

Instruction Manual
for AC Generators
English

QAC 750-1000 Dd

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Instruction Manual for AC Generators

Instruction manual	5
Circuit diagrams	77
Dimension drawing	86

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Congratulations on the purchase of your QAC 750-1000 AC generator. It is a solid, safe and reliable machine, built according to the latest technology. Follow the instructions in this booklet and we guarantee you years of troublefree operation. Please read the following instructions carefully before starting to use your machine.

While every effort has been made to ensure that the information in this manual is correct, Atlas Copco does not assume responsibility for possible errors. Atlas Copco reserves the right to make changes without prior notice.

Contents

Safety precautions for portable generators	6
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Leading particulars	13
General description	13
Bodywork	15
Markings.....	15
Drain plugs and filler caps	16
Battery Switch.....	16
Alternator anti-condensation heater.....	16
Control and indicator panel Qc4002™..	16
Output terminal board	46
Engine fuel system	47
External fueltank connection	48
Alarm	49
Fuel fill	49
Earth leakage relay (ELR).....	50
Automatic battery charger.....	50
Engine cooling water heater.....	51
Automatic oil make-up system.....	52
Engine cooling system.....	53

Operating instructions	54
Installation.....	54
Connecting the generator	54
Before starting	55
Operating Qc4002™	56

Maintenance	57
Maintenance schedule	57
Engine maintenance.....	59
Alternator maintenance	59
Engine oil specifications	59
Engine oil level check.....	60
Engine oil and oil filter change.....	60
Engine coolant specifications	60
Coolant check.....	62

Storage of the generator	63
Storage	63
Preparing for operation after storage	63

Checks and trouble shooting	63
Alternator troubleshooting	64
Problem solving.....	65

Technical specifications	67
Technical specifications for QAC 750 units	67
Technical specifications for QAC 1000 units	71
Conversion list of SI units into British units	75
Dataplate	75

Safety precautions for portable generators

To be read attentively and acted accordingly before towing, lifting, operating, performing maintenance or repairing the generator.

Introduction

The policy of Atlas Copco is to provide the users of their equipment with safe, reliable and efficient products. Factors taken into account are among others:

- the intended and predictable future use of the products, and the environments in which they are expected to operate,
- applicable rules, codes and regulations,
- the expected useful product life, assuming proper service and maintenance,
- providing the manual with up-to-date information.

Before handling any product, take time to read the relevant instruction manual. Besides giving detailed operating instructions, it also gives specific information about safety, preventive maintenance, etc.

Keep the manual always at the unit location, easy accessible to the operating personnel.

See also the safety precautions of the engine and possible other equipment, which are separately sent along or are mentioned on the equipment or parts of the unit.

These safety precautions are general and some statements will therefore not always apply to a particular unit.

Only people that have the right skills should be allowed to operate, adjust, perform maintenance or repair on Atlas Copco equipment. It is the responsibility of management to appoint operators with the appropriate training and skill for each category of job.

Skill level 1: Operator

An operator is trained in all aspects of operating the unit with the push-buttons, and is trained to know the safety aspects.

Skill level 2: Mechanical technician

A mechanical technician is trained to operate the unit the same as the operator. In addition, the mechanical technician is also trained to perform maintenance and repair, as described in the instruction manual, and is allowed to change settings of the control and safety system. A mechanical technician does not work on live electrical components.

Skill level 3: Electrical technician

An electrical technician is trained and has the same qualifications as both the operator and the mechanical technician. In addition, the electrical technician may carry out electrical repairs within the various enclosures of the unit. This includes work on live electrical components.

Skill level 4: Specialist from the manufacturer

This is a skilled specialist sent by the manufacturer or its agent to perform complex repairs or modifications to the equipment.

In general it is recommended that not more than two people operate the unit, more operators could lead to unsafe operating conditions. Take necessary steps to keep unauthorized persons away from the unit and eliminate all possible sources of danger at the unit.

When handling, operating, overhauling and/or performing maintenance or repair on Atlas Copco equipment, the mechanics are expected to use safe engineering practices and to observe all relevant local safety requirements and ordinances. The following list is a reminder of special safety directives and precautions mainly applicable to Atlas Copco equipment.

Neglecting the safety precautions may endanger people as well as environment and machinery:

- endanger people due to electrical, mechanical or chemical influences,
- endanger the environment due to leakage of oil, solvents or other substances,
- endanger the machinery due to function failures.

All responsibility for any damage or injury resulting from neglecting these precautions or by non-observance of ordinary caution and due care required in handling, operating, maintenance or repair, also if not expressly mentioned in this instruction manual, is disclaimed by Atlas Copco.

The manufacturer does not accept any liability for any damage arising from the use of non-original parts and for modifications, additions or conversions made without the manufacturer's approval in writing.

If any statement in this manual does not comply with local legislation, the stricter of the two shall be applied.

Statements in these safety precautions should not be interpreted as suggestions, recommendations or inducements that it should be used in violation of any applicable laws or regulations.

General safety precautions

- 1 The owner is responsible for maintaining the unit in a safe operating condition. Unit parts and accessories must be replaced if missing or unsuitable for safe operation.
- 2 The supervisor, or the responsible person, shall at all times make sure that all instructions regarding machinery and equipment operation and maintenance are strictly followed and that the machines with all accessories and safety devices, as well as the consuming devices, are in good repair, free of abnormal wear or abuse, and are not tampered with.
- 3 Whenever there is an indication or any suspicion that an internal part of a machine is overheated, the machine shall be stopped but no inspection covers shall be opened before sufficient cooling time has elapsed; this to avoid the risk of spontaneous ignition of oil vapour when air is admitted.

- 4 Normal ratings (pressures, temperatures, speeds, etc.) shall be durably marked.
- 5 Operate the unit only for the intended purpose and within its rated limits (pressure, temperature, speeds, etc.).
- 6 The machinery and equipment shall be kept clean, i.e. as free as possible from oil, dust or other deposits.
- 7 To prevent an increase in working temperature, inspect and clean heat transfer surfaces (cooler fins, intercoolers, coolant jackets, etc.) regularly. See the maintenance schedule.
- 8 All regulating and safety devices shall be maintained with due care to ensure that they function properly. They may not be put out of action.
- 9 Pressure and temperature gauges shall be checked regularly with regard to their accuracy. They shall be replaced whenever outside acceptable tolerances.
- 10 Safety devices shall be tested as described in the maintenance schedule of the instruction manual to determine that they are in good operating condition.
- 11 Mind the markings and information labels on the unit.
- 12 In the event the safety labels are damaged or destroyed, they must be replaced to ensure operator safety.

- 13 Keep the work area neat. Lack of order will increase the risk of accidents.
- 14 When working on the unit, wear safety clothing. Depending on the kind of activities these are: safety glasses, ear protection, safety helmet (including visor), safety gloves, protective clothing, safety shoes. Do not wear the hair long and loose (protect long hair with a hairnet), or wear loose clothing or jewellery.

- 15 Take precautions against fire. Handle fuel, oil and anti-freeze with care because they are inflammable substances. Do not smoke or approach with naked flame when handling such substances. Keep a fire-extinguisher in the vicinity.

16a Portable generators (with earthing pin):

Earth the generator as well as the load properly.

16b Portable generators IT:

Note: This generator is built to supply a sheer alternating current IT network.
Earth the load properly.

Safety during transport and installation

To lift a unit, all loose or pivoting parts, e.g. doors and towbar, shall first be securely fastened.

Do not attach cables, chains or ropes directly to the lifting eye; apply a crane hook or lifting shackle meeting local safety regulations. Never allow sharp bends in lifting cables, chains or ropes.

Helicopter lifting is not allowed.

It is strictly forbidden to dwell or stay in the risk zone under a lifted load. Never lift the unit over people or residential areas. Lifting acceleration and retardation shall be kept within safe limits.

1 Before towing the unit:

- check the towbar, the brake system and the towing eye. Also check the coupling of the towing vehicle,
- check the towing and brake capability of the towing vehicle,
- check that the towbar, jockey wheel or stand leg is safely locked in the raised position,
- ascertain that the towing eye can swivel freely on the hook,
- check that the wheels are secure and that the tyres are in good condition and inflated correctly,
- connect the signalisation cable, check all lights and connect the pneumatic brake couplers,
- attach the safety break-away cable or safety chain to the towing vehicle,
- remove wheel chocks, if applied, and disengage the parking brake.

- 2 To tow a unit use a towing vehicle of ample capacity. Refer to the documentation of the towing vehicle.
- 3 If the unit is to be backed up by the towing vehicle, disengage the overrun brake mechanism (if it is not an automatic mechanism).
- 4 Never exceed the maximum towing speed of the unit (mind the local regulations).
- 5 Place the unit on level ground and apply the parking brake before disconnecting the unit from the towing vehicle. Unclip the safety break-away cable or safety chain. If the unit has no parking brake or jockey wheel, immobilize the unit by placing chocks in front of and/or behind the wheels. When the towbar can be positioned vertically, the locking device must be applied and kept in good order.
- 6 To lift heavy parts, a hoist of ample capacity, tested and approved according to local safety regulations, shall be used.
- 7 Lifting hooks, eyes, shackles, etc., shall never be bent and shall only have stress in line with their design load axis. The capacity of a lifting device diminishes when the lifting force is applied at an angle to its load axis.
- 8 For maximum safety and efficiency of the lifting apparatus all lifting members shall be applied as near to perpendicular as possible. If required, a lifting beam shall be applied between hoist and load.
- 9 Never leave a load hanging on a hoist.
- 10 A hoist has to be installed in such a way that the object will be lifted perpendicular. If that is not possible, the necessary precautions must be taken to prevent load-swinging, e.g. by using two hoists, each at approximately the same angle not exceeding 30° from the vertical.
- 11 Locate the unit away from walls. Take all precautions to ensure that hot air exhausted from the engine and driven machine cooling systems cannot be recirculated. If such hot air is taken in by the engine or driven machine cooling fan, this may cause overheating of the unit; if taken in for combustion, the engine power will be reduced.
- 12 Generators shall be stalled on an even, solid floor, in a clean location with sufficient ventilation. If the floor is not level or can vary in inclination, consult Atlas Copco.
- 13 The electrical connections shall correspond to local codes. The machines shall be earthed and protected against short circuits by fuses or circuit breakers.
- 14 Never connect the generator outlets to an installation which is also connected to a public mains.
- 15 Before connecting a load, switch off the corresponding circuit breaker, and check whether frequency, voltage, current and power factor comply with the ratings of the generator.
- 16 Before transportation of the unit, switch off all the circuit breakers.

Safety during use and operation

1 When the unit has to operate in a fire-hazardous environment, each engine exhaust has to be provided with a spark arrestor to trap incendiary sparks.

2 The exhaust contains carbon monoxide which is a lethal gas. When the unit is used in a confined space, conduct the engine exhaust to the outside atmosphere by a pipe of sufficient diameter; do this in such a way that no extra back pressure is created for the engine. If necessary, install an extractor. Observe any existing local regulations.

Make sure that the unit has sufficient air intake for operation. If necessary, install extra air intake ducts.

3 When operating in a dust-laden atmosphere, place the unit so that dust is not carried towards it by the wind. Operation in clean surroundings considerably extends the intervals for cleaning the air intake filters and the cores of the coolers.

4 Never remove a filler cap of the coolant system of a hot engine. Wait until the engine has sufficiently cooled down.

5 Never refill fuel while the unit is running, unless otherwise stated in the Atlas Copco Instruction Book (AIB). Keep fuel away from hot parts such as air outlet pipes or the engine exhaust. Do not smoke when fuelling. When fuelling from an automatic pump, an earthing cable should be connected to the unit to discharge static electricity. Never spill nor leave oil, fuel, coolant or cleansing agent in or around the unit.

6 All doors shall be shut during operation so as not to disturb the cooling air flow inside the bodywork and/or render the silencing less effective. A door should be kept open for a short period only e.g. for inspection or adjustment.

7 Periodically carry out maintenance works according to the maintenance schedule.

8 Stationary housing guards are provided on all rotating or reciprocating parts not otherwise protected and which may be hazardous to personnel. Machinery shall never be put into operation, when such guards have been removed, before the guards are securely reinstalled.

9 Noise, even at reasonable levels, can cause irritation and disturbance which, over a long period of time, may cause severe injuries to the nervous system of human beings.

When the sound pressure level, at any point where personnel normally has to attend, is:

- below 70 dB(A): no action needs to be taken,
- above 70 dB(A): noise-protective devices should be provided for people continuously being present in the room,
- below 85 dB(A): no action needs to be taken for occasional visitors staying a limited time only,
- above 85 dB(A): room to be classified as a noise-hazardous area and an obvious warning shall be placed permanently at each entrance to alert people entering the room, for even relatively short times, about the need to wear ear protectors,

- above 95 dB(A): the warning(s) at the entrance(s) shall be completed with the recommendation that also occasional visitors shall wear ear protectors,
- above 105 dB(A): special ear protectors that are adequate for this noise level and the spectral composition of the noise shall be provided and a special warning to that effect shall be placed at each entrance.

10 Insulation or safety guards of parts the temperature of which can be in excess of 80°C (175°F) and which may be accidentally touched by personnel shall not be removed before the parts have cooled to room temperature.

11 Never operate the unit in surroundings where there is a possibility of taking in flammable or toxic fumes.

12 If the working process produces fumes, dust or vibration hazards, etc., take the necessary steps to eliminate the risk of personnel injury.

13 When using compressed air or inert gas to clean down equipment, do so with caution and use the appropriate protection, at least safety glasses, for the operator as well as for any bystander. Do not apply compressed air or inert gas to your skin or direct an air or gas stream at people. Never use it to clean dirt from your clothes.

14 When washing parts in or with a cleaning solvent, provide the required ventilation and use appropriate protection such as a breathing filter, safety glasses, rubber apron and gloves, etc.

- 15 Safety shoes should be compulsory in any workshop and if there is a risk, however small, of falling objects, wearing of a safety helmet should be included.
- 16 If there is a risk of inhaling hazardous gases, fumes or dust, the respiratory organs must be protected and depending on the nature of the hazard, so must the eyes and skin.
- 17 Remember that where there is visible dust, the finer, invisible particles will almost certainly be present too; but the fact that no dust can be seen is not a reliable indication that dangerous, invisible dust is not present in the air.
- 18 Never operate the generator in excess of its limits as indicated in the technical specifications and avoid long no-load sequences.
- 19 Never operate the generator in a humid atmosphere. Excessive moisture causes worsening of the generator insulation.
- 20 Do not open electrical cabinets, cubicles or other equipment while voltage is supplied. If such cannot be avoided, e.g. for measurements, tests or adjustments, have the action carried out by a qualified electrician only, with appropriate tools, and ascertain that the required bodily protection against electrical hazards is applied.
- 21 Never touch the power terminals during operation of the machine.
- 22 Whenever an abnormal condition arises, e.g. excessive vibration, noise, odour, etc., switch the circuit breakers to OFF and stop the engine. Correct the faulty condition before restarting.
- 23 Check the electric cables regularly. Damaged cables and insufficient tightening of connections may cause electric shocks. Whenever damaged wires or dangerous conditions are observed, switch the circuit breakers to OFF and stop the engine. Replace the damaged wires or correct the dangerous condition before restarting. Make sure that all electric connections are securely tightened.
- 24 Avoid overloading the generator. The generator is provided with circuit breakers for overload protection. When a breaker has tripped, reduce the concerned load before restarting.
- 25 If the generator is used as stand-by for the mains supply, it must not be operated without control system which automatically disconnects the generator from the mains when the mains supply is restored.
- 26 Never remove the cover of the output terminals during operation. Before connecting or disconnecting wires, switch off the load and the circuit breakers, stop the machine and make sure that the machine cannot be started inadvertently or there is any residual voltage on the power circuit.
- 27 Running the generator at low load for long periods will reduce the lifetime of the engine.

Safety during maintenance and repair

Maintenance, overhaul and repair work shall only be carried out by adequately trained personnel; if required, under supervision of someone qualified for the job.

- 1 Use only the correct tools for maintenance and repair work, and only tools which are in good condition.
- 2 Parts shall only be replaced by genuine Atlas Copco replacement parts.
- 3 All maintenance work, other than routine attention, shall only be undertaken when the unit is stopped. Steps shall be taken to prevent inadvertent starting. In addition, a warning sign bearing a legend such as “work in progress; do not start” shall be attached to the starting equipment.
On engine-driven units the battery shall be disconnected and removed or the terminals covered by insulating caps.
On electrically driven units the main switch shall be locked in open position and the fuses shall be taken out. A warning sign bearing a legend such as “work in progress; do not supply voltage” shall be attached to the fuse box or main switch.
- 4 Prior to stripping an engine or other machine or undertaking major overhaul on it, prevent all movable parts from rolling over or moving.

- 5 Make sure that no tools, loose parts or rags are left in or on the machine. Never leave rags or loose clothing near the engine air intake.
- 6 Never use flammable solvents for cleaning (fire-risk).
- 7 Take safety precautions against toxic vapours of cleaning liquids.
- 8 Never use machine parts as a climbing aid.
- 9 Observe scrupulous cleanliness during maintenance and repair. Keep away dirt, cover the parts and exposed openings with a clean cloth, paper or tape.
- 10 Never weld on or perform any operation involving heat near the fuel or oil systems. Fuel and oil tanks must be completely purged, e.g. by steam-cleaning, before carrying out such operations. Never weld on, or in any way modify, pressure vessels. Disconnect the alternator cables during arc welding on the unit.
- 11 Support the towbar and the axle(s) securely if working underneath the unit or when removing a wheel. Do not rely on jacks.
- 12 Do not remove any of, or tamper with, the sound-damping material. Keep the material free of dirt and liquids such as fuel, oil and cleansing agents. If any sound-damping material is damaged, replace it to prevent the sound pressure level from increasing.
- 13 Use only lubricating oils and greases recommended or approved by Atlas Copco or the machine manufacturer. Ascertain that the selected lubricants comply with all applicable safety regulations, especially with regard to explosion or fire-risk and the possibility of decomposition or generation of hazardous gases. Never mix synthetic with mineral oil.
- 14 Protect the engine, alternator, air intake filter, electrical and regulating components, etc., to prevent moisture ingress, e.g. when steam-cleaning.
- 15 When performing any operation involving heat, flames or sparks on a machine, the surrounding components shall first be screened with non-flammable material.
- 16 Never use a light source with open flame for inspecting the interior of a machine.
- 17 When repair has been completed, the machine shall be barred over at least one revolution for reciprocating machines, several revolutions for rotary ones to ensure that there is no mechanical interference within the machine or driver. Check the direction of rotation of electric motors when starting up the machine initially and after any alteration to the electrical connection(s) or switch gear, to check that the oil pump and the fan function properly.
- 18 Maintenance and repair work should be recorded in an operator's logbook for all machinery. Frequency and nature of repairs can reveal unsafe conditions.
- 19 When hot parts have to be handled, e.g. shrink fitting, special heat-resistant gloves shall be used and, if required, other body protection shall be applied.
- 20 When using cartridge type breathing filter equipment, ascertain that the correct type of cartridge is used and that its useful service life is not surpassed.
- 21 Make sure that oil, solvents and other substances likely to pollute the environment are properly disposed of.
- 22 Before clearing the generator for use after maintenance or overhaul, submit it to a testrun, check that the AC power performance is correct and that the control and shutdown devices function correctly.

Tool applications safety

Apply the proper tool for each job. With the knowledge of correct tool use and knowing the limitations of tools, along with some common sense, many accidents can be prevented.

Special service tools are available for specific jobs and should be used when recommended. The use of these tools will save time and prevent damage to parts.

Battery safety precautions

Batteries

When servicing batteries, always wear protecting clothing and glasses.

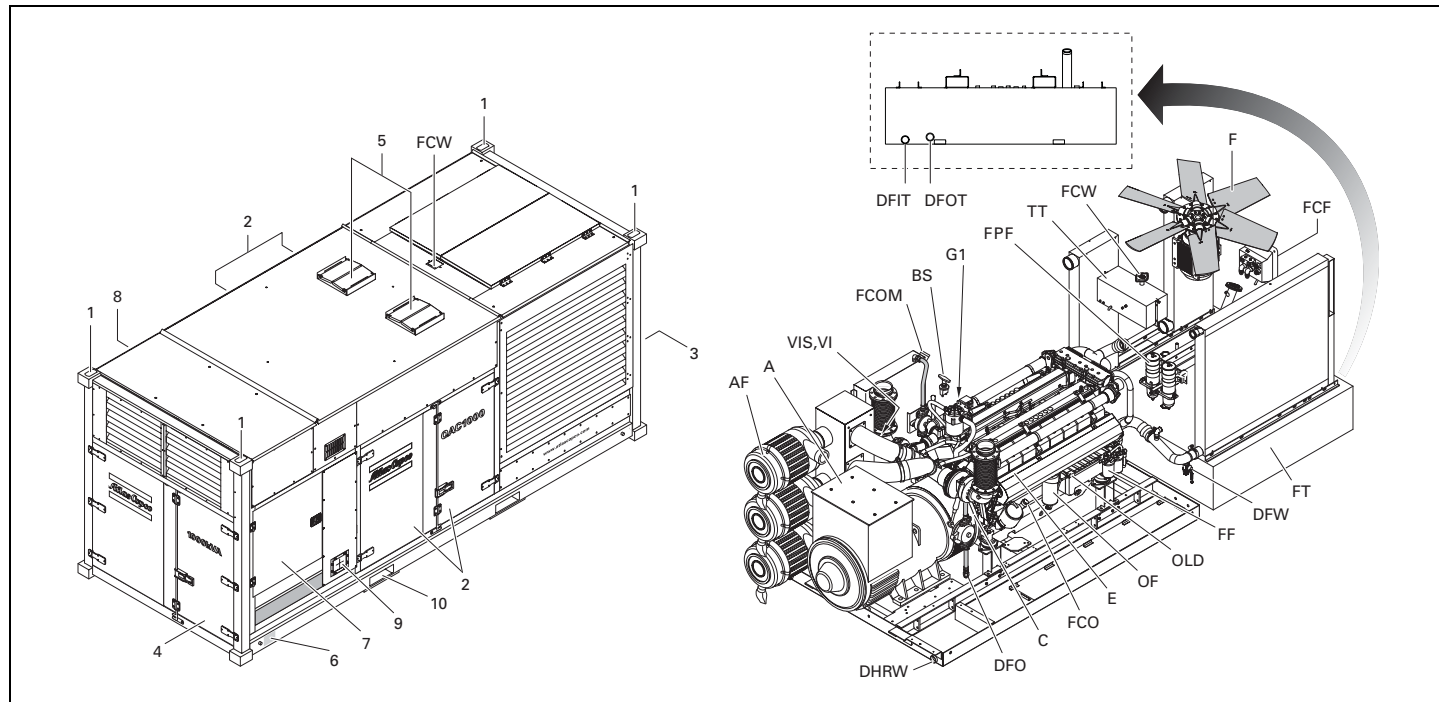
- 1 The electrolyte in batteries is a sulphuric acid solution which is fatal if it hits your eyes, and which can cause burns if it contacts your skin. Therefore, be careful when handling batteries, e.g. when checking the charge condition.
- 2 Install a sign prohibiting fire, open flame and smoking at the post where batteries are being charged.
- 3 When batteries are being charged, an explosive gas mixture forms in the cells and might escape through the vent holes in the plugs.
Thus an explosive atmosphere may form around the battery if ventilation is poor, and can remain in and around the battery for several hours after it has been charged. Therefore:
 - never smoke near batteries being, or having recently been, charged,
 - never break live circuits at battery terminals, because a spark usually occurs.

