WPS
World Power Solution

Reliable power great value

User Manual

For

WPSP16.5S
WPSP22S

Generators

ISO Certified Company: 9001 & 45001

WPS
World Power Solution

ABOUT WPS

GENERATOR
WPSP16.5S SPECIFICATION

MAINTANACE
SCHEDULED MAINTENANCE

ENGINE
Perkins 400 Series USER'S HANDBOOK

ALTERNATOR
STAMFORD S0/S1 Alternator OWNER MANUAL

CONTROLLER
DSE 6000 Series Quick Start Guide

ABOUT WPS

World Power Solution is one of the leading Manufacturers and suppliers of Perkins power Generation Set
Specializing in Manufacturer, supply and install of DIESEL GENERATORS, and SPARE PARTS.
We enjoy Resolute brand loyalty in a host of UK, Middle East, and African countries.
Consistent with our Policy of constantly expending into newer markets, we are currently serving customers in Over 20 countries.
Our key strength is in heavy ex-stocking capabilities, with a strong logis- tical network and distribution channels setup to meet urgent delivery requirements of our costumers

DIESELGENERATOR RANGE

- From 15 kva to 2000 KVA PERKINS range

WPS offers a wide range of generators and accessories for customers varied requirements.
All our products meet rigorous international certification standards as mandated by respective industry's regulatory framework.

CLIENTS, PARTNERS & PROJECTS

World Power Solution (WPS) Supplies diesel generators to a vast array of clients, ranging diversely in industries as well as countries. Most of our recent projects are in Europe, Middle East, and Africa.
World Power Solution continues to diversify its industry-serving range, currently providing power solution to construction companies, telecom, hospitals, hotels, schools & educational institutes as well as for individual / personal use. WPS continually export to over countries around the world.

Why WPS?

We understand the mechanics as well as the economics of power generation & supply. Our primary aim is to add value for end-customers, which is why our primary focus remains on quick supply of quality gensets & tools of top-notch brands by partnering with some of the world's leading manufacturers.
We customize our products to tailor the industry-specific needs of our customers. Competitive prices, Ex-stock availability, quick delivery and highly reliable & durable quality machines are some of our biggest strengths. Prompt shipment of generators & parts keeps our customers power units running with minimum downtime. Our teams of pre-sales advisory agents, after-sales customer care agents as well as engineering experts are available 24x7 for all our clients.

Branches and Contacts

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3 PHASE OUTPUTS					
GENERATOR SET MODEL	RATING	50HZ		60HZ	
		KVA	KW	KVA	KW
WPSP-16.5S	STAND-BY	16.5	13.2	20	16
	PRIME	15	12	18	14

Ratings at 0.8 pf - Generator designed to operate in ambient temperatures up to 50 ºC

Standard Voltages 380 – 415 Volts 3 Phase 50/60HZ

RATING DEFINITIONS:

PRIME POWER

These ratings are applicable for supplying continuous power (at variable load) in Lieu of commercially purchased power. There is no limitation to the annual hours of operation and this model can supply 10% overload power for 1 hour in 12 hours.

STANDBY POWER

These ratings are applicable for supplying continuous electrical power (at variable load) in the event of a utility power failure. No overload is permitted on these rating. When used at standby Rating the alternator will be peak continuous rated (according to ISO3046)

TECHNICAL DATA (50HZ)					
Engine model:		403A-15G2	Cooling system:		Water cooled
Engine manufacturer:		Perkins	Total coolant capacity:	(liters)	6
Emissions statement		Stage Ⅱ & Tier 4	Total lubrication system capacity:	(liters)	6
Number of cylinders:		3	Engine rotation (viewed facing flywheel):		Anti-clockwise
Cylinder arrangement		Vertical in-line	Engine speed:	RPM	1500
Aspiration:		Naturally aspirated	Output rated(prime) power:	KW	12
Combustion system		Indirect injection	Fuel consumption at: 50% load	L/h	2.3
Compression ratio		22.5:1	75% load:	L/h	3.11
Bore x stroke:	mm.	84 x 90	100% load:	L/h	4.3
Displacement:	(liters)	1.496	Specific lube oil consumption:	Max 0.8% of fuel Consumption	

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STANDARD SPECIFICATION WPSP-16.5S

1. ENGINE
Perkins heavy duty diesel engine.

1.1Governor
Mechanical, compliance with ISO8528, Class G2.

2. COOLING RADIATOR
Radiator and cooling fan complete with protection guards, designed to cool the engine in ambient temperatures up to 50° C.

The radiator is mounted on the base frame to avoid vibrations coming from the engine.

3. FILTRATION SYSTEM
Cartridge type air filter with security element. Cartridge fuel filter and full lube oil filter. All filters have replaceable elements.

4. EXHAUST SYSTEM
Heavy-duty industrial silencer.

5. ELECTRICAL SYSTEM
12 Volt DC system with battery charging alternator, Starter motor, High-capacity maintenance free lead acid battery, battery rack mounted on the generating set base frame, and heavy-duty interconnecting cables with terminations.

6. ALTERNATOR Screen protected and drip-proof, self-exciting, self-regulating brush-less alternator. Four poles, STAR winding connection, suitable for tropical, humid and saline climates. H class insulation IP23.

7. AUTOMATIC VOLTAGE REGULATOR
Static electronic design voltage regulator. Steady voltage precision within + 1 % from no load to full load including cold and hot variations, at any Power factor between 0.8 and unity.

8. MOTOR STARTING
An overload capacity equivalent to between 160% to 300%
of full load impedance at zero power factor can be sustained for 10 seconds

9. MOUNTING ARRANGEMENT

9.1Base Frame
The complete generating set is mounted on heavy duty steel fabricated base frame Which is anti rust coated.

9.2Coupling
Engine and alternator are directly coupled by means of SAE flange so there is no possibility of misalignment after prolong use. The engine fly wheel is flexibly coupled to the alternator rotor.

9.3Anti Vibration Mounting Pads
Anti vibration pads are fitted between engine-alternator base frame ensuring complete vibration isolation of rotating assemblies.

10. FUEL SYSTEM
Metal Fuel tank of 50 litres capacity. The Fuel tank is easy to clean and is equipped with visual fuel level indicator.

11. DIMENSIONS

Open Type

Length	1500 mm
Width	610 mm
Height	990 mm
Weight	330 Kg

Silent type

Length	1950 mm
Width	780 mm
Height	1260 mm
Weight	550 Kg

12. CONTROL PANEL
The manual starting control panel (DSE6120) has been designed and built to combine all the instruments control and the warning lights for engine and alternator. The sheet steel made panel is carefully painted for tropical climates and is designed for a dusty environment. Includes following equipment Ammeter with selector switch – water temperature meter – oil pressure meter- moulded case three pole circuit breaker with thermal and magnetic release - automatic shut down in case of HWT, LOP and over speed - starting key and stop push button - acoustical signal - warning light for high cooling water temperature, low oil pressure, battery charging - hours meter

Automatic starting control board versions are available as option.

13. DOCUMENTATION
A full set of operation and maintenance manual are provided.

14. FACTORY TESTS
Generating set is subject to a strict load test before delivery. A test certificate can be provided as optional.

15. QUALITY STANDARDS
Generating set meets the following standards ISO 8528, IEC 34.1, CEI 2.3, VDE 0530, BS 4999-5000, NF51-100. Perkins is fully accredited ISO 9001 company.

16. WARRANTY
Generating set is guaranteed for a period of 12 months from date of commissioning or 18 months from date of shipment which ever occurs earlier.

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SCHEDULED MAINTENANCE

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WPS TEAM

FOR AFTER-SALES MAINTENANCE AND FOLLOW-UP SERVICES

Regular maintenance is the best way of ensuring your generator lasts as long as possible. There are regular checks that you should carry out in line with the recommended schedules to do this.

Maintaining your Generator from WPS is the key to its optimum performance. Slight changes in performance can easily go un-noticed, often a drop of 20 perent in performance can happen before the operator notices. Missing service intervals can lead to reduction in performance, let alone the worst case of a vital part failing.

The regular checks that you need to carry out fall into daily and weekly categories, along with regular servicing and specified intervals. They all have the same aim of ensuring that your Generator runs as long as possible at the maximum efficiency. No two schedules are exactly the same, so you should always check the schedule for your particular Generator.

Inspections

A good inspection programme combines your daily inspections with periodic in-depth analysis. These inspections allow you to:
Locate potential problems before they lead to major repairs and significant costs;
Plan and control your operating costs by fitting preventative maintenance into your scheduled downtime

Perform regular checks

Your daily inspection routine should include a complete visual and operational check of your Generator. Today's Generators generally indicate problems with advanced warning signs, such as excess smoke, loss of power,hard starting and overheating. It's important that you and your operators recognise and understand these repair indicators.

Daily checks:

Operator checks on a daily basis are part of good maintenance practice to protect your machine investment and include.

- Cooling system coolant level;
- Air pre-cleaner, empty if necessary;
- Engine oil level check;
- Fuel system primary filter check;
- Drain water from the water separator;
- Driven equipment, belts and electrical system check
- Battery Terminals Check
- Battery Acid level Check
- Enclosure Louvres Check
- Power Terminals Check
- Walk-around inspection of the machine, especially guards and drive system.

Weekly Checks

INCLUDE CHECKING THE FUEL TANK AND DRAINING WATER AND SEDIMENT, IF NECESSARY.

QUARTERLY INSPECTION every 3 months:

Check engine lubricant, coolant ,batteries , Electrical connection, Run Test, Auto Start/Stop test, Function test

MAJOR SERVICE every 1 year:

- Engine oil change
- Replacing Oil Filter
- Replacing Fuel Filter
- Fuel Water Separator Clean / inspect
- V belt adjust / inspect
- Air Filter clean / inspect
- Coolant Top up

CHECK LIST

Maintenance Check List for Generator

S/N Description Action Remarks

1 Oil Filter Replace Every after 300 hours/yearly

2 Fuel Filter Replace Every after 300 hours/ yearly

3 Fuel Water Separator Filter (If Available) Replace Every after 300 hours/ yearly

4 Engine Oil Replace Every after 300 hours/ yearly

5 Air Filter Clean Replace when needed

6 Fuel Line and Connections Check

7 Flexible Fuel Line Check

8 Enclosure Louvres Check

9 Temperature and Leakage Check

10 Vibration and Noise Check

11 Battery Acid level Check Top Up if needed

12 Battery Terminals Check

13 Corrosions and Dryness Check

14 Operation of Battery charging Equipment Check

15 Electronic Connections and Wiring Check

16 Valve Adjustments Check Adjust when needed

17 Fittings (Lubrication) Check

18 Correct Voltage and Frequency Check Adjust if required

19 Grounding Conductor and Fuses Check

20 Auto-Start Stop Mode Check

21 Safety Shutdown Simulation Check

22 Load Test on physical load and Check Operation of Transfer Switch Check

23 Generator Cleaning Clean

Generator maintenance schedule

A Every 8 hours or 15 days
B Every 250 hours or 03 months
C Every 500 hours 06 month
D Every 12 Month
E Every 1000 hours or 24 months
F Every 3000 hours or 24 months
G Every 5000 hours

A	B	C	D	E	F	G	Operation
•							Check the amount of coolant
•							Check the air cleaner service indicator
•							Check the amount of lubricating oil in the sump
•							Drain water/sediment from the primary fuel filter
•							Visual inspection
	•						Renew the engine lubricating oil
	•						Renew the element of the primary fuel filter
	•						Renew the element of the secondary fuel filter
	•						Renew the element of the lubricating oil filter
	•						Check & clean the air filter with air presser
	•						Check battery electrolyte level
					•		Drain water/sediment from fuel tank
		•					Check concentration and amount of coolant
		•					Inspect/adjust/renew the alternator and fan belts
		•					Inspect/renew the coolant hoses, air hoses and hose clips
		•					Inspect and, if necessary, clean the exterior of the Radiator & Air Cooler
		•					Inspect the engine mountings
			•				Change the blower (radiator cooling fan)
			•				Drain, flush the coolant system & renew the coolant mixture
				•			Check/adjust the tappet clearances and the electronic unit
				•			Renew the air filter
				•			Renew the alternator belt & fan belt
					•		Renew the thermostats of the coolant system
					•		Check/clean/calibrate the engine speed/timing sensors
					•		Inspect the turbocharger
						•	Inspect the starter motor
						•	Inspect the coolant pump

Note: Lubricating oil recommended for use
15 W 40 API CG4 acceptable
15 W 40 API CH4 preferable

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standby generator maintenance schedule

Visual inspection

The area surrounding engine-generator should be kept free of debris and provide sufficient ventilation during operation. When the generator is not running, conduct weekly inspections of the surrounding area to ensure fluids, such as oil and coolant, are not leaking. Inspect the exhaust system, including the manifold, muffler, and exhaust pipe. All connecting gaskets, joints, and welds should also be checked for potential leaks. Clean the starting and electrical system terminals. Connections should be tight and free of corrosion. Any adverse conditions should be corrected promptly by a qualified technician.

Fuel system

Visually inspect the fuel delivery system periodically for leaks and correct pressure while running the engine. Check fittings and connections; tighten them as needed. Drain and clean fuel filters as recommended by OEM. Examine charge-air piping, and supply hoses for leaks, holes, and damaged seals. The fuel system and charge-air cooler should also be free of dirt and debris.

Fuel maintenance is another important aspect of generator maintenance. Gasoline and diesel fuel degrade over time. A process of separation and stratification, even growing micro-organisms, can occur in fuels. The fuel tank should be equipped with a plug or valve which allows accumulated water to be drained from the tank periodically. A fuel sample, taken from the bottom and from the supply line, should be visually examined monthly. The fuel should look like new fuel; otherwise it should be filtered or replaced.

Fuel tanks should be sized so that the fuel is used and turned over on a regular basis. Fuel should be turned over or replaced on an annual basis. A proper fuel maintenance program is important.

Please refer to HSB's Recommended Practice for a Diesel Fuel Maintenance Program for more information.

Cooling system

Periodically check the coolant level. The cooling fluid mix is a balanced solution and varies from manufacturer to manufacturer. Don't mix your own. Make sure the solution you use is approved for use in your engine. Clean the radiator to remove any dust and/or debris, taking care not to damage the fins. Make sure the coolant heater is operating correctly by monitoring the discharge temperature

Batteries and wiring

Batteries should be inspected to make sure they are fully charged. The batteries must be tested under load. Simply checking the voltage is an inaccurate method of testing for a battery's power. Battery cables and terminals should be kept clean and free of corrosion. Where appropriate, check the specific gravity and electrolyte levels. All engine wiring should have tight connections and be free of corrosion or damage. Check with your generator manufacturer for their recommended battery and wiring practices, cleaning agents and methods.

Exercise

Start and run the engine-generator every fifteen (15) days. Operate the engine until its temperature has been stable for at least 10 minutes. That's when engine parts become lubricated, oxidation is prevented, old fuel is consumed, and overall functionality is verified. Operate the generator annually for a minimum of 1 hour at 100% of the generator nameplate capacity. When testing a stationary unit, testing should be done through the ATS to ensure that the entire electrical system is working properly. If it is not possible or practical to use a site load for the test, a load bank should be used. Sometimes problems only become noticeable during operation. Therefore it is important operators remain alert for unusual circumstances such as abnormal sights, sounds, vibration, excessive smoke, or changes in fuel consumption. Remember to check for leaks, loose connections or components, and abnormal operating conditions. Correct these as necessary.

These recommendations are intended to supplement the equipment manufacturers' recommendations - not replace them. Always consult with your manufacturer before implementing any new service program. The standard of workmanship and procedures for all inspections and overhaul repair work should comply with the manufacturer's specifications. It is the sole responsibility of the owner/ operator of the equipment to perform any and all duties and tasks associated with their selection, installation, operation, inspection, maintenance, repair and other issues connected with their equipment.

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Perkins
400 Series
Operation and Maintenance Manual

THE HEART OF EVERY GREAT MACHINE

SEBU8311-10 (en-us)
January 2021

Perkins®

THE HEART OF EVERY GREAT MACHINE

Operation and Maintenance Manual

400A and 400D Industrial Engines

GG (Engine)
GH (Engine)
GJ (Engine)
GK (Engine)
GL (Engine)
GM (Engine)
GN (Engine)
GP (Engine)
GR (Engine)
GS (Engine)
GT (Engine)
GU (Engine)
GV (Engine)

Important Safety Information

Most accidents that involve product operation, maintenance and repair are caused by failure to observe basic safety rules or precautions. An accident can often be avoided by recognizing potentially hazardous situations before an accident occurs. A person must be alert to potential hazards. This person should also have the necessary training, skills and tools to perform these functions correctly.

Incorrect operation, lubrication, maintenance or repair of this product can be dangerous and could result in injury or death.

Do not operate or perform any lubrication, maintenance or repair on this product, until you have read and understood the operation, lubrication, maintenance and repair information.

Safety precautions and warnings are provided in this manual and on the product. If these hazard warnings are not heeded, bodily injury or death could occur to you or to other persons.

The hazards are identified by the “Safety Alert Symbol” and followed by a “Signal Word” such as “DANGER”, “WARNING” or “CAUTION”. The Safety Alert “WARNING” label is shown below.

⚠ WARNING

The meaning of this safety alert symbol is as follows:

Attention! Become Alert! Your Safety is Involved.

The message that appears under the warning explains the hazard and can be either written or pictorially presented.

Operations that may cause product damage are identified by “NOTICE” labels on the product and in this publication.

Perkins cannot anticipate every possible circumstance that might involve a potential hazard. The warnings in this publication and on the product are, therefore, not all inclusive. You must not use this product in any manner different from that considered by this manual without first satisfying yourself that you have considered all safety rules and precautions applicable to the operation of the product in the location of use, including site-specific rules and precautions applicable to the worksite. If a tool, procedure, work method or operating technique that is not specifically recommended by Perkins is used, you must satisfy yourself that it is safe for you and for others. You should also ensure that you are authorized to perform this work, and that the product will not be damaged or become unsafe by the operation, lubrication, maintenance or repair procedures that you intend to use.

The information, specifications, and illustrations in this publication are on the basis of information that was available at the time that the publication was written. The specifications, torques, pressures, measurements, adjustments, illustrations, and other items can change at any time. These changes can affect the service that is given to the product. Obtain the complete and most current information before you start any job. Perkins dealers or Perkins distributors have the most current information available.

⚠ WARNING

When replacement parts are required for this product Perkins recommends using Perkins replacement parts.

Failure to heed this warning can lead to premature failures, product damage, personal injury or death.

In the United States, the maintenance, replacement, or repair of the emission control devices and systems may be performed by any repair establishment or individual of the owner's choosing.

Table of Contents

Foreword

California Proposition 65 Warning

Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects, and other reproductive harm.

WARNING – This product can expose you to chemicals including ethylene glycol, which is known to the State of California to cause birth defects or other reproductive harm. For more information go to:

www.P65Warnings.ca.gov

Do not ingest this chemical. Wash hands after handling to avoid incidental ingestion.

WARNING – This product can expose you to chemicals including lead and lead compounds, which are known to the State of California to cause cancer, birth defects, or other reproductive harm. For more information go to:

www.P65Warnings.ca.gov

Wash hands after handling components that may contain lead.

Literature Information

This manual contains safety, operation instructions, lubrication, and maintenance information. This manual should be stored in or near the engine area in a literature holder or literature storage area. Read, study, and keep the manual with the literature and engine information.

English is the primary language for all Perkins publications. The English used facilitates translation and consistency.

Some photographs or illustrations in this manual show details or attachments that may be different from your engine. Guards and covers may have been removed for illustrative purposes. Continuing improvement and advancement of product design may have caused changes to your engine which are not included in this manual. Whenever a question arises regarding your engine, or this manual, please consult with your Perkins dealer or your Perkins distributor for the latest available information.

Safety

This safety section lists basic safety precautions. In addition, this section identifies hazardous, warning situations. Read and understand the basic precautions listed in the safety section before operating or performing lubrication, maintenance, and repair on this product.

Operation

Operating techniques outlined in this manual are basic. The operating techniques assist with developing the skills and techniques required to operate the engine more efficiently and economically. Skill and techniques develop as the operator gains knowledge of the engine and the capabilities of the engine.

The operation section is a reference for operators. Photographs and illustrations guide the operator through procedures of inspecting, starting, operating, and stopping the engine. This section also includes a discussion of electronic diagnostic information.

Maintenance

The maintenance section is a guide to engine care. The illustrated, step-by-step instructions are grouped by service hours and/or calendar time maintenance intervals. Items in the maintenance schedule are referenced to detailed instructions that follow.

Recommended service should be performed at the appropriate intervals as indicated in the Maintenance Interval Schedule. The actual operating environment of the engine also governs the Maintenance Interval Schedule. Therefore, under severe, dusty, wet, or freezing cold operating conditions, more frequent lubrication, and maintenance than is specified in the Maintenance Interval Schedule may be necessary.

The maintenance schedule items are organized for a preventive maintenance management program. If the preventive maintenance program is followed, a periodic tune-up is not required. The implementation of a preventive maintenance management program should minimize operating costs through cost avoidances resulting from reductions in unscheduled downtime and failures.

Maintenance Intervals

Perform maintenance on items at multiples of the original requirement. Each level and/or individual items in each level should be shifted ahead or back depending upon your specific maintenance practices, operation, and application. Perkins recommends that the maintenance schedules be reproduced and displayed near the engine as a convenient reminder. Perkins also recommends that a maintenance record be maintained as part of the permanent record of the engine.

Your authorized Perkins dealer or your Perkins distributor can assist you in adjusting your maintenance schedule to meet the needs of your operating environment.

Overhaul

Major engine overhaul details are not covered in the Operation and Maintenance Manual except for the interval and the maintenance items in that interval. Major repairs are best left to trained personnel or an authorized Perkins distributor or dealer. Your Perkins dealer or your Perkins distributor offers various options regarding overhaul programs. If you experience a major engine failure, there are also numerous after failure overhaul options available. Consult with your Perkins dealer or your Perkins distributor for information regarding these options.

Safety Section

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Safety Messages

Engine index

There may be several specific warning signs on your engine. The exact location and a description of the warning signs are reviewed in this section. Please become familiar with all warning signs.

Ensure that all of the warning signs are legible. Clean the warning signs or replace the warning signs if the words cannot be read or if the illustrations are not visible. Use a cloth, water, and soap to clean the warning signs. Do not use solvents, gasoline, or other harsh chemicals. Solvents, gasoline, or harsh chemicals could loosen the adhesive that secures the warning signs. The warning signs that are loosened could drop off of the engine.

Replace any warning sign that is damaged or missing. If a warning sign is attached to a part of the engine that is replaced, install a new warning sign on the replacement part. Your Perkins dealer or your distributor can provide new warning signs.

(A) Universal Warning

⚠ WARNING

Do not operate or work on this equipment unless you have read and understand the instructions and warnings in the Operation and Maintenance Manuals. Failure to follow the instructions or heed the warnings could result in serious injury or death.

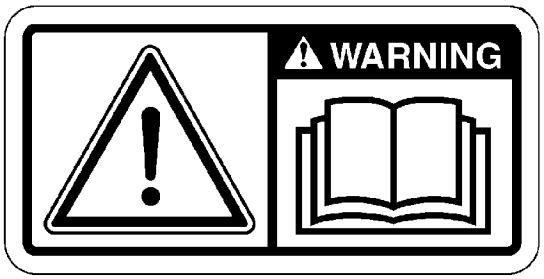

Illustration 1 g01154807

Typical example

Warning label (A) is installed in different locations. The location will change according to the physical size of the engine.

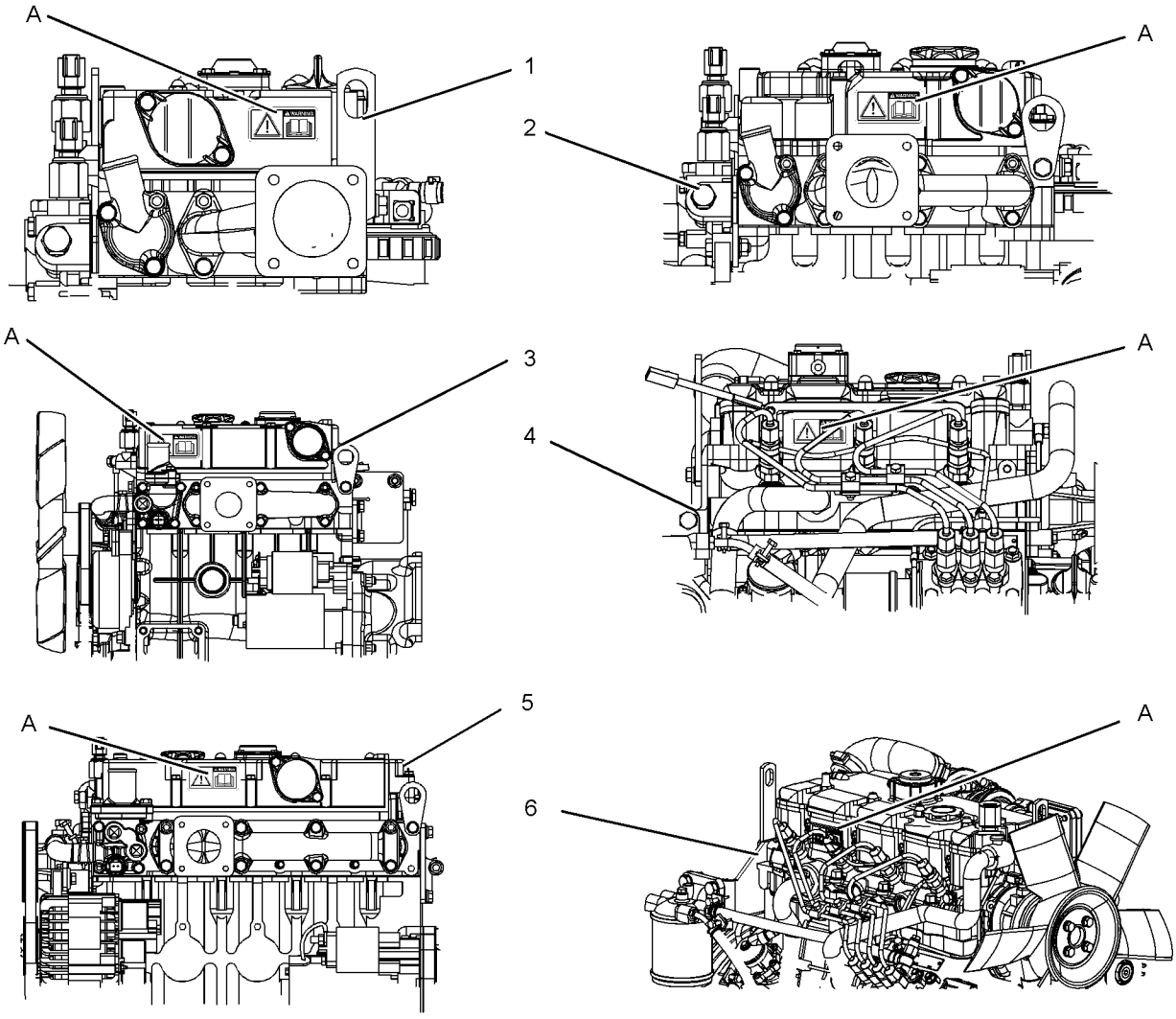

Illustration 2 g01324126

(A) Location of warning label
(1) 402D-05
(2) 403D-07
(3) 403D-11
(4) 403D-15, 403D-15T and 403D-17
(5) 404D-15
(6) 404D-22, 404D-22T and 404D-22TA

i08312758

General Hazard Information

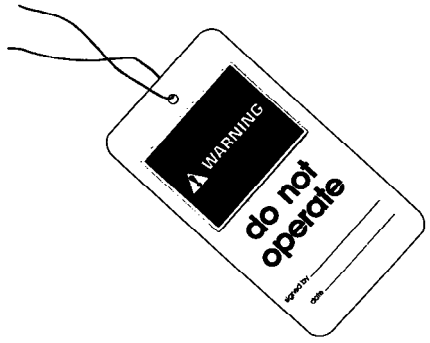

Illustration 3 g00104545

Attach a “Do Not Operate” warning tag or a similar warning tag to the start switch or to the controls before you service the equipment or before you repair the equipment.

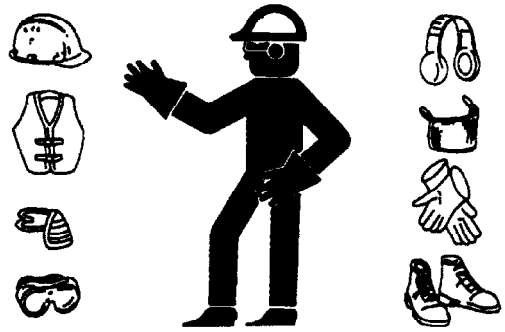

Illustration 4 g00702020

Wear a hard hat, protective glasses, and other protective equipment, as required.

Do not wear loose clothing or jewelry that can snag on controls or on other parts of the engine.

Make sure that all protective guards and all covers are secured in place on the engine.

Keep the engine free from foreign material. Remove debris, oil, tools, and other items from the deck, from walkways, and from steps.

Never put maintenance fluids into glass containers. Drain all liquids into a suitable container.

Obey all local regulations for the disposal of liquids.

Use all cleaning solutions with care.

Report all necessary repairs.

Do not allow unauthorized personnel on the equipment.

Disconnect the batteries when maintenance is performed or when the electrical system is serviced. Disconnect the battery ground leads. Tape the leads to help prevent sparks. If equipped, allow the diesel exhaust fluid to be purged before disconnecting the battery.

Perform maintenance on the engine with the equipment in the servicing position. Refer to the OEM information for the procedure for placing the equipment in the servicing position.

Do not attempt any repairs that are not understood. Use the proper tools. Replace any equipment that is damaged or repair the equipment.

For initial start-up of a new engine or for starting an engine that has been serviced, make provisions to stop the engine if an overspeed occurs. The stopping of the engine may be accomplished by shutting off the fuel supply and/or the air supply to the engine. Ensure that only the fuel supply line is shut off. Ensure that the fuel return line is open.

Start the engine from the operators station (cab). Never short across the starting motor terminals or the batteries. This action could bypass the engine neutral start system and/or the electrical system could be damaged.

Engine exhaust contains products of combustion which may be harmful to your health. Always start the engine and operate the engine in a ventilated area. If the engine is in an enclosed area, vent the engine exhaust to the outside.

Use caution when cover plates are removed. Gradually loosen, but do not remove the last two bolts or nuts that are located at opposite ends of the cover plate or the device. Before removing the last two bolts or nuts, pry the cover loose to relieve any spring pressure or other pressure.

Pressure Air and Water

Pressurized air and/or water can cause debris and/or hot water to be blown out. This action could result in personal injury.

The direct application of pressurized air or pressurized water to the body could result in personal injury.

When pressurized air and/or water is used for cleaning, wear protective clothing, protective shoes, and eye protection. Eye protection includes goggles or a protective face shield.

The maximum air pressure for cleaning purposes must be below 205 kPa (30 psi). The maximum water pressure for cleaning purposes must be below 275 kPa (40 psi).

Fluid Penetration

Pressure can be trapped in the hydraulic circuit long after the engine has been stopped. The pressure can cause hydraulic fluid or items such as pipe plugs to escape rapidly if the pressure is not relieved correctly.

Do not remove any hydraulic components or parts until pressure has been relieved or personal injury may occur. Do not disassemble any hydraulic components or parts until pressure has been relieved or personal injury may occur. Refer to the OEM information for any procedures that are required to relieve the hydraulic pressure.

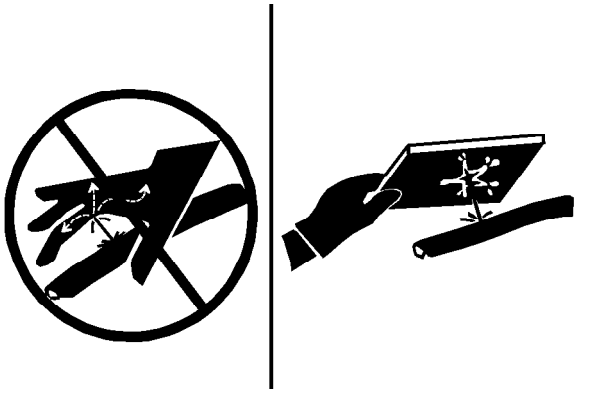

Illustration 5 g00687600

Always use a board or cardboard when you check for a leak. Leaking fluid that is under pressure can penetrate body tissue. Fluid penetration can cause serious injury and possible death. A pin hole leak can cause severe injury. If fluid is injected into your skin, you must get treatment immediately. Seek treatment from a doctor that is familiar with this type of injury.

Containing Fluid Spillage

Care must be taken to ensure that fluids are contained during performance of inspection, maintenance, testing, adjusting, and repair of the engine. Make provision to collect the fluid with a suitable container before any compartment is opened or before any component is disassembled.

- Only use the tools that are suitable for collecting fluids and equipment that is suitable for collecting fluids.
- Only use the tools that are suitable for containing fluids and equipment that is suitable for containing fluids.

Obey all local regulations for the disposal of liquids.

Static Electricity Hazard when Fueling with Ultra-low Sulfur Diesel Fuel

The removal of sulfur and other compounds in ultra-low sulfur diesel fuel (ULSD fuel) decreases the conductivity of ULSD and increases the ability of ULSD to store static charge. Refineries may have treated the fuel with a static dissipating additive. Many factors can reduce the effectiveness of the additive over time. Static charges can build up in ULSD fuel while the fuel is flowing through fuel delivery systems. Static electricity discharge when combustible vapors are present could result in a fire or explosion. Ensure that the entire system used to refuel your machine (fuel supply tank, transfer pump, transfer hose, nozzle, and others) is properly grounded and bonded. Consult with your fuel or fuel system supplier to ensure that the delivery system complies with fueling standards for proper grounding and bonding.

⚠ WARNING

Avoid static electricity risk when fueling. Ultra-low sulfur diesel fuel (ULSD fuel) poses a greater static ignition hazard than earlier diesel formulations with a higher sulfur contents. Avoid death or serious injury from fire or explosion. Consult with your fuel or fuel system supplier to ensure the delivery system is in compliance with fueling standards for proper grounding and bonding practices.

Inhalation

Illustration 6 g00702022

Exhaust

Use caution. Exhaust fumes can be hazardous to health. If you operate the equipment in an enclosed area, adequate ventilation is necessary.

Hexavalent Chromium

Perkins equipment and replacement parts comply with applicable regulations and requirements where originally sold. Perkins recommends the use of only genuine Perkins replacement parts.

Hexavalent chromium has occasionally been detected on exhaust and heat shield systems on Perkins engines. Although laboratory testing is the only accurate way to know if hexavalent chromium is, in fact, present, the presence of a yellow deposit in areas of high heat (for example, exhaust system components or exhaust insulation) may be an indication of the presence of hexavalent chromium.

Use caution if you suspect the presence of hexavalent chromium. Avoid skin contact when handling items that you suspect may contain hexavalent chromium, and avoid inhalation of any dust in the suspect area. Inhalation of, or skin contact with, hexavalent chromium dust may be hazardous to your health.

If such yellow deposits are found on the engine, engine component parts, or associated equipment or packages, Perkins recommends following local health and safety regulations and guidelines, utilizing good hygiene, and adhering to safe work practices when handling the equipment or parts. Perkins also recommends the following:

- Wear appropriate Personal Protective Equipment (PPE)
- Wash your hands and face with soap and water prior to eating, drinking, or smoking, and also during rest room breaks, to prevent ingestion of any yellow powder
- Never use compressed air for cleaning areas suspected of containing hexavalent chromium
- Avoid brushing, grinding, or cutting materials suspected of containing hexavalent chromium
- Obey environmental regulations for the disposal of all materials that may contain or have come into contact with hexavalent chromium
- Stay away from areas that might have hexavalent chromium particles in the air.

Asbestos Information

Perkins equipment and replacement parts that are shipped from Perkins engine company limited are asbestos free. Perkins recommends the use of only genuine Perkins replacement parts. Use the following guidelines when you handle any replacement parts that contain asbestos or when you handle asbestos debris.

Use caution. Avoid inhaling dust that might be generated when you handle components that contain asbestos fibers. Inhaling this dust can be hazardous to your health. The components that may contain asbestos fibers are brake pads, brake bands, lining material, clutch plates, and some gaskets. The asbestos that is used in these components is usually bound in a resin or sealed in some way. Normal handling is not hazardous unless airborne dust that contains asbestos is generated.

If dust that may contain asbestos is present, there are several guidelines that should be followed:

- Never use compressed air for cleaning.
- Avoid brushing materials that contain asbestos.
- Avoid grinding materials that contain asbestos.
- Use a wet method to clean up asbestos materials.
- A vacuum cleaner that is equipped with a high efficiency particulate air filter (HEPA) can also be used.
- Use exhaust ventilation on permanent machining jobs.
- Wear an approved respirator if there is no other way to control the dust.
- Comply with applicable rules and regulations for the work place. In the United States, use Occupational Safety and Health Administration (OSHA) requirements. These OSHA requirements can be found in “29 CFR 1910.1001”.
- Obey environmental regulations for the disposal of asbestos.
- Stay away from areas that might have asbestos particles in the air.

Dispose of Waste Properly

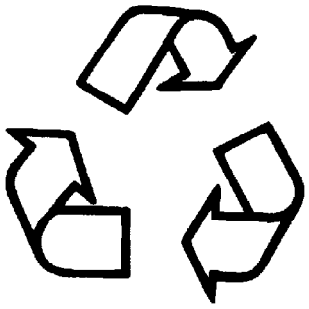

Illustration 7 g00706404

Improperly disposing of waste can threaten the environment. Potentially harmful fluids should be disposed of in accordance with local regulations.

Always use leakproof containers when you drain fluids. Do not pour waste onto the ground, down a drain, or into any source of water.

i07188265

Burn Prevention

Do not touch any part of an operating engine. Operating engines exhaust gases could burn, do not come in contact with hot gases. Allow the engine to cool before any maintenance is performed on the engine. Relieve all pressure in the air system, in the hydraulic system, in the lubrication system, in the fuel system, or in the cooling system before any lines, fittings, or related items are disconnected.

Coolant

When the engine is at operating temperature, the engine coolant is hot. The coolant is also under pressure. The radiator and all lines to the heaters or to the engine contain hot coolant.

Any contact with hot coolant or with steam can cause severe burns. Allow cooling system components to cool before the cooling system is drained.

Check that the coolant level after the engine has stopped and the engine has been allowed to cool.

Ensure that the filler cap is cool before removing the filler cap. The filler cap must be cool enough to touch with a bare hand. Remove the filler cap slowly to relieve pressure.

Cooling system conditioner contains alkali. Alkali can cause personal injury. Do not allow alkali to contact the skin, the eyes, or the mouth.

Oils

Skin may be irritated following repeated or prolonged exposure to mineral and synthetic base oils. Refer to your suppliers Material Safety Data Sheets for detailed information. Hot oil and lubricating components can cause personal injury. Do not allow hot oil to contact the skin. Appropriate personal protective equipment should be used.

Diesel Fuel

Diesel may be irritating to the eyes, respiratory system, and skin. Prolonged exposure to diesel may cause various skin conditions. Appropriate personal protective equipment should be used. Refer to supplier Material safety Data sheets for detailed information.

Batteries

Electrolyte is an acid. Electrolyte can cause personal injury. Do not allow electrolyte to contact the skin or the eyes. Always wear protective glasses for servicing batteries. Wash hands after touching the batteries and connectors. Use of gloves is recommended.

i07188311

Fire Prevention and Explosion Prevention

Illustration 8 g00704000

All fuels, most lubricants, and some coolant mixtures are flammable.

Flammable fluids that are leaking or spilled onto hot surfaces or onto electrical components can cause a fire. Fire may cause personal injury and property damage.

A flash fire may result if the covers for the engine crankcase are removed within 15 minutes after an emergency shutdown.

Determine whether the engine will be operated in an environment that allows combustible gases to be drawn into the air inlet system. These gases could cause the engine to overspeed. Personal injury, property damage, or engine damage could result.

If the application involves the presence of combustible gases, consult your Perkins dealer and/or your Perkins distributor for additional information about suitable protection devices.

Remove all flammable combustible materials or conductive materials such as fuel, oil, and debris from the engine. Do not allow any flammable combustible materials or conductive materials to accumulate on the engine.

Store fuels and lubricants in correctly marked containers away from unauthorized persons. Store oily rags and any flammable materials in protective containers. Do not smoke in areas that are used for storing flammable materials.

Do not expose the engine to any flame.

Exhaust shields (if equipped) protect hot exhaust components from oil or fuel spray in case of a line, a tube, or a seal failure. Exhaust shields must be installed correctly.

Do not weld on lines or tanks that contain flammable fluids. Do not flame-cut lines or tanks that contain flammable fluid. Clean any such lines or tanks thoroughly with a nonflammable solvent prior to welding or flame cutting.

Wiring must be kept in good condition. Ensure that all electrical wires are correctly installed and securely attached. Check all electrical wires daily. Repair any wires that are loose or frayed before you operate the engine. Clean all electrical connections and tighten all electrical connections.

Eliminate all wiring that is unattached or unnecessary. Do not use any wires or cables that are smaller than the recommended gauge. Do not bypass any fuses and/or circuit breakers.

Arcing or sparking could cause a fire. Secure connections, recommended wiring, and correctly maintained battery cables will help to prevent arcing or sparking.

Inspect all lines and hoses for wear or for deterioration. The hoses must be correctly routed. The lines and hoses must have adequate support and secure clamps. Tighten all connections to the recommended torque. Leaks can cause fires.

Oil filters and fuel filters must be correctly installed. The filter housings must be tightened to the correct torque.

Illustration 9 g00704059

Use caution when you are refueling an engine. Do not smoke while you are refueling an engine. Do not refuel an engine near open flames or sparks. Always stop the engine before refueling.

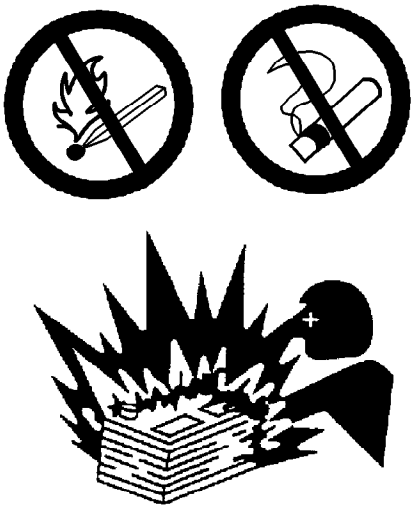

Illustration 10 g00704135

Gases from a battery can explode. Keep any open flames or sparks away from the top of a battery. Do not smoke in battery charging areas.

Never check the battery charge by placing a metal object across the terminal posts. Use a voltmeter or a hydrometer.

Incorrect jumper cable connections can cause an explosion that can result in injury. Refer to the Operation Section of this manual for specific instructions.

Do not charge a frozen battery. This action may cause an explosion.

The batteries must be kept clean. The covers (if equipped) must be kept on the cells. Use the recommended cables, connections, and battery box covers when the engine is operated.

Fire Extinguisher

Make sure that a fire extinguisher is available. Be familiar with the operation of the fire extinguisher. Inspect the fire extinguisher and service the fire extinguisher regularly. Obey the recommendations on the instruction plate.

Ether

Ether is flammable and poisonous.

Do not smoke while you are replacing an ether cylinder or while you are using an ether spray.

Do not store ether cylinders in living areas or in the engine compartment. Do not store ether cylinders in direct sunlight or in temperatures above 49° C (120° F). Keep ether cylinders away from open flames or sparks.

Lines, Tubes, and Hoses

Do not bend high-pressure lines. Do not strike high-pressure lines. Do not install any lines that are bent or damaged. Do not clip any other items to the high-pressure lines.

Repair any lines that are loose or damaged. Leaks can cause fires. Consult your Perkins dealer or your Perkins distributor for repair or for replacement parts.

Check lines, tubes, and hoses carefully. Do not use your bare hand to check for leaks. Use a board or cardboard to check for leaks. Tighten all connections to the recommended torque.

Replace the parts if any of the following conditions are present:

- End fittings are damaged or leaking.
- Outer coverings are chafed or cut.
- Wires are exposed.
- Outer coverings are ballooning.
- Flexible parts of the hoses are kinked.
- Outer covers have embedded armoring.
- End fittings are displaced.

Make sure that all clamps, guards, and heat shields are installed correctly. During engine operation, correct installation will help to prevent vibration, rubbing against other parts, and excessive heat.

i02143194

Crushing Prevention and Cutting Prevention

Support the component correctly when work beneath the component is performed.

Unless other maintenance instructions are provided, never attempt adjustments while the engine is running.

Stay clear of all rotating parts and of all moving parts. Leave the guards in place until maintenance is performed. After the maintenance is performed, reinstall the guards.

Keep objects away from moving fan blades. The fan blades will throw objects or cut objects.

When objects are struck, wear protective glasses in order to avoid injury to the eyes.

Chips or other debris may fly off objects when objects are struck. Before objects are struck, ensure that no one will be injured by flying debris.

i05874054

Before Starting Engine

NOTICE
For initial start-up of a new or rebuilt engine, and for start-up of an engine that has been serviced, make provision to shut the engine off should an overspeed occur. This may be accomplished by shutting off the air and/or fuel supply to the engine.

⚠ WARNING

Engine exhaust contains products of combustion which may be harmful to your health. Always start and operate the engine in a well ventilated area and, if in an enclosed area, vent the exhaust to the outside.

Inspect the engine for potential hazards.

Do not start the engine or move any of the controls if there is a “DO NOT OPERATE” warning tag or similar warning tag attached to the start switch or to the controls.

Before starting the engine, ensure that no one is on, underneath, or close to the engine. Ensure that the area is free of personnel.

If equipped, ensure that the lighting system for the engine is suitable for the conditions. Ensure that all lights work properly, if equipped.

All protective guards and all protective covers must be installed if the engine must be started in order to perform service procedures. To help prevent an accident that is caused by parts in rotation, work around the parts carefully.

Do not bypass the automatic shutoff circuits. Do not disable the automatic shutoff circuits. The circuits are provided in order to help prevent personal injury. The circuits are also provided in order to help prevent engine damage.

See the Service Manual for repairs and for adjustments.

i02157354

Engine Starting

⚠ WARNING

Do not use aerosol types of starting aids such as ether. Such use could result in an explosion and personal injury.

If a warning tag is attached to the engine start switch or to the controls, DO NOT start the engine or move the controls. Consult with the person that attached the warning tag before the engine is started.

All protective guards and all protective covers must be installed if the engine must be started in order to perform service procedures. To help prevent an accident that is caused by parts in rotation, work around the parts carefully.

Start the engine from the operator's compartment or from the engine start switch.

Always start the engine according to the procedure that is described in the Operation and Maintenance Manual, “Engine Starting” topic in the Operation Section. Knowing the correct procedure will help to prevent major damage to the engine components. Knowing the procedure will also help to prevent personal injury.

To ensure that the jacket water heater (if equipped) and/or the lube oil heater (if equipped) is working correctly, check the water temperature gauge and the oil temperature gauge during the heater operation.

Engine exhaust contains products of combustion which can be harmful to your health. Always start the engine and operate the engine in a well ventilated area. If the engine is started in an enclosed area, vent the engine exhaust to the outside.

Note: The engine is equipped with an automatic device for cold starting for normal conditions of operation. If the engine will be operated in very cold conditions, then an extra cold starting aid may be required. Normally, the engine will be equipped with the correct type of starting aid for your region of operation.

The 400 Series engines are equipped with a glow plug starting aid in each individual cylinder that heats the intake air in order to improve starting.

i02590389

Engine Stopping

To avoid overheating of the engine and accelerated wear of the engine components, stop the engine according to this Operation and Maintenance Manual, “Engine Stopping” topic (Operation Section).

Use the Emergency Stop Button (if equipped) ONLY in an emergency situation. DO NOT use the Emergency Stop Button for normal engine stopping. After an emergency stop, DO NOT start the engine until the problem that caused the emergency stop has been corrected.

On the initial start-up of a new engine or an engine that has been serviced, make provisions to stop the engine if an overspeed condition occurs. This may be accomplished by shutting off the fuel supply and/or the air supply to the engine.

If equipped, in order to stop an electronically controlled engine, cut the power to the engine.

i02176668

Electrical System

Never disconnect any charging unit circuit or battery circuit cable from the battery when the charging unit is operating. A spark can cause the combustible gases that are produced by some batteries to ignite.

To help prevent sparks from igniting combustible gases that are produced by some batteries, the negative “−” jump start cable should be connected last from the external power source to the negative “−” terminal of the starting motor. If the starting motor is not equipped with a negative “−” terminal, connect the jump start cable to the engine block.

Check the electrical wires daily for wires that are loose or frayed. Tighten all loose electrical wires before the engine is started. Repair all frayed electrical wires before the engine is started. See the Operation and Maintenance Manual for specific starting instructions.

Grounding Practices

Correct grounding for the engine electrical system is necessary for optimum engine performance and reliability. Incorrect grounding will result in uncontrolled electrical circuit paths and in unreliable electrical circuit paths.

Uncontrolled electrical circuit paths can result in damage to main bearings, to crankshaft bearing journal surfaces, and to aluminum components.

Engines that are installed without engine-to-frame ground straps can be damaged by electrical discharge.

To ensure that the engine and the engine electrical systems function correctly, an engine-to-frame ground strap with a direct path to the battery must be used. This path may be provided by way of a direct engine ground to the frame.

All grounds should be tight and free of corrosion. The engine alternator must be grounded to the negative “-” battery terminal with a wire that is adequate to handle the full charging current of the alternator.

Product Information Section

Model Views

Engine index

i08066301

Model View Illustrations

The following model views show typical features of the 400 series engines. Due to individual applications, your engine may appear different from the illustrations.

Note: Individual components are detailed on the 404D-22T turbocharged engine only.

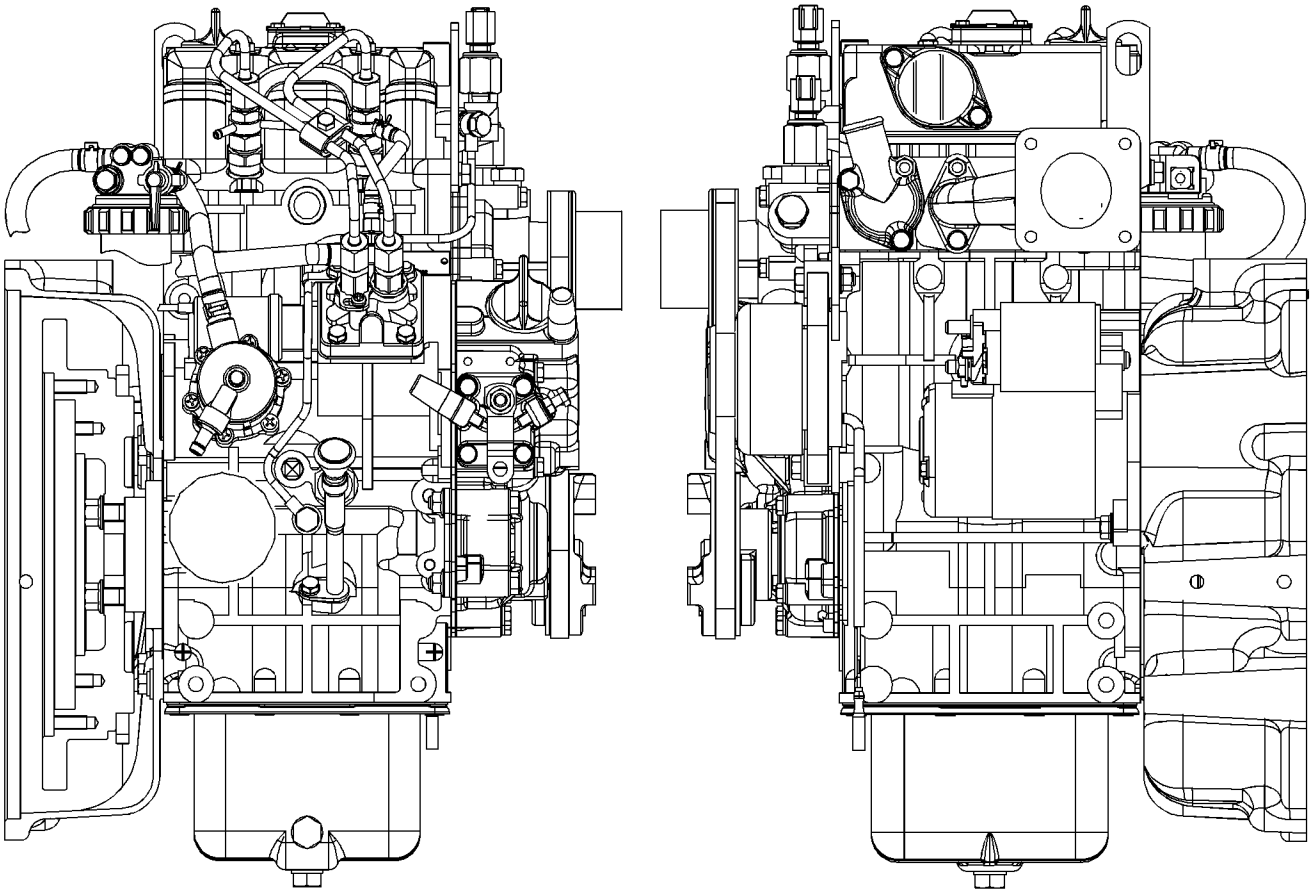

Illustration 11 g01299985

Typical view of the 402D-05 engine

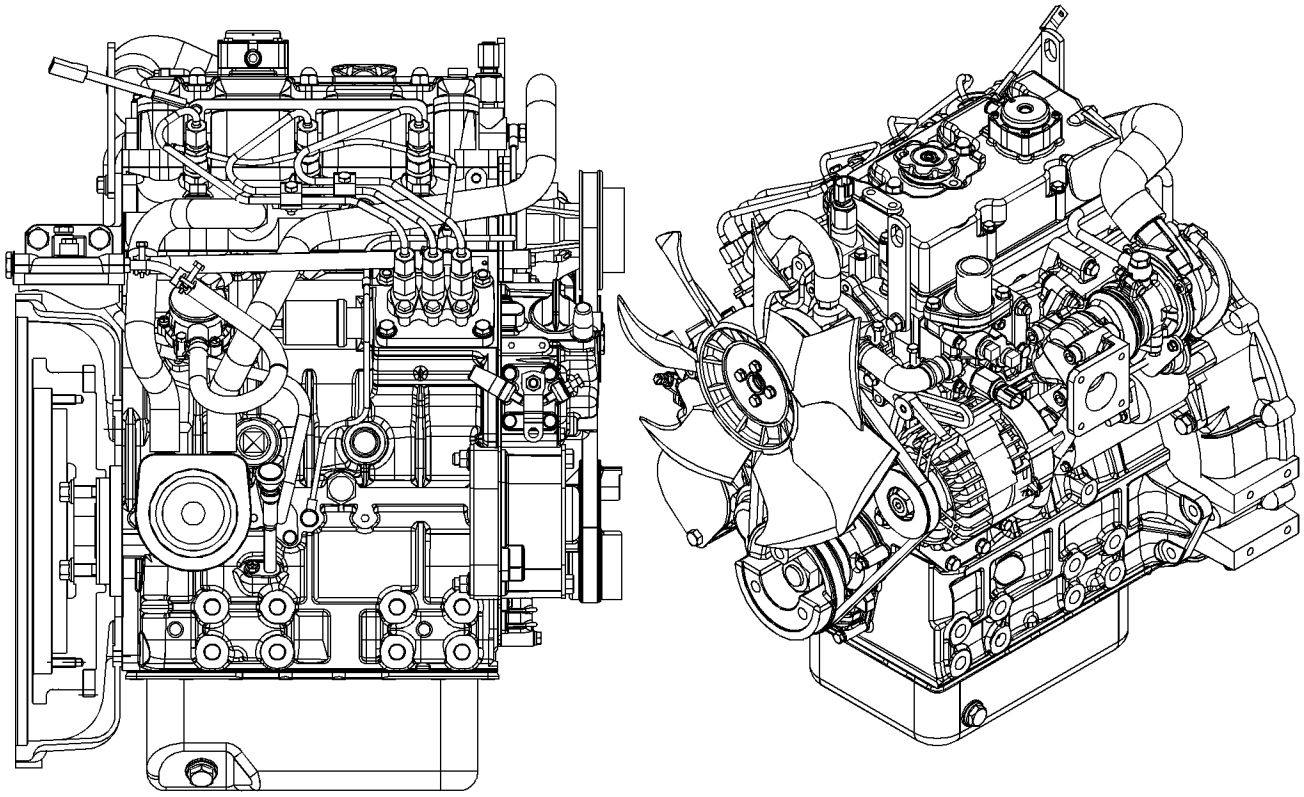

Illustration 12 g01300431

Typical view of the 403D-15T engine

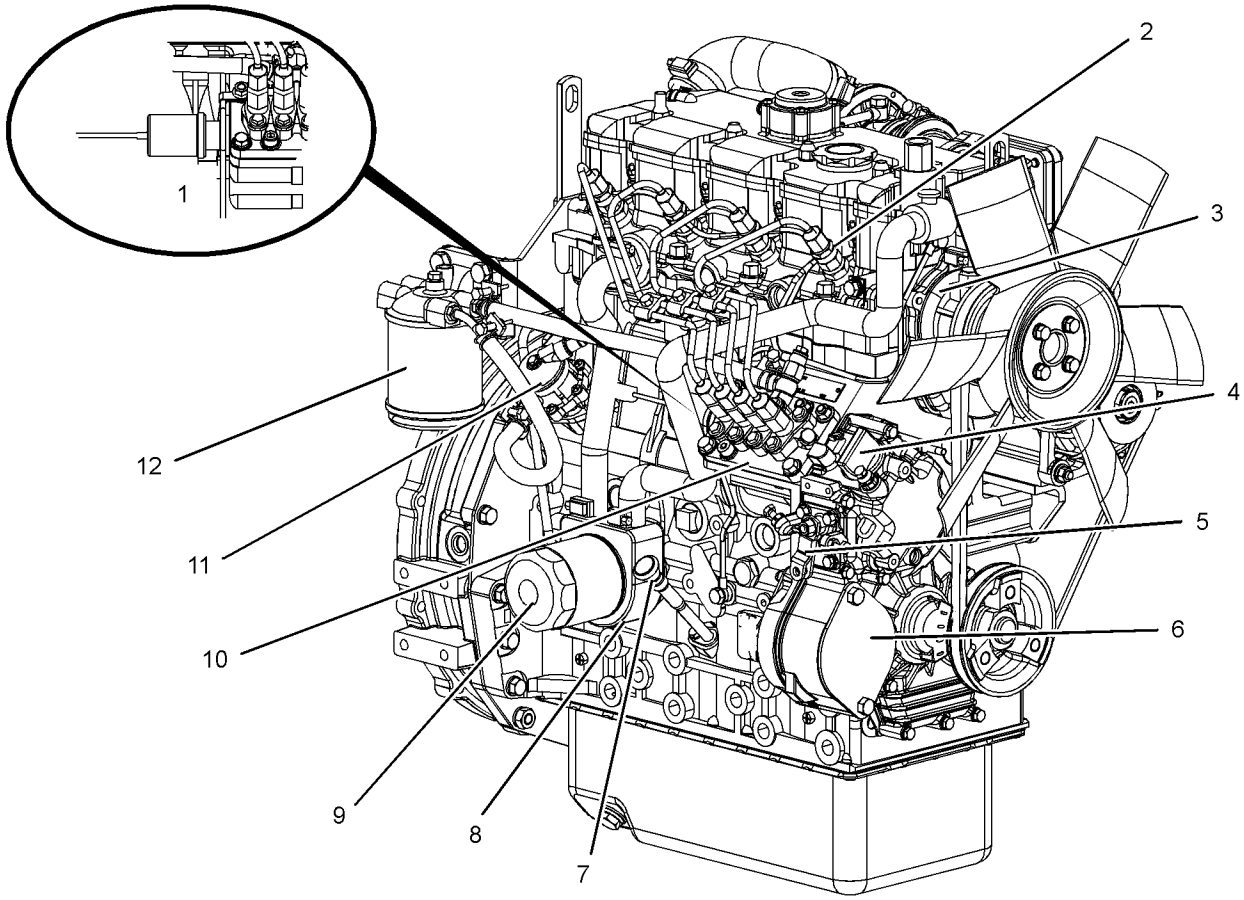

Illustration 13 g01304893

Front and right side view of the 404D-22T Engine

(1) Fuel shutoff solenoid
(2) Number one fuel injector
(3) Water pump
(4) Lower engine oil filler cap
(5) Throttle lever
(6) Cover plate for the accessory drive
(7) Engine oil level gauge
(8) Engine oil cooler
(9) Engine oil filter
(10) Fuel injection pump
(11) Transfer pump
(12) Fuel filter

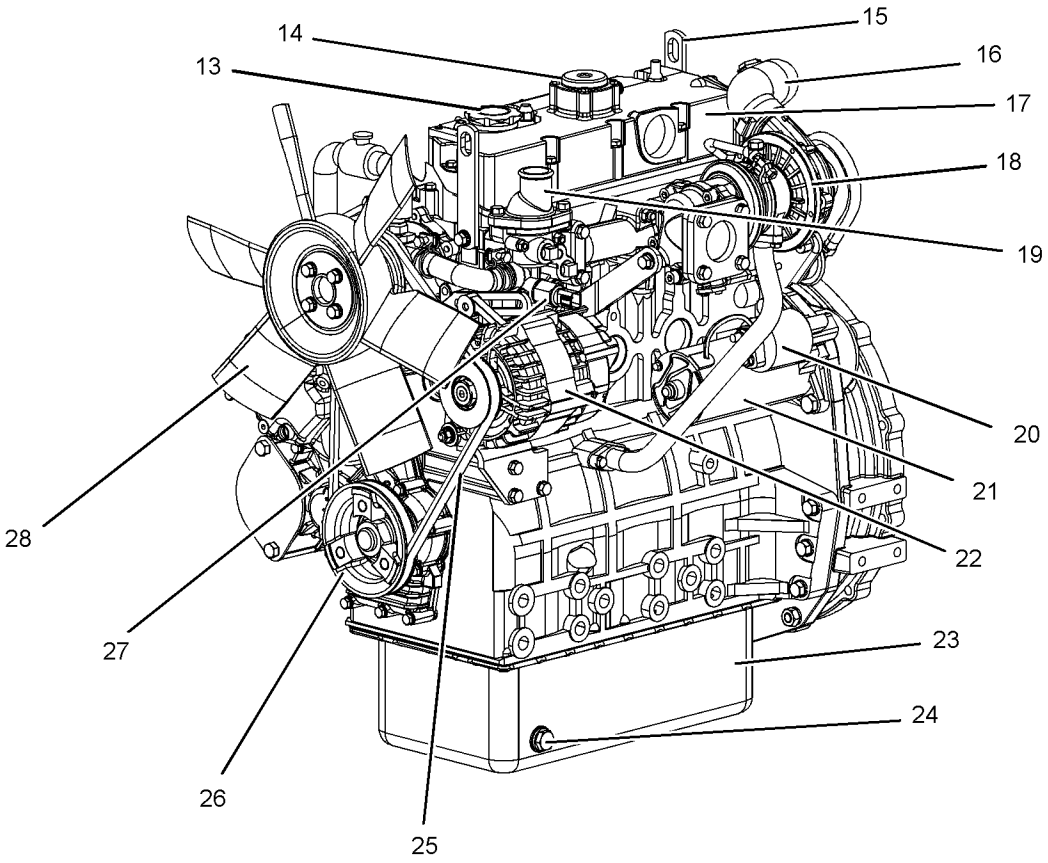

Illustration 14 g01305224

Front and left side view of the 404D-22T Engine

(13) Top engine oil filler cap
(14) Crankcase breather
(15) Rear Lifting eye
(16) Air inlet elbow
(17) Valve mechanism cover
(18) Turbocharger
(19) Water temperature regulator housing
(20) Starting motor solenoid
(21) Electric starting motor
(22) Alternator
(23) Engine oil pan
(24) Engine oil drain plug
(25) Fan drive belt
(26) Crankshaft pulley
(27) Coolant temperature switch
(28) Cooling fan

Engines with Factory Installed Radiators

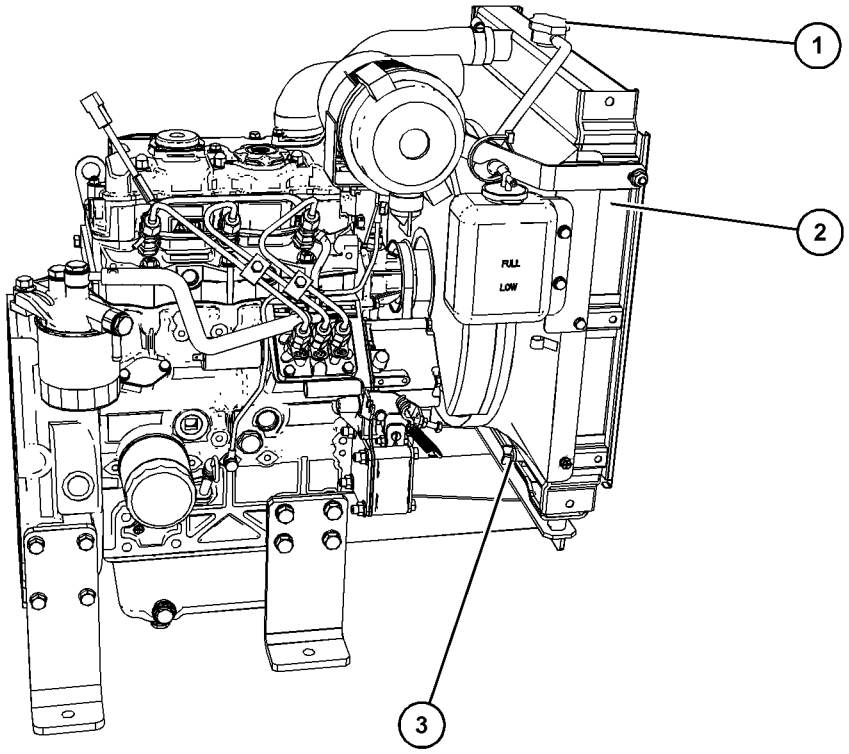

Illustration 15 g06530978

Typical view of the 403D-11 IOPU engine.

