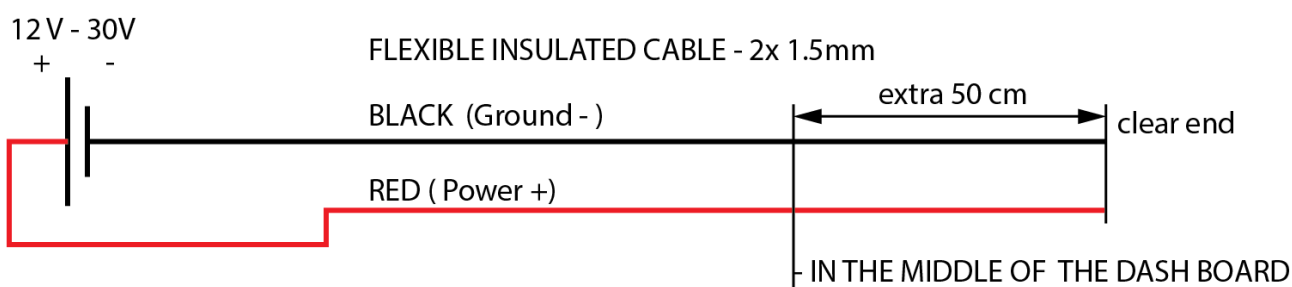


- 2.6. It is forbidden to unseal, disassemble, and remove the external power supply for the devices. Checks will be carried out during the event.

### 3. POWER SUPPLY

- 3.1. IMPORTANT !!! The battery master cut-off (kill) switch MUST NOT DISCONNECT the power supply for the Rally Safety System.**
- 3.2. It is the responsibility of the competitors alone to provide, DIRECT POWER SUPPLY from the vehicle's battery according to the drawings provided.**
- 3.3. The power cables must be "flexible" ( multi wire ), insulated cables – 2 x min 0.5 to 1.25 mm<sup>2</sup> (preferably with RED and BLACK insulation color).**
- 3.4. The connection may have an IN-LINE FUSE - "BLADE TYPE" of 5A.**

#### VEHICLE'S BATTERY



- 3.5. The wires must be prepared in advance and connected to the vehicle's battery when the vehicle is presented for scrutineering.**
- 3.6. The cable must have minimum 50cm extra usable length from the middle of the dash board (See installation position).**
- 3.7. The connection to the Rally Safety System will be done with a simple connector terminals supplied by the organizer.**

#### 3.8. Electrical details:

- The allowed range of voltage is 6V to 30V DC.
- The nominal voltage is 12V.
- Energy consumption in idle state (at 12.6V power supply ): 250mA r.m.s.
- Maximal power consumption – 2W

### 4. CONNECTORS

- 4.1. The power supply cables (Power+ and Ground-) must be equipped with FULLY INSULATED FEMALE Crimp Spade Terminal Connector - 6.3 x 0.8mm.**

- 4.2. See the graphic bellow for example:



- 4.3. Rally vehicles using standard power connectors as laid down in the FIA CCRSR Appendix VI will receive an additional cable adapter to connect the system to the vehicle power supply.