



# Service Manual

Our energy working for you.™



**Power  
Generation**

## Generator Set

with PowerCommand® 3100 Controller

DGBB (Spec A–M), DGBC (Spec C–K), DGCA (Spec M–U),  
DGCB (Spec B), DGCC (Spec B), DGDA (Spec L–R),  
DGDB (Spec L–S), DGDK (Spec A), DGEA (Spec K–N),  
DGFA (Spec K–S), DGFC (Spec A–N)

# Table of Contents

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SECTION	TITLE	PAGE
	<b>IMPORTANT SAFETY INSTRUCTIONS</b> .....	iii
<b>1</b>	<b>INTRODUCTION</b>	
	About this Manual .....	1-1
	Test Equipment .....	1-1
	How To Obtain Service .....	1-1
	System Overview .....	1-2
	Generator Set Control Function .....	1-2
<b>2</b>	<b>CONTROL OPERATION</b>	
	General .....	2-1
	Safety Considerations .....	2-1
	PCC Power On/Standby Mode .....	2-1
	Front Panel .....	2-3
	Menu Display and Switches .....	2-4
	Main Menu .....	2-4
	Engine Menu .....	2-6
	Gen Menu .....	2-8
<b>3</b>	<b>CIRCUIT BOARDS AND MODULES</b>	
	General .....	3-1
	Digital Board (A32) .....	3-3
	Engine Interface Board (A31) .....	3-4
	Analog Board (A33) .....	3-6
	Digital Display Board (A35) .....	3-7
	Customer Interface Board (A34) .....	3-8
	PT/CT Board (A36) .....	3-10
	Voltage Regulator Output Module (A37) .....	3-11
	Governor Output Module (A38) .....	3-12
<b>4</b>	<b>TROUBLESHOOTING</b>	
	General .....	4-1
	Safety Considerations .....	4-1
	Status Indicators .....	4-2
	Resetting the Control .....	4-2
	Warning and Shutdown Codes .....	4-3
	Oil Pressure Warning and Shutdown Limits .....	4-9
	Troubleshooting Procedure .....	4-10

<b>5</b>	<b>CONTROL SERVICE AND CALIBRATION</b>	
	General .....	5-1
	Circuit Board Removal/Replacement .....	5-1
	Initial Start Setup Menu .....	5-4
	Adjust Menu .....	5-6
	Setup and Calibration Menus .....	5-8
	Calibration Procedure .....	5-18
	Accessory Box Control Components .....	5-20
	Engine Sensors .....	5-24
	Magnetic Speed Pickup Unit (MPU) Installation .....	5-26
	Current Transformer (CT) Installation .....	5-27
<b>6</b>	<b>SERVICING THE GENERATOR</b>	
	Testing the Generator .....	6-1
	Generator Disassembly .....	6-9
	Generator Reassembly .....	6-11
	Servicing the PMG .....	6-11
<b>7</b>	<b>FUEL TRANSFER PUMP AND CONTROL</b>	
	General .....	7-1
	Operation .....	7-2
	Wiring Connections .....	7-4
	Fuel Transfer Pump Motor Connections .....	7-6
	Testing the Float Switch Assembly .....	7-7
<b>8</b>	<b>WIRING DIAGRAMS</b>	
	General .....	8-1

# IMPORTANT SAFETY INSTRUCTIONS

**SAVE THESE INSTRUCTIONS** – This manual contains important instructions that should be followed during installation and maintenance of the generator and batteries.

**Before operating the generator set (genset),** read the Operator's Manual and become familiar with it and the equipment. **Safe and efficient operation can be achieved only if the equipment is properly operated and maintained.** Many accidents are caused by failure to follow fundamental rules and precautions.

The following symbols, found throughout this manual, alert you to potentially dangerous conditions to the operator, service personnel, or the equipment.

**⚠ DANGER** *This symbol warns of immediate hazards which will result in severe personal injury or death.*

**⚠ WARNING** *This symbol refers to a hazard or unsafe practice which can result in severe personal injury or death.*

**⚠ CAUTION** *This symbol refers to a hazard or unsafe practice which can result in personal injury or product or property damage.*

## FUEL AND FUMES ARE FLAMMABLE

Fire, explosion, and personal injury or death can result from improper practices.

- DO NOT fill fuel tanks while engine is running, unless tanks are outside the engine compartment. Fuel contact with hot engine or exhaust is a potential fire hazard.
- DO NOT permit any flame, cigarette, pilot light, spark, arcing equipment, or other ignition source near the generator set or fuel tank.
- Fuel lines must be adequately secured and free of leaks. Fuel connection at the engine should be made with an approved flexible line. Do not use zinc coated or copper fuel lines with diesel fuel.
- Be sure all fuel supplies have a positive shut-off valve.
- Be sure battery area has been well-ventilated prior to servicing near it. Lead-acid batteries emit a highly explosive hydrogen gas that can be ignited by arcing, sparking, smoking, etc.