- 4 When connecting an auxiliary battery (AB) in parallel to the unit battery (CB) with booster cables: connect the + pole of AB to the + pole of CB, then connect the - pole of CB to the mass of the unit. Disconnect in the reverse order.

Leading particulars

General description

The QAC 750-1000 is an AC generator, built for continuous running at sites where no electricity is available or as stand-by in cases of interruption of the mains. The QAC 750-1000 generator operates at 50/60 Hz. The rated output is 750/875 kVA (QAC 750) / 1000/1140 kVA (QAC 1000) prime power. The QAC 750-1000 generator is driven by a water-cooled diesel engine, manufactured by DEUTZ. An overview of the main parts is given in the diagram below.



1	Lifting holes
2	Side doors, access to engine and alternator
3	Front door, access to cooling system
4	Back door, access to alternator and airfilters
5	Engine exhaust
6	Data Plate
7	Side door, access to power panel
8	Side door, access to control and indicator panel
9	Access to terminals for external connections
10	Hole for forklift

A	Alternator
AF	Air filter
BS	Battery switch
C	Coupling
DFIT	Drainhole fuel inner tank
DFO	Drain flexible engine oil
DFOT	Drainhole fuel outer tank
DFW	Drain flexible cooling water
DHRW	Drainhole rain water (in the frame)
E	Engine
F	Fan
FCF	Filler cap fuel

FCO	Filler cap engine oil
FCW	Filler cap cooling water
FCOM	Filler cap oil make-up system
FF	Fuel filter
FPF	Fuel pre-filter
FT	Fuel tank
G1	Battery
OF	Oil filter
OLD	Engine oil level dipstick
TT	Top tank engine cooling system
VI	Vacuum indicator
VIS	Vacuum indicator switch

*Note: The components mentioned in the description above, may differ slightly depending on the generator model.

The QAC 750-1000 is divided in two compartments: the engine compartment and the cooler compartment.

Engine, alternator, exhaust and cubicle are located in the engine compartment. This compartment is ventilated by two small fans, driven by two electrical motors at constant speed, independent of load and ambient conditions. The cooling air enters on the front of the unit, and is discharged through the cooler compartment.

The fuel tank and the coolers are in the cooler compartment. A large fan pulls air through the coolers. The discharge is upwards. The fan is driven by an electrical motor with variable speed, depending on ambient and load conditions. Two large roof flaps cover the cooling compartment, and will open automatically when the engine reaches a certain temperature.

The engine, alternator and cubicle are mounted on a base frame, that can slide in and out of the container for heavy maintenance.

Bodywork

The alternator, the engine, the cooling system, etc. are enclosed in a sound-insulated bodywork that can be opened by means of side doors (and service plates).

The generator can be lifted by the holes located in the corners of the container. To be able to lift the QAC 750-1000 by means of a forklift, rectangular holes are provided in the frame.

Markings

A brief description of all markings provided on the generator is given hereafter.



Indicates that an electric voltage, dangerous to life, is present. Never touch the electric terminals during operation.



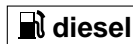
Indicates that the engine exhaust is a hot and harmful gas, which is toxic in case of inhalation. Always make sure that the unit is operated outside or in a well-ventilated room.



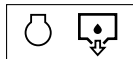
Indicates that these parts can become very hot during operation (e.g. engine, cooler, etc.). Always make sure that these parts are cooled down before touching them.



Indicates a lifting point of the generator.



Indicates that the generator may be refuelled with diesel fuel only.



Indicates the drain for the engine oil.



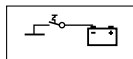
Indicates the drain for the coolant.



Indicates the drain plug for the engine fuel.



Use 15W40 oil only.



Indicates the battery switch.



Indicates that the alternator should not be cleaned with high pressurised water.



Indicates that the unit may start automatically and that the instruction book has to be consulted prior to use.

Atlas Copco QAC 1000 Dd		
SERVICE PAK		
	XXXXXXXXXXXX	XXXX XXXX XX
	XXXXXXXXXXXX	XXXX XXXX XX
	XXXXXXXXXXXX	XXXX XXXX XX
Engine oil	15W40	5W40
X	XXXXXXXXXX	XXXX XXXX XX
XXX	XXXXXXXXXX	XXXX XXXX XX
XXX	XXXXXXXXXX	XXXX XXXX XX
Engine coolant	Antifreeze EG	
X	XXXXXXXXXX	XXXX XXXX XX
XXX	XXXXXXXXXX	XXXX XXXX XX
XXX	XXXXXXXXXX	XXXX XXXX XX
X	XXXXXXXXXX	XXXX XXXX XX

Indicates the partnumbers of the different service paks and of the engine oil. These parts can be ordered to the factory.

Drain plugs and filler caps

The drain and the filler cap for the engine oil (DFO/FCO) are located on the engine. The manual oil drain pump can be used to drain the oil. Use (FCOM) to fill up the oil tank.

The drain for the coolant (DFW) is located at the cooler pipe. The filler cap for the coolant (FCW) is accessible via an opening in the roof.

The fuel filler cap (FCF) and the fuel drain plugs (DFIT & DFOT) are located in the front panel.

Battery Switch

The battery switch is situated inside the sound-insulated bodywork. It allows to open or to close the electrical connection between the battery and the engine circuits.



Never turn the battery switch to OFF during operation.

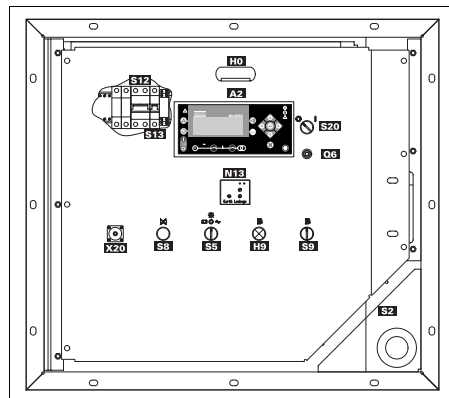
Alternator anti-condensation heater

Provide terminal X37 to connect external power (230 V - 1 phase) for the alternator heater.

Control and indicator panel Qc4002™

General description Qc4002™ control panel

The control and indicator panel is located behind a door in the side panel. The hinged door is partly transparent and allows easy access to the parts mounted behind it.



A2 Qc4002™ display

H0 Panel light

H9 Fuel pump light

Indicates when the fuel pump is in action.

N13 Earth leakage relay

Q6 DC-Fuse

The fuse (10 A) activates when the current from the battery to the engine control circuit exceeds its setting. The fuse can be switched on and off by pushing the button.

S2 Emergency stop button

Push the button to stop the generator in case of an emergency.

When the button is pressed, it must be unlocked, by turning it anti-clockwise, before the generator can be restarted.

S5 Lights Batt / Off / Mains - switch



; Used to turn the container lighting on with battery power. To save the battery, the lighting goes out after an adjustable time.



; Used to turn the container lighting on with external power supply. Provide the terminal (X37) with external power to use the AC-container lighting.



Used to turn the container lighting off.

S8 Audible alarm disable button

Used to switch the audible alarm off.

S9 Manual fuel fill switch

Used to start the fuel pump to fill the fuel tank, regardless the fuel level in the fuel

tank. The pump will stop automatically when fuel level is high.

S20 Power ON/OFF switch

I: Activates the power supply to the control cubicle.

O: Removes the power supply from the control cubicle.

X20 Engine diagnostic data socket

Allows to connect the engine diagnostic data reader

Inside the cubicle

S12 50/60 Hz selector switch

For 50 Hz selection, put the switch into the OFF position

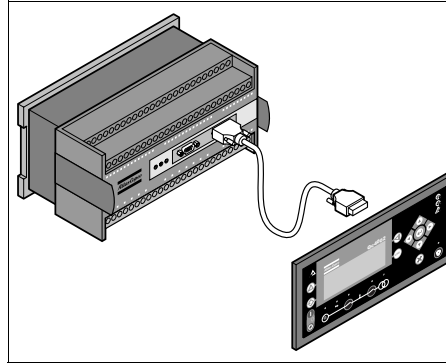
For 60 Hz selection, put the switch into the ON position



Always stop the unit when changing the frequency selector switch.

S13 Lockout switch for earth fault protection (N13)

Qc4002™ module



The Qc4002™ module is located inside the control panel, and communicates with a display unit, located in front of the control panel. This control module will carry out all necessary tasks to control and protect a generator, regardless of the use of the generator.

This means that the Qc4002™ module can be used for several applications.

Pushbutton and LED functions

Following pushbuttons are used on the Qc4002™



INFO: Shifts the display 3 lower lines to show the alarm list.



JUMP: Enters a specific menu number selection. All settings have a specific number attached to them. The JUMP button enables the user to select and display any setting without having to navigate through the menus.



START: Start of the gen-set if SEMI-AUTO or MANUAL is selected.



STOP: Stop of the gen-set if SEMI-AUTO or MANUAL is selected.



GB: Manual activation of close breaker and open breaker sequence if SEMI-AUTO is selected.



MB: Manual activation of close breaker and open breaker sequence if SEMI-AUTO is selected.



VIEW: Shifts the first line displaying in the setup menus.



LOG: Displays the LOG SETUP window where you can choose between the Event, Alarm and Battery logs. The logs are not deleted when the auxiliary supply is switched off.



BACK: Jumps one step backwards in the menu (to previous display or to the entry window).



MODE: Changes the menu line (line 4) in the display to mode selection.



SEL: Is used to select the underscored entry in the fourth line of the display.



UP: Increases the value of the selected set point (in the setup menu). In the daily use display, this button function is used for scrolling the View lines in V1 or the second line (in the setup menu) displaying of generator values.



DOWN: Decreases the value of the selected set point (in the setup menu). In the daily use display, this button function is used for scrolling the View lines in V1 or the second line (in the setup menu) displaying of generator values.

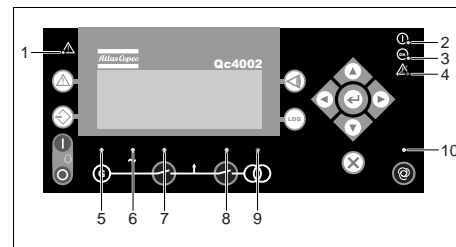


LEFT: Moves the cursor left for manoeuvring in the menus.



RIGHT: Moves the cursor right for manoeuvring in the menus.

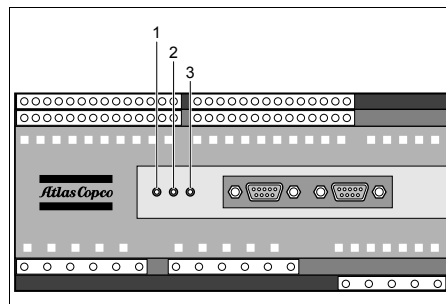
Following LEDs are used on the Qc4002™



1	Alarm	LED flashing indicates that unacknowledged alarms are present. LED fixed light indicates that ALL alarms are acknowledged.
2	Power	LED indicates that the auxiliary supply is switched on.
3	Self check OK	LED indicates that the self check is OK.
4	Alarm inhibit	Please refer to Alarm inhibit in the chapter 'Additional functions'.
5	Run	LED indicates that the generator is running.
6	Generator voltage	LED green light indicates that the voltage/frequency is present and OK.

7	(GB) ON	LED green light indicates that the generator breaker is closed. LED yellow light indicates that the generator breaker has received a command to close on a black BUS, but the breaker is not yet closed due to interlocking of the GB. LED is flashing orange if the 'Spring load time' signal from the breaker is missing.
8	(MB) ON	LED indicates that the mains breaker is closed.
9	Mains voltage	LED is green, if the mains is present and OK. LED is red at a measured mains failure. LED is flashing green when the mains returns during the 'mains OK delay' time.
10	Auto	LED indicates that auto mode is selected.

The main Qc4002™ control unit includes 3 LEDs



1	Power	Green LED indicates that the voltage supply is switched on.
2	Self check OK	Green LED indicates that the unit is OK.
3	Alarm inhibit	Green LED indicates that the inhibit input is ON.

Qc4002™ menu overview

Main View

The display has 4 different lines. The information on these lines can change, depending on which view is used. There are 4 different main views possible: SETUP / V3 / V2 / V1.

Setup view

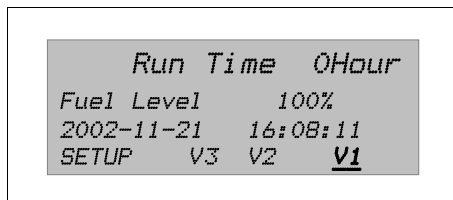
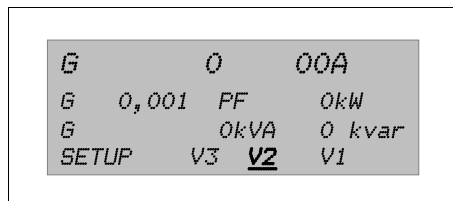
```

Qc4002      V.1.00.0
2002-11-21  16:08:11
SETUP MENU
SETUP      V3  V2  V1
  
```

V3 view

```

Island      SEMI_AUTO
G  0,001 PF   OkW
G           OkVA 0 kvar
SETUP      V3 V2  V1
  
```



The user can scroll through these views with the scroll buttons:

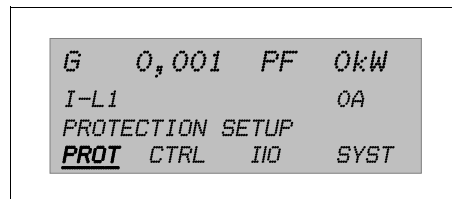
- The SETUP view shows the module name, the software version, the date and the time.
- The V3 view shows the application type and the mode, and some generator measurements. During synchronisation the V3 view will show a synchroscope in the first line.
- The V2 view shows some generator measurements.
- In the V1 view the user can scroll up and down to 15 configurable screens showing different measurements of the generator, the bus and the Mains.

SETUP menu

The control and protection parameters can be programmed according to the application. This can be done by scrolling through the setup menu to the appropriate parameter. Each parameter has a specific channel number and is listed in one of the 4 main SETUP menus:

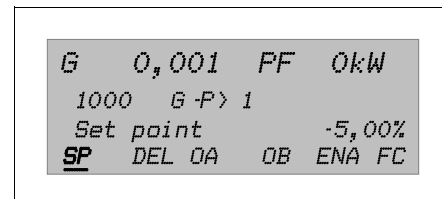
- Protection Setup (PROT): Channels from 1000 to 1999 (steps of 10).
- Control Setup (CTRL): Channels from 2000 to 2999 (steps of 10).
- Input/Output Setup (I/O): Channels from 3000 to 5999 (steps of 10).
- System Setup (SYST): Channels from 6000 and up (steps of 10).

If you select SETUP then you get the following view:



The fourth line is the entry selection for the Menu system. If the SEL button is pressed, the menu indicated with an underscore will be entered.

If PROT is selected, the following view will appear (example of parameter):



For a protective function the first entry shows the “Generator reverse power (G-P>1)” setting.

Scrolling down will give all the protection parameters:

- The first line shows some generator data.
- The second line shows the channel number and the name of the parameter.
- The third line shows the value of a set point of this parameter.
- The fourth line shows the different possible set points. In this example:

SP	SET POINT, the alarm set point is adjusted in the set point menu. The setting is a percentage of the nominal values.
DEL	DELAY, the timer setting is the time that must expire from the alarm level is reached until the alarm occurs.
OA	OUTPUT A, a relay can be activated by output A.
OB	OUTPUT B, a relay can be activated by output B.

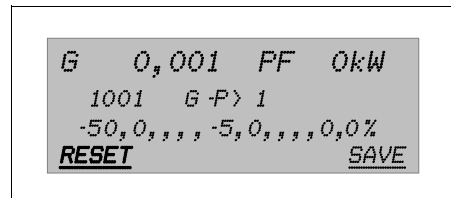
ENA	ENABLE, the alarm can be activated or deactivated. ON means always activated, RUN means that the alarm has run status. This means it is activated when the running signal is present.
FC	FAIL CLASS, when the alarm occurs the unit will react depending on the selected fail class.

The user can scroll to these choices and select one choice with the SEL button.

After selection of SP the following view will be visible:



If the correct password is entered, the following view appears:



Now the user can change the SP of parameter “G-P>1”. This can be done with the scroll buttons. Then the user has to select SAVE to save the new settings. To exit the user has to press the BACK button several times, until the main view appears.

The JUMP button

Instead of navigating through the entire menu, the user can jump directly to the required parameter, if he knows the channel number of that specific parameter.

If the JUMP button is pushed the password view will appear. Not all parameters can be changed by the end-user. The required password level for each parameter is given in the set point list.

The following menus can only be reached using the JUMP button:

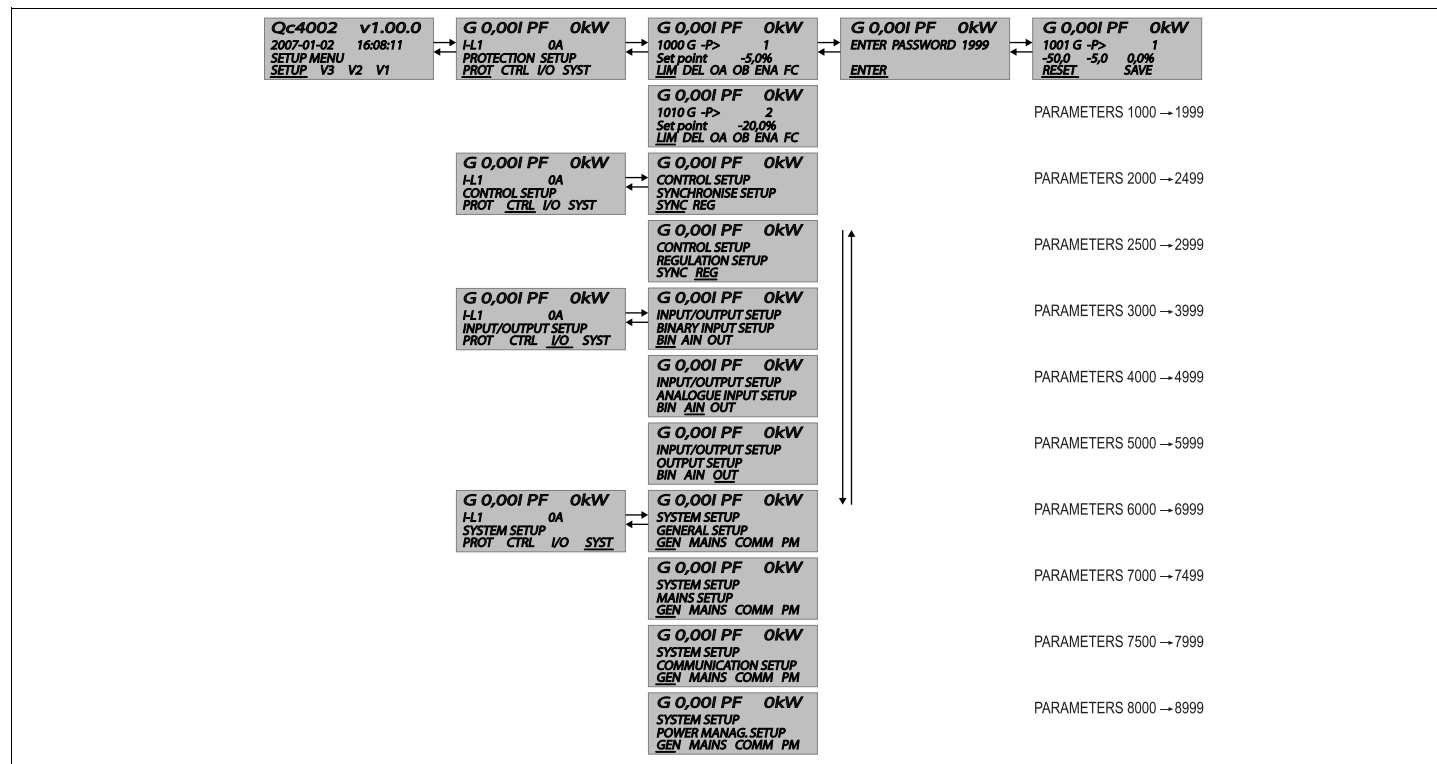
- 9000 Software version
- 9020 Service port
- 911X User password

Level 2 and Level 3 passwords can only be set through the Atlas Copco Utility Software PC Software.

- 9120 Service menu
- 9130 Single/Split/Three phase
- 9140 Angle comp. BB/G

Use the UP and DOWN buttons to change the settings and the SEL button to store the new setting.

This is the described menu flow:



The menu flow is similar in the CONTROL SETUP, I/O SETUP and SYSTEM SETUP.



For more details on the Setup menu we refer to the Qc4002™ User Manual.

Parameter overview (for correct values refer to controller)

Next paragraph shows the description of all customer level parameters, which can be accessed using password "2003".

In order to receive the default parameters for your unit, please contact Atlas Copco Service staff.

