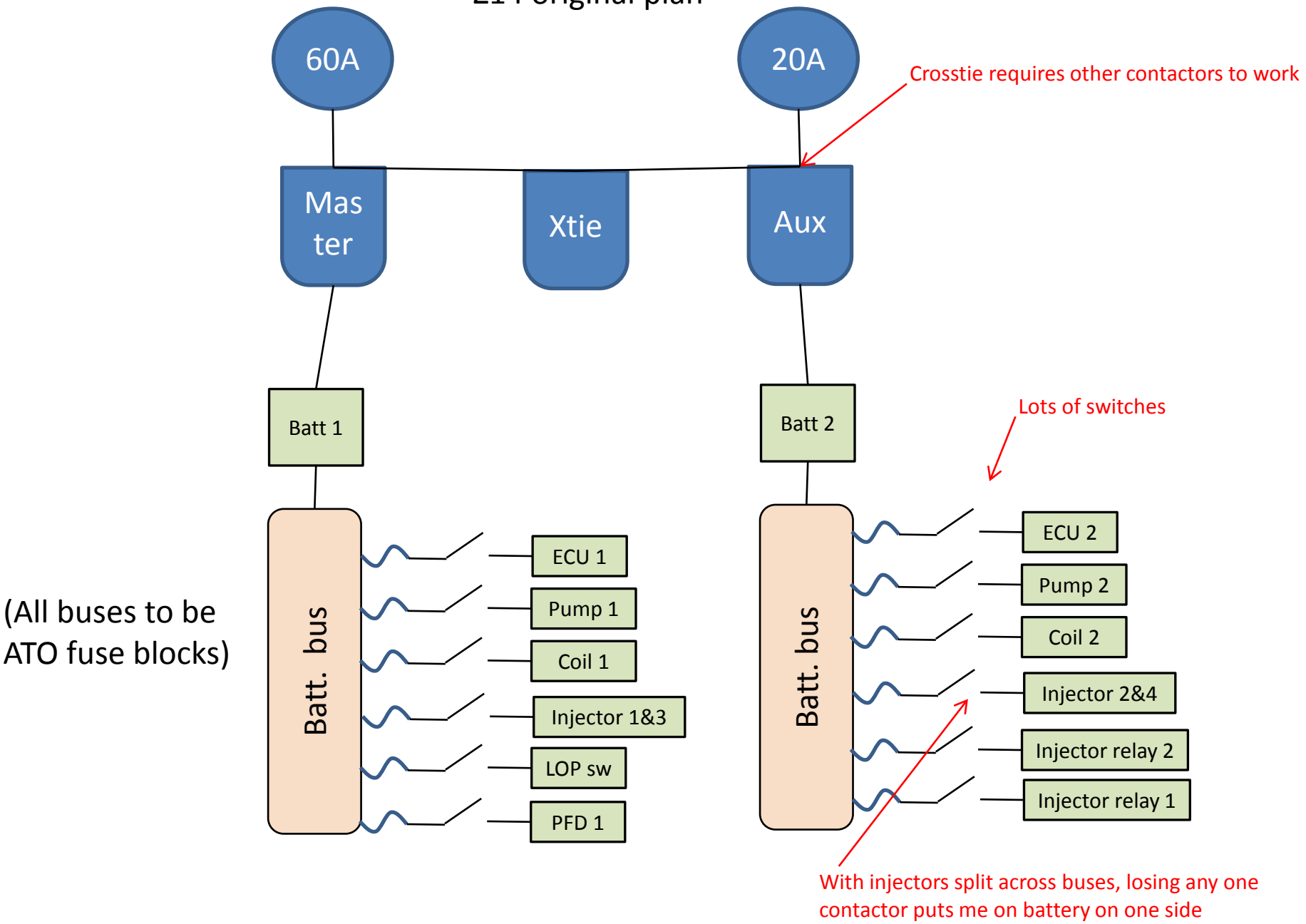
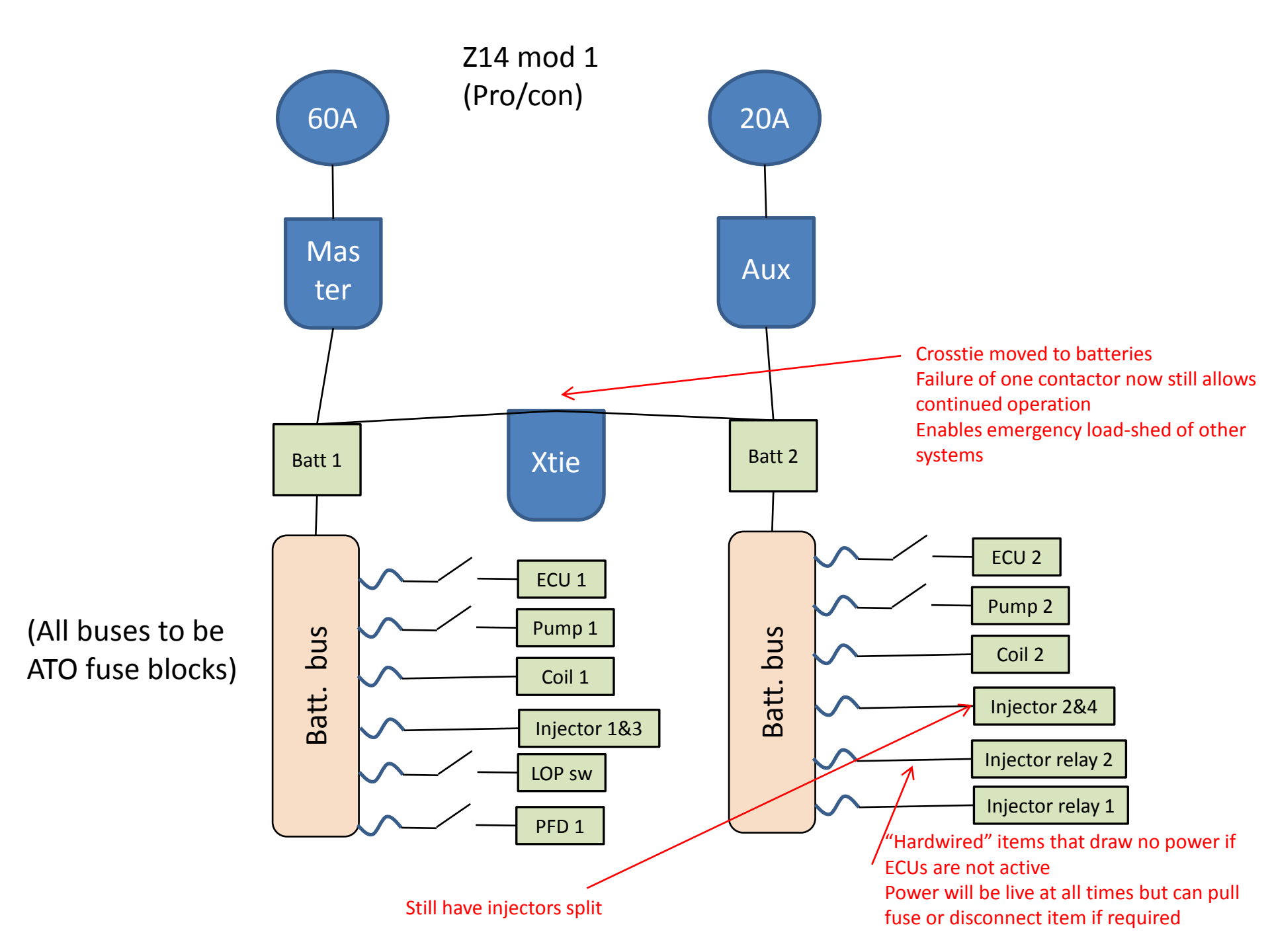
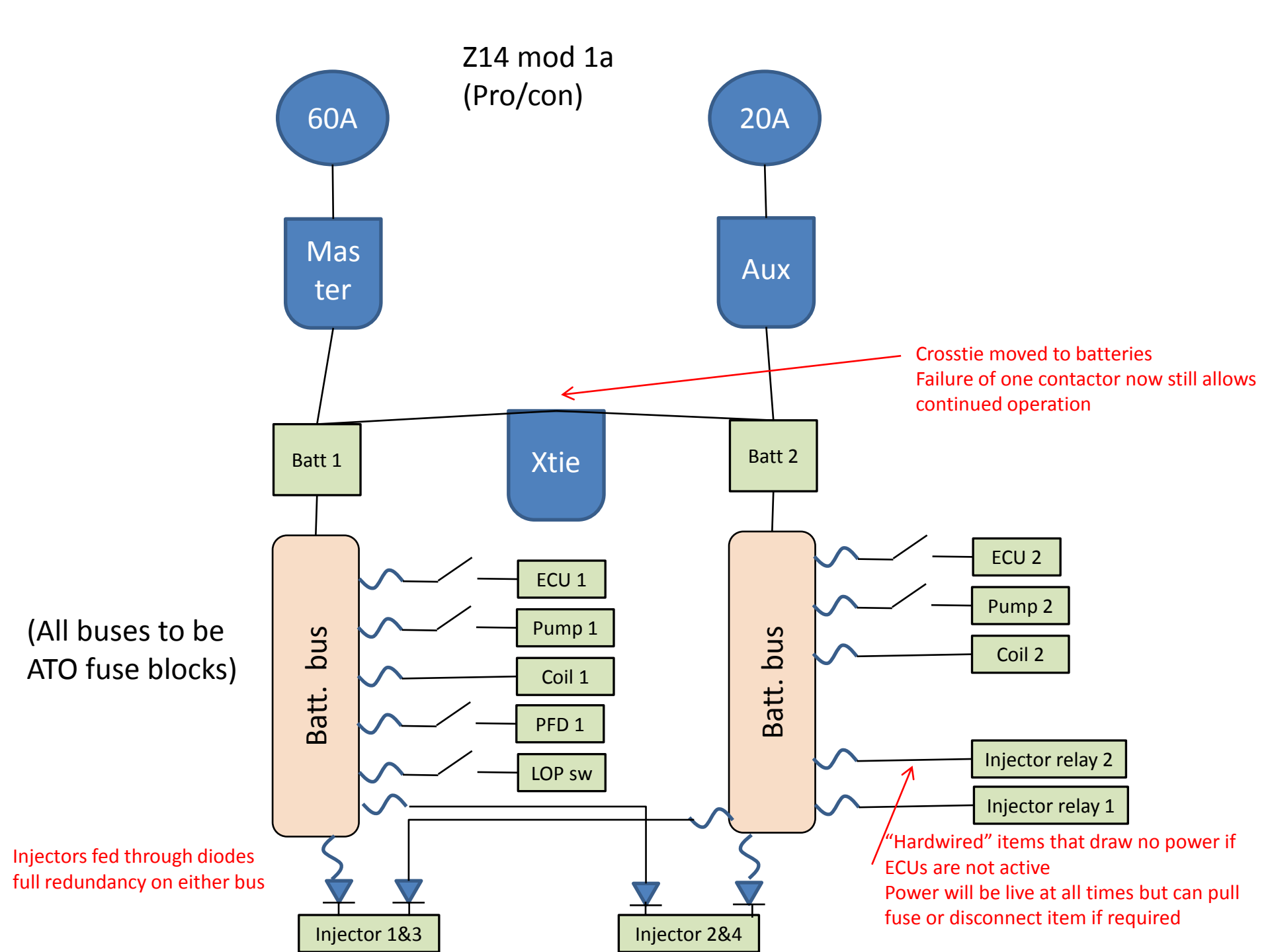
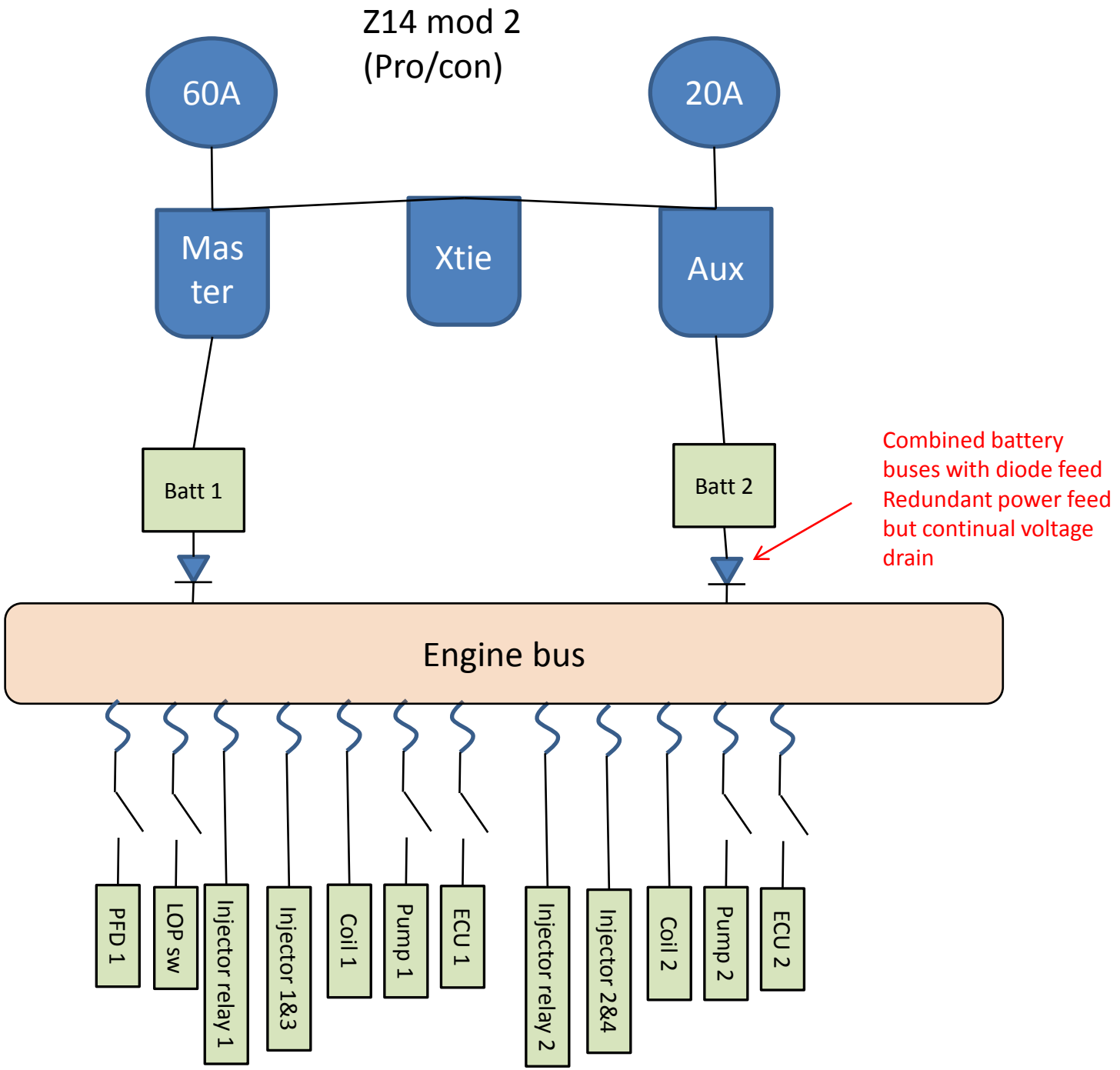
Z14 original plan



(All buses to be ATO fuse blocks)


Z14 mod 1
(Pro/con)
60A
20A
Mas
ter
Aux
Crosstie moved to batteries
Failure of one contactor now still allows continued operation
Enables emergency load-shed of other systems