## EXHAUST GASES ARE DEADLY

- Provide an adequate exhaust system to properly expel discharged gases away from enclosed or sheltered areas and areas where individuals are likely to congregate. Visually and audibly inspect the exhaust daily for leaks per the maintenance schedule. Make sure that exhaust manifolds are secured and not warped. Do not use exhaust gases to heat a compartment.
- Be sure the unit is well ventilated.
- Engine exhaust and some of its constituents are known to the state of California to cause cancer, birth defects, and other reproductive harm.

## MOVING PARTS CAN CAUSE SEVERE PERSONAL INJURY OR DEATH

- Keep your hands, clothing, and jewelry away from moving parts.
- Before starting work on the generator set, disconnect battery charger from its AC source, then disconnect starting batteries, negative (–) cable first. This will prevent accidental starting.
- Make sure that fasteners on the generator set are secure. Tighten supports and clamps, keep guards in position over fans, drive belts, etc.
- Do not wear loose clothing or jewelry in the vicinity of moving parts, or while working on electrical equipment. Loose clothing and jewelry can become caught in moving parts.
- If adjustment must be made while the unit is running, use extreme caution around hot manifolds, moving parts, etc.

## DO NOT OPERATE IN FLAMMABLE AND EXPLOSIVE ENVIRONMENTS

Flammable vapor can cause an engine to overspeed and become difficult to stop, resulting in possible fire, explosion, severe personal injury and death. Do not operate a genset where a flammable vapor environment can be created by fuel spill, leak, etc., unless the genset is equipped with an automatic safety device to block the air intake and stop the engine. The owners and operators of the genset are solely responsible for operating the genset safely. Contact your authorized Cummins Power Generation distributor for more information.

## **ELECTRICAL SHOCK CAN CAUSE SEVERE PERSONAL INJURY OR DEATH**

- Remove electric power before removing protective shields or touching electrical equipment. Use rubber insulative mats placed on dry wood platforms over floors that are metal or concrete when around electrical equipment. Do not wear damp clothing (particularly wet shoes) or allow skin surface to be damp when handling electrical equipment. Do not wear jewelry. Jewelry can short out electrical contacts and cause shock or burning.
- Use extreme caution when working on electrical components. High voltages can cause injury or death. DO NOT tamper with interlocks.
- Follow all applicable state and local electrical codes. Have all electrical installations performed by a qualified licensed electrician. Tag and lock open switches to avoid accidental closure.
- DO NOT CONNECT GENERATOR SET DIRECTLY TO ANY BUILDING ELECTRICAL SYSTEM. Hazardous voltages can flow from the generator set into the utility line. This creates a potential for electrocution or property damage. Connect only through an approved isolation switch or an approved paralleling device.

## **MEDIUM VOLTAGE GENERATOR SETS (601V to 15kV)**

- Medium voltage acts differently than low voltage. Special equipment and training is required to work on or around medium voltage equipment. Operation and maintenance must be done only by persons trained and qualified to work on such devices. Improper use or procedures will result in severe personal injury or death.
- Do not work on energized equipment. Unauthorized personnel must not be permitted near energized equipment. Due to the nature of medium voltage electrical equipment, induced voltage remains even after the equipment is disconnected from the power source. Plan the time for maintenance with authorized personnel so that the equipment can be de-energized and safely grounded.

## **GENERAL SAFETY PRECAUTIONS**

- Coolants under pressure have a higher boiling point than water. DO NOT open a radiator or heat exchanger pressure cap while the engine is running. Allow the generator set to cool and bleed the system pressure first.
- Used engine oils have been identified by some state or federal agencies as causing cancer or reproductive toxicity. When checking or changing engine oil, take care not to ingest, breathe the fumes, or contact used oil.
- Keep multi-class ABC fire extinguishers handy. Class A fires involve ordinary combustible materials such as wood and cloth; Class B fires, combustible and flammable liquid fuels and gaseous fuels; Class C fires, live electrical equipment. (ref. NFPA No. 10).
- Make sure that rags are not left on or near the engine.
- Make sure generator set is mounted in a manner to prevent combustible materials from accumulating under the unit.
- Remove all unnecessary grease and oil from the unit. Accumulated grease and oil can cause overheating and engine damage which present a potential fire hazard.
- Keep the generator set and the surrounding area clean and free from obstructions. Remove any debris from the set and keep the floor clean and dry.
- Do not work on this equipment when mentally or physically fatigued, or after consuming any alcohol or drug that makes the operation of equipment unsafe.
- Substances in exhaust gases have been identified by some state or federal agencies as causing cancer or reproductive toxicity. Take care not to breathe or ingest or come into contact with exhaust gases.
- Do not store any flammable liquids, such as fuel, cleaners, oil, etc., near the generator set. A fire or explosion could result.
- Wear hearing protection when going near an operating generator set.
- To prevent serious burns, avoid contact with hot metal parts such as radiator, turbo charger and exhaust system.

**KEEP THIS MANUAL NEAR THE GENSET FOR EASY REFERENCE**

# 1. Introduction

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## ABOUT THIS MANUAL

This manual covers models produced under the Cummins®/Onan® and Cummins Power Generation brand names.