Protection setup

1000 G -P> 1

1001	Setpoint	-50% – 200.0%
1002	Delay	0.1 s – 100.0 s
1003	Output A	Not Used – Option dependent
1004	Output B	Not Used – Option dependent
1005	Enable	Off – On
1006	Failclass	Alarm (1) – Trip MB (6)

1030 G l>1

1031	Setpoint	50.0% – 200.0%
1032	Delay	0.1 s – 100.0 s
1033	Output A	Not Used – Option dependent
1034	Output B	Not Used – Option dependent
1035	Enable	Off – On
1036	Failclass	Alarm (1) – Trip MB (6)

1050 G l>3

1051	Setpoint	-50% – 200.0%
1052	Delay	0.1 s – 100.0 s
1053	Output A	Not Used – Option dependent
1054	Output B	Not Used – Option dependent
1055	Enable	Off – On
1056	Failclass	Alarm (1) – Trip MB (6)

1060 G l>4

1061	Setpoint	-50% – 200.0%
1062	Delay	0.1 s – 100.0 s
1063	Output A	Not Used – Option dependent
1064	Output B	Not Used – Option dependent
1065	Enable	Off – On
1066	Failclass	Alarm (1) – Trip MB (6)

1130 G l>1

1131	Setpoint	150.0% – 350.0%
1132	Delay	0.0 s – 100.0 s
1133	Output A	Not Used – Option dependent
1134	Output B	Not Used – Option dependent
1135	Enable	Off – On
1136	Failclass	Alarm (1) – Trip MB (6)

1140 G l>2

1141	Setpoint	150.0% – 350.0%
1142	Delay	0.0 s – 100.0 s
1143	Output A	Not Used – Option dependent
1144	Output B	Not Used – Option dependent
1145	Enable	Off – On
1146	Failclass	Alarm (1) – Trip MB (6)

1150 G U>1

1151	Setpoint	100.0% – 120.0%
1152	Delay	0.1 s – 100.0 s
1153	Output A	Not Used – Option dependent
1154	Output B	Not Used – Option dependent
1155	Enable	Off – On
1156	Failclass	Alarm (1) – Trip MB (6)

1170 G U<1

1171	Setpoint	50.0% – 100.0%
1172	Delay	0.1 s – 100.0 s
1173	Output A	Not Used – Option dependent
1174	Output B	Not Used – Option dependent
1175	Enable	Off – On
1176	Failclass	Alarm (1) – Trip MB (6)

1190 G U<3

1191	Setpoint	50.0% – 100.0%
1192	Delay	0.1 s – 100.0 s
1193	Output A	Not Used – Option dependent
1194	Output B	Not Used – Option dependent
1195	Enable	Off – On
1196	Failclass	Alarm (1) – Trip MB (6)

1210 G f>1

1211	Setpoint	100.0% – 120.0%
1212	Delay	0.2 s – 100.0 s
1213	Output A	Not Used – Option dependent
1214	Output B	Not Used – Option dependent
1215	Enable	Off – On
1216	Failclass	Alarm (1) – Trip MB (6)

1230 G f>3

1231	Setpoint	100.0% – 120.0%
1232	Delay	0.2 s – 100.0 s
1233	Output A	Not Used – Option dependent
1234	Output B	Not Used – Option dependent
1235	Enable	Off – On
1236	Failclass	Alarm (1) – Trip MB (6)

1240 G f<1

1241	Setpoint	80.0% – 100.0%
1242	Delay	0.2 s – 100.0 s
1243	Output A	Not Used – Option dependent
1244	Output B	Not Used – Option dependent
1245	Enable	Off – On
1246	Failclass	Alarm (1) – Trip MB (6)

1260 G f<3

1261	Setpoint	80.0% – 100.0%
1262	Delay	0.2 s – 100.0 s
1263	Output A	Not Used – Option dependent
1264	Output B	Not Used – Option dependent
1265	Enable	Off – On
1266	Failclass	Alarm (1) – Trip MB (6)

1270 BB U>1

1271	Setpoint	100.0% – 120.0%
1272	Delay	0.10 s – 99.99 s
1273	Output A	Not Used – Option dependent
1274	Output B	Not Used – Option dependent
1275	Enable	Off – On
1276	Failclass	Alarm (1) – Trip MB (6)

1280 BB U>2

1281	Setpoint	100.0% – 120.0%
1282	Delay	0.00 s – 99.99 s
1283	Output A	Not Used – Option dependent
1284	Output B	Not Used – Option dependent
1285	Enable	Off – On
1286	Failclass	Alarm (1) – Trip MB (6)

1290 BB U>3

1291	Setpoint	100.0% – 120.0%
1292	Delay	0.00 s – 99.99 s
1293	Output A	Not Used – Option dependent
1294	Output B	Not Used – Option dependent
1295	Enable	Off – On
1296	Failclass	Alarm (1) – Trip MB (6)

1300 BB U<1

1301	Setpoint	50.0% – 100.0%
1302	Delay	0.00 s – 99.99 s
1303	Output A	Not Used – Option dependent
1304	Output B	Not Used – Option dependent
1305	Enable	Off – On
1306	Failclass	Alarm (1) – Trip MB (6)

1310 BB U<2

1311	Setpoint	50.0% – 100.0%
1312	Delay	0.00 s – 99.99 s
1313	Output A	Not Used – Option dependent
1314	Output B	Not Used – Option dependent
1315	Enable	Off – On
1316	Failclass	Alarm (1) – Trip MB (6)

1320 BB U<3

1321	Setpoint	50.0% – 100.0%
1322	Delay	0.00 s – 99.99 s
1323	Output A	Not Used – Option dependent
1324	Output B	Not Used – Option dependent
1325	Enable	Off – On
1326	Failclass	Alarm (1) – Trip MB (6)

1330 BB U<4

1331	Setpoint	50.0% – 100.0%
1332	Delay	0.00 s – 99.99 s
1333	Output A	Not Used – Option dependent
1334	Output B	Not Used – Option dependent
1335	Enable	Off – On
1336	Failclass	Alarm (1) – Trip MB (6)

1350 BB f>1

1351	Setpoint	100.0% – 120.0%
1352	Delay	0.00 s – 99.99 s
1353	Output A	Not Used – Option dependent
1354	Output B	Not Used – Option dependent
1355	Enable	Off – On
1356	Failclass	Alarm (1) – Trip MB (6)

1360 BB f>2

1361	Setpoint	100.0% – 120.0%
1362	Delay	0.00 s – 99.99 s
1363	Output A	Not Used – Option dependent
1364	Output B	Not Used – Option dependent
1365	Enable	Off – On
1366	Failclass	Alarm (1) – Trip MB (6)

1370 BB f>3

1371	Setpoint	100.0% – 120.0%
1372	Delay	0.00 s – 99.99 s
1373	Output A	Not Used – Option dependent
1374	Output B	Not Used – Option dependent
1375	Enable	Off – On
1376	Failclass	Alarm (1) – Trip MB (6)

1380 BB f<1

1381	Setpoint	80.0% – 100.0%
1382	Delay	0.00 s – 99.99 s
1383	Output A	Not Used – Option dependent
1384	Output B	Not Used – Option dependent
1385	Enable	Off – On
1386	Failclass	Alarm (1) – Trip MB (6)

1390 BB f<2

1391	Setpoint	80.0% – 100.0%
1392	Delay	0.00 s – 99.99 s
1393	Output A	Not Used – Option dependent
1394	Output B	Not Used – Option dependent
1395	Enable	Off – On
1396	Failclass	Alarm (1) – Trip MB (6)

1400 BB f<3

1401	Setpoint	80.0% – 100.0%
1402	Delay	0.00 s – 99.99 s
1403	Output A	Not Used – Option dependent
1404	Output B	Not Used – Option dependent
1405	Enable	Off – On
1406	Failclass	Alarm (1) – Trip MB (6)

1410 BB f<4

1411	Setpoint	80.0% – 100.0%
1412	Delay	0.00 s – 99.99 s
1413	Output A	Not Used – Option dependent
1414	Output B	Not Used – Option dependent
1415	Enable	Off – On
1416	Failclass	Alarm (1) – Trip MB (6)

1420 $\Delta f/\Delta t$ (ROCOF)

1421	Setpoint	0.1Hz/s – 10.0Hz/s
1422	Delay	1 per – 20 per
1423	Output A	Not Used – Option dependent
1424	Output B	Not Used – Option dependent
1425	Enable	Off – On
1426	Failclass	Alarm (1) – Trip MB (6)

1430 Vector jump

1431	Setpoint	1.0 deg. – 90.0 deg.
1432	Output A	Not Used – Option dependent
1433	Output B	Not Used – Option dependent
1444	Enable	Off – On
1455	Failclass	Alarm (1) – Trip MB (6)

1450 G P>1

1451	Setpoint	1.0% – 200%
1452	Delay	0.1 s – 100.0 s
1453	Output A	Not Used – Option dependent
1454	Output B	Not Used – Option dependent
1455	Enable	Off – On
1456	Failclass	Alarm (1) – Trip MB (6)

1470 G P>3

1471	Setpoint	1.0% – 200%
1472	Delay	0.1 s – 100.0 s
1473	Output A	Not Used – Option dependent
1474	Output B	Not Used – Option dependent
1475	Enable	Off – On
1476	Failclass	Alarm (1) – Trip MB (6)

1480 G P>4

1481	Setpoint	1.0% – 200%
1482	Delay	0.1 s – 100.0 s
1483	Output A	Not Used – Option dependent
1484	Output B	Not Used – Option dependent
1485	Enable	Off – On
1486	Failclass	Alarm (1) – Trip MB (6)

1490 G P>5

1491	Setpoint	1.0% – 200%
1492	Delay	0.1 s – 100.0 s
1493	Output A	Not Used – Option dependent
1494	Output B	Not Used – Option dependent
1495	Enable	Off – On
1496	Failclass	Alarm (1) – Trip MB (6)

1500 Unbalance curr.

1501	Setpoint	0.0% – 100%
1502	Delay	0.1 s – 100.0 s
1503	Output A	Not Used – Option dependent
1504	Output B	Not Used – Option dependent
1505	Enable	Off – On
1506	Failclass	Alarm (1) – Trip MB (6)

1510 Unbalance volt.

1511	Setpoint	0.0% – 50%
1512	Delay	0.1 s – 100.0 s
1513	Output A	Not Used – Option dependent
1514	Output B	Not Used – Option dependent
1515	Enable	Off – On
1516	Failclass	Alarm (1) – Trip MB (6)

1520 G >

1521	Setpoint	0.0% – 150%
1522	Delay	0.1 s – 100.0 s
1523	Output A	Not Used – Option dependent
1524	Output B	Not Used – Option dependent
1525	Enable	Off – On
1526	Failclass	Alarm (1) – Trip MB (6)

1530 G Q>

1531	Setpoint	0.0% – 100%
1532	Delay	0.1 s – 100.0 s
1533	Output A	Not Used – Option dependent
1534	Output B	Not Used – Option dependent
1535	Enable	Off – On
1536	Failclass	Alarm (1) – Trip MB (6)

Control setup

Synchronisation

2000 Sync. type

2001	Type	Static sync. – Dynamic Sync.
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2120 Sync. window

2121	Setpoint	2.0% – 20.0%
2122	Delay	0.1 s – 2.0 s
2123	Output A	Not Used – Option dependent
2124	Output B	Not Used – Option dependent
2125	Enable	Off – On

2130 GB sync failure

2131	Delay	30.0 s – 300.0 s
2132	Output A	Not Used – Option dependent
2133	Output B	Not Used – Option dependent
2134	Enable	Off – On
2135	Failclass	Alarm (1) – Trip MB (6)

2140 MB sync failure

2141	Delay	30.0 s – 300.0 s
2142	Output A	Not Used – Option dependent
2143	Output B	Not Used – Option dependent
2144	Enable	Off – On
2145	Failclass	Alarm (1) – Trip MB (6)

2150 Phase seq error

2151	Output A	Not Used – Option dependent
2152	Output B	Not Used – Option dependent
2153	Failclass	Alarm (1) – Trip MB (6)

2240 Sep. sync. relay

2241	GB	Not Used – Option dependent
2242	MB	Not Used – Option dependent

2250 Close bef. exc.

2251	Setpoint	0 rpm – 4000 rpm
2252	Delay	0.0 s – 999.0 s
2253	Output A	Not Used – Option dependent
2254	Enable	Off – On

2260 Breaker seq.

2261	Break	Close GB – Close GB+TB
2262	Delay	0.0 s – 999.0 s
2263	Rpm OK	0 rpm – 4000 rpm

2270 Cl.bef.exc.fail

2271	Delay	0.0 s – 999.0 s
2272	Output A	Not Used – Option dependent
2273	Output B	Not Used – Option dependent
2274	Enable	Off – On
2275	Failclass	Alarm (1) – Trip MB (6)

Regulation

2510 f control

2511	Kp	0.0 s – 60.0 s
2512	Ti	0.0 s – 60.0 s
2513	Td	0.0 s – 2.0 s

2530 P control

2531	Kp	0.0 s – 60.0 s
2532	Ti	0.0 s – 60.0 s
2533	Td	0.0 s – 2.0 s

2540 P load sh. ctrl

2541	Kp	0.0 s – 60.0 s
2542	Ti	0.0 s – 60.0 s
2543	Td	0.0 s – 2.0 s
2544	Pw	0.0% – 100.0%

2550 Analogue GOV

2551	Offset	0.0% – 100.0%
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2560 GOV reg. fail

2561	Deadband	1.0% – 100.0%
2562	Delay	10.0 s – 300.0 s
2563	Output A	Not Used – Option dependent
2564	Output B	Not Used – Option dependent

2610 Power ramp up

2611	Ramp	1.0 %/s – 20.0 %/s
2612	Point	1.0% – 100.0%
2613	Delay	0.0 s – 9900 s

2620 Power ramp down

2621	Ramp	1.0 %/s – 20.0 %/s
2622	Breaker Open	1.0% – 20.0%

2630 Deload error

2631	Delay	0.0 s – 60.0 s
2632	Output A	Not Used – Option dependent
2633	Output B	Not Used – Option dependent
2634	Enable	Off – On
2635	Failclass	Alarm (1) – Trip MB (6)

2640 U control

2641	Kp	0.0 s – 60.0 s
2642	Ti	0.0 s – 60.0 s
2643	Td	0.0 s – 2.0 s

2650 Q control

2651	Kp	0.0 s – 60.0 s
2652	Ti	0.0 s – 60.0 s
2653	Td	0.0 s – 2.0 s

2660 Q load sh. ctrl

2661	Kp	0.0 s – 60.0 s
2662	Ti	0.0 s – 60.0 s
2663	Td	0.0 s – 60.0 s
2664	Qw	0.0% – 100.0%

2670 Analogue AVR offset

2671	Offset	0.0% – 100.0%
------	--------	---------------

2680 AVR reg. fail

2681	Deadband	1.0% – 100.0%
2682	Delay	10.0 s – 300.0 s
2683	Output A	Not Used – Option dependent
2684	Output B	Not Used – Option dependent

2740 Delay reg.

2741	Delay	0.0 s – 9900.0 s
2742	Output A	Not Used – Option dependent
2743	Output B	Not Used – Option dependent
2744	Enable	Off – On

2900 f - Regulation

2901	Type	Intern – Extern act – Extern pass
2902	Droop	0.0% – 20.0%
2903	EA-	80.0% – 110.0%
2904	EA+	90.0% – 130.0%
2905	EP-	0.0mA
2905	EP+	20.0mA

2910 U - Regulation

2911	Type	Intern – Extern act – Extern pass
2912	Droop	0.0% – 20.0%
2913	EA-	80.0% – 110.0%
2914	EA+	90.0% – 130.0%
2915	EP-	-20.0mA
2915	EP+	20.0mA

I/O setup: overview of parameters

Binary input setup

3**0 Dig. input ***

3**1	Delay	0.0 s – 100.0 s
3**2	Output A	Not Used – Option dependent
3**3	Output B	Not Used – Option dependent
3**4	Enable	Off – On
3**5	Failclass	Alarm (1) – Trip MB (6)
3**6	High Alarm	N/O – N/C

** = 00, 01, 02, 03, 04, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 43, 45, 46, 47, 48

3400 Dig. Input

3401	Wirebreak	Off – On
3402	Delay	0.0 s – 100.0 s
3403	Output A	Not Used – Option dependent
3404	Output B	Not Used – Option dependent
3405	Enable	Off – On
3406	Failclass	Alarm (1) – Trip MB (6)

3410 Dig. Input

3411	Wirebreak	Off – On
3412	Delay	0.0 s – 100.0 s
3413	Output A	Not Used – Option dependent
3414	Output B	Not Used – Option dependent
3415	Enable	Off – On
3416	Failclass	Alarm (1) – Trip MB (6)

3420 Dig. Input

3421	Wirebreak	Off – On
3422	Delay	0.0 s – 100.0 s
3423	Output A	Not Used – Option dependent
3424	Output B	Not Used – Option dependent
3425	Enable	Off – On
3426	Failclass	Alarm (1) – Trip MB (6)

Analogue input setup

41*0 4-20mA 102.*

41*1	Setpoint	4mA – 20mA
41*2	Delay	0.0 s – 600.0 s
41*3	Output A	Not Used – Option dependent
41*4	Output B	Not Used – Option dependent
41*5	Enable	Off – On
41*6	Failclass	Alarm (1) – Trip MB (6)
41*7	High Alarm	Off – On

* = 2, 3

42*0 4-20mA 105.*

42*1	Setpoint	4mA – 20mA
42*2	Delay	0.0 s – 600.0 s
42*3	Output A	Not Used – Option dependent
42*4	Output B	Not Used – Option dependent
42*5	Enable	Off – On
42*6	Failclass	Alarm (1) – Trip MB (6)
42*7	High Alarm	Off – On

* = 5, 6

43*0 4-20mA 108.*

43*1	Setpoint	4mA – 20mA
43*2	Delay	0.0 s – 600.0 s
43*3	Output A	Not Used – Option dependent
43*4	Output B	Not Used – Option dependent
43*5	Enable	Off – On
43*6	Failclass	Alarm (1) – Trip MB (6)
43*7	High Alarm	Off – On

* = 8, 9

41*0 V DC 102.*

41*1	Setpoint	0.0V DC – 40.0V DC
41*2	Delay	0.0 s – 600.0 s
41*3	Output A	Not Used – Option dependent
41*4	Output B	Not Used – Option dependent
41*5	Enable	Off – On
41*6	Failclass	Alarm (1) – Trip MB (6)
41*7	High Alarm	Off – On

* = 4, 5

42*0 V DC 105.*

42*1	Setpoint	0.0V DC – 40.0V DC
42*2	Delay	0.0 s – 600.0 s
42*3	Output A	Not Used – Option dependent
42*4	Output B	Not Used – Option dependent
42*5	Enable	Off – On
42*6	Failclass	Alarm (1) – Trip MB (6)
42*7	High Alarm	Off – On

* = 7, 8

44*0 V DC 108.*

44*1	Setpoint	0.0V DC – 40.0V DC
44*2	Delay	0.0 s – 600.0 s
44*3	Output A	Not Used – Option dependent
44*4	Output B	Not Used – Option dependent
44*5	Enable	Off – On
44*6	Failclass	Alarm (1) – Trip MB (6)
44*7	High Alarm	Off – On

* = 0, 1

41*0 PT 102.*

41*1	Setpoint	-49.0°C – 482.0°C
41*2	Delay	0.0 s – 999.0 s
41*3	Output A	Not Used – Option dependent
41*4	Output B	Not Used – Option dependent
41*5	Enable	Off – On
41*6	Failclass	Alarm (1) – Trip MB (6)
41*7	High Alarm	Off – On

* = 6, 7

4**0 PT 105.*

4**1	Setpoint	-40.0°C – 250.0°C
4**2	Delay	0.0 s – 600.0 s
4**3	Output A	Not Used – Option dependent
4**4	Output B	Not Used – Option dependent
4**5	Enable	Off – On
4**6	Failclass	Alarm (1) – Trip MB (6)
4**7	High Alarm	Off – On

** = 29, 30

44*0 PT 108.*

44*1	Setpoint	-40.0°C – 250.0°C
44*2	Delay	0.0 s – 600.0 s
44*3	Output A	Not Used – Option dependent
44*4	Output B	Not Used – Option dependent
44*5	Enable	Off – On
44*6	Failclass	Alarm (1) – Trip MB (6)
44*7	High Alarm	Off – On

* = 2, 3

41*0 VDO oil 102.*

41*1	Setpoint	0.0 bar – 10.0 bar
41*2	Delay	0.0 s – 600.0 s
41*3	Output A	Not Used – Option dependent
41*4	Output B	Not Used – Option dependent
41*5	Enable	Off – On
41*6	Failclass	Alarm (1) – Trip MB (6)
41*7	High Alarm	Off – On

* = 8, 9

43*0 VDO oil 105.*

43*1	Setpoint	0.0 bar – 10.0 bar
43*2	Delay	0.0 s – 600.0 s
43*3	Output A	Not Used – Option dependent
43*4	Output B	Not Used – Option dependent
43*5	Enable	Off – On
43*6	Failclass	Alarm (1) – Trip MB (6)
43*7	High Alarm	Off – On

* = 1, 2

44*0 VDO oil 108.*

44*1	Setpoint	0.0 bar – 10.0 bar
44*2	Delay	0.0 s – 600.0 s
44*3	Output A	Not Used – Option dependent
44*4	Output B	Not Used – Option dependent
44*5	Enable	Off – On
44*6	Failclass	Alarm (1) – Trip MB (6)
44*7	High Alarm	Off – On

* = 4, 5

42*0 VDO water 102.*

41*1	Setpoint	40.0°C – 150.0°C
41*2	Delay	0.0 s – 999.0 s
41*3	Output A	Not Used – Option dependent
41*4	Output B	Not Used – Option dependent
41*5	Enable	Off – On
41*6	Failclass	Alarm (1) – Trip MB (6)
41*7	High Alarm	Off – On

* = 0, 1

43*0 VDO water 105.*

43*1	Setpoint	40.0°C – 150.0°C
43*2	Delay	0.0 s – 600.0 s
43*3	Output A	Not Used – Option dependent
43*4	Output B	Not Used – Option dependent
43*5	Enable	Off – On
43*6	Failclass	Alarm (1) – Trip MB (6)
43*7	High Alarm	Off – On

* = 3, 4

44*0 VDO water 108.*

44*1	Setpoint	40.0°C – 150.0°C
44*2	Delay	0.0 s – 600.0 s
44*3	Output A	Not Used – Option dependent
44*4	Output B	Not Used – Option dependent
44*5	Enable	Off – On
44*6	Failclass	Alarm (1) – Trip MB (6)
44*7	High Alarm	Off – On