(1) Coolant filler cap (2) Radiator (3) Radiator drain plug

i06782463

Engine Description

The 400 series engines are built in several different variants. Naturally aspirated, turbocharged, and turbocharge aftercooled. The engine range covers two cylinder, three cylinder and four cylinder engines.

The 400 series engines can be operated as variable speed or can operate as constant speed engines.

Engine Specifications

Note: The front end of the engine is opposite the flywheel end of the engine. The left and the right side of the engine is determined from the flywheel end. The No. 1 cylinder is the front cylinder.

402D-05 Engine

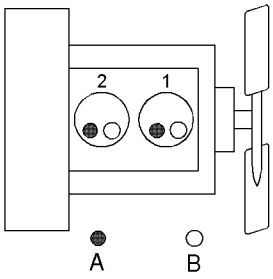

Illustration 16 g01108476

(A) Exhaust valves
(B) Inlet valves

Table 1

402D-05 Engine Specifications	
Maximum Operating Speed (rpm)	3600 rpm
Cylinders and Arrangement	In-Line two cylinder
Bore	67 mm (2.64 inch)
Stroke	72 mm (2.83 inch)
Displacement	0.507 L (30.939 in^3)
Aspiration	NA(1)
Compression Ratio	23.5:1
Firing Order	1-2
Rotation that is viewed from the flywheel	Counterclockwise
Valve Lash Setting (Inlet)	0.20 mm (0.008 inch)
Valve Lash Setting (Exhaust)	0.20 mm (0.008 inch)
Injection	Indirect

(1) Naturally Aspirated

403D-07 Engine

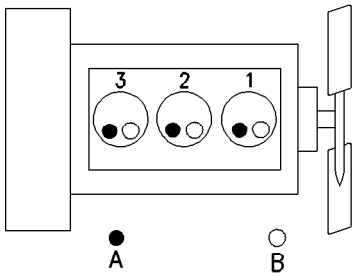

Illustration 17 g00852304

(A) Exhaust valves
(B) Inlet valves

Table 2

403D-07 Engine Specifications	
Maximum Operating Speed (rpm)	3600 rpm
Cylinders and Arrangement	In-Line three cylinder
Bore	67 mm (2.64 inch)
Stroke	72 mm (2.83 inch)
Displacement	0.762 L (46.500 in^3)

(continued)

(Table 2, contd)

Aspiration	NA(1)
Compression Ratio	23.5:1
Firing Order	1-2-3
Rotation that is viewed from the flywheel	Counterclockwise
Valve Lash Setting (Inlet)	0.20 mm (0.008 inch)
Valve Lash Setting (Exhaust)	0.20 mm (0.008 inch)
Injection	Indirect

(1) Naturally Aspirated

403D-11 Engine

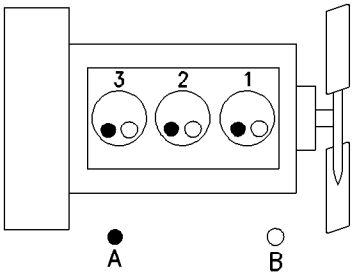

Illustration 18 g00852304

(A) Exhaust valves
(B) Inlet valves

Table 3

403D-11 Engine Specifications	
Maximum Operating Speed (rpm)	3600 rpm
Cylinders and Arrangement	In-Line three cylinder
Bore	77 mm (3.03 inch)
Stroke	81 mm (3.19 inch)
Displacement	1.131 L (69.018 in^3)
Aspiration	NA(1)
Compression Ratio	23:1
Firing Order	1-2-3
Rotation that is viewed from the flywheel	Counterclockwise

(continued)

(Table 3, contd)

Valve Lash Setting (Inlet)	0.20 mm (0.008 inch)
Valve Lash Setting (Exhaust)	0.20 mm (0.008 inch)
Injection	Indirect

(1) Naturally Aspirated

403D-15 Engine

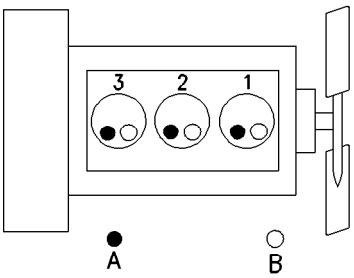

Illustration 19 g00852304

(A) Exhaust valves
(B) Inlet valves

Table 4

403D-15 Engine Specifications	
Maximum Operating Speed (rpm)	3000 rpm
Cylinders and Arrangement	In-Line three cylinder
Bore	84 mm (3.31 inch)
Stroke	90 mm (3.54 inch)
Displacement	1.496 L (91.291 in^3)
Aspiration	NA(1)
Compression Ratio	22.5:1
Firing Order	1-2-3
Rotation that is viewed from the flywheel	Counterclockwise
Valve Lash Setting (Inlet)	0.20 mm (0.008 inch)
Valve Lash Setting (Exhaust)	0.20 mm (0.008 inch)
Injection	Indirect

(1) Naturally Aspirated

403D-15T Engine

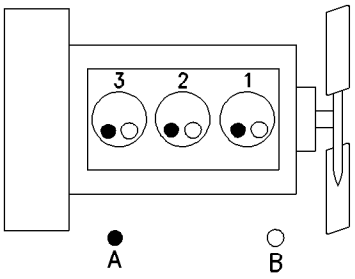

Illustration 20 g00852304

(A) Exhaust valves
(B) Inlet valves

Table 5

403D-15T Engine Specifications	
Maximum Operating Speed (rpm)	3000 rpm
Cylinders and Arrangement	In-Line three cylinder
Bore	84 mm (3.31 inch)
Stroke	90 mm (3.54 inch)
Displacement	1.496 L (91.291 in^3)
Aspiration	T(1)
Compression Ratio	22.5:1
Firing Order	1-2-3
Rotation that is viewed from the flywheel	Counterclockwise
Valve Lash Setting (Inlet)	0.20 mm (0.008 inch)
Valve Lash Setting (Exhaust)	0.20 mm (0.008 inch)
Injection	Indirect

(1) Turbocharged

403D-17 Engine

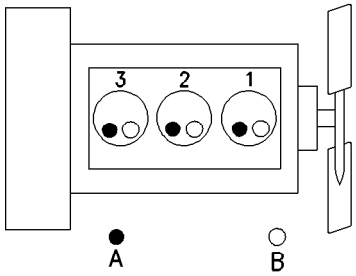

Illustration 21 g00852304

(A) Exhaust valves
(B) Inlet valves

Table 6

403D-17 Engine Specifications	
Maximum Operating Speed (rpm)	2600 rpm
Cylinders and Arrangement	In-Line three cylinder
Bore	84 mm (3.31 inch)
Stroke	100 mm (3.94 inch)
Displacement	1.66 L (101.3 in^3)
Aspiration	NA(1)
Compression Ratio	23.1:1
Firing Order	1-2-3
Rotation that is viewed from the flywheel	Counterclockwise
Valve Lash Setting (Inlet)	0.20 mm (0.008 inch)
Valve Lash Setting (Exhaust)	0.20 mm (0.008 inch)
Injection	Indirect

(1) Naturally Aspirated

404D-15 Engine

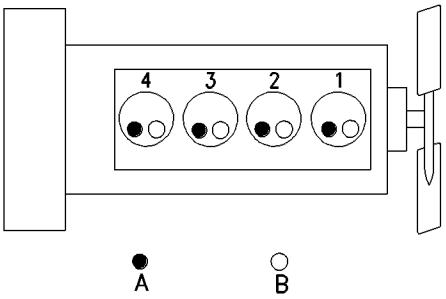

Illustration 22 g00296424

(A) Exhaust valves
(B) Inlet valves

Table 7

404D-15 Engine Specifications	
Maximum Operating Speed (rpm)	3000 rpm
Cylinders and Arrangement	In-Line four cylinder
Bore	77 mm (3.03 inch)
Stroke	81 mm (3.19 inch)
Displacement	1.508 L (92.024 in^3)
Aspiration	NA(1)
Compression Ratio	23.5:1
Firing Order	1-3-4-2
Rotation that is viewed from the flywheel	Counterclockwise
Valve Lash Setting (Inlet)	0.20 mm (0.008 inch)
Valve Lash Setting (Exhaust)	0.20 mm (0.008 inch)
Injection	Indirect

(1) Naturally Aspirated

404D-22 Engine

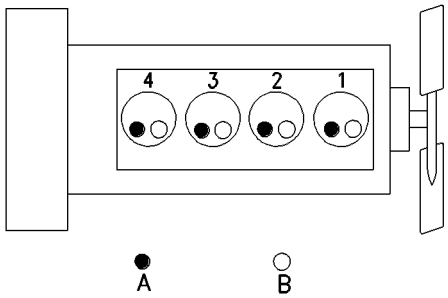

Illustration 23 g00296424

(A) Exhaust valves
(B) Inlet valves

Table 8

404D-22 Engine Specifications	
Maximum Operating Speed (rpm)	3000 rpm
Cylinders and Arrangement	In-Line four cylinder
Bore	84.0 mm (3.31 inch)
Stroke	100.0 mm (3.94 inch)
Displacement	2.216 L (135.229 in^3)
Aspiration	NA(1)
Compression Ratio	23.3:1
Firing Order	1-3-4-2
Rotation that is viewed from the flywheel	Counterclockwise
Valve Lash Setting (Inlet)	0.20 mm (0.008 inch)
Valve Lash Setting (Exhaust)	0.20 mm (0.008 inch)
Injection	Indirect

(1) Naturally Aspirated

404D-22T Engine

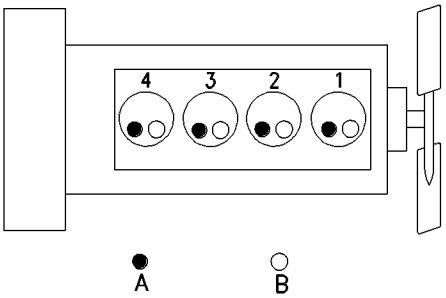

Illustration 24 g00296424

(A) Exhaust valves
(B) Inlet valves

Table 9

404D-22T Engine Specifications	
Maximum Operating Speed (rpm)	3000 rpm
Cylinders and Arrangement	In-Line four cylinder
Bore	84.0 mm (3.31 inch)
Stroke	100.0 mm (3.94 inch)
Displacement	2.216 L (135.229 in^3)
Aspiration	T(1)
Compression Ratio	23.5:1
Firing Order	1-3-4-2
Rotation that is viewed from the flywheel	Counterclockwise
Valve Lash Setting (Inlet)	0.20 mm (0.008 inch)
Valve Lash Setting (Exhaust)	0.20 mm (0.008 inch)
Injection	Indirect

(1) Turbocharged

404D-22TA Engine

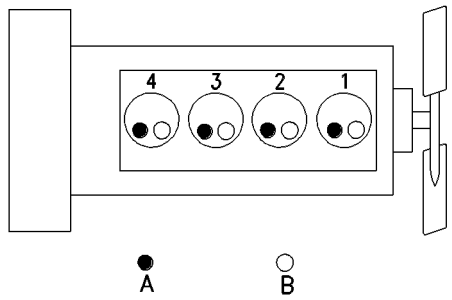

Illustration 25 g00296424

(A) Exhaust valves
(B) Inlet valves

Table 10

404D-22TA Engine Specifications	
Maximum Operating Speed (rpm)	2800 rpm
Cylinders and Arrangement	In-Line four cylinder
Bore	84.0 mm (3.31 inch)
Stroke	100.0 mm (3.94 inch)
Displacement	2.216 L (135.229 in^3)
Aspiration	TA(1)
Compression Ratio	23.5:1
Firing Order	1-3-4-2
Rotation that is viewed from the flywheel	Counterclockwise
Valve Lash Setting (Inlet)	0.20 mm (0.008 inch)
Valve Lash Setting (Exhaust)	0.20 mm (0.008 inch)
Injection	Indirect

(1) Turbocharged aftercooled

Service Life

Engine efficiency and maximum utilization of engine performance depend on the adherence to proper operation and maintenance recommendations. In addition, use recommended fuels, coolants, and lubricants. Use the Operation and Maintenance Manual as a guide for required engine maintenance.

Expected engine life is generally predicted by the average power that is demanded. The average power that is demanded is based on fuel consumption of the engine over a period of time. Reduced hours of operation at full throttle and/or operating at reduced throttle settings result in a lower average power demand. Reduced hours of operation will increase the length of operating time before an engine overhaul is required.

Aftermarket Products and Perkins Engines

Perkins does not warrant the quality or performance of non-Perkins fluids and filters.

When auxiliary devices, accessories, or consumables (filters, additives, catalysts), which are made by other manufacturers are used on Perkins products, the Perkins warranty is not affected simply because of such use.

However, failures that result from the installation or use of other manufacturers devices, accessories, or consumables are NOT Perkins defects. Therefore, the defects are NOT covered under the Perkins warranty.

Product Identification Information

i03657510

Engine Identification

Perkins engines are identified by a serial number. This number is shown on a serial number plate that is mounted above the fuel injection pump on the right hand side of the engine block.

An example of an engine number is GP*****U000001T.

G _____ Engine family

P _____ Type of engine

***** _____ The list number of the engine

U _____ Country of manufacture

0 _____ The first digit is a production code.

00001 _____ Engine Serial Number

T _____ Year of Manufacture

Perkins dealers or Perkins distributors need all of these numbers in order to determine the components that were included with the engine. This permits accurate identification of replacement part numbers.

i02157258

Serial Number Plate

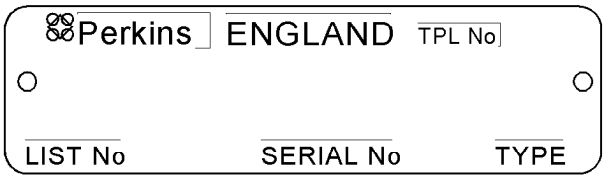

Illustration 26 g01094203

Typical serial number plate

The Serial Number Plate is located above the fuel injection pump on the right side of the cylinder block.

The following information is stamped on the Serial Number Plate: Engine serial number, Model and Arrangement number.

i02164876

Reference Numbers

Information for the following items may be needed to order parts. Locate the information for your engine. Record the information in the appropriate space. Make a copy of this list for a record. Keep the information for future reference.

Record for Reference

Engine Model _____

Engine Serial number _____

Engine Low Idle rpm _____

Engine Full Load rpm _____

Primary Fuel Filter _____

Water Separator Element _____

Secondary Fuel Filter Element _____

Lubrication Oil Filter Element _____

Auxiliary Oil Filter Element _____

Total Lubrication System Capacity _____

Total Cooling System Capacity _____

Air Cleaner Element _____

Fan Drive Belt _____

Alternator Belt

i07789725

Emissions Certification Film

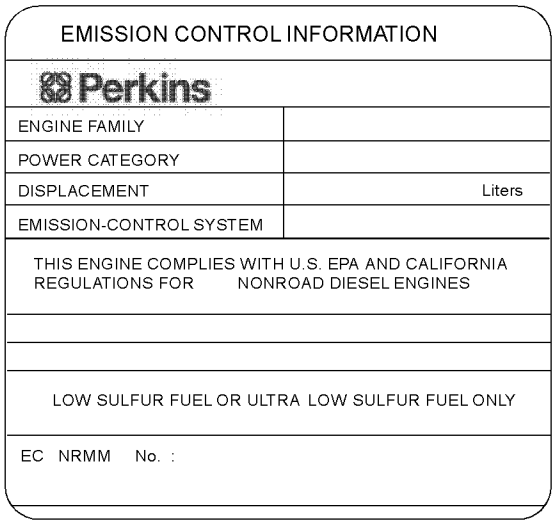

Illustration 27 g01478138

Typical example

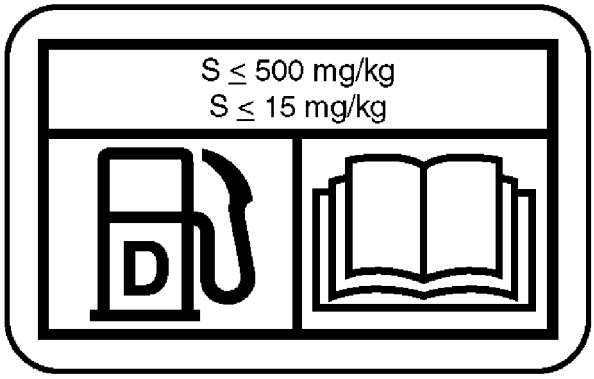

Illustration 28 g06038952

Typical example

Refer to illustration 28 . The equipment manufacturer must install the label to the equipment. This procedure is recommended by Perkins Small Engines Limited. The label must be attached to the equipment near the fuel inlet to comply with the EPA regulations. The equipment manufacturer may install another fuel label.

Operation Section

Lifting and Storage

i08066305

Engine Lifting

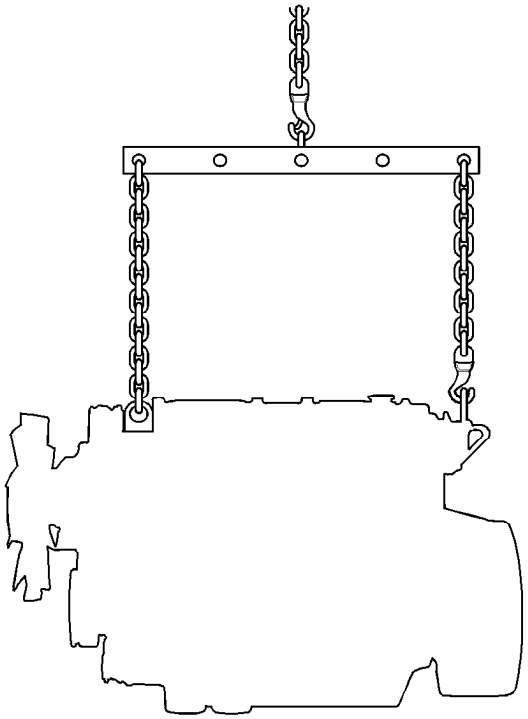

Illustration 29 g01097527

NOTICE
Never bend the eyebolts and the brackets. Only load the eyebolts and the brackets under tension. Remember that the capacity of an eyebolt is less as the angle between the supporting members and the object becomes less than 90 degrees.

When it is necessary to remove a component at an angle, only use a link bracket that is properly rated for the weight.

NOTICE
Always inspect lifting eyebolts and all other lifting equipment for damage before performing any lifting. Never bend the eyebolts and the brackets. Never perform product lifting if the components are damaged.

Use a hoist to remove heavy components. Use an adjustable lifting beam to lift the engine. All supporting members (chains and cables) should be parallel to each other. The chains and cables should be perpendicular to the top of the object that is being lifted.

Some removals require lifting the fixtures to obtain correct balance and safety.

To remove the engine ONLY, use the lifting eyes that are on the engine.

Lifting eyes are designed and installed for specific engine arrangements. Alterations to the lifting eyes and/or the engine make the lifting eyes and the lifting fixtures obsolete. If alterations are made, ensure that correct lifting devices are provided. Consult your Perkins dealer or your Perkins distributor for information regarding fixtures for correct engine lifting.

Engine index

Engine Only

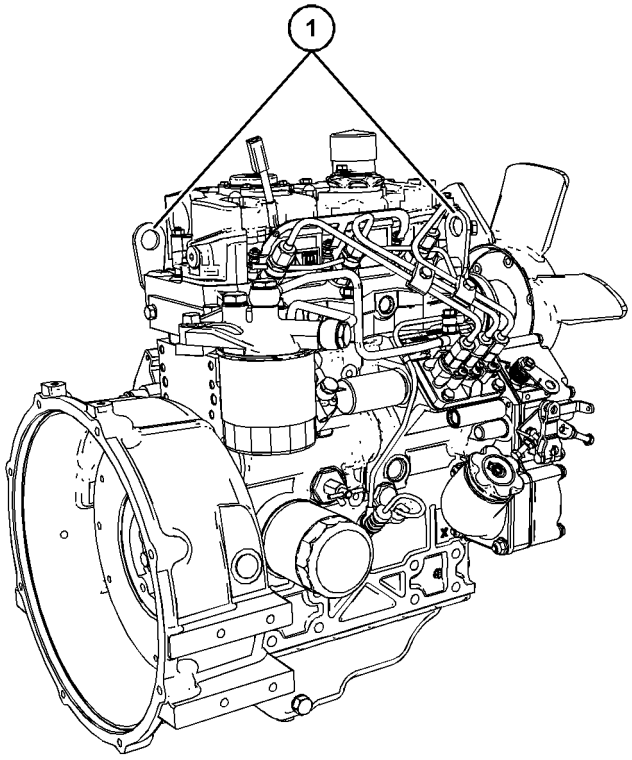

Illustration 30 g06531058

Typical example of Industrial Engine

(1) Front and rear lifting eyes

Engines with Factory Installed Radiators

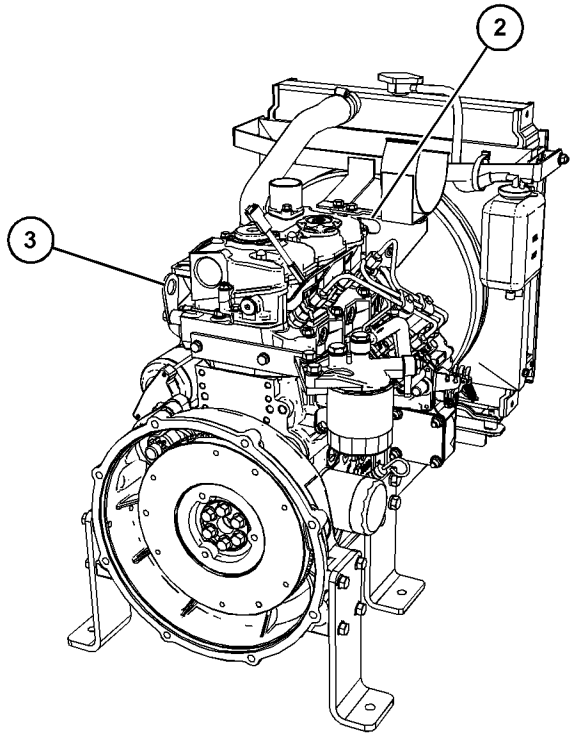

Illustration 31 g06531094

Typical example Industrial Open Power Unit (IOPU)

(2) Front lifting eye
(3) Rear lifting eye

i06791245

Engine Storage

Perkins are not responsible for damage which may occur when an engine is in storage after a period in service.

Your Perkins dealer or your Perkins distributor can help in preparing the engine for extended storage periods.

Condition for Storage

The engine must be stored in a water proof building. The building must be kept at a constant temperature. Engines that are filled with Perkins ELC will have coolant protection to an ambient temperature of −36° C (−32.8° F). The engine must not be subjected to extreme variations in temperature and humidity.

Storage Period

An engine can be stored for up to 6 months provided all the recommendation are adhered to.

Storage Procedure

Keep a record of the procedure that has been completed on the engine.

Note: Do not store an engine that has biodiesel in the fuel system.

1. Ensure that the engine is clean and dry.

a. If the engine has been operated using biodiesel, the system must be drained and new filters installed. The fuel tank will require flushing.

b. Fill the fuel system with the correct specification of fuel. For more information on acceptable fuels refer to this Operation and Maintenance Manual, “Fluid recommendations”. Operate the engine for 15 minutes to remove all biodiesel from the system.

2. Drain any water from the primary filter water separator. Ensure that the fuel tank is full.

3. The engine oil will not need to be drained to store the engine. Provided the correct specification of engine oil is used the engine can be stored for up to 6 months. For the correct specification of engine oil refer to this Operation and Maintenance Manual, “Fluid recommendations”.

4. Remove the fan belt from the engine.

Sealed Coolant System

Ensure that the cooling system is filled with the correct specification of coolant. Refer to this Operation and Maintenance Manual, “Fluid recommendations”.

Open Cooling System

Ensure that all cooling drain plugs have been opened. Allow the coolant to drain. Install the drain plugs. Place a vapor phase inhibitor into the system. The coolant system must be sealed once the vapor phase inhibitor has been introduced. The effect of the vapor phase inhibitor will be lost if the cooling system is open to the atmosphere.

For maintenance procedures ref to this Operation and Maintenance Manual.

Monthly Checks

The crankshaft must be rotated to change the spring loading on the valve train. Rotate the crankshaft more than 180 degrees. Visibly check for damage or corrosion to the engine.

Ensure that the engine is covered completely before storage. Log the procedure in the record for the engine.

Gauges and Indicators

i02216960

Gauges and Indicators

Your engine may not have the same gauges or all of the gauges that are described. For more information about the gauge package, see the OEM information.

Gauges provide indications of engine performance. Ensure that the gauges are in good working order. Determine the normal operating range by observing the gauges over a period of time.

Noticeable changes in gauge readings indicate potential gauge or engine problems. Problems may also be indicated by gauge readings that change even if the readings are within specifications. Determine and correct the cause of any significant change in the readings. Consult your Perkins dealer or your Perkins distributor for assistance.

NOTICE
If no oil pressure is indicated, STOP the engine. If maximum coolant temperature is exceeded, STOP the engine. Engine damage can result.

Engine Oil Pressure – The oil pressure should be greatest after a cold engine is started. The typical engine oil pressure with SAE10W30 is 207 to 413 kPa (30 to 60 psi) at rated rpm.

A lower oil pressure is normal at low idle. If the load is stable and the gauge reading changes, perform the following procedure:

1. Remove the load.

2. Reduce engine speed to low idle.

3. Check and maintain the oil level.

Jacket Water Coolant Temperature – Typical temperature range is 71 to 96°C (160 to 205°F). The maximum allowable temperature with the pressurized cooling system at 90 kPa (13 psi) is 110°C (230°F). Higher temperatures may occur under certain conditions. The water temperature reading may vary according to load. The reading should never exceed the boiling point for the pressurized system that is being used.

If the engine is operating above the normal range and steam becomes apparent, perform the following procedure:

1. Reduce the load and the engine rpm.

2. Inspect the cooling system for leaks.

3. Determine if the engine must be shut down immediately or if the engine can be cooled by reducing the load.

Tachometer – This gauge indicates engine speed (rpm). When the throttle control lever is moved to the full throttle position without load, the engine is running at high idle. The engine is running at the full load rpm when the throttle control lever is at the full throttle position with maximum rated load.

NOTICE
To help prevent engine damage, never exceed the high idle rpm. Overspeeding can result in serious damage to the engine. The engine can be operated at high idle without damage, but should never be allowed to exceed high idle rpm.

Ammeter – This gauge indicates the amount of charge or discharge in the battery charging circuit. Operation of the indicator should be to the right side of “0” (zero).

Fuel Level – This gauge indicates the fuel level in the fuel tank. The fuel level gauge operates when the “START/STOP” switch is in the “ON” position.

Service Hour Meter – The gauge indicates operating time of the engine.

Features and Controls

i02593769

Fuel Shutoff

The fuel shutoff solenoid is located on the fuel injection pump. When the fuel shutoff solenoid is activated, the solenoid moves the fuel rack to the “OFF” position.

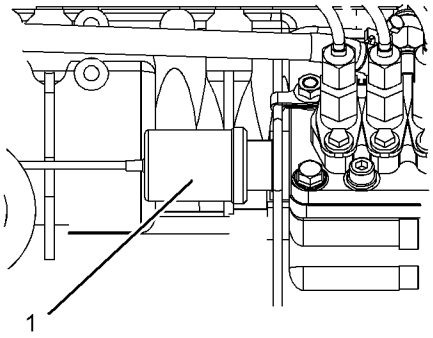

Illustration 32 g01305771

(1) Fuel shutoff solenoid

If an electronically controlled governor has been installed the governor operates the fuel rack in order to stop the engine.

Engine Starting

i02194223

Before Starting Engine

Before the engine is started, perform the required daily maintenance and any other periodic maintenance that is due. Refer to the Operation and Maintenance Manual, “Maintenance Interval Schedule” for more information.

- For the maximum service life of the engine, make a thorough inspection within the engine compartment before the engine is started. Look for the following items: oil leaks, coolant leaks, loose bolts and excessive dirt and/or grease. Remove any excess dirt and/or grease buildup. Repair any faults that were identified during the inspection.
- Inspect the cooling system hoses for cracks and for loose clamps.
- Inspect the alternator and accessory drive belts for cracks, breaks, and other damage.
- Inspect the wiring for loose connections and for worn wires or frayed wires.
- Check the fuel supply. Drain water from the water separator (if equipped). Open the fuel supply valve (if equipped).

NOTICE
All valves in the fuel return line must be open before and during engine operation to help prevent high fuel pressure. High fuel pressure may cause filter housing failure or other damage.

If the engine has not been started for several weeks, fuel may have drained from the fuel system. Air may have entered the filter housing. Also, when fuel filters have been changed, some air pockets will be trapped in the engine. In these instances, prime the fuel system. Refer to the Operation and Maintenance Manual, “Fuel System - Prime” for more information on priming the fuel system.

⚠ WARNING

Engine exhaust contains products of combustion which may be harmful to your health. Always start and operate the engine in a well ventilated area and, if in an enclosed area, vent the exhaust to the outside.

- Do not start the engine or move any of the controls if there is a “DO NOT OPERATE” warning tag or similar warning tag attached to the start switch or to the controls.
- Ensure that the areas around the rotating parts are clear.
- All of the guards must be put in place. Check for damaged guards or for missing guards. Repair any damaged guards. Replace damaged guards and/or missing guards.
- Disconnect any battery chargers that are not protected against the high current drain that is created when the electric starting motor is engaged. Check electrical cables and check the battery for poor connections and for corrosion.
- Reset all of the shutoffs or alarm components (if equipped).
- Check the engine lubrication oil level. Maintain the oil level between the “ADD” mark and the “FULL” mark on the engine oil level gauge.
- Check the coolant level. Observe the coolant level in the header tank (if equipped). Maintain the coolant level to the “FULL” mark on the header tank.
- If the engine is not equipped with a header tank maintain the coolant level within 13 mm (0.5 inch) of the bottom of the filler pipe. If the engine is equipped with a sight glass, maintain the coolant level in the sight glass.
- Observe the air cleaner service indicator (if equipped). Service the air cleaner when the yellow diaphragm enters the red zone, or when the red piston locks in the visible position.
- Ensure that any equipment that is driven by the engine has been disengaged from the engine. Minimize electrical loads or remove any electrical loads.

i04053911

Before Starting Engine

Perform the required daily maintenance and other periodic maintenance before the engine is started. Inspect the engine compartment. This inspection can help prevent major repairs at a later date. Refer to the Operation and Maintenance Manual, “Maintenance Interval Schedule” for more information.

- Ensure that the engine has an adequate fuel supply.
- Open the fuel supply valve (if equipped).

If the engine has not been started for several weeks, fuel may have drained from the fuel system. Air may have entered the filter housing. Also, when fuel filters have been changed, some air pockets will be trapped in the engine. In these instances, prime the fuel system. Refer to the Operation and Maintenance Manual, “Fuel System - Prime” for more information on priming the fuel system. Also, check that the fuel specification is correct and that the fuel condition is correct. Refer to the Operation and Maintenance Manual, “Fuel Recommendations”.

⚠ WARNING

Engine exhaust contains products of combustion which may be harmful to your health. Always start and operate the engine in a well ventilated area and, if in an enclosed area, vent the exhaust to the outside.

- Do not start the engine or move any of the controls if there is a “DO NOT OPERATE” warning tag or similar warning tag attached to the start switch or to the controls.
- Reset all of the shutoffs or alarm components.
- Ensure that any driven equipment has been disengaged. Minimize electrical loads or remove any electrical loads.

i06595330

Starting the Engine

⚠ WARNING

Do not use aerosol types of starting aids such as ether. Such use could result in an explosion and personal injury.

Refer to the OEM manual for your type of controls. Use the following procedure to start the engine.

1. Move the throttle lever to the low idle position before you start the engine.

NOTICE
Do not operate the glow plugs for more than 60 seconds at one time. Damage to the glow plugs could occur.

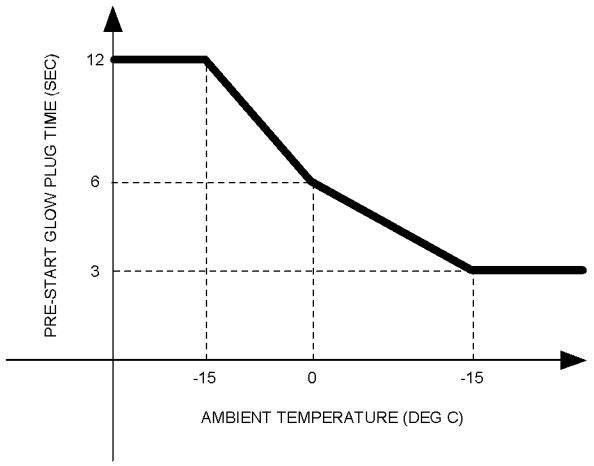

Illustration 33 g06038854

2. Turn the engine start switch to the HEAT position. Hold the engine start switch in the HEAT position for time shown in illustration 33 . This action will activate the glow plugs and aid in the starting of the engine.

NOTICE
Do not crank the engine for more than 30 seconds. Allow the electric starting motor to cool for two minutes before cranking the engine again.

3. When the glow plug indicator light is illuminated, turn the engine start switch to the START position and crank the engine.

4. When the engine starts, release the engine start switch.

5. Slowly move the throttle lever to the low idle position and allow the engine to idle. Refer to the Operation and Maintenance Manual, “After Starting Engine” topic.

Note: If the glow plug indicator light flashes rapidly for 2 to 3 seconds or fails to illuminate, a malfunction exists in the cold start system. Do not use ether or other starting fluids to start the engine.

6. If the engine does not start, release the engine start switch and allow the electric starting motor to cool. Then, repeat steps 2 through step 5.

7. Turn the engine start switch to the OFF position to stop the engine.

i02177935

Starting with Jump Start Cables

⚠ WARNING

Improper jump start cable connections can cause an explosion resulting in personal injury.

Prevent sparks near the batteries. Sparks could cause vapors to explode. Do not allow jump start cable ends to contact each other or the engine.

Note: If it is possible, first diagnose the reason for the starting failure. Make any necessary repairs. If the engine will not start only due to the condition of the battery, either charge the battery, or start the engine with jump start cables. The condition of the battery can be rechecked after the engine has been switched OFF.

NOTICE
Using a battery source with the same voltage as the electric starting motor. Use ONLY equal voltage for jump starting. The use of higher voltage will damage the electrical system.

Do not reverse the battery cables. The alternator can be damaged. Attach ground cable last and remove first.

When using an external electrical source to start the engine, turn the generator set control switch to the “OFF” position. Turn all electrical accessories OFF before attaching the jump start cables.

Ensure that the main power switch is in the OFF position before attaching the jump start cables to the engine being started.

1. Turn the start switch to the OFF position. Turn off all the engine's accessories.
2. Connect one positive end of the jump start cable to the positive cable terminal of the discharged battery. Connect the other positive end of the jump start cable to the positive cable terminal of the electrical source.
3. Connect one negative end of the jump start cable to the negative cable terminal of the electrical source. Connect the other negative end of the jump start cable to the engine block or to the chassis ground. This procedure helps to prevent potential sparks from igniting the combustible gases that are produced by some batteries.
4. Start the engine.
5. Immediately after the stalled engine is started, disconnect the jump start cables in reverse order.

After jump starting, the alternator may not be able to fully recharge batteries that are severely discharged. The batteries must be replaced or charged to the correct voltage with a battery charger after the engine is stopped. Many batteries which are considered unusable are still rechargeable. Refer to Operation and Maintenance Manual, “Battery - Replace” and Testing and Adjusting Manual, “Battery - Test”.

i06791278

After Starting Engine

Note: In temperatures from 0°C to 60°C (32°F to 140°F), the warm-up time is approximately 3 minutes. In temperatures below 0°C (32°F), extra warm-up time may be required.

When the engine idles during warm-up, observe the following conditions:

- Check for any fluid or for any air leaks at idle rpm and at one-half full rpm (no load on the engine) before operating the engine under load. This action may not be possible in some applications.
- Operate the engine at low idle until all systems achieve operating temperatures. Check all gauges during the warm-up period.

Constant speed engines should be allowed to operate at low idle for 3 minutes before used at operational speed. If the low idle option is not available, then operate the engine at operational speed with no load for 2 minutes.

Note: Gauge readings should be observed and the data should be recorded frequently while the engine is operating. Comparing the data over time will help to determine normal readings for each gauge. Comparing data over time will also help detect abnormal operating developments. Significant changes in the readings should be investigated.

Engine Operation

i06015869

Engine Operation

Proper operation and maintenance are key factors in obtaining the maximum life and economy of the engine. If the directions in the Operation and Maintenance Manual are followed, costs can be minimized and engine service life can be maximized.

The engine can be operated at the rated rpm after the engine reaches operating temperature. The engine will reach normal operating temperature sooner during a low engine speed (rpm) and during a low-power demand. This procedure is more effective than idling the engine at no load. The engine should reach operating temperature in a few minutes.

Gauge readings should be observed and the data should be recorded frequently while the engine is operating. Comparing the data over time will help to determine normal readings for each gauge. Comparing data over time will also help detect abnormal operating developments. Significant changes in the readings should be investigated.

i02330149

Fuel Conservation Practices

The efficiency of the engine can affect the fuel economy. Perkins design and technology in manufacturing provides maximum fuel efficiency in all applications. Follow the recommended procedures in order to attain optimum performance for the life of the engine.

- Avoid spilling fuel.

Fuel expands when the fuel is warmed up. The fuel may overflow from the fuel tank. Inspect fuel lines for leaks. Repair the fuel lines, as needed.

- Be aware of the properties of the different fuels. Use only the recommended fuels.
- Avoid unnecessary idling.

Shut off the engine rather than idle for long periods of time.

- Observe the air cleaner service indicator frequently. Keep the air cleaner elements clean.
- Maintain the electrical systems.

One damaged battery cell will overwork the alternator. This will consume excess power and excess fuel.

- Ensure that the drive belts are correctly adjusted. The drive belts should be in good condition.
- Ensure that all of the connections of the hoses are tight. The connections should not leak.
- Ensure that the driven equipment is in good working order.
- Cold engines consume excess fuel. Utilize heat from the jacket water system and the exhaust system, when possible. Keep cooling system components clean and keep cooling system components in good repair. Never operate the engine without water temperature regulators. All of these items will help maintain operating temperatures.

Engine Stopping

i06832774

Stopping the Engine

NOTICE
Stopping the engine immediately after it has been working under load, can result in overheating and accelerated wear of the engine components.

Avoid accelerating the engine prior to shutting it down.

Avoiding hot engine shutdowns will maximize turbocharger shaft and bearing life.

Note: Individual applications will have different control systems. Ensure that the shutoff procedures are understood. Use the following general guidelines to stop the engine.

1. Remove the load from the engine. Reduce the engine speed (rpm) to low idle. Allow the engine to idle for 5 minutes to cool the engine.

2. Stop the engine after the cool down period according to the shutoff system on the engine. Turn the ignition key switch to the OFF position. If necessary, refer to the instructions that are provided by the OEM.

NOTICE
Before any service or repairs are performed, ensure that the power supply to the engine is disconnected.

i07764840

Emergency Stopping

NOTICE
Emergency shutoff controls are for EMERGENCY use ONLY. DO NOT use emergency shutoff devices or controls for normal stopping procedure.

The Original Equipment Manufacturer (OEM) may have equipped the application with an emergency stop button. For more information about the emergency stop button, refer to the OEM information.

Ensure that any components for the external system that support the engine operation are secured after the engine is stopped.

i03756631

After Stopping Engine

Note: Before you check the engine oil, do not operate the engine for at least 10 minutes in order to allow the engine oil to return to the oil pan.

- Check the crankcase oil level. Maintain the oil level between the “MIN” mark and the “MAX” mark on the engine oil level gauge.
- If necessary, perform minor adjustments. Repair any leaks and tighten any loose bolts.
- If the engine is equipped with a service hour meter, note the reading. Perform the maintenance that is in the Operation and Maintenance Manual, “Maintenance Interval Schedule”.
- Fill the fuel tank in order to help prevent accumulation of moisture in the fuel. Do not overfill the fuel tank.

NOTICE
Only use antifreeze/coolant mixtures recommended in the Refill Capacities and Recommendations topic that is in this Operation and Maintenance Manual. Failure to do so can cause engine damage.

- Allow the engine to cool. Check the coolant level.
- If freezing temperatures are expected, check the coolant for correct antifreeze protection. The cooling system must be protected against freezing to the lowest expected outside temperature. Add the correct coolant/water mixture, if necessary.
- Perform all required periodic maintenance on all driven equipment. This maintenance is outlined in the instructions from the OEM.

Cold Weather Operation

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Cold Weather Operation

Perkins Diesel Engines can operate effectively in cold weather. During cold weather, the starting and the operation of the diesel engine is dependent on the following items:

- The type of fuel that is used
- The viscosity of the engine oil
- The operation of the glow plugs
- Optional Cold starting aid
- Battery condition
- Ambient air temperature and altitude
- Parasitic load of the application
- Application hydraulic and transmission oil viscosities

This section will cover the following information:

- Potential problems that are caused by cold-weather operation
- Suggest steps which can be taken in order to minimize starting problems and operating problems when the ambient air temperature is between 0° to−40 °C (32° to 40 °F).

The operation and maintenance of an engine in freezing temperatures is complex . This complexity is because of the following conditions:

- Weather conditions
- Engine applications

Recommendations from your Perkins dealer or your Perkins distributor are based on past proven practices. The information that is contained in this section provides guidelines for cold-weather operation.

Hints for Cold Weather Operation

- If the engine will start, operate the engine until a minimum operating temperature of 81 °C (177.8 °F) is achieved. Achieving operating temperature will help prevent the intake valves and exhaust valves from sticking.
- The cooling system and the lubrication system for the engine do not lose heat immediately upon shutdown. This means that an engine can be shut down for a period of time, and the engine can still be ability to start readily.
- Install the correct specification of engine lubricant before the beginning of cold weather.
- Check all rubber parts (hoses, fan drive belts.) weekly.
- Check all electrical wiring and connections for any fraying or damaged insulation.
- Keep all batteries fully charged and warm.
- Fill the fuel tank at the end of each shift.
- Check the air cleaners and the air intake daily. Check the air intake more often when you operate in snow.
- Ensure that the glow plugs are in working order. Refer to Testing and Adjusting Manual, “Glow Plug - Test”.

⚠ WARNING

Personal injury or property damage can result from alcohol or starting fluids.

Alcohol or starting fluids are highly flammable and toxic and if improperly stored could result in injury or property damage.

⚠ WARNING

Do not use aerosol types of starting aids such as ether. Such use could result in an explosion and personal injury.

- For jump starting with cables in cold weather, refer to the Operation and Maintenance Manual, “Starting with Jump Start Cables.” for instructions.

Viscosity of the Engine Lubrication Oil

Correct engine oil viscosity is essential. Oil viscosity affects the amount of torque that is needed to crank the engine. Refer to this Operation and Maintenance Manual, “Fluid Recommendations” for the recommended viscosity of oil.

Recommendations for the Coolant

Provide cooling system protection for the lowest expected outside temperature. Refer to this Operation and Maintenance Manual, “Fluid Recommendations” for the recommended coolant mixture.

In cold weather, check the coolant often for the correct glycol concentration in order to ensure adequate freeze protection.

Engine Block Heaters

Engine block heaters (if equipped) heat the engine jacket water that surrounds the combustion chambers. This heat provides the following functions:

- Startability is improved.
- Warm up time is reduced.

An electric block heater can be activated once the engine is stopped. An effective block heater is typically a 1250/1500 W unit. Consult your Perkins dealer or your Perkins distributor for more information.

Idling the Engine

When idling after the engine is started in cold weather, increase the engine rpm from 1000 to 1200 rpm. This increase in RPM will warm up the engine more quickly. Maintaining an elevated low idle speed for extended periods will be easier with the installation of a hand throttle. The engine should not be “raced” in order to speed up the warm-up process.

While the engine is idling, the application of a light load (parasitic load) will assist in achieving the minimum operating temperature. The minimum operating temperature is 82 °C (179.6 °F).

Recommendations for Coolant Warm Up

Warm up an engine that has cooled below normal operating temperatures due to inactivity. The warm-up should be performed before the engine is returned to full operation. During operation in very cold temperature conditions, damage to engine valve mechanisms can result from engine operation for short intervals. This action can happen if the engine is started and the engine is stopped many times without being operated in order to warm up completely.

When the engine is operated below normal operating temperatures, fuel and oil are not completely burned in the combustion chamber. This fuel and oil causes soft carbon deposits to form on the valve stems. Generally, the deposits do not cause problems and the deposits are burned off during operation at normal engine operating temperatures.

When the engine is started and the engine is stopped many times without being operated in order to warm up completely, the carbon deposits become thicker. This action can cause the following problems:

- Free operation of the valves is prevented.
- Valves become stuck.
- Pushrods may become bent.
- Other damage to valve train components can result.

For this reason, when the engine is started, the engine must be operated until the coolant temperature is 71 °C (160 °F) minimum. Carbon deposits on the valve stems will be kept at a minimum. The free operation of the valves and the valve components will be maintained.

In addition, the engine must be thoroughly warmed in order to keep other engine parts in better condition and the service life of the engine will be generally extended. Lubrication will be improved. There will be less acid and less sludge in the oil. This lubrication will provide longer service life for the engine bearings, the piston rings, and other parts. However, limit unnecessary idle time to 10 minutes in order to reduce wear and unnecessary fuel consumption.

The Water Temperature Regulator and Insulated Heater Lines

The engine is equipped with a water temperature regulator. When the engine coolant is below the correct operating temperature, jacket water circulates through the engine cylinder block and into the engine cylinder head. The coolant then returns to the cylinder block via an internal passage that bypasses the valve of the coolant temperature regulator. This system ensures that coolant flows around the engine under cold operating conditions. The water temperature regulator begins to open when the engine jacket water has reached the correct minimum operating temperature. As the jacket water coolant temperature rises above the minimum operating temperature the water temperature regulator opens further allowing more coolant through the radiator to dissipate excess heat.

The progressive opening of the water temperature regulator operates the progressive closing of the bypass passage between the cylinder block and head. This system ensures maximum coolant flow to the radiator in order to achieve maximum heat dissipation.

Note: Perkins discourages the use of all air flow restriction devices such as radiator shutters. Restriction of the air flow can result in the following: high exhaust temperatures, power loss, excessive fan usage and reduction in fuel economy.

A cab heater is beneficial in very cold weather. The feed from the engine and the return lines from the cab should be insulated in order to reduce heat loss to the outside air.

Insulating the Air Inlet and Engine Compartment

When temperatures below −18 °C (−0 °F) will be frequently encountered, an air cleaner inlet that is located in the engine compartment may be specified. An air cleaner that is located in the engine compartment may also minimize the entry of snow into the air cleaner. Also, heat that is rejected by the engine helps to warm the intake air.

Additional heat can be retained around the engine by insulating the engine compartment.

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Fuel and the Effect from Cold Weather

Note: Only use grades of fuel that are recommended by Perkins. Refer to this Operation and Maintenance Manual, “Fluid Recommendations”.

Properties of the diesel fuel can have a significant effect on the engine cold start capability. Critical to the low temperature properties of diesel fuel is the acceptability for the minimum ambient temperature the engine is expected to see in operation. Following properties are used to define fuels low temperature capability:

- Cloud point
- Pour point
- Cold Filter Plugging Point (CFPP)

The cloud point of the fuel is the temperature at which waxes naturally found in diesel fuel begins to form crystals. The cloud point of the fuel must be below lowest ambient temperature to prevent filters from plugging.

CFPP is a temperature at which a particular fuel will pass through a standardized filtration device. The CFPP gives an estimate of the lower operability temperature of fuel.

Pour point is the last temperature before the fuel flow stops and waxing of the fuel will start.

Be aware of these properties when diesel fuel is purchased. Consider the average ambient air temperature for the engines application. Engines that are fueled in one climate may not operate well if the engines are shipped to colder climate. Problems can result due to changes in temperature.

Before troubleshooting for low power or for poor performance in the winter, check the fuel for waxing.

The following components can provide a means of minimizing fuel waxing problems in cold weather:

- Fuel heaters, which may be an OEM option
- Fuel line insulation, which may be an OEM option

Winter and arctic grades of diesel fuel are available in the countries and territories with severe winters. For more information refer to the Operation and Maintenance Manual, “Cold Weather Operation”

Another important fuel property which can affect cold start and operation of diesel engine is cetane number. For more information refer to the Operation and Maintenance Manual, “Fluid Recommendations”.

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Fuel Related Components in Cold Weather

Fuel Tanks

Condensation can form in partially filled fuel tanks. Top off the fuel tanks after you operate the engine.

Fuel tanks should contain some provision for draining water and sediment from the bottom of the tanks. Some fuel tanks use supply pipes that allow water and sediment to settle below the end of the fuel supply pipe.

Some fuel tanks use supply lines that take fuel directly from the bottom of the tank. If the engine is equipped with this system, regular maintenance of the fuel system filter is important.

Drain the water and sediment from any fuel storage tank at the following intervals: weekly, oil changes and refueling of the fuel tank. This will help prevent water and/or sediment from being pumped from the fuel storage tank and into the engine fuel tank.

Fuel Filters

It is possible that a primary fuel filter is installed between the fuel tank and the engine fuel inlet. After you change the fuel filter, always prime the fuel system in order to remove air bubbles from the fuel system. Refer to the Operation and Maintenance Manual in the Maintenance Section for more information on priming the fuel system.

The micron rating and the location of a primary fuel filter is important in cold weather operation. The primary fuel filter and the fuel supply line are the most common components that are affected by cold fuel.

Fuel Heaters

Note: The OEM may equip the application with fuel heaters. If this is the case, disconnect an electric type of fuel heater in warm weather in order to prevent overheating of the fuel. If the type of fuel heater is a heat exchanger, the OEM should have included a bypass for warm weather. Ensure that the bypass is operational during warm weather in order to prevent overheating of the fuel.

For more information about fuel heaters (if equipped), refer to the OEM information.

Maintenance Section

Refill Capacities

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Refill Capacities

Lubrication System

The refill capacities for the engine crankcase reflect the approximate capacity of the crankcase or sump plus standard oil filters. Auxiliary oil filter systems will require more oil. Refer to the OEM specifications for the capacity of the auxiliary oil filter. Refer to the Operation and Maintenance Manual, “Maintenance Section” for more information on Lubricant Specifications.

402D-05 Engine

Table 11

402D-05 Engine Refill Capacities		
Compartment or System	**Minimum**	**Maximum**
Crankcase Oil Sump(1)	1.61 L (1.7 qt)	2.01 L (2.1 qt)
Total Lubrication System(2)		

(1) These values are the approximate capacities for the crankcase oil sump which includes the standard factory installed oil filters. Engines with auxiliary oil filters will require more oil. Refer to the OEM specifications for the capacity of the auxiliary oil filter.
(2) The Total Lubrication System includes the capacity for the Crankcase Oil Sump plus the capacity of factory installed oil filters and other filters added to the lubrication system. Enter the value for the capacity of the Total Lubrication System in this row.

403D-07 Engine

Table 12

403D-07 Engine Refill Capacities		
Compartment or System	**Minimum**	**Maximum**
Crankcase Oil Sump(1)	2.35 L (2.5 qt)	3.05 L (3.2 qt)
Total Lubrication System(2)		

(1) These values are the approximate capacities for the crankcase oil sump which includes the standard factory installed oil filters. Engines with auxiliary oil filters will require more oil. Refer to the OEM specifications for the capacity of the auxiliary oil filter.

(continued)

Engine index

(Table 12, contd)

(2) The Total Lubrication System includes the capacity for the Crankcase Oil Sump plus the capacity of factory installed oil filters and other filters added to the lubrication system. Enter the value for the capacity of the Total Lubrication System in this row.

403D-11 Engine Oil Capacity

Table 13

403D-11 Engine Refill Capacities		
Compartment or System	**Minimum**	**Maximum**
Crankcase Oil Sump(1)	3.4 L (3.6 qt)	4.4 L (4.6494 qt)
Total Lubrication System(2)		

(1) These values are the approximate capacities for the crankcase oil sump which includes the standard factory installed oil filters. Engines with auxiliary oil filters will require more oil. Refer to the OEM specifications for the capacity of the auxiliary oil filter.
(2) The Total Lubrication System includes the capacity for the Crankcase Oil Sump plus the capacity of factory installed oil filters and other filters added to the lubrication system. Enter the value for the capacity of the Total Lubrication System in this row.

403D-15 and 403D-15T Engines

Table 14

403D-15 and 403D-15T Engines Refill Capacities		
Compartment or System	**Minimum**	**Maximum**
Crankcase Oil Sump(1)	4.5 L (4.8 qt)	6 L (6.3 qt)
Total Lubrication System(2)		

(1) These values are the approximate capacities for the crankcase oil sump which includes the standard factory installed oil filters. Engines with auxiliary oil filters will require more oil. Refer to the OEM specifications for the capacity of the auxiliary oil filter.
(2) The Total Lubrication System includes the capacity for the Crankcase Oil Sump plus the capacity of factory installed oil filters and other filters added to the lubrication system. Enter the value for the capacity of the Total Lubrication System in this row.

403D-17 Engine

Table 15

403D-17 Engine Refill Capacities		
Compartment or System	**Minimum**	**Maximum**
Crankcase Oil Sump(1)	4.5 L (4.8 qt)	6 L (6.3 qt)
Total Lubrication System(2)		

(continued)

(Table 15, contd)

(1) These values are the approximate capacities for the crankcase oil sump which includes the standard factory installed oil filters. Engines with auxiliary oil filters will require more oil. Refer to the OEM specifications for the capacity of the auxiliary oil filter.

(2) The Total Lubrication System includes the capacity for the Crankcase Oil Sump plus the capacity of factory installed oil filters and other filters added to the lubrication system. Enter the value for the capacity of the Total Lubrication System in this row.

404D-15 Engine

Table 16

404D-15 Engine Refill Capacities		
Compartment or System	**Minimum**	**Maximum**
Crankcase Oil Sump(1)	3.9 L (4.1211 qt)	5.6 L (5.9175 qt)
Total Lubrication System(2)		

(1) These values are the approximate capacities for the crankcase oil sump which includes the standard factory installed oil filters. Engines with auxiliary oil filters will require more oil. Refer to the OEM specifications for the capacity of the auxiliary oil filter.

(2) The Total Lubrication System includes the capacity for the Crankcase Oil Sump plus the capacity of factory installed oil filters and other filters added to the lubrication system. Enter the value for the capacity of the Total Lubrication System in this row.

404D-22, 404D-22T, and 404D-22TA Engines

Table 17

404D-22,404D-22T, and 404D-22TA Engines Refill Capacities		
Compartment or System	**Minimum**	**Maximum**
Crankcase Oil Sump(1)	8.9 L (9.4 qt)	10.6 L (11.2 qt)
Total Lubrication System(2)		

(1) More than one style of sump may be used on these engines. Use these values to estimate the refill capacity. Use the engine oil level gauge to fill the engine to the correct oil level. Record the result in this table. These values are the approximate capacities for the Crankcase Oil Sump which includes the standard factory installed oil filters. Engines with auxiliary oil filters will require more oil. Refer to the OEM specifications for the capacity of the auxiliary oil filter.

(continued)

(Table 17, contd)

(2) The Total Lubrication System includes the capacity for the Crankcase Oil Sump plus the capacity of factory installed oil filters and other filters added to the lubrication system. Enter the value for the capacity of the Total Lubrication System in this row.

Cooling System

To maintain the cooling system, the Total Cooling System capacity must be known. The approximate capacity is for the engine cooling system. External System capacities will vary among applications. Refer to the OEM specifications for the External System capacity. This capacity information will be needed to determine the amount of coolant that is required for the Total Cooling System.

402D-05 Engine

Table 18

402D-05 Engine Refill Capacities		
Compartment or System	**Liters**	**Quarts**
Engine Only	1.1	1.2
External System Per OEM(1)		
Total Cooling System(2)		

(1) The External System includes a radiator or an expansion tank with the following components: heat exchanger and piping. Refer to the OEM specifications. Enter the value for the capacity of the External System in this row.

(2) The Total Cooling System capacity includes the capacity of the Engine plus the External System. Enter the value for the capacity of the Total Cooling System in this row.

403D-07 Engine

Table 19

403D-07 Engine Refill Capacities		
Compartment or System	**Liters**	**Quarts**
Engine Only	1.2	1.3
External System Per OEM(1)		
Total Cooling System(2)		

(1) The External System includes a radiator or an expansion tank with the following components: heat exchanger and piping. Refer to the OEM specifications. Enter the value for the capacity of the External System in this row.

(2) The Total Cooling System capacity includes the capacity of the Engine plus the External System. Enter the value for the capacity of the Total Cooling System in this row.

403D-11 Engine

Table 20

403D-11 Engine Refill Capacities		
Compartment or System	**Liters**	**Quarts**
Engine Only	1.9	2.0
External System Per OEM(1)		
Total Cooling System(2)		

(1) The External System includes a radiator or an expansion tank with the following components: heat exchanger and piping. Refer to the OEM specifications. Enter the value for the capacity of the External System in this row.
(2) The Total Cooling System capacity includes the capacity of the Engine plus the External System. Enter the value for the capacity of the Total Cooling System in this row.

403D-15 and 403D-15T Engines

Table 21

403D-15 and 403D-15TEngines Refill Capacities		
Compartment or System	**Liters**	**Quarts**
Engine Only	2.6	2.7
External System Per OEM(1)		
Total Cooling System(2)		

(1) The External System includes a radiator or an expansion tank with the following components: heat exchanger and piping. Refer to the OEM specifications. Enter the value for the capacity of the External System in this row.
(2) The Total Cooling System capacity includes the capacity of the Engine plus the External System. Enter the value for the capacity of the Total Cooling System in this row.

404D-15 Engine

Table 22

404D-15 Engine Refill Capacities		
Compartment or System	**Liters**	**Quarts**
Engine Only	2.4	2.5
External System Per OEM(1)		
Total Cooling System(2)		

(1) The External System includes a radiator or an expansion tank with the following components: heat exchanger and piping. Refer to the OEM specifications. Enter the value for the capacity of the External System in this row.
(2) The Total Cooling System capacity includes the capacity of the Engine plus the External System. Enter the value for the capacity of the Total Cooling System in this row.

404D-22, 404D-22T, and 404D-22TA Engines

Table 23

404D-22,404D-22T, and 404D-22TA Engines Refill Capacities		
Compartment or System	**Liters**	**Quarts**
Engine Only	3.6	3.8
External System Per OEM(1)		
Total Cooling System(2)		

(1) The External System includes a radiator or an expansion tank with the following components: heat exchanger and piping. Refer to the OEM specifications. Enter the value for the capacity of the External System in this row.
(2) The Total Cooling System capacity includes the capacity for the Engine plus the External System. Enter the value for the capacity of the Total Cooling System in this row.

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Fluid Recommendations
(Fuel Specification)

- **Glossary**
- ISO International Standards Organization
- ASTM American Society for Testing and Materials
- HFRR High Frequency Reciprocating Rig for Lubricity testing of diesel fuels
- FAME Fatty Acid Methyl Esters
- CFR Co-ordinating Fuel Research
- LSD Low Sulfur Diesel
- ULSD Ultra Low Sulfur Diesel
- RME Rape Methyl Ester
- SME Soy Methyl Ester
- EPA Environmental Protection Agency of the United States

General Information

NOTICE
Every attempt is made to provide accurate, up to date information. By use of this document you agree that Perkins Engines Company Limited is not responsible for errors or omissions.

NOTICE
These recommendations are subject to change without notice. Contact your local Perkins distributor for the most up to date recommendations.

Diesel Fuel Requirements

Satisfactory engine performance is dependent on the use of a good quality fuel. The use of a good quality fuel will give the following results: long engine life and acceptable exhaust emissions levels. The fuel must meet the minimum requirements that are stated in tables 24 , 25 and 26 .

NOTICE
The footnotes are a key part of the Perkins Specification for Distillate Diesel Fuel Table. Read ALL of the footnotes.