This manual provides troubleshooting and repair information regarding the PowerCommand® Control 3100 (PCC) and generators for the gensets listed on the front cover. Engine service instructions are in the applicable engine service manual. Operating and maintenance instructions are in the applicable Operator's Manual.

This manual does not have instructions for servicing printed circuit board assemblies. After determining that a printed circuit board assembly is faulty, replace it. Do not repair it. Attempts to repair a printed circuit board can lead to costly damage to the equipment.

This manual contains basic (generic) wiring diagrams and schematics that are included to help in troubleshooting. Service personnel must use the actual wiring diagram and schematic shipped with each unit. The wiring diagrams and schematics that are maintained with the unit should be updated when modifications are made to the unit.

Read **Safety Precautions** and carefully observe all instructions and precautions in this manual.

## TEST EQUIPMENT

To perform the test procedures in this manual, the following test equipment must be available

- True RMS meter for accurate measurement of small AC and DC voltages. Fluke models 87 or 8060A are good choices.
- Grounding wrist strap to prevent circuit board damage due to electrostatic discharge (ESD).
- Battery Hydrometer
- Jumper Leads
- Tachometer or Frequency Meter
- Wheatstone Bridge or Digital Ohmmeter
- Variac
- Load Test Panel
- Megger or Insulation Resistance Meter
- PCC Service Tool Kit (Harness Tool and Sensor Tool)

## HOW TO OBTAIN SERVICE

Always give the complete Model, Specification and Serial number of the generator set as shown on the nameplate when seeking additional service information or replacement parts. The nameplate is located on the side of the generator output box.

**⚠WARNING Incorrect service or replacement of parts can result in severe personal injury or death, and/or equipment damage. Service personnel must be trained and experienced to perform electrical and mechanical service. Read and follow Safety Precautions, on pages iii and iv.**

## SYSTEM OVERVIEW

The PCC is a microprocessor-based control for Cummins Power Generation generator sets. It provides fuel control and engine speed governing, main alternator voltage output regulation, and complete generator set control and monitoring.

The operating software provides control of the generator set and its performance characteristics, and displays performance information on a digital display panel. It accepts menu-driven control and set-up input from the push button switches on the front panel.

### GENERATOR SET CONTROL FUNCTION

Figure 1-1 shows some of the control functions. A more complete block diagram is provided in *Section 3*. A system schematic is provided in *Section 8*.

The PCC monitors frequency from both the magnetic pick-up (MPU) and the main stator inputs. The control sends a low power pulse-width modulated (PWM) signal to the governor output module, which then sends an amplified signal to the engine fuel control.

The external PT/CT module reduces generator voltage to approximately 18 VAC, and produces a representative AC voltage from CT output current. The voltage regulation function sends a low power PWM signal to the voltage regulator output module, which then sends an amplified signal to the exciter stator.

Oil, coolant, and exhaust temperatures are sensed by variable resistance element sensors. Oil pressure is sensed by a capacitive element active sensor.