* = 6, 7

42*0 VDO fuel 102.*

42*1	Setpoint	0.0% – 100.0%
42*2	Delay	0.0 s – 999.0 s
42*3	Output A	Not Used – Option dependent
42*4	Output B	Not Used – Option dependent
42*5	Enable	Off – On
42*6	Failclass	Alarm (1) – Trip MB (6)
42*7	High Alarm	Off – On

* = 2, 3

43*0 VDO fuel 105.*

43*1	Setpoint	0.0% – 100.0%
43*2	Delay	0.0 s – 600.0 s
43*3	Output A	Not Used – Option dependent
43*4	Output B	Not Used – Option dependent
43*5	Enable	Off – On
43*6	Failclass	Alarm (1) – Trip MB (6)
43*7	High Alarm	Off – On

* = 5, 6

44*0 VDO fuel 108.*

44*1	Setpoint	0.0% – 100.0%
44*2	Delay	0.0 s – 600.0 s
44*3	Output A	Not Used – Option dependent
44*4	Output B	Not Used – Option dependent
44*5	Enable	Off – On
44*6	Failclass	Alarm (1) – Trip MB (6)
44*7	High Alarm	Off – On

* = 8, 9

4240 W. fail 102

4241	Output A	<i>Not Used – Option dependent</i>
4242	Output B	<i>Not Used – Option dependent</i>
4243	Enable	<i>Off – On</i>
4244	Failclass	<i>Alarm (1) – Trip MB (6)</i>

4370 W. fail 105

4371	Output A	<i>Not Used – Option dependent</i>
4372	Output B	<i>Not Used – Option dependent</i>
4373	Enable	<i>Off – On</i>
4374	Failclass	<i>Alarm (1) – Trip MB (6)</i>

4500 W. fail 108

4501	Output A	<i>Not Used – Option dependent</i>
4502	Output B	<i>Not Used – Option dependent</i>
4503	Enable	<i>Off – On</i>
4504	Failclass	<i>Alarm (1) – Trip MB (6)</i>

4520 Overspeed 2

4521	Setpoint	<i>100.0% – 150.0%</i>
4522	Delay	<i>0.1 s – 100.0 s</i>
4523	Output A	<i>Not Used – Option dependent</i>
4524	Output B	<i>Not Used – Option dependent</i>
4525	Enable	<i>Off – On</i>
4526	Failclass	<i>Alarm (1) – Trip MB (6)</i>

4530 Crank failure

4531	Setpoint	<i>0 rpm – 4000 rpm</i>
4532	Delay	<i>0.0 s – 20.0 s</i>
4533	Output A	<i>Not Used – Option dependent</i>
4534	Output B	<i>Not Used – Option dependent</i>

4540 Run feedb. fail

4541	Delay	<i>0.0 s – 20.0 s</i>
4542	Output A	<i>Not Used – Option dependent</i>
4543	Output B	<i>Not Used – Option dependent</i>
4544	Enable	<i>Off – On</i>
4545	Failclass	<i>Alarm (1) – Trip MB (6)</i>

4550 MPU wirebreak

4551	Output A	<i>Not Used – Option dependent</i>
4552	Output B	<i>Not Used – Option dependent</i>
4553	Enable	<i>Off – On</i>
4554	Failclass	<i>Alarm (1) – Trip MB (6)</i>

4960 U< aux. term. 1

4961	Setpoint	<i>8.0 V – 32.0 V</i>
4962	Delay	<i>0.0 s – 999.0 s</i>
4963	Output A	<i>Not Used – Option dependent</i>
4964	Output B	<i>Not Used – Option dependent</i>
4965	Enable	<i>Off – On</i>
4966	Failclass	<i>Alarm (1) – Trip MB (6)</i>

4970 U> aux. term. 1

4971	Setpoint	<i>12.0 V – 36.0 V</i>
4972	Delay	<i>0.0 s – 999.0 s</i>
4973	Output A	<i>Not Used – Option dependent</i>
4974	Output B	<i>Not Used – Option dependent</i>
4975	Enable	<i>Off – On</i>
4976	Failclass	<i>Alarm (1) – Trip MB (6)</i>

4980 U< aux. term.98

4981	Setpoint	<i>8.0 V – 32.0 V</i>
4982	Delay	<i>0.0 s – 999.0 s</i>
4983	Output A	<i>Not Used – Option dependent</i>
4984	Output B	<i>Not Used – Option dependent</i>
4985	Enable	<i>Off – On</i>
4986	Failclass	<i>Alarm (1) – Trip MB (6)</i>

4990 U> aux. term.98

4991	Setpoint	<i>12.0 V – 36.0 V</i>
4992	Delay	<i>0.0 s – 999.0 s</i>
4993	Output A	<i>Not Used – Option dependent</i>
4994	Output B	<i>Not Used – Option dependent</i>
4995	Enable	<i>Off – On</i>
4996	Failclass	<i>Alarm (1) – Trip MB (6)</i>

Output setup

5**0 Relay **

5**1	Function	<i>Alarm – Limit – Horn</i>
5**2	Off Delay	<i>0.0 s – 999.9 s</i>

** = 00, 01, 02, 03, 04, 05, 06, 11, 12, 13, 14

System setup: overview of parameters

General setup

6000	Nom. settings	
	6001	Frequency 48.0Hz – 62.0Hz
	6002	Power 10kW – 20000kW
	6003	Current 0A – 9000A
	6004	Voltage 100V – 25000V
6010	Nom. settings 2	
	6011	Frequency 48.0Hz – 62.0Hz
	6012	Power 10kW – 20000kW
	6013	Current 0A – 9000A
	6014	Voltage 100V – 25000V
60*0	Nom. settings *	
	60*1	Frequency 48.0Hz – 62.0Hz
	60*2	Power 10kW – 20000kW
	60*3	Current 0A – 9000A
	60*4	Voltage 100V – 25000V
6050	BB settings p	
	6051	U Primary 100V – 25000V
	6052	U Secondary 100V – 690V
6070	Gen-set mode	
	6071	Type Island
6080	Language	
	6081	Type English Qc
6130	Alarm horn	
	6131	Delay 0.0 s – 990.0 s
6160	Run status	
	6161	Delay 0.0 s – 300.0 s
	6162	Output A Not Used – Option dependent
	6163	Output B Not Used – Option dependent
	6164	Enable Off – On
	6165	Failclass Alarm (1) – Trip MB (6)
6170	Running detect.	
	6171	Number of Teeth 0 teeth – 500 teeth
	6172	Run. detect type Binary input MPU input Frequency Engine communication
	6173	Run. detection 0 rpm – 4000 rpm
	6174	Remove starter 1 rpm – 2000 rpm
6180	Starter	
	6181	Start prepare 0.0 s – 600.0 s
	6182	Ext. start prepare 0.0 s – 600.0 s
	6183	Start ON time 1.0 s – 30.0 s
	6184	Start OFF time 1.0 s – 99.0 s
6190	Start attempts	
	619 1	Setpoint 1 – 10
6210	Stop	
	6211	Cooldown 0.0 s – 990.0 s
	6212	Ext. stop time 1.0 s – 99.0 s
6220	Hz/V OK	
	6221	Timer 1.0 s – 99.0 s
6230	GB control	
	6231	GB Close Delay 0.0 s – 30.0 s
	6232	GB Load Time 0.0 s – 30.0 s
6260	Power derate	
	6261	Input Multi input 102 Multi input 105 Multi input 108 M-logic EIC
	6262	Start Derate @ 0 – 20000
	6263	Derate Slope 0.1%/U – 100.0%/U
	6264	Enable Off – On
	6265	Derate Limit 0.0% – 100.0%
6280	Int. comm. fail	
	6281	Output A Not Used – Option dependent
	6282	Output B Not Used – Option dependent
	6283	Enable Off – On
	6284	Failclass Alarm (1) – Trip MB (6)
6320	Engine heater	
	6321	Setpoint 20.0°C – 250.0°C
	6322	Output A Not Used – Option dependent
	6323	Input Type MI 102 MI 105 MI 108 EIC
	6324	Hysteresis 1.0°C – 70.0°C
6325	Enable Off – On	
6330	Engine heater 1	
	6331	Setpoint 10.0°C – 250.0°C
	6332	Delay 1.0 s – 300.0 s
	6333	Output A Not Used – Option dependent
	6334	Output B Not Used – Option dependent
	6335	Enable Off – On
6336	Failclass Alarm (1) – Trip MB (6)	
6380	Load share output	
	6381	Setpoint 1V – 5V
6390	Load share type	
	6391	Type Adjustable – Selco T4800
6400	Master clock	
	6401	Start Hour 0h – 23h
	6402	Stop Hour 0h – 23h
	6403	Difference 1.0 s – 999.0 s
	6404	Set point 0.1Hz – 1.0Hz
	6405	Enable Off – On

6410 Battery test			
6411	Setpoint	8.0V DC – 32.0V DC	
6412	Delay	0.1 s – 300.0 s	
6413	Type	Power supply MI 102 MI 105 MI 108	
6414	Output A	Not Used – Option dependent	
6415	Enable	Off – On	
6416	Failclass	Alarm (1) – Trip MB (6)	

6420 Auto batt. test			
6421	Enable	Off – On	
6422	Day	Monday (1) – Sunday (7)	
6423	Hours	0h – 23h	
6424	Weeks	1 – 52	
6425	Relay	Start Relay – Option dependent	

6460 Max. ventilation			
6461	Setpoint	20.0°C – 250.0°C	
6462	Output A	Not Used – Option dependent	
6463	Hysteresis	1.0°C – 70.0°C	
6464	Enable	Off – On	

64*0 Max. vent. *			
64*1	Setpoint	20.0°C – 250.0°C	
64*2	Delay	0.0 s – 60.0 s	
64*3	Output A	Not Used – Option dependent	
64*4	Output B	Not Used – Option dependent	
64*5	Enable	Off – On	
64*6	Failclass	Alarm (1) – Trip MB (6)	

* = 7, 8

6490 Sum/Win time			
6491	Enable	Off – On	

6500 Blk. swbd error			
6501	Delay	0.0 s – 999.0 s	
6502	Parallel	Off – On	
6503	Output A	Not Used – Option dependent	
6504	Output B	Not Used – Option dependent	
6505	Enable	Off – On	
6506	Failclass	Alarm (1) – Trip MB (6)	

6510 Stp. swbd error			
6511	Delay	0.0 s – 999.0 s	
6512	Output A	Not Used – Option dependent	
6513	Output B	Not Used – Option dependent	
6514	Enable	Off – On	
6515	Failclass	Alarm (1) – Trip MB (6)	

6540 Not in auto			
6541	Delay	10.0 s – 900.0 s	
6542	Output A	Not Used – Option dependent	
6543	Output B	Not Used – Option dependent	
6544	Enable	Off – On	
6545	Failclass	Alarm (1) – Trip MB (6)	

6550 Fuel pump logic			
6551	Setpoint 1	0.0% – 100.0%	
6552	Setpoint 2	0.0% – 100.0%	
6553	Fill Check Delay	0.1 s – 300.0 s	
6554	Output A	Not Used – Option dependent	
6555	Measuring Input	MI 102 MI 105 MI 108	
6556	Failclass	Alarm (1) – Trip MB (6)	

66*0 Start/Stop Cmd *			
66*1	Enable	Off – On	
66*2	Type	Stop – Start	
66*3	Day	Monday (1) – Mo-Tu-We-Th-Fr-Sa-Su (11)	
66*4	Hour	0h – 23h	
66*5	Minute	0' – 59'	

* = 0, 1, 2, 3, 4, 5, 6, 7

Mains setup

7000 Mains power

7001	Day setting	-20000kW – 20000kW
7002	Night setting	-20000kW – 20000kW
7003	Transducer range max.	0 – 20000kW
7004	Transducer range min.	-20000kW – 0kW

7010 Daytime period

7011	Start Hour	0h – 23h
7012	Start Minute	0' – 59'
7013	Stop Hour	0h – 23h
7014	Stop Minute	0' – 59'

7020 Start generator

7021	Setpoint	5.0% – 100.0%
7022	Timer	0.0 s – 990.0 s
7023	Minimum load	0.0% – 100.0%

7030 Stop generator

7031	Setpoint	0.0% – 80.0%
7032	Timer	0.0 s – 990.0 s

7040 Test

7041	Setpoint	1.0% – 100.0%
7042	Timer	0.5 s – 999.0 s
7043	Return mode	Semi-Auto – Auto
7044	Type	Simple Load Full

7050 Fixed power test

7051	Power	0.0% – 100.0%
7052	Power Factor	0.6 – 1.0

7060 U mains failure

7061	Fail Delay	1.0 s – 990.0 s
7062	Mains OK Delay	10.0 s – 9900.0 s
7063	U<	80.0% – 100.0%
7064	U>	100.0% – 120.0%
7065	Mains Fail Control	Start eng. + Open MB – Start eng.

7070 f mains failure

7071	Fail Delay	1.0 s – 990.0 s
7072	Mains OK Delay	10.0 s – 9900.0 s
7073	f<	80.0% – 100.0%
7074	f>	100.0% – 120.0%

7080 MB control

7081	Mode shift	Off – On
7082	MB close delay	0.0 s – 30.0 s
7083	Backsync	Off – On
7084	Sync to mains	Off – On
7085	Breaker type	MB – No breaker
7086	MB load time	0.0 s – 30.0 s

Communication setup

7510 Ext. comm.

7511	ID	1 – 247
7512	Speed	9600Baud – 19200Baud
7513	Mode	RTU – ASCII

7520 Ext. comm. error

7521	Timer	1.0 s – 100.0 s
7522	Output A	Not Used – Option dependent
7523	Output B	Not Used – Option dependent
7524	Enable	Off – On
7525	Failclass	Alarm (1) – Trip MB (6)

7530 Int. comm.

7531	ID	1 – 16
7532	Fail mode	Manual Semi-auto No mode change
7533	FC missing all units	Alarm (1) – Trip MB (6)
7534	FC fatal Can error	Alarm (1) – Trip MB (6)
7535	FC any DG missing	Alarm (1) – Trip MB (6)
7536	FC any mains missing	Alarm (1) – Trip MB (6)

7570 El comm. error

7571	Timer	0.0 s – 100.0 s
7572	Output A	Not Used – Option dependent
7573	Output B	Not Used – Option dependent
7574	Enable	Off – On
7575	Failclass	Warning (2) – Trip MB (6)

7580 EIC warning

7581	Timer	0.0 s – 100.0 s
7582	Output A	Not Used – Option dependent
7583	Output B	Not Used – Option dependent
7584	Enable	Off – On
7585	Failclass	Warning (2) – Trip MB (6)

7590 EIC shutdown

7591	Timer	0.0 s – 100.0 s
7592	Output A	Not Used – Option dependent
7593	Output B	Not Used – Option dependent
7594	Enable	Off – On
7595	Failclass	Warning (2) – Trip MB (6)

7600 EIC overspeed

7601	Setpoint	0 rpm – 2000 rpm
7602	Timer	0.0 s – 100.0 s
7603	Output A	Not Used – Option dependent
7604	Output B	Not Used – Option dependent
7605	Enable	Off – On
7606	Failclass	Alarm (1) – Trip MB (6)

7610 EIC coolant T1

7611	Setpoint	-40.0°C – 210.0°C
7612	Timer	0.0 s – 100.0 s
7613	Output A	Not Used – Option dependent
7614	Output B	Not Used – Option dependent
7615	Enable	Off – On
7616	Failclass	Alarm (1) – Trip MB (6)

7620 EIC coolant T2

7621	Setpoint	-40.0°C – 210.0°C
7622	Timer	0.0 s – 100.0 s
7623	Output A	Not Used – Option dependent
7624	Output B	Not Used – Option dependent
7625	Enable	Off – On
7626	Failclass	Alarm (1) – Trip MB (6)

7630 EIC oil press. 1

7631	Setpoint	0bar – 10bar
7632	Timer	0.0 s – 100.0 s
7633	Output A	Not Used – Option dependent
7634	Output B	Not Used – Option dependent
7635	Enable	Off – On
7636	Failclass	Alarm (1) – Trip MB (6)

7640 EIC oil press. 2

7641	Setpoint	0bar – 10bar
7642	Timer	0.0 s – 100.0 s
7643	Output A	Not Used – Option dependent
7644	Output B	Not Used – Option dependent
7645	Enable	Off – On
7646	Failclass	Alarm (1) – Trip MB (6)

Power management setup: overview of parameters

8000 Load dep. start

8001	Setpoint	0kW – 20000 kW
8002	Timer	0.0 s – 90.0 s
8003	Minimum load	0kW – 20000 kW

8010 Load dep. stop

8011	Setpoint	0kW – 20000 kW
8012	Timer	5.0 s – 990.0

8020 PMS config.

8021	DG's available	1 – 16
8022	Mains available	No mains Single mains Multiple mains
8023	PMS active	Off – On
8024	Start/Stop	Remote Local Timer
8025	Command Unit	Off – On

8030 Priority select

8031	Priority	Manual Running hours Fuel optimisation
8032	Multistart set 1	1 – 16
8033	Min. running set 1	1 – 16
8034	Multistar config.	Off – On
8035	Multistart set 2	1 – 16
8036	Min. running set 2	1 – 16

80*0 Number of IDs

80*1	ID1	Off – On
80*2	ID2	Off – On
80*3	ID3	Off – On
80*4	ID4	Off – On
80*5	ID5	Off – On
80*6	ID6	Off – On

* = 4, 5, 6, 7

80**0 Priority

8**1	P1	1 – 16
8**2	P2	1 – 16
8**3	P3	1 – 16
8**4	P4	1 – 16
8**5	P5	1 – 16
8**6	Tx	Off – On

* = 08, 09, 10

8110 Running hours

8111	Priority adjustment	1h – 20000h
8112	Type	Absolute run hours – Relative run hours
8113	Reset relative counter	Off – On

8120 Ground relay

8121	Output A	Not Used – Option dependent
8122	Output B	Not Used – Option dependent
8123	Enable	Off – On

8140 Stop non-con. DG

8141	Timer	10 s – 600.0 s
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8170 Fuel optimize

8171	Setpoint	30.0% – 100.0%
8172	Swap setp.	50kW – 20000 kW
8173	Timer	0.0 s – 999.0 s
8174	Hours	1h – 20000 h
8175	Enable	Off – On

82*0 Avail. power*

82*1	Setpoint	10kW – 20000 kW
82*2	Timer	1.0 s – 999.9 s
82*3	Output A	Not Used – Option dependent
82*4	Output B	Not Used – Option dependent
82*5	Enable	Off – On

* = 2, 3, 4, 5, 6

Note: Possible failclasses: Alarm (1) - Warning (2) - Trip GB (3) - Trip & Stop (4) - Shutdown (5) - Trip MB (6)

Passwords

Changing different parameters requires different password levels. Some parameters cannot be changed by the end-customer because of safety reasons.

There are 4 different password levels:

- No password
- User password (default setting 2003)
- Service password
- Master password

Once the password has been entered, the user can change all the accessible set points.

The user can change the User password (go with JUMP button to channel 9116).

Fail Classes

All the activated alarms of the module are configured with a fail class. The fail class defines the category of the alarm and the subsequent action.

6 different fail classes can be used:

Engine running:

- **Alarm:** Alarm Horn Relay, Alarm Display.
- **Warning:** Alarm Horn Relay, Alarm Display.
- **Trip of GB:** Alarm Horn Relay, Alarm Display, GB Trip.
- **Trip & Stop:** Alarm Horn Relay, Alarm Display, (Deload), GB Trip, Gen-Set cooling down, Gen-Set stop.
- **Shutdown:** Alarm Horn Relay, Alarm Display, GB Trip, Gen-Set stop.
- **Trip of MB:** Alarm Horn Relay, Alarm Display, MB Trip.

Engine stopped:

- **Alarm:** Block engine start.
- **Warning:** -
- **Trip of GB:** Block engine start, Block GB sequence.
- **Trip & Stop:** Block engine start, Block GB sequence.
- **Shutdown:** Block engine start, Block GB sequence.
- **Trip of MB:** Block MB sequence.

All alarms can be disabled or enabled as following:

- **OFF:** disabled alarm, inactive supervision.
- **ON:** enabled alarm.

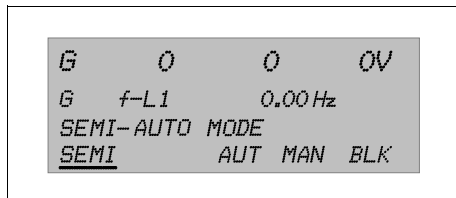
Languages

English is the default language ex-factory.

Standard modes

The unit has four different running modes and one block mode. The required mode can be selected via the MODE pushbutton. Repeat pushing the button until the required mode appears on the display, then press SEL to select or BACK to cancel.

This screen appears when pressing the MODE pushbutton.



Auto mode

In this mode the Qc4002™ controls the gen-set and the circuit breakers (generator breaker GB and mains breaker MB) automatically according to the operational state.

Semi-Auto mode

In semi-auto mode the operator has to initiate all sequences. This can be done via the pushbutton functions, modbus commands or digital inputs. When started in semi-automatic mode, the gen-set will run at nominal values.

Test mode

Enables the user to test the generator on a regular basis. The generator will follow a predefined sequence of actions.

In this mode it is possible to perform the following tests:

- Simple test
- Load test
- Full test

Manual mode

When manual mode is selected, the gen-set can be controlled with digital inputs.



MAN mode cannot be selected, when AUTO mode is selected. To go from AUTO to MAN it is necessary to go to SEMI-AUTO to make MAN available.

Block mode

When the block mode is selected, the unit is locked for certain actions. This means that it cannot start the gen-set or perform any breaker operations.

To change the running mode from the display, the user will be asked for a password before the change can be made. It is not possible to select 'block mode' when running feedback is present.

The purpose of the block mode is to make sure that the gen-set does not start for instance during maintenance work. If the digital inputs are used to change the mode, then it is important to know that the input configured to block mode is a constant signal. So, when it is ON the unit is in a blocked state, and when it is OFF, it returns to the mode it was in before block mode was selected.

Diagnostics menu

This diagnostics menu can be entered via channel 6700. This menu is used for engine diagnostics situations.