Batt 1
Xtie
Batt 2
(All buses to be ATO fuse blocks)
Batt. bus
ECU 1
Pump 1
Coil 1
Injector 1&3
LOP sw
PFD 1
Batt. bus
ECU 2
Pump 2
Coil 2
Injector 2&4
Injector relay 2
Injector relay 1
"Hardwired" items that draw no power if ECUs are not active
Power will be live at all times but can pull fuse or disconnect item if required
Still have injectors split


Z14 mod 1a
(Pro/con)
60A
20A
Mas
ter
Aux
Crosstie moved to batteries
Failure of one contactor now still allows
continued operation
Batt 1
Xtie
Batt 2
(All buses to be
ATO fuse blocks)
Batt. bus
ECU 1
Pump 1
Coil 1
PFD 1
LOP sw
Batt. bus
ECU 2
Pump 2
Coil 2
Injector relay 2
Injector relay 1
Injectors fed through diodes
full redundancy on either bus
"Hardwired" items that draw no power if
ECUs are not active
Power will be live at all times but can pull
fuse or disconnect item if required
Injector 1&3
Injector 2&4


Z14 mod 2
(Pro/con)
60A
20A
Mas
ter
Xtie
Aux
Batt 1
Batt 2
Combined battery
buses with diode feed
Redundant power feed
but continual voltage
drain
Engine bus
PFD 1
LOP sw
Injector relay 1
Injector 1&3
Coil 1
Pump 1
ECU 1
Injector relay 2
Injector 2&4
Coil 2
Pump 2
ECU 2