Table 24

Perkins Specification for Distillate Diesel Fuel (1)				
Property	**UNITS**	**Requirements**	**“ASTM”Test**	**“ISO”Test**
Aromatics	%Volume	35% maximum	D1319	“ISO”3837
Ash	%Weight	0.02% maximum	D482	“ISO”6245
Carbon Residue on 10% Bottoms	%Weight	0.35% maximum	D524	“ISO”4262
Cetane Number (2)	-	40 minimum	D613/D6890	“ISO”5165
Cloud Point	°C	The cloud point must not exceed the lowest expected ambient temperature.	D2500	“ISO”3015
Copper Strip Corrosion	-	No. 3 maximum	D130	“ISO”2160
Density at 15 °C (59 °F) (3)	Kg / M ^{3}	801 minimum and 876 maximum	No equivalent test	“ISO 3675 ”“ISO 12185”
Distillation	°C	10% at 282 °C (539.6 °F) maximum 90% at 360 °C (680 °F) maximum	D86	“ISO”3405
Flash Point	°C	legal limit	D93	“ISO”2719
Thermal Stability	-	Minimum of 80% reflectance after aging for 180 minutes at 150 °C (302 °F)	D6468	No equivalent test
Pour Point	°C	6 °C (42.8 °F) minimum below ambient temperature	D97	“ISO”3016
Sulfur (1) (4)	%mass	The level of sulfur that is in the fuel is controlled by emissions regulations. Refer to Tables 25 and 26 for more information.	D5453/D26222	“ISO 20846 ”“ISO 20884”

(continued)

(Table 24, contd)

Kinematic Viscosity (5)	“MM”2“/S (cSt)”	The viscosity of the fuel that is delivered to the fuel injection pump. “1.4 minimum/ 4.5 maximum”	D445	“ISO”3405
Water and sediment	% weight	0.1% maximum	D1796	“ISO”3734
Water	% weight	0.1% maximum	D1744	No equivalent test
Sediment	% weight	0.05% maximum	D473	“ISO”3735
Gums and Resins (6)	mg/100mL	10 mg per 100 mL maximum	D381	“ISO”6246
Lubricity corrected wear scar diameter at 60 °C (140 °F). (7)	mm	0.46 maximum	D6079	“ISO”12156-1

(1) This specification includes the requirements for Ultra Low Sulfur Diesel (ULSD). ULSD fuel will have ≤ 15 ppm (0.0015%) sulfur. Refer to “ASTM D5453”, “ASTM D2622”, or “ISO 20846, ISO 20884” test methods. This specification includes the requirements for Low Sulfur Diesel (LSD). LSD fuel will have ≤500 ppm (0.05%) sulfur. Refer to following:“ASTM 5453, ASTM D2622”, “ISO 20846” and “ISO 20884 test methods”. Refer to Tables 25 and 26 .

(2) A fuel with a higher cetane number is recommended in order to operate at a higher altitude or in cold weather.

(3) “Via standards tables, the equivalent API gravity for the minimum density of 801 kg / m^3 (kilograms per cubic meter) is 45 and for the maximum density of 876 kg / m^3 is 30”.

(4) Regional regulations, national regulations or international regulations can require a fuel with a specific sulfur limit. Consult all applicable regulations before selecting a fuel for a given engine application. Perkins fuel systems and engine components can operate on high sulfur fuels in territories that are non-emissions regulated. Fuel sulfur levels affect exhaust emissions. High sulfur fuels also increase the potential for corrosion of internal components. Fuel sulfur levels above 0.5% may significantly shorten the oil change interval. For additional information, refer to this manual, “Fluid recommendations (General lubricant Information)”.

(5) The values of the fuel viscosity are the values as the fuel is delivered to the fuel injection pumps. Fuel should also meet the minimum viscosity requirement and the fuel should meet the maximum viscosity requirements at 40 °C (104 °F) of either the “ASTM D445” test method or the “ISO 3104” test method. If a fuel with a low viscosity is used, cooling of the fuel may be required to maintain 1.4 cSt or greater viscosity at the fuel injection pump. Fuels with a high viscosity might require fuel heaters in order to lower the viscosity to 4.5 cSt at the fuel injection pump.

(6) Follow the test conditions and procedures for gasoline (motor).

(7) The lubricity of a fuel is a concern with low sulfur and ultra low sulfur fuel. To determine the lubricity of the fuel, use the “ISO 12156-1 or ASTM D6079 High Frequency Reciprocating Rig (HFRR)” test. If the lubricity of a fuel does not meet the minimum requirements, consult your fuel supplier. Do not treat the fuel without consulting the fuel supplier. Some additives are not compatible. These additives can cause problems in the fuel system.

NOTICE
Operating with fuels that do not meet the Perkins recommendations can cause the following effects: Starting difficulty, poor combustion, deposits in the fuel injectors, reduced service life of the fuel system, deposits in the combustion chamber and reduced service life of the engine.

Diesel Fuel Characteristics

Perkins Recommendation

Cetane Number

Fuel that has a high cetane number will give a shorter ignition delay. This will produce a better ignition quality. Cetane numbers are derived for fuels against proportions of cetane and heptamethylnonane in the standard CFR engine. Refer to “ISO 5165” for the test method.

Cetane numbers in excess of 45 are normally expected from current diesel fuel. However, a cetane number of 40 may be experienced in some territories. The United States of America is one of the territories that can have a low cetane value. A minimum cetane value of 40 is required during average starting conditions. A higher cetane value may be required for operations at high altitudes or in cold weather operations.

Fuel with a low cetane number can be the root cause of problems during cold start.

Viscosity

Viscosity is the property of a liquid of offering resistance to shear or flow. Viscosity decreases with increasing temperature. This decrease in viscosity follows a logarithmic relationship for normal fossil fuel. The common reference is to kinematic viscosity. This is the quotient of the dynamic viscosity that is divided by the density. The determination of kinematic viscosity is normally by readings from gravity flow viscometers at standard temperatures. Refer to “ISO 3104” for the test method.

The viscosity of the fuel is significant because fuel serves as a lubricant for the fuel system components. Fuel must have sufficient viscosity in order to lubricate the fuel system in both extremely cold temperatures and extremely hot temperatures. If the kinematic viscosity of the fuel is lower than 1.4 cSt at the fuel injection pump damage to the fuel injection pump can occur. This damage can be excessive scuffing and seizure. Low viscosity may lead to difficult hot restarting, stalling and loss of performance. High viscosity may result in seizure of the pump.

Perkins recommends kinematic viscosities of 1.4 and 4.5 mm2/sec that is delivered to the fuel injection pump.

Density

Density is the mass of the fuel per unit volume at a specific temperature. This parameter has a direct influence on engine performance and a direct influence on emissions. This determines the heat output from a given injected volume of fuel. This is generally quoted in the following kg/m at 15 °C (59 °F).

Perkins recommends a value of density of 841 kg/m in order to obtain the correct power output. Lighter fuels are acceptable but these fuels will not produce the rated power.

Sulfur

The level of sulfur is governed by emissions legislations. Regional regulation, national regulations or international regulations can require a fuel with a specific sulfur limit. The sulfur content of the fuel and the fuel quality must comply with all existing local regulations for emissions.

Tables 25 and 26 list the guidelines for the correct sulfur level for specific territories. Consult all applicable regulations before selecting the fuel for a given engine application.

Table 25

Territory	Fuel Requirements from 2007		
EPA	Low Sulfur (500 ppm) maximum		
EC	Sulfur/Power	Low sulfur (300 ppm) maximum for less than or equal to 19 kW	Sulphur (1000 ppm) maximum for greater than 19 kW
	Models	402D-05 and 403D-07	403D-11, 403D-15, 403D-15T, 403D-17, 404D-15. 404D-22, 404D-22T and 404D-22TA
Non-Regulated Territories	Sulfur limit of less than 4000 ppm		

Table 26

Territory	Fuel Requirements from 2010		
EPA	Ultra Low Sulfur (15 ppm) maximum		
EC	Sulfur/Power	Ultra Low sulphur (10 ppm) maximum for less than or equal to 37 kW	Low sulphur (300 ppm) maximum for greater than 37 kW
	Models	402D-05, 403D-07, 403D-11, 403D-15, 403D-15T, 403D-17, 404D-15	404D-22, 404D-22T and 404D-22TA
Non Regulated Territories	Sulfur limit of less than 4000 ppm		

By using the test methods “ASTM D5453, ASTM D2622, or ISO 20846 ISO 20884”, the content of sulfur in low sulfur diesel (LSD) fuel must be below 500 PPM 0.05%. By using the test methods “ASTM D5453, ASTM D2622, or ISO 20846 ISO 20884”, the content of sulfur in ultra low sulfur (ULSD) fuel must be below 15 PPM 0.0015%. The lubricity of these fuels must not exceed wear scar diameter of 0.46 mm (0.0181 inch). The fuel lubricity test must be performed on a HFRR, operated at 60 °C (140 °F). Refer to “ISO 12156-1 ”.

In some parts of the world and for some applications, high sulfur fuels above 0.5% by mass might only be available. Fuel with very high sulfur content can cause engine wear. High sulfur fuel will have a negative impact on emissions of particulates. High sulfur fuel can be used provided that the local emissions legislation will allow the use. High sulfur fuel can be used in countries that do not regulate emissions.

When only high sulfur fuels are available, it will be necessary that high alkaline lubricating oil is used in the engine or that the lubricating oil change interval is reduced. Refer to this Operation and Maintenance Manual, “Fliud Recommendations (Genernal Lubrication Information)” for information on sulfur in fuel.

Lubricity

This is the capability of the fuel to prevent pump wear. The fluid's lubricity describes the ability of the fluid to reduce the friction between surfaces that are under load. This ability reduces the damage that is caused by friction. Fuel injection systems rely on the lubricating properties of the fuel. Until fuel sulfur limits were mandated, the fuel's lubricity was generally believed to be a function of fuel viscosity.

The lubricity has particular significance to the current low viscosity fuel, low sulfur fuel and low aromatic fossil fuel. These fuels are made in order to meet stringent exhaust emissions. A test method for measuring the lubricity of diesel fuels has been developed and the test is based on the HFRR method that is operated at 60 °C (140 °F). Refer to “ISO 12156 part 1 and CEC document F06-A-96” for the test method.

Lubricity wear scar diameter of 0.46 mm (0.0181 inch) MUST NOT be exceeded. The fuel lubricity test must be performed on a HFRR, operated at 60 °C (140 °F). Refer to “ISO 12156-1 ”.

Fuel additives can enhance the lubricity of a fuel. Contact your fuel supplier for those circumstances when fuel additives are required. Your fuel supplier can make recommendations for additives to use and for the proper level of treatment. Refer to “Fuel Additive” for more information.

Distillation

This is an indication of the mixture of different hydrocarbons in the fuel. A high ratio of light weight hydrocarbons can affect the characteristics of combustion.

Classification of the Fuels

Diesel engines have the ability to burn a wide variety of fuels. These fuels are divided into four general groups: Ref to table 27

Table 27

Fuel Groups	Classification	
Group 1	Preferred fuels	Full life of the Product
Group 2	Permissible fuels	These fuels MAY cause reduced engine life and performance
Group 3	Aviation fuels	These fuels WILL cause reduced engine life and performance
Group 4	Biodiesel	

Group 1 Specifications (Preferred Fuels)

This group of fuel specifications is considered acceptable:

- EN590 DERV Grade A, B, C, E, F, Class, 0, 1, 2, 3 and 4
- “ASTM D975”, Grade 2D S15 and Grade 2D S500
- “JIS K2204 Grades 1,2,3 and Special Grade 3” This grade of fuel must meet the minimum lubricity requirements that are stated in table 24 .
- “BS2869 Class A2” Off-Highway Gas Oil Red Diesel

Note: BS2869 can only be used if the sulfur level meets the specifications that are listed in tables 25 and 26 . An analysis of a sample of fuel must be conducted in order to check the sulfur level.

Note: The use of LSD fuel and the use of ULSD fuel is acceptable provided that the fuels meet the minimum requirements that are stated in tables 24 , 25 and 26 . The lubricity of these fuels must not exceed wear scar diameter of 0.46 mm (0.0181 inch). The lubricity test must be performed on a HFRR, operated at 60 °C (140 °F). Refer to “ISO 12156-1 ”. By using the test methods “ASTM D5453, ASTM D2622, or ISO 20846 ISO 20884”, the content of sulfur in LSD fuel must be below 500 PPM 0.05%. By using the test methods “ASTM D5453, ASTM D2622, or ISO 20846 ISO 20884”, the content of sulfur in ULSD fuel must be below 15 PPM 0.0015%.

Group 2 Specifications (Permissible Fuels)

This group of fuel specifications is considered acceptable, but these fuels MAY reduce the engine life and performance.

- “ASTM D975”, Grade 1D S15 and Grade 1D S500
- “JP7 (MIL-T-38219)”
- “NATO F63”

Note: JP7 and NATO F63 can only be used if the sulfur level meets the specifications that are listed in tables 25 and 26 . An analysis of a sample of fuel must be conducted in order to check the sulfur level.

Group 3 Specifications (Aviation Fuels)

This group of fuel specification must be used only with the appropriate fuel additive. This fuel WILL reduce engine life and performance.

- “NATO F34 (MIL-DTL-83133E)”
- “NATO F35 (MIL-DTL-83133E)”
- “NATO JP8 (MIL-DTL-83133E)”
- “NATO F-44 (MIL-DTL-5624U)”
- “NATO JP5 (MIL-DTL-5624U)”
- “Jet A (ASTM D1655)”
- “Jet A1 (ASTM D1655)”

Note: All the above fuels can ONLY be used if the sulfur level meets the specifications that are listed in tables 25 and 26 . An analysis of a sample of fuel must be conducted in order to check the sulfur level.

Note: These fuels are only acceptable provided that these fuels are used with an appropriate fuel additive. These fuels must meet the requirements that are stated in tables 24 , 25 and 26 . Fuel samples should be analyzed for the compliance. These fuels MUST NOT exceed lubricity wear scar diameter of 0.46 mm (0.0181 inch). The fuel lubricity test must be performed on a HFRR, operated at 60 °C (140 °F). Refer to “ISO 12156-1 ”. Fuels must have minimum viscosity of 1.4 centistokes that is delivered to the fuel injection pump. Fuel cooling may be required in order to maintain minimum viscosity of 1.4 centistokes that is delivered to the fuel injection pump.

Group 4 Biodiesel

Biodiesel is a fuel that can be defined as mono-alkyl esters of fatty acids. Biodiesel is a fuel that can be made from a variety of feedstock. The most commonly available biodiesel in europe is Rape Methyl Ester (REM). This biodiesel is derived from rapeseed oil. Soy Methyl Ester (SME) is the most common biodiesel in the United States. This biodiesel is derived from soybean oil. Soybean oil or rapeseed oil are the primary feedstocks. These fuels are together known as Fatty Acid Methyl Esters (FAME).

Raw pressed vegetable oils are NOT acceptable for use as a fuel in any concentration in compression engines. Without esterification, these oils gel in the crankcase and the fuel tank. These fuels may not be compatible with many of the elastomers that are used in engines that are manufactured today. In original forms, these oils are not suitable for use as a fuel in compression engines. Alternate base stocks for biodiesel may include animal tallow, waste cooking oils, or a variety of other feedstocks. In order to use any of the products that are listed as fuel, the oil must be esterified.

Note: Engines that are manufactured by Perkins are certified by use of the prescribed Environmental Protection Agency (EPA) and European Certification fuels. Perkins does not certify engines on any other fuel. The user of the engine has the responsibility of using the correct fuel that is recommended by the manufacturer and allowed by the EPA and other appropriate regulatory agencies.

Recommendation for the use of biodiesel

The neat biodiesel must conform to “EN14214” or “ASTM D675” regulations. A maximum of 10% mixture of biodiesel can be used in mineral diesel fuel. The mineral diesel fuel must conform to “EN590”, “ASTM D975” or “BS2869 Grade A2” regulations.

In North America, biodiesel and mixtures of biodiesel must be purchased from the BQ9000 authorized manufacturers and BQ9000 certified distributors.

In other areas of the world, the use of biodiesel that is authorized and certified by an appropriate biodiesel quality body is required.

Note: When biodiesel, or any blend of biodiesel is used, the user has the responsibility for obtaining the proper local exemptions, regional exemptions, and/or national exemptions that are required for the use of biodiesel in any Perkins engine that is regulated by emissions standards. Biodiesel that meets “EN14214” is acceptable. The biodiesel must be blended with an acceptable distillate diesel fuel at the maximum stated percentages. However, the following operational recommendations must be followed:

- The oil change interval can be affected by the use of biodiesel. Use Services Oil Analysis in order to monitor the condition of the engine oil. Use Services Oil Analysis also in order to determine the oil change interval that is optimum.
- Confirm that biodiesel is acceptable for use with the manufacturer of the fuel filters.
- In a comparison of distillate fuels to biodiesel, biodiesel provides less energy per gallon by 5% to 7%. Do NOT change the engine rating in order to compensate for the power loss. This will help avoid engine problems when the engine is converted back to 100 percent distillate diesel fuel.
- The compatibility of the elastomers with biodiesel is being monitored. The condition of seals and hoses should be monitored regularly.
- Biodiesel may pose low ambient temperature problems for both storage and operation. At low ambient temperatures, fuel may need to be stored in a heated building or a heated storage tank. The fuel system may require heated fuel lines, filters, and tanks. Filters may plug and fuel in the tank may solidify at low ambient temperatures if precautions are not taken. Consult your biodiesel supplier for assistance in the blending and attainment of the proper cloud point for the fuel.
- Biodiesel has poor oxidation stability, which can result in long term problems in the storage of biodiesel. The poor oxidation stability may accelerate fuel oxidation in the fuel system. This is especially true in engines with electronic fuel systems because these engines operate at higher temperatures. Consult the fuel supplier for oxidation stability additives.

- Biodiesel is a fuel that can be made from a variety of feedstock. The feedstock that is used can affect the performance of the product. Two of the characteristics of the fuel that are affected are cold flow and oxidation stability. Contact your fuel supplier for guidance.
- Biodiesel or biodiesel blends are not recommended for engines that will operate occasionally. This is due to poor oxidation stability. If the user is prepared to accept some risk, then limit biodiesel to a maximum of B5. Examples of applications that should limit the use of biodiesel are the following: Standby Generator sets and certain emergency vehicles
- Biodiesel is an excellent medium for microbial contamination and growth. Microbial contamination and growth can cause corrosion in the fuel system and premature plugging of the fuel filter. The use of conventionalanti-microbial additives and the effectiveness of conventional anti-microbial additives in biodiesel is not known. Consult your supplier of fuel and additive for assistance.
- Care must be taken in order to remove water from fuel tanks. Water accelerates microbial contamination and growth. When biodiesel is compared to distillate fuels, water is naturally more likely to exist in the biodiesel.

Fuel for Cold Weather Operation

The European standard “EN590” contains climate dependant requirements and a range of options. The options can be applied differently in each country. There are 5 classes that are given to arctic climates and severe winter climates. 0, 1, 2, 3 and 4.

Fuel that complies with “EN590” CLASS 4 can be used at temperatures as low as −44 °C (−47.2 °F). Refer to “EN590” for a detailed discretion of the physical properties of the fuel.

The diesel fuel “ASTM D975 Grade 1-D S15 or S500” that is used in the united states of america may be used in very cold temperatures that are below −18 °C (−0.4 °F).

In extreme cold ambient conditions, you may also use fuels that are listed in the table 28 . These fuels are intended to be used in temperatures that can be as low as −54 °C (−65.2 °F).

Table 28

Light Distillate Fuels (1)	
Specification	Grade
“MIL-DTL-5624U”	JP-5

(continued)

(Table 28, contd)

“MIL-DTL-83133E”	JP-8
“ASTM D1655”	Jet-A-1

(1) The use of these fuels is acceptable with an appropriate fuel additive and the fuels must meet minimum requirements that are stated in Tables 24 , 25 and 26 . Fuel samples should be analyzed for the compliance. Fuels MUST NOT exceed 0.46 mm lubricity wear scar diameter that is tested on a HFFR . The test must be performed at 60 °C. Refer to “ISO 12156-1”. Fuels must have minimum viscosity of 1.4 centistokes that is delivered to the fuel injection pump. Fuel cooling may be required in order to maintain minimum viscosity of 1.4 centistokes that is delivered to the fuel injection pump.

⚠ WARNING

Mixing alcohol or gasoline with diesel fuel can produce an explosive mixture in the engine crankcase or the fuel tank. Alcohol or gasoline must not be used in order to dilute diesel fuel. Failure to follow this instruction may result in death or personal injury.

There are many other diesel fuel specifications that are published by governments and by technological societies. Usually, those specifications do not review all the requirements that are addressed in tables 24 , 25 and 26 . To ensure optimum engine performance, a complete fuel analysis should be obtained before engine operation. The fuel analysis should include all of the properties that are stated in the tables 24 , 25 and 26 .

Fuel Additive

Supplemental diesel fuel additives are not generally recommended. This is due to potential damage to the fuel system or the engine. Your fuel supplier or the fuel manufacturer will add the appropriate supplemental diesel fuel additives.

Perkins recognizes the fact that additives may be required in some special circumstances. Fuel additives need to be used with caution. The additive may not be compatible with the fuel. Some additives may precipitate. This action causes deposits in the fuel system. The deposits may cause seizure. Some additives may be corrosive, and some additives may be harmful to the elastomers in the fuel system. Some additives may raise fuel sulfur levels above the maximum that is allowed by the EPA or the other regulatory agencies. Contact your fuel supplier for those circumstances when fuel additives are required. Your fuel supplier can recommend the appropriate fuel additive and the correct level of treatment.

Note: For the best results, your fuel supplier should treat the fuel when additives are required. The treated fuel must meet the requirements that are stated in tables 24 , 25 and 26 .

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Fluid Recommendations (Coolant Specifications)

General Coolant Information

NOTICE
Never add coolant to an overheated engine. Engine damage could result. Allow the engine to cool first.

NOTICE
If the engine is to be stored in, or shipped to an area with below freezing temperatures, the cooling system must be either protected to the lowest outside temperature or drained completely to prevent damage.

NOTICE
Frequently check the specific gravity of the coolant for proper freeze protection or for anti-boil protection.

Clean the cooling system for the following reasons:

- Contamination of the cooling system
- Overheating of the engine
- Foaming of the coolant

NOTICE
Never operate an engine without water temperature regulators in the cooling system. Water temperature regulators help to maintain the engine coolant at the proper operating temperature. Cooling system problems can develop without water temperature regulators.

Many engine failures are related to the cooling system. The following problems are related to cooling system failures: Overheating, leakage of the water pump and plugged radiators or heat exchangers.

These failures can be avoided with correct cooling system maintenance. Cooling system maintenance is as important as maintenance of the fuel system and the lubrication system. Quality of the coolant is as important as the quality of the fuel and the lubricating oil.

Coolant is normally composed of three elements: Water, additives, and glycol.

Water

Water is used in the cooling system to transfer heat.

Distilled water or deionized water is recommended for use in engine cooling systems.

DO NOT use the following types of water in cooling systems: Hard water, softened water that has been conditioned with salt and sea water.

If distilled water or deionized water is not available, use water with the properties that are listed in Table 29 .

Table 29

Acceptable Water	
Property	**Maximum Limit**
Chloride (Cl)	40 mg/L
Sulfate (SO_4)	100 mg/L
Total Hardness	170 mg/L
Total Solids	340 mg/L
Acidity	pH of 5.5 to 9.0

For a water analysis, consult one of the following sources:

- Local water utility company
- Agricultural agent
- Independent laboratory

Additives

Additives help to protect the metal surfaces of the cooling system. A lack of coolant additives or insufficient amounts of additives enable the following conditions to occur:

- Corrosion
- Formation of mineral deposits
- Rust
- Scale
- Foaming of the coolant

Many additives are depleted during engine operation. These additives must be replaced periodically.

Additives must be added at the correct concentration. Over concentration of additives can cause the inhibitors to drop out-of-solution. The deposits can enable the following problems to occur:

- Formation of gel compounds
- Reduction of heat transfer

- Leakage of the water pump seal
- Plugging of radiators, coolers, and small passages

Glycol

Glycol in the coolant helps to provide protection against the following conditions:

- Boiling
- Freezing
- Cavitation of the water pump

For optimum performance, Perkins recommends a 1:1 mixture of a water/glycol solution.

Note: Use a mixture that will provide protection against the lowest ambient temperature.

Note: 100 percent pure glycol will freeze at a temperature of −13 °C (8.6 °F).

Most conventional antifreezes use ethylene glycol. Propylene glycol may also be used. In a 1:1 mixture with water, ethylene and propylene glycol provide similar protection against freezing and boiling. Refer to Table 30 and refer to table 31 .

Table 30

Ethylene Glycol	
Concentration	**Freeze Protection**
50 Percent	−36 °C (−33 °F)
60 Percent	−51 °C (−60 °F)

NOTICE
Do not use propylene glycol in concentrations that exceed 50 percent glycol because of the reduced heat transfer capability of propylene glycol. Use ethylene glycol in conditions that require additional protection against boiling or freezing.

Table 31

Propylene Glycol	
Concentration	**Freeze Protection**
50 Percent	−29 °C (−20 °F)

To check the concentration of glycol in the coolant, measure the specific gravity of the coolant.

Coolant Recommendations

- ELC Extended Life Coolant
- SCA Supplement Coolant Additive
- ASTM American Society for Testing and Materials

The following two coolants are used in Perkins diesel engines:

Preferred – Perkins ELC

Acceptable – A commercial heavy-duty antifreeze that meets “ASTM D6210” specifications

NOTICE
The Perkins industrial engines must be operated with a 1:1 mixture of water and glycol.

NOTICE
Do not use a commercial coolant/antifreeze that only meets the ASTM D3306 specification. This type of coolant/antifreeze is made for light automotive applications.

Perkins recommends a 1:1 mixture of water and glycol. This mixture of water and glycol will provide optimum heavy-duty performance as an antifreeze. This ratio may be increased to 1:2 water to glycol if extra freezing protection is required.

Table 32

Coolant Service Life	
Coolant Type	**Service Life** (1)
Perkins ELC	6,000 Service Hours or Three Years
Commercial Heavy-Duty Antifreeze that meets “ASTM D6210”	3000 Service Hours or Two Year
Commercial SCA inhibitor and Water	3000 Service Hours or One Year

(1) Use the interval that occurs first. The cooling system must also be flushed out at this time.

ELC

Perkins provides ELC for use in the following applications:

- Heavy-duty spark ignited gas engines
- Heavy-duty diesel engines
- Automotive applications

The anti-corrosion package for ELC is different from the anti-corrosion package for other coolants. ELC is an ethylene glycol base coolant. However, ELC contains organic corrosion inhibitors and antifoam agents with low amounts of nitrite. Perkins ELC has been formulated with the correct amount of these additives to provide superior corrosion protection for all metals in engine cooling systems.

ELC is available in a premixed cooling solution with distilled water. ELC is a 1:1 mixture. The Premixed ELC provides freeze protection to −36 °C (−33 °F). The Premixed ELC is recommended for the initial fill of the cooling system. The Premixed ELC is also recommended for topping off the cooling system.

Containers of several sizes are available. Consult your Perkins distributor for the part numbers.

ELC Cooling System Maintenance

Correct additions to the Extended Life Coolant

NOTICE
Use only Perkins products for pre-mixed or concentrated coolants.

Mixing Extended Life Coolant with other products reduces the Extended Life Coolant service life. Failure to follow the recommendations can reduce cooling system components life unless appropriate corrective action is performed.

To maintain the correct balance between the antifreeze and the additives, you must maintain the recommended concentration of ELC. Lowering the proportion of antifreeze lowers the proportion of additive. Lowering the ability of the coolant to protect the system will form pitting, from cavitation, from erosion, and from deposits.

NOTICE
Do not use a conventional coolant to top-off a cooling system that is filled with Extended Life Coolant (ELC).

Do not use standard supplemental coolant additive (SCA).

When using Perkins ELC, do not use standard SCA's or SCA filters.

ELC Cooling System Cleaning

Note: If the cooling system is already using ELC, cleaning agents are not required to be used at the specified coolant change interval. Cleaning agents are only required if the system has been contaminated by the addition of some other type of coolant or by cooling system damage.

Clean water is the only cleaning agent that is required when ELC is drained from the cooling system.

Before the cooling system is filled, the heater control (if equipped) must be set to the HOT position. Refer to the OEM to set the heater control. After the cooling system is drained and the cooling system is refilled, operate the engine until the coolant level reaches the normal operating temperature and until the coolant level stabilizes. As needed, add the coolant mixture to fill the system to the specified level.

Changing to Perkins ELC

To change from heavy-duty antifreeze to the Perkins ELC, perform the following steps:

NOTICE
Care must be taken to ensure that all fluids are contained during performance of inspection, maintenance, testing, adjusting and the repair of the product. Be prepared to collect the fluid with suitable containers before opening any compartment or disassembling any component containing fluids.

Dispose of all fluids according to local regulations and mandates.

1. Drain the coolant into a suitable container.
2. Dispose of the coolant according to local regulations.
3. Fill the cooling system with a 33 percent solution of Perkins ELC and operate the engine, ensure that the thermostat opens. Stop the engine and allow the engine to cool. Drain the coolant.

Note: Use distilled or deionized water in the solution.

4. Again, fill the cooling system with a 33 percent solution of Perkins ELC and operate the engine ensure that the thermostat opens. Stop the engine and allow to cool.
5. Drain the cooling system.

NOTICE
Incorrect or incomplete flushing of the cooling system can result in damage to copper and other metal components.

6. Fill the cooling system with the Perkins Premixed ELC. Operate the engine. Ensure that all coolant valves open then stop the engine. When cool check the coolant level.

ELC Cooling System Contamination

NOTICE
Mixing ELC with other products reduces the effectiveness of the ELC and shortens the ELC service life. Use only Perkins Products for premixed or concentrate coolants. Failure to follow these recommendations can result in shortened cooling system component life.

ELC cooling systems can withstand contamination to a maximum of 10 percent of conventional heavy-duty antifreeze or SCA. If the contamination exceeds 10 percent of the total system capacity, perform ONE of the following procedures:

- Drain the cooling system into a suitable container. Dispose of the coolant according to local regulations. Flush the system with a 5 to 10 percent solution of Perkins ELC. Fill the system with the Perkins ELC.
- Drain a portion of the cooling system into a suitable container according to local regulations. Then, fill the cooling system with premixed ELC. This procedure should lower the contamination to less than 10 percent.
- Maintain the system as a conventional Heavy-Duty Coolant. Treat the system with an SCA. Change the coolant at the interval that is recommended for the conventional Heavy-Duty Coolant.

Commercial Heavy-Duty Antifreeze and SCA

NOTICE
Commercial Heavy-Duty Coolant which contains Amine as part of the corrosion protection system must not be used.

NOTICE
Never operate an engine without water temperature regulators in the cooling system. Water temperature regulators help to maintain the engine coolant at the correct operating temperature. Cooling system problems can develop without water temperature regulators.

Check the antifreeze (glycol concentration) to ensure adequate protection against boiling or freezing. Perkins recommends the use of a refractometer for checking the glycol concentration. A hydrometer should not be used.

Perkins engine cooling systems should be tested at 500-hour intervals for the concentration of SCA.

Additions of SCA are based on the results of the test. An SCA that is liquid may be needed at 500-hour intervals.

Adding the SCA to Heavy-Duty Coolant at the Initial Fill

Use the equation that is in Table 33 to determine the amount of SCA that is required when the cooling system is initially filled.

Table 33

Equation For Adding The SCA To The Heavy-Duty Coolant At The Initial Fill
V × 0.07 = X
V is the total volume of the cooling system.
X is the amount of SCA that is required.

Table 34 is an example for using the equation that is in Table 33 .

Table 34

Example Of The Equation For Adding The SCA To The Heavy-Duty Coolant At The Initial Fill		
Total Volume of the Cooling System (V)	**Multiplication Factor**	**Amount of SCA that is Required (X)**
15 L (4 US gal)	× 0.07	1.05 L (35.5 oz)

Adding The SCA to The Heavy-Duty Coolant For Maintenance

Heavy-duty antifreeze of all types REQUIRE periodic additions of an SCA.

Test the antifreeze periodically for the concentration of SCA. For the interval, refer to the Operation and Maintenance Manual, “Maintenance Interval Schedule” (Maintenance Section). Cooling System Supplemental Coolant Additive (SCA) Test/Add.

Additions of SCA are based on the results of the test. The size of the cooling system determines the amount of SCA that is needed.

Use the equation that is in Table 35 to determine the amount of SCA that is required, if necessary:

Table 35

Equation For Adding The SCA To The Heavy-Duty Coolant For Maintenance
V × 0.023 = X
V is the total volume of the cooling system.
X is the amount of SCA that is required.

Table 36 is an example for using the equation that is in Table 35 .

Table 36

Example Of The Equation For Adding The SCA To The Heavy-Duty Coolant For Maintenance		
Total Volume of the Cooling System (V)	**Multiplication Factor**	**Amount of SCA that is Required (X)**
15 L (4 US gal)	× 0.023	0.35 L (11.7 oz)

Cleaning the System of Heavy-Duty Antifreeze

- Clean the cooling system after used coolant is drained or before the cooling system is filled with new coolant.
- Clean the cooling system whenever the coolant is contaminated or whenever the coolant is foaming.

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Fluid Recommendations

General Lubricant Information

Because of government regulations regarding the certification of exhaust emissions from the engine, the lubricant recommendations must be followed.

API Oils

The Engine Oil Licensing and Certification System by the American Petroleum Institute (API) is recognized by Perkins. For detailed information about this system, see the latest edition of the “API publication No. 1509”. Engine oils that bear the API symbol are authorized by API.

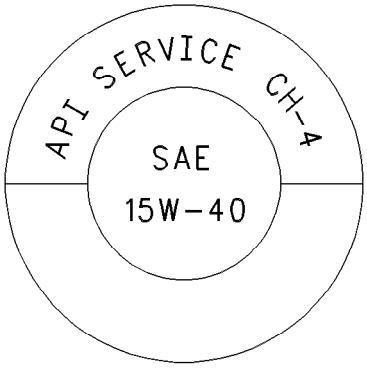

Illustration 34 g00546535

Typical API symbol

Table 37

API Classifications for the Industrial Engine
Oil Specification
CH-4 minimum specification CI-4

Terminology

Certain abbreviations follow the nomenclature of “SAE J754”. Some classifications follow “SAE J183” abbreviations. In addition to Perkins definitions, there are other definitions that will be of assistance in purchasing lubricants. Recommended oil viscosities can be found in this publication, “Fluid Recommendations/Engine Oil” topic (Maintenance Section).

Engine Oil

Commercial Oils

The performance of commercial diesel engine oils is based on American Petroleum Institute (API) classifications. These API classifications are developed to provide commercial lubricants for a broad range of diesel engines that operate at various conditions.

Only use commercial oils that meet the following classifications:

- API CH-4 minimum multigrade oil
- API CI-4
- ACEAE3

To make the correct choice of a commercial oil, refer to the following explanations:

API CH-4 – API CH-4 oils were developed to meet the requirements of the new high-performance diesel engines. Also, the oil was designed to meet the requirements of the low emissions diesel engines. API CH-4 oils are also acceptable for use in older diesel engines and in diesel engines that use high sulfur diesel fuel.

Three new engine tests were developed for the API CH-4 oil. The first test specifically evaluates deposits on pistons for engines with the two-piece steel piston. This test (piston deposit) also measures the control of oil consumption. A second test is conducted with moderate oil soot. The second test measures the following criteria: wear of piston rings, wear of cylinder liners and resistance to corrosion. A third new test measures the following characteristics with high levels of soot in the oil: wear of the valve train, resistance of the oil in plugging the oil filter and control of sludge.

In addition to the new tests, API CH-4 oils have tougher limits for viscosity control in applications that generate high soot. The oils also have improved oxidation resistance. API CH-4 oils must pass an additional test (piston deposit) for engines that use aluminum pistons (single piece). Oil performance is also established for engines that operate in areas with high sulfur diesel fuel.

All these improvements allow the API CH-4 oil to achieve optimum oil change intervals. API CH-4 oils are recommended for use in extended oil change intervals. API CH-4 oils are recommended for conditions that demand a premium oil. Your Perkins distributor has specific guidelines for optimizing oil change intervals.

Some commercial oils that meet the API classifications may require reduced oil change intervals. To determine the oil change interval, closely monitor the condition of the oil and perform a wear metal analysis.

An oil specification that is above CH-4 is acceptable for use in Perkins engines.

NOTICE
Failure to follow these oil recommendations can cause shortened engine service life due to deposits and/or excessive wear.

Total Base Number (TBN) and Fuel Sulfur Levels for Diesel Engines

The Total Base Number (TBN) for an oil depends on the fuel sulfur level. For engines that use distillate fuel, the minimum TBN of the new oil must be 10 times the fuel sulfur level. The TBN is defined by “ASTM D2896”. The minimum TBN of the oil is 5 regardless of fuel sulfur level. Illustration 35 demonstrates the TBN.

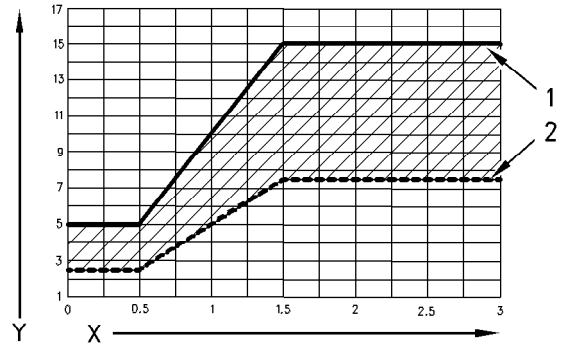

Illustration 35 g00799818

(Y) TBN by “ASTM D2896”
(X) Percentage of fuel sulfur by weight
(1) TBN of new oil
(2) Change the oil when the TBN deteriorates to 50 percent of the original TBN.

Use the following guidelines for fuel sulfur levels that exceed 1.5 percent:

- Choose an oil with the highest TBN that meets one of these classifications: API CH-4 and API CI-4.
- Reduce the oil change interval. Base the oil change interval on the oil analysis. Ensure that the oil analysis includes the condition of the oil and a wear metal analysis.

Excessive piston deposits can be produced by an oil with a high TBN. These deposits can lead to a loss of control of the oil consumption and to the polishing of the cylinder bore.

NOTICE
Operating diesel engines with fuel sulphur levels over 0.5 percent will require shortened oil change intervals in order to help maintain adequate wear protection.

Table 38

Percentage of Sulfur in the fuel	**Oil change interval**
Lower than 0.5	Normal
0.5 to 1.0	0.75 of normal
Greater than 1.0	0.50 of normal

Lubricant Viscosity Recommendations for Direct Injection (DI) Diesel Engines

The correct SAE viscosity grade of oil is determined by the minimum ambient temperature during cold engine start-up, and the maximum ambient temperature during engine operation.

Refer to illustration36 (minimum temperature) to determine the required oil viscosity for starting a cold engine.

Refer to illustration 36 (maximum temperature) to select the oil viscosity for engine operation at the highest ambient temperature that is anticipated.

Generally, use the highest oil viscosity that is available to meet the requirement for the temperature at start-up.

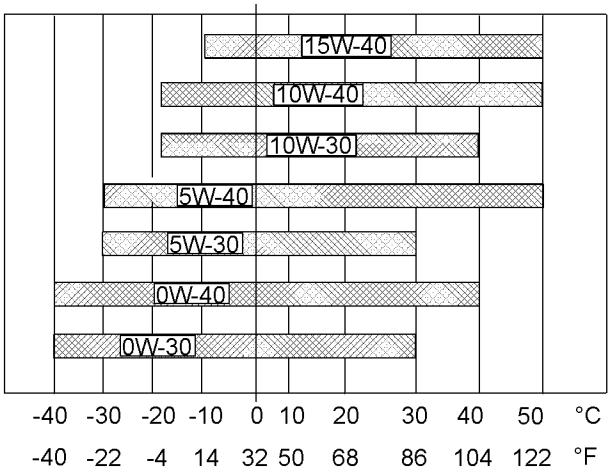

Illustration 36 g03329687

Synthetic Base Stock Oils

Synthetic base oils are acceptable for use in these engines if these oils meet the performance requirements that are specified for the engine.

Synthetic base oils generally perform better than conventional oils in the following two areas:

- Synthetic base oils have improved flow at low temperatures especially in arctic conditions.
- Synthetic base oils have improved oxidation stability especially at high operating temperatures.

Some synthetic base oils have performance characteristics that enhance the service life of the oil. Perkins does not recommend the automatic extending of the oil change intervals for any type of oil.

Re-refined Base Stock Oils

Re-refined base stock oils are acceptable for use in Perkins engines if these oils meet the performance requirements that are specified by Perkins. Re-refined base stock oils can be used exclusively in finished oil or in a combination with new base stock oils. The US military specifications and the specifications of other heavy equipment manufacturers also allow the use of re-refined base stock oils that meet the same criteria.

The process that is used to make re-refined base stock oil should adequately remove all wear metals that are in the used oil and all the additives that are in the used oil. The process that is used to make re-refined base stock oil generally involves the process of vacuum distillation and hydrotreating the used oil. Filtering is adequate for the production of high quality, re-refined base stock oil.

Lubricants for Cold Weather

When an engine is started and an engine is operated in ambient temperatures below −20 °C (−4 °F), use multigrade oils that are capable of flowing in low temperatures.

These oils have lubricant viscosity grades of SAE 0W or SAE 5W.

When an engine is started and operated in ambient temperatures below −30 °C (−22 °F), use a synthetic base stock multigrade oil with an 0W viscosity grade or with a 5W viscosity grade. Use an oil with a pour point that is lower than −50 °C (−58 °F).

The number of acceptable lubricants is limited in cold-weather conditions. Perkins recommends the following lubricants for use in cold-weather conditions:

First Choice – Use oil with an EMA DHD-1 Recommended Guideline. Use a CH-4 oil that has an API license. The oil should be either SAE 0W20, SAE 0W30, SAE 0W40, SAE 5W30, or SAE 5W40 lubricant viscosity grade.

Second Choice – Use an oil that has a CH-4 additive package. Although the oil has not been tested for the requirements of the API license, the oil must be either SAE 0W20, SAE 0W30, SAE 0W40, SAE 5W30, or SAE 5W40.

NOTICE
Shortened engine service life could result if second choice oils are used.

Aftermarket Oil Additives

Perkins does not recommend the use of aftermarket additives in oil. It is not necessary to use aftermarket additives to achieve the engines maximum service life or rated performance. Fully formulated, finished oils consist of base oils and of commercial additive packages. These additive packages are blended into the base oils at precise percentages to help provide finished oils with performance characteristics that meet industry standards.

There are no industry standard tests that evaluate the performance or the compatibility of aftermarket additives in finished oil. Aftermarket additives may not be compatible with the finished oils additive package, which could lower the performance of the finished oil. The aftermarket additive could fail to mix with the finished oil. This action could produce sludge in the crankcase. Perkins discourages the use of aftermarket additives in finished oils.

To achieve the best performance from a Perkins engine, conform to the following guidelines:

- Select the correct oil, or a commercial oil that meets the “EMA Recommended Guideline on Diesel Engine Oil” or the recommended API classification.
- See the appropriate “Lubricant Viscosities” table to find the correct oil viscosity grade for your engine.
- At the specified interval, service the engine. Use new oil and install a new oil filter.
- Perform maintenance at the intervals that are specified in the Operation and Maintenance Manual, “Maintenance Interval Schedule”.

Oil analysis

Some engines may be equipped with an oil sampling valve. If oil analysis is required, the oil sampling valve is used to obtain samples of the engine oil. The oil analysis will complement the preventive maintenance program.

The oil analysis is a diagnostic tool that is used to determine oil performance and component wear rates. Contamination can be identified and measured by using the oil analysis. The oil analysis includes the following tests:

- The Wear Rate Analysis monitors the wear of the engines metals. The amount of wear metal and type of wear metal that is in the oil is analyzed. The increase in the rate of engine wear metal in the oil is as important as the quantity of engine wear metal in the oil.
- Tests are conducted to detect contamination of the oil by water, glycol, or fuel.
- The Oil Condition Analysis determines the loss of the oils lubricating properties. An infrared analysis is used to compare the properties of new oil to the properties of the used oil sample. This analysis allows technicians to determine the amount of deterioration of the oil during use. This analysis also allows technicians to verify the performance of the oil according to the specification during the entire oil change interval.

Maintenance Recommendations

i03751181

System Pressure Release

Coolant System

WARNING

Pressurized system: Hot coolant can cause serious burn. To open cap, stop engine, wait until radiator is cool. Then loosen cap slowly to relieve the pressure.

To relieve the pressure from the coolant system, turn off the engine. Allow the cooling system pressure cap to cool. Remove the cooling system pressure cap slowly in order to relieve pressure.

Fuel System

To relieve the pressure from the fuel system, turn off the engine.

High Pressure Fuel Lines (If Equipped)

WARNING

Contact with high pressure fuel may cause fluid penetration and burn hazards. High pressure fuel spray may cause a fire hazard. Failure to follow these inspection, maintenance and service instructions may cause personal injury or death.

The high pressure fuel lines are the fuel lines that are between the high pressure fuel pump and the high pressure fuel manifold and the fuel lines that are between the fuel manifold and cylinder head. These fuel lines are different from fuel lines on other fuel systems.

This is because of the following differences:

- The high pressure fuel lines are constantly charged with high pressure.
- The internal pressures of the high pressure fuel lines are higher than other types of fuel system.

Before any service or repair is performed on the engine fuel lines, perform the following tasks:

1. Stop the engine.

2. Wait for ten minutes.

Do not loosen the high pressure fuel lines in order to remove air pressure from the fuel system.

Engine Oil

To relieve pressure from the lubricating system, turn off the engine.

i03751203

Welding on Engines with Electronic Controls

NOTICE
Because the strength of the frame may decrease, some manufacturers do not recommend welding onto a chassis frame or rail. Consult the OEM of the equipment or your Perkins dealer regarding welding on a chassis frame or rail.

Correct welding procedures are necessary in order to avoid damage to the engine's ECM, sensors, and associated components. When possible, remove the component from the unit and then weld the component. If removal of the component is not possible, the following procedure must be followed when you weld on a unit that is equipped with a Perkins Electronic Engine. The following procedure is considered to be the safest procedure to weld on a component. This procedure should provide a minimum risk of damage to electronic components.

NOTICE
Do not ground the welder to electrical components such as the ECM or sensors. Improper grounding can cause damage to the drive train, the bearings, hydraulic components, electrical components, and other components.

Do not ground the welder across the centerline of the package. Improper grounding could cause damage to the bearings, the crankshaft, the rotor shaft, and other components.

Clamp the ground cable from the welder to the component that will be welded. Place the clamp as close as possible to the weld. This will help reduce the possibility of damage.

Note: Perform the welding in areas that are free from explosive hazards.

1. Stop the engine. Turn the switched power to the OFF position.

2. Disconnect the negative battery cable from the battery. If a battery disconnect switch is provided, open the switch.

3. Disconnect the J1/P1 and J2/P2 connectors from the ECM. Move the harness to a position that will not allow the harness to accidentally move back and make contact with any of the ECM pins.

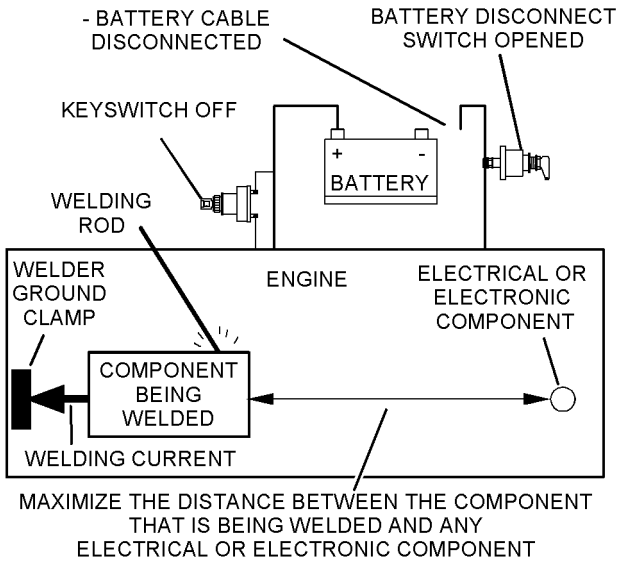

Illustration 37 g01143634

4. Connect the welding ground cable directly to the part that will be welded. Place the ground cable as close as possible to the weld in order to reduce the possibility of welding current damage to bearings, hydraulic components, electrical components, and ground straps.

Note: If electrical/electronic components are used as a ground for the welder, or electrical/electronic components are located between the welder ground and the weld, current flow from the welder could severely damage the component.

5. Protect the wiring harness from welding debris and spatter.

6. Use standard welding practices to weld the materials.

i08156304

Maintenance Interval Schedule

When Required

Daily

Every 50 Service Hours or Weekly

Every 250 Service Hours or 6 Months

Every 500 Service Hours or 1 Year

Every 1000 Service Hours

Every 2000 Service Hours

Every 3000 Service Hours

Every 3000 Service Hours or 2 Years

Every 4000 Service Hours

Every 6000 Service Hours or 3 Years

i03632383

Aftercooler Core - Clean/Test (Air-To-Air Aftercooler)

1. Remove the core. Refer to the OEM information for the correct procedure.
2. Turn the aftercooler core upside-down in order to remove debris.

⚠ WARNING

Personal injury can result from air pressure.

Personal injury can result without following proper procedure. When using pressure air, wear a protective face shield and protective clothing.

Maximum air pressure at the nozzle must be less than 205 kPa (30 psi) for cleaning purposes.

3. Pressurized air is the preferred method for removing loose debris. Direct the air in the opposite direction of the fan's air flow. Hold the nozzle approximately 6 mm (.25 inch) away from the fins. Slowly move the air nozzle in a direction that is parallel with the tubes. This will remove debris that is between the tubes.
4. Pressurized water may also be used for cleaning. The maximum water pressure for cleaning purposes must be less than 275 kPa (40 psi). Use pressurized water in order to soften mud. Clean the core from both sides.

NOTICE
Do not use a high concentration of caustic cleaner to clean the core. A high concentration of caustic cleaner can attack the internal metals of the core and cause leakage. Only use the recommended concentration of cleaner.

5. Back flush the core with a suitable cleaner.
6. Steam clean the core in order to remove any residue. Flush the fins of the aftercooler core. Remove any other trapped debris.
7. Wash the core with hot, soapy water. Rinse the core thoroughly with clean water.
8. Dry the core with compressed air. Direct the air in the reverse direction of the normal flow.
9. Inspect the core in order to ensure cleanliness. Pressure test the core. If necessary, repair the core.
10. Install the core. Refer to the OEM information for the correct procedure.
11. After cleaning, start the engine and accelerate the engine to high idle rpm. This will help in the removal of debris and drying of the core. Stop the engine. Use a light bulb behind the core in order to inspect the core for cleanliness. Repeat the cleaning, if necessary.

i03632416

Aftercooler Core - Inspect

Note: Adjust the frequency of cleaning according to the effects of the operating environment.

Inspect the aftercooler for these items: damaged fins, corrosion, dirt, grease, insects, leaves, oil and other debris. Clean the aftercooler, if necessary.

For air-to-air aftercoolers, use the same methods that are used for cleaning radiators.

⚠ WARNING

Personal injury can result from air pressure.

Personal injury can result without following proper procedure. When using pressure air, wear a protective face shield and protective clothing.

Maximum air pressure at the nozzle must be less than 205 kPa (30 psi) for cleaning purposes.

After cleaning, start the engine and accelerate the engine to high idle rpm. This will help in the removal of debris and drying of the core. Stop the engine. Use a light bulb behind the core in order to inspect the core for cleanliness. Repeat the cleaning, if necessary.

Inspect the fins for damage. Bent fins may be opened with a “comb”.

Note: If parts of the aftercooler system are repaired or replaced, a leak test is highly recommended.

Inspect these items for good condition: Welds, mounting brackets, air lines, connections, clamps and seals. Make repairs, if necessary.

i02322311

Alternator - Inspect

Perkins recommends a scheduled inspection of the alternator. Inspect the alternator for loose connections and correct battery charging. Check the ammeter (if equipped) during engine operation in order to ensure correct battery performance and/or correct performance of the electrical system. Make repairs, as required.

Check the alternator and the battery charger for correct operation. If the batteries are correctly charged, the ammeter reading should be very near zero. All batteries should be kept charged. The batteries should be kept warm because temperature affects the cranking power. If the battery is too cold, the battery will not crank the engine. When the engine is not run for long periods of time or if the engine is run for short periods, the batteries may not fully charge. A battery with a low charge will freeze more easily than a battery with a full charge.

i02665597

Alternator and Fan Belts - Inspect/Adjust

Inspection

To maximize the engine performance, inspect the belts for wear and for cracking. Replace belts that are worn or damaged.

For applications that require multiple drive belts, replace the belts in matched sets. Replacing only one belt of a matched set will cause the new belt to carry more load because the older belt is stretched. The additional load on the new belt could cause the new belt to break.

If the belts are too loose, vibration causes unnecessary wear on the belts and pulleys. Loose belts may slip enough to cause overheating.

To accurately check the belt tension, a suitable gauge should be used.

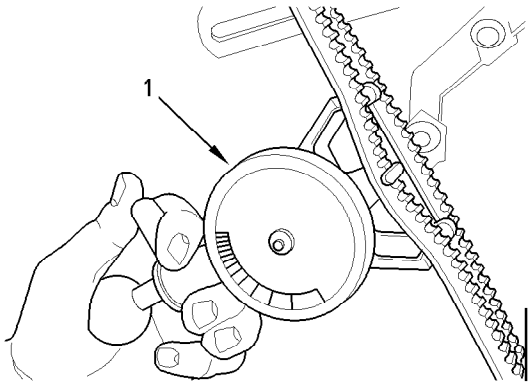

Illustration 38 g01003936

Typical example

(1) Burroughs Gauge

Install the gauge (1) at the center of the belt between the alternator and the crankshaft pulley and check the belt tension. The correct tension for a new belt is 400 N (90 lb) to 489 N (110 lb). The correct tension for a used belt that has been in operation for 30 minutes or more at the rated speed is 267 N (60 lb) to 356 N (80 lb).

If twin belts are installed, check and adjust the tension on both belts.

Adjustment

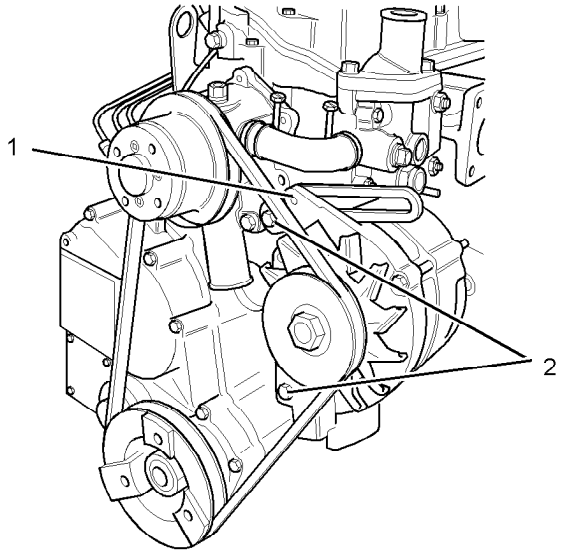

Illustration 39 g01091158

Typical example

(1) Adjusting bolt
(2) Mounting bolts

1. Loosen mounting bolts (2) and adjusting bolt (1).

2. Move the alternator in order to increase or decrease the belt tension.

3. Tighten adjusting bolt (1). Tighten mounting bolts (2). Refer to the Specifications Manual for the correct torque settings.

i08094157

Alternator and Fan Belts - Replace

Removal Procedure

NOTICE
Keep all parts clean from contaminants.

Contaminants may cause rapid wear and shortened component life.

1. If the engine is equipped with fan guards, remove the fan guards. Refer to the Original Equipment Manufacturer (OEM) for the correct removal procedure

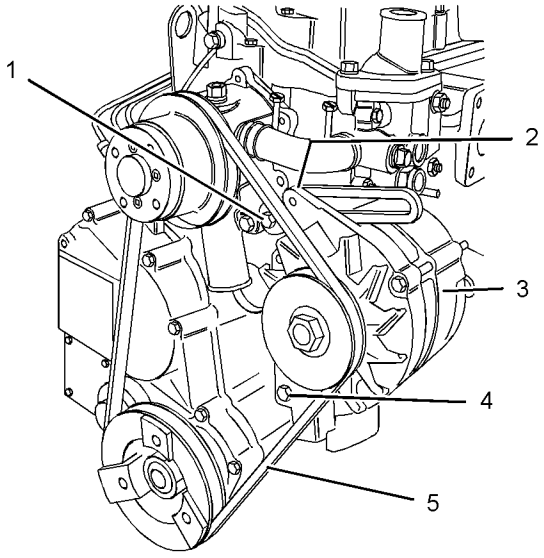

Illustration 40 g01325726
Typical example

2. Loosen bolt (1), bolt (2), and bolt (4).

3. Push alternator (3) toward the engine and remove V-belt (5) from the pulleys.

Installation Procedure

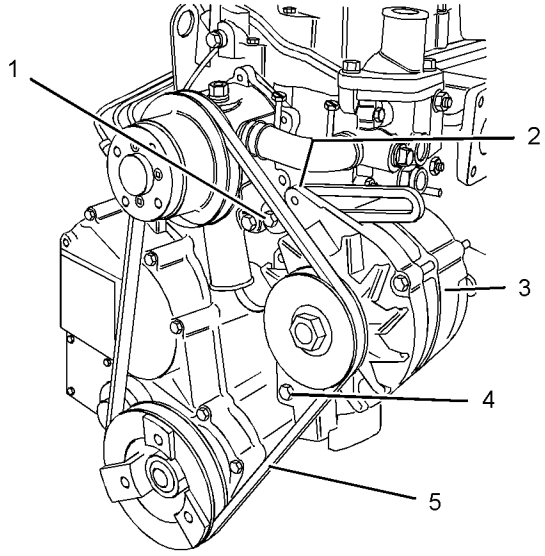

Illustration 41 g01325726
Typical example

1. Install V-belt (5) in position on the pulleys. Refer to illustration 40 for the correct belt routing.

2. Slide alternator (3) away from the engine. Refer to this Operation and Maintenance Manual, “Alternator and Fan Belts - Inspect/Adjust” for information on the correct belt tension. Tighten bolt (1), bolt (2), and (4) to a torque of 25 N·m (18 lb ft).

3. When new belts are installed, check the belt tension again after 20 hours of engine operation.

For applications that require multiple drive belts, replace the belts in matched sets. Replacing only one belt of a matched set will cause the new belt to carry more load because the older belt is stretched. The additional load on the new belt could cause the new belt to break.

4. If the engine is equipped with fan guards, install the fan guards. Refer to the OEM for the correct installation procedure

i02322315

Battery - Replace

WARNING

Batteries give off combustible gases which can explode. A spark can cause the combustible gases to ignite. This can result in severe personal injury or death.

Ensure proper ventilation for batteries that are in an enclosure. Follow the proper procedures in order to help prevent electrical arcs and/or sparks near batteries. Do not smoke when batteries are serviced.

WARNING

The battery cables or the batteries should not be removed with the battery cover in place. The battery cover should be removed before any servicing is attempted.

Removing the battery cables or the batteries with the cover in place may cause a battery explosion resulting in personal injury.

1. Switch the engine to the OFF position. Remove all electrical loads.
2. Turn off any battery chargers. Disconnect any battery chargers.
3. The NEGATIVE "-" cable connects the NEGATIVE "-" battery terminal to the NEGATIVE "-" terminal on the starting motor. Disconnect the cable from the NEGATIVE "-" battery terminal.
4. The POSITIVE "+" cable connects the POSITIVE "+" battery terminal to the POSITIVE "+" terminal on the starting motor. Disconnect the cable from the POSITIVE "+" battery terminal.

Note: Always recycle a battery. Never discard a battery. Dispose of used batteries to an appropriate recycling facility.

5. Remove the used battery.
6. Install the new battery.

Note: Before the cables are connected, ensure that the engine start switch is OFF.

7. Connect the cable from the starting motor to the POSITIVE "+" battery terminal.
8. Connect the NEGATIVE "-" cable to the NEGATIVE "-" battery terminal.

i02747977

Battery Electrolyte Level - Check

When the engine is not run for long periods of time or when the engine is run for short periods, the batteries may not fully recharge. Ensure a full charge in order to help prevent the battery from freezing. If batteries are correctly charged, the ammeter reading should be very near zero, when the engine is in operation.

WARNING

All lead-acid batteries contain sulfuric acid which can burn the skin and clothing. Always wear a face shield and protective clothing when working on or near batteries.

1. Remove the filler caps. Maintain the electrolyte level to the "FULL" mark on the battery.

   If the addition of water is necessary, use distilled water. If distilled water is not available use clean water that is low in minerals. Do not use artificially softened water.
2. Check the condition of the electrolyte with a suitable battery tester.
3. Install the caps.
4. Keep the batteries clean.

   Clean the battery case with one of the following cleaning solutions:

   - Use a solution of 0.1 kg (0.2 lb) baking soda and 1 L (1 qt) of clean water.
   - Use a solution of ammonium hydroxide.

   Thoroughly rinse the battery case with clean water.

i07819485

Battery or Battery Cable - Disconnect

⚠ WARNING

The battery cables or the batteries should not be removed with the battery cover in place. The battery cover should be removed before any servicing is attempted.

Removing the battery cables or the batteries with the cover in place may cause a battery explosion resulting in personal injury.

1. Turn the start switch to the OFF position. Turn the ignition switch (if equipped) to the OFF position and remove the key and all electrical loads.
2. Disconnect the negative battery terminal. Ensure that the cable cannot contact the terminal. When four 12 volt batteries are involved, two negative connection must be disconnected.
3. Remove the positive connection.
4. Clean all disconnected connection and battery terminals.
5. Use a fine grade of sandpaper to clean the terminals and the cable clamps. Clean the items until the surfaces are bright or shiny. DO NOT remove material excessively. Excessive removal of material can cause the clamps to not fit correctly. Coat the clamps and the terminals with a suitable silicone lubricant or petroleum jelly.
6. Tape the cable connections to help prevent accidental starting.
7. Proceed with necessary system repairs.
8. To connect the battery, connect the positive connection before the negative connection.

i08056195

Cooling System Coolant (Commercial Heavy-Duty) - Change

NOTICE
Care must be taken to ensure that fluids are contained during performance of inspection, maintenance, testing, adjusting and repair of the product. Be prepared to collect the fluid with suitable containers before opening any compartment or disassembling any component containing fluids.

Dispose of all fluids according to Local regulations and mandates.

NOTICE
Keep all parts clean from contaminants.

Contaminants may cause rapid wear and shortened component life.

Clean the cooling system and flush the cooling system before the recommended maintenance interval if the following conditions exist:

- The engine overheats frequently.
- Foaming is observed.
- The oil has entered the cooling system and the coolant is contaminated.
- The fuel has entered the cooling system and the coolant is contaminated.

Note: When the cooling system is cleaned, only clean water is needed.

Note: Inspect the water pump and the water temperature regulator after the cooling system has been drained. During this maintenance procedure, consider replacing the water pump, the water temperature regulator, and the hoses, if necessary.

Drain

⚠ WARNING

Pressurized System: Hot coolant can cause serious burns. To open the cooling system filler cap, stop the engine and wait until the cooling system components are cool. Loosen the cooling system pressure cap slowly in order to relieve the pressure.

1. Stop the engine and allow the engine to cool. Loosen the cooling system filler cap slowly to relieve any pressure. Remove the cooling system filler cap.