If diagnostics is selected in this menu, the fuel solenoid relay output will be de-energized for 30 seconds (to make sure that the unit is completely stopped), and then gets energized again. Then engine diagnostics can take place.

To leave this status, disable diagnostics in channel 6700, or press stop, or start the machine (not during the first 30 s).



It's only possible to start the generator when Normal is selected.

Standard applications

In the Qc4002™ module 9 application types can be selected. A combination of each application type with the running mode results in a specific application.

Gen-set mode	Running mode				
	Auto	Semi	Test	Man	Block
Automatic Mains Failure (no back sync.)	X	(X)	X	X	X
Automatic Mains Failure (with back sync.)	X	(X)	X	X	X
Island operation	X	X		X	X
Fixed power/base load	X	X	X	X	X
Peak shaving	X	X	X	X	X
Load take over	X	X	X	X	X
Mains power export	X	X	X	X	X
Multiple gen-sets, load sharing	X	X		X	X
Multiple gen-sets, power management	X	(X)	X	X	X

Depending on the application the user has to connect extra wirings to terminal blocks X25. These terminal blocks can be found inside the control box on a DIN-rail. We refer to the circuit diagram 9822 0986 07/00 for the correct connections.

Island operation

This application is possible in combination with SEMI-AUTO mode or AUTO mode. The internal real time clock timer can only be used in AUTO

This operation type is selected for installations with one or more generators, but always without the Mains (= stand-alone). In practice up to 16 generators can be installed in parallel.

Installation wirings

- Terminals X25.10/X25.11 have to be linked. The module always needs a feedback signal from the Mains Breaker MB. In Island mode there is no MB in the system. In this case the MB opened signal is simulated with this link.
- The busbar sensing lines have to be wired to the corresponding control module inputs. Place bridge between:
 - X25.33 (L1) => X25.3
 - X25.34 (L2) => X25.4
 - X25.35 (L3) => X25.5
 - X25.36 (N) => X25.6(The busbar = power cables between GB and load)
- For Remote Start operation:
 - wire the RS switch between X25.9 & X25.10.
- For Paralleling applications with other generators:
 - See “. Paralleling” to set up generator for paralleling.

Automatic Mains Failure (AMF) operation

This application is only possible in combination with the AUTO mode. If the SEMI-AUTO mode is selected the AMF operation will NOT function!

The unit automatically starts the gen-set and switches to generator supply at a mains failure after an adjustable delay time.

- AMF no back synchronisation:

When the mains returns, the unit will switch back to mains supply and cool down and stop the gen-set. The switching back to mains supply is done without back synchronisation when the adjusted ‘Mains OK delay’ has expired.

- AMF with back synchronisation:

When the mains returns, the unit will synchronise the mains breaker to the busbar when the ‘Mains OK delay’ has expired. Then the gen-set cools down and stops.

Installation wirings

- The link between X25.10/X25.11 has to be removed.
- Mains breaker feedback lines have to be wired to X25.10/X25.11/X25.12.

- Mains breaker control lines have to be wired to X25.13/X25.14/X25.15/X25.16. These terminals are voltage free contacts. The power for the MB has to be supplied by the customer (24 Vdc/ 230 Vac) (max. contact rating K11, K12 = 250 V/ 16 A).
- The Mains sensing lines L1/L2/L3/N have to be wired to terminals X25.3/X25.4/X25.5/X25.6.
- Make sure the connections between X25.33 & X25.3; X25.34 & X25.4; X25.35 & X25.5; X25.36 & X25.6 are removed.
- If back synchronisation is enabled, all settings for paralleling set up (see “. Paralleling”) must be verified also.

Peak Shaving (PS) operation

This application is normally used in combination with the AUTO mode. Installation with the Mains.

The generator will start up when the mains imported power (measured through an optional Power Transducer = PT) exceeds a defined level. The generator will synchronise with the bus, and will take load until the defined allowable mains imported power level is reached.

When the mains imported power decreases below the defined mains imported power level for a defined time, the generator will unload and disconnect from the bus. Then the generator will go into cool down.

Installation wirings

- The link between X25.10/X25.11 has to be removed.
- Mains breaker feedback lines have to be wired to X25.10/X25.11/X25.12.
- Mains breaker control lines have to be wired to X25.13/X25.14/X25.15/X25.16. These terminals are voltage free contacts. The power for the MB has to be supplied by the customer (24 Vdc/ 230 Vac) (max. contact rating K11, K12 = 250 V/ 16 A).
- The Mains sensing lines L1/L2/L3/N have to be wired to terminals X25.3/X25.4/X25.5/X25.6.
- Make sure the connections between X25.33 & X25.3; X25.34 & X25.4; X25.35 & X25.5; X25.36 & X25.6 are removed.
- Power Transducer lines have to be wired to X25.21 (input) and X25.22 (GND).
- Verify all settings for paralleling set up (see “. Paralleling”).

Fixed Power (FP) operation

This application is possible in combination with SEMI-AUTO mode or AUTO mode. Normally it is used in combination with SEMI-AUTO mode in installations with the Mains. The internal real time clock timer can only be used in AUTO mode.

The generator will deliver a defined fixed power to the load or to the Mains.

Installation wirings

- The link between X25.10/X25.11 has to be removed.
- Mains breaker feedback lines have to be wired to X25.10/X25.11/X25.12.
- Mains breaker control lines have to be wired to X25.13/X25.14/X25.15/X25.16. These terminals are voltage free contacts. The power for the MB has to be supplied by the customer (24 Vdc/ 230 Vac) (max. contact rating K11, K12 = 250 V/ 16 A).
- The Mains sensing lines L1/L2/L3/N have to be wired to terminals X25.3/X25.4/X25.5/X25.6.
- Make sure the connections between X25.33 & X25.3; X25.34 & X25.4; X25.35 & X25.5; X25.36 & X25.6 are removed.
- Verify all settings for paralleling set up (see “Paralleling”).

Load Take Over (LTO) operation

This application is normally used in combination with SEMI-AUTO mode or AUTO mode in installations with the Mains.

The purpose of the load take over mode is to transfer the load imported from the mains to the gen-set for operation on generator supply only.

The generator will start-up, synchronise and take over the load from the Mains gradually, before opening the Mains Breaker. To know if the load is completely taken over from the mains, an optional Power Transducer is necessary.

Installation wirings

- The link between X25.10 & X25.11 has to be removed.
- Mains breaker feedback lines have to be wired to X25.10/X25.11/X25.12.
- Mains breaker control lines have to be wired to X25.13/X25.14/X25.15/X25.16. These terminals are voltage free contacts. The power for the MB has to be supplied by the customer (24 Vdc/ 230 Vac) (max. contact rating K11, K12 = 250 V/ 16 A).
- The Mains sensing lines L1/L2/L3/N have to be wired to terminals X25.3/X25.4/X25.5/X25.6.

- Make sure the connections between X25.33 & X25.3; X25.34 & X25.4; X25.35 & X25.5; X25.36 & X25.6 are removed.
- Power Transducer lines have to be wired to X25.21 (input) and X25.22 (GND).
- Verify all settings for paralleling set up (see “Paralleling”).

Mains power export (MPE) operation

This application is possible in combination with SEMI-AUTO mode or AUTO mode. The internal real time clock timer can only be used in AUTO mode. Installation is with the Mains.

The mains power export mode can be used to maintain a constant level of power through the mains breaker. The power can be exported to the mains or imported from the mains, but always at a constant level.

Installation wirings

- The link between X25.10 & X25.11 has to be removed.
- Mains breaker feedback lines have to be wired to X25.10/X25.11/X25.12.
- Mains breaker control lines have to be wired to X25.13/X25.14/X25.15/X25.16. These terminals are voltage free contacts. The power for the MB has to be supplied by the customer (24 Vdc/ 230 Vac) (max. contact rating K11, K12 = 250 V/ 16 A).

- The Mains sensing lines L1/L2/L3/N have to be wired to terminals X25.3/X25.4/X25.5/X25.6.
- Make sure the connections between X25.33 & X25.3; X25.34 & X25.4; X25.35 & X25.5; X25.36 & X25.6 are removed.
- Power Transducer lines have to be wired to X25.21 (input) and X25.22 (GND).
- Verify all settings for paralleling set up (see “. Paralleling”).

Multiple gen-sets with load sharing

In this application the units are enabled to share the active and reactive load equally in percentage of the nominal power. The load sharing is active when each gen-set is running in island mode and the generator breaker is closed.

Multiple gen-sets with power management (PMS)

PMS (= Power Management System) is a system that will automatically start & stop generators based on the actual load dependency. This will be done through a PMS communication between the different units connected.

PMS applications are always in combination with AUTO mode. If the SEMI-AUTO mode is selected, the PMS operation will NOT function! The Qc4002™ controllers from the gensets need to be programmed as PMS in AUTO mode. When a Qc Mains controller is installed this needs to be programmed in the application that is required (AMF, LTO, FP, MPE) and AUTO mode.



By programming the parameters in AUTO mode, the generator can start up immediately. It is recommended to place the generator in SEMI-AUTO mode while programming all the PMS parameters !

Installations are possible with stand-alone generators or with the Mains (extra Qc4002™ Mains is then needed). A number of Qc4002™ units are being used in the power management application, i.e. one for each mains breaker (Qc4002™ mains controller), if installed, and one for each generator (Qc4002™ genset controller). All units communicate by means of an internal CANbus connection.

In an application with PMS it is important to program correctly the Start & Stop signals between the different generators because of the following reasons:

- The maximum load step needs to be programmed in the Qc4002™ controllers. This never may exceeds the power reserve of the running generators. Otherwise the gensets will go in overload with a sudden max. load increase before the next generator is started up and connected to the busbar.
- To prevent the gensets to run in a start - stop loop.

The start signal is the value of the maximum required load step.

The stop signal is the value when the generator should be stopped automatically.

Example: Installation with 3 gensets

G1 = 300 kW; G2 = 200 kW; G3 = 200 kW.

- Start signal is set at 90 kW (maximum load step < 90 kW).

Start signal if:

Total Power needed > (total available power of running gensets - set point start signal).

- Only G1 is running; at 210 kW load (300 kW - 90 kW) => G2 will be started.
- G1 & G2 are running; at 410 kW load (200 kW + 300 kW - 90 kW) => G3 will be started.
- Stop signal is set at 100 kW and priority is set as (high) G1 > G2 > G3 (low).

Stop signal if:

Total Power needed < (Total available power of running gensets - Power of generator with lowest priority - set point stop signal).

- G1 & G2 & G3 are running; at 400 kW (700 kW - 200 kW - 100 kW) => G3 will be stopped.
- G1 & G2 are running; at 200 kW (500 kW - 200 kW - 100 kW) => G2 will be stopped.

The priority on starting & stopping the generators can be chosen on priority settings or on the amount of running hours. In manual mode the start & stop sequence is determined by the chosen priority between the generators. The generator with the lowest priority will start as the latest genset and will stop as first. If running hours are chosen as priority the start & stop sequence will be defined based on the actual running hours of the different generators. The lowest running hours will get the highest priority.



When paralleling generators with PMS, it is no longer necessary to use the analogue load sharing lines. This will be done through the PMS communication lines. Use a screened CAN communication cable with a maximum total distance of 200 meters. Do not connect the cable screen to the ground! Use a 120 Ohm resistor at both end controllers of the PMS.



For more information on this option, see User Manual Qc4002™.

Paralleling

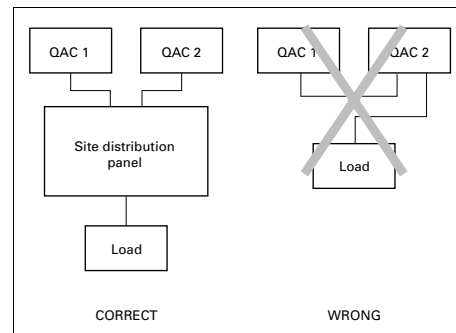
Prior to starting parallel operation of two generators, following connections need to be made:

- Connect the communication cable between the generators (sockets X30 & X31).

Each dedicated generator or SAPE has two of these connections, to enable paralleling more than two generators.

- Connect the load with the generator.

Go via the site distribution panel (to be installed by the customer) to connect the generator(s) and/or the SAPE unit(s) with the load. Always connect generator with the load, and never directly with second generator.



When paralleling, make sure to disable the Earth leakage relay by putting switch S13 into off position.

Overview of applications

Installations with only 1 generator

Application type	Mode	Comments
Island operation	SEMI-AUTO mode	= Local start
	AUTO mode	= Remote start
AMF operation	(SEMI-AUTO mode)	AMF operation will not function properly !
	AUTO mode	= Emergency start @ Mains Failure
Peak shaving	SEMI-AUTO mode	Only with Power Transducer (*)
	AUTO mode	Only with Power Transducer (*)
Fixed Power	SEMI-AUTO mode	
	AUTO mode	
Load Take Over	SEMI-AUTO mode	Only with Power Transducer (*)
	AUTO mode	Only with Power Transducer (*)
Mains Power Export	SEMI-AUTO mode	Only with Power Transducer (*)
	AUTO mode	Only with Power Transducer (*)

(*) A Power Transducer is a device that measures the actual power of the mains and which translates this into a 4...20 mA signal towards the Qc4002™ module. For details, please contact Atlas Copco.

Installations with more generators

Application type	Mode	Comments
Island operation	SEMI-AUTO mode	= Manual paralleling between generators
	AUTO mode	= Remote paralleling between generators
AMF operation	(SEMI-AUTO mode)	AMF operation will not function properly !
	AUTO mode	PMS + Qc4002™ Mains module (**)
Peak shaving	SEMI-AUTO mode	PMS + Qc4002™ Mains module (**)
	AUTO mode	PMS + Qc4002™ Mains module (**)
Fixed Power	SEMI-AUTO mode	PMS + Qc4002™ Mains module (**)
	AUTO mode	PMS + Qc4002™ Mains module (**)
Load Take Over	SEMI-AUTO mode	PMS + Qc4002™ Mains module (**)
	AUTO mode	PMS + Qc4002™ Mains module (**)
Main Power Export	SEMI-AUTO mode	PMS + Qc4002™ Mains module (**)
	AUTO mode	PMS + Qc4002™ Mains module (**)
Power Management System	(SEMI-AUTO mode)	PMS + Qc4002™ Mains module (**)
	AUTO mode	PMS + Qc4002™ Mains module (**)

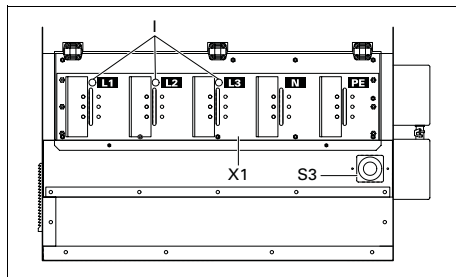
(**) The power management system (PMS) allows communication between the Qc4002™ modules over CAN-bus. It has a fully intelligent system, which will start/load/stop the generator according to the actual load and to the status of each generator. The installation can contain up to 16 Qc4002™ modules. If the Mains is included in the installation, then an extra Qc4002™ module is required. The installation can be monitored and controlled via the PMS Software Package. For details on this application, please contact Atlas Copco.



1. Each installation has to be prepared and reviewed very carefully before start-up. Wrong or incomplete wirings can damage the installation brutally !
2. Each application requires a specific combination of the following parameters:
 - Auto / Semi-auto / Test / Manual / Block mode.
 - Island / AMF / PS / FP / LTO / MPE / PMS application type (in AUTO mode PS / FP / LTO can be combined with AMF).
 - Back synchronising enabled/disabled (parameter channel 7080).Wrong parameter settings can damage the installation brutally !
3. To be able to start up in cold conditions, parameter 6181 (Start prepare) can be changed to a higher value to have some preheating. Do not put this value above 60 seconds to avoid any possible damage.
4. For more information on the Qc4002™ module and its applications, we refer to the Qc4002™ User manual. If you need more assistance, please contact Atlas Copco.

Output terminal board

The output terminal board is situated below the control and indicator panel.



I Voltage indication lights

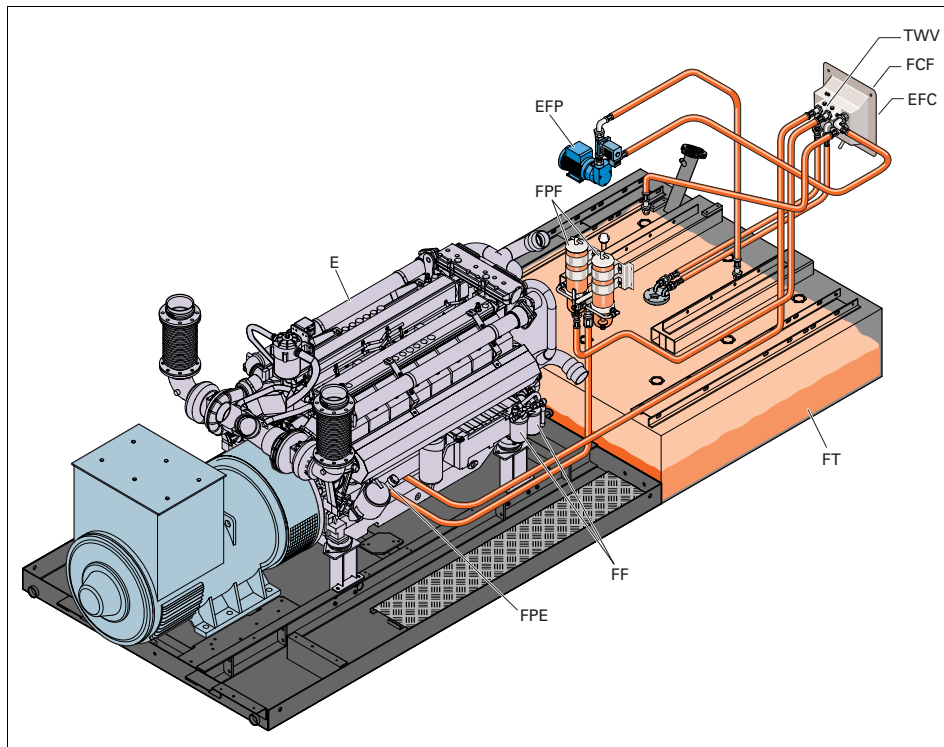
Each phase has its own lamp to indicate if there is a live voltage on the terminal.

X1 Main power supply

Terminals L1, L2, L3, N (= neutral) and PE (= earthing), hidden behind the door below the control panel.

S3 Emergency stop

Engine fuel system



E	Engine
EFC	External fuelsupply coupling
EFP	Electric fuel pump
FCF	Filler cap (fuel tank)
FF	Fuel filters
FPE	Engine fuelpump
FPF	Fuel pre-filters
FT	Fuel tank
TWV	Three way valve

*Note: The components mentioned in the description above, may differ slightly depending on the generator model.

External fueltank connection

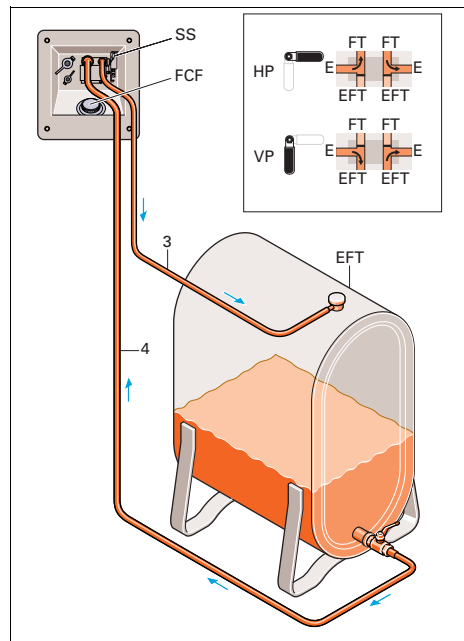
The "External fueltank connection" allows to bypass the internal fueltank and to connect an external fueltank to the unit.

Connecting the external fueltank

Connect the fuel supply line (4) as well as the fuel return (3) line to the external fuel supply couplings.

Connections to fuel lines ought to be air-tight to prevent air from entering the fuel system.

External fuel circuit



E	Engine
EFT	External fuel tank
FCF	Filler cap (fuel tank)
FT	Fuel tank
SS	Selector switch

SS Selector switch

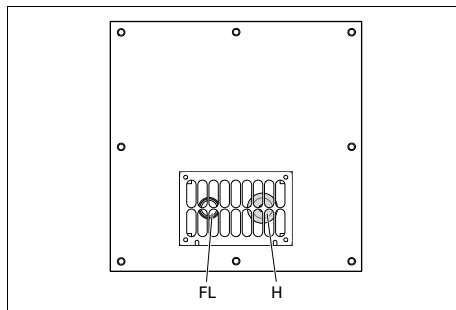
HP: Put the selector switch in horizontal position to select the internal fueltank

VP: Put the selector switch in vertical position to select the external fueltank



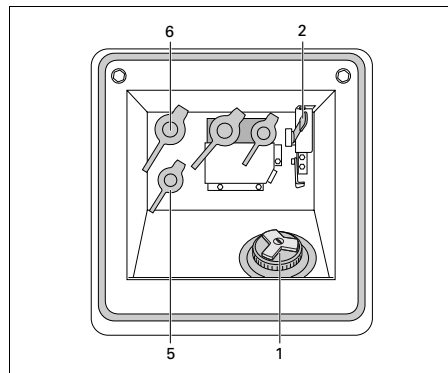
Always connect the return line to the external fuel vessel as well. This will allow the air to escape from the internal tank, and will prevent spillage when there is an overfill.

Alarm



The alarm will be activated when a problem occurs that causes either a generator breaker trip, a trip and stop or a shut down. The alarm consists of a flash light (FL) and a horn (H). The horn can be switched off by pushing switch S8 on the control panel.

Fuel fill



Fuel fill

Refill the internal fueltank by using the fuel filler cap (1).

Manual fuel fill

Use the electrical fuel pump of the unit to pump fuel from an external fueltank to the internal fueltank of the unit.

- Connect the fuel supply line (6) as well as the fuel return (5) line.

Connections to fuel lines ought to be air-tight to prevent air from entering the fuel system.

- Put the lever (2) in the upper position.
- Start the electrical fuel pump by using the manual fill switch (S9) on the control and indicator panel. The pump will stop automatically when the

internal fueltank is full. The pump runs on 230 VAC and will only work when the unit is running.

Automatic fuel fill

The option “Automatic fuel fill” allows to refill the internal fueltank automatically.