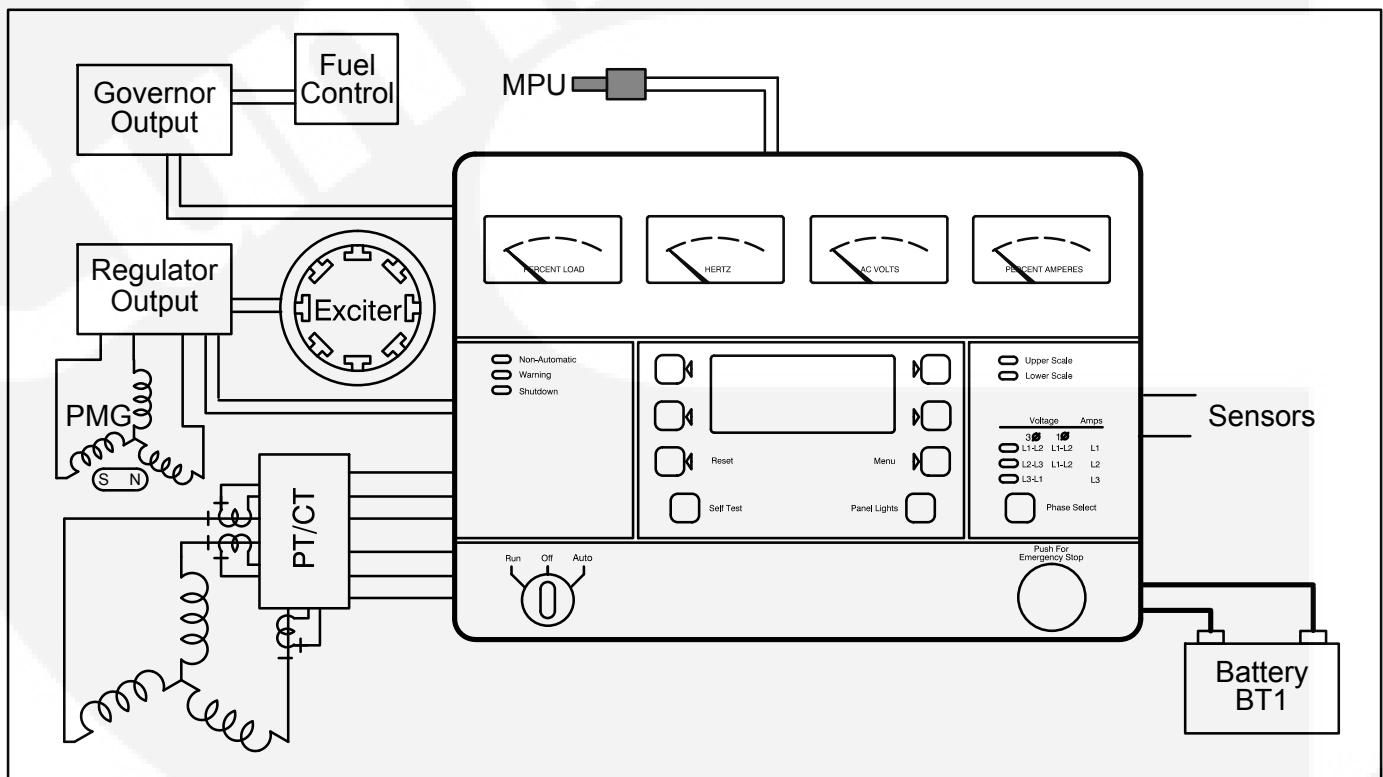


FIGURE 1-1. GENERATOR SET CONTROL FUNCTIONS

## 2. Control Operation

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### GENERAL

The following describes the function and operation of the PowerCommand generator set control. All indicators, displays, meters and control switches are located on the face of the control panel as illustrated in Figure 2-1.

Normally, generator set configuration options are set at the factory. When a new control is installed on a generator set or when parts are replaced, the control must be configured for that generator set with the use of the “Initial Start Setup” portion of the internal software. Setup and calibration procedures are described in *Section 5*.

The automatic voltage regulator (AVR) and governor operation characteristic adjustments are also described in *Section 5*.

### SAFETY CONSIDERATIONS

AC power is present when the set is running. Do not open the generator output box while the set is running.

**⚠ WARNING** *Contacting high voltage components can cause electrocution, resulting in severe personal injury or death. Do not open the generator output box while the set is running. Read and observe all WARNINGS and CAUTIONS in your generator set manuals.*

The PCC control cabinet must be opened only by technically qualified personnel.

**⚠ CAUTION** *The PCC control cabinet must be opened only by technically qualified personnel. Lower level voltages (18 VAC to 15 VDC) are present in PCC control cabinet. These voltages can cause electrical shock, resulting in personal injury.*

*Even with power removed, improper handling of components can cause electrostatic discharge and damage to circuit components.*

### PCC POWER ON / STANDBY MODE

#### Standby Mode

In the Standby (sleep) mode (selector switch S5 on the Digital Board is set to the right and the generator set is not running), the control's operating software is inactive and the LEDs and displays on front panel are all off.

The operating software is initialized and the front panel is turned on in response to a run signal or any one of eight “wake up” inputs from remote sensing switches.

The wake up signals are:

- Emergency Stop
- Low Coolant Level
- Low Coolant Temperature
- Low Fuel
- Customer Fault Inputs 2 and 3
- Run Selected on Run/Off/Auto Switch
- Remote Start Signal in Auto Mode
- Self Test switch

To activate and view the menu displays, press and release the Self Test switch. The PCC will initialize the operating software and permit operation of the menu display panel. If no menu selections are made, the power to the control panel will shut down after 30 seconds.

#### Power On Mode

In the Power On (awake) mode (selector switch S5 on the Digital Board is set to the left), the PCC will initialize the operating software and permit operation of the menu display panel. (See Figure 3-1 for S5 location.) Power will stay on until switch (S5) is set to the Standby mode. It is recommended that switch S5 be left in the Power On mode in all application, except those where auxiliary battery charging is not available.

**⚠ CAUTION** *Electrostatic discharge will damage circuit boards. Always wear a grounding wrist strap when touching or handling circuit boards or socket-mounted ICs and when disconnecting or connecting harness connectors.*