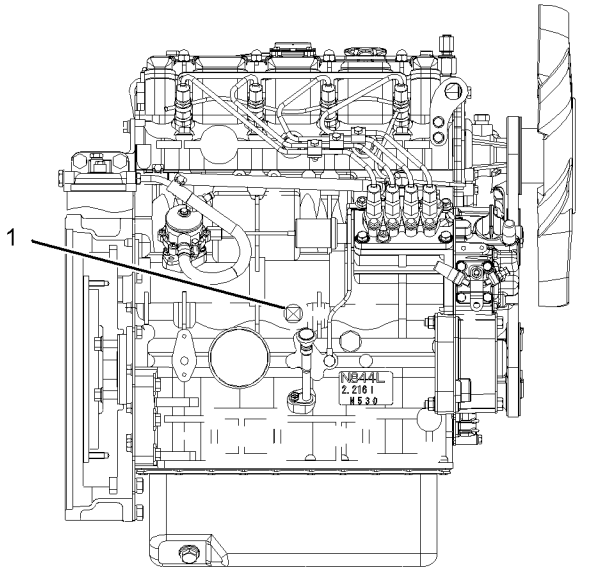

Illustration 42 g01301065

Drain plug option

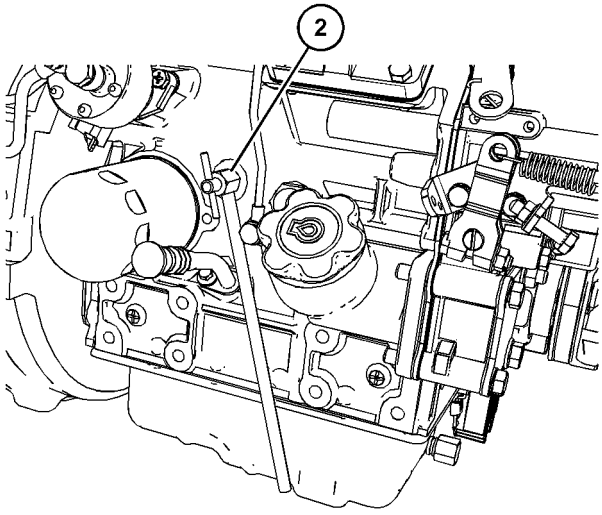

Illustration 43 g06518652

Drain tap option

2. Remove drain plug (1) or open drain tap (2) for the engine.

3. Remove the drain plug or open the drain tap on the radiator.

4. Allow the coolant to drain.

NOTICE
Dispose of used engine coolant or recycle. Various methods have been proposed to reclaim used coolant for reuse in engine cooling systems. The full distillation procedure is the only method acceptable by Perkins to reclaim the coolant.

For information regarding the disposal and the recycling of used coolant, consult your Perkins dealer or your Perkins distributor.

Flush

1. Flush the cooling system with clean water to remove any debris.

2. Close the drain tap or install the drain plug to the engine.

3. Close the drain tap or install the drain plug on the radiator.

NOTICE
Do not fill the cooling system faster than 5 L (1.3 US gal) per minute to avoid air locks.

Cooling system air locks may result in engine damage.

4. Fill the cooling system with clean water. Install the cooling system filler cap.

5. Start and run the engine at low idle until the temperature reaches 49 to 66 °C (120 to 150 °F).

6. Stop the engine and allow the engine to cool. Loosen the cooling system filler cap slowly to relieve any pressure. Remove the cooling system filler cap. Open the drain tap or remove the drain plug on the engine. Open the drain tap or remove the drain plug on the radiator. Allow the water to drain. Flush the cooling system with clean water.

Fill

1. Close the drain tap or install the drain plug on the engine.

2. Close the drain tap or install the drain plug on the radiator.

NOTICE
Do not fill the cooling system faster than 5 L (1.3 US gal) per minute to avoid air locks.

Cooling system air locks may result in engine damage.

3. Fill the cooling system with Commercial Heavy-Duty Coolant. Add Supplemental Coolant Additive to the coolant. For the correct amount, refer to the Operation and Maintenance Manual, “Fluid Recommendations” topic (Maintenance Section) for more information on cooling system specifications. Do not install the cooling system filler cap.
4. Start and run the engine at low idle. Increase the engine rpm to high idle. Run the engine at high idle for one minute to purge the air from the cavities of the engine block. Stop the engine.
5. Check the coolant level. Maintain the coolant level within 13 mm (0.5 inch) below the bottom of the pipe for filling. Maintain the coolant level in the expansion bottle (if equipped) at the correct level.
6. Clean the cooling system filler cap. Inspect the gasket that is on the cooling system filler cap. If the gasket that is on the cooling system filler cap is damaged, discard the old cooling system filler cap and install a new cooling system filler cap. If the gasket that is on the cooling system filler cap is not damaged, use a suitable pressurizing pump to pressure test the cooling system filler cap. The correct pressure for the cooling system filler cap is stamped on the face of the cooling system filler cap. If the cooling system filler cap does not retain the correct pressure, install a new cooling system filler cap.
7. Start the engine. Inspect the cooling system for leaks and for correct operating temperature.

i08056235

Cooling System Coolant (ELC) - Change

NOTICE
Care must be taken to ensure that fluids are contained during performance of inspection, maintenance, testing, adjusting and repair of the product. Be prepared to collect the fluid with suitable containers before opening any compartment or disassembling any component containing fluids.

Dispose of all fluids according to Local regulations and mandates.

NOTICE
Keep all parts clean from contaminants.

Contaminants may cause rapid wear and shortened component life.

Clean the cooling system and flush the cooling system before the recommended maintenance interval if the following conditions exist:

- The engine overheats frequently.
- Foaming is observed.
- The oil has entered the cooling system and the coolant is contaminated.
- The fuel has entered the cooling system and the coolant is contaminated.

Note: When the cooling system is cleaned, only clean water is needed when the ELC is drained and replaced.

Note: Inspect the water pump and the water temperature regulator after the cooling system has been drained. During this maintenance procedure, consider replacing the water pump, the water temperature regulator, and the hoses, if necessary.

Drain

⚠ WARNING

Pressurized System: Hot coolant can cause serious burns. To open the cooling system filler cap, stop the engine and wait until the cooling system components are cool. Loosen the cooling system pressure cap slowly in order to relieve the pressure.

1. Stop the engine and allow the engine to cool. Loosen the cooling system filler cap slowly to relieve any pressure. Remove the cooling system filler cap.

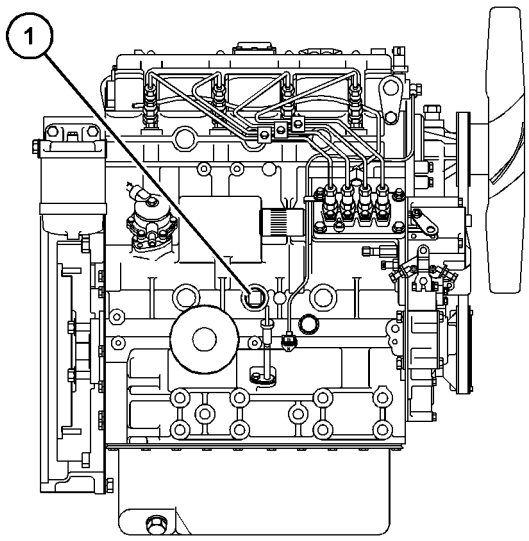

Illustration 44 g06518654

Drain plug option

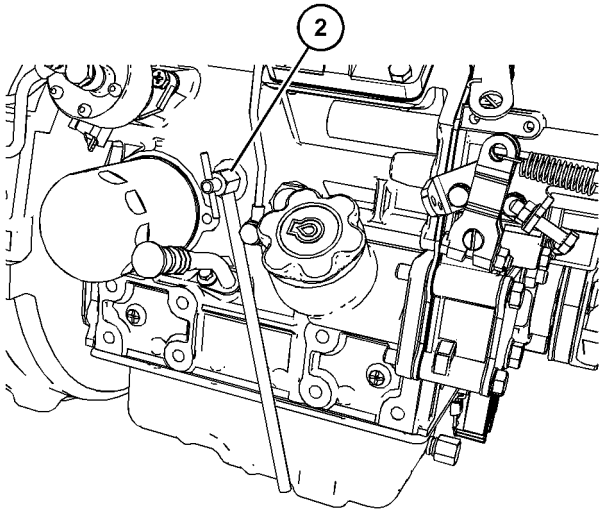

Illustration 45 g06518652

Drain tap option

2. Remove drain plug (1) or open drain tap (2) for the engine.

3. Remove the drain plug or open the drain tap on the radiator.

4. Allow the coolant to drain.

NOTICE
Dispose of used engine coolant or recycle. Various methods have been proposed to reclaim used coolant for reuse in engine cooling systems. The full distillation procedure is the only method acceptable by Perkins to reclaim the coolant.

For information regarding the disposal and the recycling of used coolant, consult your Perkins dealer or your Perkins distributor.

Flush

1. Flush the cooling system with clean water to remove any debris.

2. Close the drain cock or install the drain plug in the engine. Close the drain cock or install the drain plug on the radiator.

NOTICE
Do not fill the cooling system faster than 5 L (1.3 US gal) per minute to avoid air locks.

Cooling system air locks may result in engine damage.

3. Fill the cooling system with clean water. Install the cooling system filler cap.

4. Start and run the engine at low idle until the temperature reaches 49 to 66 °C (120 to 150 °F).

5. Stop the engine and allow the engine to cool. Loosen the cooling system filler cap slowly to relieve any pressure. Remove the cooling system filler cap. Open the drain cock or remove the drain plug on the engine. Open the drain cock or remove the drain plug on the radiator. Allow the water to drain. Flush the cooling system with clean water.

Fill

1. Close the drain cock or install the drain plug on the engine. Close the drain cock or install the drain plug on the radiator.

NOTICE
Do not fill the cooling system faster than 5 L (1.3 US gal) per minute to avoid air locks.

Cooling system air locks may result in engine damage.

2. Fill the cooling system with Extended Life Coolant (ELC). Refer to the Operation and Maintenance Manual, “Fluid Recommendations” topic (Maintenance Section) for more information on cooling system specifications. Do not install the cooling system filler cap.

3. Start and run the engine at low idle. Increase the engine rpm to high idle. Run the engine at high idle for one minute to purge the air from the cavities of the engine block. Stop the engine.

4. Check the coolant level. Maintain the coolant level within 13 mm (0.5 inch) below the bottom of the pipe for filling. Maintain the coolant level in the expansion bottle (if equipped) at the correct level.

5. Clean the cooling system filler cap. Inspect the gasket that is on the cooling system filler cap. If the gasket that is on the cooling system filler cap is damaged, discard the old cooling system filler cap and install a new cooling system filler cap. If the gasket that is on the cooling system filler cap is not damaged, use a suitable pressurizing pump to pressure test the cooling system filler cap. The correct pressure for the cooling system filler cap is stamped on the face of the cooling system filler cap. If the cooling system filler cap does not retain the correct pressure, install a new cooling system filler cap.

6. Start the engine. Inspect the cooling system for leaks and for correct operating temperature.

i04408743

Cooling System Coolant Level - Check

Engines With a Coolant Recovery Tank

Note: The cooling system may not have been provided by Perkins. The procedure that follows is for typical cooling systems. Refer to the OEM information for the correct procedures.

Check the coolant level when the engine is stopped and cool.

NOTICE
When any servicing or repair of the engine cooling system is performed, the procedure must be performed with the engine on level ground. This will allow you to accurately check the coolant level. This will also help in avoiding the risk of introducing an air lock into the coolant system.

1. Observe the coolant level in the coolant recovery tank. Maintain the coolant level to “COLD FULL” mark on the coolant recovery tank.

⚠ WARNING

Pressurized System: Hot coolant can cause serious burns. To open the cooling system filler cap, stop the engine and wait until the cooling system components are cool. Loosen the cooling system pressure cap slowly in order to relieve the pressure.

2. Loosen filler cap slowly in order to relieve any pressure. Remove the filler cap.

3. Pour the correct coolant mixture into the tank. Refer to the Operation and Maintenance Manual, “Refill Capacities and Recommendations” for information on the correct mixture and type of coolant. Refer to the Operation and Maintenance Manual, “Refill Capacities and Recommendations” for the cooling system capacity. Do not fill the coolant recovery tank above “COLD FULL” mark.

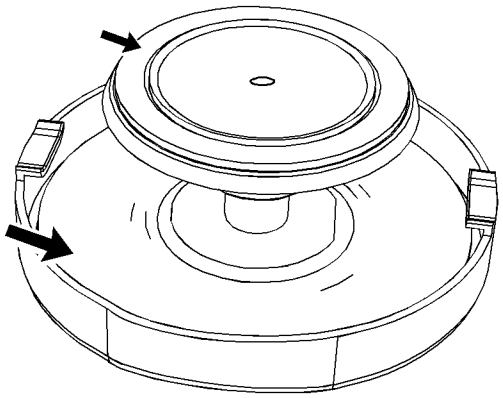

Illustration 46 g02590196
Filler cap

4. Clean filler cap and the receptacle. Reinstall the filler cap and inspect the cooling system for leaks.

Note: The coolant will expand as the coolant heats up during normal engine operation. The additional volume will be forced into the coolant recovery tank during engine operation. When the engine is stopped and cool, the coolant will return to the engine.

Engines Without a Coolant Recovery Tank

Check the coolant level when the engine is stopped and cool.

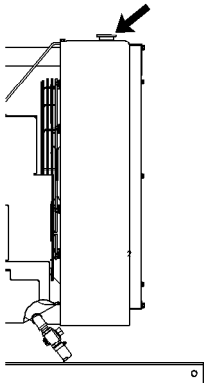

Illustration 47 g00285520

Cooling system filler cap

⚠ WARNING

Pressurized System: Hot coolant can cause serious burns. To open the cooling system filler cap, stop the engine and wait until the cooling system components are cool. Loosen the cooling system pressure cap slowly in order to relieve the pressure.

1. Remove the cooling system filler cap slowly in order to relieve pressure.
2. Maintain the coolant level at the maximum mark that is correct for your application. If the engine is equipped with a sight glass, maintain the coolant level to the correct level in the sight glass.
3. Clean the cooling system filler cap and inspect the gasket. If the gasket is damaged, discard the old filler cap and install a new filler cap. If the gasket is not damaged, use a suitable pressurizing pump in order to pressure test the filler cap. The correct pressure is stamped on the face of the filler cap. If the filler cap does not retain the correct pressure, install a new filler cap.
4. Inspect the cooling system for leaks.

i03644948

Cooling System Supplemental Coolant Additive (SCA) - Test/Add

⚠ WARNING

Cooling system coolant additive contains alkali. To help prevent personal injury, avoid contact with the skin and the eyes. Do not drink cooling system coolant additive.

Test for SCA Concentration

Heavy-Duty Coolant/Antifreeze and SCA

NOTICE
Do not exceed the recommended six percent supplemental coolant additive concentration.

Use a Coolant Conditioner Test Kit in order to check the concentration of the SCA.

Add the SCA, If Necessary

NOTICE
Do not exceed the recommended amount of supplemental coolant additive concentration. Excessive supplemental coolant additive concentration can form deposits on the higher temperature surfaces of the cooling system, reducing the engine's heat transfer characteristics. Reduced heat transfer could cause cracking of the cylinder head and other high temperature components. Excessive supplemental coolant additive concentration could also result in radiator tube blockage, overheating, and/or accelerated water pump seal wear. Never use both liquid supplemental coolant additive and the spin-on element (if equipped) at the same time. The use of those additives together could result in supplemental coolant additive concentration exceeding the recommended maximum.

⚠ WARNING

Pressurized System: Hot coolant can cause serious burns. To open the cooling system filler cap, stop the engine and wait until the cooling system components are cool. Loosen the cooling system pressure cap slowly in order to relieve the pressure.

NOTICE
When any servicing or repair of the engine cooling system is performed the procedure must be performed with the engine on level ground. This will allow you to accurately check the coolant level. This will also help in avoiding the risk of introducing an air lock into the coolant system.

1. Slowly loosen the cooling system filler cap in order to relieve the pressure. Remove the cooling system filler cap.

Note: Always discard drained fluids according to local regulations.

2. If necessary, drain some coolant from the cooling system into a suitable container in order to allow space for the extra SCA.
3. Add the correct amount of SCA. Refer to the Operation and Maintenance Manual, “Refill Capacities and Recommendations” for more information on SCA requirements.
4. Clean the cooling system filler cap and inspect the gasket. If the gasket is damaged, discard the old filler cap and install a new filler cap. If the gasket is not damaged, use a suitable pressurizing pump in order to pressure test the filler cap. The correct pressure is stamped on the face of the filler cap. If the filler cap does not retain the correct pressure, install a new filler cap.

i03632420

Cooling System Water Temperature Regulator - Replace

Replace the water temperature regulator before the water temperature regulator fails. This is a recommended preventive maintenance practice. Replacing the water temperature regulator reduces the chances for unscheduled downtime.

A water temperature regulator that fails in a partially opened position can cause overheating or overcooling of the engine.

A water temperature regulator that fails in the closed position can cause excessive overheating. Excessive overheating could result in cracking of the cylinder head or piston seizure problems.

A water temperature regulator that fails in the open position will cause the engine operating temperature to be too low during partial load operation. Low engine operating temperatures during partial loads could cause an excessive carbon buildup inside the cylinders. This excessive carbon buildup could result in an accelerated wear of the piston rings and wear of the cylinder liner.

NOTICE
Failure to replace your water temperature regulator on a regularly scheduled basis could cause severe engine damage.

Perkins engines incorporate a shunt design cooling system and require operating the engine with a water temperature regulator installed.

If the water temperature regulator is installed incorrectly, the engine may overheat, causing cylinder head damage. Ensure that the new water temperature regulator is installed in the original position. Ensure that the water temperature regulator vent hole is open.

Do not use liquid gasket material on the gasket or cylinder head surface.

Refer to the Disassembly and Assembly Manual, “Water Temperature Regulator - Remove and Install” for the replacement procedure of the water temperature regulator, or consult your Perkins dealer or your Perkins distributor.

Note: If only the water temperature regulators are replaced, drain the coolant from the cooling system to a level that is below the water temperature regulator housing.

i02151646

Driven Equipment - Check

Refer to the OEM specifications for more information on the following maintenance recommendations for the driven equipment:

- Inspection
- Adjustment
- Lubrication
- Other maintenance recommendations

Perform any maintenance for the driven equipment which is recommended by the OEM.

i06791792

Engine - Clean

⚠ WARNING

Personal injury or death can result from high voltage.

Moisture can create paths of electrical conductivity.

Make sure that the electrical system is OFF. Lock out the starting controls and tag the controls "DO NOT OPERATE" .

NOTICE
Accumulated grease and oil on an engine is a fire hazard. Keep the engine clean. Remove debris and fluid spills whenever a significant quantity accumulates on the engine.

Periodic cleaning of the engine is recommended. Steam cleaning the engine will remove accumulated oil and grease. A clean engine provides the following benefits:

- Easy detection of fluid leaks
- Maximum heat transfer characteristics
- Ease of maintenance

Note: Caution must be used to prevent electrical components from being damaged by excessive water when the engine is cleaned. Do not be directed the nozzle of the cleaner at any electrical connectors or the junction of cables into the rear of the connectors. Avoid electrical components such as the alternator, and the starter. Protect the fuel injection pump from fluids to wash the engine.

Ensure that care is taken that the safety labels, emission label, and all other information labels are not removed during engine cleaning.

i08154921

Engine Air Cleaner Element - Replace

NOTICE
Never run the engine without an air cleaner element installed. Never run the engine with a damaged air cleaner element. Do not use air cleaner elements with damaged pleats, gaskets or seals. Dirt entering the engine causes premature wear and damage to engine components. Air cleaner elements help to prevent airborne debris from entering the air inlet.

NOTICE
Never service the air cleaner element with the engine running since this will allow dirt to enter the engine.

Servicing the Air Cleaner Elements

Note: The air filter system may not have been provided by Perkins. The procedure that follows, is for a typical air filter system. Refer to the OEM information for the correct procedure.

If the air cleaner element becomes plugged, the air can split the material of the air cleaner element. Unfiltered air will drastically accelerate internal engine wear. Refer to the OEM information for the correct air cleaner elements for your application.

- Check the pre-cleaner (if equipped) and the dust bowl daily for accumulation of dirt and debris. Remove any dirt and debris, as needed.
- Operating in dirty conditions may require more frequent service of the air cleaner element.
- The air cleaner element should be replaced at least one time per year.

Replace the dirty air cleaner elements with clean air cleaner elements. Before installation, the new air cleaner elements should be thoroughly checked for tears and/or holes in the filter material. Inspect the gasket or the seal of the air cleaner element for damage. Maintain a supply of suitable air cleaner elements for replacement purposes.

Air Cleaners

Some application can have dual elements. The dual air cleaner contains a primary air cleaner element and a secondary air cleaner element. Both element must be replaced at the same time.

Do not replace the air cleaner filter elements in a dirty environment, as dirt can enter the air system when the elements are removed.

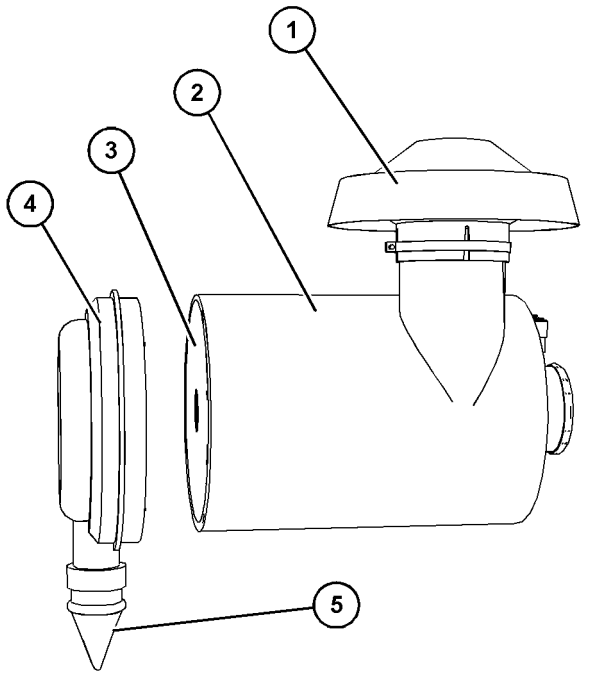

Illustration 48 g06217098

Typical example

(1) Top Cover
(2) Air Cleaner Body
(3) Primary Air Filter Element
(4) End Cover
(5) Vacuum Valve

1. Ensure that the outer body of the air cleaner to be serviced is clean and free from dirt.

2. Inspect the top cover (1) and if necessary remove top cover to clean cover. Ensure that dirt cannot enter the air cleaner system with top cover removed. If necessary, clean top cover and install.

3. Remove end cover (4) from air cleaner body (2). If necessary, clean end cover and ensure that the vacuum valve (5) is clean and free from dirt. Check the vacuum valve (5) for wear or damage, replace if necessary.

4. Remove primary air filter element (3) and if equipped, remove the secondary air filter element (Not Shown). Discard all old air filter elements.

5. If equipped, install new secondary air filter element (Not Shown) and install new primary air filter element (3).

6. Install end cover (4) to air cleaner body (2) and secure end cover. If necessary, reset the air service indicator, refer to this Operation and Maintenance Manual, Engine Air Cleaner Service Indicator - Inspect for more information.

i02335405

Engine Air Cleaner Service Indicator - Inspect

Some engines may be equipped with a different service indicator.

Some engines are equipped with a differential gauge for inlet air pressure. The differential gauge for inlet air pressure displays the difference in the pressure that is measured before the air cleaner element and the pressure that is measured after the air cleaner element. As the air cleaner element becomes dirty, the pressure differential rises. If your engine is equipped with a different type of service indicator, follow the OEM recommendations in order to service the air cleaner service indicator.

The service indicator may be mounted on the air cleaner element or in a remote location.

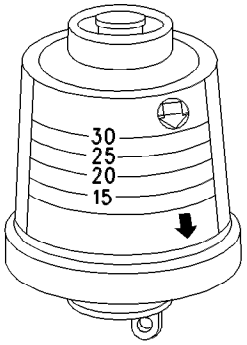

Illustration 49 g00103777

Typical service indicator

Observe the service indicator. The air cleaner element should be cleaned or the air cleaner element should be replaced when one of the following conditions occur:

- The yellow diaphragm enters the red zone.
- The red piston locks in the visible position.

Test the Service Indicator

Service indicators are important instruments.

- Check for ease of resetting. The service indicator should reset in less than three pushes.

- Check the movement of the yellow core when the engine is accelerated to the engine rated speed. The yellow core should latch at the greatest vacuum that is attained.

If the service indicator does not reset easily, or if the yellow core does not latch at the greatest vacuum, the service indicator should be replaced. If the new service indicator will not reset, the hole for the service indicator may be restricted.

The service indicator may need to be replaced frequently in environments that are severely dusty.

i07819526

Engine Air Precleaner - Check/ Clean

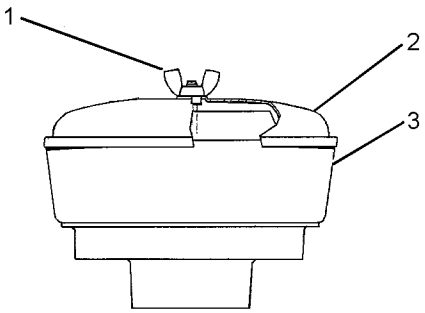

Illustration 50 g01453058

Typical engine air precleaner

(1) Wing nut
(2) Cover
(3) Body

Remove wing nut (1) and cover (2). Check for an accumulation of dirt and debris in body (3). Clean the body, if necessary.

After cleaning the precleaner, install cover (2) and wing nut (1).

Note: When the engine is operated in dusty conditions, more frequent cleaning is required.

Do not tap or strike the air cleaner element.

i02657627

Engine Crankcase Breather - Replace

NOTICE
Keep all parts clean from contaminants.

Contaminants may cause rapid wear and shortened component life.

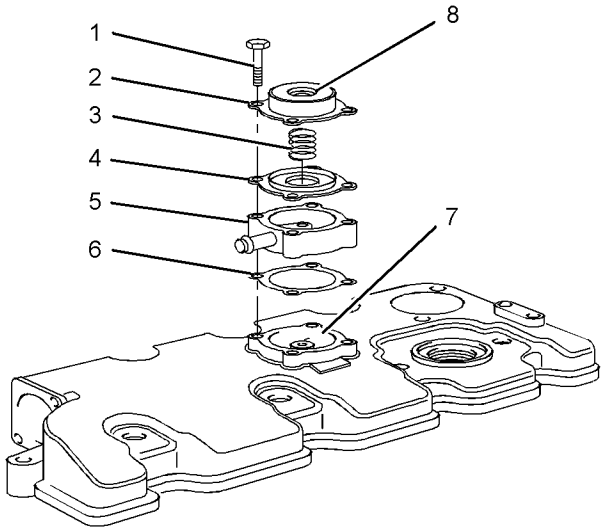

Illustration 51 g01335247

Typical example

(1) Screws for the breather cover
(2) Breather cover
(3) Spring
(4) Diaphragm and plate
(5) Spacer for turbocharged engines only
(6) Joint for turbocharged engines only
(7) Cavity
(8) Vent hole

1. Loosen the screws (1) and remove the breather cover (2) from the valve mechanism cover.

2. Remove the spring (3). Remove the diaphragm and plate (4).

3. For turbocharged engines, remove the spacer (5) and the joint (6).

4. Clean the vent hole (8) and the cavity (7) in the valve mechanism cover.

NOTICE
Make sure that the components of the breather assembly are installed correctly. Engine damage may occur if the breather assembly is not working correctly.

5. For turbocharged engines, install a new joint (6) and the spacer (5).

6. Install a new diaphragm and plate (4) for the breather assembly into the cavity (7) of the valve mechanism cover or the spacer (5) for turbocharged engines.

7. Install a new spring (3).

8. Install the breather cover (2) and the four screws (1). Tighten the screws.

i07819538

Engine Mounts - Inspect

Note: The engine mounts may not have been supplied by Perkins. Refer to the Original Equipment Manufacturer (OEM) information for further details on the engine mounts and the correct bolt torque.

Inspect the engine mounts for deterioration and for correct bolt torque. Excessive engine vibration can be caused by the following conditions:

- Incorrect mounting of the engine
- Deterioration of the engine mounts
- Loose engine mounts

Any engine mount that shows deterioration should be replaced. Refer to the OEM information for the recommended torques.

When the engine mounts are supplied by Perkins the maintenance procedure will be supplied in the Disassembly and Assembly manual for your engine.

i06812544

Engine Oil Level - Check

⚠ WARNING

Hot oil and hot components can cause personal injury. Do not allow hot oil or hot components to contact the skin.

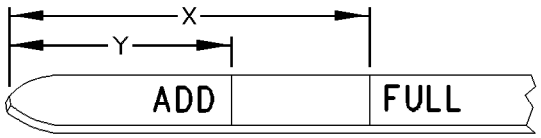

Illustration 52 g00110310

(Y) “ADD” mark. (X) “FULL” mark.

NOTICE
Perform this maintenance with the engine stopped.

1. Maintain the oil level between “ADD” mark (Y) and “FULL” mark (X) on oil level gauge (1). Do not fill the crankcase above “FULL” mark (X).

NOTICE
Operating your engine when the oil level is above the “FULL” mark could cause your crankshaft to dip into the oil. The air bubbles created from the crankshaft dipping into the oil reduces the oil's lubricating characteristics and could result in the loss of power or engine failure.

2. Remove the oil filler cap and add oil, if necessary. Clean the oil filler cap. Install the oil filler cap.

i08155318

Engine Oil and Filter - Change

⚠ WARNING

Hot oil and hot components can cause personal injury. Do not allow hot oil or hot components to contact the skin.

NOTICE
Care must be taken to ensure that fluids are contained during performance of inspection, maintenance, testing, adjusting and repair of the product. Be prepared to collect the fluid with suitable containers before opening any compartment or disassembling any component containing fluids.

Dispose of all fluids according to local regulations and mandates.

NOTICE
Keep all parts clean from contaminants.

Contaminants may cause rapid wear and shortened component life.

Do not drain the oil when the engine is cold. As the oil cools, suspended waste particles settle on the bottom of the oil pan. The waste particles are not removed with the draining cold oil. Drain the crankcase with the engine stopped. Drain the crankcase with the oil warm. This draining method allows the waste particles that are suspended in the oil to be drained correctly.

Failure to follow this recommended procedure will cause the waste particles to be recirculated through the engine lubrication system with the new oil.

Drain the Engine Oil

After the engine has been run at the normal operating temperature, stop the engine. Use one of the following methods to drain the engine crankcase oil:

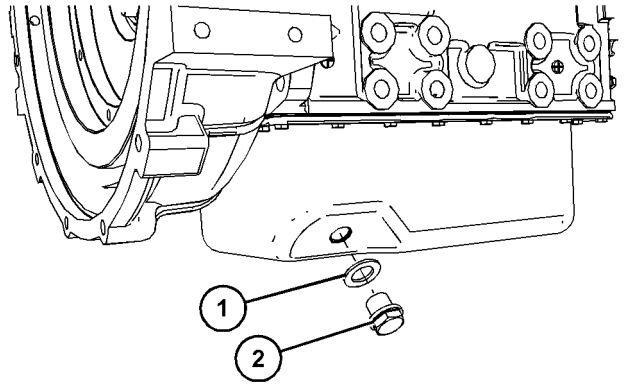

Illustration 53 g06518218

1. Remove drain plug (2) from the engine oil pan and drain the oil into a suitable container for storage or disposal.

2. Remove sealing washer (1) from the drain plug and clean the oil drain plug.

3. Install new sealing washer (1) to the drain plug.

4. Install drain plug (2) to the engine oil pan. Tighten the drain plug to a torque of 34 N·m (300.93 lb in)

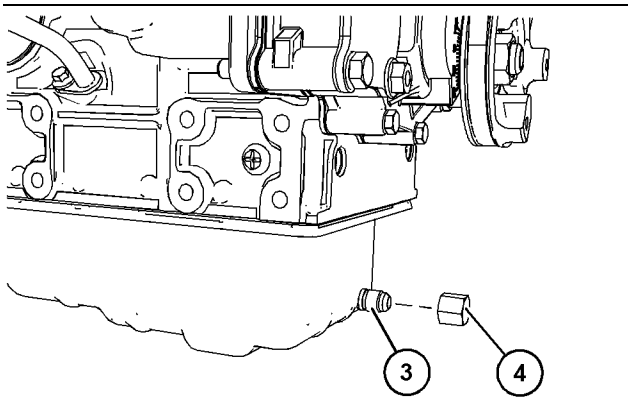

Illustration 54 g06518231

1. Remove drain cap (4) from engine oil pan outlet (3) and drain the oil into a suitable container for storage or disposal.

2. Clean the oil drain cap.

3. Install drain cap (4) to the engine oil pan outlet (3). Tighten the drain cap to a torque of 18 N·m (159.31 lb in).

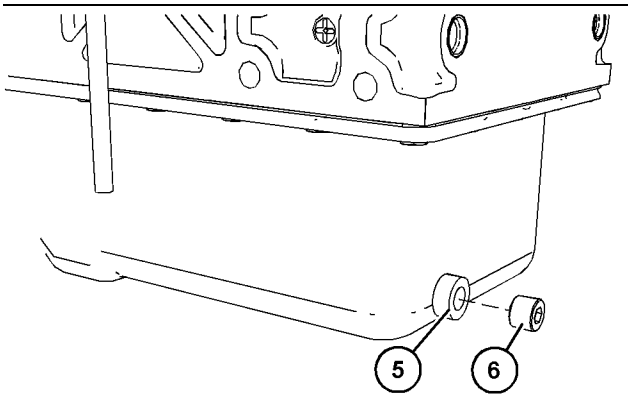

Illustration 55 g06523773

1. Remove drain plug (6) from engine oil pan outlet (5) and drain the oil into a suitable container for storage or disposal.

2. Clean oil drain plug (6).

3. Install drain plug (6) to engine oil pan outlet (5). Tighten the drain plug to a torque of 26 N·m (230.12 lb in).

- If the engine is equipped with a drain valve, turn the drain valve knob counterclockwise to drain the oil. After the oil has drained, turn the drain valve knob clockwise to close the drain valve.

Replace the Oil Filter

NOTICE
Perkins oil filters are built to Perkins specifications. Use of an oil filter not recommended by Perkins could result in severe engine damage to the engine bearings, crankshaft, etc., as a result of the larger waste particles from unfiltered oil entering the engine lubricating system. Only use oil filters recommended by Perkins.

1. Remove the oil filter with a suitable tool.

Note: The following actions can be carried out as part of the preventive maintenance program.

2. Cut the oil filter open with a suitable tool. Break apart the pleats and inspect the oil filter for metal debris. An excessive amount of metal debris in the oil filter may indicate early wear or a pending failure.

Use a magnet to differentiate between the ferrous metals and the non-ferrous metals that are found in the oil filter element. Ferrous metals may indicate wear on the steel and cast iron parts of the engine.

Non-ferrous metals may indicate wear on the aluminum parts, brass parts, or bronze parts of the engine. Parts that may be affected include the following items: main bearings, rod bearings, turbocharger bearings, and cylinder heads.

Due to normal wear and friction, it is not uncommon to find small amounts of debris in the oil filter. Consult your Perkins dealer or your Perkins distributor to arrange for a further analysis if an excessive amount of debris is found in the oil filter.

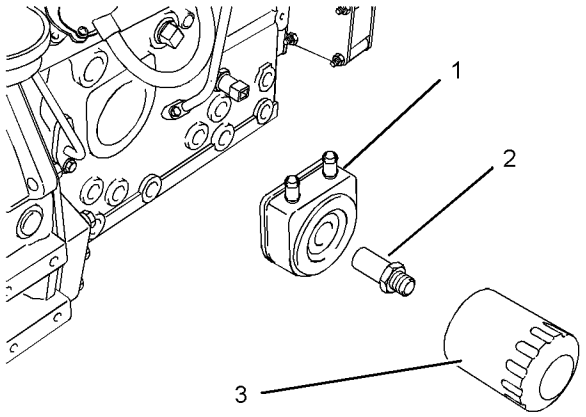

Illustration 56 g01334593

(1) Oil cooler
(2) Adapter
(3) Oil filter

Note: The oil cooler (1) and the adapter (2) are installed on engines that have a turbocharger.

3. Clean the sealing surface of the cylinder block or the oil cooler (1).

4. Apply clean engine oil to the new oil filter seal (3).

NOTICE
Do not fill the oil filters with oil before installing them. This oil would not be filtered and could be contaminated. Contaminated oil can cause accelerated wear to engine components or engine damage.

5. Install the oil filter. Tighten the oil filter by hand. Do not overtighten the oil filter.

Fill the Engine Crankcase

1. Remove the oil filler cap. Refer to this Operation and Maintenance Manual, Fluid Recommendations for more information on lubricant specifications.

Fill the crankcase with the correct amount of oil. Refer to this Operation and Maintenance Manual, Refill Capacities for more information on refill capacities.

NOTICE
If equipped with an auxiliary oil filter system or a remote oil filter system, follow the OEM or filter manufacturer's recommendations. Under filling or overfilling the crankcase with oil can cause engine damage.

NOTICE
To prevent crankshaft bearing damage, crank the engine with the fuel OFF. This will fill the oil filters before starting the engine. Do not crank the engine for more than 30 seconds.

2. Start the engine and run the engine at “LOW IDLE” for two minutes. Perform this procedure to ensure that the lubrication system has oil and that the oil filters are filled. Inspect the oil filter for oil leaks.

3. Stop the engine and allow the oil to drain back to the sump for a minimum of ten minutes.

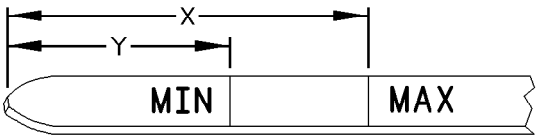

Illustration 57 g00986928
Typical example

4. Remove the oil level gauge to check the oil level. Maintain the oil level between the “MIN” and “MAX” marks on the oil level gauge.

i02676023

Engine Valve Lash - Inspect/ Adjust

This maintenance is recommended by Perkins as part of a lubrication and preventive maintenance schedule in order to help provide maximum engine life. The maintenance for the valve lash is important in order to keep the engine compliant.

NOTICE
Only qualified service personel should perform this maintenance. Refer to the Service Manual or your authorized Perkins dealer or your Perkins distributor for the complete valve lash adjustment procedure.

Operation of Perkins engines with incorrect valve lash can reduce engine efficiency, and also reduce engine component life.

⚠ WARNING

Ensure that the engine can not be started while this maintenance is being performed. To help prevent possible injury, do not use the starting motor to turn the flywheel.

Hot engine components can cause burns. Allow additional time for the engine to cool before measuring/adjusting valve lash clearance.

Ensure that the engine is stopped before measuring the valve lash. The engine valve lash can be inspected and adjusted when the temperature of the engine is hot or cold.

Refer to Systems Operation, Testing and Adjusting, “Engine Valve Lash - Inspect/Adjust” for more information.

i02154268

Fuel Injector - Test/Change

⚠ WARNING

Fuel leaked or spilled onto hot surfaces or electrical components can cause a fire.

⚠ WARNING

Make sure that you wear eye protection at all times during testing. When fuel injection nozzles are tested, test fluids travel through the orifices of the nozzle tip with high pressure. Under this amount of pressure, the test fluid can pierce the skin and cause serious injury to the operator. Always keep the tip of the fuel injection nozzle pointed away from the operator and into the fuel collector and extension.

NOTICE
Do not allow dirt to enter the fuel system. Thoroughly clean the area around a fuel system component that will be disconnected. Fit a suitable cover over any disconnected fuel system components.

Regular maintenance of the fuel injectors is recommended by Perkins. The fuel injectors must be removed and tested by an authorized agent. The fuel injectors should not be cleaned as cleaning with incorrect tools can damage the nozzle. The fuel injectors should be renewed only if a fault with the fuel injectors occurs. Some of the problems that may indicate that new fuel injectors are needed are listed below:

- The engine will not start or the engine is difficult to start.
- Not enough power
- The engine misfires or the engine runs erratically.
- High fuel consumption
- Black exhaust smoke
- The engine knocks or there is vibration in the engine.
- Excessive engine temperature

For further information on the removal and the installation of the fuel injectors, refer to the Disassembly and Assembly manual.

For further information on the testing of fuel injectors, refer to the Testing and Adjusting manual.

Identification of a suspect Fuel Injector

⚠ WARNING

Work carefully around an engine that is running. Engine parts that are hot, or parts that are moving, can cause personal injury.

NOTICE
If your skin comes into contact with high pressure fuel, obtain medical assistence immediately.

NOTICE
If a fuel injector is suspected of operating outside of normal parameters it should be removed by a qualified technician. The suspect fuel injector should be taken to an authorised agent for inspection.

Operate the engine at a fast idle speed in order to identify the faulty fuel injector. Individually loosen and tighten the union nut for the high pressure pipe to each fuel injector. Do not loosen the union nut more than half a turn. There will be little effect on the engine speed when the union nut to the faulty fuel injector is loosened.

Consult your authorized Perkins dealer or your Perkins distributor for further assistance.

i08046563

Fuel System - Prime

NOTICE
Care must be taken to ensure that fluids are contained during performance of inspection, maintenance, testing, adjusting and repair of the product. Be prepared to collect the fluid with suitable containers before opening any compartment or disassembling any component containing fluids.

Dispose of all fluids according to local regulations and mandates.

Use the following procedure to prime the fuel system:

If air enters the fuel system, the air must be purged from the fuel system before the engine can be started. Air can enter the fuel system when the following events occur:

- The fuel tank is empty or the fuel tank has been partially drained.
- The low-pressure fuel lines are disconnected.
- A leak exists in the low-pressure fuel system.
- The fuel filter is replaced.

NOTICE
Care must be taken to ensure that fluids are contained during performance of inspection, maintenance, testing, adjusting and repair of the product. Be prepared to collect the fluid with suitable containers before opening any compartment or disassembling any component containing fluids.

Dispose of all fluids according to local regulations and mandates.

Primary filter

Ensure that the air is removed from the primary fuel filter before you prime the secondary fuel filters, refer to illustration 58 .

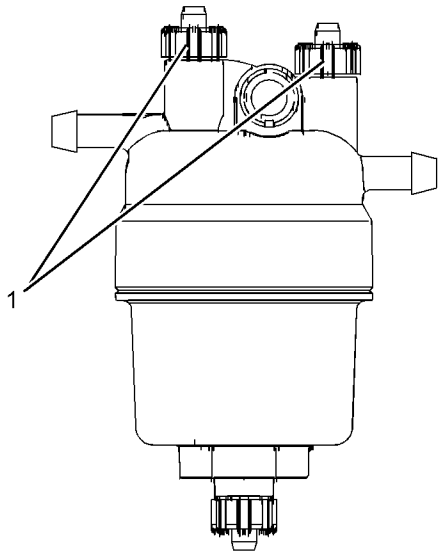

Illustration 58 g01316878

This filter may not be installed on the engine.

(1) Vent screws

Fuel filters

There are three types of fuel filter that may be installed on the engine.

- Element
- Canister
- Spin-on filter with fuel priming pump

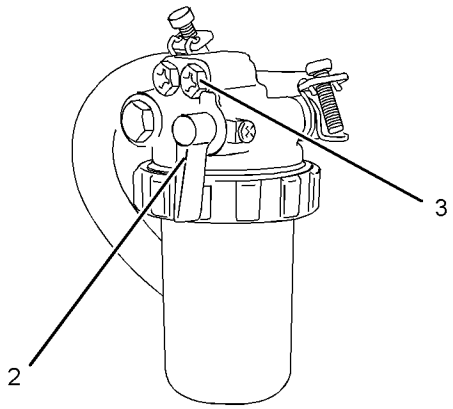

Illustration 59 g01327360

Element

(2) Fuel valve
(3) Vent screw

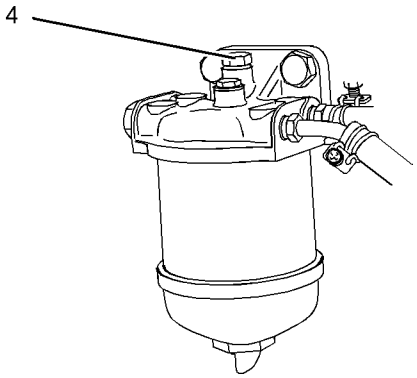

Illustration 60 g01327361

Canister

(4) Vent screw

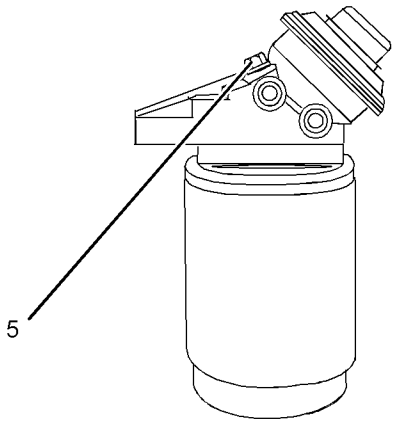

Illustration 61 g01327363

Spin-on filter with fuel priming pump

(5) Vent screw

Vent screw (3) is installed on the filter that has an element. Vent screw (4) is installed on the fuel filter that has a canister. Vent screw (5) is installed on the spin-on filter.

Priming the system

Ensure that the air is removed from the primary filter. Loosen vent screws (1). Refer to illustration 58 . Operate the priming pump. When fuel free from air flows from the vent screw tighten the vent screw.

Note: Some fuel system will use gravity to prime the primary fuel filter. If gravity is used ensure that the fuel tank is full and that all stop valves in the fuel line are open.

There are four different types of systems that can be installed on the engine to prime the fuel system. Refer to illustration 62 .

- Hand priming pump
- In-line hand priming pump
- Electrical priming pump
- Transfer pump that is operated by the starting motor

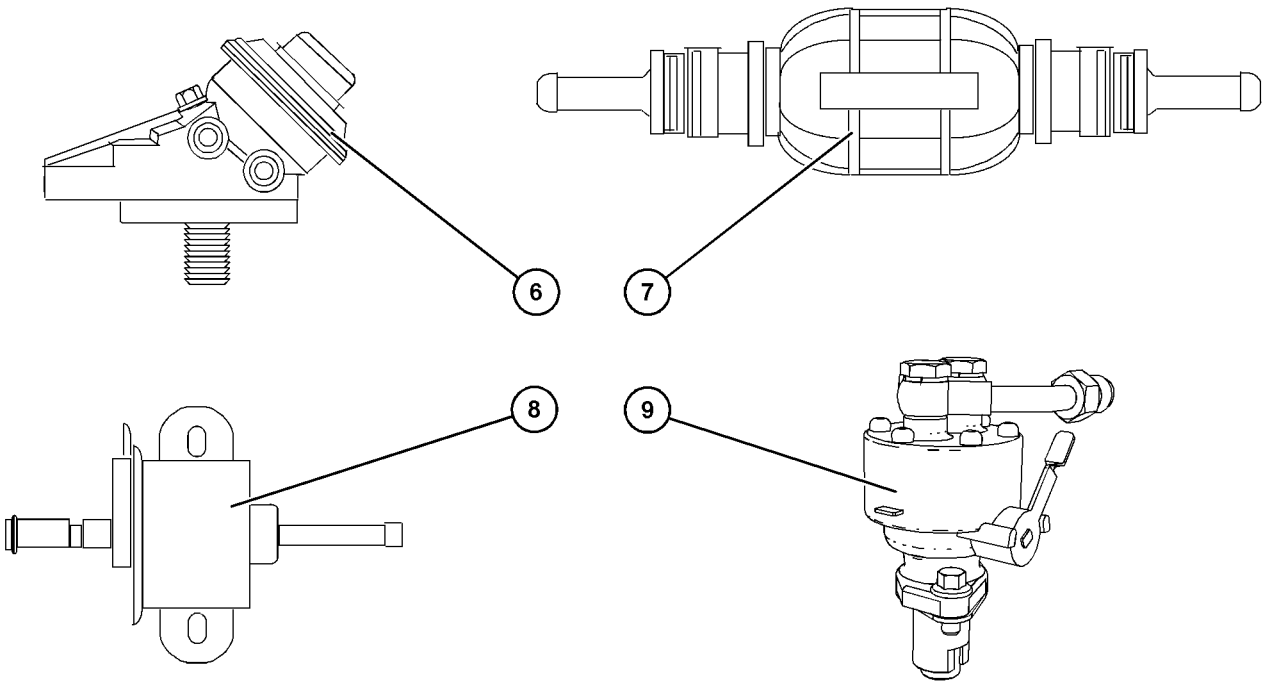

Illustration 62 g06523817

(6) Hand priming pump
(7) In-line priming pump
(8) Electrical priming pump
(9) Fuel transfer pump with hand priming

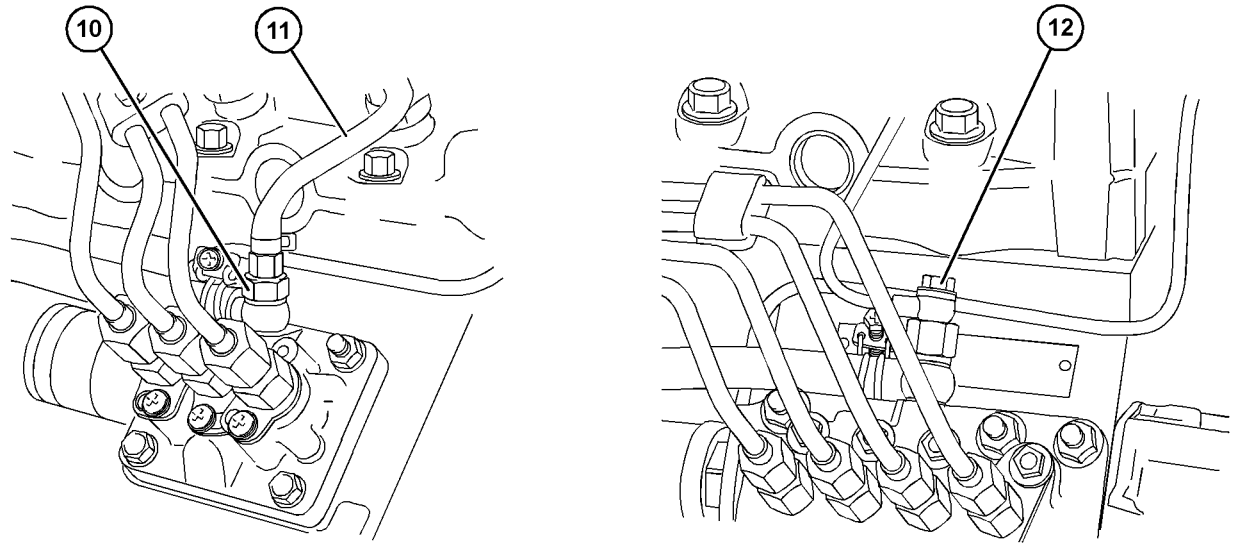

Illustration 63 g06523835

(10) Connector bolt
(11) Fuel return line
(12) Connector bolt

Hand Priming Pump 6

To identify the hand priming pump, refer to illustration 62 .

1. Ensure that fuel valve (2) for the fuel filter that has an element is in the ON position. Refer to illustration 59 .

2. Loosen vent screw (3 4 or 5) on the fuel filter.

3. Operate hand priming pump (6). When fuel free from air flows from the vent screw tighten the vent screw.

4. Loosen connection (10 or 12) at the fuel injection pump. Refer to illustration 63 .

Note: Fuel return line (11) may need to be removed to prime the fuel system.

5. Operate the hand priming pump. When fuel free from air flows from the connections tighten the connecting bolt.

6. The engine should now be able to start. Operate the starting motor to start the engine.

Note: Do not operate the starting motor for more than 15 seconds. If the engine does not start after 15 seconds, stop and wait for 30 seconds before trying again.

In-line Priming Pump 7

To identify the in-line priming pump, refer to illustration 62 .

1. Ensure that fuel valve (2) for the fuel filter that has an element is in the ON position. Refer to illustration 59 .

2. Loosen vent screw (3 4 or 5) on the fuel filter.

3. Operate in-line priming pump (7). When fuel free from air flows from the vent screw tighten the vent screw.

4. Loosen connection (10 or 12) at the fuel injection pump. Refer to illustration 63 .

Note: Fuel return line (11) may need to be removed to prime the fuel system.

5. Operate the in-line priming pump. When fuel free from air flows from the connections tighten the connecting bolt.

6. The engine should now be able to start. Operate the starting motor to start the engine.

Note: Do not operate the starting motor for more than 15 seconds. If the engine does not start after 15 seconds, stop and wait for 30 seconds before trying again.

Electrical Priming Pump 8

To identify the electrical priming pump, refer to illustration 62 .

1. Ensure that fuel valve (2) for the fuel filter that has an element is in the ON position. Refer to illustration 59 .

2. Loosen vent screw (3 4 or 5) on the fuel filter.

3. Operate electrical priming pump (8). When fuel free from air flows from the vent screw tighten the vent screw. Switch off the electrical priming pump.

4. Loosen connection (10 or 12) at the fuel injection pump. Refer to illustration 63 .

Note: Fuel return line (11) may need to be removed to prime the fuel system.

5. Operate the in-line priming pump. When fuel free from air flows from the connections tighten the connecting bolt.

6. The engine should now be able to start. Operate the starting motor to start the engine.

Note: Do not operate the starting motor for more than 15 seconds. If the engine does not start after 15 seconds, stop and wait for 30 seconds before trying again.

Fuel Transfer Pump 9

To identify the fuel transfer pump, refer to illustration 62 .

Note: If the transfer pump is not equipped with a manual priming lever and the engine is not equipped with any other priming option, you must operate the starting motor to prime the fuel system. Do not operate the starting motor for more than 15 seconds continuously. After 15 seconds, stop and wait for 30 seconds before operating the starting motor again.

1. Ensure that fuel valve (2) for the fuel filter that has an element is in the ON position. Refer to illustration 59 .

2. Loosen vent screw (3 4 or 5) on the fuel filter.

3. Operate fuel transfer pump (9). When fuel free from air flows from the vent screw tighten the vent screw. Stop the fuel transfer pump.

4. Loosen connection (10 or 12) at the fuel injection pump. Refer to illustration 63 .

Note: Fuel return line (11) may need to be removed to prime the fuel system.

5. Operate the fuel transfer pump. When fuel free from air flows from the connections tighten the connecting bolt. Stop the transfer pump.

6. The engine should now be able to start. Operate the starting motor to start the engine.

Note: Do not operate the starting motor for more than 15 seconds. If the engine does not start after 15 seconds, stop and wait for 30 seconds before trying again.

i08046690

Fuel System Filter - Replace

⚠ WARNING

Fuel leaked or spilled onto hot surfaces or electrical components can cause a fire. To help prevent possible injury, turn the start switch off when changing fuel filters or water separator elements. Clean up fuel spills immediately.

NOTICE
Do not allow dirt to enter the fuel system. Thoroughly clean the area around a fuel system component that will be disconnected. Fit a suitable cover over any disconnected fuel system components.

NOTICE
Care must be taken to ensure that fluids are contained during performance of inspection, maintenance, testing, adjusting and repair of the product. Be prepared to collect the fluid with suitable containers before opening any compartment or disassembling any component containing fluids.

Dispose of all fluids according to local regulations and mandates.

Fuel Filter with Canister

1. Close the fuel supply valve.

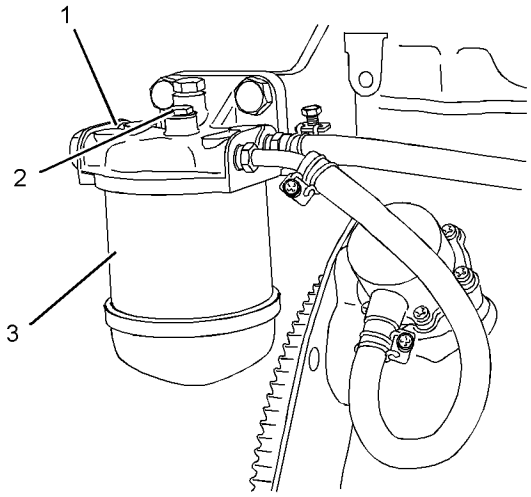

Illustration 64 g01307792
Typical example

2. Clean the outside of the fuel filter assembly (1).

3. Remove setscrew (2).

4. Remove the canister (3). Ensure that any fluid is drained into a suitable container.

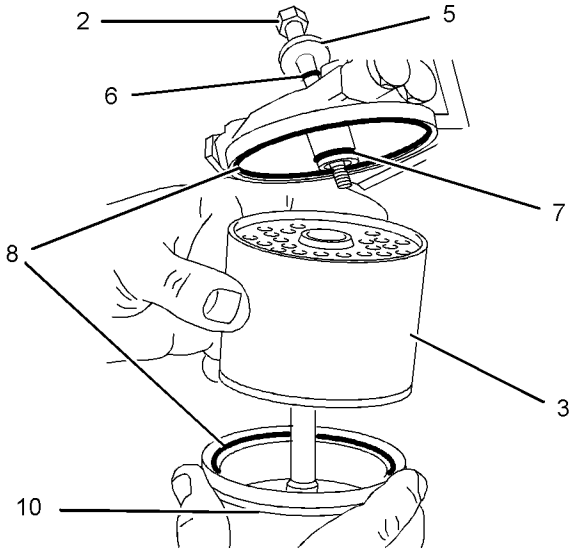

Illustration 65 g01334877
Typical example

5. Assemble the following items: seals (8), seal (7), canister (3), and bowl (10). Place washer (5) and seal (6) on setscrew (2).

6. Fasten the assembly to the fuel filter base with setscrew (2).

7. Open the fuel supply valve.

The fuel system will need to be primed after the new filter is installed. Refer to this Operation and Maintenance Manual, “Fuel System - Prime” for the correct procedure.

Fuel Filter with Element

1. Close the fuel supply valve (1).

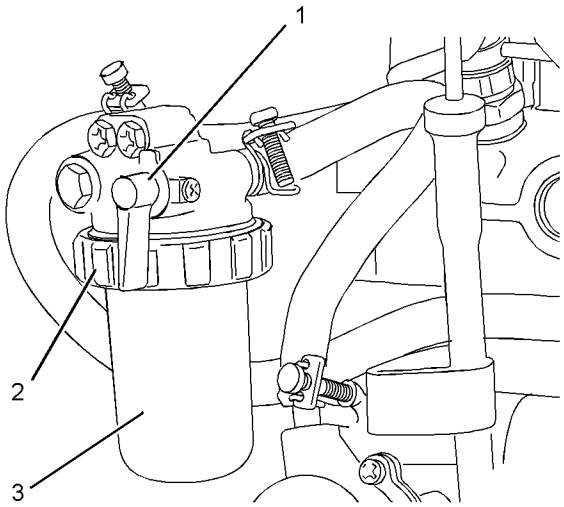

Illustration 66 g01334893
Typical example

2. Clean the outside of the fuel filter assembly.

3. Loosen the locking ring (2).

4. Remove the casing (3) for the filter and the element. Ensure that any fluid is drained into a suitable container.

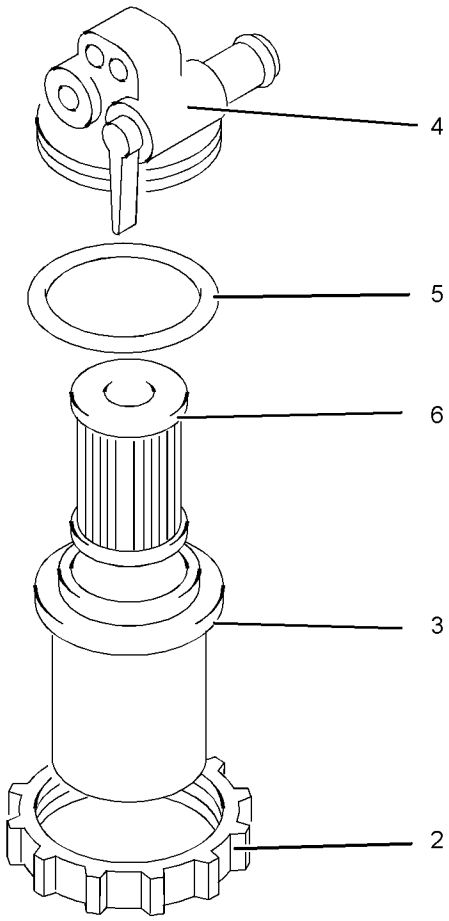

Illustration 67 g01334895
Typical example

Note: Do not fill the fuel filter with fuel. The fuel will not be filtered and the fuel could be contaminated. Contaminated fuel can damage your fuel system.

5. Assemble the following items: seal (5), filter element (6), and casing (3).

6. Install the assembled items to the filter base (4).

7. Install the locking ring (2) to the filter head. Rotate the locking ring to lock the assembly.

8. Open the fuel supply valve.

The fuel system will need to be primed after the new filter is installed. Refer to this Operation and Maintenance Manual, “Fuel System - Prime” for the correct procedure.

Fuel Filter with Priming Pump

1. Close the fuel supply valve.

2. Clean the outside of the fuel filter assembly.

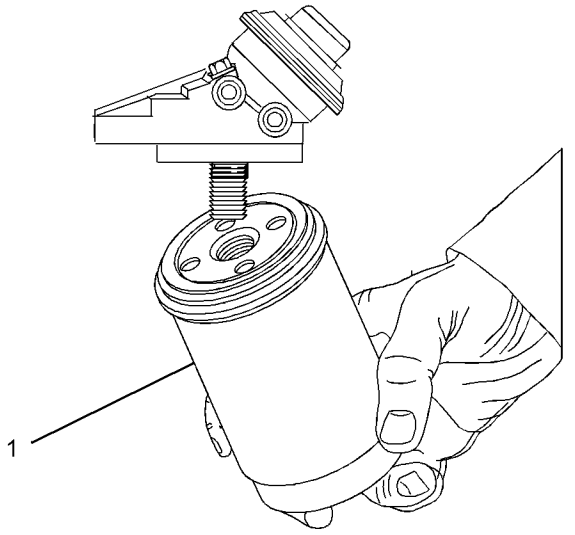

Illustration 68 g01306131
Typical example

3. By using a suitable tool, remove spin-on filter (1). Ensure that any fluid is drained into a suitable container.

Note: Do not fill the fuel filter with fuel. The fuel will not be filtered and the fuel could be contaminated. Contaminated fuel can damage your fuel system.

4. Install the new spin-on filter. Tighten the spin-on filter by hand.

5. Open the fuel supply valve.

The fuel system will need to be primed after the new filter is installed. Refer to this Operation and Maintenance Manual, “Fuel System - Prime” for the correct procedure.

In Line Fuel Filter

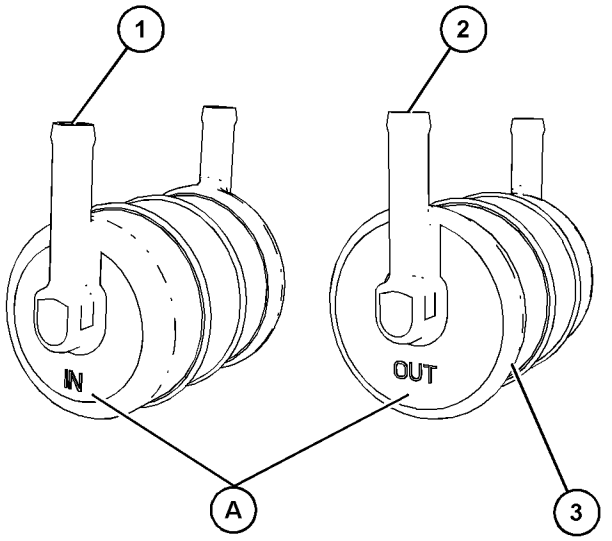

Illustration 69 g06524275

1. Close the fuel supply valve.

2. Clean the outside of fuel filter (3) and the fuel hoses attached to the fuel filter.

3. Make temporary identification marks on the fuel hoses to aid fuel filter installation. The direction of fuel flow through the fuel filter is identified in Position (A) on the fuel filter. Refer to illustration 69 .

4. Disconnect the fuel hoses from fuel inlet (1) and fuel outlet (2) of the fuel filter.

Note: Do not fill the fuel filter with fuel. The fuel will not be filtered and the fuel could be contaminated. Contaminated fuel can damage your fuel system.

5. Install the new fuel filter to the fuel hoses. Ensure that fuel inlet (1) and fuel outlet (2) are connected in the correct orientation.