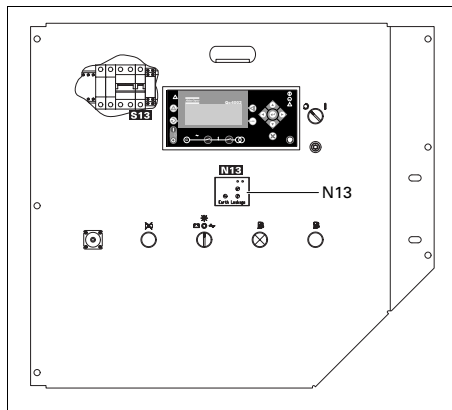
- Connect the fuel supply line (6) as well as the fuel return (5) line.

Connections to fuel lines ought to be air-tight to prevent air from entering the fuel system.

- Put the lever (2) in the upper position.
- Enable the automatic fuel fill by activating the fuel pump logic on the Qc4002™ control panel. Go to parameter 6554 and set “not used” to “relay 63” (see also Qc4002™ instructions).
- The pump runs on 230 VAC and will only work when the unit is running. The pump will start when the level is for example 20 % (default) and stop when the level is 80 %. All levels for start, stop, high and low level are programmable (see also Qc4002™ instructions). The pump will always stop when the high level is reached, also when the manual switch is used.

Earth leakage relay (ELR)

The “Earth relay” provides a detector that will trip the main circuit breaker Q1 when an earth fault current is detected.



N13.....Earth leak detector

Detects and indicates an earth fault current and activates the main circuit breaker Q1. The detection level can be set at 0.1 A fixed with instantaneous trip but can also be adjusted between 0.1 A and 1 A with time delayed (0 - 0.5 sec) trip. N13 has to be reset manually after eliminating the problem (reset button marked R). It can be overridden by means of the earth leak switch (S13, labelled IAN) but has to be tested monthly (by pushing test button T).

S13Lock-out switch for earth fault protection (N13)

This switch is located inside the cubicle and is labelled IAN.

Position O: No de-energising of the main circuit breaker Q1 when an earth fault occurs.

Position I: De-energising of the main circuit breaker Q1 when an earth fault occurs.



Position O will only be used in conjunction with an external earth fault protection unit (e.g. integrated in a distribution board).

If S13 is in position O, proper earthing is of the utmost importance for the safety of the user. Eliminating any earth fault protection can lead to serious injury or even death for anybody touching the unit or the load.

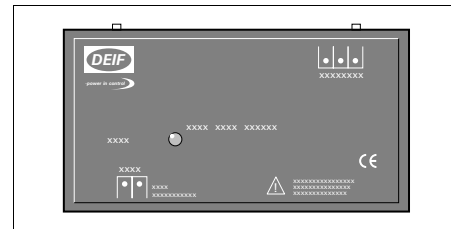
For parallel operation, it is necessary to disable the earth leakage detection. See “Paralleling” on page 42 for more detailed information.

Automatic battery charger

The “trickle charger” charges the battery completely and is disconnected once the unit starts up.

Besides the output terminals (secondary side) the automatic battery charger has a trim potentiometer for setting of the output voltage. By means of an insulated slotted screwdriver or adjusting pin the output voltage can be set in the range 23.5-27.5 V respectively 11.8-13.8 V.

The LED on the front indicates that the unit is operational.



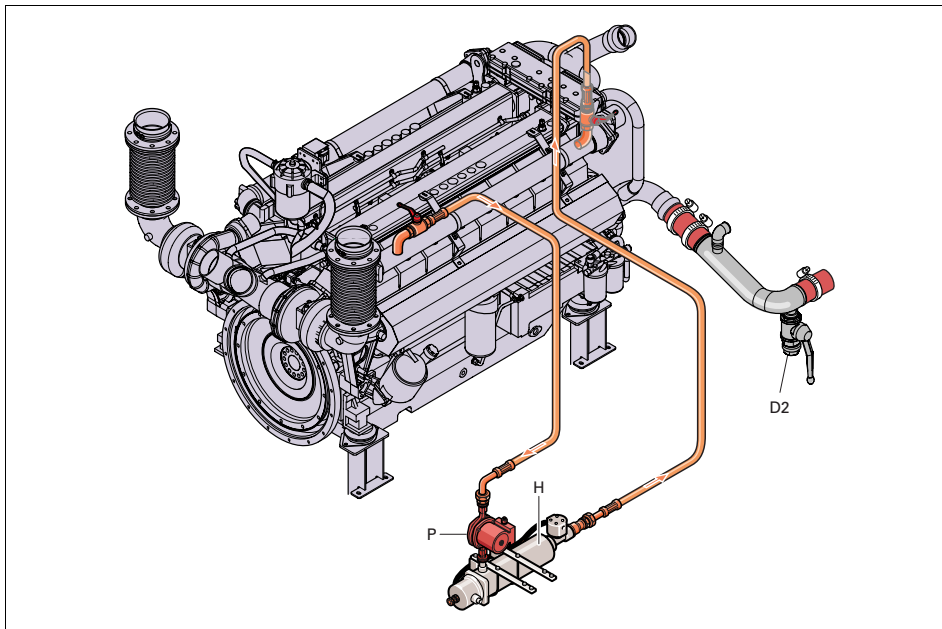
Setting:

- Lower output voltage = counterclockwise rotation
- Higher output voltage = clockwise rotation

To use the battery charger:

- Provide the terminal X37, located at the side of the output terminal board, with external power to use the battery charger.

Engine cooling water heater



D2	Drain cooler
H	Heater
P	Pump

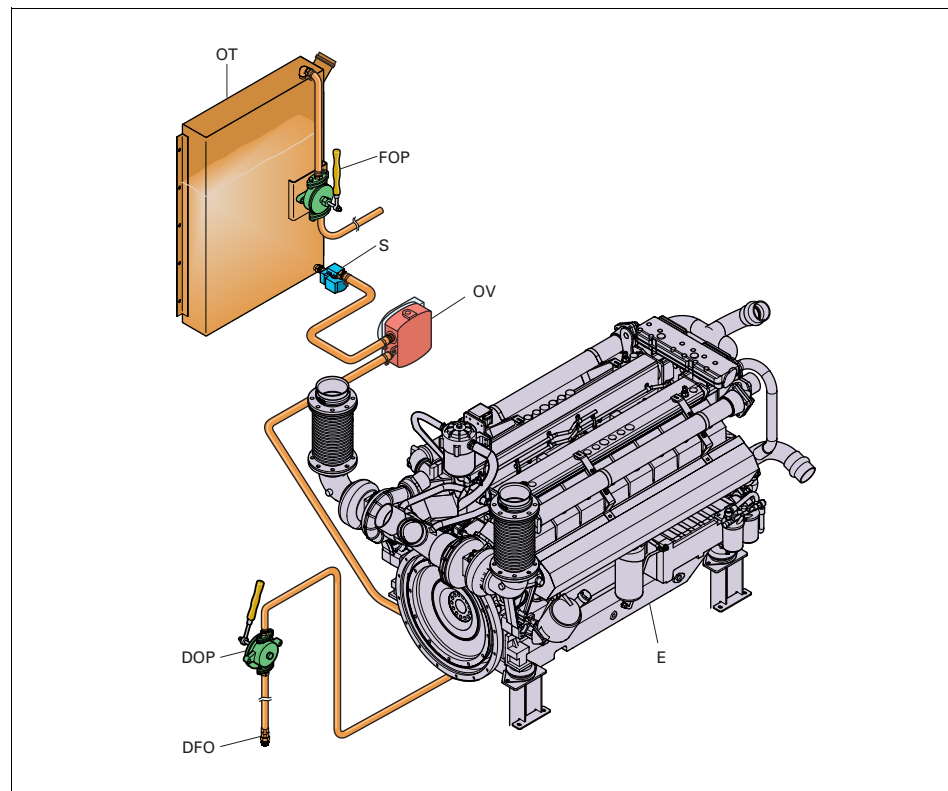
To make sure that the engine can start and accept load immediately, an external cooling water heater is provided which keeps the engine temperature between the required range.

- Provide the terminal X36 of external power to use the engine cooling water heater and terminal X37 for anti-condensation heater.

*Note: The components mentioned in the description above, may differ slightly depending on the generator model.

Automatic oil make-up system

An oil tank monitors the oil level in the engine sump. When the oil level becomes too low, the automatic oil filler will fill up the sump.



DFO	Drain flexible engine oil
DOP	Drain oil pump
FOP	Fill oil pump
E	Engine
OT	Oil tank
OV	Oiler valve
S	Solenoid

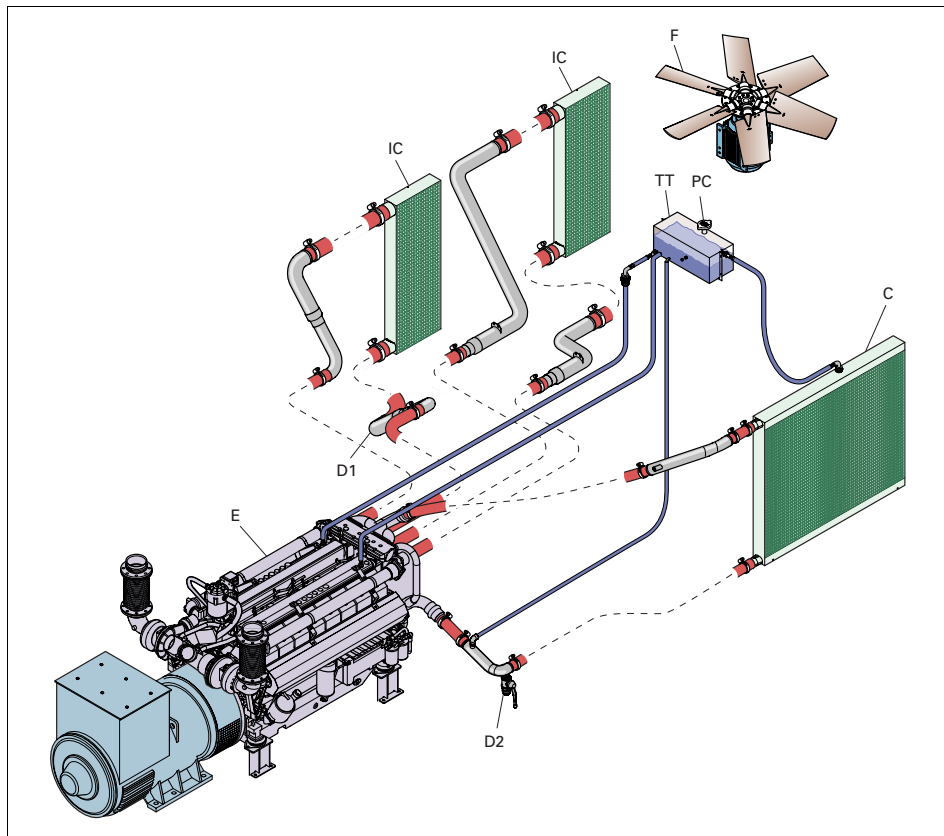
The drain of the sump is connected to a manual oil drain pump.



The engine should not be running at low load for extended periods. At no load, the oil will start to leak out the turbo's and the exhaust manifolds after a few hours. The oil consumption at no load is approx. one litre every 24 hours.

*Note: The components mentioned in the description above, may differ slightly depending on the generator model.

Engine cooling system



C	Cooler
D1	Drain intercooler
D2	Drain cooler
E	Engine
F	Fan
IC	Intercooler
PC	Pressure cap
TT	Top tank

*Note: The components mentioned in the description above, may differ slightly depending on the generator model.

Operating instructions



In your own interest, always strictly observe all relevant safety instructions.

Do not operate the generator in excess of the limitations mentioned in the Technical Specifications.

Local rules concerning the setting up of low voltage power installations (below 1,000 V) must be respected when connecting site distribution panels, switch gear or loads to the generator.

At each start-up and at any time a new load is connected, the earthing of the generator must be verified. Use the earthing terminal (PE) on the terminal board to earth the generator. The protective system against excessive contact voltage is not effective unless a suitable earthing is made.

The generator is wired for a TN-system to IEC 364-3, i.e. one point in the power source directly earthed - in this case the neutral. The exposed conductive parts of the electric installation must be directly connected to the functional earth.

Installation

- Place the generator on a horizontal, even and solid floor. The generator can operate in a slant position not exceeding 15° (in both senses: front/rear and left/right).
- The generator should be kept with the doors closed, in order to avoid the ingress of water and dust. Dust ingress reduces the lifetime of filters and may reduce your generator's performance.
- Check that the engine exhaust is not directed towards people. If the generator is operated indoors, install an exhaust pipe of sufficient diameter to duct the engine exhaust towards the outside. Check for sufficient ventilation so that the cooling air is not recirculated. If necessary, consult Atlas Copco.
- Leave enough space for operation, inspection and maintenance (at least 1 meter at each side).
- Check that the inner earthing system is in compliance with the local legislation.
- Use coolant for the engine cooling system. See "Engine coolant specifications" on page 60 for details.
- Check the tightness of the bolts and nuts.
- Check that the earthing is connected.
- Plug in the engine coolant heater (terminal X36) if required.
- Plug in the battery charger, alternator heater and container lighting (terminal X37) if required.
- Make sure the battery switch is on before starting the unit.

Connecting the generator

Precautions for non-linear and sensitive loads



Non-linear loads draw currents with high contents in harmonics, causing distortion in the wave form of the voltage generated by the alternator.

The most common non-linear, 3-phase loads are thyristor/rectifier-controlled loads, such as convertors supplying voltage to variable speed motors, uninterruptable power supplies and Telecom supplies. Gas-discharge lighting arranged in single-phase circuits generate high 3rd harmonics and risk for excessive neutral current.

Loads most sensitive to voltage distortion include incandescent lamps, discharge lamps, computers, X-ray equipment, audio amplifiers and elevators.

Consult Atlas Copco for measures against the adverse influence of non-linear loads.

Quality, minimum section and maximum length of cables

The cable connected to the terminal board of the generator must be selected in accordance with local legislation. The type of cable, its rated voltage and current carrying capacity are determined by installation conditions, stress and ambient temperature. For flexible wiring, rubber-sheathed, flexible core conductors of the type H07 RN-F (Cenelec HD.22) or better must be used.

The following table indicates the maximum allowable 3-phase currents (in A), in an ambient temperature of 40°C, for cable types (multiple and single core PVC insulated conductors and H07 RN-F multiple core conductors) and wire sections as listed, in accordance with VDE 0298 installation method C3. Local regulations remain applicable if they are stricter than those proposed below.

Wire section (mm ²)	120	150	185	240	300
Max. current (A)					
Multiple core	245	282	323	379	429
Single core	273	314	358	421	477
H07 RN-F	239	275	313	371	428

The lowest acceptable wire section and the corresponding maximum cable or conductor length for multiple core cable or H07 RN-F, at rated current (433 A), for a voltage drop e lower than 5% and at a power factor of 0.80, are respectively 300 mm² and 455 m. In case electric motors must be started, oversizing the cable is advisable.

The voltage drop across a cable can be determined as follows:

$$e = \frac{\sqrt{3} \cdot I \cdot L \cdot (R \cdot \cos \varphi + X \cdot \sin \varphi)}{1000}$$

e = Voltage drop (V)

I = Rated current (A)

L = Length of conductors (m)

R = Resistance (Ω /km to VDE 0102)

X = Reactance (Ω /km to VDE 0102)

Connecting the load

Site distribution panel

If outlet sockets are required, they must be mounted on a site distribution panel supplied from the terminal board of the generator and in compliance with local regulations for power installations on building sites.

Protection



For safety reasons, it is necessary to provide an isolating switch or circuit breaker in each load circuit. Local legislation may impose the use of isolating devices which can be locked.

- Check whether frequency, voltage and current comply with the ratings of the generator.
- Provide for the load cable, without excessive length, and lay it out in a safe way without forming coils.

- Open the door in front of the terminal board X1.
- Provide the wire ends with cable lugs suited for the cable terminals.
- Connect the wires to the proper terminals (L1, L2, L3, N and PE) of X1 and tighten the bolts securely.
- Close the door in front of X1.

Before starting

- With the generator standing level, check the engine oil level and top up if necessary. The oil level must be near to, but not exceed the high mark on the engine oil level dipstick.
- Check the coolant level in the expansion tank of the engine cooling system. The coolant level must be near to the FULL mark. Add coolant if necessary.
- Drain any coolant and sediment from the fuel pre-filter. Check the fuel level and top up if necessary. It is recommended to fill the tank after the day's operation to prevent coolant damp in a nearly empty tank from condensing.
- Check the vacuum indicator of the air filter. If the red part shows completely, replace the filter element.
- Press the vacuator valve of the air filter to remove dust.
- Check the generator for leakage, tightness of wire terminals, etc. Correct if necessary.
- Check that fuse F1 has not tripped and that the emergency stop is in the "OUT" position.

- Check that the load is switched off.
- Check inside the control cubicle if switch S12 is at the correct position (50-60 Hz). Do not switch while the unit is running.
- Check inside the control cubicle if switch S13 is at the correct position (ELR enabled or disabled).
- The Qc4002™ module has to be switched on by using switch S20.

Operating Qc4002™

Starting Qc4002™

- Turn the battery switch to ON.
- Turn the S20 button to the ON position, this will activate the Qc4002™ Controller.
- Select the correct application type and the correct mode on the Qc4002™ module (see “Overview of applications” on page 43 for the possible selections).
- Make the correct wirings and program the applicable parameters (see “Standard applications” on page 38 for more details).
- When in SEMI-AUTO mode, use the START button to start-up the generator. The GB button cannot be used to close the generator breaker.
- When in AUTO mode, the generator will start-up automatically and close the contactors depending on the selected application.



The START button, the GB-close button and the MB-close button cannot be used in AUTO mode.

During operation Qc4002™

Following points should be carried out regularly:

- Check the display for normal readings.



Avoid letting the engine run out of fuel. If this happens, priming will speed up the starting.

- Check for leakage of oil, fuel or cooling water.
- Avoid long low-load periods (<30%). In this case, an output power drop and higher oil consumption of the engine could occur. It is recommended to operate the generator at full load capacity immediately after any low load operating period.
- When single-phase loads are connected to the generator output terminals, keep all loads well-balanced.



Never turn the optional battery switch to OFF during operation.

If circuit breaker Q1 trips off during operation, switch off the load and stop the generator. Check and, if necessary, decrease the load.

The generator's side doors may only remain opened for short periods during operation, to carry out checks for example.

Stopping Qc4002™

- When in SEMI-AUTO mode, use the STOP button to stop the generator. The GB button will work to open the GB.
- When in AUTO mode, the STOP and GB button will not function. The generator shuts down automatically depending on the selected application



If you want to stop the generator manually, use the S20 button or the emergency stop button.


Maintenance

Maintenance schedule



Before carrying out any maintenance activity, check that the start switch is in position O and that no electrical power is present on the terminals.

Maintenance schedule	Daily	50 hours	250 hours	500 hours or yearly	1500 hours	3000 hours
Service pak	-	with unit	-	2912 4404 05	2912 4405 06	2912 4434 07/ 2912 4406 07 ¹⁾
For the most important subassemblies, Atlas Copco has developed service kits that combine all wear parts. These service kits offer you the benefits of genuine parts, save on administration costs and are offered at reduced price, compared to the loose components. Refer to the parts list for more information on the contents of the service kits.						
Check air/fuel/coolant & oil leakage	x	x	x	x	x	x
Coolant	Analyse every 500 hrs. for inhibitors and freezing point. Replace every 2 years.					
Drain water in fuel filters	x	x	x	x	x	x
Check oil and coolant level	x		x	x	x	x
Check coolers and clean externally	x		x	x	x	x
Check condition of cooling fan assembly	x		x	x	x	x
Clean centrifugal lube oil filter		x	x	x	x	x
Clean air cleaner and dust bowl		x	x	x	x	x
Replace engine oil		x		x	x	x
Replace engine oil filter		x		x	x	x
Check/Adjust engine inlet and outlet valves (if necessary)		x				x
Check electrical system: security of cables and wear		x			x	x
Check electrolyte level and terminals of battery			x	x	x	x

Grease door hinges and locks			x	x	x	x
Check condition of vibration dampers			x	x	x	x
Replace centrifugal lube oil filter			x	x	x	x
Replace double fuel filter element				x	x	x
Replace double fuel prefilter element				x	x	x
Measure alternator insulation resistance				x	x	x
Check engine shutdown				x	x	x
Maintain crankcase bleed valve				x	x	x
Check V-belts				x	x	x
Check fixation of hoses, cables and pipes				x	x	x
Replace filter power cubicle				x	x	x
Clean air filter element				x		
Change air filter element (2)					x	x
Replace safety cartridge					x	x
Check injection valves						x
Visual inspection of arched denture clutch						x
Check coolant pump and coolant circuit						x
Inspection by Atlas Copco Service technician						

Notes:

In highly dusty environments, these service intervals do not apply. Check and/or replace filters and clean radiator on a regular basis.

- (1) Service pak 3000 hours: 2912 4434 07 for QAC 750 units - 2912 4406 07 for QAC 1000 units
- (2) More frequently when operating in a dusty environment. Evacuate dust from the airfilter valve daily.

Engine maintenance

Refer to the engine's operator manual for full maintenance, including instructions for changing the oil and cooling water and replacing the fuel, oil and air filters.

Alternator maintenance

(*) Measuring the alternator insulation resistance

A 500 V megger is required to measure the alternator insulation resistance.

If the N-terminal is connected to the earthing system, it must be disconnected from the earth terminal. Disconnect the AVR.

Connect the megger between the earth terminal and terminal L1 and generate a voltage of 500 V. The scale must indicate a resistance of at least 2 MΩ.

Refer to the alternator operating and maintenance instructions for more details.

Grease bearing

Every 4000 running hours the bearing of the alternator has to be greased with SKF28 or equivalent alternative.

Engine oil specifications



It is strongly recommended to use Atlas Copco branded lubrication oils.

High-quality, mineral, hydraulic or synthesized hydrocarbon oil with rust and oxidation inhibitors, anti-foam and anti-wear properties is recommended. The viscosity grade should correspond to the ambient temperature and ISO 3448, as follows.

Engine	Type of lubricant
between -15°C and 40°C	PAROIL 15W40
between -25°C and 40°C	PAROIL 5W40



Never mix synthetic with mineral oil.

