

## data sheet twin engine emergency link start systems

### emergency link starting

Emergency link start allows an engine with low battery capacity to link to another battery bank to improve or provide starting. The one problem using the service battery is low voltage from starter motor power draw, and the spikes generated by the starter motor. This can have serious problems with electronic equipment and system memory.

With twin engine installation that use two engine battery banks, by linking these for emergency starting a clean power supply is maintained for the service power supply.

Start the good engine, press the link button to close the link contactor for 2 minutes, allowing the engine with the low battery to start from the other battery bank. Coil power supply is optimised by drawing power from all battery banks available.

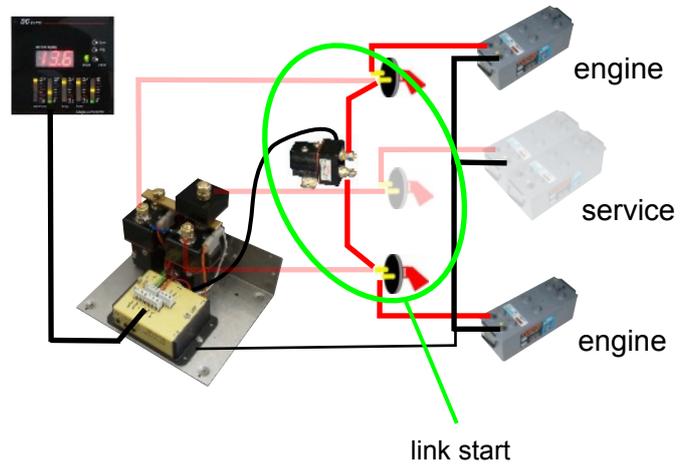
Normally a low battery would not be a problem as the bar-graph display would have provided advanced warning of a low engine battery, allowing the fault to be corrected.

### Twin engine external link start

The external link start contactor is connected between the battery isolators, making the connecting cable length a minimum, reducing both cost and volt drop.

This system is also used where the charge cables to the split charge module are too small for the starter motor current.

Control connection is a 2 core cable between contactor and split charge control module.



### Twin engine, internal link start

The internal link start contactor is pre-wired between the input feeds from engine battery isolators. Control of the link contactor is also pre-wired, making this a very simple installation.

The critical point with this system is that all power cables are of a rating suitable for the starter motor load.