6. Secure the fuel hoses to fuel inlet (1) and fuel outlet (2) with hose clamps.

7. Open the fuel supply valve.

The fuel system will need to be primed after the new filter is installed. Refer to this Operation and Maintenance Manual, “Fuel System - Prime” for the correct procedure.

i05337705

Fuel System Primary Filter - Replace

⚠ WARNING

Fuel leaked or spilled onto hot surfaces or electrical components can cause a fire. To help prevent possible injury, turn the start switch off when changing fuel filters or water separator elements. Clean up fuel spills immediately.

NOTICE
Ensure that the engine is stopped before any servicing or repair is performed.

Remove the Element

1. Turn the fuel supply valve (if equipped) to the OFF position before performing this maintenance.

2. Place a suitable container under the water separator in order to catch any fuel that might spill. Clean up any spilled fuel. Clean the outside body of the filter assembly.

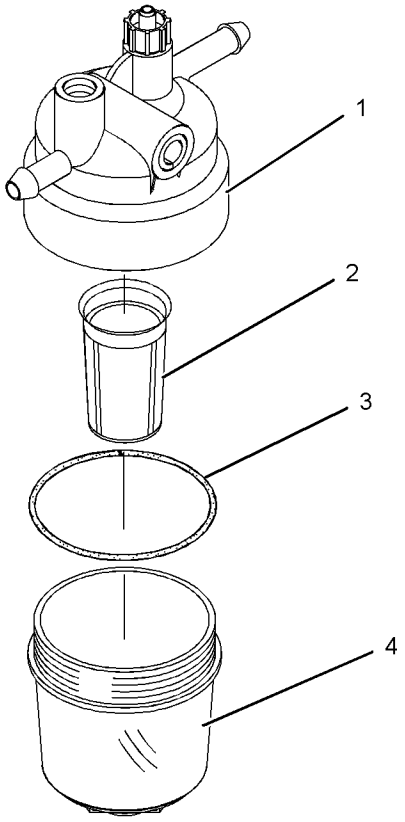

Illustration 70 g03381282
Typical example

3. Remove the filter bowl (4) from the fuel filter base (1).

4. Remove the O-ring seal (3). Discard the O-ring seal.

5. Remove the filter element (2) from the fuel filter base (1). Discard the filter element (2).

6. Clean the filter bowl (4).

Install the Element

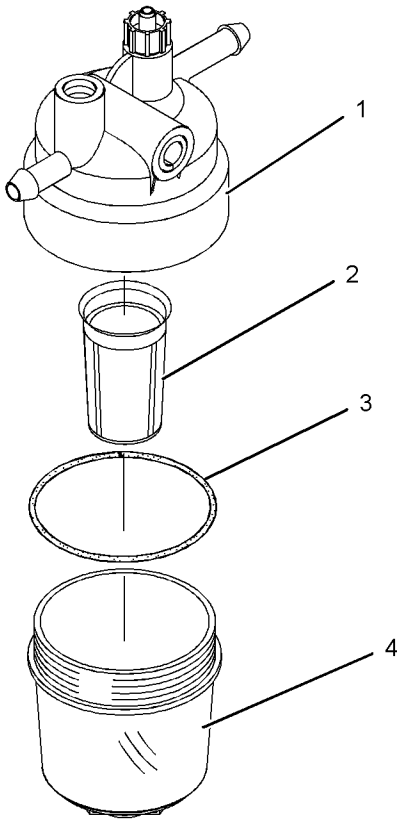

Illustration 71 g03381282
Typical example

1. Install a new filter element (2) to the fuel filter base (1).

2. Lubricate the O ring seal (3) with clean engine oil. Do NOT fill the bowl with fuel before the assembly is installed.

3. Install the filter bowl (4) to the fuel filter base (1). Tighten the filter bowl (4) by hand.

4. The secondary fuel filter must be replaced at the same time as the primary fuel filter. Refer to the Operation and Maintenance Manual , “Fuel System Secondary Filter - Replace”.

i07023784

Fuel System Primary Filter/ Water Separator - Drain

⚠ WARNING

Fuel leaked or spilled onto hot surfaces or electrical components can cause a fire. To help prevent possible injury, turn the start switch off when changing fuel filters or water separator elements. Clean up fuel spills immediately.

NOTICE
The water separator is under suction during normal engine operation. Ensure that the drain valve is tightened securely to help prevent air from entering the fuel system.

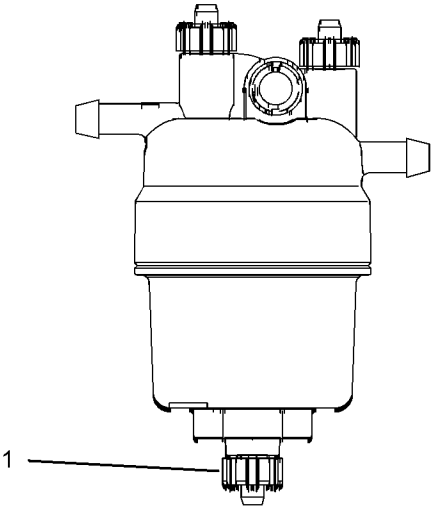

Illustration 72 g01316965
Typical example

1. Open drain (1). Catch the draining fluid in a suitable container. Dispose of the drained fluid correctly.

2. Close drain (1).

i02335436

Fuel Tank Water and Sediment - Drain

NOTICE
Care must be taken to ensure that fluids are contained during performance of inspection, maintenance, testing, adjusting and repair of the product. Be prepared to collect the fluid with suitable containers before opening any compartment or disassembling any component containing fluids.

Dispose of all fluids according to local regulations and mandates.

Fuel Tank

Fuel quality is critical to the performance and to the service life of the engine. Water in the fuel can cause excessive wear to the fuel system.

Water can be introduced into the fuel tank when the fuel tank is being filled.

Condensation occurs during the heating and cooling of fuel. The condensation occurs as the fuel passes through the fuel system and the fuel returns to the fuel tank. This causes water to accumulate in fuel tanks. Draining the fuel tank regularly and obtaining fuel from reliable sources can help to eliminate water in the fuel.

Drain the Water and the Sediment

Fuel tanks should contain some provision for draining water and draining sediment from the bottom of the fuel tanks.

Open the drain valve on the bottom of the fuel tank in order to drain the water and the sediment. Close the drain valve.

Check the fuel daily. Allow five minutes after the fuel tank has been filled before draining water and sediment from the fuel tank.

Fill the fuel tank after operating the engine in order to drive out moist air. This will help prevent condensation. Do not fill the tank to the top. The fuel expands as the fuel gets warm. The tank may overflow.

Some fuel tanks use supply pipes that allow water and sediment to settle below the end of the fuel supply pipe. Some fuel tanks use supply lines that take fuel directly from the bottom of the tank. If the engine is equipped with this system, regular maintenance of the fuel system filter is important.

Fuel Storage Tanks

Drain the water and the sediment from the fuel storage tank at the following intervals:

- Weekly
- Service intervals
- Refill of the tank

This will help prevent water or sediment from being pumped from the storage tank into the engine fuel tank.

If a bulk storage tank has been refilled or moved recently, allow adequate time for the sediment to settle before filling the engine fuel tank. Internal baffles in the bulk storage tank will also help trap sediment. Filtering fuel that is pumped from the storage tank helps to ensure the quality of the fuel. When possible, water separators should be used.

i02813964

Hoses and Clamps - Inspect/ Replace

Inspect all hoses for leaks that are caused by the following conditions:

- Cracking
- Softness
- Loose clamps

Replace hoses that are cracked or soft. Tighten any loose clamps.

NOTICE
Do not bend or strike high pressure lines. Do not install bent or damaged lines, tubes or hoses. Repair any loose or damaged fuel and oil lines, tubes and hoses. Leaks can cause fires. Inspect all lines, tubes and hoses carefully. Tighten all connections to the recommended torque. Do not clip any other item to the high pressure lines.

Check for the following conditions:

- End fittings that are damaged or leaking
- Outer covering that is chafed or cut

- Exposed wire that is used for reinforcement
- Outer covering that is ballooning locally
- Flexible part of the hose that is kinked or crushed
- Armoring that is embedded in the outer covering

A constant torque hose clamp can be used in place of any standard hose clamp. Ensure that the constant torque hose clamp is the same size as the standard clamp.

Due to extreme temperature changes, the hose will harden. Hardening of the hoses will cause hose clamps to loosen. This can result in leaks. A constant torque hose clamp will help to prevent loose hose clamps.

Each installation application can be different. The differences depend on the following factors:

- Type of hose
- Type of fitting material
- Anticipated expansion and contraction of the hose
- Anticipated expansion and contraction of the fittings

Replace the Hoses and the Clamps

Refer to the OEM information for further information on removing and replacing fuel hoses (if equipped).

The coolant system and the hoses for the coolant system are not usually supplied by Perkins. The following text describes a typical method of replacing coolant hoses. Refer to the OEM information for further information on the coolant system and the hoses for the coolant system.

⚠ WARNING

Pressurized System: Hot coolant can cause serious burns. To open the cooling system filler cap, stop the engine and wait until the cooling system components are cool. Loosen the cooling system pressure cap slowly in order to relieve the pressure.

1. Stop the engine. Allow the engine to cool.

2. Loosen the cooling system filler cap slowly in order to relieve any pressure. Remove the cooling system filler cap.

Note: Drain the coolant into a suitable, clean container. The coolant can be reused.

3. Drain the coolant from the cooling system to a level that is below the hose that is being replaced.

4. Remove the hose clamps.

5. Disconnect the old hose.

6. Replace the old hose with a new hose.

7. Install the hose clamps with a torque wrench.

Note: For the correct coolant, see this Operation and Maintenance Manual, “Fluid Recommendations”.

8. Refill the cooling system. Refer to the OEM information for further information on refilling the cooling system.

9. Clean the cooling system filler cap. Inspect the cooling system filler cap's seals. Replace the cooling system filler cap if the seals are damaged. Install the cooling system filler cap.

10. Start the engine. Inspect the cooling system for leaks.

i02335774

Radiator - Clean

The radiator is not usually supplied by Perkins. The following text describes a typical cleaning procedure for the radiator. Refer to the OEM information for further information on cleaning the radiator.

Note: Adjust the frequency of cleaning according to the effects of the operating environment.

Inspect the radiator for these items: Damaged fins, corrosion, dirt, grease, insects, leaves, oil and other debris. Clean the radiator, if necessary.

⚠ WARNING

Personal injury can result from air pressure.

Personal injury can result without following proper procedure. When using pressure air, wear a protective face shield and protective clothing.

Maximum air pressure at the nozzle must be less than 205 kPa (30 psi) for cleaning purposes.

Pressurized air is the preferred method for removing loose debris. Direct the air in the opposite direction to the fan's air flow. Hold the nozzle approximately 6 mm (0.25 inch) away from the radiator fins. Slowly move the air nozzle in a direction that is parallel with the radiator tube assembly. This will remove debris that is between the tubes.

Pressurized water may also be used for cleaning. The maximum water pressure for cleaning purposes must be less than 275 kPa (40 psi). Use pressurized water in order to soften mud. Clean the core from both sides.

Use a degreaser and steam for removal of oil and grease. Clean both sides of the core. Wash the core with detergent and hot water. Thoroughly rinse the core with clean water.

If the radiator is blocked internally, refer to the OEM Manual for information regarding flushing the cooling system.

After cleaning the radiator, start the engine. Allow the engine to operate at low idle speed for three to five minutes. Accelerate the engine to high idle. This will help in the removal of debris and the drying of the core. Slowly reduce the engine speed to low idle and then stop the engine. Use a light bulb behind the core in order to inspect the core for cleanliness. Repeat the cleaning, if necessary.

Inspect the fins for damage. Bent fins may be opened with a “comb”. Inspect these items for good condition: Welds, mounting brackets, air lines, connections, clamps and seals. Make repairs, if necessary.

i02335775

Severe Service Application - Check

Severe service is the application of an engine that exceeds the current published standards for that engine. Perkins maintains standards for the following engine parameters:

- Performance such as power range, speed range, and fuel consumption
- Fuel quality
- Operational Altitude
- Maintenance intervals
- Oil selection and maintenance
- Coolant type and maintenance
- Environmental qualities
- Installation
- The temperature of the fluid in the engine

Refer to the standards for the engine or consult your Perkins dealer or your Perkins distributor in order to determine if the engine is operating within the defined parameters.

Severe service operation can accelerate component wear. Engines that operate under severe conditions may need more frequent maintenance intervals in order to ensure maximum reliability and retention of full service life.

Due to individual applications, it is not possible to identify all of the factors which can contribute to severe service operation. Consult your Perkins dealer or your Perkins distributor for the unique maintenance that is necessary for the engine.

The operating environment, incorrect operating procedures and incorrect maintenance procedures can be factors which contribute to a severe service application.

Environmental Factors

Ambient temperatures – The engine may be exposed to extended operation in extremely cold environments or hot environments. Valve components can be damaged by carbon buildup if the engine is frequently started and stopped in very cold temperatures. Extremely hot intake air reduces engine performance.

Quality of the air – The engine may be exposed to extended operation in an environment that is dirty or dusty, unless the equipment is cleaned regularly. Mud, dirt and dust can encase components. Maintenance can be very difficult. The buildup can contain corrosive chemicals.

Buildup – Compounds, elements, corrosive chemicals and salt can damage some components.

Altitude – Problems can arise when the engine is operated at altitudes that are higher than the intended settings for that application. Necessary adjustments should be made.

Incorrect Operating Procedures

- Extended operation at low idle
- Frequent hot shutdowns
- Operating at excessive loads
- Operating at excessive speeds
- Operating outside the intended application

Incorrect Maintenance Procedures

- Extending the maintenance intervals
- Failure to use recommended fuel, lubricants and coolant/antifreeze

i07888480

Starting Motor - Inspect

Perkins recommends a scheduled inspection of the starting motor. If the starting motor fails, the engine may not start in an emergency situation.

Check the starting motor for correct operation. Check the electrical connections and clean the electrical connections. Refer to the Systems Operation, Testing and Adjusting Manual, “Electric Starting System - Test” for more information on the checking procedure and for specifications consult your Perkins dealer or your Perkins distributor for assistance.

i02184788

Turbocharger - Inspect (If Equipped)

A regular visual inspection of the turbocharger is recommended. Any fumes from the crankcase are filtered through the air inlet system. Therefore, by-products from oil and from combustion can collect in the turbocharger compressor housing. Over time, this buildup can contribute to loss of engine power, increased black smoke and overall loss of engine efficiency.

If the turbocharger fails during engine operation, damage to the turbocharger compressor wheel and/or to the engine may occur. Damage to the turbocharger compressor wheel can cause additional damage to the pistons, the valves, and the cylinder head.

NOTICE
Turbocharger bearing failures can cause large quantities of oil to enter the air intake and exhaust systems. Loss of engine lubricant can result in serious engine damage.

Minor leakage of oil into a turbocharger under extended low idle operation should not cause problems as long as a turbocharger bearing failure has not occured.

When a turbocharger bearing failure is accompanied by a significant engine performance loss (exhaust smoke or engine rpm up at no load), do not continue engine operation until the turbocharger is renewed.

A visual inspection of the turbocharger can minimize unscheduled downtime. A visual inspection of the turbocharger can also reduce the chance for potential damage to other engine parts.

Removal and Installation

Note: The turbochargers that are supplied are nonserviceable.

For options regarding the removal, installation, and replacement, consult your Perkins dealer or your Perkins distributor. Refer to the Disassembly and Assembly Manual, “Turbocharger - Remove and Turbocharger - Install” for further information.

Inspecting

NOTICE
The compressor housing for the turbocharger must not be removed from the turbocharger for cleaning.

The actuator linkage is connected to the compressor housing. If the actuator linkage is moved or disturbed the engine may not comply with emmissions legislation.

1. Remove the pipe from the turbocharger exhaust outlet and remove the air intake pipe to the turbocharger. Visually inspect the piping for the presence of oil. Clean the interior of the pipes in order to prevent dirt from entering during reassembly.
2. Check for the presence of oil. If oil is leaking from the back side of the compressor wheel, there is a possibility of a failed turbocharger oil seal.

   The presence of oil may be the result of extended engine operation at low idle. The presence of oil may also be the result of a restriction of the line for the intake air (clogged air filters), which causes the turbocharger to slobber.
3. Inspect the bore of the housing of the turbine outlet for corrosion.
4. Fasten the air intake pipe and the exhaust outlet pipe to the turbocharger housing.

i02177973

Walk-Around Inspection

Inspect the Engine for Leaks and for Loose Connections

A walk-around inspection should only take a few minutes. When the time is taken to perform these checks, costly repairs and accidents can be avoided.

For maximum engine service life, make a thorough inspection of the engine compartment before starting the engine. Look for items such as oil leaks or coolant leaks, loose bolts, worn belts, loose connections and trash buildup. Make repairs, as needed:

- The guards must be in the correct place. Repair damaged guards or replace missing guards.
- Wipe all caps and plugs before the engine is serviced in order to reduce the chance of system contamination.

NOTICE
For any type of leak (coolant, lube, or fuel) clean up the fluid. If leaking is observed, find the source and correct the leak. If leaking is suspected, check the fluid levels more often than recommended until the leak is found or fixed, or until the suspicion of a leak is proved to be unwarranted.

NOTICE
Accumulated grease and/or oil on an engine is a fire hazard. Remove the accumulated grease and oil. Refer to this Operation and Maintenance Manual, “Engine - Clean” for more information.

- Ensure that the cooling system hoses are correctly clamped and that the cooling system hoses are tight. Check for leaks. Check the condition of all pipes.
- Inspect the water pump for coolant leaks.

Note: The water pump seal is lubricated by the coolant in the cooling system. It is normal for a small amount of leakage to occur as the engine cools down and the parts contract.

Excessive coolant leakage may indicate the need to replace the water pump seal. For the removal of the water pump and the installation of water pump and/or seal, refer to the Disassembly and Assembly Manual, “Water Pump - Remove and Install” for more information or consult your Perkins dealer or your Perkins distributor.

- Inspect the lubrication system for leaks at the front crankshaft seal, the rear crankshaft seal, the oil pan, the oil filters and the rocker cover.
- Inspect the fuel system for leaks. Look for loose fuel line clamps and/or tie-wraps.
- Inspect the piping for the air intake system and the elbows for cracks and for loose clamps. Ensure that hoses and tubes are not contacting other hoses, tubes, wiring harnesses, etc.
- Inspect the alternator belts and any accessory drive belts for cracks, breaks or other damage.

Belts for multiple groove pulleys must be replaced as matched sets. If only one belt is replaced, the belt will carry more load than the belts that are not replaced. The older belts are stretched. The additional load on the new belt could cause the belt to break.

- Drain the water and the sediment from the fuel tank on a daily basis in order to ensure that only clean fuel enters the fuel system.
- Inspect the wiring and the wiring harnesses for loose connections and for worn wires or frayed wires.
- Inspect the ground strap for a good connection and for good condition.
- Disconnect any battery chargers that are not protected against the current drain of the starting motor. Check the condition and the electrolyte level of the batteries, unless the engine is equipped with a maintenance free battery.
- Check the condition of the gauges. Replace any gauges that are cracked. Replace any gauge that can not be calibrated.

i01907756

Water Pump - Inspect

A failed water pump may cause severe engine overheating problems that could result in the following conditions:

- Cracks in the cylinder head
- A piston seizure
- Other potential damage to the engine

Note: The water pump seal is lubricated by the coolant in the cooling system. It is normal for a small amount of leakage to occur as the engine cools down and parts contract.

Visually inspect the water pump for leaks. Renew the water pump seal or the water pump if there is an excessive leakage of coolant. Refer to the Disassembly and Assembly Manual, “Water Pump - Remove and Install” for the disassembly and assembly procedure.

Warranty Section

Engine index

Warranty Information

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Emissions Warranty Information

This engine may be certified to comply with exhaust emission and gaseous emission standards that are prescribed by the law at the time of manufacture. This engine may be covered by an Emissions Warranty. Consult your authorized Perkins dealer or distributor to determine if your engine is emissions certified and if your engine is subject to an Emissions Warranty.

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W

Product and Dealer Information

Note: For product identification plate locations, see the section “Product Identification Information” in the Operation and Maintenance Manual.

Delivery Date: _____

Product Information

Model: _____

Product Identification Number: _____

Engine Serial Number: _____

Transmission Serial Number: _____

Generator Serial Number: _____

Attachment Serial Numbers: _____

Attachment Information: _____

Customer Equipment Number: _____

Dealer Equipment Number: _____

Dealer Information

Name: _____ Branch: _____

Address: _____

_____

_____

	Dealer Contact	Phone Number	Hours
Sales:	_____	_____	_____
Parts:	_____	_____	_____
Service:	_____	_____	_____

www.worldpowersolution.com
sales@worldpowersolution.com
T.+971 4 88 23 555

STAMFORD
S0/S1
Owner Manual

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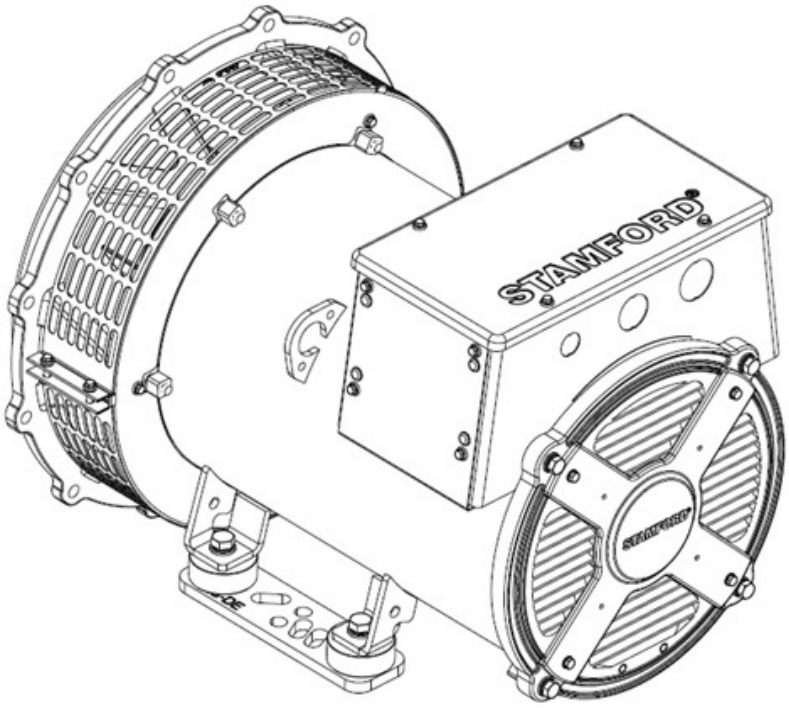
STAMFORD

STAMFORD®

S0 and S1 Alternators

OWNER MANUAL



English
Original Instructions

A053K550 (Issue 1)

Table of Contents

5 Application of the Alternator

Altenator Index

⚠ WARNING

Ejected Debris

Debris ejected during catastrophic failure can cause serious injury or death by impact, severing or stabbing.

To prevent injury:

- ***Keep away from the air inlet and air outlet when the alternator is running.***
- ***Do not put operator controls near the air inlet and air outlet.***
- ***Do not cause overheating by running the alternator outside rating plate parameters.***
- ***Do not overload the alternator.***
- ***Do not run an alternator with excessive vibration.***
- ***Do not synchronize parallel alternators outside the specified parameters.***

It is the customer's responsibility to make sure that the selected alternator is suitable for the final application.

5.1 Environment

The alternators are protected to IP23 as standard. IP23 is not adequate protection for use outdoors without additional measures.

Ambient Temperature	-15° C to 40° C
Relative Humidity	< 65%
Altitude	< 1000 m

The alternator has been designed for the environment shown in the table. The alternator can operate outside these conditions if it is rated accordingly; the nameplate gives details. If the operating environment is changed after purchase, refer to the factory for a revised alternator rating.

5.2 Air Flow

Make sure that the air inlets and outlets are not obstructed when the alternator is running.

5.3 Airborne Contaminants

Contaminants such as salt, oil, exhaust fumes, chemicals, dust, and sand will reduce the effectiveness of the insulation and the life of the windings. Consider using air filters and an enclosure to protect the alternator.

5.4 Humid Conditions

The water carrying capacity of air depends on temperature. If the air temperature falls below its saturation point, dew may form on the windings, reducing the electrical resistance of the insulation. In humid conditions, additional protection may be required even if the alternator is fitted inside an enclosure. Anti-condensation heaters are supplied on request.

-

5.5 Anti-Condensation Heaters

⚠ DANGER

Live Electrical Conductors

Live electrical conductors can cause serious injury or death by electric shock and burns.

To prevent injury and before removing covers over electrical conductors, isolate the generator set from all energy sources, remove stored energy and use lock out/tag out safety procedures.

Power to the anti-condensation heater is supplied from a separate source. Anti-condensation heaters raise the air temperature around the windings to deter condensation forming in humid conditions when the alternator is not operating. Best practice is to energize the heaters automatically when the alternator is off.

5.6 Enclosures

Fit an enclosure to protect the alternator from adverse environmental conditions. Make sure that air entering the alternator is of adequate flow rate, free from moisture and contaminants, and below the maximum ambient temperature on the rating plate.

Make sure there is sufficient access around the alternator for safe maintenance.

S01/S02/S12 alternators have round end brackets that will create an air flow pattern that differs from previous alternators of this size. The air flow should be modeled to identify and prevent hot air from recirculating within the enclosure.

5.7 Vibration

The alternators are designed to withstand the vibration levels encountered on generator sets built to meet the requirements of ISO 8528-9 and BS 5000-3. (Where ISO 8528 is taken to be broad band measurements and BS5000 refers to the predominant frequency of any vibrations on the generator set).

NOTICE

Exceeding either of the above specifications will have a detrimental effect on the life of the bearings and other components, and may invalidate the alternator warranty.

NOTICE

The terminal box is designed to support the fitted busbars or terminals, transformers, load cables and auxiliary terminal box. Additional mass could cause excessive vibration and lead to failure of the terminal box enclosure and mounting. Refer to the Installation Manual to connect the load cables to the terminal box. Refer to CGT before fixing any additional mass to the terminal box.

5.7.1 Definition of BS5000–3

Alternators shall be capable of continuously withstanding linear vibration levels with amplitudes of 0.25 mm between 5 Hz and 8 Hz, and velocities of 9.0 mm/s RMS between 8 Hz and 200 Hz, when measured at any point directly on the carcass or main frame of the machine. These limits refer only to the predominant frequency of vibration of any complex waveform.

5.7.2 Definition of ISO 8528-9

ISO 8528-9 refers to a broad band of frequencies; the broad band is taken to be between 10 Hertz and 1000 Hertz. The table below is an extract from ISO 8528-9 (Table C.1, value 1). This simplified table lists the vibration limits by kVA and speed for acceptable operation of standard generator set designs.

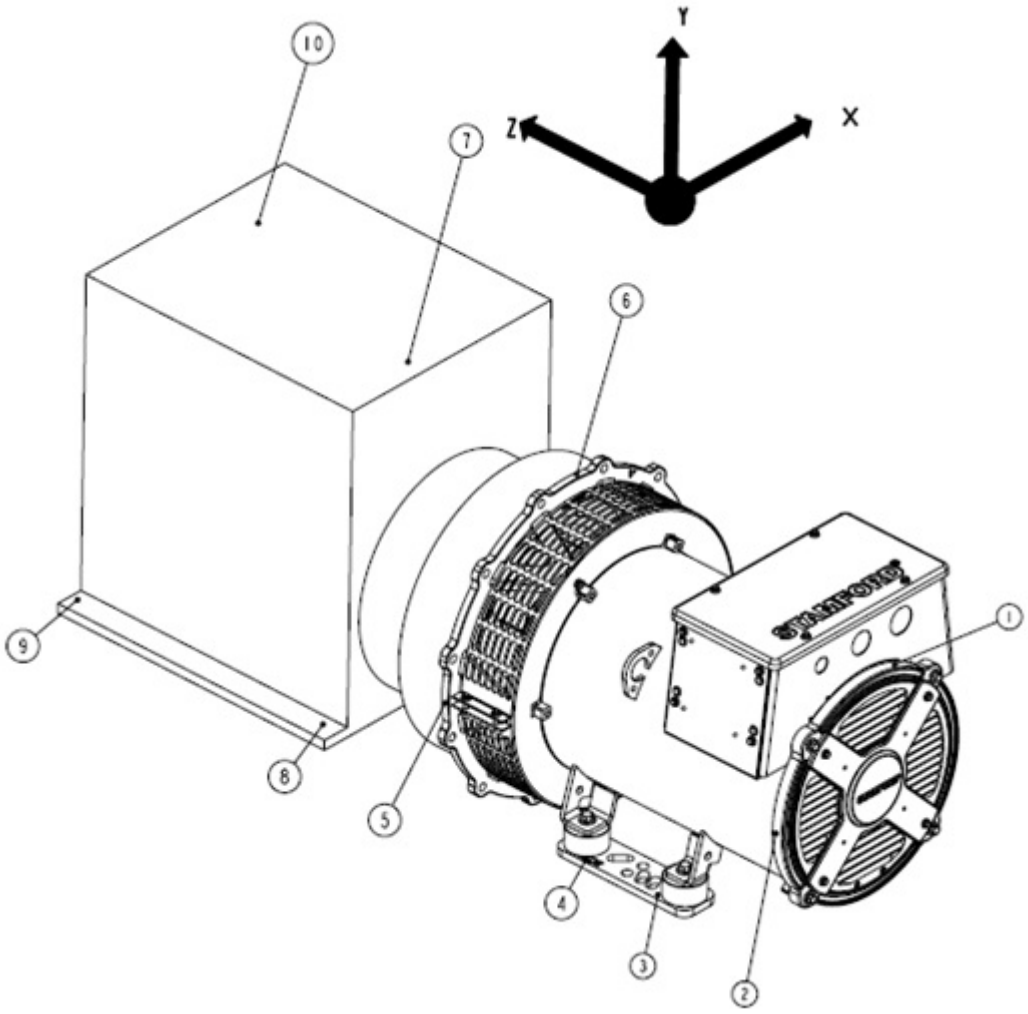
5.7.3 Linear Vibration Limits

Linear Vibration Levels As Measured On The Alternator - S01/S02/S12				
Engine Speed RPM (min^{-1})	Power Output S (kVA)	Vibration Displacement RMS (mm)	Vibration Velocity RMS (mm/s)	Vibration Acceleration RMS (mm/s^2)
2000 ≤ RPM ≤ 3600	S ≤ 50	0.8	50	31
	50 < S	0.64	40	25
1300 ≤ RPM < 2000	4 < S ≤ 50	0.64	40	25
	50 < S ≤ 125	0.4	25	16
The broad band is taken as 10 Hz - 1000 Hz				

5.7.4 Linear Vibration Monitoring

We recommend using vibration analyzing equipment to measure vibration at the positions shown below. Check that vibration of the generator set is below the limits stated in the standards. If vibration is above the limits, the generator set builder should investigate the root causes and eliminate them. Best practice is for the generator set builder to take initial readings as a reference and for the user to periodically monitor vibration, according to the recommended service schedule, to detect a deteriorating trend.

-



5.7.5 Excessive Vibration

⚠ WARNING

Ejected Debris

Debris ejected during catastrophic failure can cause serious injury or death by impact, severing or stabbing.

To prevent injury:

- ***Keep away from the air inlet and air outlet when the alternator is running.***
- ***Do not put operator controls near the air inlet and air outlet.***
- ***Do not cause overheating by running the alternator outside rating plate parameters.***
- ***Do not overload the alternator.***
- ***Do not run an alternator with excessive vibration.***
- ***Do not synchronize parallel alternators outside the specified parameters.***

If the measured vibration of the generator set is not within the limits:

1. The generator set manufacturer should change the generator set design to reduce the vibration levels as much as possible.
2. Contact Cummins Generator Technologies to assess the impact on bearing and alternator life expectancy.

5.8 Bearings

5.8.1 Sealed Bearings

Inspect sealed-for-life bearings periodically, according to the recommended service schedule (**Section 7.1 on page 31**). Check for signs of wear, fretting or other detrimental features. Damage to seals, grease leakage or discoloration of the bearing races indicate that the bearing may need to be replaced.

5.8.2 Bearing Life

Factors that reduce bearing life or lead to bearing failure include:

- Adverse operating conditions and environment
- Stress caused by misalignment of the generator set
- Vibration from the engine that exceeds the limits in BS 5000-3 and ISO 8528-9
- Long periods (including transportation) when the alternator is stationary and subjected to vibration can cause false brinelling wear (flats on the balls and grooves on the races)
- Humid or wet conditions that cause corrosion and deterioration of the grease by emulsification.

5.8.3 Health Monitoring of the Bearings

We recommend that the user checks the bearing condition using vibration monitoring equipment. Best practice is to take initial readings as a reference and periodically monitor the bearings to detect a deteriorating trend. It will then be possible to plan a bearing change at an appropriate generator set or engine service interval.

5.8.4 Bearing Service Life Expectancy

Bearing manufacturers recognize that the service life of bearings depends on factors that are outside their control. Rather than quote a service life, practicable replacement intervals are based on the L10 life of the bearing, the type of grease, and the recommendations of the bearing and grease manufacturers.

For general purpose applications: If the correct maintenance is carried out, vibration levels do not exceed the levels stated in ISO 8528-9 and BS5000-3, and the ambient temperature does not exceed 50 °C, plan to replace the bearings within 30,000 hours of operation.

If in doubt regarding any aspect of bearing life of a STAMFORD alternator, contact the nearest authorized supplier of the alternator or contact the STAMFORD factory.

5.8.5 Standby Applications

Run alternators in standby applications at no load for a minimum of 10 minutes every week. For alternators fitted with regreasable bearings, re-grease the bearings every 6 months, regardless of the number of accumulated running hours.

6 Installation into the Generator Set

Altenator Index

6.1 Alternator Dimensions

Dimensions are included in the data sheet specific to the alternator model. Refer to the rating plate to identify the alternator model.

NOTICE
Data sheets are available from www.stamford-avk.com

6.2 Lifting the Alternator

⚠ WARNING
Falling Mechanical Parts ***Falling mechanical parts can cause serious injury or death by impact, crushing, severing or trapping.*** ***To prevent injury and before lifting the alternator:*** • ***Do not lift the complete generator set by the alternator lifting fixtures.*** • ***Keep the alternator horizontal when lifting.*** • ***Fit drive end and non-drive end transit fittings to single bearing alternators to keep the main rotor in the frame.***

Lift the alternator by hooks or shackles attached to the lifting points (lugs or eyes) provided. A label attached to a lifting point shows the correct lifting arrangement. Use chains or lifting straps of appropriate length, and a spreader bar if necessary, to make sure that the chains or lifting straps are vertical when lifting. Make sure that the capability of the lifting equipment is sufficient for the alternator mass shown on the label.

-

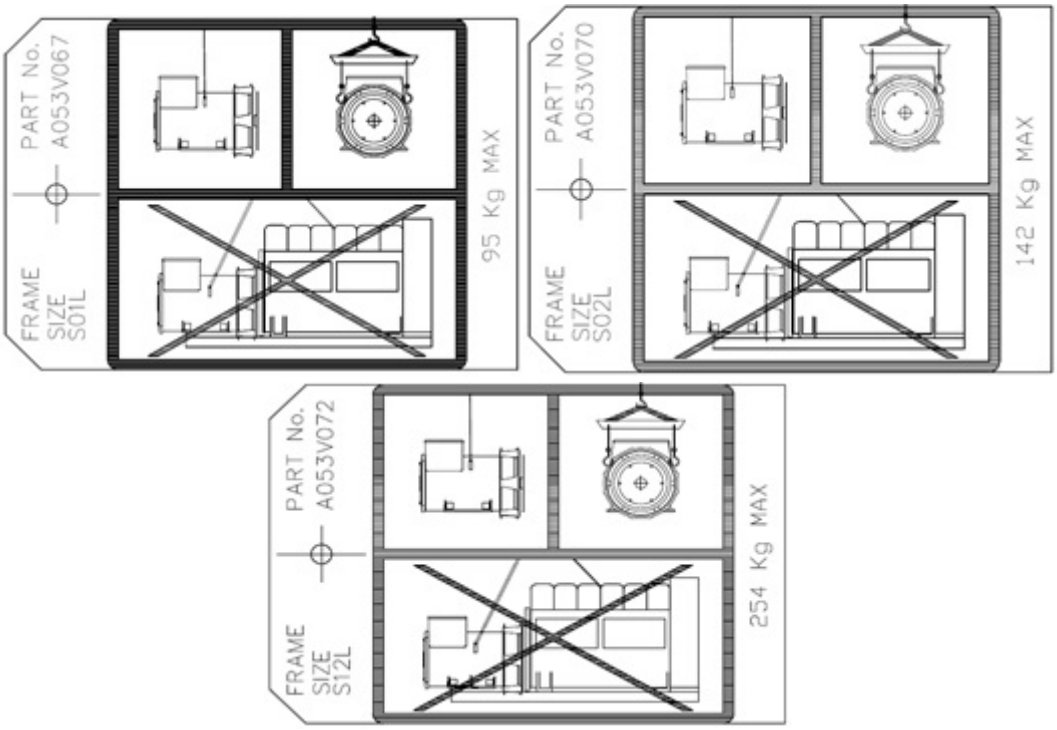


FIGURE 4. LIFTING LABELS

6.3 Storage

If the alternator will not to be used immediately, it must be stored in a clean, dry, vibration-free environment. We recommend the use of anti-condensation heaters, when available.

If the alternator can be rotated, turn the rotor a minimum of 6 revolutions every month during storage.

6.3.1 After Storage

After a period of storage, carry out the pre-running checks to determine the condition of the windings. If the windings are damp or the insulation resistance is low, follow one of the drying out procedures (see **Chapter 7 on page 31**).

Before putting the alternator into service, refer to the following table.

TABLE 5.

	Not Rotated during Storage	Rotated during Storage
Sealed Bearing(s)	If stored less than 12 months, put the alternator into service. If stored more than 12 months, replace the bearing(s) then put the alternator into service.	If stored less than 24 months, put the alternator into service. If stored more than 24 months, replace the bearing(s) then put the alternator into service.

6.4 Vibration Frequencies

The main vibration frequencies produced by the alternator are as follows:

- 4-pole 1500 RPM 25 Hz
- 4-pole 1800 RPM 30 Hz

Vibrations induced in the alternator by the engine are complex. It is the responsibility of the generator set designer to ensure that the alignment and stiffness of the bedplate and mountings do not allow vibration to exceed BS5000 part 3 and ISO 8528 part 9 limits.

6.5 Generator Set Coupling

⚠ WARNING

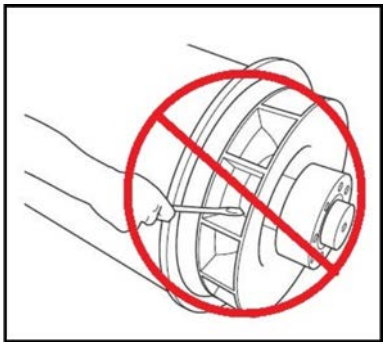
Moving Mechanical Parts

Moving mechanical parts during generator set coupling can cause serious injury by crushing, severing or trapping.

To prevent injury, keep arms, hands and fingers away from mating surfaces when coupling the generator set.

NOTICE

Do not attempt to rotate the alternator rotor by levering against the vanes of the cooling fan. The fan is not designed to withstand such forces and will be damaged.



Efficient operation and long component life depend on minimizing mechanical stresses on the alternator. When coupled in a generator set, misalignment and vibration interactions with the prime mover engine can cause mechanical stress.

Generator sets need a substantial, flat, continuous bedplate to suit the installation site floor loading, with engine and alternator mounting pads to make a firm base for accurate alignment. The height of all mounting pads must be within 0.25 mm for skid mounting, 3 mm for non-adjustable anti-vibration mounts (AVM), or 10 mm for adjustable height AVMs. Use shims to achieve level. The rotational axes of the alternator rotor and engine output shaft must be coaxial (radial alignment) and perpendicular to the same plane (angular alignment). The axial alignment of the alternator and engine coupling must be within 0.5 mm, to allow for thermal expansion without unwanted axial force on the bearings at operating temperature.

Vibration can occur by flexing of the coupling. The alternator is designed for a maximum bending moment not exceeding 17 kgm (125 lbs-ft). Check the maximum bending moment of the engine flange with the engine manufacturer.

Close-coupling of alternator and engine can increase the rigidity of the generator set. Both single and two bearing alternators can be close-coupled. The generator set builder must supply guarding for open-coupled applications.

To prevent rust during transit and storage, the alternator frame spigot, rotor coupling plates, and shaft extension have been treated with a rust preventative coating. Remove this before coupling the generator set.

To prevent movement of the rotor during transport, a drive end (DE) transit bracket is fitted. Remove the DE transit bracket and fasteners from the DE bracket before coupling the generator set.

-

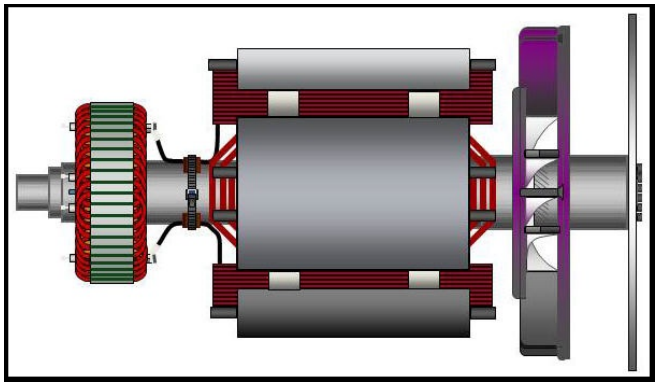


FIGURE 5. SINGLE BEARING ALTERNATOR ROTOR SHOWING COUPLING DISCS BOLTED TO DRIVE END COUPLING HUB (AT RIGHT)

6.5.1 Single Bearing

⚠ WARNING

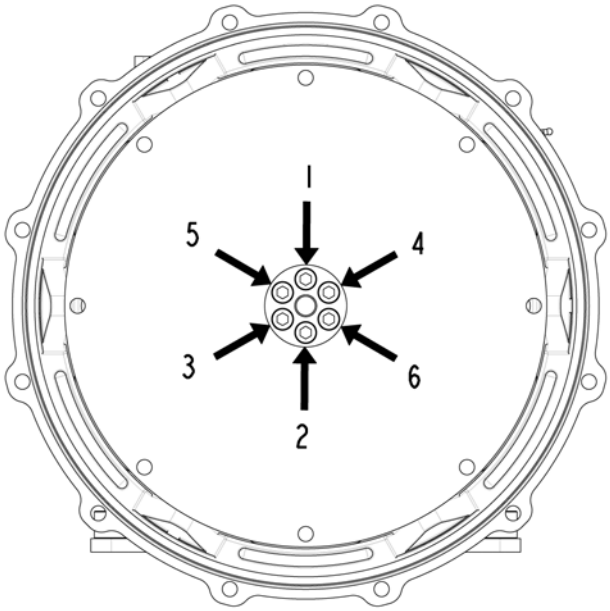
Falling Mechanical Parts

Falling mechanical parts can cause serious injury or death by impact, crushing, severing or trapping.

To prevent injury and before lifting the alternator:

- ***Do not lift the complete generator set by the alternator lifting fixtures.***
- ***Keep the alternator horizontal when lifting.***
- ***Fit drive end and non-drive end transit fittings to single bearing alternators to keep the main rotor in the frame.***

1. If supplied, check that the bracket which supports the rotor underneath the fan hub is fitted in position .
2. Position the alternator close to the engine and remove the drive end transit bracket that keeps the rotor in place during transport.
3. Remove the air outlet covers from the drive end of the alternator to access the coupling and adaptor bolts.

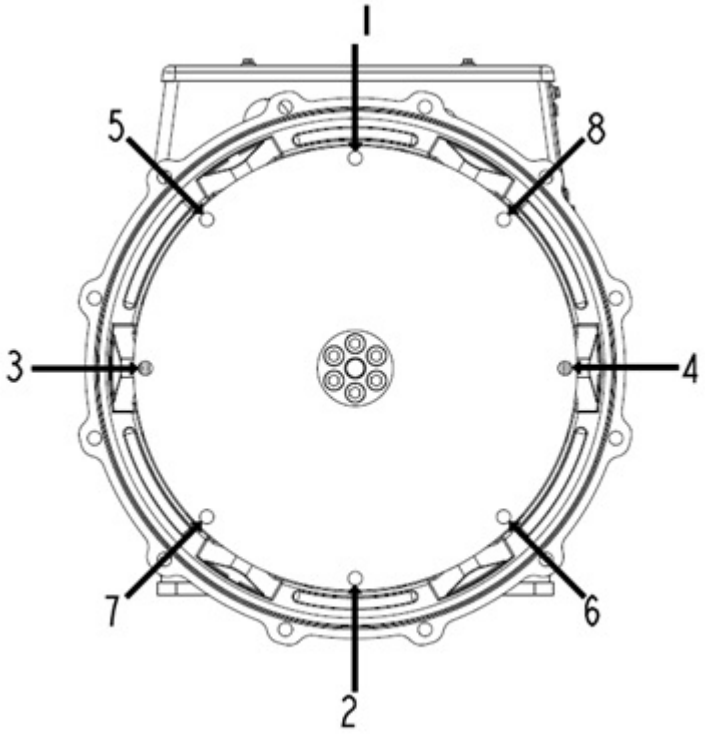


4. If required, tighten the coupling disc bolts in the sequence shown above. See **Chapter 8 on page 47** for tightening torque.
5. Check the torque of bolts that fasten the coupling discs to the DE coupling hub in a clockwise direction around the bolt circle.
6. Make sure the coupling discs are concentric with the adaptor spigot. Use alignment studs to ensure that the disc and the flywheel are in alignment.
7. Make sure the axial distance from the coupling mating face on the flywheel to the mating face on the flywheel housing is within 0.5mm of nominal dimension. This ensures that the engine crankshaft float is maintained and the alternator rotor position is neutral, allowing for thermal expansion. There is no axial pre-load thrust on the engine or alternator bearings.
8. Offer the alternator to the engine and engage coupling discs and housing spigots at the same time, pushing the alternator towards the engine until the coupling discs are against the flywheel face and the housing spigots are located.

NOTICE
Do not pull the alternator to the engine using bolts through the flexible discs.

NOTICE
Failure to secure bolts can lead to excessive vibration, which in turn can lead to catastrophic alternator failure.

9. Fit heavy gauge washers under the heads of housing and coupling bolts. Screw in the bolts evenly around the coupling assembly to maintain correct alignment.



10. Tighten the bolts to fix the coupling disc to the flywheel, in the sequence shown above.
11. Check the torque of each bolt in a clockwise direction around the bolt circle to ensure all the bolts are tight. Refer to the engine manufacturer's manual for correct tightening torque.
12. Replace all covers.

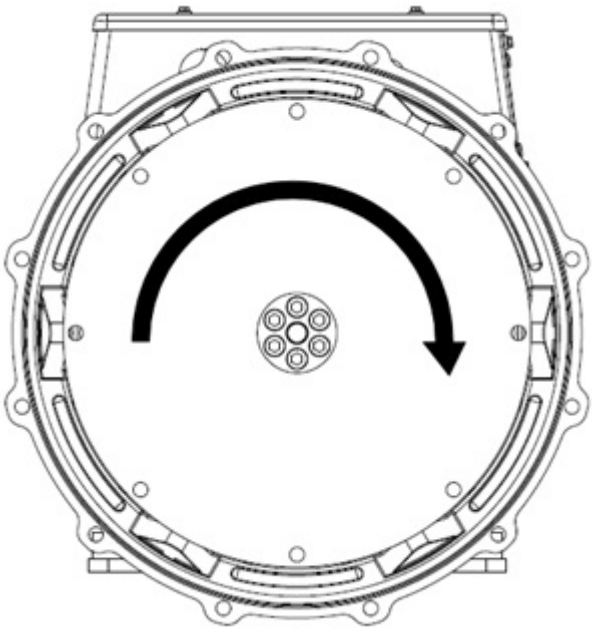
-

6.6 Pre-Running Checks

Before starting the generator set, test the insulation resistance of windings and check that all connections are tight and in the correct location. Make sure the alternator air path is clear of obstructions. Replace all covers.

6.7 Direction of Rotation

The fan is designed for clockwise rotation, as viewed from the drive end of the alternator (unless otherwise specified when ordered). If the alternator must run counter-clockwise, please seek advice from Cummins Generator Technologies .



6.8 Phase Rotation

Main stator output is connected for a phase sequence of U V W when the alternator runs clockwise, as viewed from the drive end. If the phase rotation must be reversed, the customer must re-connect the output cables in the terminal box. Ask Cummins Generator Technologies for a circuit diagram of ‘reverse phase connections’.

6.9 Voltage and Frequency

Check that the voltage and frequency shown on the alternator rating plate meet the requirements of the generator set application.

6.10 AVR Settings

The AVR is factory set for initial running tests. Check that the AVR settings are compatible with your required output. Refer to detailed instructions in the AVR manual for on- and off-load adjustments.

6.11 Electrical Connections

⚠ WARNING

Incorrect Electrical Installation and System Protection

Incorrect electrical installation and system protection can cause serious injury or death by electric shock and burns.

To prevent injury, installers must be qualified and are responsible for meeting appropriate inspectorate and local electricity authority requirements and site safety rules.

NOTICE

The terminal box is designed to support the fitted busbars or terminals, transformers, load cables and auxiliary terminal box. Additional mass could cause excessive vibration and lead to failure of the terminal box enclosure and mounting. Refer to CGT before fixing any additional mass to the terminal box.

Fault current curves and alternator reactance values are available on request from the factory so that the system designer can calculate the necessary fault protection and/or discrimination.

The installer must check that the alternator frame is bonded to the generator set bedplate, and must bond to site earth. If anti-vibration mounts are fitted between the alternator frame and its bedplate, a suitably-rated earth conductor must bridge across the anti-vibration mount.

Refer to wiring diagrams for electrical connection of the load cables. Electrical connections are made in the terminal box. Route single core cables through the insulated or non-magnetic gland plates supplied. Panels must be removed to be drilled or cut to prevent swarf entering the terminal box or alternator. After wiring, inspect the terminal box, remove all debris using a vacuum cleaner if necessary and check that no internal components are damaged or disturbed.

As standard, the alternator neutral is not bonded to the alternator frame. If required, neutral may be connected to the earth terminal in the terminal box, by a conductor of at least one half of the sectional area of a phase lead.

Load cables must be supported appropriately to avoid a tight radius at the point of entry into the terminal box, clamped at the terminal box gland, and allow at least ±25 mm movement by the alternator on its anti-vibration mountings, without causing excessive stress to the cables and alternator load terminals.

The palm (flattened part) of load cable lugs must be clamped in direct contact with the main stator output conductors so that the whole palm area conducts the output current. The tightening torque of fasteners is 6 to 6.6 Nm.

7 Service and Maintenance

7.1 Recommended Service Schedule

Altenator Index

Refer to Safety Precautions section (**Chapter 2 on page 3**) of this manual before starting any service and maintenance activity.

Refer to Parts Identification section (**Chapter 8 on page 47**) for an exploded view of components and fastener information.

The recommended service schedule shows the recommended service activities in table rows, grouped by alternator subsystem. Columns of the table show the types of service activity, whether the alternator must be running, and the service levels. Service frequency is given in running hours or time interval, whichever is sooner. A cross (X) in the cells where a row intersects the columns shows a service activity type and when it is required. An asterisk (*) shows a service activity done only when necessary.

All service levels in the recommended service schedule can be purchased directly from Cummins Generator Technologies Customer Service Department,

Telephone: +44 1780 484732,

Email: emea.service@cummins.com

1. Proper service and repair are vital to the reliable operation of your alternator and the safety of anyone coming into contact with the alternator.
2. These service activities are intended to maximize the life of the alternator but shall not vary, extend or change the terms of the manufacturer's standard warranty or your obligations in that warranty.
3. Each service interval is a guide only, and developed on the basis that the alternator was installed and is operated in accordance with the manufacturer's guidelines. If the alternator is located and/or operated in adverse or unusual environmental conditions, the service intervals may need to be more frequent. The alternator should be continually monitored between services to identify any potential failure modes, signs of misuse, or excessive wear and tear.

-

TABLE 6. ALTERNATOR SERVICE SCHEDULE

System	SERVICE ACTIVITY X = required * = if necessary	Alternator running	TYPE				SERVICE LEVEL								
			Inspect	Test	Clean	Replace	Commission	Post Commission	250 hrs / 0.5 year	Level 1	1000 hrs / 1 year	Level 2	10,000 hrs / 2 years	Level 3	30,000 hrs / 5 years
Alternator	Alternator rating		X				X								
	Bedplate arrangement		X				X								
	Coupling arrangement		X				X					*		X	
	Environmental conditions and cleanliness		X				X	X		X		X		X	
	Ambient temperature (inside & outside)			X			X	X		X		X		X	
	Complete machine - damage, loose parts & earth bonds		X				X	X		X		X		X	
	Guards, screens, warning and safety labels		X				X	X		X		X		X	
	Maintenance access		X				X								
	Electrical nominal operating conditions & excitation	X		X			X	X		X		X		X	
	Vibration	X		X			X	X		X		X		X	
Windings	Condition of windings		X				X	X		X		X		X	
	Insulation resistance of all windings (PI test for MV/HV)			X			X	*		*		X		X	
	Insulation resistance of rotor, exciter and AUX			X				X		X					
Bearings	Condition of bearings		X				X							X	
	Sealed bearing(s)		X					every 4000 to 4500 hours							
	Sealed bearing(s)					X						*		X	
Terminal Box	All alternator/customer connections and cabling		X				X	X		X		X		X	

System	SERVICE ACTIVITY X = required * = if necessary	Alternator running	TYPE				SERVICE LEVEL								
			Inspect	Test	Clean	Replace	Commission	Post Commission	250 hrs / 0.5 year	Level 1	1000 hrs / 1 year	Level 2	10,000 hrs / 2 years	Level 3	30,000 hrs / 5 years
Controls & Auxiliaries	Initial AVR set up	X		X			X								
	AVR settings	X		X				X		X		X		X	
	Customer connection of auxiliaries			X			X			X		X		X	
	Function of auxiliaries			X			X	X		X		X		X	
	Anti condensation heater					X						*		X	
Rectifier	Diodes and varistors		X				X	X		X		X			
	Diodes and varistors					X								X	
Cooling	Air inlet temperature	X		X			X	X		X		X		X	
	Air flow (rate & direction)	X	X				X								
	Condition of fan		X				X	X		X		X		X	

7.2 Bearings

7.2.1 Introduction

NOTICE

Store removed parts and tools in static- and dust-free conditions, to prevent damage or contamination.

A bearing is damaged by the axial force needed to remove it from the rotor shaft. Do not reuse a bearing.

A bearing is damaged if the insertion force is applied through the bearing balls. Do not press fit the outer race by force on the inner race, or vice versa.

Do not try to turn the rotor by levering against the cooling fan vanes. The fan will be damaged.

The alternator rotor is supported by a bearing at the non-drive end (NDE) and a coupling to the prime mover at the drive end (DE).

- Refer to guidelines for bearings in the alternator applications (Section 5.8 on page 21) and storage (Section 6.3) sections of this manual.
- Inspect the bearing according to the recommended service schedule. Seek advice from CGT if grease has leaked out of the bearing, notifying the bearing type and quantity leaked.
- Replace the bearing according to the recommended service schedule by one of identical type (stamped on the bearing), sourced from the original equipment manufacturer (OEM). Contact CGT for advice if an exact replacement is not available.

-

7.2.2 Safety

⚠ DANGER

Rotating Mechanical Parts

Rotating mechanical parts can cause serious injury or death by crushing, severing or trapping.

To prevent injury and before removing covers over rotating parts, isolate the generator set from all energy sources, remove stored energy and use lock out/tag out safety procedures.

⚠ WARNING

Hot Surfaces

Skin contact with hot surfaces can cause serious injury by burns.

To prevent injury, wear appropriate personal protection equipment (PPE).

⚠ CAUTION

Grease

Skin contact with grease can cause minor or moderate injury by contact dermatitis.

To prevent injury, wear appropriate personal protection equipment (PPE).

NOTICE

Do not overfill a bearing with grease; the bearing may be damaged.

Do not mix lubricant types. Change gloves to handle different lubricant

Assemble bearings in static- and dust-free conditions while wearing lint free gloves.

Store removed parts and tools in static- and dust-free conditions, to prevent damage or contamination.

A bearing is damaged by the axial force needed to remove it from the rotor shaft. Do not reuse a bearing.

A bearing is damaged if the insertion force is applied through the bearing balls. Do not press fit the outer race by force on the inner race, or vice versa.

Do not try to turn the rotor by levering against the cooling fan vanes. The fan will be damaged.

7.3 Controls

7.3.1 Introduction

An operating alternator is a harsh environment for control components. Heat and vibration can cause electrical connections to loosen and cables to fail. Routine inspection and test can identify an issue before it becomes a failure that incurs unplanned downtime.

7.3.2 Safety

⚠ DANGER

Live Electrical Conductors

Live electrical conductors can cause serious injury or death by electric shock and burns.

To prevent injury and before removing covers over electrical conductors, isolate the generator set from all energy sources, remove stored energy and use lock out/tag out safety procedures.

⚠ WARNING
Hot Surfaces ***Skin contact with hot surfaces can cause serious injury by burns.*** ***To prevent injury, wear appropriate personal protection equipment (PPE).***

7.3.3 Requirements

Personal Protective Equipment (PPE)	Wear mandatory site PPE
Consumables	None
Parts	None
Tools	Multimeter
	Torque wrench

7.3.4 Inspect and Test

1. Remove the terminal box lid
2. Check the tightness of fasteners securing the load cables.
3. Check that cables are firmly clamped at the terminal box gland, and allow ±25 mm movement by an alternator on anti-vibration mounts.
4. Check that all cables are anchored and unstressed within the terminal box.
5. Check all cables for signs of damage.
6. Check that AVR accessories and current transformers are correctly fitted, and cables pass centrally through current transformers (if fitted).
7. If an anti-condensation heater is fitted
    a. Isolate the supply and measure the electrical resistance of the heater element(s). Replace the heater element if open circuit.
    b. Test the supply voltage to the anti-condensation heater at the heater connection box. 120 VAC or 240 VAC. (depending on cartridge option and shown on a label) should be present when the alternator is stopped.
8. Check that the AVR and AVR accessories fitted in the terminal box are clean, securely fitted on anti-vibration mounts, and the cable connectors are firmly attached to the terminals.
9. For parallel operation*, check that the synchronization control cables are securely connected. (*not applicable to S0 and S1 alternators)
10. Refit and secure the terminal box lid.

7.4 Cooling System

7.4.1 Introduction

The alternators are designed to meet standards supporting EU Safety Directives, and are rated for the effect of operating temperature on winding insulation.

BS EN 60085 (≡ IEC 60085) Electrical insulation – Thermal Evaluation and Designation classifies insulation by the maximum operating temperature for a reasonable service life. Although chemical contamination and electrical and mechanical stresses also contribute, temperature is the dominant aging factor. Fan cooling maintains a stable operating temperature below the insulation class limit.

If the operating environment differs from the values shown on the rating plate, rated output must be reduced by

- 3% for class H insulation for every 5 °C that the temperature of the ambient air entering the cooling fan exceeds 40 °C, up to a maximum of 60 °C
- 3% for every 500 m increase in altitude above 1000 m, up to 4000 m, due to the reduced thermal capacity of lower density air, and
- 5% if air filters are fitted, due to restricted air flow.

Efficient cooling depends on maintaining the condition of the cooling fan, air filters and gaskets.

7.4.2 Safety

⚠ DANGER

Rotating Mechanical Parts

Rotating mechanical parts can cause serious injury or death by crushing, severing or trapping.

To prevent injury and before removing covers over rotating parts, isolate the generator set from all energy sources, remove stored energy and use lock out/tag out safety procedures.

⚠ WARNING

Hot Surfaces

Skin contact with hot surfaces can cause serious injury by burns.

To prevent injury, wear appropriate personal protection equipment (PPE).

⚠ CAUTION

Dust

Inhaling dust can cause minor or moderate injury by irritating the lungs. Dust can cause minor or moderate injury by irritating the eyes.

To prevent injury, wear appropriate personal protection equipment (PPE). Ventilate the area to disperse dust.

NOTICE

Do not attempt to rotate the alternator rotor by levering against the vanes of the cooling fan. The fan is not designed to withstand such forces and will be damaged.

NOTICE

Filters are designed to remove dust, not moisture. Wet filter elements can cause reduced air flow and overheating. Do not allow filter elements to get wet.

7.4.3 Requirements

Personal Protective Equipment (PPE)	Wear mandatory site PPE
	Wear eye protection
	Wear respiratory protection
Consumables	Lint-free cleaning cloths
	Thin disposable gloves
Parts	None

Tools	None

7.4.4 Inspect and Clean

1. Remove the DE adapter screen.
2. Inspect the fan for damaged vanes and cracks.
3. Re-install the DE adapter screen.
4. Reinstate the generator set for running.
5. Make sure the air inlets and outlets are not blocked.

7.5 Coupling

7.5.1 Introduction

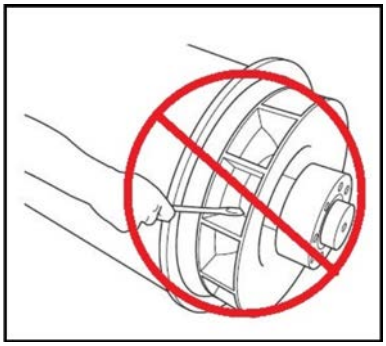
Efficient operation and long component life rely on minimizing mechanical stresses on the alternator. When coupled in a generator set, misalignment and vibration interactions with the prime mover engine can cause mechanical stress.

The rotational axes of alternator rotor and engine output shaft must be coaxial (radial and angular alignment).

Torsional vibration can cause damage to internal combustion engine shaft-driven systems, if not controlled. The generator set manufacturer is responsible for assessing the effect of torsional vibration on the alternator: Rotor dimensions and inertia, and coupling details are available on request.

7.5.2 Safety

NOTICE
Do not attempt to rotate the alternator rotor by levering against the vanes of the cooling fan. The fan is not designed to withstand such forces and will be damaged.



7.5.3 Requirements

Personal Protective Equipment (PPE)	Wear mandatory site PPE
Consumables	None
Parts	None
Tools	Dial gauge
	Torque wrench

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7.5.4 Inspect Mounting Points

1. Check the generator set bedplate and mounting pads are in good condition, not cracked
2. Check that rubber in anti-vibration mounts has not perished
3. Check vibration monitoring historical records for a trend of increasing vibration

7.5.4.1 Single Bearing Coupling

1. Remove the DE adapter screen to access the coupling
2. Check that the coupling discs are not damaged, cracked or distorted, and the coupling disc holes are not elongated. If any are damaged, replace the complete set of discs.
3. Check tightness of bolts fixing the coupling discs to the engine flywheel. Tighten in the sequence shown for alternator coupling in the Installation chapter (**Section 6.5.1 on page 26**), to the torque recommended by the engine manufacturer.
4. Refit the DE adapter screen.

7.6 Rectifier System

7.6.1 Introduction

The rectifier converts alternating current (AC) induced in the exciter rotor windings into direct current (DC) to magnetize the main rotor poles. The rectifier comprises two semicircular annular positive and negative plates, each with three diodes. In addition to connecting to the main rotor, the DC output of the rectifier also connects to a varistor (S1 only). The varistor protects the rectifier from voltage spikes and surge voltages that may be present on the rotor under various loading conditions of the alternator.

Diodes provide a low resistance to current in one direction only: Positive current will flow from anode to cathode, or another way of viewing it is that negative current will flow from cathode to anode.