Remark:

When changing from mineral to synthetic oil (or the other way around), you will need to do an extra rinse.

After doing the complete change procedure to synthetic oil, run the unit for a few minutes to allow good and complete circulation of the synthetic oil. Then drain the synthetic oil again and fill again with new synthetic oil. To set correct oil levels, proceed as in normal instruction.

Specifications PAROIL

PAROIL from Atlas Copco is the ONLY oil tested and approved for use in all engines built into Atlas Copco compressors and generators.

Extensive laboratory and field endurance tests on Atlas Copco equipment have proven PAROIL to match all lubrication demands in varied conditions. It meets stringent quality control specifications to ensure your equipment will run smoothly and reliably.

The quality lubricant additives in PAROIL allow for extended oil change intervals without any loss in performance or longevity.

PAROIL provides wear protection under extreme conditions. Powerful oxidation resistance, high chemical stability and rust- inhibiting additives help reduce corrosion, even within engines left idle for extended periods.

PAROIL contains high quality anti-oxidants to control deposits, sludge and contaminants that tend to build up under very high temperatures.

PAROIL's detergent additives keep sludge forming particles in a fine suspension instead of allowing them to clog your filter and accumulate in the valve/rocker cover area.

PAROIL releases excess heat efficiently, whilst maintaining excellent bore-polish protection to limit oil consumption.

PAROIL has an excellent Total Base Number (TBN) retention and more alkalinity to control acid formation.

PAROIL prevents Soot build-up.

PAROIL is optimized for the latest low emission EURO -3 & -2, EPA TIER II & III engines running on low sulphur diesel for lower oil and fuel consumption.

PAROIL 5W40

PAROIL 5W40 is a Synthetic ultra high performance diesel engine oil with a high viscosity- index. Atlas Copco PAROIL 5W40 is designed to provide excellent lubrication from start-up in temperatures as low as -25°C.

	Liter	US gal	Imp gal	cu.ft	Order number
can	5	1.3	1.1	0.175	1604 6060 01
barrel	210	55.2	46	7.35	1604 6059 01

PAROIL 15W40

PAROIL 15W40 is a mineral based high performance diesel engine oil with a high viscosity- index. Atlas Copco PAROIL 15W40 is designed to provide a high level of performance and protection in standard ambient conditions as from -15°C.

	Liter	US gal	Imp gal	cu.ft	Order number
can	5	1.3	1.1	0.175	1615 5953 00
can	20	5.3	4.4	0.7	1615 5954 00
barrel	210	55.2	46	7.35	1615 5955 00

Engine oil level check

Consult the Engine Operation Manual for the oil specifications, viscosity recommendations and oil change intervals.

For intervals, see section “Maintenance schedule” on page 57.

Check engine oil level according to the instructions in the Engine Operation Manual and if necessary top up with oil.

Engine oil and oil filter change

See section “Maintenance schedule” on page 57.

Engine coolant specifications



Never remove the cooling system filler cap while coolant is hot.

The system may be under pressure. Remove the cap slowly and only when coolant is at ambient temperature. A sudden release of pressure from a heated cooling system can result in personal injury from the splash of hot coolant.

It is strongly recommended to use Atlas Copco branded coolant.

The use of the correct coolant is important for good heat transfer and protection of liquid-cooled engines. Coolants used in these engines must be mixtures of good quality water (distilled or de-ionised), special coolant additives and if necessary freeze protection. Coolant that is not to manufacturer's specification will result in mechanical damage of the engine.

The freezing point of the coolant must be lower than the freezing point that can occur in the area. The difference must be at least 5°C. If the coolant freezes, it may crack the cylinder block, radiator or coolant pump.

To ensure protection against corrosion, cavitation and formation of deposits, the concentration of the additives in the coolant must be kept between certain limits as stated by the manufacturer's guide lines. Topping up the coolant with water only, changes the concentration and is therefore not allowed.

Take care:

- never mix different coolants.
- prepare the coolant mixture outside the coolant system.

Consult the engine's manual and follow the manufacturer's directions.

PARCOOL EG can be ordered from Atlas Copco. It contains 210 l of EG coolant 50/50 mix. The partnumber for this is 1604 5306 00.

As the coolant is an important issue for engine warranty topics, the following partnumbers can be ordered from Atlas Copco to check on inhibitors and freezing point:

- 2913 0028 00: refractometer.
- 2913 0029 00: pH-meter.



Never mix different coolants and mix the coolant components outside the cooling system.

Specifications PARCOOL EG

PARCOOL EG is the only coolant that has been tested and approved by all engine manufacturers currently in use in Atlas Copco compressors and generators.

Atlas Copco's PARCOOL EG extended life coolant is the new range of organic coolants purpose designed to meet the needs of modern engines. PARCOOL EG can help prevent leaks caused by corrosion. PARCOOL EG is also fully compatible with all sealants and gasket types developed to join different materials used within an engine.

PARCOOL EG is a ready to use Ethylene Glycol based coolant, premixed in an optimum 50/50 dilution ratio, for antifreeze protection guaranteed to -40°C.

Because PARCOOL EG inhibits corrosion, deposit formation is minimized. This effectively eliminates the problem of restricted flow through the engine coolant ducts and the radiator, minimizing the risk for engine overheating and possible failure.

It reduces water pump seal wear and has excellent stability when subjected to sustained high operating temperatures.

PARCOOL EG is free of nitride and amines to protect your health and the environment. Longer service life reduces the amount of coolant produced and needing disposal to minimise environmental impact.

	Liter	US gal	Imp gal	cu.ft	Order number
can	5	1.3	1.1	0.175	1604 5308 00
can	20	5.3	4.4	0.7	1604 5307 01
barrel	210	55.2	46	7.35	1604 5306 00

To ensure protection against corrosion, cavitation and formation of deposits, the concentration of the additives in the coolant must be kept between certain limits, as stated by the manufacturer's guidelines. Topping up the coolant with water only, changes the concentration and is therefore not allowed.

Liquid-cooled engines are factory-filled with this type of coolant mixture.

Coolant check

Monitoring coolant condition

In order to guarantee the lifetime and quality of the product, thus to optimise engine protection, regular coolant-condition-analysis is advisable.

The quality of the product can be determined by three parameters.

Visual check

- Verify the outlook of the coolant regarding colour and make sure that no loose particles are floating around.



Long service intervals

5-year drain interval to minimize service costs (when used in accordance with the instructions).

pH measurement

- Check the pH value of the coolant using a pH-measuring device.
- The pH-meter can be ordered from Atlas Copco with part number 2913 0029 00.
- Typical value for EG = 8.6.
- If the pH-level is below 7 or above 9.5, the coolant should be replaced.

Glycol concentration measurement

- To optimise the unique engine protection features of the PARCOOL EG the concentration of the Glycol in the water should be always above 33 vol.%.
- Mixtures with more than 68 vol.% mix ratio in water are not recommended, as this will lead to high engine operating temperatures.
- A refractometer can be ordered from Atlas Copco with part number 2913 0028 00.



In case of a mix of different coolant products this type of measurement might provide incorrect values.

Topping up of coolant

- Verify if the engine cooling system is in a good condition (no leaks, clean,...).
- Check the condition of the coolant.
- If the condition of the coolant is outside the limits, the complete coolant should be replaced (see section “Replacing the coolant”).
- Always top-up with PARCOOL EG.
- Topping up the coolant with water only, changes the concentration of additives and is therefore not allowed.

Replacing the coolant

Drain

- Completely drain the entire cooling system.
- Used coolant must be disposed or recycled in accordance with laws and local regulations.

Flush

- Flush twice with clean water. Used coolant must be disposed or recycled in accordance with laws and local regulations.
- From the Atlas Copco Instruction book, determine the amount of PARCOOL EG required and pour into the radiator top tank.
- It should be clearly understood that the risk for contamination is reduced in case of proper cleaning.
- In case a certain content of ‘other’ coolant remains in the system, the coolant with the lowest properties influences the quality of the ‘mixed’ coolant.

Fill

- To assure proper operation and the release of trapped air, run the engine until normal engine operation temperature is reached. Turn off the engine and allow to cool.
- Recheck coolant level and add if necessary.

Storage of the generator

Storage

- Store the generator in a dry, frost-free room which is well ventilated.
- Run the engine regularly, e.g. once a week, until it is warmed up. If this is impossible, extra precautions must be taken:
 - Consult the engine's operator manual.
 - Remove the battery. Store it in a dry, frost-free room. Keep the battery clean and its terminals lightly covered with petroleum jelly. Recharge the battery regularly.
 - Clean the generator and protect all electrical components against moisture.
 - Place silica gel bags, VCI paper (Volatile Corrosion Inhibitor) or another drying agent inside the generator and close the doors.
 - Stick sheets of VCI paper with adhesive tape on the bodywork to close off all openings.
 - Wrap the generator, except the bottom, with a plastic bag.

Preparing for operation after storage

Before operating the generator again, remove the wrapping, VCI paper and silica gel bags and check the generator thoroughly (go through the checklist "Before starting" on page 55).

- Consult the engine's operator manual.
- Check that the insulation resistance of the generator exceeds 2 MΩ.
- Replace the fuel filter and fill the fuel tank. Vent the fuel system.
- Reinstall and connect the battery, if necessary after being recharged.
- Submit the generator to a test run.

Checks and trouble shooting



Never perform a test run with connected power cables. Never touch an electrical connector without a voltage check.


When a failure occurs, always report what you experienced before, during and after the failure. Information with regard to the load (type, size, power factor, etc.), vibrations, exhaust gas colour, insulation check, odours, output voltage, leaks and damaged parts, ambient temperature, daily and normal maintenance and altitude might be helpful to quickly locate the problem. Also report any information regarding the humidity and location of the generator (e.g. close to sea).

Alternator troubleshooting

<i>Symptom</i>	<i>Possible cause</i>	<i>Corrective action</i>
<i>Alternator gives 0 Volt</i>	Blown fuse. No residual voltage.	Replace fuse. Excite the alternator by applying a 12V battery voltage with a 30 Ω resistor in series on the + and - terminals of the electronic regulator, respecting the polarities
<i>After being excited the alternator still gives 0 Volt.</i>	Connections are interrupted.	Check connection cables, measure winding resistances and compare with values mentioned in the alternator manual.
<i>Low voltage at no load</i>	Voltage potentiometer out of setting. Intervention of protection. Winding failure.	Reset voltage. Check frequency/voltage regulator Check windings.
<i>High voltage at no load</i>	Voltage potentiometer out of setting. Failed regulator.	Reset voltage. Substitute regulator.
<i>Lower than rated voltage at load</i>	Voltage potentiometer out of setting. Intervention by protection. Wire broken/disconnected Failed regulator. Rotating bridge failure.	Reset voltage potentiometer. Current too high, power factor lower than 0.8; speed lower than 10 % of rated speed. Check wire going between voltage regulator and Qc4002™. Substitute regulator. Check diodes, disconnect cables.
<i>Higher than rated voltage at load</i>	Voltage potentiometer out of setting. Failed regulator.	Reset voltage potentiometer. Substitute regulator.
<i>Unstable voltage</i>	Speed variation in engine. Regulator out of setting.	Check regularity of rotation. Regulate stability of regulator by acting on “STABILITY” potentiometer.

Problem solving

<i>Symptom</i>	<i>Possible cause</i>
<i>Display does not light up when the main switch is turned on</i>	Battery switch is off. Battery is not charged. Circuit breaker Q6 is off or tripped. Loose connector or wiring.
<i>The unit cranks but does not start</i>	No fuel in the tank. Too much air in the filters. External fuel selector valve in wrong position. Air shut-off valve is closed. Loose connector on EMR. Engine fault.
<i>The unit does not crank</i>	Module is still in diagnostic mode. Starter relay broken. Starter broken.
<i>The flaps do not open</i>	The fanspeed is below 25 Hz. Relay K7 or wire broken. Flaps are stuck or have too much weight on top. Fuse F7 blown.
<i>One flap does not open</i>	N7a or N7b broken. Actuator broken. Flap is stuck or has too much weight on top. Loose cable in wiring.

<i>Small fan in engine compartment is not running</i>	<p>Circuit breaker Q3 is off or tripped.</p> <p>Fan motor broken.</p> <p>Fan is stuck.</p>
<i>The main fan in the cooler compartment is not running</i>	<p>Drive failure.</p> <p>Fan motor broken.</p> <p> If the drive has a failure and the unit has to run very urgently, the drive can be bypassed by disconnecting the input and output cables at the bottom of the drive, and connecting them together (L1 to U, L2 to V, L3 to W). The rotation direction of the fan has to be checked and changed if necessary. The main fan will then be running at maximum speed. This will result in a higher noise level.</p>
<i>The main fan is running, but the unit shuts down on coolant temperature</i>	<p>Ambient temperature is over 45°C.</p> <p>Coolers are dirty or obstructed.</p> <p>The doors of the cooler compartment are partially open.</p> <p>The PT100 is not working properly.</p> <p>The PT100 transducer is not working properly.</p>
<i>Generator voltage is very low (10-80 V)</i>	<p>Rectifier bridge broken.</p> <p>AVR broken.</p>
<i>The battery is not charging (W/L failure)</i>	<p>Excitation resistor R4 or diode V4 broken.</p> <p>Charging alternator broken.</p>
<i>The manual fuel pump switch is turned on, but the pump is not running</i>	<p>The fuel level has reached the high level (default 80%).</p> <p>The switch on the pump is in the off position.</p> <p>Circuit breaker Q6 is off or tripped.</p>
<i>The earth leakage relay always trips when set below 100 mA</i>	<p>The current can not be set below 100 mA because of the frequency drive.</p>

Technical specifications

Technical specifications for QAC 750 units

Specifications of the engine/alternator/unit

<i>Reference conditions 1) 4)</i>	Rated frequency	50 Hz	60 Hz
	Rated speed	1500 rpm	1800 rpm
	Generator service duty	PRP	PRP
	Absolute inlet pressure	100 kPa	100 kPa
	Relative air humidity	30 %	30 %
	Air inlet temperature	25°C	25°C
<i>Limitations 2)</i>	Maximum ambient temperature	40°C	40°C
	Altitude capability	1000 m	1000 m
	Maximum relative air humidity	85 %	85 %
	Minimum starting temperature unaided	0°C	0°C
	Minimum starting temperature with heater	-25°C	-25°C
<i>Performance data 2) 3) 4) 5)</i>	Rated active power (LTP) 3 phase	640 kW	760 kW
	Rated active power (PRP) 3 phase	600 kW	700 kW
	Rated power factor (lagging) 3 phase	0.8	0.8
	Rated apparent power (LTP) 3 phase	800 kVA	950 kVA
	Rated apparent power (PRP) 3 phase	750 kVA	875 kVA
	Rated voltage 3 phase line-to-line voltage	400 V	480 V
	Rated current (LTP) 3 phase	1155 A	1143 A
	Rated current (PRP) 3 phase	1083 A	1052 A
	Performance class (acc.ISO 8528-5:1993)	G2	G2
	Single step load acceptance (O-PRP)	55 %	55 %
	Frequency droop	0 %	0 %
		isochronous	isochronous
	Fuel consumption at full load/no load	127.2/9.6 kg/h	148.8/13.4 kg/h
	Specific fuel consumption	0.204 kg/kWh	0.211 kg/kWh

	Fuel autonomy at full load	10.1 h	8.6 h
	Maximum oil consumption at full load	382 g/h	446 g/h
	Maximum sound power level (LWA) measured (@ 75% PRP load) according to 2000/14/EC OND	93 dB(A)	96 dB(A)
	Capacity of fuel tank	1500 l	1500 l
	Single step load capability (O-PRP)	85 %	100 %
<i>Application data</i>	Mode of operation	PRP	PRP
	Site	land use	land use
	Operation	single/parallel	single/parallel
	Start-up and control mode	manual/auto	manual/auto
	Start-up time	unspecified	unspecified
	Mobility/config. acc. to ISO 8528-1:1993	transportable/D	transportable/D
	Mounting	fully resilient	fully resilient
	Climatic exposure	open air	open air
	Degree of protection (cubicle)	IP54	IP54
	Status of neutral	earthed	earthed
<i>Alternator</i>	Standard	IEC34-1	IEC34-1
		ISO 8528-3	ISO 8528-3
	Make	NEWAGE	NEWAGE
	Model	HCI 634 G1	HCI 634 G1
	Rated output, class H temp. rise	810 kVA	1000 kVA
	Rating type acc. ISO 8528-3	“BR” 125/40°C	“BR” 125/40°C
	Degree of protection	IP23	IP23
	Insulation class stator	H	H
	Insulation class rotor	H	H
	Number of wires	6	6
<i>Engine</i>	Standard	ISO 3046	ISO 3046
		ISO 8528-2	ISO 8528-2
	Type Deutz	TBD616V12	TBD616V12
	Rated net output	657 kW	747 kW
	Rating type acc. ISO 3046-7	ICXN	ICXN

	Coolant	water	water
	Combustion system	direct injection	direct injection
	Aspiration	turbocharged, intercooled	turbocharged, intercooled
	Number of cylinders	V 12	V 12
	Swept volume	26.3 l	26.3 l
	Speed governing	electronic	electronic
		EMR II	EMR II
	Capacity of oil sump	78 l	78 l
	Capacity of cooling system	80 l	80 l
	Electrical system	24 Vdc	24 Vdc
<i>Power circuit</i>	Circuit breaker, 3ph.		
	Number of poles	4	4
	Thermal release	1250 A	1250 A
	Magnetic release	3..10xIn	3..10xIn
	Fault current protection		
	Residual current release	0.1-25 A	0.1-25 A
<i>Unit</i>	Dimensions (L x W x H)	6058 x 2438 x 2591 mm	6058 x 2438 x 2591 mm
	Weight net mass	13439 kg	13439 kg
	Weight wet mass	15027 kg	15027 kg

Notes

- 1) Reference conditions for engine performance to ISO 3046-1.
- 2) See derating diagram or consult the factory for other conditions.
- 3) At reference conditions unless otherwise stated.

Rating Definition (ISO 8528-1):

- LTP: Limited Time Power is the maximum electrical power which a generating set is capable of delivering (at variable load), in the event of a utility power failure (for up to 500 hours per year of which a maximum of 300 hours is continuous running). No overload is permitted on these ratings. The alternator is peak continuous rated (as defined in ISO 8528-3) at 25°C.
 - PRP: Prime Power is the maximum power available during a variable power sequence, which may be run for an unlimited number of hours per year, between stated maintenance intervals and under the stated ambient conditions. A 10% overload is permitted for 1 hour in 12 hours. The permissible average power output during a 24h period shall not exceed the stated load factor of 80%.
- 4)
- 5) Specific mass fuel used: 0.86 kg/l.

Derating table (in %, 100% is declared power at "Performance data")

Derating factor %

Height (m)	Temperature (°C)										
	0	5	10	15	20	25	30	35	40	45	50
0	100	100	100	100	100	100	100	100	100	98	95
500	100	100	100	100	100	100	100	100	100	98	95
1000	100	100	100	100	100	100	100	100	100	98	95
1500	96	96	96	96	96	96	96	96	96	94	91
2000	91	91	91	91	91	91	91	91	91	89	86
2500	87	87	87	87	87	87	87	87	87	85	81



To use the generator on a higher altitude than 2500m, please contact Atlas Copco.

Technical specifications for QAC 1000 units

Specifications of the engine/alternator/unit

<i>Reference conditions 1) 4)</i>	Rated frequency	50 Hz	60 Hz
	Rated speed	1500 rpm	1800 rpm
	Generator service duty	PRP	PRP
	Absolute inlet pressure	100 kPa	100 kPa
	Relative air humidity	30 %	30 %
	Air inlet temperature	25°C	25°C
<i>Limitations 2)</i>	Maximum ambient temperature	40°C	40°C
	Altitude capability	1000 m	1000 m
	Maximum relative air humidity	85 %	85 %
	Minimum starting temperature unaided	0°C	0°C
	Minimum starting temperature with heater	-25°C	-25°C
<i>Performance data 2) 3) 4) 5)</i>	Rated active power (LTP) 3 phase	880 kW	1000 kW
	Rated active power (PRP) 3 phase	800 kW	912 kW
	Rated power factor (lagging) 3 phase	0.8	0.8
	Rated apparent power (LTP) 3 phase	1100 kVA	1250 kVA
	Rated apparent power (PRP) 3 phase	1000 kVA	1140 kVA
	Rated voltage 3 phase line-to-line voltage	400 V	480 V
	Rated current (LTP) 3 phase	1588 A	1503 A
	Rated current (PRP) 3 phase	1443 A	1371 A
	Performance class (acc.ISO 8528-5:1993)	G2	G2
	Single step load acceptance (O-PRP)	65 %	75 %
	Frequency droop	0 %	0 %
		isochronous	isochronous
	Fuel consumption at full load/no load	159.3/17.0 kg/h	188.5/18.9 kg/h
	Specific fuel consumption	0.199 kg/kWh	0.207 kg/kWh
	Fuel autonomy at full load	8.1 h	6.8 h
	Maximum oil consumption at full load	478 g/h	566 g/h

	Maximum sound power level (LWA) measured (@ 75% PRP load) according to 2000/14/EC OND	97 dB(A)	102 dB(A)
	Capacity of fuel tank	1500 l	1500 l
	Single step load capability (O-PRP)	100 %	100 %
<i>Application data</i>	Mode of operation	PRP	PRP
	Site	land use	land use
	Operation	single/parallel	single/parallel
	Start-up and control mode	manual/auto	manual/auto
	Start-up time	unspecified	unspecified
	Mobility/config. acc. to ISO 8528-1:1993	transportable/D	transportable/D
	Mounting	fully resilient	fully resilient
	Climatic exposure	open air	open air
	Degree of protection (cubicle)	IP54	IP54
	Status of neutral	earthed	earthed
<i>Alternator</i>	Standard	IEC34-1	IEC34-1
		ISO 8528-3	ISO 8528-3
	Make	NEWAGE	NEWAGE
	Model	HCI 634 K1	HCI 634 K1
	Rated output, class H temp. rise	1130 kVA	1438 kVA
	Rating type acc. ISO 8528-3	“BR” 125/40°C	“BR” 125/40°C
	Degree of protection	IP23	IP23
	Insulation class stator	H	H
	Insulation class rotor	H	H
	Number of wires	6	6
<i>Engine</i>	Standard	ISO 3046	ISO 3046
		ISO 8528-2	ISO 8528-2
	Type Deutz	TBD616V16	TBD616V16
	Rated net output	876 kW	995 kW
	Rating type acc. ISO 3046-7	ICXN	ICXN
	Coolant	water	water
	Combustion system	direct injection	direct injection

	Aspiration	turbocharged, intercooled	turbocharged, intercooled
	Number of cylinders	V 16	V 16
	Swept volume	35 l	35 l
	Speed governing	electronic	electronic
		EMR II	EMR II
	Capacity of oil sump	90 l	90 l
	Capacity of cooling system	110 l	110 l
	Electrical system	24 Vdc	24 Vdc
<i>Power circuit</i>	Circuit breaker, 3ph.		
	Number of poles	4	4
	Thermal release	1600 A	1600 A
	Magnetic release	3..10xIn	3..10xIn
	Fault current protection		
	Residual current release	0.1-25 A	0.1-25 A
<i>Unit</i>	Dimensions (L x W x H)	6058 x 2438 x 2591 mm	6058 x 2438 x 2591 mm
	Weight net mass	14515 kg	14515 kg
	Weight wet mass	16144 kg	16144 kg

Notes

- 1) Reference conditions for engine performance to ISO 3046-1.
- 2) See derating diagram or consult the factory for other conditions.
- 3) At reference conditions unless otherwise stated.