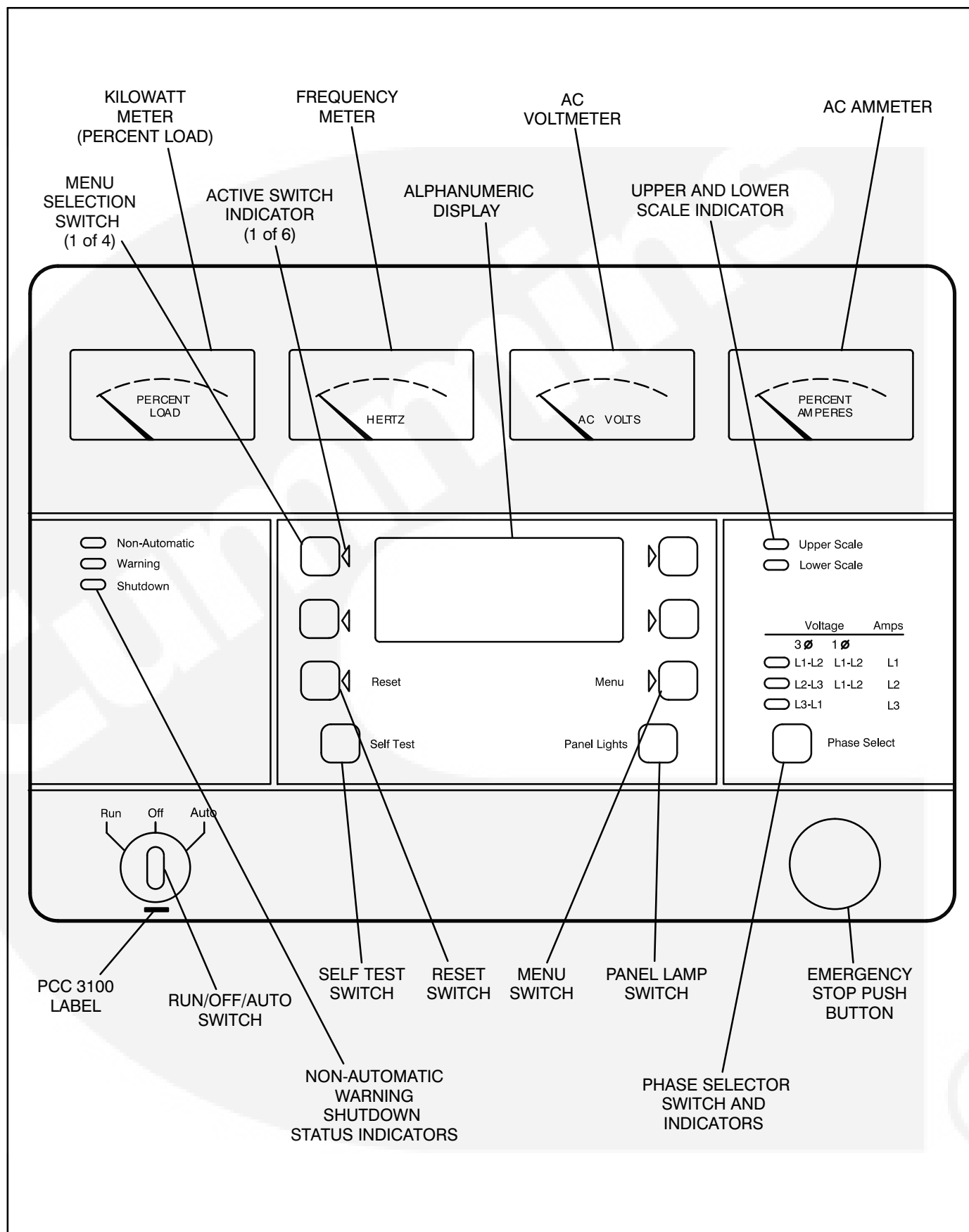


FIGURE 2-1. FRONT PANEL (PCC 3100)

## FRONT PANEL

Figure 2-1 shows the features of the front panel.

**AC Voltmeter:** Dual scale instrument indicates AC voltage. Measurement scale in use is shown on scale indicator lamp.

**AC Ammeter:** Indicates current output in percent of maximum rated current. (Percent current is based on .8 PF three-phase and 1.0 PF single phase.)

**Kilowatt Meter:** Indicates AC power output as percent of rated load.

**Frequency Meter:** Indicates generator output frequency in hertz.

**Upper and Lower Scale Indicator Lamps:** Indicate AC voltmeter scale.

**Digital Display:** This two-line, 16-character per line alphanumeric display is used in the menu-driven operating system, in conjunction with the display menu selection switches and the Menu switch. Refer to the menu trees later in this section. The display is also used to show warning and shutdown messages.

**Display Menu Selection Switches:** Four momentary switches—two on each side of the digital display window—are used to step through the various menu options and to adjust generator set parameters. The green arrow adjacent to the switch is lit when the switch can be used (switch is “active”).

**Menu Switch:** Press this switch to return the digital display to the MAIN MENU. Refer to the menu trees later in this section.

**Reset Switch:** Press this switch to reset warning and shutdown messages after the condition has been corrected. To reset a shutdown message with the Reset switch, the Run/Off/Auto switch must be in the Off position.

In the Auto mode, shutdown faults can be reset by removing the remote start input and then cycling the remote reset input.

**Self Test Switch:** Press and hold this switch to light all front panel LEDs and cycle through all shutdown and warning messages.

**Panel Lights Switch:** Press this switch to turn control panel illumination on and off. The illumination will shut off after about eight minutes.

**Phase Selector Switch and Indicators:** Press this momentary switch to select phases of generator

output to be measured by the AC voltmeter and ammeter. LEDs indicate the selected phase.

