*\*\* Redundancy without the ability to isolate redundant components is NOT redundancy

\*\*\*\* Signal phase charging systems with <8 magnetic poles produces a poor DC charging current

\*\*\*\*\* Rotax 912/914/915/582 Provision 8 are acceptable; Jabiru and UL Power charging systems are acceptable, BandC SD-8 and 200G are acceptable.

No over-voltage protection is required on permanent magnet alternators that are built-into the engine and operate at engine RPM.