The exciter rotor windings are connected to 3 diode anodes to form the positive plate and to 3 diode cathodes to form the negative plate to give full wave rectification from AC to DC. The rectifier is mounted on, and rotates with, the exciter rotor at the non-drive end (NDE).

7.6.2 Safety

⚠ DANGER

Live Electrical Conductors

Live electrical conductors can cause serious injury or death by electric shock and burns.

To prevent injury and before removing covers over electrical conductors, isolate the generator set from all energy sources, remove stored energy and use lock out/tag out safety procedures.

⚠ DANGER

Rotating Mechanical Parts

Rotating mechanical parts can cause serious injury or death by crushing, severing or trapping.

To prevent injury and before removing covers over rotating parts, isolate the generator set from all energy sources, remove stored energy and use lock out/tag out safety procedures.

7.6.3 Requirements

Personal Protective Equipment (PPE)	Wear appropriate PPE.
Consumables	Loctite 241 thread locking adhesive
	Midland silicone heat sink compound type MS2623 or similar
	Solder
	Solder remover wick
Parts	Full set of three anode lead diodes and three cathode lead diodes (all from the same manufacturer)
	One varistor (S1 only)
Tools	Multimeter
	Insulation tester
	Torque wrench
	Soldering gun

7.6.4 Test and Replace Varistor (S1 only)

1. Inspect the varistor.
2. Record varistor as faulty if there are signs of overheating (discoloration, blisters, melting) or disintegration.
3. Disconnect one varistor lead. Store fastener and washers.
4. Measure the resistance across the varistor. Good varistors have a resistance greater than 100 MΩ.
5. Record the varistor as faulty if the resistance is short circuit or open circuit in either direction. (Some multimeters will read O.L. at high resistance levels. Please be aware of the limits of your tools.)
6. If the varistor is faulty, replace it and replace all diodes.
7. Reconnect and check that all leads are secure, washers fitted and fasteners tight.

7.6.5 Test and Replace Diodes

⚠ WARNING

Hot Surfaces

Skin contact with hot surfaces can cause serious injury by burns.

To prevent injury, wear appropriate personal protection equipment (PPE).

NOTICE

Do not tighten a diode above the stated torque. The diode will be damaged.

NOTICE

Remove NDE bracket to access diodes for S0L1 frame only.

NOTICE

Make sure no solder falls onto any component of the alternator.

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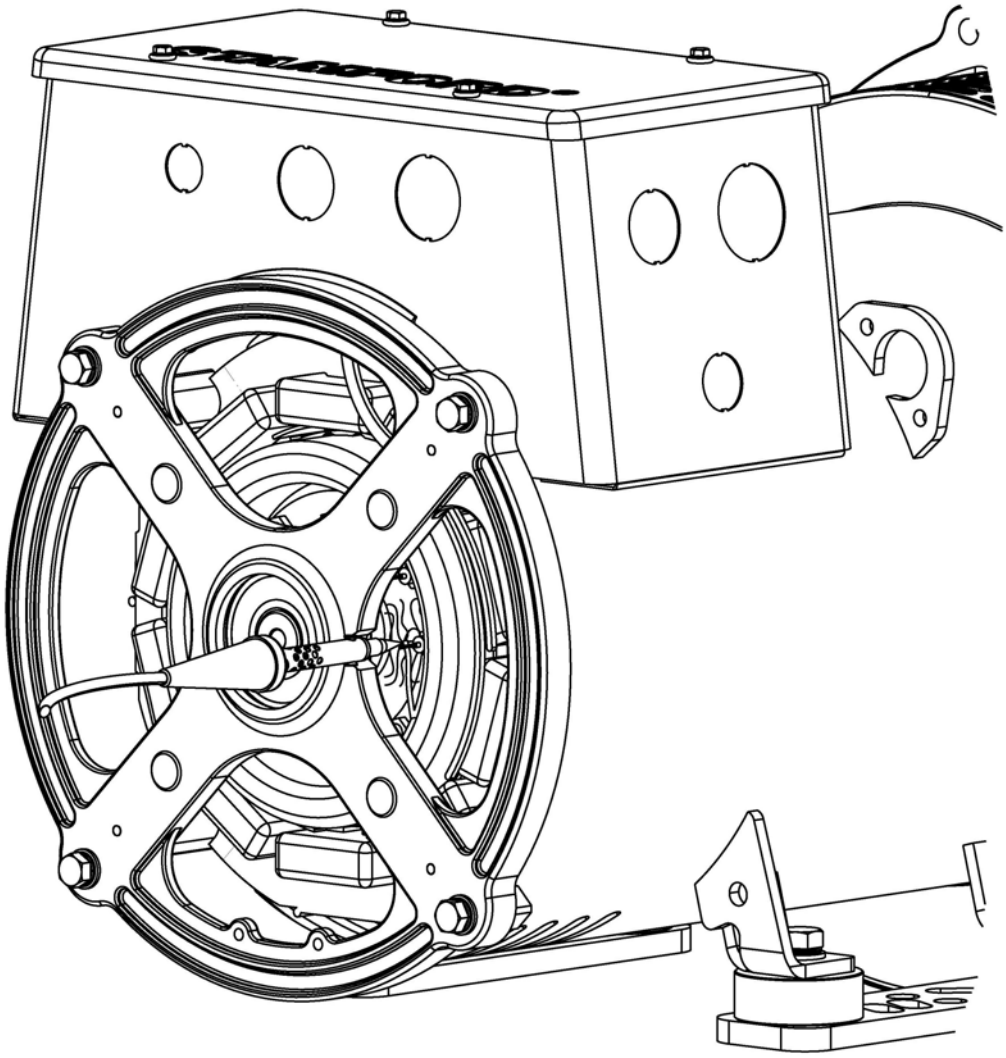
NOTICE

1. Using a soldering gun and solder wick, remove the solder that connects the exciter rotor lead to one diode.



2. Measure the voltage drop across the diode in the forward direction, using the diode test function of a multimeter.
3. Measure the resistance across the diode in the reverse direction, using the 1000 VDC test voltage of an insulation tester.
4. Diode is faulty if the voltage drop in the forward direction is outside the range 0.3 to 0.9 V, or the resistance is below 20 MΩ in the reverse direction.
5. Repeat the tests for the five remaining diodes.
6. If any diode is faulty, replace the full set of six diodes (same type, same manufacturer):
    a. Remove diode(s).
    b. Apply a small amount of heat sink compound **only** to the base of the replacement diode(s), not the threads.
    c. Check polarity of diode(s).
    d. Screw each replacement diode into a threaded hole in the rectifier plate.
    e. Apply 2.0 to 2.25 Nm (18 to 20 in-lb) torque to give good mechanical, electrical and thermal contact.
    f. Replace the varistor (S1 only).

NOTICE

Make sure no solder falls onto any component of the alternator.

7. Using a solder gun and solder, reconnect and check that all leads are secure and correctly soldered.

7.7 Windings

7.7.1 Introduction

NOTICE

Disconnect all control wiring and customer load leads from alternator winding connections before conducting these tests.

NOTICE

The Automatic Voltage Regulator (AVR) contains electronic components which would be damaged by high voltage applied during insulation resistance tests. The AVR must be disconnected before doing any insulation resistance test. Temperature sensors must be grounded to earth before doing any insulation resistance test.

Damp or dirty windings have a lower electrical resistance and could be damaged by insulation resistance tests at high voltage. If in doubt, test the resistance at low voltage (500 V) first.

Alternator performance depends on good electrical insulation of the windings. Electrical, mechanical and thermal stresses, and chemical and environmental contamination, cause the insulation to degrade. Various diagnostic tests indicate the condition of insulation by charging or discharging a test voltage on isolated windings, measuring current flow, and calculating the electrical resistance by Ohm's law.

When a DC test voltage is first applied, three currents can flow:

- **Capacitive Current:** To charge the winding to the test voltage (decays to zero in seconds),
- **Polarizing Current:** To align the insulation molecules to the applied electric field (decays to near-zero in ten minutes), and
- **Leakage Current:** Discharge to earth where the insulation resistance is lowered by moisture and contamination (increases to a constant in seconds).

For an insulation resistance test, a single measurement is made one minute after a DC test voltage is applied, when capacitive current has ended. For the polarization index test, a second measurement is made after ten minutes. An acceptable result is where the second insulation resistance measurement is at least double the first, because the polarization current has decayed. In poor insulation, where leakage current dominates, the two values are similar. A dedicated Insulation Tester takes accurate, reliable measurements and may automate some tests.

7.7.2 Safety

⚠ DANGER

Live Electrical Conductors

Live electrical conductors can cause serious injury or death by electric shock and burns.

To prevent injury and before removing covers over electrical conductors, isolate the generator set from all energy sources, remove stored energy and use lock out/tag out safety procedures.

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⚠ WARNING
Live Electrical Conductors ***Live electrical conductors at the winding terminals after an insulation resistance test can cause serious injury or death by electric shock or burns.*** ***To prevent injury, discharge the windings by shorting to earth through an earthing rod for at least 5 minutes.***

7.7.3 Requirements

Type	Description
Personal Protective Equipment (PPE)	Wear mandatory site PPE
Consumables	None
Parts	None
Tools	Insulation test meter
	Multimeter
	Milliohm Meter or Micro Ohmmeter
	Clamp Ammeter
	Infrared thermometer
	Earth rod

7.7.4 Test the Electrical Resistance of Windings

1. Stop the alternator.
2. Verify the electrical resistance of the exciter field (stator) winding:
    a. Disconnect the exciter field leads F1 and F2 from the AVR.
    b. Measure and record the electrical resistance between F1 and F2 leads with a multimeter.
    c. Reconnect the exciter field leads F1 and F2.
3. Verify the electrical resistance of the exciter armature (rotor) winding:
    a. Mark the leads attached to diodes on one of the two rectifier plates.
    b. Using a solder gun and solder wick, desolder all exciter rotor leads from all diodes at the rectifier.
    c. Measure and record the electrical resistance between pairs of marked leads (between phase windings). A specialist micro ohmmeter must be used.
    d. Using a solder gun and solder, reconnect all exciter rotor leads to the diodes.
    e. Make sure the fasteners are secure.
4. Verify the electrical resistance of the main field (rotor) winding:
    a. Main rotor winding resistance can be taken directly from the rectifier studs/plates.
    b. Measure and record the electrical resistance between the main rotor leads and the rectifier studs/plates (+ve and -ve). A specialist micro ohmmeter must be used.
5. Verify the electrical resistance of the main armature (stator) winding:
    a. Disconnect the leads of the main stator from the output terminals.
    b. Measure and record the electrical resistance between U1 and U2 leads and between U5 and U6 (if present). A specialist micro ohmmeter must be used.

c. Measure and record the electrical resistance between V1 and V2 leads and between V5 and V6 (if present). A specialist micro ohmmeter must be used.

d. Measure and record the electrical resistance between W1 and W2 leads and between W5 and W6 (if present). A specialist micro ohmmeter must be used.

e. Reconnect the leads to the output terminals, as before.

f. Make sure the fasteners are secure.

6. Verify the resistance of Auxiliary winding (if fitted):

   a. Disconnect the auxiliary winding leads 7 and Z2 from the AVR.

   b. Measure and record the electrical resistance between 7 and Z2 leads with a multimeter.

   c. Reconnect the auxiliary winding leads 7 and Z2 to the AVR.

7. Refer to the Technical Data (**Chapter 9 on page 49**) to verify the measured resistances of all windings agree with the reference values.

7.7.5 Test the Insulation Resistance of Windings

NOTICE
The alternator must not be put into service until the minimum insulation resistance is achieved.

TABLE 7. TEST VOLTAGE AND MINIMUM ACCEPTABLE INSULATION RESISTANCE FOR NEW AND IN-SERVICE ALTERNATORS

	Test Voltage (V)	Minimum Insulation Resistance at 1 minute (MΩ)	
		New	In-service
Main stator	500	10	5
Aux. Winding	500	10	5
Exciter stator	500	10	5
Exciter rotor, rectifier & main rotor combined	500	10	5

1. Inspect the windings for mechanical damage or discoloration from overheating. Clean the insulation if there is hygroscopic dust and dirt contamination.

2. For main stators:

   a. Ensure AVR sensing harness is disconnected before test.

   b. Disconnect and ground auxiliary winding (if fitted).

   c. Disconnect the neutral to earth conductor (if fitted).

   d. Connect together the three leads of all phase windings (if possible).

   e. Apply the test voltage from the table between any phase lead and earth.

   f. Measure the insulation resistance after 1 minute (IR_{1min}).

   g. Discharge the test voltage with an earth rod for five minutes.

   h. If the measured insulation resistance is less than the minimum acceptable value, dry the insulation, then repeat the method.

   i. Reconnect neutral to earth conductor (if fitted), AVR sensing harness and auxiliary winding connection.

3. For Auxiliary winding and exciter stators, and combined exciter and main rotors:
    a. Ground main stator winding during the test.
    b. Connect together both ends of the winding (if possible).
    c. Apply the test voltage from the table between the winding and earth.
    d. Measure the insulation resistance after 1 minute (IR_{1min}).
    e. Discharge the test voltage with an earth rod for five minutes.
    f. If the measured insulation resistance is less than the minimum acceptable value, dry the insulation, then repeat the method.
    g. Repeat the method for each winding.
    h. Remove the connections made for testing.
    i. Remove the grounding connection.

7.7.6 Dry the Insulation

Use the methods below to dry the insulation of the main stator windings. To prevent damage as water vapor is expelled from the insulation, make sure the winding temperature does not increase faster than 5 ºC per hour or exceed 90 ºC.

Plot the insulation resistance graph to show when drying is complete.

7.7.6.1 Dry with Ambient Air

In many cases, the alternator can be dried sufficiently using its own cooling system. Disconnect the cables from the X+ (F1) and XX- (F2) terminals of the AVR so there is no excitation voltage supply to the exciter stator. Run the generator set in this de-excited state. Air must flow freely through the alternator to remove the moisture. Operate the anti-condensation heater (if fitted) to assist the drying effect of the air flow.

After drying is complete, re-connect the cables between the exciter stator and AVR. If the generator set is not put into service immediately, turn on the anti-condensation heater (if fitted) and retest the insulation resistance before use.

7.7.6.2 Dry with Hot Air

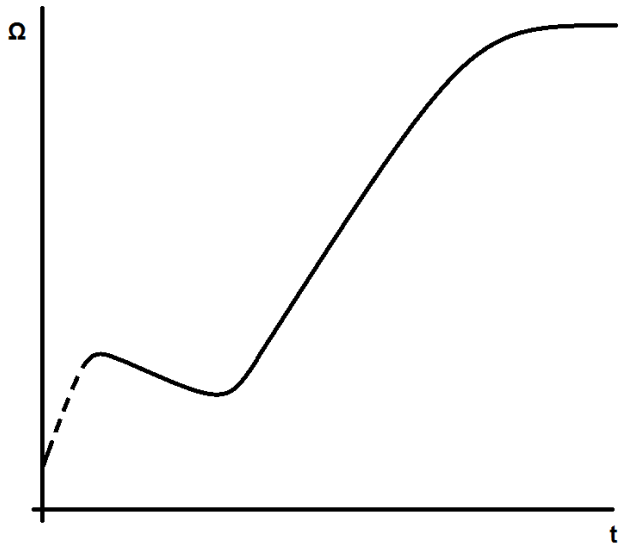
Direct the hot air from one or two 1 to 3 kW electrical fan heaters into the alternator air inlet. Make sure each heat source at least 300 mm away from the windings to avoid scorching or over-heating damage to the insulation. Air must flow freely through the alternator to remove the moisture.

After drying, remove the fan heaters and re-commission as appropriate.

If the generator set is not put into service immediately, turn on the anti-condensation heaters (where fitted) and retest the insulation resistance before use.

7.7.6.3 Plot IR Graph

Whichever method is used to dry out the alternator, measure the insulation resistance and temperature (if sensors fitted) of the main stator windings every 15 to 30 minutes. Plot a graph of insulation resistance, IR (y axis) against time, t (x axis).



A typical curve shows an initial increase in resistance, a fall and then a gradual rise to a steady state; if the windings are only slightly damp the dotted portion of the curve may not appear. Continue drying for another hour after steady state is reached.

NOTICE
The alternator must not be put into service until the minimum insulation resistance is achieved.

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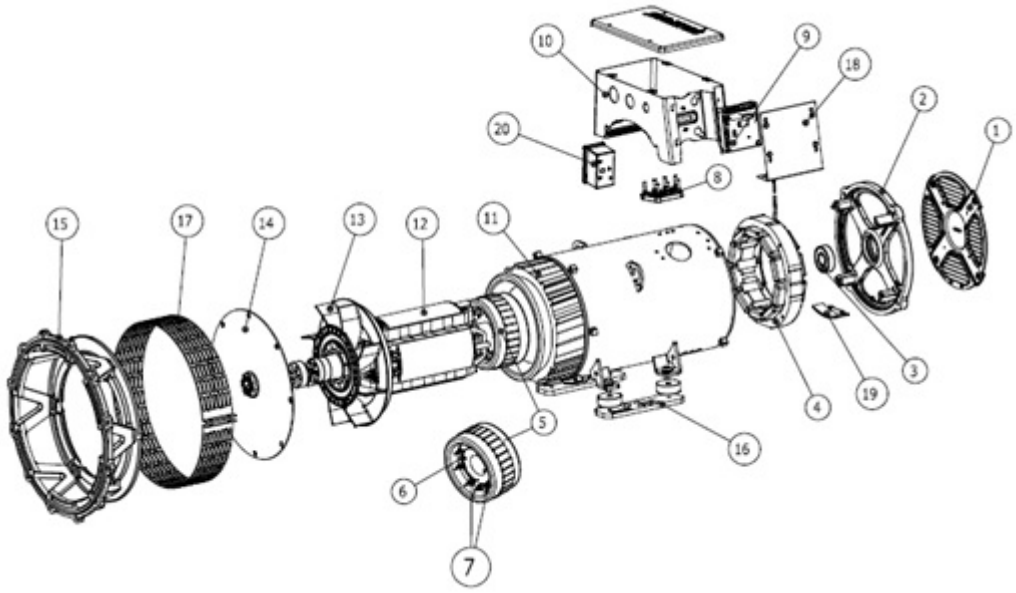
8 Parts Identification

Altenator Index

8.1 S0 and S1 Single Bearing Alternator



8.2 S0 and S1 Parts and Fasteners

Ref	Component	S0L1			S0L2			S1L2		
		Fastener	Quantity	Torque (Nm)	Fastener	Quantity	Torque (Nm)	Fastener	Quantity	Torque (Nm)
1	NDE Cover	M5x12	4	6	M5x12	4	6	M5x12	4	6
2	NDE Bracket	M8x35	4	26	M8x35	4	26	M8x35	4	26
3	NDE Bearing Kit	-	-	-	-	-	-	-	-	-
4	Exciter Stator (Field)	M5	4	6.5	M6	4	10	M6	4	10
5	Exciter Rotor (Armature)	-	-	-	-	-	-	-	-	-
6	Rectifier Assembly	10 UNF	2	2.3 - 3.6	10 UNF	2	2.3 - 3.6	10 UNF	2	2.3 - 3.6
7	Diode / Varistor	10 UNF	2	2.3 - 3.6	10 UNF	2	2.3 - 3.6	10 UNF	2	2.3 - 3.6
8	Terminal Board (3 Ph)	M5x20	2	6	M5x20	2	6	M5x25	2	6

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Ref	Component	S0L1			S0L2			S1L2		
		Fastener	Quantity	Torque (Nm)	Fastener	Quantity	Torque (Nm)	Fastener	Quantity	Torque (Nm)
8	Terminal Board (1 Ph)	M5x20	1	6	M5x20	1	6	M5x25	1	6
9	AVR	AVM	4	-	AVM	4	-	AVM	4	-
10	Main Terminal Box to Frame fixing	M5x10	4	6	M5x10	4	6	M5x10	4	6
11	Main Stator (Armature) and Frame	-	-	-	-	-	-	-	-	-
12	Main Rotor (Field) Assembly	-	-	-	-	-	-	-	-	-
13	Fan	-	-	-	-	-	-	-	-	-
14	Coupling Disc (Fastener length as per SAE)	M8	6	43	M10	6	71.3 - 78.8	M12	6	147
15	DE Adapter (Fastener length as per SAE)	M8x35	4	26	M8x35	6	26	M8x35	6	26
16	Foot Plate	M8	4	26	M10	4	47	M10	4	47
17	DE Screen	M5x50	2	6.5	M5x50	2	6.5	M5x50	2	6.5
18	AVR Cover	M5x12	4	6	M5x12	4	6	M5x12	4	5
19	Heater Cartridge	M4x12	2		M4x12	2		M4x12	2	
20	Heater Kit (Terminal Box)	M5x10	2	6.5	M5x10	2	6.5	M5x10	2	6.5

9 Technical Data

Altenator Index

NOTICE
Compare measurements with the technical data sheet and the test certificate supplied with the alternator.

9.1 S0/S1 Winding Resistances

Model	Winding	Resistance of windings at 20 °C (measured values should be within 10%)				
		Main Stator L-N (Ohms)	Exciter Stator L-L (Ohms)	Exciter Rotor L-L (Ohms)	Main Rotor (Ohms)	Aux. winding Lead 7-Z2 (Ohms)
S0L1-D1	311	1.9200	13.88	0.1840	0.365	-
S0L1-H1	311	1.1230	13.88	0.1840	0.410	-
S0L1-L1	311	0.8210	17.50	0.2000	0.462	-
S0L1-P1	311	0.6360	17.50	0.2000	0.505	-
S0L1-J1	05	0.4830	13.88	0.1840	0.431	-
S0L1-J1	06	0.3250	13.88	0.1840	0.431	-
S0L1-S1	05	0.2630	17.50	0.2000	0.520	-
S0L1-S1	06	0.1900	17.50	0.2000	0.520	-
S0L2-F1	311/711	0.4900	14.51	0.2680	0.595	4.82
S0L2-G1	311/711	0.4450	14.51	0.2680	0.639	5.77
S0L2-G1	06/706	0.1400	14.51	0.2680	0.639	2.71
S0L2-M1	311/711	0.2880	15.30	0.2100	0.741	5.12
S0L2-M1	06/706	0.0960	15.30	0.2100	0.741	2.55
S0L2-P1	311/711	0.2300	16.00	0.2174	0.800	4.68
S0L2-K1	05/705	0.1840	14.51	0.2680	0.698	4.01
S0L2-U1	05/705	0.1110	16.00	0.2174	0.882	3.70
S0L2-U1	06/706	0.0820	16.00	0.2174	0.882	2.70
S1L2-J1	311/711	0.1965	15.50	0.2244	0.920	4.16
S1L2-K1	05/705	0.0918	15.50	0.2244	0.965	2.83
S1L2-K1	311/711	0.1774	15.50	0.2244	0.965	3.91
S1L2-N1	311/711	0.1286	14.60	0.2440	1.040	3.76
S1L2-R1	05/705	0.0690	14.60	0.2440	1.100	2.53
S1L2-K1	06/706	0.0590	15.50	0.2244	0.965	2.20
S1L2-R1	311/711	0.1140	14.60	0.2440	1.100	3.72

-

Model	Winding	Resistance of windings at 20 °C (measured values should be within 10%)				
		Main Stator L-N (Ohms)	Exciter Stator L-L (Ohms)	Exciter Rotor L-L (Ohms)	Main Rotor (Ohms)	Aux. winding Lead 7-Z2 (Ohms)
S1L2-N1	06/706	0.0510	14.60	0.2440	1.040	2.38
S1L2-Y1	311/711	0.0841	16.00	0.2752	1.279	3.50
S1L2-G1	06/706	0.0850	15.50	0.2244	0.861	2.50
S1L2-H1	06/706	0.0790	15.50	0.2244	0.891	2.31

10 Service Parts and After Sales Service

10.1 Parts Orders

Altenator Index

When ordering parts the machine serial number or machine identity number and type should be quoted, together with the part description. The machine serial number can be found on the name plate or frame.

10.2 Customer Service

Cummins Generator Technologies' service engineers are experienced professionals, trained extensively to deliver the best support possible. Our global service offers:

- On-site a.c. alternator commissioning
- On-site bearing maintenance & bearing condition monitoring
- On-site insulation integrity checks
- On-site AVR & accessories set-up

www.stamford-avk.com

Email: emea.service@cummins.com.

10.3 Recommended Service Parts

In critical applications a set of these service spares should be held with the alternator.

	S0L1	S0L2	S1L2
Description	**Part Number**	**Part Number**	**Part Number**
AS540 Kit	A054P369	A054P369	A054P369
NDE Bearing Kit	A054H811	A054H811	45-0866
Anti-fretting paste	45-0280	45-0280	45-0280
Rectifier service kit	A054H820	A054H820	RSK-1101
Rectifier assembly	A051C308	A054H816	45-0427

-

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11 End of Life Disposal

Companies specializing in reclaiming material from scrap products can reclaim most of the iron, steel and copper from the alternator. For more details, please contact Customer Service.

11.1 Recyclable material

Mechanically separate the base materials, iron, copper and steel, removing paint, polyester resin, and insulation tape and/or plastics residues from all components. Dispose of this ‘waste material’

The iron, steel and copper can now be recycled.

11.2 Items requiring specialist treatment

Remove electrical cable, electronic accessories and plastic materials from the alternator. These components need special treatment to remove the waste from the reclaimable material.

Forward the reclaimed materials for recycling.

11.3 Waste material

Dispose of waste material from both of the above processes via a specialist disposal company.

-

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Generator Technologies

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T.+971 4 88 23 555

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Previous

DEEP SEA ELECTRONICS PLC

DSE7320

USER'S MANUAL

DEEPS SEA ELECTRONICS Ltd

DSE6110 MKIII & DSE6120 MKIII

Operator Manual

Document Number: 057-289

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DSE6110 MKIII & DSE6120 MKIII Operator Manual

Amendments Since Last Publication

Amd. No.	Comments
1	Initial Release
2	Minor update

TABLE OF CONTENTS

Section **Page**

1 INTRODUCTION

This document details the installation and operation requirements of the DSE6110 MKIII & DSE6120 MKIII module and is part of the DSEGenset® range of products.

The manual forms part of the product and should be kept for the entire life of the product. If the product is passed or supplied to another party, ensure that this document is passed to them for reference purposes.
This is not a *controlled document.* DSE do not automatically inform on updates. Any future updates of this document are included on the DSE website at www.deepseaplc.com

The DSE6110 MKIII & DSE6120 MKIII series is designed to provide differing levels of functionality across a common platform. This allows the generator OEM greater flexibility in the choice of controller to use for a specific application.

The DSE6110 MKIII series module has been designed to allow the operator to start and stop the generator, and if required, transfer the load to the generator either manually or automatically. Additionally, the DSE6120 MKIII automatically starts and stops the generator set depending upon the status of the mains (utility) supply.

The user also has the facility to view the system operating parameters via the text LCD display.

The DSE6110 MKIII & DSE6120 MKIII module monitors the engine, indicating the operational status and fault conditions, automatically shutting down the engine and giving a true first up fault condition of an engine failure by the text LCD display.

The powerful ARM microprocessor contained within the module allows for incorporation of a range of complex features:

- *Text based LCD display*
- *True RMS Voltage*
- *Current and Power monitoring*
- *USB Communications*
- *Engine parameter monitoring.*
- *Fully configurable inputs for use as alarms or a range of different functions.*
- *Engine ECU interface to electronic engines including Tier 5 engines.*
- *Integral PLC to help provide customisation where required*
- *Fuel tank level monitoring to track fuel filling operations and detect fuel leak/theft*
- *Data Logging*

The DSE Configuration Suite PC Software allows alteration of selected operational sequences, timers, alarms and operational sequences. Additionally, the module's integral front panel configuration editor allows adjustment of this information.

Access to critical operational sequences and timers for use by qualified engineers, can be protected by a security code. Module access can also be protected by PIN code. Selected parameters can be changed from the module's front panel.

The module is housed in a robust plastic case suitable for panel mounting. Connections to the module are via locking plug and sockets.

Controller Index

1.1 CLARIFICATION OF NOTATION

Clarification of notation used within this publication.

NOTE:	**Highlights an essential element of a procedure to ensure correctness.**
CAUTION!	**Indicates a procedure or practice, which, if not strictly observed, could result in damage or destruction of equipment.**
WARNING!	**Indicates a procedure or practice, which could result in injury to personnel or loss of life if not followed correctly.**

1.2 GLOSSARY OF TERMS

Term	Description
DSE61XX	All modules in the DSE6110 MKIII & DSE6120 MKIII range.
CAN	Controller Area Network Vehicle standard to allow digital devices to communicate to one another.
CDMA	Code Division Multiple Access. Cell phone access used in small number of areas including parts of the USA and Australia.
CT	Current Transformer An electrical device that takes a large AC current and scales it down by a fixed ratio to a smaller current.
BMS	Building Management System A digital/computer based control system for a building's infrastructure.
DEF	Diesel Exhaust Fluid (AdBlue) A liquid used as a consumable in the SCR process to lower nitric oxide and nitrogen dioxide concentration in engine exhaust emissions.
DM1	Diagnostic Message 1 A DTC that is currently active on the engine ECU.
DM2	Diagnostic Message 2 A DTC that was previously active on the engine ECU and has been stored in the ECU's internal memory.
DPF	Diesel Particulate Filter A filter fitted to the exhaust of an engine to remove diesel particulate matter or soot from the exhaust gas.
DPTC	Diesel Particulate Temperature Controlled Filter A filter fitted to the exhaust of an engine to remove diesel particulate matter or soot from the exhaust gas which is temperature controlled.
DTC	Diagnostic Trouble Code The name for the entire fault code sent by an engine ECU.
ECU/ECM	Engine Control Unit/Management An electronic device that monitors engine parameters and regulates the fuelling.
FMI	Failure Mode Indicator A part of DTC that indicates the type of failure, e.g. high, low, open circuit etc.
J1939	Society of Automotive Engineers (SAE) J1939 standard is the vehicle bus recommended practice for communication and diagnostics among vehicle components.
J1939 – 75	Sub section of J1939 standard. The parameters and parameter groups contained in this sub section are predominantly associated with generators and driven equipment in electric power generation and industrial applications.

Continued over page…

Term	Description
GSM	Global System for Mobile communications. Cell phone technology used in most of the World.
HEST	High Exhaust System Temperature Initiates when DPF filter is full in conjunction with an extra fuel injector in the exhaust system to burn off accumulated diesel particulate matter or soot.
HMI	Human Machine Interface A device that provides a control and visualisation interface between a human and a process or machine.
IDMT	Inverse Definite Minimum Time
MSC	Multi-Set Communication
OC	Occurrence Count A part of DTC that indicates the number of times that failure has occurred.
PGN	Parameter Group Number A CAN address for a set of parameters that relate to the same topic and share the same transmission rate.
PLC	Programmable Logic Controller A programmable digital device used to create logic for a specific purpose.
SCADA	Supervisory Control And Data Acquisition A system that operates with coded signals over communication channels to provide control and monitoring of remote equipment
SCR	Selective Catalytic Reduction A process that uses DEF with the aid of a catalyst to convert nitric oxide and nitrogen dioxide into nitrogen and water to reduce engine exhaust emission.
SIM	Subscriber Identity Module. The small card supplied by the GSM/CDMA provider that is inserted into the cell phone, GSM modem or DSEGateway device to give GSM/GPRS connection.
SMS	Short Message Service The text messaging service of mobile/cell phones.
SPN	Suspect Parameter Number A part of DTC that indicates what the failure is, e.g. oil pressure, coolant temperature, turbo pressure etc.

1.3 BIBLIOGRAPHY

This document refers to, and is referred by the following DSE publications which are obtained from the DSE website: www.deepseaplc.com or by contacting DSE technical support: support@deepseaplc.com.

1.3.1 INSTALLATION INSTRUCTIONS

Installation instructions are supplied with the product in the box and are intended as a 'quick start' guide only.

DSE Part	Description
053-032	DSE2548 LED Expansion Annunciator Installation Instructions
053-033	DSE2130 Input Expansion Installation Instructions
053-034	DSE2157 Output Expansion Installation Instructions
053-049	DSE9xxx Battery Charger Installation Instructions
053-125	DSE2131 Ratiometric Input Expansion Installation Instructions
053-126	DSE2133 RTD/Thermocouple Input Expansion Installation Instructions
053-134	DSE2152 Analogue Output Expansion Installation Instructions
053-147	DSE9460 & DSE9461 Battery Charger Installation Instructions
053-240	DSE6110 MKIII and DSE6120 MKIII Installation Instructions
053-185	DSE9473 & DSE9483 Battery Charger Installation Instructions

1.3.2 MANUALS

Product manuals are obtained from the DSE website: www.deepseaplc.com or by contacting DSE technical support: support@deepseaplc.com.

DSE Part	Description
N/A	DSEGencomm (MODBUS protocol for DSE controllers)
057-004	Electronic Engines and DSE Wiring Guide
057-082	DSE2130 Input Expansion Operator Manual
057-083	DSE2157 Output Expansion Operator Manual
057-084	DSE2548 Annunciator Expansion Operator Manual
057-085	DSE9xxx Battery Charger Operator Manual
057-139	DSE2131 Ratiometric Input Expansion Manual
057-140	DSE2133 RTD/Thermocouple Expansion Manual
057-141	DSE2152 Analogue Output Expansion Manual
057-151	DSE Configuration Suite PC Software Installation & Operation Manual
057-175	PLC Programming Guide For DSE Controllers
057-176	DSE9460 & DSE9461 Battery Charger Operator Manual
057-220	Options for Communications with DSE Controllers
057-290	DSE6110 MKIII and DSE6120 MKIII Software Manual

1.3.3 TRAINING GUIDES

Training guides are provided as 'hand-out' sheets on specific subjects during training sessions and contain specific information regarding to that subject.

DSE Part	Description
056-005	Using CTs With DSE Products
056-006	Introduction to Comms
056-010	Over Current Protection
056-019	Earth Fault Protection
056-022	Switchgear Control
056-023	Adding New CAN Files
056-026	kW, kvar, kVA and pf.
056-029	Smoke Limiting
056-030	Module PIN Codes
056-051	Sending DSEGencom Control Keys
056-053	Recommended Modems
056-055	Alternate Configurations
056-069	Firmware Update
056-075	Adding Language Files
056-076	Reading DSEGencom Alarms
056-079	Reading DSEGencom Status
056-080	MODBUS
056-091	Equipotential Earth Bonding
056-092	Recommended Practices for Wiring Resistive Sensors
056-095	Remote Start Input Functions
056-096	Engine Speed Control Over CAN for DSEGenset
056-097	USB Earth Loops and Isolation
056-099	Digital Output to Input Connection

1.3.4 THIRD PARTY DOCUMENTS

The following third party documents are also referred to:

Reference	Description
ISBN 1-55937-879-4	IEEE Std C37.2-1996 IEEE Standard Electrical Power System Device Function Numbers and Contact Designations. Institute of Electrical and Electronics Engineers Inc
ISBN 0-7506-1147-2	Diesel generator handbook. L.L.J. Mahon
ISBN 0-9625949-3-8	On-Site Power Generation. EGSA Education Committee.

Controller Index

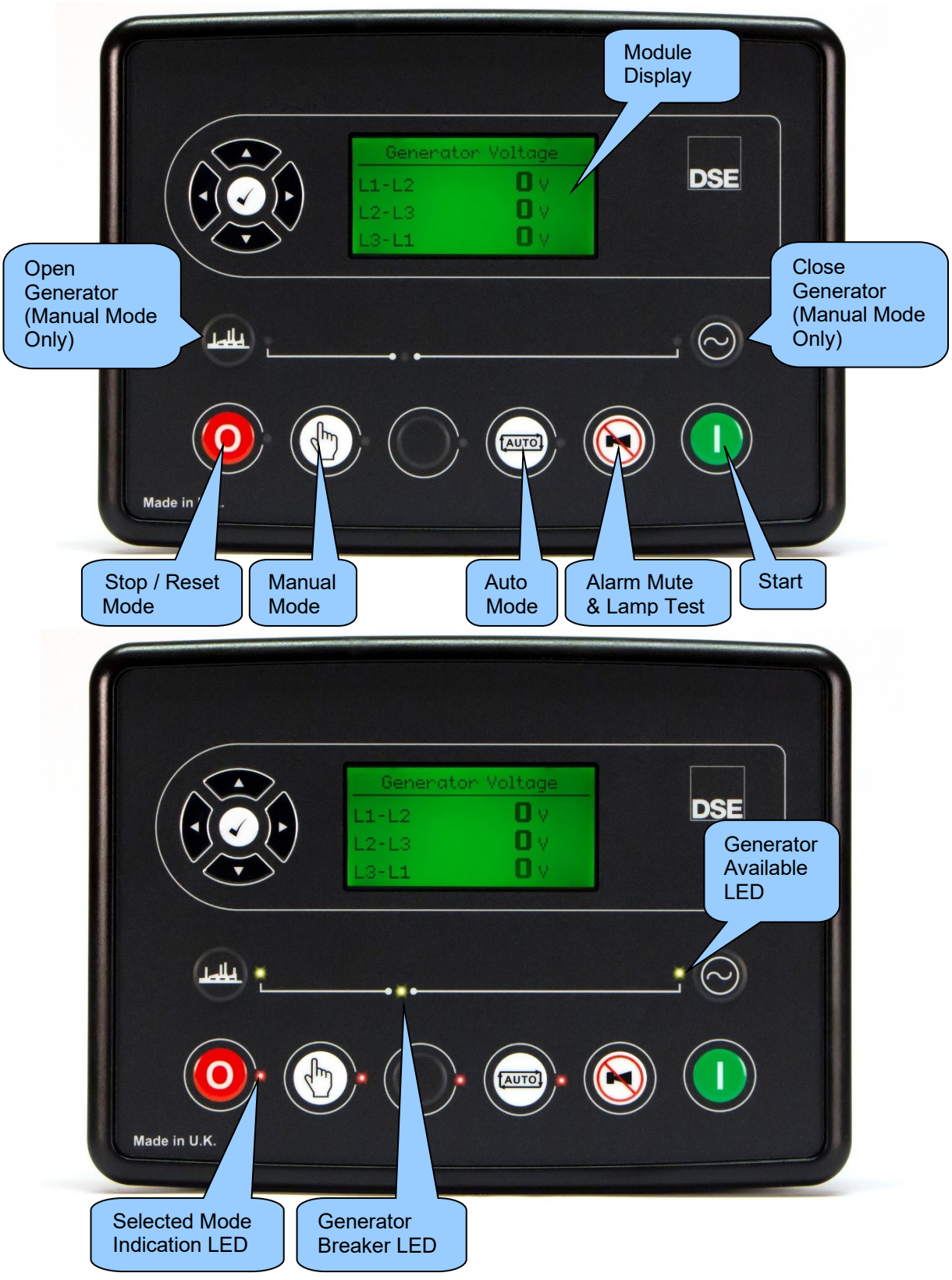
4 DESCRIPTION OF CONTROLS

CAUTION: The module may instruct an engine start event due to external influences. Therefore, it is possible for the engine to start at any time without warning. Prior to performing any maintenance on the system, it is recommended that steps are taken to remove the battery and isolate supplies.

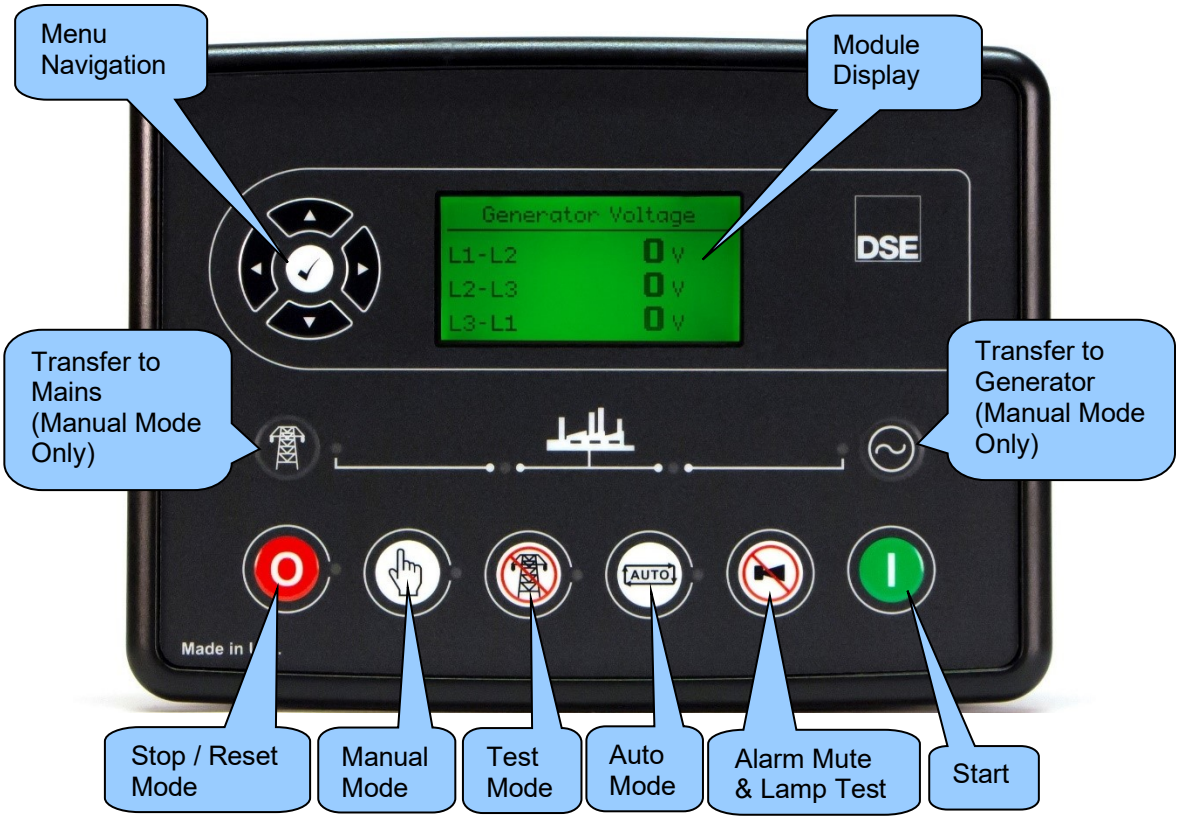
NOTE: The following descriptions detail the sequences followed by a module containing the standard 'factory configuration'. Always refer to your configuration source for the exact sequences and timers observed by any particular module in the field.

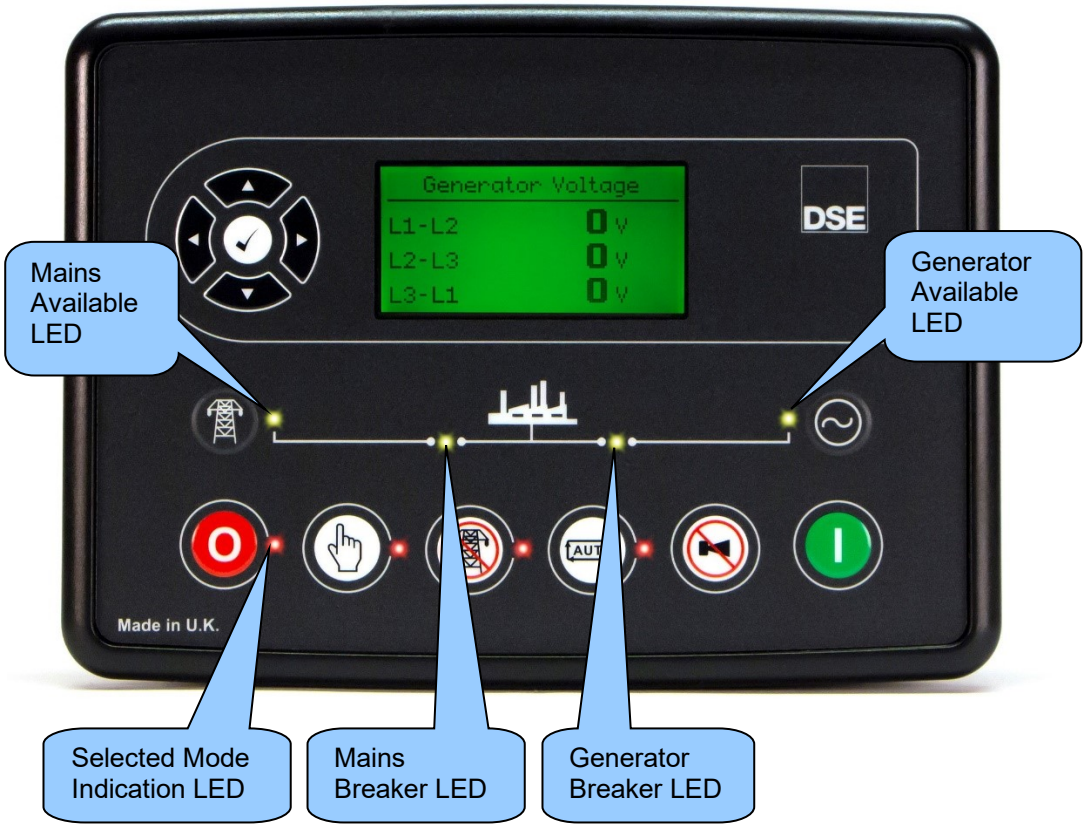
Control of the module is via push buttons mounted on the front of the module with ***Stop/Reset Mode*** , ***Manual Mode*** , ***Auto Mode*** ,***Start*** ***Close Generator*** and ***Open Generator*** functions. For normal operation, these are the only controls which need to be operated. Details of their operation are provided later in this document.

4.1 DSE6110 MKIII



4.2 DSE6120 MKIII





4.3 CONTROL PUSH BUTTONS

NOTE: For further details, see section entitled *Operation* elsewhere in this manual.

Icon	Description
	**Stop / Reset Mode** This button places the module into its ***Stop/Reset Mode*** . This clears any alarm conditions for which the triggering criteria has been removed. If the engine is running and the module is put into ***Stop/Reset Mode*** , the module automatically instructs the generator off load *('**Close Generator Output'** becomes inactive (if used on))* and place the mains on load *('**Close Mains Output'** becomes active (DSE6120 MKIII).* The fuel supply de-energises and the engine comes to a standstill. Should any form of *start signal* be present when in ***Stop/Reset Mode*** the generator remains at rest
	**Manual Mode** This button places the module into its ***Manual Mode*** . Once in ***Manual Mode*** , the module responds to the ***Start*** button to start the generator and run it off load. To place the generator on load, use the ***Transfer to Generator*** button. The module automatically instructs the changeover device to take the mains off load *('**Close Mains Output**' becomes inactive (if used on DSE6120 MKIII)* and place the generator on load *('**Close Generator Output**' becomes active (if used)).* To place the generator off load, use the ***Transfer to Mains*** or ***Open Generator*** buttons. The module automatically instructs the changeover device to take the generator off load *('**Close Generator Output**' becomes inactive (if used on)* and place the mains on load *('**Close Mains Output**' becomes active (DSE6120 MKIII).* Additional digital inputs can be assigned to perform these functions. If the engine is running off-load in ***Manual Mode*** and on load signal becomes active, the module automatically instructs the changeover device the changeover device to take the mains off load *('**Close Mains Output**' becomes inactive (if used on DSE6120 MKIII)* and place the generator on load *('**Close Generator Output**' becomes active (if used))*. Upon removal of the on load signal, the generator remains on load until either selection of the ***Stop/Reset Mode*** or ***Auto Mode*** .
	**Test Mode (DSE6120 MKIII only)** This button places the module into its ***Test Mode*** . Once in ***Test Mode*** , the module responds to the ***Start*** button to start the generator. Once the set has started and becomes available, it is automatically placed on load (Close Mains Output becomes inactive (if used on DSE6120 MKIII) and Close Generator Output becomes active (if used). The generator remains on load until either the ***Stop/Reset Mode*** or ***Auto Mode*** is selected.

NOTE: For further details, see section entitled *Operation* elsewhere in this manual.

Icon	Description
	**Auto Mode** This button places the module into its ***Auto Mode*** . This mode allows the module to control the function of the generator automatically. The module monitors numerous start requests and when one has been made, the set is automatically started. Once the generator is available, the mains is taken off load *('**Close Mains Output**' becomes inactive (if used on DSE6120 MKIII)* and the generator is placed on load *('**Close Generator Output**' becomes active (if used)).* Upon removal of the starting signal, the module starts the *Return Delay Timer* and once expired, takes the generator off load *('**Close Generator Output**' becomes inactive (if used on))* and place the mains on load *('**Close Mains Output**' becomes active (DSE6120 MKIII).* The generator then continues to run for the duration of the *Cooling Timer* until it stops. The module then waits for the next start event.
	**Alarm Mute / Lamp Test** This button silences the audible alarm in the controller, de-activates the *Audible Alarm* output (if configured) and illuminates all of the LEDs on the module's facia as a lamp test function.
	**Start** This button is only active in the ***Stop/Reset Mode*** , ***Manual Mode*** and Test Mode . Pressing the ***Start*** button in ***Stop/Reset Mode*** powers up the engine's ECU but does not start the engine. This can be used to check the status of the CAN communication and to prime the fuel system. Pressing the ***Start*** button in ***Manual Mode*** or ***Test Mode*** starts the generator and runs it off load in ***Manual Mode*** or on load in ***Test Mode*** .
	**Menu Navigation** Used for navigating the instrumentation, event log and configuration screens.

NOTE: For further details, see section entitled *Operation* elsewhere in this manual.

Icon	Description
	**Transfer To Generator** The ***Transfer to Generator*** button controls the operation of the generator load switch is only active in the ***Manual Mode*** once the generator is available. Pressing the ***Transfer to Generator*** button when the Generator is available and off load, the Mains load switch is opened *('**Close Mains**' becomes inactive)* and the Generator load switch is closed *('**Close Generator**' becomes active)*. Further presses of the ***Transfer to Generator*** button have no effect.
	**Open Generator (DSE6110 MKIII Only)** The ***Open Generator*** button is only active in the ***Manual Mode*** and allows the operator to open the generator load switch. Pressing the ***Open Generator*** button when the Generator is on load, the generator load switch is opened *('**Close Generator**' becomes inactive).* Further presses of the ***Open Generator*** button have no effect.
	**Transfer To Mains (DSE6120 MKIII Only)** The ***Transfer to Mains*** button controls the operation of the mains load switch and is only active in ***Manual Mode***. Pressing the ***Transfer to Mains*** button when the Mains is available and off load, the generator switch is opened *('**Close Generator**' becomes inactive)* and the mains switch is closed *('**Close Mains**' becomes active)*. Further presses of the ***Transfer to Mains*** button have no effect.

Controller Index

4.4 VIEWING THE INSTRUMENT PAGES

NOTE: Depending upon the module's configuration, some display screens may be disabled. For further details of module configuration, refer to DSE Publication: *057-290 DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual.*

It is possible to scroll to display the different pages of information by repeatedly operating the ***Next & Previous Page***  buttons.

If you want to view one of the instrument pages towards the end of the list, it may be quicker to scroll left through the pages rather than right!

Example

Status  **Generator**  **Engine**

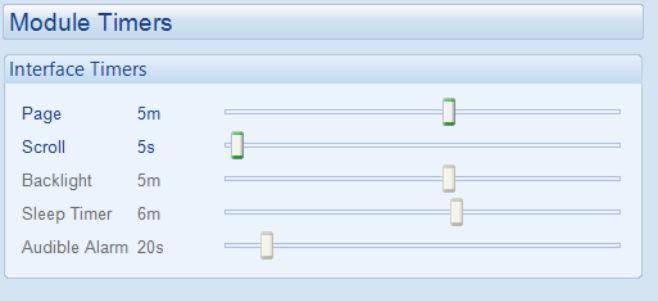
And so on until the desired page is reached. Further presses of the ***Next Page Button***  returns the Status page.

The complete order and contents of each information page are given in the following sections

Once selected, the page remains on the LCD display until the user selects a different page, or after an extended period of inactivity (*LCD Page Timer*), the module reverts to the status display.

If no buttons are pressed upon entering an instrumentation page, the instruments displayed are automatically subject to the setting of the *LCD Scroll Timer*.

The *LCD Page* and *LCD Scroll* timers are configurable using the DSE Configuration Suite Software or by using the Front Panel Editor.



The screenshot shows the factory settings for the timers, taken from the DSE Configuration Suite PC Software.

Alternatively, to scroll manually through all instruments on the currently selected page, press the ***Instrumentation Scroll***  buttons. The 'auto scroll' is disabled.

To re-enable 'auto scroll' press the ***Instrumentation Scroll***  buttons to scroll to the 'title' of the instrumentation page (ie Engine). A short time later (the duration of the *LCD Scroll Timer*), the instrumentation display begins to auto scroll.

When scrolling manually, the display automatically returns to the Status page if no buttons are pressed for the duration of the configurable *LCD Page Timer*.

If an alarm becomes active while viewing the status page, the display shows the Alarms page to draw the operator's attention to the alarm condition.

4.4.1 STATUS

This is the 'home' page, the page that is displayed when no other page has been selected, and the page that is automatically displayed after a period of inactivity (*LCD Page Timer)* of the module control buttons.

This page changes with the action of the controller for example when the generator is running and available:

Status	**22:31**
Generator at Rest	
Stop Mode	

Factory setting of *Status* screen showing engine stopped...

Status	**22:31**
Generator Available	

...and engine running

4.4.1.1 GENERATOR LOCKED OUT

Status	**22:31**
Generator Locked Out	

Generator Locked Out indicates that the Generator cannot be started due to an active *Shutdown* or *Electrical Trip Alarm* on the module. Press the ***Next or Previous Page***  button to scroll to the alarms page to investigate. Press the ***Stop/Reset Mode***  button to clear the alarm, if the alarm does not clear the fault is still active.

4.4.1.2 WAITING FOR GENERATOR

NOTE: For further details of module configuration, refer to DSE Publication: 057-290 *DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual.*

Status	**22:31**
Waiting For Generator	

Waiting For Generator indicates that the Generator has started but has not reached the required *Loading Voltage* and or *Loading Frequency* as set in the module's configuration. Press the ***Next or Previous Page***  buttons to scroll to the *Generator* page to check to see if the generator voltage and frequency is higher then the configured *Loading Voltage* and *Loading Frequency*.

4.4.2 ENGINE

NOTE*: For further details of support engine, refer to DSE Publication: *057-004 Electronic Engines and DSE Wiring Guide.*

These pages contain instrumentation gathered about the engine measured or derived from the module's inputs, some of which may be obtained from the engine ECU.

* Denotes CAN ECU specific information

Engine

1500 RPM

Engine Speed
Engine Oil Pressure
Engine Coolant Temp
Engine Battery Voltage
Engine Run Time
Engine Fuel Level

Engine Oil Temperature*
Engine Inlet Temperature*
Engine Turbo Pressure*
Eng. Percent Torque*
Eng. Demand Torque*
Eng. Percent Load*
Non Friction Torque*
Engine Oil Level*
Eng Coolant Level*
Cooling Fan Speed Level*
Electrical Potential
DEF Tank Level*
DEF Level Status*
SCR-DEF Lamps*
SCR Action Timer*
Engine Link*
ECU Regeneration*
ECU Regeneration Icons*
Engine Soot Levels*
DEF Tank Temperature*
DEF Reagent Cons*
SCR After Treatment Status*

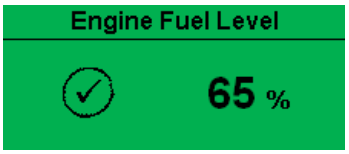
CANbus information*
Instant Fuel Rate
Coolant Pressure*
Exhaust Temperature*
Fuel Temperature*
Fuel Pressure*
Fuel Consumption*
Fuel Used*
Flexible Sensors
Engine Maintenance Alarm 1
Engine Maintenance Alarm 2
Engine Maintenance Alarm 3
After Treatment Fuel Used*
After Treatment Exhaust Gad Temperature*
Engine Crank Case Pressure*
Engine Injector Rail Pressure*
Engine Exhaust Temperature*
Intercooler Temperature*
Turbo Oil Pressure*
Fan Speed*
Water In Fuel*
Air Inlet Pressure*
ECU ECR DEF Icons*
DEF Counter Minimum*
DPTC Filter Status*
Engine ECU Link*
Tier 4 Engine Information*

4.4.2.1 MANUAL FUEL PUMP CONTROL

NOTE: For further details of module configuration, refer to DSE Publication: 057-290 *DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual.*

Depending upon module configuration, the *Fuel Level* page may include a ***Tick*** icon. This denotes that *Manual Fuel Pump Control* is available by pressing and holding the ***Tick*** button.

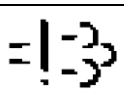
Example:



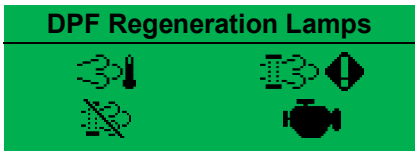
4.4.2.2 DPF REGENERATION LAMPS

NOTE: For further details of module configuration, refer to DSE Publication: 057-290 *DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual.*

Depending upon the *Engine Type* selected in the module's configuration, the *Engine* section may include the *DPF Regeneration Lamps* page. This page contains icons to show the status of various ECU functions, some of which are applicable to Tier 4 engine requirements. The icons flash at different rates to show the status of the ECU function, refer to the engine manufacturer for more information about this.

Icon	Fault	Description
	**ECU Amber Alarm**	The module received an Amber fault condition from the engine ECU.
	**ECU Red Alarm**	The module received a Red fault condition from the engine ECU.
	**DPF Active**	The module received a fault indication from the engine ECU informing that the *Diesel Particulate Filter* is active.
	**DPF Inhibited**	The module received a fault indication from the engine ECU informing that the *Diesel Particulate Filter* has been inhibited.
	**DPF Stop**	The module received a fault indication from the engine ECU informing that the *Diesel Particulate Filter* has been stopped.
	**DPF Warning**	The module received a fault condition from the engine ECU informing that the *Diesel Particulate Filter* has a fault condition.
	**HEST Active**	The module received a fault indication from the engine ECU informing that the *High Exhaust System Temperature* is active.
	**DEF Low Level**	The module received a fault condition from the engine ECU informing that the *Diesel Exhaust Fluid Low Level* is active.
	**SCR Inducement**	The module received a fault indication from the engine ECU informing that the *Selective Catalytic Reduction Inducement* is active.

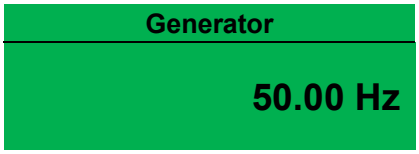
Example:



4.4.3 GENERATOR

Contains electrical values of the Generator, measured or derived from the module's voltage and current inputs.

Press the ***Instrumentation Scroll***  buttons scroll through the ***Generator*** parameters.



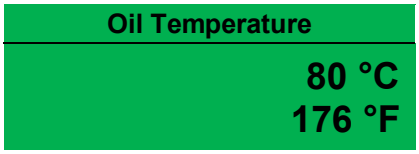
Generator Voltage (Line to Neutral)
Generator Voltage (Line to Line)
Generator Frequency
Generator Current (A)
Generator Load Line to Neutral (kW)
Generator Total Load (kW)
Generator Load Line to Neutral (kVA)
Generator Total Load (kVA)
Generator Single Phase Power Factors
Generator Power Factor Average
Generator Load Line to Neutral (kvar)
Generator Total Load (kvar)
Generator Accumulated Load (kWh, kVAh, kvarh)
Generator Active Configuration

4.4.4 EXPANSION

NOTE: Depending upon the module's configuration, some display screens may be disabled. For further details of module configuration, refer to DSE Publication: *057-290 DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual.*

Contains measured values from various input expansion modules that are connected to the DSE module.

Press the ***Instrumentation Scroll***  buttons scroll through the ***Expansion*** parameters if configured.



DSE2130 Analogue Inputs (Only appears if configured)
DSE2131 Analogue Inputs (Only appears if configured)
DSE2133 Analogue Inputs (Only appears if configured)

4.4.5 CHARGER ID

NOTE: Depending upon the module's configuration, some display screens may be disabled. For further details of module configuration, refer to DSE Publication: *057-290 DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual.*

Contains the information and instrumentation of the DSE Intelligent Battery Chargers that are connected to the DSE controller.

Press the ***Instrumentation Scroll***  buttons scroll through the ***Battery Charger*** parameters if configured.

Charger ID1	
Device	94xx
	V1.1.1
USB ID	1E1F21EA

Shows the ID number configured in the DSE module's Expansion

Information screen of the charger connected to the DSE module (battery charger model number, version, and its USB ID).

Supply Voltage	
L1 - N	240V

Supply Instrumentation Screen.

Charger ID1	
Temperature	32 °C
	89 °F

Battery charger temperature instrumentation screen.

Charger ID1	
Fan 1	100 rpm
Fan 2	0 rpm

Battery charger fans speed when supported by the charger.

Charger Output 1	
Charge Mode	Float

Output Instrumentation screens. Showing Output 1 of the battery charger.

Showing the charge mode (Boost, Absorption, Float, or Storage)

Charger Output 1	
Output	26.91V

… Output voltage

Charger Output 1	
Current	7.05A
Limit	10.00A
Power	189W

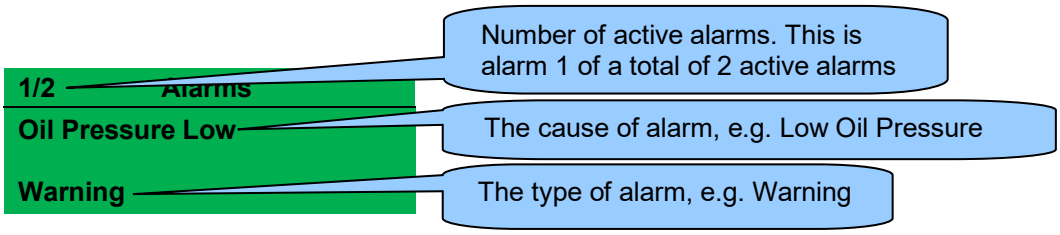
…Output current, limit, and power

4.4.6 ALARMS

When an alarm is active, if configired an *externall Audible Alarm* sounds and the Common Alarm LED, if configured, illuminates.

The audible alarm is silenced by pressing the ***Alarm Mute / Lamp Test*** button.

The LCD display jumps from the 'Information page' to display the Alarm Page



The LCD displays multiple alarms such as "*Coolant Temperature High*", "*Emergency Stop*" and "*Low Coolant Warning*". These automatically scroll in the order that they occurred or press the

Instrumentation Scroll buttons scroll through manually.

In the event of an alarm, the LCD displays the appropriate text. If an additional alarm then occurs, the module displays the appropriate text.

Example:

1/2 Alarms
Low Oil Pressure
Warning

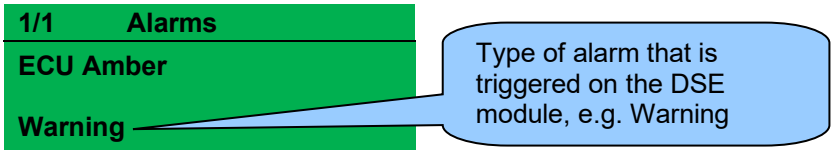
2/2 Alarms
Coolant Temp High
Shutdown

4.4.6.1 ECU ALARMS (CAN FAULT CODES / DTC)

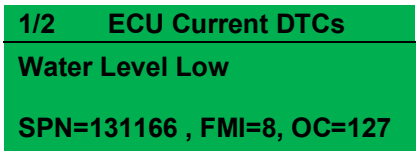
NOTE: For details on these code/graphic meanings, refer to the ECU instructions provided by the engine manufacturer, or contact the engine manufacturer for further assistance.