**Run/Off/Auto Switch:** This switch starts and stops the genset locally, or enables start/stop control of the engine from a remote location. (Ground to start.)

**Note:** When the generator set is operating in the Remote Start mode, removing the Remote Start command does not shut off the engine if the load is more than 10 per cent, the cooldown timer is set to zero, and the control is configured for a single unit (not in parallel). The generator set continues to operate until it runs out of fuel, the E-stop button is used, or the load is removed.

**Emergency Stop Button:** Push the switch in for emergency shutdown of the engine.

**Remote Reset switch will not reset emergency stop. Can only be reset at the PCC front panel.**

To reset:

1. Pull the button out or turn the switch clockwise (button with arrow) and allow it to pop out.
2. Move the Run/Off/Auto switch to Off.
3. Press the front panel Reset switch.
4. Select Run or Auto, as required.

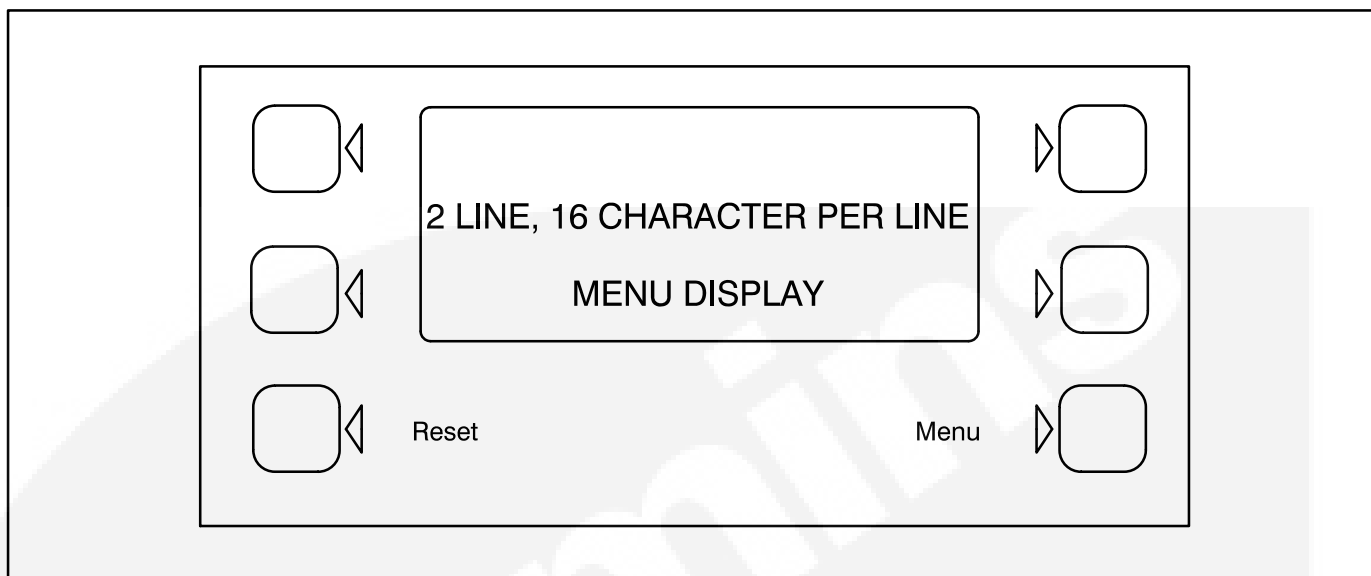
**Non-Automatic Status Indicator:** This red lamp flashes continuously when the Run/Off/Auto switch is not in the Auto position.

**Warning Status Indicator:** This yellow lamp is lit whenever the control detects a warning condition. After the condition is corrected, warning indicators can be reset by pressing the Reset switch. (It is **not** necessary to stop the generator set.)

In the Auto mode, warnings can also be reset by cycling the remote reset input after the condition is corrected.

**Shutdown Status Indicator:** This red lamp is lit whenever the control detects a shutdown condition. After the condition is corrected, shutdown indicators can be reset by turning the Run/Off/Auto switch to the Off position, and pressing the Reset switch. In Auto mode, shutdowns can be reset by removing the remote start input and then cycling the remote reset input.

**Emergency Stop shutdown status (Code 102) can be reset only at the PCC front panel.**



**FIGURE 2-2. DIGITAL DISPLAY AND MENU SELECTION SWITCHES**

## **MENU DISPLAY AND SWITCHES**

Figure 2-2 shows the digital display and the menu selection switches. Refer to heading “*Front Panel*” which describes the menu display and switches.

In the Standby Mode, to activate and view the menu displays without starting the generator set, press and release the Self Test switch. This will initialize the PCC operating software and permit operation of the menu display panel. If no menu selections are made, a software timer will shut down the power after 30 seconds. In the Power On Mode, power is continuously supplied to the control panel. Display will always remain on.