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500	100	100	100	100	100	100	100	100	100	98	95
1000	100	100	100	100	100	100	100	100	100	98	95
1500	96	96	96	96	96	96	96	96	96	94	91
2000	91	91	91	91	91	91	91	91	91	89	86
2500	87	87	87	87	87	87	87	87	87	85	81



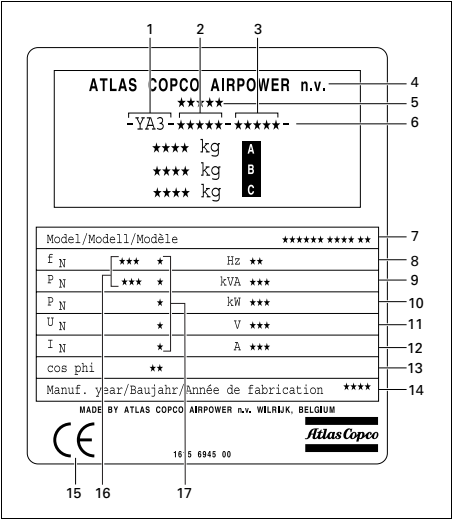
To use the generator on a higher altitude than 2500m, please contact Atlas Copco.

Conversion list of SI units into British units

1 bar	=	14.504 psi
1 g	=	0.035 oz
1 kg	=	2.205 lb
1 km/h	=	0.621 mile/h
1 kW	=	1.341 hp (UK and US)
1 l	=	0.264 US gal
1 l	=	0.220 lmp gal (UK)
1 l	=	0.035 cu.ft
1 m	=	3.281 ft
1 mm	=	0.039 in
1 m³/min	=	35.315 cfm
1 mbar	=	0.401 in wc
1 N	=	0.225 lbf
1 Nm	=	0.738 lbf.ft
t°F	=	32 + (1.8 x t°C)
t°C	=	(t°F - 32)/1.8

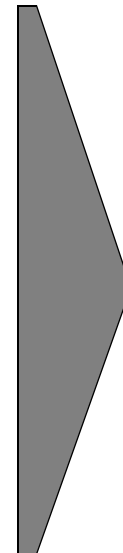
A temperature difference of 1°C = a temperature difference of 1.8°F.

Dataplate



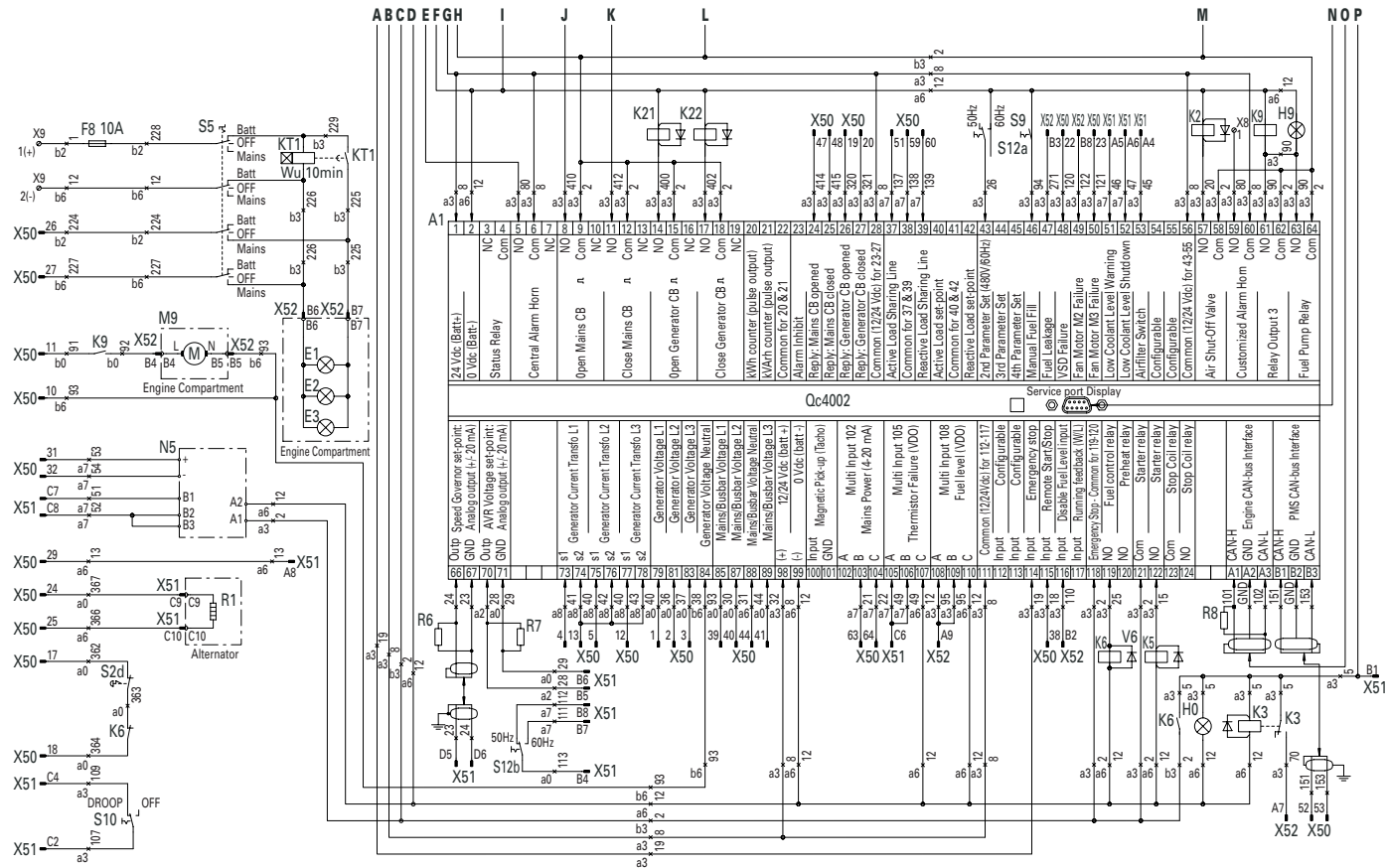
- A Maximum permitted total weight of the vehicle
- B Maximum permitted front axle load
- C Maximum permitted rear axle load
- 1 Company code
- 2 Product code
- 3 Unit serial number
- 4 Name of manufacturer
- 5 EEC or national type approved number
- 6 Vehicle identification number
- 7 Model number
- 8 Frequency
- 9 Apparant power
- 10 Active power
- 11 Nominal rated voltage
- 12 Nominal rated current
- 13 Power factor
- 14 Manufacturing year
- 15 EEC mark in accordance witt Machine Directive 89/392E
- 16 Mode of operation
- 17 Winding connections

Circuit diagrams



Applicable for QAC 750-1000 - Power circuit

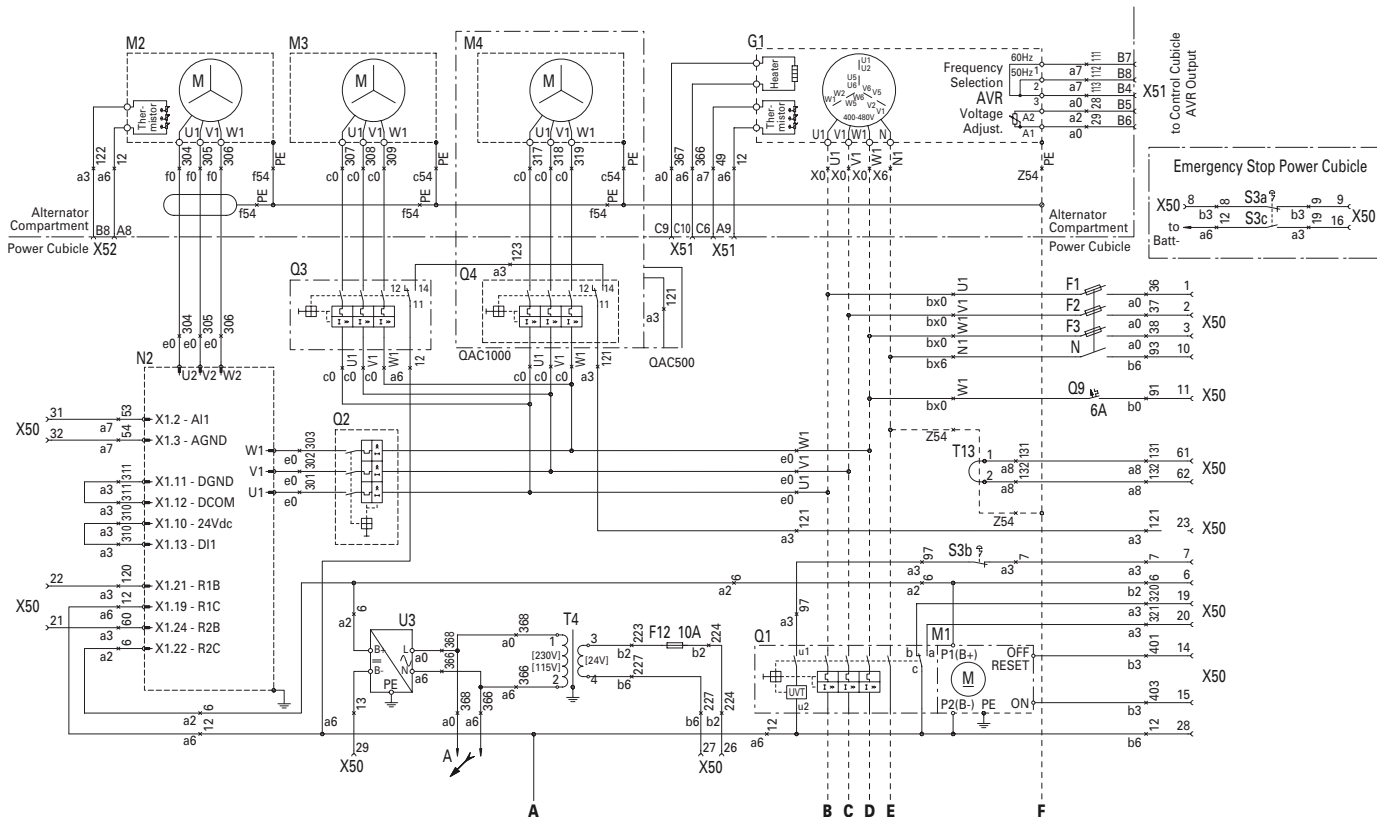




A1	Generator control unit	S2	Emergency stop contr.cubicle
A2	LCD display	S3	Emergency stop power cubicle
A3	PMS CAN-communication	S5	Lights Batt/OFF/Mains-switch
E1-E3	Internal lights	S8	Audible alarm disable-button
F7-F8	Fuses 10A	S9	Manual fuel fill-switch
H0	Panel light	S10	Droop ON/OFF-switch
H6-H7	Visible/audible alarm	S12	50/60Hz-switch
H9	Fuel fill lamp	S13	Earth leakage disable-switch
K2	Aux.relay air shutdown valve	S20	ON/OFF-switch
K3	Aux.relay oil level solenoid	V4	Excitation diode
K4	W/L-inverter relay	V6	Free-wheeling diode K6
K5	Aux. starter relay	X8-X9	Terminals
K6	Fuel solenoid relay	X20	Diagnostic plug
K7	Roof open/close relay	X50	Connector power cubicle
K8	Audible alarm disable relay	X51-	Connector wire harness
K9	Fuel pump relay	X52	
K21	Aux. relay open GCB		
K22	Aux. relay close GCB		
KT1	Lights delay timer		
M9	Fuel pump		
N5	PT100-Volt convertor (to VSD)		
N7a,b	Control unit for roof actuators		
N13	Earth leakage relay		
Q6	DC circuit breaker		
R1	Anti-condensation heater		
R4	Excitation resistor		
R6	Resistor 150 ohm		
R7	Resistor 220 ohm		
R8	Resistor 120 ohm		

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Applicable for QAC 750-1000 - Engine circuit



Legend

Wire size :

aa = 0.5 mm²
a = 1 mm²
b = 1.5 mm²
c = 2.5 mm²
d = 4 mm²
e = 6 mm²
f = 10 mm²
g = 16 mm²
h = 25 mm²
i = 35 mm²
j = 50 mm²
k = 70 mm²
l = 95 mm²
lx = 95 mm²
mx = 120 mm²
nx = 150 mm²
px = 185 mm²
bx = 1.5 mm²

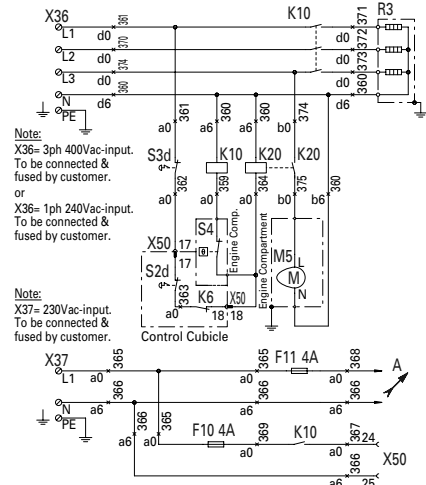
Colour code :

0 = black
1 = brown
2 = red
3 = orange
4 = yellow
5 = green
6 = blue
7 = purple
8 = grey
9 = white
54 = green/yellow

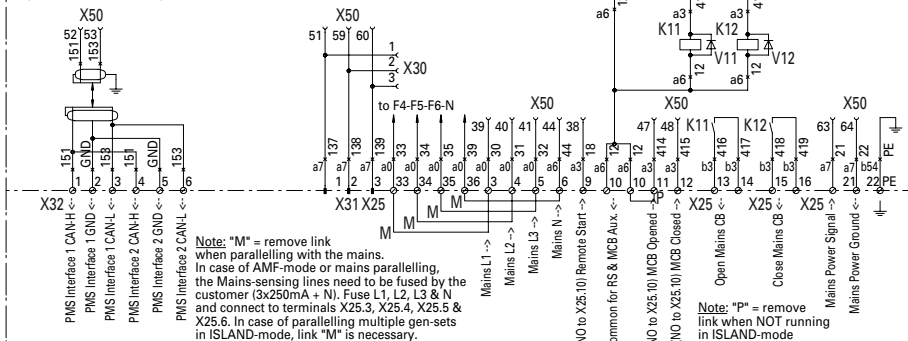
Wire Section & Cu Section

Q1	X	Y	Z
800A	2x mx	Cu 50x10 mm ²	2x l
1250A	2x mx	Cu 80x10 mm ²	2x lx
1600A	3x px	Cu 100x10 mm ²	2x lx

Coolant Heater QAC750 + QAC1000

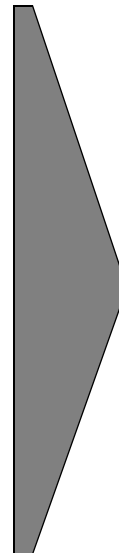


Customer's Installation (see Instruction Manual)



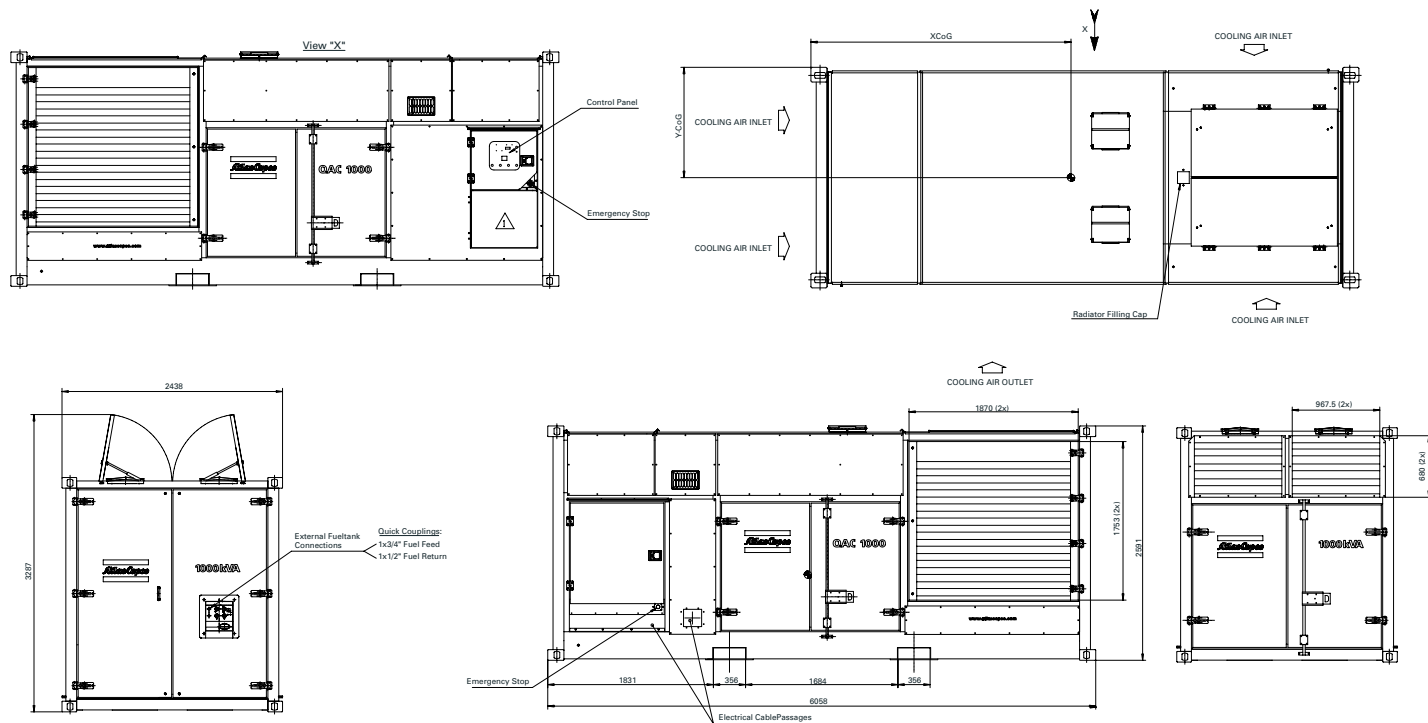
F1-F6	Fuses 250mA	S2	Emergency stop contr.cubicle
F10-F11	Fuses 4A	S3	Emergency stop power cubicle
F12	Fuse 10A	S4	Coolant heater temp.switch
G1	Alternator	T1-T3	Current transformers
H1-H3	Voltage indication lights	T4	Transformer internal lights
K10	Aux. relay coolant heater	T13	Torus earth leakage relay
K11	Aux. relay open MCB	U3	Battery charger
K12	Aux. relay close MCB	V11-	Free-wheeling diode K11-K12
K20	Aux. relay coolant pump	V12	
M1	Motor drive for Q1	X1	Terminal board
M2	Fan motor cooler compartment	X6	Terminal strip T1-T3
M3-M4	Fan motor engine compartment	X25	Customer's terminal strip
M5	Coolant circulation pump	X30-	Connector load sharing lines
N2	Variable speed drive	X31	
Q1	Main circuit breaker	X32	Terminal strip PMS
Q2	Circuit breaker for N2	X36	Terminal strip coolant heater
Q3	Circuit breaker for M3	X37	Terminal strip batt.charger
Q4	Circuit breaker for M4	X50	Connector control cubicle
Q9	Circuit breaker fuel pump M9	X51-	Connector wire harness
R3	Engine coolant heater	X52	

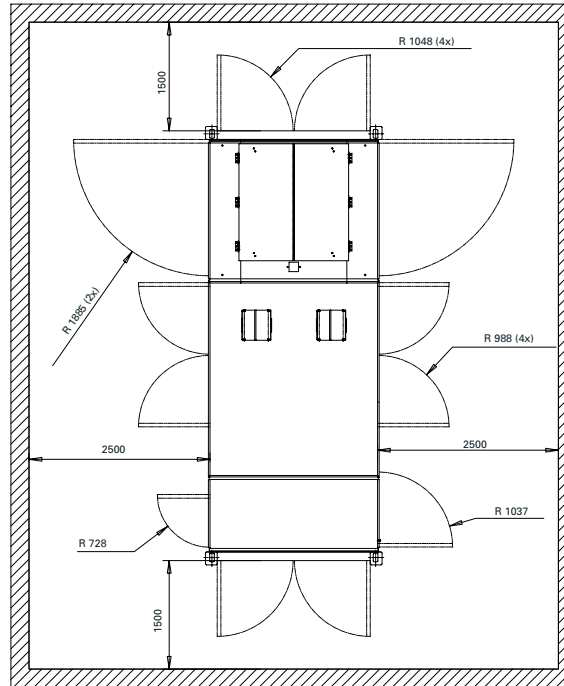
Dimension drawing



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Applicable for QAC 750-1000 - Dimension drawing





TYPE	NET MASS (Kg)	X-CoG	Y-CoG	WET MASS (Kg)	X-CoG	Y-CoG
QAC 750	13439	2804	1219	15027	2963	1219
QAC 1000	14515	2750	1219	16144	2897	1219

(Net Mass – without oil, water, fuel and dry batteries)

NOTE 1 : 20 foot container, CSC approved

NOTE 2 : For model QAC 750 decal '750 kVA' is used



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