NOTE: For further details on connection to electronic engines, refer to DSE Publication: *057-004 Electronic Engines And DSE Wiring*

When connected to a suitable CAN engine, the controller displays alarm status messages from the ECU in the *Alarms* section of the display.



Press the ***Next Page***  button to access the list of *Current Engine DTCs* (Diagnostic Trouble Codes) from the ECU which are DM1 messages.



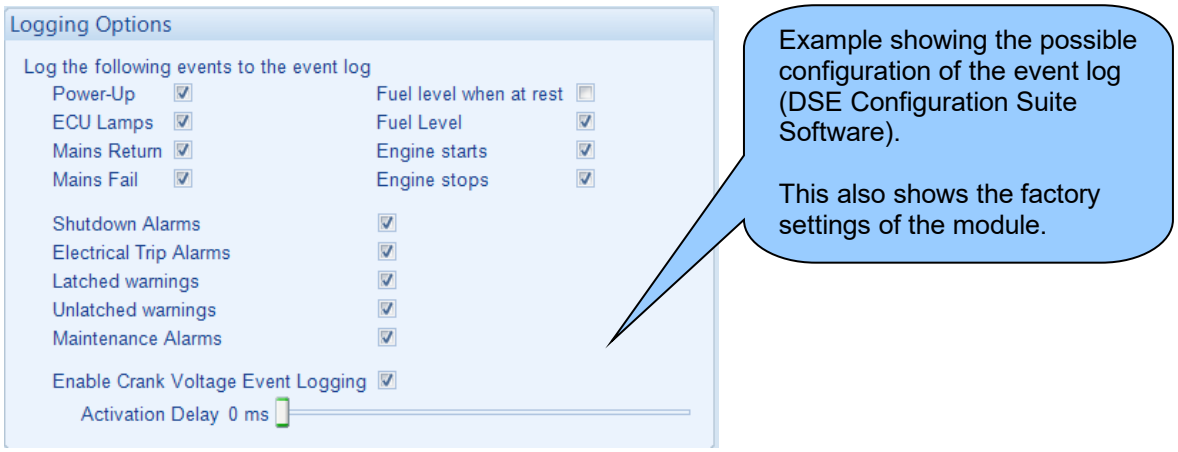
The DM1 DTC is interpreted by the module and is shown on the module's display as a text message. In addition to this, the manufacturer's DTC is shown below.

4.4.7 EVENT LOG

NOTE: For further details of module configuration, refer to DSE Publication: 057-290 *DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual.*

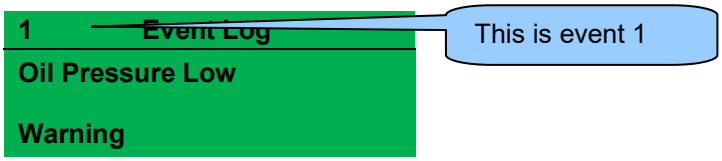
The module maintains a log of past alarms and/or selected status changes.
The log size has been increased in the module over past module updates and is always subject to change. At the time of writing, the modules log is capable of storing the last 250 log entries.

Under default factory settings, the event log is configured to include all possible options; however, this is configurable by the system designer using the DSE Configuration Suite software.



When the event log is full, any subsequent event overwrites the oldest entry. Hence, the event log always contains the most recent events. The module logs the event type, along with the date and time (or engine running hours if configured to do so).

To view the event log, repeatedly press the ***Next or Previous Page***  buttons until the LCD screen displays the *Event Log* page.



Press the ***Scroll Down***  button to view the next most recent event.

Continuing to press the ***Scroll Down***  button cycles through the past events after which, the display shows the most recent alarm and the cycle begins again.

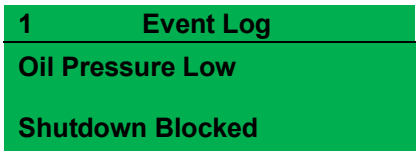
To exit the event log and return to viewing the instruments, press the ***Next or Previous Page***  buttons to select the next instrumentation page.

4.4.7.1 PROTECTIONS DISABLED

NOTE: For further details on *Protections Disabled*, see section entitled *Protections* elsewhere in this manual.

Configuration is possible to prevent *Shutdown* and *Electrical Trip* alarms from stopping the generator. Under such conditions the operator is informed the events were blocked.

Example:



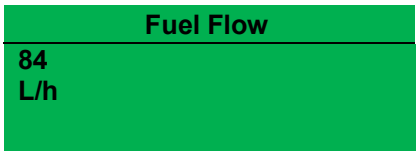
4.4.8 CONFIGURABLE CAN

NOTE: Depending upon the module's configuration, some display screens may be disabled. For further details of module configuration, refer to DSE Publication: 057-290 *DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual.*

The configurable CAN instruments are intended to display CAN information from external third party CAN devices such as fuel flow meters. The contents of these screens vary depending upon configuration by the engine manufacturer or supplier.

Under default factory settings the configurable CAN instruments are not viewable. They are configurable by the system designer using the DSE Configuration Suite software.

Example:



- Configurable CAN Instrument 1 to 30

4.4.9 ABOUT

Contains important information about the module and the firmware versions. This information may be asked for when contacting DSE Technical Support Department for advice.

About	
Variant	**6120 MKIII**
Application	**V1.0.8**
USB ID	**11A6BAD2E**

Variant: DSE6110 MKIII & DSE6120 MKIII
Application Version: The version of the module's main firmware file (Updatable using the Firmware Update Wizard in the DSE Configuration Suite Software).
USB ID: Unique identifier for PC USB connection

Press the ***Scroll Down***  button to access more information about the module.

About	
Bootloader	**V3.3.2**
Analogue	**V2.0.12**

Bootstrap: Bootstrap software version
Auxiliary: The version of the module's auxiliary micro firmware file

About	
Engine Type	**Volvo EMS2b**
Version	**V1.21.03**

Engine Type: The name of the engine file selected in the configuration
Version: Engine type file version.

5 OPERATION

Controller Index

NOTE: The following descriptions detail the sequences followed by a module containing the standard 'factory configuration'. Always refer to your configuration source for the exact sequences and timers observed by any particular module in the field.

5.1 QUICKSTART GUIDE

This section provides a quick start guide to the module's operation.

5.1.1 STARTING THE ENGINE

NOTE: For further details, see the section entitled *Operation* elsewhere in this document.

5.1.2 STOPPING THE ENGINE

NOTE: For further details, see the section entitled *Operation* elsewhere in this document.

5.2 STOP/RESET MODE

NOTE: If a digital input configured to *Panel Lock* is active, changing module modes is not possible. Viewing the instruments and event logs is NOT affected by *Panel Lock*.

NOTE: For further details of module configuration, refer to DSE Publication: 057-290 *DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual.*

Stop/Reset Mode is activated by pressing the ***Stop/Reset Mode*** button.
The LED above the ***Stop/Reset Mode*** button illuminates to indicate ***Stop/Reset Mode*** operation.

In ***Stop/Reset Mode***, the module removes the generator from load (if necessary) before stopping the generator.

If the generator does not stop when requested, the *Fail To Stop* alarm is activated (subject to the setting of the *Fail to Stop* timer). To detect the engine at rest the following must occur:

- Engine speed is zero as detected by the CAN ECU
- Generator AC Voltage and Frequency must be zero.
- Engine Charge Alternator Voltage must be zero.
- Oil pressure sensor must indicate low oil pressure

When the engine has stopped and the module is in the ***Stop/Reset Mode***, it is possible to send configuration files to the module from DSE Configuration Suite PC software and to enter the Front Panel Editor to change parameters.

Any latched alarms that have been cleared are reset when ***Stop/Reset Mode*** is entered.

The engine is not started when in ***Stop/Reset Mode***. If start signals are given, the input is ignored until ***Auto Mode*** is entered.

When left in ***Stop/Reset Mode*** with no presses of the fascia buttons, no form of communication active and configured for *Power Save Mode,* the module enters *Power Save Mode*. To 'wake' the module, press any fascia control buttons.

5.2.1 ECU OVERRIDE

Pressing the ***Start*** button in ***Stop/Reset Mode*** powers up the engine's ECU but does not start the engine. This can be used to check the status of the CAN communication and to prime the fuel system.

5.3 MANUAL MODE

NOTE: If a digital input configured to Panel Lock is active, changing module modes is not possible. Viewing the instruments and event logs is NOT affected by panel lock.

Manual Mode is activated by pressing the ***Manual Mode*** button.
The LED above the ***Manual Mode*** button illuminates to indicate ***Manual Mode*** operations.

In ***Manual Mode*** the generator does not start automatically
To begin the starting sequence, press the ***Start*** button.

5.3.1 STARTING SEQUENCE

NOTE: There is no *Start Delay* in this mode of operation.

NOTE: If the unit has been configured for CAN, compatible ECU's receives the start command via CAN.

NOTE: For further details of module configuration, refer to DSE Publication: *057-290 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*

The fuel relay is energised and the engine is cranked.

If the engine fails to fire during this cranking attempt then the starter motor is disengaged for the *Crank Rest Timer* duration after which the next start attempt is made. Should this sequence continue beyond the set *Number Of Attempts*, the start sequence is terminated and the display shows *Fail to Start.*

The starter motor is disengaged when the engine fires. Speed detection is factory configured to be derived from the AC alternator output frequency, but can additionally be measured from a Magnetic Pickup mounted on the flywheel or from the CANbus link to the engine ECU depending on module configuration.

Additionally, rising oil pressure can be used to disconnect the starter motor (but cannot detect underspeed or overspeed).

After the starter motor has disengaged, the *Safety On Delay* timer activates, allowing Oil Pressure, High Engine Temperature, Under-speed, Charge Fail and any delayed Auxiliary fault inputs to stabilise without triggering the fault.

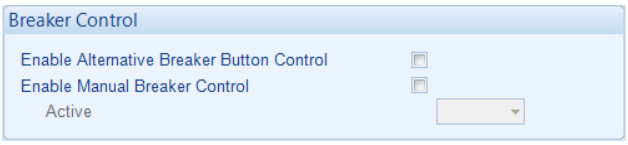
5.3.2 ENGINE RUNNING

NOTE: The load transfer signal remains inactive until the generator is available. This prevents excessive wear on the engine and alternator.

NOTE: For further infomration on enabling *Manual Breaker Control*, refer to DSE Publication: *057-290 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*

When in ***Manual Mode*** the load is transferred to the generator whenever a 'loading request' is made. The possible sources for 'loading requests' are limited dependant on the state of the *Manual Breaker Control* function.

5.3.2.1 MANUAL BREAKER CONTROL DISABLED



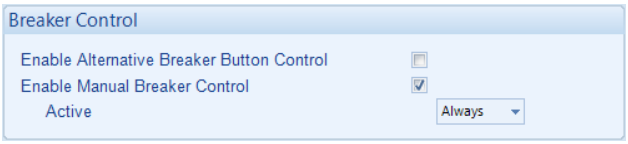
A loading request may come from any of the following sources:

- Press the Transfer to Generator button.
- Failure of mains supply (DSE6120 MKIII only)
- Activation of an auxiliary input that has been configured to *Remote Start On Load, Transfer To Generator / Open Mains* or *Auxiliary Mains Fail* (DSE6120 MKIII only).
- Activation of the inbuilt exercise scheduler if configured for 'on load' runs.
- Activation of *Dual Mutual Standby Balance Mode*, see section entitled *Operation* (*Dual Mutual Standby*) elsewhere in this document for more information.

Once the generator is placed on load, it will not automatically be removed. Depending on loading request state, one of the following methods is used to manually open the load switch:

- If the loading request has been removed:
  - Press the ***Open Generator*** (DSE6110 MKIII only) or ***Transfer to Mains*** (DSE6120 MKIII only) button
  - Activation of an auxiliary input that has been configured to *Transfer To Mains / Open Generator.*
  - Press the ***Auto Mode*** button to return to automatic mode. The set observes all ***Auto Mode*** start requests and stopping timers before beginning the *Auto Mode Stopping Sequence*.
- If the loading request remains active:
  - Press the ***Stop/Reset Mode*** button to remove load and stop the generator.
  - Activation of an auxiliary input that has been configured to *Generator Load Inhibit.*

5.3.2.2 MANUAL BREAKER CONTROL ENABLED



Loading request sources are limited to:

- Press the Transfer to Generator button.
- Activation of an auxiliary input that has been configured to *Transfer To Generator / Open Mains.*

Once the generator is placed on load, it will not automatically be removed. Any one of the following methods are used to manually open the load switch:

- Press the ***Open Generator*** (DSE6110 MKIII only) or ***Transfer to Mains*** (DSE6120 MKIII only) button
- Activation of an auxiliary input that has been configured to *Transfer To Mains / Open Generator.*
- Press the ***Auto Mode*** button to return to automatic mode. The set observes all ***Auto Mode*** start requests and stopping timers before beginning the *Auto Mode Stopping Sequence*.
- Press the ***Stop/Reset Mode*** button to remove load and stop the generator.
- Activation of an auxiliary input that has been configured to *Generator Load Inhibit.*

5.3.3 STOPPING SEQUENCE

In ***Manual Mode*** the set continues to run until either:

- The ***Stop/Reset Mode*** button is pressed – The delayed load outputs are de-activated immediately and the set immediately stops.
- The ***Auto Mode*** button is pressed. The set observes all ***Auto Mode*** start requests and stopping timers before beginning the *Auto Mode Stopping Sequence*.

5.4 TEST MODE

NOTE: If a digital input configured to *Panel Lock* is active, changing module modes is not possible. Viewing the instruments and event logs is NOT affected by *Panel Lock*.

Test Mode is activated by pressing the ***Test Mode*** button.
The LED above the ***Test Mode*** button illuminates to indicate ***Test Mode*** operations.

In ***Test Mode***, the set does not start automatically.
To begin the starting sequence, press the ***Start*** button.

5.4.1 STARTING SEQUENCE

NOTE: There is no *Start Delay* in this mode of operation.

NOTE: If the unit has been configured for CAN, compatible ECU's receives the start command via CAN.

NOTE: For further details of module configuration, refer to DSE Publication: *057-290 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*

The fuel relay is energised and the engine is cranked.

If the engine fails to fire during this cranking attempt then the starter motor is disengaged for the *crank rest* duration after which the next start attempt is made. Should this sequence continue beyond the set number of attempts, the start sequence is terminated and the display shows *Fail to Start.*

The starter motor is disengaged when the engine fires. Speed detection is factory configured to be derived from the AC alternator output frequency, but can additionally be measured from a Magnetic Pickup mounted on the flywheel or from the CANbus link to the engine ECU depending on module configuration.

Additionally, rising oil pressure can be used to disconnect the starter motor (but cannot detect underspeed or overspeed).

After the starter motor has disengaged, the *Safety On Delay* timer activates, allowing Oil Pressure, High Engine Temperature, Under-speed, Charge Fail and any delayed Auxiliary fault inputs to stabilise without triggering the fault.

5.4.2 ENGINE RUNNING

NOTE: The load transfer signal remains inactive until the generator is available. This prevents excessive wear on the engine and alternator.

In ***Test Mode*** , the load is automatically transferred to the generator.

Once the generator has been placed on load, it is not automatically removed. To manually remove the load either:

Press the ***Manual Mode*** button followed by the ***Open Generator*** (DSE6110 MKIII only) or ***Transfer to Mains*** (DSE6120 MKIII only) button.

- Press the ***Auto Mode*** button to return to automatic mode. The set observes all ***Auto Mode*** start requests and stopping timers before beginning the *Auto Mode Stopping Sequence*.
- Press the ***Stop/Reset Mode*** button to remove load and stop the generator.
- Activation of an auxiliary input that has been configured to *Generator Load Inhibit.*

5.4.3 STOPPING SEQUENCE

In ***Test Mode*** the set continues to run until either:

- The ***Stop/Reset Mode*** button is pressed – The delayed load outputs are de-activated immediately and the set immediately stops.
- The ***Auto Mode*** button is pressed. The set observes all ***Auto Mode*** start requests and stopping timers before beginning the *Auto Mode Stopping Sequence*.

5.5 AUTOMATIC MODE

NOTE: If a digital input configured to external *Panel Pock* is active, changing module modes is not possible. Viewing the instruments and event logs is NOT affected by *Panel Lock*.

Auto Mode is activated by pressing the ***Auto Mode*** button.
The LED above the ***Auto Mode*** button illuminates to indicate ***Auto Mode*** operations.

Auto Mode allows the generator to operate fully automatically, starting and stopping as required with no user intervention.

5.5.1 WAITING IN AUTO MODE

If a starting request is made, the starting sequence begins.
Starting requests can be from the following sources:

- Failure of mains supply (DSE6120 MKIII only)
- Activation of an auxiliary input that has been configured to *Remote Start*
- Activation of an auxiliary input that has been configured to *Auxiliary Mains Fail* (DSE6120 MKIII only).
- Activation of the inbuilt exercise scheduler.
- Activation of *Dual Mutual Standby Balance Mode*, see section entitled *Operation (Dual Mutual Standby)* elsewhere in this document for more information.

5.5.2 STARTING SEQUENCE

NOTE: If the unit has been configured for CAN, compatible ECU's receive the start command via CAN and transmit the engine speed to the DSE controller.

NOTE: For further details of module configuration, refer to DSE Publication: *057-290 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*

To allow for 'false' start requests, the *Start Delay* timer begins.

Should all start requests be removed during the *Start Delay* timer, the unit returns to a stand-by state.

If a start request is still present at the end of the *Start Delay* timer, the fuel relay is energised and the engine is cranked.

If the engine fails to fire during this cranking attempt then the starter motor is disengaged for the *Crank Rest* duration after which the next start attempt is made. Should this sequence continue beyond the *Set Number Of Attempts*, the start sequence is terminated and the display shows *Fail to Start.*

The starter motor is disengaged when the engine fires. Speed detection is factory configured to be derived from the AC alternator output frequency, but can additionally be measured from a Magnetic Pickup mounted on the flywheel or from the CAN link to the engine ECU depending on module.

Additionally, rising oil pressure can be used to disconnect the starter motor (but cannot detect underspeed or overspeed).

After the starter motor has disengaged, the *Safety On Delay* timer activates, allowing Oil Pressure, High Engine Temperature, Under-speed, Charge Fail and any delayed Auxiliary fault inputs to stabilise without triggering the fault.

5.5.3 ENGINE RUNNING

NOTE: The load transfer signal remains inactive until the generator is available. This prevents excessive wear on the engine and alternator.

The generator is placed on load if configured to do so.

If all start requests are removed, the *Stopping Sequence* begins.

5.5.4 STOPPING SEQUENCE

The *Return Delay* timer operates to ensure that the starting request has been permanently removed and isn't just a short term removal. Should another start request be made during the cooling down period, the set returns on load.

If there are no starting requests at the end of the *Return Delay* timer, the load is transferred from the generator to the mains supply and the *Cooling Down* timer is initiated.

The *Cooling Down* timer allows the set to run off load and cool sufficiently before being stopped. This is particularly important where turbo chargers are fitted to the engine.

After the *Cooling Down* timer has expired, the set is stopped.

5.6 SCHEDULER

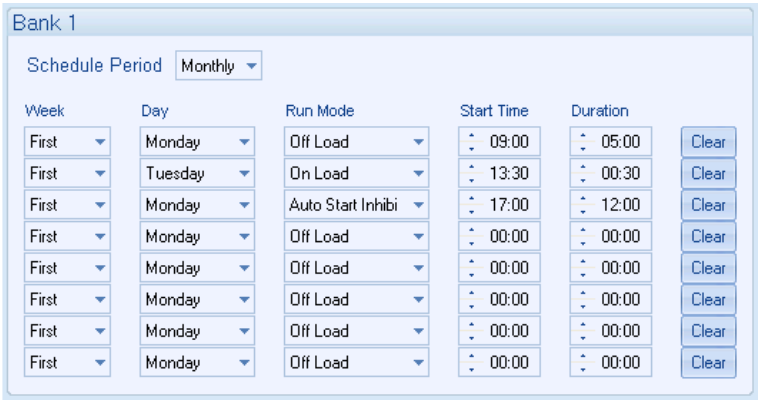
The controller contains an inbuilt exercise run scheduler, capable of automatically starting and stopping the set or inhibiting the set from starting. Up to 8 scheduled start/stop/inhibiting start sequences can be configured to repeat on a 7-day or 28-day cycle.

Scheduled runs may be on load or off load depending upon module configuration.

Example:

Screen capture from DSE Configuration Suite Software showing the configuration of the Exercise Scheduler.

In this example the set starts at 09:00 on Monday and run for 5 hours off load, then start at 13:30 on Tuesday and run for 30 minutes one load and is inhibited from automatically starting on Monday from 17:00 for 12 hours.



5.6.1 STOP MODE

- Scheduled runs do not occur when the module is in ***Stop/Reset Mode*** .

5.6.2 MANUAL MODE

- Scheduled runs do not occur when the module is in ***Manual Mode*** waiting for a start request.
- Activation of a Scheduled Run 'On Load' when the module is operating Off Load in ***Manual Mode*** forces the set to run On Load.

5.6.3 AUTO MODE

- Scheduled runs operate only if the module is in ***Auto Mode*** with no *Shutdown* or *Electrical Trip* alarm active.
- If the module is in ***Stop/Reset Mode*** or ***Manual Mode*** when a scheduled run begins, the engine is not started. However, if the module is moved into ***Auto Mode*** during a scheduled run, the engine is called to start.
- Depending upon configuration by the system designer, an external input can be used to inhibit a scheduled run.
- If the engine is running *Off Load* in ***Auto Mode*** and a scheduled run configured to 'On Load' begins, the set is placed *On Load* for the duration of the Schedule.

5.8 ALTERNATIVE CONFIGURATIONS

Depending upon the configuration of the system by the generator supplier, the system may have selectable configurations (for example to select between 50 Hz and 60 Hz). If this has been enabled the generator supplier will advise how this selection can be made (usually by operating an external selector switch or by selecting the required configuration file in the module's front panel configuration editor).

Controller Index

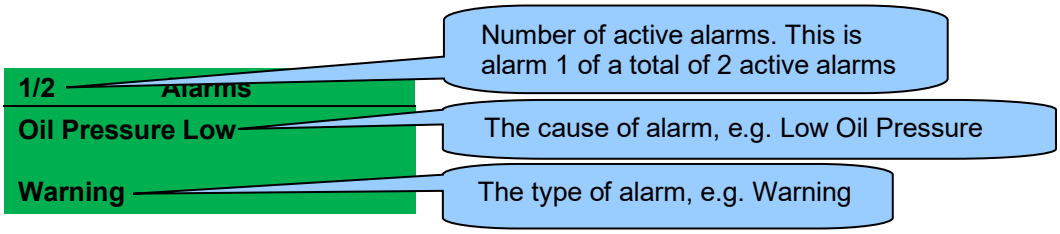
6 PROTECTIONS

6.1 ALARMS

When an alarm is active, the *Internal Audible Alarm* sounds and the *Common Alarm* output if configured, activates.

The audible alarm is silenced by pressing the ***Alarm Mute / Lamp Test*** button.

The LCD display jumps from the 'Information page' to display the Alarm Page



The LCD displays multiple alarms such as "*Coolant Temperature High*", "*Emergency Stop*" and "*Low Coolant Warning*". These automatically scroll in the order that they occurred or press the ***Instrumentation Scroll*** buttons to scroll through manually.

In the event of an alarm, the LCD displays the appropriate text. If an additional alarm then occurs, the module displays the appropriate text.

Example:

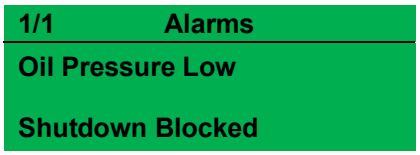
1/2 Alarms
Oil Pressure Low
Warning

2/2 Alarms
Coolant Temp High
Shutdown

6.1.1 PROTECTIONS DISABLED

Configuration is possible to prevent *Shutdown* and *Electrical Trip* alarms from stopping the generator. Under such conditions, *Protections Disabled* appears on the module display to inform the operator. *Shutdown* and *Electrical Trip* alarms still appear however, the operator is informed the alarms are blocked.

Example:



This feature is provided to assist the system designer in meeting specifications for *Warning Only, Protections Disabled*, *Run to Destruction*, *War Mode* or other similar wording.

When configuring this feature in the PC software, the system designer chooses to make the feature permanently active or only active upon operation of an external switch. The system designer provides this switch (not DSE) so its location varies depending upon manufacturer, however it normally takes the form of a key operated switch to prevent inadvertent activation. Depending upon configuration, a warning alarm may be generated when the switch is operated.

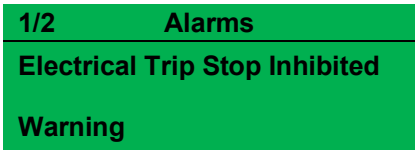
The feature is configurable in the PC configuration software for the module. Writing a configuration to the controller that has “Protections Disabled” configured, results in a warning message appearing on the PC screen for the user to acknowledge before the controller’s configuration is changed. This prevents inadvertent activation of the feature.

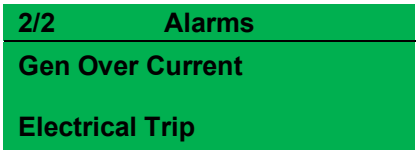
6.1.2 RESET ELECTRICAL TRIP

Configuration is possible to enable the operator to reset *Electrical Trip* alarm a configurable number of times before the generator has stopped. This is to allow the generator to go back on load without having to perform a cooling run first.

It is also possible to prevent an *Electrical Trip* alarm from stopping the generator. Under such conditions, the *Electrical Trip Stop Inhibited Warning* alarm appears on the module display to inform the operator. *Electrical Trip* alarms still appear however, the operator is just informed the generator is inhibited from stopping.

Example:





This feature is provided to assist the system designer in meeting specifications requirements to ensure the generator (if running) is able to take load again after the alarm has been reset. Depending upon configuration, the generator may go into a cooling run or be inhibited from stopping after the *Electrical Trip* alarm activates.

When configuring this feature in the PC software, the system designer chooses to make the *Electrical Trip* alarms resettable by using a switch connected to an input configured for *Reset Electrical Trip* and/or by pressing the ***Close Generator*** button. The system designer provides this switch (not DSE) so its location varies depending upon manufacturer, however it normally takes the form of a key operated switch to prevent inadvertent activation. If the DSE module is in the ***Manual Mode***, a further press of the ***Close Generator*** button is required to place the generator on load if no other on load request is active.

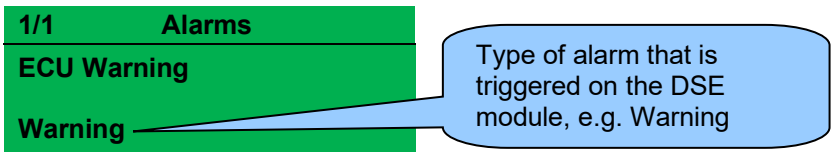
The feature is configurable in the PC configuration software for the module. Writing a configuration to the controller that has *Reset Electrical Trip* enabled, results in a warning message appearing on the PC screen for the user to acknowledge before the controller's configuration is changed. This prevents inadvertent activation of the feature.

6.1.3 ECU ALARMS (CAN FAULT CODES / DTC)

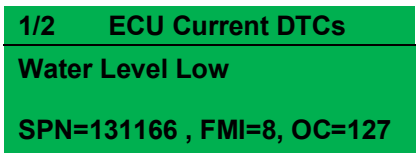
NOTE: For details on these code meanings, refer to the ECU instructions provided by the engine manufacturer, or contact the engine manufacturer for further assistance.

NOTE: For further details on connection to electronic engines, refer to DSE Publication: *057-004 Electronic Engines And DSE Wiring*

When connected to a suitable CAN engine, the controller displays alarm status messages from the ECU in the *Alarms* section of the display.

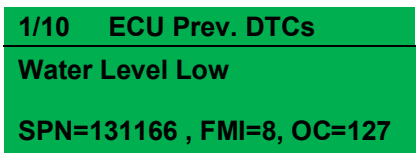


Press the ***Next Page***  button to access the list of *ECU Current DTCs* (Diagnostic Trouble Codes) from the ECU which are DM1 messages.



The DM1 DTC is interpreted by the module and is shown on the module's display as a text message. In addition to this, the manufacturer's DTC is shown below.

Press the ***Next Page***  button to access the list of *ECU Prev. DTCs* (Diagnostic Trouble Codes) from the ECU which are DM2 messages.

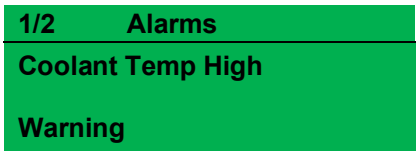


The DM2 DTC is interpreted by the module and is shown on the module's display as a text message. In addition to this, the manufacturer's DTC is shown below.

6.2 WARNING ALARMS

Warnings are non-critical alarm conditions and do not affect the operation of the engine system, they serve to draw the operators attention to an undesirable condition.

Example:



In the event of an alarm the LCD jumps to the alarms page, and scroll through all active alarms.

By default, warning alarms are self-resetting when the fault condition is removed. However enabling *All Warnings Are Latched* causes warning alarms to latch until reset manually. This is enabled using the DSE Configuration Suite in conjunction with a compatible PC.

If the module is configured for **CAN** and receives an “error” message from the ECU, ‘ECU Warning” is shown on the module’s display as a warning alarm.

Fault	Description
DSE2130 ID 0 to 3 Analogue Input E to H High	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value of a DSE2130 had risen above the *Flexible Sensor High Pre-Alarm Trip* level.
DSE2130 ID 0 to 3 Analogue Input E to H Low	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value of a DSE2130 had fallen below the *Flexible Sensor Low Pre-Alarm Trip* level.
DSE2130 ID 0 to 3 Digital Input A to H	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that a digital input configured to create a fault condition on a DSE2130 expansion module became active and the appropriate LCD message displayed.

Continued over page…

Fault	Description
DSE2131 ID 0 to 3 Analogue Input A to J Low	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value of a DSE2131 had fallen below the *Flexible Sensor Low Pre-Alarm Trip* level.
DSE2131 ID 0 to 3 Digital Input A to J	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that a digital input configured to create a fault condition on a DSE2131 expansion module became active and the appropriate LCD message displayed.
DSE2133 ID 0 to 3 Analogue Input A to H High	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value of a DSE2133 had risen above the *Temperature Sensor High Pre-Alarm Trip* level.
DSE2133 ID 0 to 3 Analogue Input A to H Low	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value of a DSE2133 had fallen below the *Temperature Sensor Low Pre-Alarm Trip* level.
Charger ID 0 to 3 Common Warning	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that a battery charger connected by DSENet® had issued a *Common Warning Alarm*.
Analogue Input A to D (Digital)	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: 057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.** The module detected that an analogue input configured as a digital input to create a fault condition became active and the appropriate LCD message is displayed.

Continued over page…

Fault	Description
Battery Detect Failure	The module detected that a battery charger connected by DSENet® had issued a *Battery Detect Failure* alarm.
Battery Failure Detection Output 1	The module detected that a battery charger connected by DSENet® had issued a *Battery Failure Detection* alarm on its Output 1.
Battery Failure Detection Output 2	The module detected that a battery charger connected by DSENet® had issued a *Battery Failure Detection* alarm on its Output 2.
Battery High Current Output 1	The module detected that a battery charger connected by DSENet® had issued a *Battery High Current* alarm on its Output 1.
Battery High Current Output 2	The module detected that a battery charger connected by DSENet® had issued a *Battery High Current* alarm on its Output 2.
Battery High Temperature Output 1	The module detected that a battery charger connected by DSENet® had issued a *Battery High Temperature* alarm on its Output 1.
Battery High Temperature Output 2	The module detected that a battery charger connected by DSENet® had issued a *Battery High Temperature* alarm on its Output 2.
Battery High Voltage Output 1	The module detected that a battery charger connected by DSENet® had issued a *Battery High Voltage* alarm on its Output 1.
Battery High Voltage Output 2	The module detected that a battery charger connected by DSENet® had issued a *Battery High Voltage* alarm on its Output 2.
Battery Low Voltage Output 1	The module detected that a battery charger connected by DSENet® had issued a *Battery Low Voltage* alarm on its Output 1.
Battery Low Voltage Output 2	The module detected that a battery charger connected by DSENet® had issued a *Battery Low Voltage* alarm on its Output 2.
Battery Temperature Sensor Fail Output 1	The module detected that a battery charger connected by DSENet® had issued a *Battery Temperature Fail* alarm on its Output 1.
Battery Temperature Sensor Fail Output 2	The module detected that a battery charger connected by DSENet® had issued a *Battery Temperature Fail* alarm on its Output 2.
Calibration Fault	The module detected that its internal calibration has failed. The unit must be sent back to DSE to be investigated and repaired. Contact DSE Technical Support for more details.
Charge Alt Failure IEEE 37.2 – 27 DC Undervoltage Relay	The module detected that the output voltage of the charge alternator had fallen below the *Charge Alternator Warning Trip* level for the configured delay timer.
Charger Fan Locked	The module detected that a battery charger connected by DSENet® had a *Failure* alarm.
Charger High Temperature	The module detected that a battery charger connected by DSENet® had a *High Temperature* alarm.
Charger Mains High Current	The module detected that a battery charger connected by DSENet® had a *Mains High Current* alarm.
Charger Mains High Voltage	The module detected that a battery charger connected by DSENet® had a *Mains High Voltage* alarm.
Charger Mains Low Voltage	The module detected that a battery charger connected by DSENet® had a *Mains Low Voltage* alarm.
Charger Voltage Drop Charging Cable Output 1	The module detected that a battery charger connected by DSENet® had issued a *Voltage Drop Charging Cable* alarm on its Output 1.
Charger Voltage Drop Charging Cable Output 2	The module detected that a battery charger connected by DSENet® had issued a *Voltage Drop Charging Cable* alarm on its Output 2.
Coolant Temp High IEEE C37.2 – 26 Apparatus Thermal Device	The module detected that the engine coolant temperature had risen above the *High Coolant Temperature Pre-Alarm Trip* level after the *Safety On Delay* timer had expired.
DC Battery High Voltage IEEE 37.2 – 59 DC Overvoltage Relay	The module detected that its DC supply voltage had risen above the *Plant Battery Overvolts Warning Trip* level for the configured delay timer.
DC Battery Low Voltage IEEE 37.2 – 27 DC Undervoltage Relay	The module detected that its DC supply voltage had fallen below the *Plant Battery Undervolts Warning Trip* level for the configured delay timer.

Continued over page…

Fault	Description
DC Battery High Voltage IEEE 37.2 – 59 DC Overvoltage Relay	The module detected that its DC supply voltage had risen above the *Plant Battery Overvolts Warning Trip* level for the configured delay timer.
DC Battery Low Voltage IEEE 37.2 – 27 DC Undervoltage Relay	The module detected that its DC supply voltage had fallen below the *Plant Battery Undervolts Warning Trip* level for the configured delay timer.
DEF Level Low	The module received a fault condition from the engine ECU alerting about the DEF level or the module detected that the *DEF Level* had fallen below the *DEF Level Low Pre-Alarm Trip* level for the configured delay timer.
Digital Input A to H	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: 057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.** The module detected that a digital input configured to create a fault condition became active and the appropriate LCD message is displayed.
DPTC Filter	The module received a fault condition from the engine ECU alerting that the DPF/DPTC had activated.
ECU Amber	The module received an amber fault condition from the engine ECU.
ECU Data Fail	The module is configured for CAN operation but has not detected data being sent from the engine's ECU.
ECU Malfunc.	The module received a malfunction fault condition from the engine ECU.
ECU Protect	The module received a protect fault condition from the engine ECU.
ECU Red	The module received a red fault condition from the engine ECU.
Engine Over Speed IEEE C37.2 - 12 Overspeed Device	The module detected that the engine speed had risen above the *Over Speed Pre-Alarm Trip* level for the configured delay timer.
Engine Over Speed Delayed IEEE C37.2 - 12 Overspeed Device	The module detected that the engine speed had risen above the *Over Speed Trip* level but was below the *Over Speed Overshoot Trip* for the configured *Overshoot Delay* timer during starting.
Engine Under Speed IEEE C37.2 - 14 Underspeed Device	The module detected that the engine speed had fallen below the *Under Speed Pre-Alarm Trip* level for the configured delay timer after the *Safety On Delay* timer had expired.
Exp. Unit Failure	The module detected that communications to one of the DSENet® expansion modules had been lost.
Flexible Sensor A to D High	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value had risen above the *Flexible Sensor High Pre-Alarm Trip* level.
Flexible Sensor A to D Low	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value had fallen below the *Flexible Sensor Low Pre-Alarm Trip* level.

Continued over page…

Fault	Description
Fuel Level High IEEE C37.2 - 71 Liquid Level Switch	The module detected that the engine fuel level rose above the *High Fuel Level Trip* level.
Fuel Level Low IEEE C37.2 - 71 Liquid Level Switch	The module detected that the engine fuel level had fallen below the *Low Fuel Level Trip* level.
Fuel Level Low Switch IEEE C37.2 - 71 Liquid Level Switch	The module detected that the engine low fuel level switch had activated.
Fuel Tank Bund Level High IEEE C37.2 - 71 Liquid Level Switch	The module detected that the fuel tank bund level switch had activated.
Fuel Usage IEEE C37.2 – 80 Flow Switch	The module detected that the fuel consumption was more then the configured *Running Rate* or *Stopped Rate*.
Gen Loading Frequency	The module detected that the generator output frequency had not risen above the *Generator Loading Frequency* setting after the *Warming Up* timer had expired.
Gen Loading Voltage	The module detected that the generator output voltage had not risen above the *Generator Loading Voltage* setting after the *Warming Up* timer had expired.
Gen Over Current IEEE C37.2 – 50 Instantaneous Overcurrent Relay IEEE C37.2 – 51 IDMT Overcurrent Relay	**NOTE: For more details, see section entitled Over Current Alarm elsewhere in this document.** The module detected that the generator output current had risen above the *Generator Over Current Trip*.
Gen Over Frequency IEEE C37.2 – 81 Frequency Relay	The module detected that the generator output frequency had risen above the *Over Frequency Pre-Alarm Trip* level for the configured delay timer.
Gen Over Frequency Delayed IEEE C37.2 – 81 Frequency Relay	The module detected that the generator output frequency had risen above the *Over Frequency Trip* level but was below the *Over Frequency Overshoot Trip* for the configured *Overshoot Delay* timer during starting.
Gen Over Voltage IEEE C37.2 – 59 AC Overvoltage Relay	The module detected that the generator output voltage had risen above the *Over Voltage Pre-Alarm Trip* level for the configured delay timer.
Gen Short Circuit IEEE C37.2 – 51 IDMT Short Circuit Relay	**NOTE: For more details, see section entitled *Short Circuit IDMT Alarm* elsewhere in this document.** The module detected that the generator output current had risen above the *Short Circuit Trip* for the duration of the IDMT function.
Gen Under Frequency IEEE C37.2 – 81 Frequency Relay	The module detected that the generator output frequency had fallen below the *Under Frequency Pre-Alarm Trip* level for the configured delay timer after the *Safety On Delay* timer had expired.
Gen Under Voltage IEEE C37.2 – 27 AC Undervoltage Relay	The module detected that the generator output voltage had fallen below the *Under Voltage Pre-Alarm Trip* level for the configured delay timer after the *Safety On Delay* timer had expired.
HEST Active	The module received a fault condition from the engine ECU alerting that the HEST had activated.
Inlet Temperature	The module detected that the engine's ECU measurement of inlet temperature had risen above the *Inlet Temperature Alarm Pre-Alarm Trip* level.
kW Overload IEEE C37.2 – 32 Directional Power Relay	The module detected that the generator output kW had risen above the *Overload Protection Trip* for the configured delay timer

Continued over page…

Fault	Description
Loss of Mag-PU	The module detected that the magnetic pick up was not producing a pulse output after the required *Crank Disconnect* criteria had been met.
Low Coolant Warning	The module detected that the engine coolant temperature had fallen below the *Low Coolant Temperature Pre-Alarm Trip* level.
Low Load IEEE C37.2 – 37 Undercurrent ot Underpower relay	The module detected that the load had fallen below the *Low Load Alarm Trip* level.
Maintenance Due	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: 057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.** The module detected that one of the configured maintenance alarms is due as its configured maintenance interval has expired.
Negative kvar IEEE C37.2 – 40 Field Under Excitation Relay	The module detected that the generator output kvar had fallen below the *Negative var Pre-Alarm Trip* for the configured delay timer.
Oil Pressure Low IEEE C37.2 - 63 Pressure Switch	The module detected that the engine oil pressure had fallen below the *Low Oil Pressure Pre-Alarm Trip* level after the *Safety On Delay* timer had expired.
Positive kvar IEEE C37.2 – 40 Field Over Excitation Relay	The module detected that the generator output kvar had risen above the Positive var Pre-Alarm Trip for the configured delay timer.
Protections Disabled	The module detected that an input configured for Protections Disable became active.
SCR Inducement	The module received a fault condition from the engine ECU alerting about the SCR Inducement.
Water in Fuel	The module received a fault condition from the engine ECU alerting that water in the fuel had been detected.

6.3 ELECTRICAL TRIP ALARMS

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NOTE: The fault condition must be resolved before the alarm can be reset. If the fault condition remains, it is not possible to reset the alarm (the exception to this is the *Coolant Temp High* alarm and similar *Active From Safety On* alarms, as the coolant temperature could be high with the engine at rest).

Electrical Trip Alarms are latching and stop the Generator but in a controlled manner. On initiation of the electrical trip condition the module de-activates the ***Close Gen Output*** outputs to remove the load from the generator. Once this has occurred the module starts the *Cooling Timer* and allows the engine to cool off-load before shutting down the engine. To restart the generator the fault must be cleared and the alarm reset.

Example:

1/2 Alarms
Gen Over Current

Electrical Trip

In the event of an alarm the LCD jumps to the alarms page and scrolls through all active alarms.

Electrical Trip Alarms are latching alarms and to remove the fault, press the ***Stop/Reset Mode*** button on the module.

Fault	Description
2130 ID 1 to 4 Analogue Input E to H High	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value of a DSE2130 had risen above the *Flexible Sensor High Alarm Trip* level.
2130 ID 1 to 4 Analogue Input E to H Low	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value of a DSE2130 had fallen below the *Flexible Sensor Low Alarm Trip* level.
2130 ID1 to 4 Digital Input A to H	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that a digital input configured to create a fault condition on a DSE2130 expansion module became active and the appropriate LCD message displayed.

Continued over page…

Fault	Description
DSE2131 ID 0 to 3 Analogue Input A to J High	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value of a DSE2131 had risen above the *Flexible Sensor High Alarm Trip* level.
DSE2131 ID 0 to 3 Analogue Input A to J Low	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value of a DSE2131 had fallen below the *Flexible Sensor Low Alarm Trip* level.
DSE2131 ID 0 to 3 Digital Input A to J	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that a digital input configured to create a fault condition on a DSE2131 expansion module became active and the appropriate LCD message displayed.
DSE2133 ID 0 to 3 Analogue Input A to H High	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value of a DSE2133 had risen above the *Temperature Sensor High Alarm Trip* level.
DSE2133 ID 0 to 3 Analogue Input A to H Low	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value of a DSE2133 had fallen below the *Temperature Sensor Low Alarm Trip* level.
Charger ID 0 to 3 Common Electrical Trip	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that a battery charger connected by DSENet® had issued a *Common Electrical Trip Alarm*.

Continued over page…

Fault	Description
Analogue Input A to D (Digital)	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: 057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.** The module detected that an analogue input configured as a digital input to create a fault condition became active and the appropriate LCD message is displayed.
Calibration Fault	The module detected that its internal calibration has failed. The unit must be sent back to DSE to be investigated and repaired. Contact DSE Technical Support for more details.
Coolant Temp High IEEE C37.2 – 26 Apparatus Thermal Device	The module detected that the engine coolant temperature had risen above the *High Coolant Temperature Electrical Trip* level after the *Safety On Delay* timer had expired.
DEF Level Low	The module received a fault condition from the engine ECU alerting about the DEF level or the module detected that the *DEF Level* had fallen below the *DEF Level Low Alarm Trip* level for the configured delay timer.
Digital Input A to H	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: 057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.** The module detected that a digital input configured to create a fault condition became active and the appropriate LCD message is displayed.
DPTC Filter	The module received a fault condition from the engine ECU alerting that the DPF/DPTC had activated.
ECU Amber	The module received an amber fault condition from the engine ECU.
ECU Data Fail	The module is configured for CAN operation but has not detected data being sent from the engine's ECU.
ECU Malfunc.	The module received a malfunction fault condition from the engine ECU.
ECU Protect	The module received a protect fault condition from the engine ECU.
ECU Red	The module received a red fault condition from the engine ECU.
Exp. Unit Failure	The module detected that communications to one of the DSENet® expansion modules had been lost.
Flexible Sensor A to D Low	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value had fallen below the *Flexible Sensor Low Alarm Trip* level.

Continued over page…

Fault	Description
Fuel Level High IEEE C37.2 - 71 Liquid Level Switch	The module detected that the engine fuel level rose above the *High Fuel Level Trip* level.
Fuel Level Low IEEE C37.2 - 71 Liquid Level Switch	The module detected that the engine fuel level had fallen below the *Low Fuel Level Trip* level.
Fuel Level Low Switch IEEE C37.2 - 71 Liquid Level Switch	The module detected that the engine low fuel level switch had activated.
Fuel Tank Bund Level High IEEE C37.2 - 71 Liquid Level Switch	The module detected that the fuel tank bund level switch had activated.
Fuel Usage IEEE C37.2 – 80 Flow Switch	The module detected that the fuel consumption was more then the configured Running Rate or Stopped Rate.
Gen Loading Frequency	The module detected that the generator output frequency had not risen above the Generator Loading Frequency setting after the Warming Up timer had expired.
Gen Loading Voltage	The module detected that the generator output voltage had not risen above the Generator Loading Voltage setting after the Warming Up timer had expired.
Gen Over Current IEEE C37.2 – 51 IDMT Overcurrent Relay	**NOTE: For more details, see section entitled Over Current Alarm elsewhere in this document.** The module detected that the generator output current had risen above the Generator Over Current Trip for the duration of the IDMT function.
Gen Short Circuit IEEE C37.2 – 51 IDMT Short Circuit Relay	**NOTE: For more details, see section entitled *Short Circuit IDMT Alarm* elsewhere in this document.** The module detected that the generator output current had risen above the *Short Circuit Trip* for the duration of the IDMT function.
Inlet Temperature	The module detected that the engine's ECU measurement of inlet temperature had risen above the *Inlet Temperature Alarm Trip* level.
kW Overload IEEE C37.2 – 32 Directional Power Relay	The module detected that the generator output kW had risen above the Overload Protection Trip for the configured delay timer.
Loss of Mag-PU	The module detected that the magnetic pick up was not producing a pulse output after the required Crank Disconnect criteria had been met.
Low Load IEEE C37.2 – 37 Undercurrent ot Underpower relay	The module detected that the load had fallen below the *Low Load Alarm Trip* level.
Maintenance Due	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: 057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.** The module detected that one of the configured maintenance alarms is due as its configured maintenance interval has expired.

Continued over page…

Fault	Description
Negative kvar IEEE C37.2 – 40 Field Under Excitation Relay	The module detected that the generator output kvar had fallen below the *Negative var Alarm Trip* for the configured delay timer.
Positive kvar IEEE C37.2 – 40 Field Over Excitation Relay	The module detected that the generator output kvar had risen above the *Positive var Alarm Trip* for the configured delay timer.
SCR Inducement	The module received a fault condition from the engine ECU alerting about the SCR Inducement.
Water in Fuel	The module received a fault condition from the engine ECU alerting that water in the fuel had been detected.

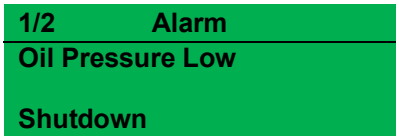
6.4 SHUTDOWN ALARMS

Controller Index

NOTE: The fault condition must be resolved before the alarm can be reset. If the fault condition remains, it is not possible to reset the alarm (the exception to this is the *Oil Pressure Low* alarm and similar *Active From Safety On* alarms, as the oil pressure is low with the engine at rest).

Shutdown Alarms are latching and immediately stop the Generator. On initiation of the shutdown condition the module de-activates the ***Close Gen Output*** outputs to remove the load from the generator. Once this has occurred, the module shuts the generator set down immediately to prevent further damage. To restart the generator the fault must be cleared and the alarm reset.

Example:



In the event of an alarm the LCD jumps to the alarms page and scrolls through all active alarms.

Shutdown Alarms are latching alarms and to remove the fault, press the ***Stop/Reset Mode*** button on the module.

Fault	Description
2130 ID 1 to 4 Analogue Input E to H High	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value of a DSE2130 had risen above the *Flexible Sensor High Alarm Trip* level.
2130 ID 1 to 4 Analogue Input E to H Low	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value of a DSE2130 had fallen below the *Flexible Sensor Low Alarm Trip* level.
2130 ID1 to 4 Digital Input A to H	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that a digital input configured to create a fault condition on a DSE2130 expansion module became active and the appropriate LCD message displayed.

Continued over page…

Fault	Description
DSE2131 ID 0 to 3 Analogue Input A to J High	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value of a DSE2131 had risen above the *Flexible Sensor High Alarm Trip* level.
DSE2131 ID 0 to 3 Analogue Input A to J Low	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value of a DSE2131 had fallen below the *Flexible Sensor Low Alarm Trip* level.
DSE2131 ID 0 to 3 Digital Input A to J	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that a digital input configured to create a fault condition on a DSE2131 expansion module became active and the appropriate LCD message displayed.
DSE2133 ID 0 to 3 Analogue Input A to H High	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value of a DSE2133 had risen above the *Temperature Sensor High Alarm Trip* level.
DSE2133 ID 0 to 3 Analogue Input A to H Low	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value of a DSE2133 had fallen below the *Temperature Sensor Low Alarm Trip* level.
Charger ID 0 to 3 Common Shutdown	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that a battery charger connected by DSENet® had issued a *Common Shutdown Alarm*.

Continued over page…

Fault	Description
Analogue Input A to D (Digital)	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input configured as a digital input to create a fault condition became active and the appropriate LCD message is displayed.
Battery Temp	The module detected that a battery charger connected by DSENet® had issued a *Battery Temperature* alarm
Calibration Fault	The module detected that its internal calibration has failed. The unit must be sent back to DSE to be investigated and repaired. Contact DSE Technical Support for more details.
Charge Alt Failure IEEE C37.2 – 27DC Undervoltage Relay	The module detected that the output voltage of the charge alternator had risen above the *Charge Alternator Shutdown Trip* level for the configured delay timer.
Charger Failure	The module detected that a battery charger connected by DSENet® had a *Failure* alarm.
Charger Fan Locked	The module detected that a battery charger connected by DSENet® had a *Failure* alarm.
Charger High Temperature	The module detected that a battery charger connected by DSENet® had a *High Temperature* alarm.
Charger Input Fuse Fail	The module detected that a battery charger connected by DSENet® had an *Input Fuse Fail* alarm.
Charger Mains High Current	The module detected that a battery charger connected by DSENet® had a *Mains High Current* alarm.
Charger Mains High Voltage	The module detected that a battery charger connected by DSENet® had a *Mains High Voltage* alarm.
Charger Mains Low Voltage	The module detected that a battery charger connected by DSENet® had a *Mains Low Voltage* alarm.
Charger Reverse Polarity	The module detected that a battery charger connected by DSENet® had a *Reverse Polarity* alarm.
Charger Short Circuit	The module detected that a battery charger connected by DSENet® had a *Short Circuit* alarm.
Charger Short Circuit / Reverse Polarity	The module detected that a battery charger connected by DSENet® had a combined *Short Circuit* and *Reverse Poloarity* alarm.
Coolant Sender O/C	The module detected that circuit to the engine coolant temperature sensor had become open circuit.
Coolant Temp High IEEE C37.2 – 26 Apparatus Thermal Device	The module detected that the engine coolant temperature had risen above the *High Coolant Temperature Shutdown Trip* level after the *Safety On Delay* timer had expired.
Coolant Temp High Switch IEEE C37.2 – 26 Apparatus Thermal Device	The module detected that the high engine coolant temperature switch had activated after the *Safety On Delay* timer had expired.
DEF Level	The module received a fault condition from the engine ECU alerting about the DEF level or the module detected that the *DEF Level* had fallen below the *DEF Level Low Alarm Trip* level for the configured delay timer.

Continued over page…

Fault	Description
Digital Input A to D	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: 057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.** The module detected that a digital input configured to create a fault condition became active and the appropriate LCD message is displayed.
DPTC Filter	The module received a fault condition from the engine ECU alerting that the DPF/DPTC had activated.
ECU Amber	The module received an amber fault condition from the engine ECU.
ECU Data Fail	The module is configured for CAN operation but has not detected data being sent from the engine's ECU.
ECU Malfunc.	The module received a malfunction fault condition from the engine ECU.
ECU Protect	The module received a protect fault condition from the engine ECU.
ECU Red	The module received a red fault condition from the engine ECU.
Emergency Stop IEEE C37.2 - 5 Stopping Device	The module detected that emergency stop button had been pressed removing a positive voltage supply from the emergency stop input terminal. This input is failsafe (normally closed to emergency stop) and immediately stops the generator when the signal is removed.
Engine Over Speed IEEE C37.2 - 12 Overspeed Device	The module detected that the engine speed had risen above the *Over Speed Alarm Trip* level for the configured delay timer.
Engine Over Speed Overshoot IEEE C37.2 - 12 Overspeed Device	The module detected that the engine speed had risen above the *Over Speed Overshoot Trip* during the configured *Overshoot Delay* timer whilst starting.
Engine Under Speed IEEE C37.2 - 14 Underspeed Device	The module detected that the engine speed had fallen below the *Under Speed Alarm Trip* level for the configured delay timer after the *Safety On Delay* timer had expired.
Exp. Unit Failure	The module detected that communications to one of the DSENet® expansion modules had been lost.
Failed to Start IEEE C37.2 - 48 Incomplete Sequence Relay	The module detected that the generator had failed to start as it did not meet the required Crank Disconnect criteria during the configured number of Crank Attempts.
Failed to Stop IEEE C37.2 - 48 Incomplete Sequence Relay	**NOTE: *Fail to Stop* could indicate a faulty oil pressure sensor. If engine is at rest, check the oil pressure sensor wiring and configuration.** The module detects a condition that indicates the generator is running when the DSE module has instructed it to stop.
Flexible Sensor A to D Fault	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that circuit to the flexible sensor had become open circuit.

Continued over page…

Fault	Description
Flexible Sensor A to D High	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value had risen above the *Flexible Sensor High Alarm Trip* level.
Flexible Sensor A to D Low	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.*** The module detected that an analogue input value had fallen below the *Flexible Sensor Low Alarm Trip* level.
Flexible Sensor A to F Open Circuit	The module detected that circuit to the flexible sensor had become open circuit.
Fuel Level High IEEE C37.2 - 71 Liquid Level Switch	The module detected that the engine fuel level rose above the *High Fuel Level Trip* level.
Fuel Level Low IEEE C37.2 - 71 Liquid Level Switch	The module detected that the engine fuel level had fallen below the *Low Fuel Level Trip* level.
Fuel Level Low Switch IEEE C37.2 - 71 Liquid Level Switch	The module detected that the engine low fuel level switch had activated.
Fuel Sensor Fault	The module detected that circuit to the engine fuel level sensor had become open circuit.
Fuel Tank Bund Level High IEEE C37.2 - 71 Liquid Level Switch	The module detected that the fuel tank bund level switch had activated.
Fuel Usage IEEE C37.2 – 80 Flow Switch	The module detected that the fuel consumption was more then the configured Running Rate or Stopped Rate.
Gen Loading Frequency	The module detected that the generator output frequency had not risen above the Generator Loading Frequency setting after the Warming Up timer had expired.
Gen Loading Voltage	The module detected that the generator output voltage had not risen above the Generator Loading Voltage setting after the Warming Up timer had expired.
Gen Over Current IEEE C37.2 – 51 IDMT Overcurrent Relay	**NOTE: For more details, see section entitled Over Current Alarm elsewhere in this document.** The module detected that the generator output current had risen above the Generator Over Current Trip for the duration of the IDMT function.
Gen Over Frequency IEEE C37.2 – 81 Frequency Relay	The module detected that the generator output frequency had risen above the Over Frequency Alarm Trip level for the configured delay timer.
Gen Over Frequency Overshoot IEEE C37.2 – 81 Frequency Relay	The module detected that the generator output frequency had risen above the Over Frequency Overshoot Trip during the configured Overshoot Delay timer whilst starting.
Gen Over Voltage IEEE C37.2 – 59 AC Overvoltage Relay	The module detected that the generator output voltage had risen above the Over Voltage Alarm Trip level for the configured delay timer.

Continued over page…

Fault	Description
Gen Short Circuit IEEE C37.2 – 51 IDMT Short Circuit Relay	**NOTE: For more details, see section entitled *Short Circuit IDMT Alarm* elsewhere in this document.** The module detected that the generator output current had risen above the *Short Circuit Trip* for the duration of the IDMT function.
Gen Under Frequency IEEE C37.2 – 81 Frequency Relay	The module detected that the generator output frequency had fallen below the *Under Frequency Alarm Trip* level for the configured delay timer after the *Safety On Delay* timer had expired.
Gen Under Voltage IEEE C37.2 – 27 AC Undervoltage Relay	The module detected that the generator output voltage had fallen below the *Under Voltage Alarm Trip* level for the configured delay timer after the *Safety On Delay* timer had expired.
Inlet Temperature	The module detected that the engine's ECU measurement of inlet temperature had risen above the *Inlet Temperature Alarm Trip* level.
kW Overload IEEE C37.2 – 32 Directional Power Relay	The module detected that the generator output kW had risen above the Overload Protection Trip for the configured delay timer.
Loss of Mag-PU	The module detected that the magnetic pick up was not producing a pulse output after the required Crank Disconnect criteria had been met.
Low Load IEEE C37.2 – 37 Undercurrent ot Underpower relay	The module detected that the load had fallen below the *Low Load Alarm Trip* level.
Mag-PU Fault	The module detected that the circtuit to the magnetic pick up sensor had become open circuit.
Maintenance Due	**NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: 057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.** The module detected that one of the configured maintenance alarms is due as its configured maintenance interval has expired.
Negative kvar IEEE C37.2 – 40 Field Under Excitation Relay	The module detected that the generator output kvar had fallen below the *Negative var Alarm Trip* for the configured delay timer.
Oil Press Sender Fault	The module detected that circuit to the engine oil pressure sensor had become open circuit.
Oil Pressure Low IEEE C37.2 - 63 Pressure Switch	The module detected that the engine oil pressure had fallen below the *Low Oil Pressure Shutdown Trip* level after the *Safety On Delay* timer had expired.
Oil Pressure Low Switch IEEE C37.2 - 63 Pressure Switch	The module detected that the low oil pressure switch had activated after the *Safety On Delay* timer had expired.
Over Frequency Runaway IEEE C37.2 – 81 Frequency Relay	The module detected that the generator output frequency had risen above the *Run Away Trip* level.
Over Speed Runaway IEEE C37.2 - 12 Overspeed Device	The module detected that the engine speed had risen above the *Run Away Trip* level.
Positive kvar IEEE C37.2 – 40 Field Over Excitation Relay	The module detected that the generator output kvar had risen above the *Positive var Alarm Trip* for the configured delay timer.

Continued over page…

Fault	Description
SCR Inducement	The module received a fault condition from the engine ECU alerting about the SCR Inducement.
Water in Fuel	The module received a fault condition from the engine ECU alerting that water in the fuel had been detected.

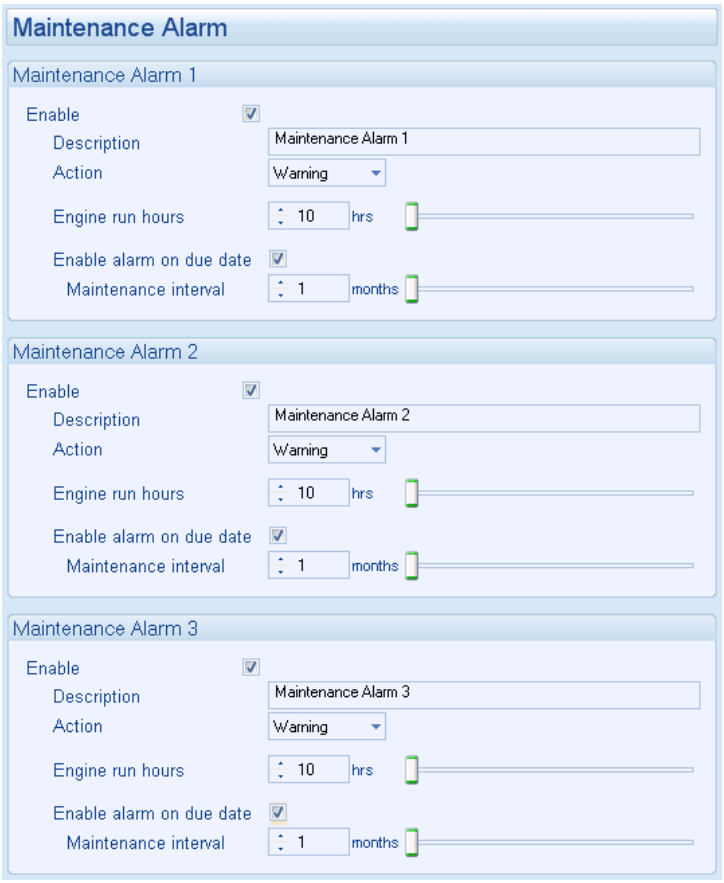
6.5 MAINTENANCE ALARMS

Controller Index

Depending upon module configuration one or more levels of engine maintenance alarm may occur based upon a configurable schedule.

Example 1:

Screen capture from DSE Configuration Suite Software showing the configuration of the Maintenance Alarm for 1, 2 and 3.



When activated, the maintenance alarm can be either a **warning** (set continues to run) or **shutdown** (running the set is not possible).

Resetting the maintenance alarm is normally actioned by the site service engineer after performing the required maintenance.
The method of reset is either by:

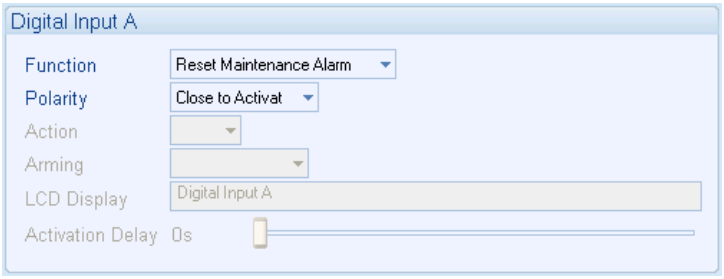
Activating an input that has been configured to Maintenance Reset Alarm 1, 2 or 3.

Pressing the maintenance reset button in the DSE Configuration Suite, Maintenance section.

Pressing and holding the ***Stop/Reset Mode*** button for 10 seconds on the desired Maintenance Alarm status page. This may be protected by a PIN number.

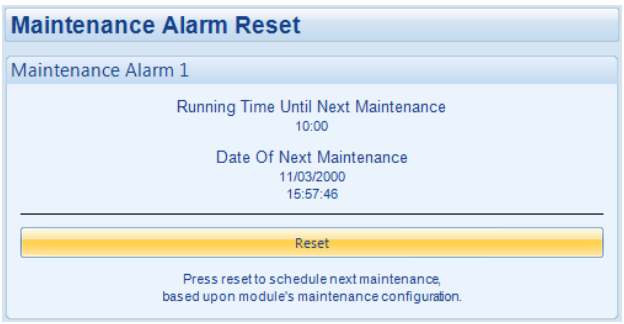
Example 2:

Screen capture from DSE Configuration Suite Software showing the configuration of a digital input for Reset Maintenance Alarm.