**In the digital display, the “>>” symbol indicates that selecting the adjacent button causes the operating program to branch to the next menu display—as shown in the menu diagrams.**

**In the digital display, the “<<” symbol indicates that selecting the adjacent button causes the operating program to go back to the previous menu display.**

## **MAIN MENU**

The facing page shows the main menu and a block representation of the available submenus.

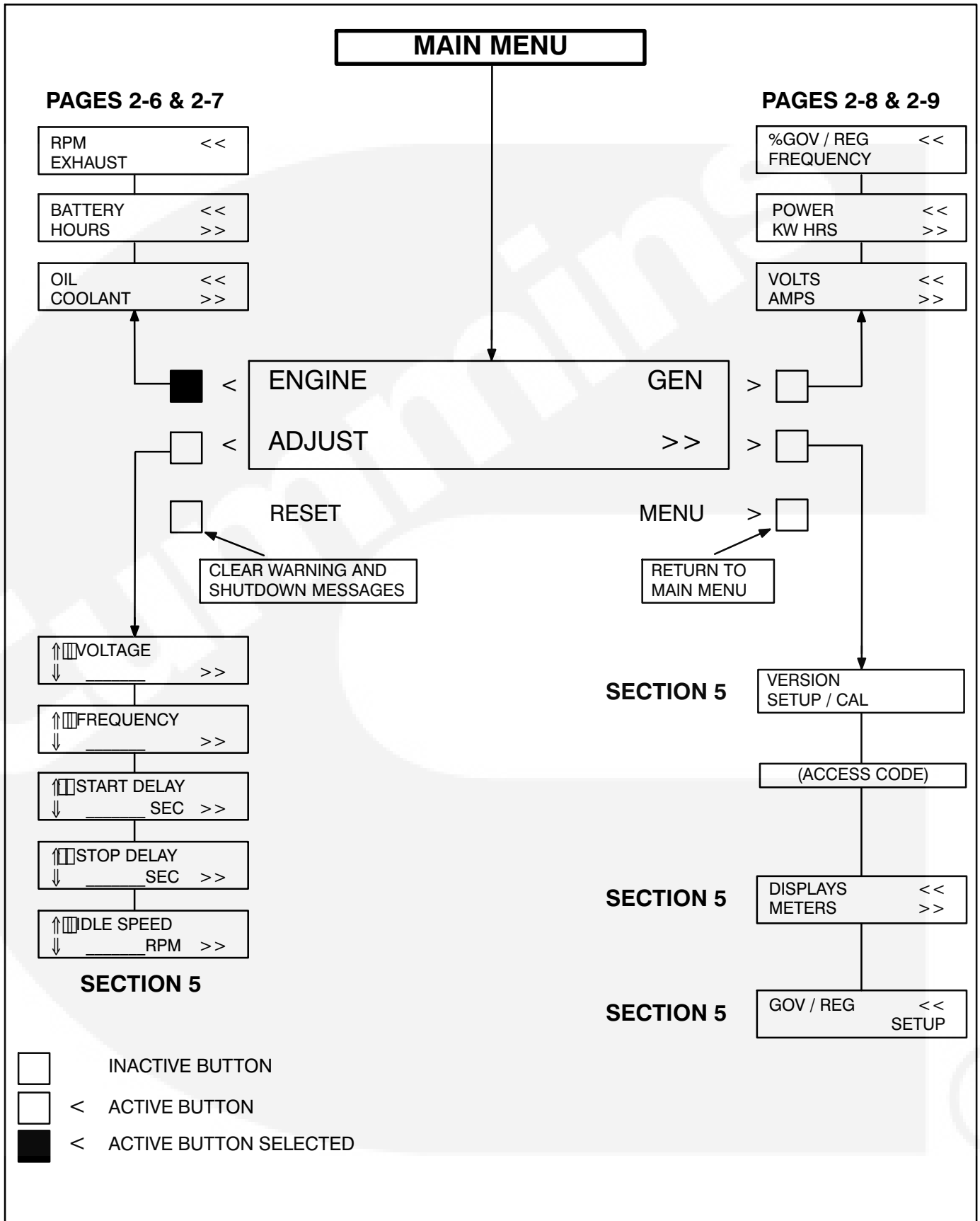
As shown in the diagram, the main menu can branch into one of four directions.

To display engine parameters, such as oil pressure and temperature, water temperature, engine speed (RPM), and exhaust temperature, press the button next to the word “ENGINE” in the display. Refer to *ENGINE MENU* in this section.

To display generator parameters, such as volts, amps, power (kW), and frequency, press the button next to the word “GEN” in the display. Turn to the *GEN MENU* in this section.

To adjust output voltage and frequency, or start and stop delays, press the button next to the word “ADJUST” in the display. Refer to *ADJUST MENU* in Section 5.

To display the selected generator set model and the resident version software, press the button next to the “>>” in the display. Refer to *VERSION & DISPLAYS MENUS* in Section 5.



## ENGINE MENU

The facing page shows a block representation of the ENGINE menu. If you press the button next to the word "ENGINE" in the display, the first ENGINE submenu will appear.