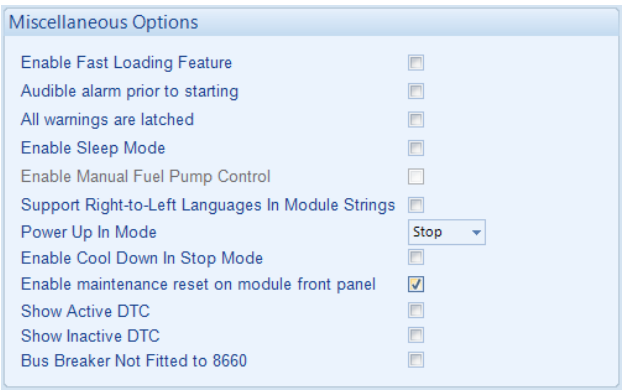
Example 3:

Screen capture from DSE Configuration Suite Software showing the Maintenance Alarm Reset 'button' in the DSE Configuration Suite SCADA | MAINTENANCE section.



Example 4:

Screen capture from DSE Configuration Suite Software showing the configuration holding stop button to reset the maintenance alarm.



6.6 OVER CURRENT ALARM

The *Over Current Alarm* combines a simple warning trip level with a fully functioning IDMT curve for thermal protection.

6.6.1 IMMEDIATE WARNING

If the *Immediate Warning* is enabled, the controller generates a *warning alarm* as soon as the *Trip* level is reached. The alarm automatically resets once the generator loading current falls below the *Trip* level (unless *All Warnings are latched* is enabled). For further advice, consult the generator supplier.

6.6.2 INVERSE DEFINITE MINIMUM TIME (IDMT) ALARM

If the *Over Current IDMT Alarm* is enabled, the controller begins following the IDMT 'curve' when the current on any phase passes the *Trip* setting.

If the *Trip* is surpassed for an excess amount of time, the *IDMT Alarm* triggers (*Shutdown* or *Electrical Trip* as selected in *Action*).

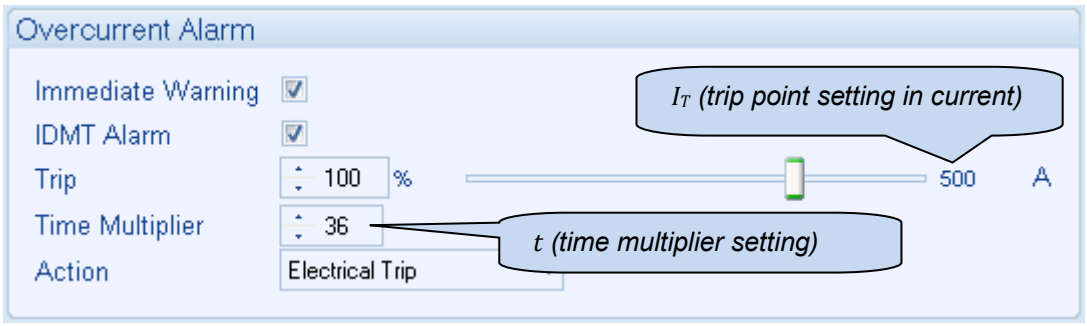
The larger the over circuit fault, the faster the trip. The speed of the trip is dependent upon the fixed formula:

$$T = \frac{t}{\left(\frac{I_A}{I_T} - 1\right)^2}$$

Where:

T is the tripping time in seconds
I_A is the actual measured current of the most highly loaded line (L1, L2 or L3)
I_T is the delayed trip point setting in current
t is the time multiplier setting and also represents the tripping time in seconds at twice full load (when $^{I_A}/_{I_T} = 2$).

The settings shown in the example below are a screen capture of the DSE factory settings, taken from the DSE Configuration Suite PC Software for a brushless alternator.



These settings provide for normal running of the generator up to 100% full load. If full load is surpassed, the *Immediate Warning* alarm is triggered and the set continues to run.

The effect of an overload on the generator is that the alternator windings begin to overheat; the aim of the *IDMT Alarm* is to prevent the windings being overload (heated) too much. The amount of time that the alternator can be safely overloaded is governed by how high the overload condition is.

The default settings as shown above allow for an overload of the alternator to the limits of the *Typical Brushless Alternator* whereby 110% overload is permitted for 1 hour or 200% overload is permitted for 36 seconds.

If the alternator load reduces, the controller then follows a cooling curve. This means that a second overload condition may trip soon after the first as the controller knows if the windings have not cooled sufficiently.

For further details on the *Thermal Damage Curve* of your alternator, refer to the alternator manufacturer and generator supplier.

6.6.2.1 CREATING A SPREADSHEET FOR THE OVER CURRENT IDMT CURVE

The formula used:

$$T = \frac{t}{\left(\frac{I_A}{I_T} - 1\right)^2}$$

Where:

T is the tripping time in seconds
I_A is the actual measured current of the most highly loaded line (L1, L2 or L3)
I_T is the delayed trip point setting in current
t is the time multiplier setting and also represents the tripping time in seconds at twice full load (when $^{I_A}/_{I_T} = 2$).

The equation can be simplified for addition into a spreadsheet. This is useful for 'trying out' different values of t *(time multiplier setting)* and viewing the results, without actually testing this on the generator.

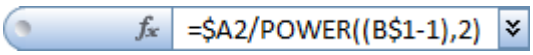
	A	B	C	D	E	F
1		1.01	1.02	1.03	1.05	1.06
2	36	360000	90000	40000	14400	10000

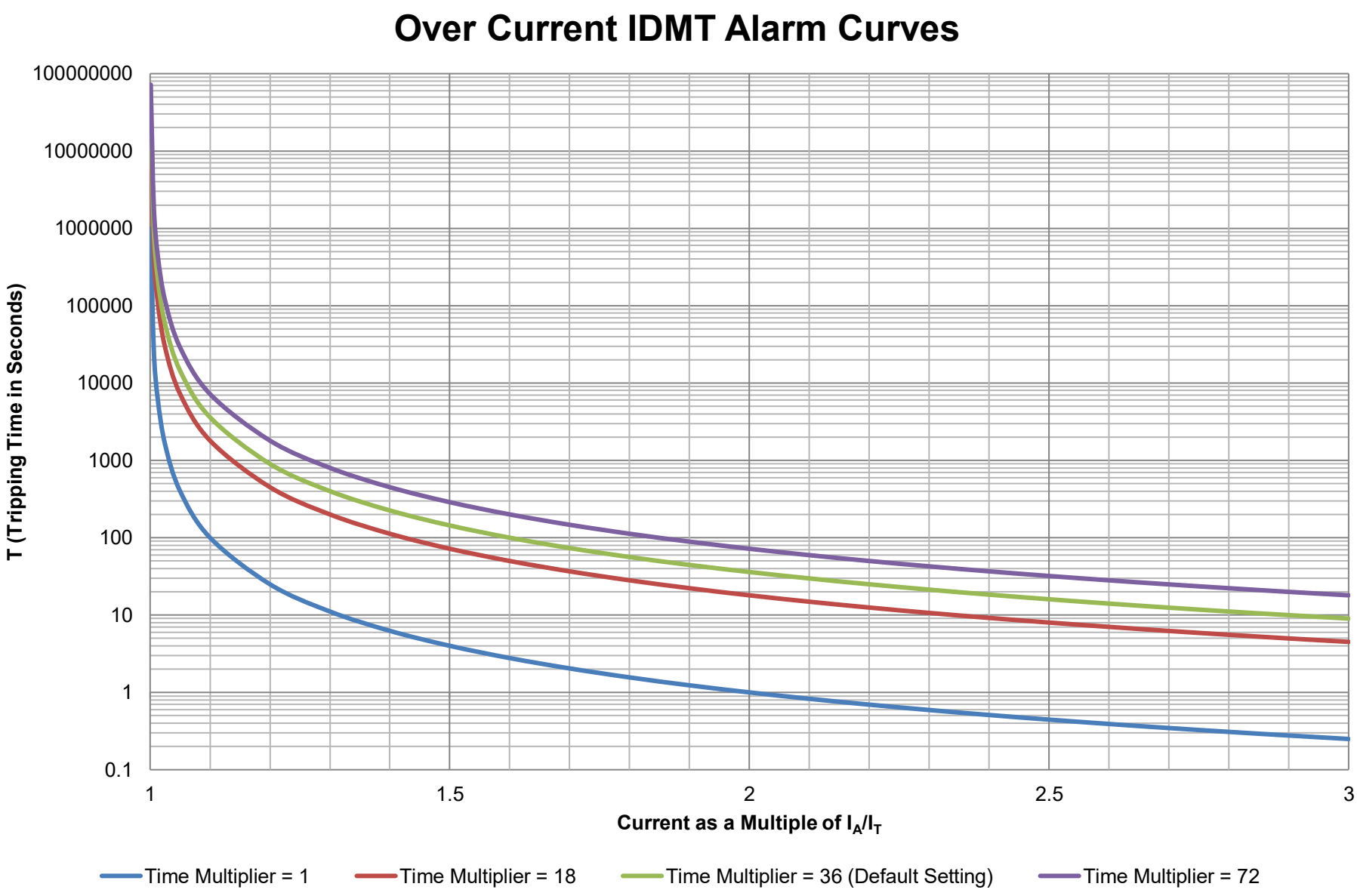
$^{I_A}/_{I_T}$ *(multiple of the Trip setting from 1.01 to 3.0 in steps of 0.1)*

t *(time multiplier setting)*

T *(tripping time in seconds)*

The formula for the *Tripping Time* cells is:




Over Current IDMT Alarm Curves
T (Tripping Time in Seconds)
100000000
10000000
1000000
100000
10000
1000
100
10
1
0.1
1
1.5
2
2.5
3
Current as a Multiple of I_A/I_T
Time Multiplier = 1
Time Multiplier = 18
Time Multiplier = 36 (Default Setting)
Time Multiplier = 72

6.7 SHORT CIRCUIT IDMT ALARM

Controller Index

If the *Short Circuit Alarm* is enabled, the controller begins following the IDMT 'curve' when the current on any phase passes the *Trip* setting.

If the *Trip* is surpassed for an excess amount of time, the *IDMT Alarm* triggers (*Shutdown* or *Electrical trip* as selected in *Action*).

The larger the short circuit fault, the faster the trip. The speed of the trip is dependent upon the fixed formula:

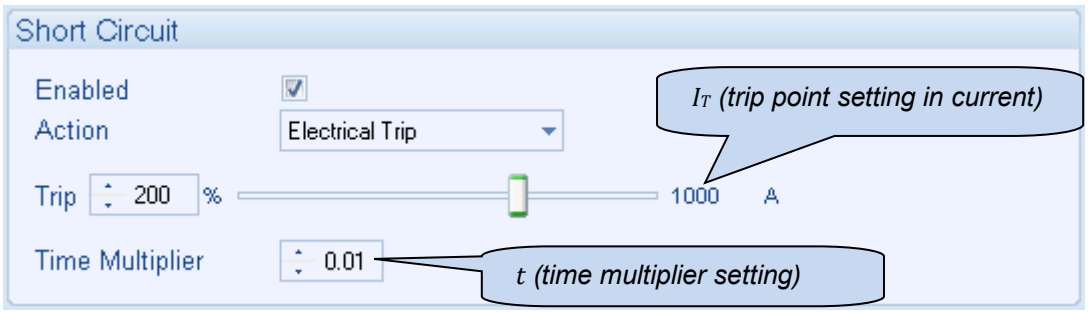
$$T = \frac{t \times 0.14}{\left(\left(\frac{I_A}{I_T}\right)^{0.02} - 1\right)}$$

Where:

T is the tripping time in seconds (accurate to +/- 5% or +/- 50 ms (whichever is the greater))
I_A is the actual measured current
I_T is the trip point setting in current
t is the time multiplier setting

The settings shown in the example below are a screen capture of the DSE factory settings, taken from the DSE Configuration Suite software.

NOTE: Due to large inrush currents from certain loads, such as motors or transformers, the default settings for the *Short Circuit* alarm may need adjusting to compensate.



The effect of a short circuit on the generator is that the alternator stator and rotor begin to overheat; the aim of the *IDMT alarm* is to prevent the stator and rotor being overload (heated) too much. The amount of time that the alternator can be safely overloaded is governed by how high the short circuit condition is.

For further details on the *Thermal & Magnetic Damage Curve* of your alternator, refer to the alternator manufacturer and generator supplier.

6.7.1 CREATING A SPREADSHEET FOR THE SHORT CIRCUIT IDMT CURVE

The formula used:

$$T = \frac{t \times 0.14}{\left(\left(\frac{I_A}{I_T}\right)^{0.02} - 1\right)}$$

Where:

T is the tripping time in seconds (accurate to +/- 5% or +/- 50 ms (whichever is the greater))
I_A is the actual measured current
I_T is the trip point setting in current
t is the time multiplier setting

The equation can be simplified for addition into a spreadsheet. This is useful for 'trying out' different values of t *(time multiplier setting)* and viewing the results, without actually testing this on the generator.

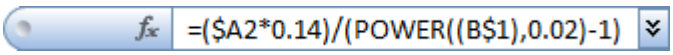
	A	B	C	D	E	F
1		1.01	1.02	1.03	1.05	1.06
2	0.01	7.034242	25	11.11111	4	2.777778

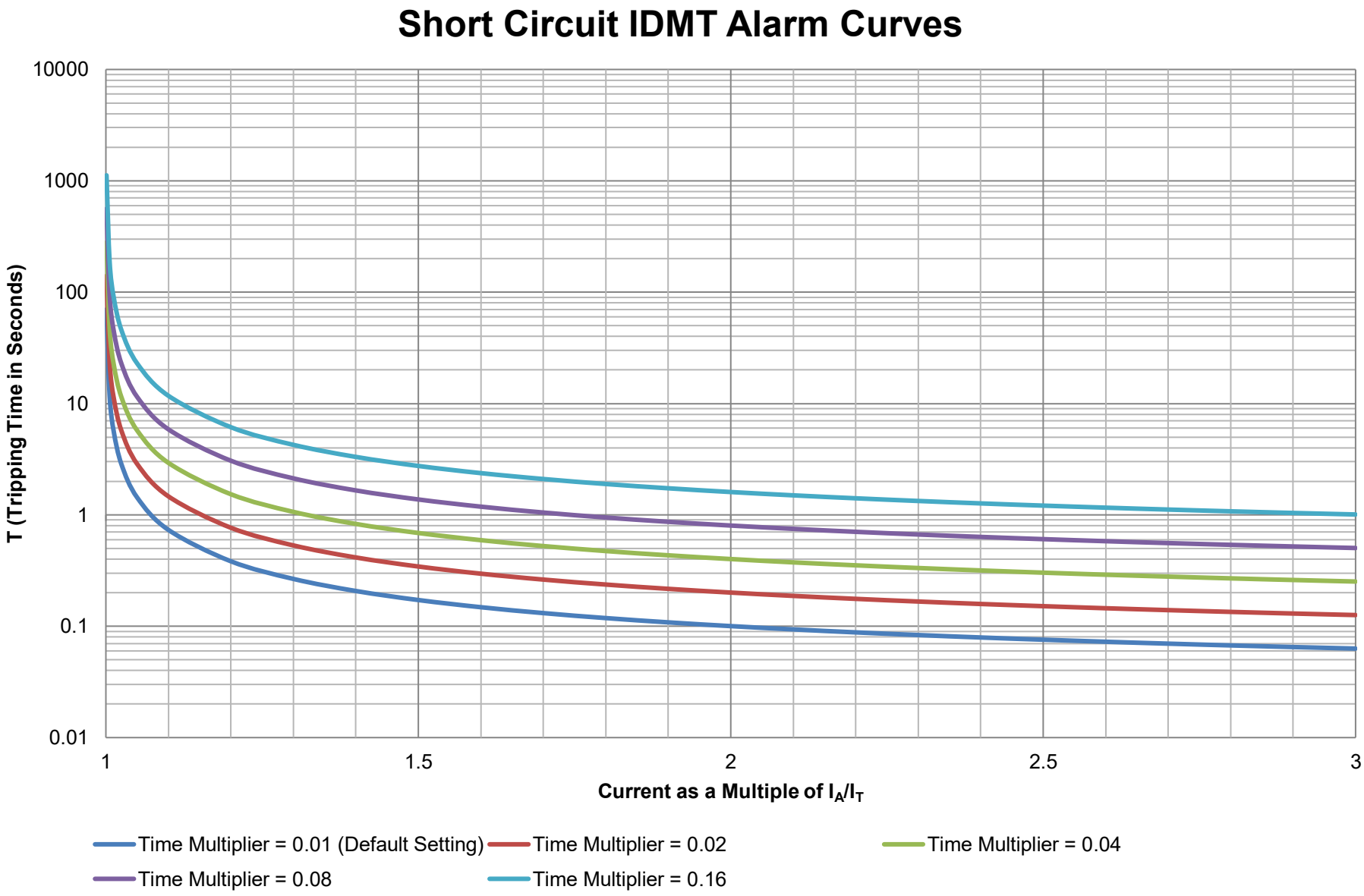
I_A/I_T (multiple of the Trip setting from 1.01 to 3.0 in steps of 0.1)

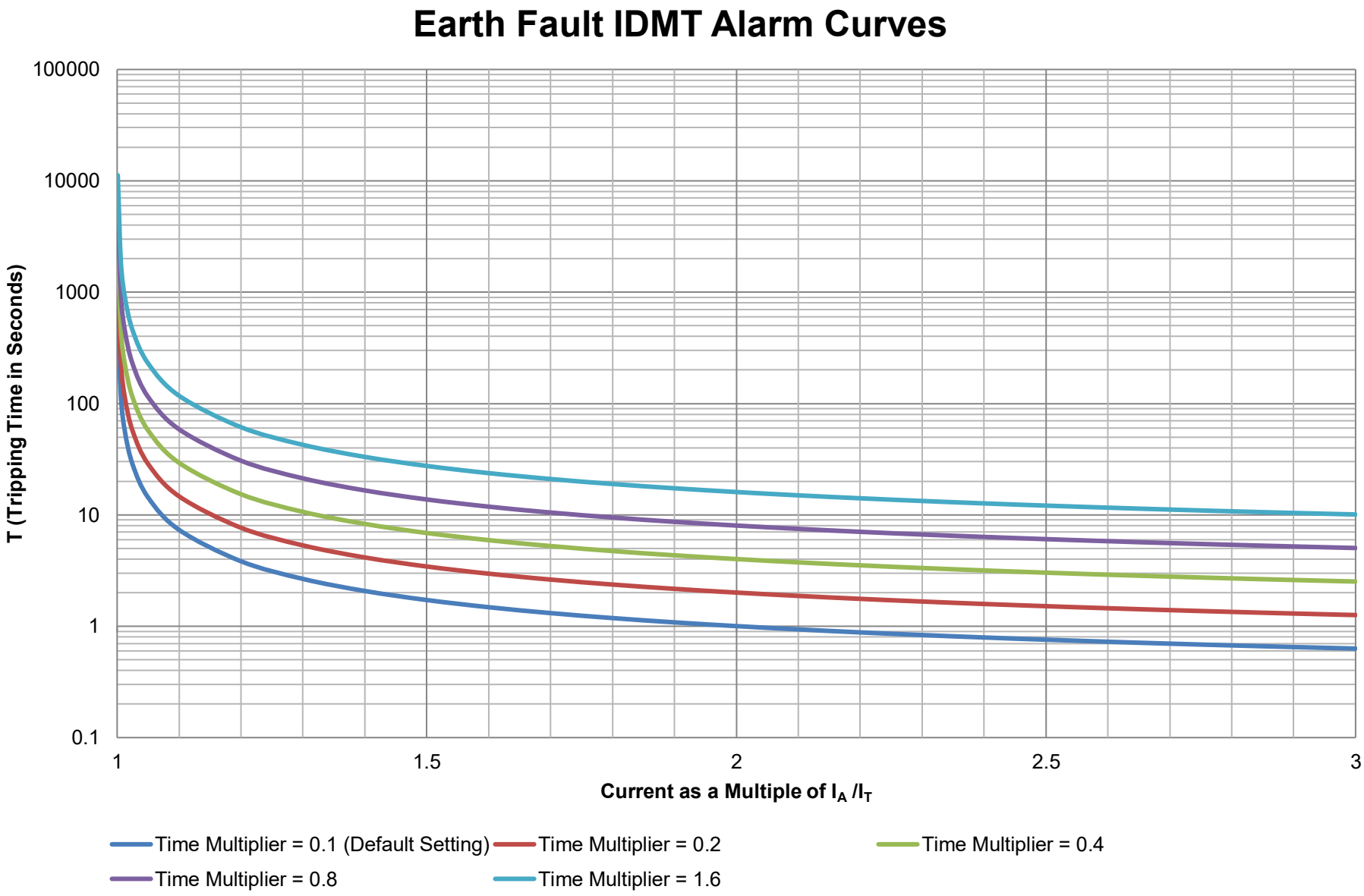
t (time multiplier setting)

T (tripping time in seconds)

The formula for the *Tripping Time* cells is:




Short Circuit IDMT Alarm Curves
T (Tripping Time in Seconds)
10000
1000
100
10
1
0.1
0.01
1
1.5
2
2.5
3
Current as a Multiple of I_A/I_T
Time Multiplier = 0.01 (Default Setting)
Time Multiplier = 0.02
Time Multiplier = 0.04
Time Multiplier = 0.08
Time Multiplier = 0.16


Earth Fault IDMT Alarm Curves
100000
10000
1000
100
10
1
0.1
T (Tripping Time in Seconds)
1
1.5
2
2.5
3
Current as a Multiple of I_A / I_T
Time Multiplier = 0.1 (Default Setting)
Time Multiplier = 0.2
Time Multiplier = 0.4
Time Multiplier = 0.8
Time Multiplier = 1.6

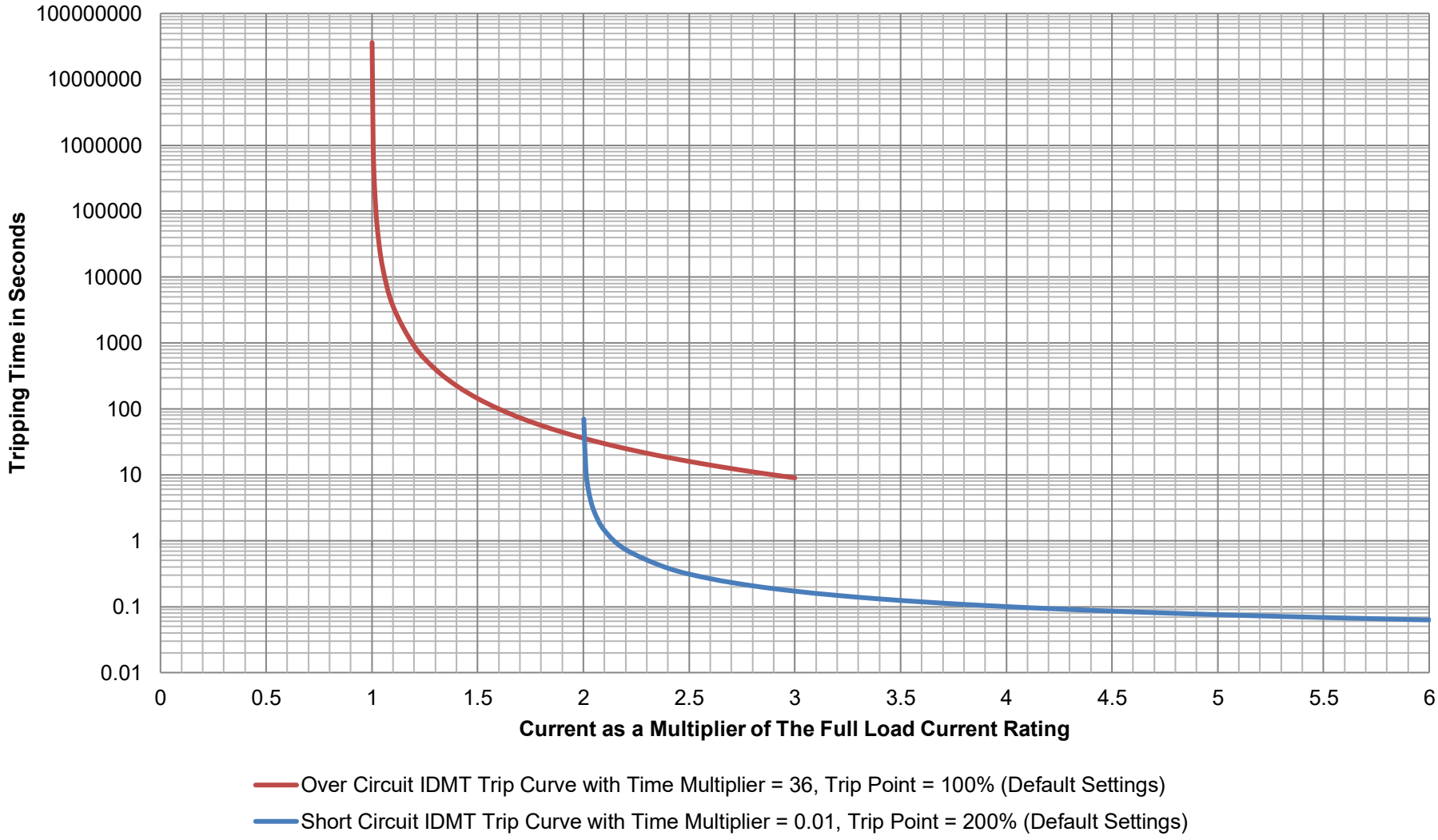
6.8 DEFAULT CURRENT PROTECTION TRIPPING CHARACTERISTICS

The graph on the following page shows the default settings for the IDMT tripping curves for the *Over Current and, Short Circuit Fault* protections.

The default setting for the *Over Current* alarm allows for an overload of an alternator to the limits of the *Typical Brushless Alternator* whereby 110% overload is permitted for 1 hour or 200% overload is permitted for 36 seconds. In an over current situation the alternator begins to overheat. The aim of the *Over Current IDMT Alarm* is to prevent the windings being overload (heated) too much. The amount of time that the alternator can be safely overloaded is governed by how high the overload condition is.

The default setting for the *Short Circuit* alarm allows for an alternator to supply a high current caused by a genuine short circuit or an inrush current of a motor/transformer. Whereby 300% overload is permitted for 0.17 seconds or 600% overload is permitted for 0.06 seconds. In a short circuit situation the alternator begins to overheat to the point the insulation breaks down, potentially causing a fire. The aim of the *Short Circuit IDMT Alarm* is to prevent the insulation from melting due to excessive heat. The amount of time that the alternator can be safely in a short circuit condition is governed by the alternator's construction.

DSE Default Configratuion of Over Current, Short Circuit & Earth Fault IDMT Alarm Curves



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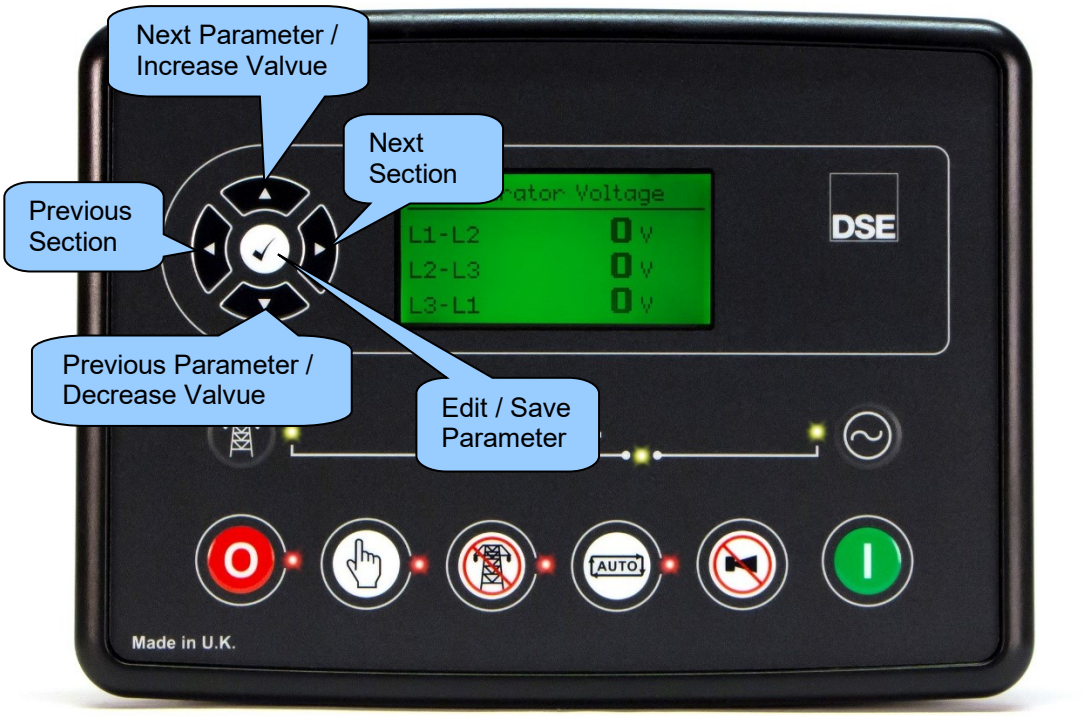
7 FRONT PANEL CONFIGURATION

This configuration mode allows the operator to fully configure the module through its display without the use of the DSE Configuration Suite PC Software.

Use the module's facia buttons to traverse the menu and make value changes to the parameters:



7.1 MAIN CONFIGURATION EDTIOR

7.1.1 ACCESSING THE MAIN CONFIGURATION EDTIOR

NOTE: More comprehensive module configuration is possible via PC configuration software. For further details of module configuration, refer to DSE Publication: 057- 287 DSE6110 MKIII & DSE6110 MKIII Configuration Software Manual.

- Ensure the engine is at rest and the module by pressing the ***Stop/Reset Mode*** button.
- Press the ***Stop/Reset Mode*** and ***Tick*** buttons together to enter the main configuration editor.

7.1.2 ENTERING PIN

NOTE: The PIN is not set by DSE when the module leaves the factory. If the module has a PIN code set, the generator supplier has entered this. Contact the generator supplier if the code is required. If the code has been 'lost' or 'forgotten', the module must be returned to the DSE factory to have the PIN removed. A charge is made for this procedure. This procedure cannot be performed away from the DSE factory.

NOTE: The PIN is automatically reset when the editor is exited (manually or automatically) to ensure security.

- If a module security PIN has been set, the PIN request is then shown.
- The first '#' changes to '0'. Press the ***Up*** or ***Down*** buttons to adjust it to the correct value.
- Press the ***Right*** button when the first digit is correctly entered. The digit previously entered now shows as '#' for security.
- Repeat this process for the other digits of the PIN number. Press the ***Left*** button to move back to adjust one of the previous digits.
- When the ***Tick*** button is pressed after editing the final PIN digit, the PIN is checked for validity. If the number is not correct, the PIN must be re-entered.
- If the PIN has been successfully entered (or the module PIN has not been enabled), the editor is displayed.

7.1.3 EDITING A PARAMETER

NOTE: Pressing and holding the *Menu Navigation* buttons provides the auto-repeat functionality. Values can be changed quickly by holding the navigation buttons for a prolonged period of time.

- Select the configuration that is required to be edit by pressing the ***Up*** or ***Down*** buttons.

Editor

Config to Edit

Main Configuration

- Press the ***Right*** or ***Left*** buttons to cycle to the section to view/change.
- Press the ***Up*** or ***Down*** buttons to select the parameter to view/change within the currently selected section.
- To edit the parameter, press the ***Tick*** button to enter edit mode. The parameter begins to flash to indicate editing.
- Press the ***Up*** or ***Down*** buttons to change the parameter to the required value.
- Press the ***Tick*** button to save the value. The parameter ceases flashing to indicate that it has been saved.

7.1.4 EXITING THE MAIN CONFIGURATION EDITOR

NOTE: The editor automatically exits after 5 minutes of inactivity to ensure security.

- Press and hold the ***Stop/Reset Mode*** button to exit the editor without saving changes.
- Press and hold the ***Tick*** button to exit the editor and save the changes.

7.1.5 ADJUSTABLE PARAMETERS

Section	Parameter As Shown On Display	Value
Module	Contrast	0 %
	Language	English
	Current Date and Time	Month, Year, hh:mm
	Fast Loading	Active / Inactive
	Warnings Latched	Active / Inactive
	Lamp Test At Start Up	Active / Inactive
	Power Save Mode	Active / Inactive
	Backlight Power Saving	Active / Inactive
	Event Log Display Format	Date and Time
	Maintenance Pin Protect	Active / Inactive
	Cool Down In Stop Mode	Active / Inactive
	Hold Start Button To Crank	Active / Inactive
	Power Up In Mode	Stop / Auto / Manual
	Audible Alarm Timer	Active / Inactive
	Suppress Instrument Generator Voltage	Active / Inactive
	Suppress Instrument Generator	Active / Inactive
	Frequency	Active / Inactive
	Suppress Instrument Mains Voltage	Active / Inactive
	Suppress Instrument Mains Frequency	Active / Inactive
	Suppress Instrument Current	Active / Inactive
	Suppress Instrument kW	Active / Inactive
	Suppress Instrument kvar	Active / Inactive
	Suppress Instrument kVA	Active / Inactive
	Suppress Instrument Power Factor	Active / Inactive
	Suppress Instrument kWh	Active / Inactive
	Suppress Instrument kvarh	Active / Inactive
	Suppress Instrument kVAh	Active / Inactive
	Suppress Instrument Charge Alternator	Active / Inactive

Continued over page...

Section	Parameter As Shown On Display	Value
Engine	Start Attempts	3
	Gas Engine Choke (Gas Engine Only)	0 h 0 m 0 s
	Gas Engine Delay (Gas Engine Only)	0 h 0 m 0 s
	Ignition off Delay (Gas Engine Only)	0 h 0 m 0 s
	Crank Disconnect Oil Pressure	Active / Inactive
	Oil Pressure Check Prior to Starting	Active / Inactive
	Crank Disconnect Frequency	Hz
	Crank Disconnect Engine Speed	RPM
	Crank Disconnect Oil Pressure	Bar / PSI / kPa
	Oil Pressure Low Shutdown	Bar / PSI / kPa
	Oil Pressure Low Pre-Alarm	Bar / PSI / kPa
	Coolant Temp Low Warning	0 ºC
	Coolant Temp High Pre-Alarm	0 ºC
	Coolant Temp High Electrical Trip	0 ºC
	Coolant Temp High Shutdown	0 ºC
	Fuel Usage Running Rate	%
	Fuel Usage Stopped Rate	%
	Specific Gravity	0.89
	Pre-Heat Temp	0 ºC
	Pre-Heat Timer	0 h 0 m 0 s
	Post-Heat Temp	0 ºC
	Post-Heat Timer	0 h 0 m 0 s
	Battery Under Voltage Warning [Enable]	Active / Inactive
	Battery Under Voltage Warning	V
	Battery Under Voltage Warning Return	V
	Battery Under Voltage Warning Delay	0 h 0 m 0 s
	Battery Over Voltage Warning [Enable]	Active / Inactive
	Battery Over Voltage Warning Return	V
	Battery Over Voltage Warning	V
	Battery Over Voltage Warning Delay	0 h 0 m 0 s
	Over Speed Shutdown [Trip]	0 %
	Over Speed Delay	0.89
	Overspeed Overshoot	0 ºC
	Overspeed Overshoot [Delay]	0 h 0 m 0 s
	Charge Alternator Failure Warning [Enable]	Active / Inactive
	Charge Alternator Failure Warning	V
	Charge Alternator Failure Warning Delay	0 h 0 m 0 s
	Charge Alternator Failure Shutdown [Enable]	Active / Inactive
	Charge Alternator Failure Shutdown	V
	Charge Alternator Failure Shutdown Delay	0 h 0 m 0 s
	Low Battery Start [Enable]	Active / Inactive
	Low Battery Run On Load [Enable]	Active / Inactive
	Low Battery Start Threshold	0 V
	Low Battery Start Delay	0 h 0 m 0 s
	Low Battery Run Time	0 h 0 m 0 s
	Magnetic Pickup [Enable]	Active / Inactive

Continued over page...

Section	Parameter As Shown On Display	Value
Generator	AC System	3 Phase, 4 Wire
	Alternator Fitted	Active / Inactive
	Alternator Poles	4
	Under Voltage Alarm [Enable]	Active / Inactive
	Under Voltage Alarm [Trip]	V
	Under Voltage Pre-Alarm [Enable]	Active / Inactive
	Under Voltage Pre-Alarm [Trip]	V
	Under Voltage Delay	0 s
	Loading Voltage	V
	Nominal Voltage	V
	Over Voltage Pre-Alarm [Enable]	Active / Inactive
	Over Voltage Pre-Alarm Return	V
	Over Voltage Pre-Alarm [Trip]	V
	Over Voltage Shutdown [Trip]	V
	Over Voltage Delay	0 s
	Under Frequency Alarm [Enable]	Active / Inactive
	Under Frequency Alarm [Trip]	Hz
	Under Frequency Pre-Alarm [Enable]	Active / Inactive
	Under Frequency Pre-Alarm [Trip]	Hz
	Under Frequency Delay	0 s
	Loading Frequency	Hz
	Nominal Frequency	Hz
	Over Frequency Pre-Alarm [Enable]	Active / Inactive
	Over Frequency Pre-Alarm Return	Hz
	Over Frequency Pre-Alarm [Trip]	Hz
	Over Frequency Shutdown [Trip]	Hz
	Over Frequency Delay	0 s
	Frequency Overshoot Shutdown	%
	Frequency Overshoot Delay	0 h 0 m 0 s
	CT Location	Gen / Load
	CT Primary	A
	CT Location	Gen / Load
	CT Primary	A
	Full Load Rating	A
	Immediate Over Current [Enable]	Active / Inactive
	Delayed Over Current [Enable]	Active / Inactive
	Delayed Over Current	%
	Full Load kW Rating	kW
	kW Overload Alarm [Enable]	Active / Inactive
	kW Overload Alarm Action	Indication / Warning / Electrical Trip / Shutdown
	kW Overload Alarm Trip	%
	kW Overload Alarm Delay	0 h 0 m 0 s

Continued over page...

Section	Parameter As Shown On Display	Value
Mains DSE6120 MKIII Only	Mains Failure Detection	Active / Inactive
	Immediate Mains Dropout	Active / Inactive
	Under Voltage [Enable]	Active / Inactive
	Under Voltage Trip	V
	Under Voltage Return	V
	Over Voltage [Enable]	Active / Inactive
	Over Voltage Return	V
	Over Voltage Trip	V
	Under Frequency [Enable]	Active / Inactive
	Under Frequency Trip	Hz
	Under Frequency Return	Hz
	Over Frequency [Enable]	Active / Inactive
	Over Frequency Return	Hz
	Over Frequency Trip	Hz
Timers	Start Delay Off Load	0 h 0 m 0 s
	Start Delay On Load	0 h 0 m 0 s
	Start Delay Mains Fail	0 h 0 m 0 s
	Start Delay Telemetry	0 h 0 m 0 s
	Mains Transient Delay	0 m 0 s
	Crank Duration Timer	0 m 0 s
	Crank Rest Timer	0 m 0 s
	Smoke Limiting	0 m 0 s
	Smoke Limiting Off	0 m 0 s
	DPF Ramp	0 s
	Safety On Delay	0 m 0 s
	Warming	0 h 0 m 0 s
	ECU Override	0 m 0 s
	Mains Transfer Time	0m 0.0s
	Breaker Close Pulse	0 s
	Breaker Trip Pulse	0 s
	Return Delay	0 h 0 m 0 s
	Cooling	0 h 0 m 0 s
	Cooling at Idle	0 h 0 m 0 s
	ETS Solenoid Hold	0 m 0 s
	Fail To Stop Delay	0 m 0 s
	LCD Page Timer	0 h 0 m 0 s
	LCD Scroll Delay	0 h 0 m 0 s
CAN ECU	Alternate Engine Speed	Active / Inactive
	ECU Data Fail	Active / Inactive
	ECU Data Fail Action	Warning / Electrical Trip / Shutdown
	ECU Data Fail Delay	0 m 0 s
	Use Module Oil Pressure	Active / Inactive
	Use Module Coolant Temp	Active / Inactive
	Use Module Engine Hours	Active / Inactive
	Use Module RPM	Active / Inactive
	Use Module Charge Alt	Active / Inactive

Continued over page...

Section	Parameter As Shown On Display	Value
Maintenance Alarms	Maintenance Alarm 1 [Enable]	Active / Inactive
	Maintenance Alarm 1 Action	Warning / Electrical Trip / Shutdown
	Maintenance Alarm 1 Engine Hours	Hours
	Maintenance Alarm 1 On Due Date	Active / Inactive
	Maintenance Alarm 1 Interval	MTH
	Maintenance Alarm 2 [Enable]	Active / Inactive
	Maintenance Alarm 2 Action	Warning / Electrical Trip / Shutdown
	Maintenance Alarm 2 Engine Hours	Hours
	Maintenance Alarm 2 On Due Date [Enable]	Active / Inactive
	Maintenance Alarm 2 Interval	MTH
	Maintenance Alarm 3 [Enable]	Active / Inactive
	Maintenance Alarm 3 Action	Warning / Electrical Trip / Shutdown
	Maintenance Alarm 3 Engine Hours	Hours
	Maintenance Alarm 3 On Due Date [Enable]	Active / Inactive
	Maintenance Alarm 3 Interval	MTH
Outputs	Digital Output A Source	Refer to *Output Sources* detailed elsewhere in this document.
	Digital Output A Polarity	Energise / De-Energise
	Digital Output B Source	Refer to *Output Sources* detailed elsewhere in this document.
	Digital Output B Polarity	Energise / De-Energise
	Digital Output C Source	Refer to *Output Sources* detailed elsewhere in this document.
	Digital Output C Polarity	Energise / De-Energise
	Digital Output D Source	Refer to *Output Sources* detailed elsewhere in this document.
	Digital Output D Polarity	Energise / De-Energise
	Digital Output E Source	Refer to *Output Sources* detailed elsewhere in this document.
	Digital Output E Polarity	Energise / De-Energise
	Digital Output F Source	Refer to *Output Sources* detailed elsewhere in this document.
	Digital Output F Polarity	Energise / De-Energise
	Digital Output G Source	Refer to *Output Sources* detailed elsewhere in this document.
	Digital Output G Polarity	Energise / De-Energise
	Digital Output H Source	Refer to *Output Sources* detailed elsewhere in this document.
	Digital Output H Polarity	Energise / De-Energise
	LCD Indicator 1 Source	Refer to *Output Sources* detailed elsewhere in this document.
	LCD Indicator 1 Polarity	Lit / Unlit
	LCD Indicator 2 Source	Refer to *Output Sources* detailed elsewhere in this document.
	LCD Indicator 2 Polarity	Lit / Unlit
	LCD Indicator 3 Source	Refer to *Output Sources* detailed elsewhere in this document.
	LCD Indicator 3 Polarity	Lit / Unlit

Continued over page...

Section	Parameter As Shown On Display	Value
Schedule	Schedule Enable	Active / Inactive
	Schedule Period Bank 1	Weekly / Monthly
	Bank 1 Schedule 1 to 8	Press the ***Tick*** ✓ button to begin editing then up or down when selecting the different parameters.
	Schedule Period Bank 2	Weekly / Monthly
	Bank 2 Schedule 1 to 8	Press the ***Tick*** ✓ button to begin editing then up or down when selecting the different parameters.

Continued over page...

7.1.6 OUTPUT SOURCES

NOTE: Items highlighted in grey are only applicable for the DSE6120 MKIII

Output Sources					
0	Not Used	**77**	Emergency Stop	**154**	Mains Load Inhibit
1	Air Flap Relay	**78**	Energise To Stop	**155**	Mains Low Freq
2	Alarm Mute	**79**	External Panel Lock	**156**	Mains Low Volts
3	Alarm Reset	**80**	Fail To Start	**157**	Mains Ph Rotation Alarm
4	Alt Config 1 Selected	**81**	Fail To Stop	**158**	Maintenance Alarm 1 Due
5	Reserved	**82**	Fan Control	**159**	Maintenance Alarm 2 Due
6	Reserved	**83**	Flex Sensor A High Alarm	**160**	Maintenance Alarm 3 Due
7	Reserved	**84**	Flex Sensor A High Pre-Alm	**161**	Manual Restore Contact
8	Reserved	**85**	Flex Sensor A Low Alarm	**162**	MPU Open Circuit
9	Analogue Input A	**86**	Flex Sensor A Low Pre-Alm	**163**	Reserved
10	Analogue Input B	**87**	Flex Sensor A OC	**164**	Oil Pressure Sensor OC
11	Analogue Input C	**88**	Flex Sensor B High Alarm	**165**	Oil Pressure Switch
12	Analogue Input D	**89**	Flex Sensor B High Pre-Alm	**166**	Open Gen Output
13	Arm Safety On Alarms	**90**	Flex Sensor B Low Alarm	**167**	Open Gen Pulse
14	Audible Alarm	**91**	Flex Sensor B Low Pre-Alm	**168**	Open Mains Output
15	Auto Restore Inhibit	**92**	Flex Sensor B OC	**169**	Open Mains Pulse
16	Auto Start Inhibit	**93**	Flex Sensor C High Alarm	**170**	Over Current IDMT Alarm
17	Auxiliary Mains Failure	**94**	Flex Sensor C High Pre-Alm	**171**	Over Current Imm Warning
18	Battery High Volts	**95**	Flex Sensor C Low Alarm	**172**	Over Freq Runaway
19	Batter Low Volts	**96**	Flex Sensor C Low Pre-Alm	**173**	Over Freq Warning
20	Call For Scheduled Run	**97**	Flex Sensor C OC	**174**	Over Speed Runaway
21	Charge Alt Fail Shutdown	**98**	Flex Sensor D High Alarm	**175**	Over Speed Shutdown
22	Charge Alt Fail Warning	**99**	Flex Sensor D High Pre-Alm	**176**	Over Speed Warning
23	Close Gen Output	**100**	Flex Sensor D Low Alarm	**177**	Overspeed Delayed Alarm
24	Close Gen Pulse	**101**	Flex Sensor D Low Pre-Alm	**178**	Overspeed Delayed Wng
25	Close Mains Output	**102**	Flex Sensor D OC	**179**	Overspeed Overshoot Alarm
26	Close Mains Pulse	**103**	Fuel Level High Alarm	**180**	Overspeed Overshoot Wng
27	Combined Mains Failure	**104**	Fuel Level High Pre-Alarm	**181**	Preheat During Preheat Timer
28	Maintenance Alm 1,2,3	**105**	Fuel Level Low Alarm	**182**	Preheat Until Crank End
29	Common Lo/Hi Freq Alm	**106**	Fuel Level Low Pre-Alarm	**183**	Preheat Until End Of Safety
30	Combined Lo/Hi Freq Warning	**107**	Fuel Pump Control	**184**	Preheat Until End Of Warming
31	Combined Lo/Hi Volt Alm	**108**	Fuel Relay	**185**	Protections Disabled
32	Combined Lo/Hi Volt Wng	**109**	Fuel Sensor OC	**186**	Remote Control 1
33	Common Alarm	**110**	Fuel Tank Bund Level High	**187**	Remote Control 10
34	Common E Trip	**111**	Reserved	**188**	Remote Control 2
35	Common Shutdown	**112**	Gas Choke On	**189**	Remote Control 3
36	Common Warning	**113**	Gas Ignition	**190**	Remote Control 4
37	Config CAN 1 Active	**114**	Gen Loading Freq Not Reached	**191**	Remote Control 5
38	Config CAN 10 Active	**115**	Gen Loading Volts Not Reached	**192**	Remote Control 6
39	Config CAN 2 Active	**116**	Gen Hi Freq Overshoot Alm	**193**	Remote Control 7
40	Config CAN 3 Active	**117**	Gen Hi Freq Overshoot Wng	**194**	Remote Control 8
41	Config CAN 4 Active	**118**	Gen Available	**195**	Remote Control 9
42	Config CAN 5 Active	**119**	Gen Closed Aux	**196**	Remote Start Off Load
43	Config CAN 6 Active	**120**	Gen Excite	**197**	Remote Start On Load
44	Config CAN 7 Active	**121**	Gen High Volts Alarm	**198**	Reset Maintenance 1
45	Config CAN 8 Active	**122**	Gen High Volts Warning	**199**	Reset Maintenance 2

Continued over page..

Output Sources					
46	Config CAN 9 Active	**123**	Gen High Volts Shutdown	**200**	Reset Maintenance 3
47	Coolant Cooler Control	**124**	Gen Load Inhibit	**201**	Scheduled Auto Start Inhibit
48	Coolant Heater Control	**125**	Gen Low Volts Alarm	**202**	SCR Inducement
49	Coolant Temp Switch	**126**	Gen Low Volts Warning	**203**	Screensaver Active
50	Cooling Down	**127**	Gen High Freq Alarm	**204**	Shutdown Blocked
51	Data Logging Active	**128**	Gen High Freq Delayed Alm	**205**	Simulate Auto Button
52	DEF Level Low	**129**	Gen High Freq Delayed Warning	**206**	Simulate Close Gen
53	DEF Level Low Alarm	**130**	Reserved	**207**	Simulate Lamp Test
54	Digital Input A	**131**	Reserved	**208**	Simulate Mains Available
55	Digital Input B	**132**	HEST Active	**209**	Simulate Manual
56	Digital Input C	**133**	High Coolant Temp E Trip	**210**	Simulate Open Gen
57	Digital Input D	**134**	High Coolant Temp Sdn	**211**	Simulate Start
58	Digital Input E	**135**	High Coolant Temp Warning	**212**	Simulate Stop
59	Digital Input F	**136**	High Inlet Temp Shutdown	**213**	Simulate Test On Load
60	Digital Input G	**137**	High Inlet Temp Warning	**214**	Smoke Limiting
61	Digital Input H	**138**	Inhibit Scheduled Run	**215**	Start Relay
62	HTR Fitted and ON	**139**	kW Overload Alarm	**216**	Stop And Panel Lock
63	DPF Forced Regen Requested	**140**	Lamp Test	**217**	System In Auto Mode
64	DPF Non Mission	**141**	Load Freq Not Reached	**218**	System In Man Mode
65	DPF Regen Active	**142**	Load Volts Not Reached	**219**	System In Stop Mode
66	DPF Regen Interlock	**143**	Loss Of MPU Signal	**220**	System In Test Mode
67	DPTC Filter	**144**	Louvre Control	**221**	Telemetry Active
68	Droop Enable	**145**	Low Coolant Temp	**222**	Telemetry Data Active
69	ECU (ECM) Data Fail	**146**	Low Load	**223**	Temp Sensor OC
70	ECU (ECM) Power	**147**	Low Oil Pressure Sdn	**224**	Low Freq Alarm
71	ECU (ECM) Shutdown	**148**	Low Oil Pressure Wng	**225**	Low Freq Warning
72	ECU (ECM) Stop	**149**	Main Config Selected	**226**	Low Speed Alarm
73	ECU (ECM) Warning	**150**	Mains Closed Aux	**227**	Low Speed Warning
74	ECU Pre-Heat	**151**	Mains Failure	**228**	Wait For Man Restore
75	EJP 1	**152**	Mains High Freq	**229**	Water in Fuel
76	EJP 2	**153**	Mains High Volts		

7.2 ‘‘RUNNING’ CONFIGURATION EDITOR

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7.2.1 ACCESSING THE ‘RUNNING’ CONFIGURATION EDITOR

- The *Running Editor* is enterable whilst the generator is running. All protections remain active when the generator is running while the *Running Editor* is entered
- Press and hold the ***Tick*** button to access the *Running Editor.*

7.2.2 ENTERING PIN

NOTE: The PIN is not set by DSE when the module leaves the factory. If the module has a PIN code set, this has been affected by your engine supplier who should be contacted if you require the code. If the code has been ‘lost’ or ‘forgotten’, the module must be returned to the DSE factory to have the module’s code removed. A charge is made for this procedure.
NB - This procedure cannot be performed away from the DSE factory.

NOTE: The PIN is automatically reset when the editor is exited (manually or automatically) to ensure security.

Even if a module security PIN has been set, the PIN is not requested whilst entering the *Running Editor*.

7.2.3 EDITING A PARAMETER

NOTE: Pressing and holding the *Menu Navigation* buttons provides the auto-repeat functionality. Values can be changed quickly by holding the navigation buttons for a prolonged period of time.

- Press the ***Left*** or ***Right*** buttons to cycle to the section to view/change.
- Press the ***Up*** or ***Down*** buttons to select the parameter to view/change within the currently selected section.
- To edit the parameter, press the ***Tick*** button to enter edit mode. The parameter begins to flash to indicate editing.
- Press the ***Up*** or ***Down*** buttons to change the parameter to the required value.
- Press the ***Tick*** button to save the value. The parameter ceases flashing to indicate that it has been saved.

7.2.4 EXITING THE 'RUNNING' CONFIGURATION EDITOR

NOTE: The editor automatically exits after 5 minutes of inactivity to ensure security.

- Press and hold the ***Tick*** button to exit the editor and save the changes.

7.2.5 RUNNING EDITOR PARAMETERS

Section	Parameter As Shown On Display	Values
Module	Contrast	%
	Language	English / Other
Engine	Manual Freq Trim	0.0 Hz
	Speed Bias	0.0 Unit
	Governor Gain	0.0
	Frequency Adjust	0.0 Hz
	DPF Auto Regen Inhibit	Active / Inactive
	DPF Man Regen Request	Active / Inactive
	ECU Service Mode	Active / Inactive

8 COMMISIONING

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8.1 BASIC CHECKS

NOTE: If Emergency Stop feature is not required, link the input to the DC Positive.

Before the system is started, it is recommended that the following checks are made:

The unit is adequately cooled and all the wiring to the module is of a standard and rating compatible with the system. Check all mechanical parts are fitted correctly and that all electrical connections (including earths) are sound.

The unit DC supply is fused and connected to the battery and that it is of the correct polarity.

The Emergency Stop input is wired to an external normally closed switch connected to DC positive.

To check the start cycle operation, take appropriate measures to prevent the engine from starting (disable the operation of the fuel solenoid). After a visual inspection to ensure it is safe to proceed, connect the battery supply. Press the ***Manual Mode*** button followed by the ***Start*** button the unit start sequence commences.

The starter engages and operates for the pre-set crank period. After the starter motor has attempted to start the engine for the pre-set number of attempts, the LCD displays *Failed to Start*. Press the ***Stop/Reset Mode*** button to reset the unit.

Restore the engine to operational status (reconnect the fuel solenoid). Press the ***Manual Mode*** button followed by the ***Start*** button. This time the engine should start and the starter motor should disengage automatically. If not then check that the engine is fully operational (fuel available, etc.) and that the fuel solenoid is operating. The engine should now run up to operating speed. If not, and an alarm is present, check the alarm condition for validity, then check input wiring. The engine should continue to run for an indefinite period. It is possible at this time to view the engine and alternator parameters - refer to the 'Description of Controls' section of this manual.

Press the ***Auto Mode*** button, the engine runs for the pre-set cooling down period, then stop. The generator should stay in the standby mode. If it does not, check that the *Remote Start* input is not active.

Initiate an automatic start by supplying the remote start signal (if configured). The start sequence commences and the engine runs up to operational speed. Once the generator is available the delayed load outputs activate, the Generator accepts the load. If not, check the wiring to the delayed load output contactors. Check the Warming timer has timed out.

Remove the remote start signal. The return sequence begins. After the pre-set time, the generator is unloaded. The generator then runs for the pre-set cooling down period, then shutdown into its standby mode.

Set the modules internal clock/calendar to ensure correct operation of the scheduler and event logging functions. For details of this procedure see section entitled *Front Panel Configuration*.

If, despite repeated checking of the connections between the controller and the customer's system, satisfactory operation cannot be achieved, then contact DSE Technical Support Department:

Tel: +44 (0) 1723 890099
Fax: +44 (0) 1723 893303
E-mail: support@deepseaplc.com
Website: www.deepseaplc.com

10 FAULT FINDING

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NOTE: The below fault finding is provided as a guide check-list only. As the module can be configured to provide a wide range of different features, always refer to the source of the module configuration if in doubt.

10.1 STARTING

Symptom	Possible Remedy
Unit is inoperative Read/Write configuration does not operate	Check the battery and wiring to the unit. Check the DC supply. Check the DC fuse.
Unit shuts down	Check DC supply voltage is not above 35 Volts or below 9 Volts Check the operating temperature is not above 70°C. Check the DC fuse.
Fail to Start is activated after pre-set number of attempts to start	Check wiring of fuel solenoid. Check fuel. Check battery supply. Check battery supply is present on the Fuel output of the module. Check the speed-sensing signal is present on the module's inputs. Refer to engine manual.
Continuous starting of generator when in the ***Auto Mode***	Check that there is no signal present on the "Remote Start" input. Check configured polarity is correct.
Generator fails to start on receipt of Remote Start signal.	Check Start Delay timer has timed out. Check signal is on "Remote Start" input. Confirm correct configuration of input is configured to be used as "Remote Start". Check that the oil pressure switch or sensor is indicating low oil pressure to the controller. Depending upon configuration, the set does not start if oil pressure is not low.
Pre-heat inoperative	Check wiring to engine heater plugs. Check battery supply. Check battery supply is present on the Pre-heat output of module. Check pre-heat configuration is correct.
Starter motor inoperative	Check wiring to starter solenoid. Check battery supply. Check battery supply is present on the Starter output of module. Ensure oil pressure switch or sensor is indicating the "low oil pressure" state to the controller.

10.2 LOADING

Symptom	Possible Remedy
Engine runs but generator does not take load	Check Warm up timer has timed out. Ensure generator load inhibit signal is not present on the module inputs. Check connections to the switching device. Note that the set does not take load in ***Manual Mode*** unless there is an active load signal.
Incorrect reading on Engine gauges Fail to stop alarm when engine is at rest	Check engine is operating correctly. Check that sensor is compatible with the module and that the module configuration is suited to the sensor.

10.3 ALARMS

Symptom	Possible Remedy
Oil pressure low fault operates after engine has fired	Check engine oil pressure. Check oil pressure switch/sensor and wiring. Check configured polarity (if applicable) is correct (i.e. Normally Open or Normally Closed) or that sensor is compatible with the module and is correctly configured.
Coolant temp high fault operates after engine has fired.	Check engine temperature. Check switch/sensor and wiring. Check configured polarity (if applicable) is correct (i.e. Normally Open or Normally Closed) or that sensor is compatible with the module.
Shutdown fault operates	Check relevant switch and wiring of fault indicated on LCD display. Check configuration of input.
Electrical Trip fault operates	Check relevant switch and wiring of fault indicated on LCD display. Check configuration of input.
Warning fault operates	Check relevant switch and wiring of fault indicated on LCD display. Check configuration of input.
ECU Amber ECU Red	This indicates a fault condition detected by the engine ECU and transmitted to the DSE controller.
ECU Data Fail	Indicates failure of the CAN data link to the engine ECU. Check all wiring and termination resistors (if required).
Incorrect reading on Engine gauges Fail to stop alarm when engine is at rest	Check engine is operating correctly. Check sensor and wiring paying particular attention to the wiring to terminal 14. Check that sensor is compatible with the module and that the module configuration is suited to the sensor.

10.4 COMMUNICATIONS

Symptom	Possible Remedy
ECU Data Fail	Indicates failure of the CAN data link to the engine ECU. Check all wiring and termination resistors (if required).

10.5 INSTRUMENTS

Symptom	Possible Remedy
Inaccurate generator measurements on controller display	Check that the CT primary, CT secondary and VT ratio settings are correct for the application. Check that the CTs are wired correctly with regards to the direction of current flow (p1,p2 and s1,s2) and additionally ensure that CTs are connected to the correct phase (errors occur if CT1 is connected to phase 2). Remember to consider the power factor (kW = kVA x powerfactor). The controller is true RMS measuring so gives more accurate display when compared with an ‘averaging’ meter such as an analogue panel meter or some lower specified digital multimeters. Accuracy of the controller is better than 1% of full scale. Generator voltage full scale is 415 V ph-N, accuracy is ±4.15 V (1 % of 415 V).

11 MAINTENANCE, SPARES, REPAIR AND SERVICING

The controller is *Fit and Forget*. As such, there are no user serviceable parts within the controller. In the case of malfunction, you should contact your original equipment manufacturer (OEM).

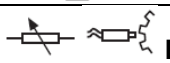
11.1 PURCHASING ADDITIONAL CONNECTOR PLUGS FROM DSE

If additional plugs are required, contact our Sales department using the part numbers below.

11.1.1 PACK OF PLUGS

Module Type	Plug Pack Part Number
DSE6110 MKIII	007-1040
DSE6120 MKIII	007-1041

11.1.2 INDIVIDUAL PLUGS

Module Terminal Designation	Plug Description	Part No.
1-12 	12 way 5.08 mm	007-109
15-25 	11 way 5.08 mm	007-451
26-28 	3 way 5.08 mm	007-174
29-32  DSE6110 MKIII only	4 way 7.62 mm	007-171
29-36  DSE6120 MKIII only	8 way 7.62 mm	007-454
37-41 	5 way 5.08 mm	007-445
42-49 	8 way 5.08 mm	007-164
	PC Configuration interface lead (USB type A – USB type B)	016-125

11.2 PURCHASING ADDITIONAL FIXING CLIPS FROM DSE

Item	Description	Part No.
	Module Fixing Clips (Packet Of 2)	020-406

11.3 PURCHASING ADDITIONAL SEALING GASKET FROM DSE

Item	Description	Part No.
	Module Silicon Sealing Gasket	020-521

11.4 DSENET® EXPANSION MODULES

NOTE: A maximum of thirteen (13) expansion modules can be connected to the DSE6110 MKIII & DSE6120 MKIII DSENet® Port

NOTE: DSENet® utilises an RS485 connection. Using Belden 9841 (or equivalent) cable allows for the expansion cable to be extended to a maximum of 1.2 km.
DSE Stock and supply Belden 9841 cable. DSE Part Number 016-030.

Item	Max No. Supported	Description	DSE Part Numbers		
			Model Order Number	Operator Manual	Installation Instructions
	2	Model DSE2130 input module provides additional analogue and digital inputs for use with the controller.	2130-00	055-060	057-082
	2	Model DSE2131 Ratio-metric input expansion module provides additional restive, digital, 0 V to 10 V and 4 mA to 20 mA inputs for use with the controller.	2131-00	055-115	057-139
	2	Model DSE2133 RTD/Thermocouple input expansion module provides additional RTD and thermocouple inputs for use with the controller.	2133-00	055-114	057-140
	2	Model DSE2152 Ratio-metric output expansion module provides additional 0 V to 10 V and 4 mA to 20 mA outputs for use with the controller.	2152-00	055-112	057-141
	2	Model DSE2157 expansion relay module provides eight additional voltage free relays for use with the controller	2157-00	055-061	057-083
	2	Model DSE2548 expansion LED module provides additional LED indications, internal sounder and remote lamp test/alarm mute for use with the controller.	2548-00	057-084	053-032
	1	DSE Intelligent Battery Charger monitored by the controller	Various DSE Intelligent Battery Chargers are supported, contact DSE Technical Support; support@deepseaplc.com for further details.		

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12 WARRANTY

DSE Provides limited warranty to the equipment purchaser at the point of sale. For full details of any applicable warranty, refer to the original equipment supplier (OEM)

13 DISPOSAL

13.1 WEEE (WASTE ELECTRICAL AND ELECTRONIC EQUIPMENT)

If you use electrical and electronic equipment you must store, collect, treat, recycle and dispose of WEEE separately from your other waste

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