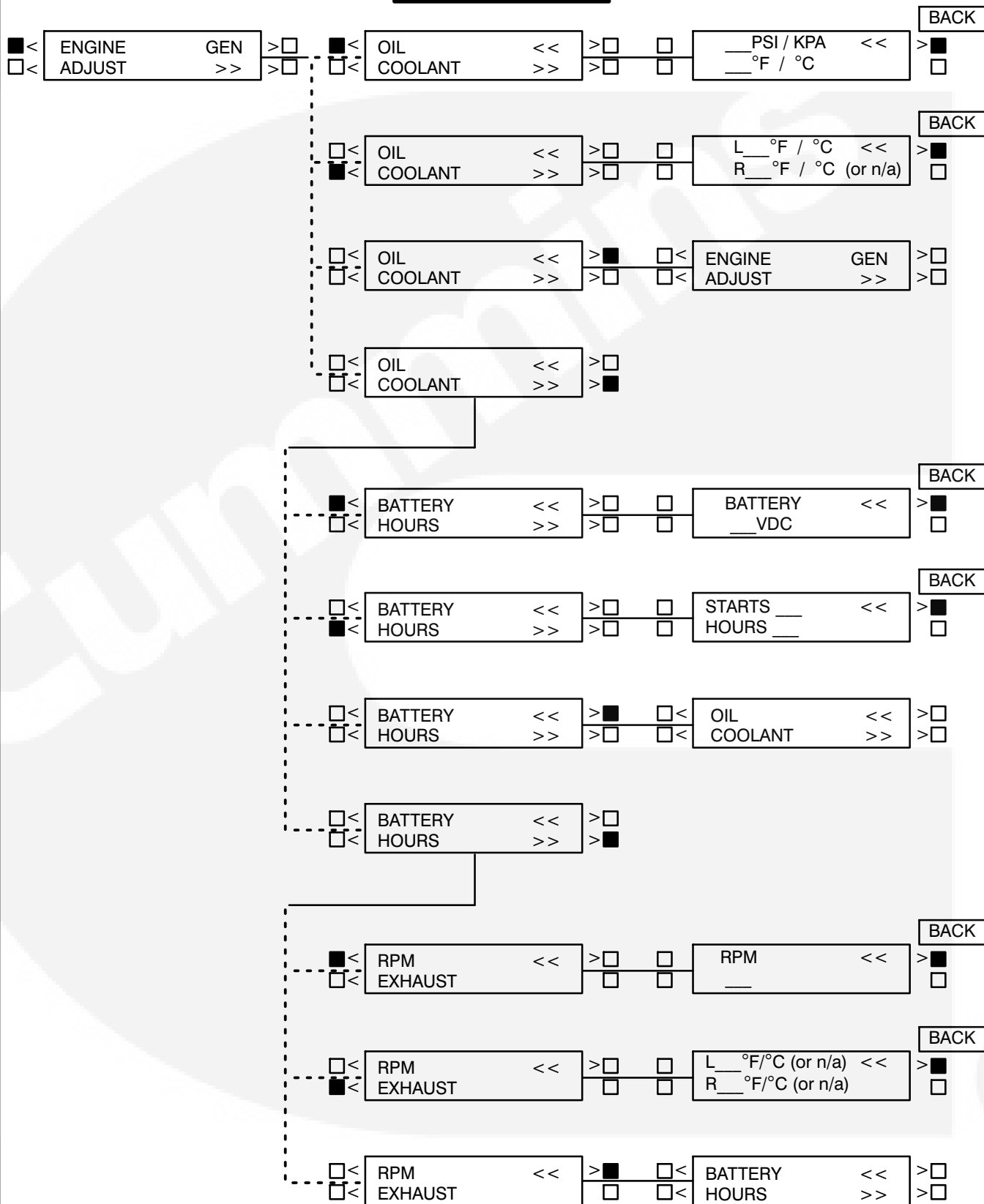
As shown in the diagram, the ENGINE menu has three submenus.

**OIL/COOLANT submenu:** This is the first submenu. Select OIL for a display of oil pressure and oil temperature. Select COOLANT for a display of coolant temperature. When oil or coolant parameters are displayed, pressing the button next to the "<<" will return the display ("BACK") to the OIL/COOLANT submenu.

**BATTERY/HOURS submenu:** From the OIL/COOLANT submenu, press the button next to the ">>" in the display to move to the BATTERY/HOURS submenu. Select BATTERY for a display of battery voltage. Select HOURS for a display of the number of starts and the running hours. When battery or hours parameters are displayed, pressing the button next to the "<<" will return the display ("BACK") to the BATTERY/HOURS submenu.

**RPM/EXHAUST submenu:** From the BATTERY/HOURS submenu, press the button next to the ">>" in the display to move to the RPM/EXHAUST submenu. Select RPM for a display of engine RPM. Select EXHAUST for a display of the (optional) exhaust temperature. When RPM or exhaust parameters are displayed, pressing the button next to the "<<" will return the display ("BACK") to the RPM/EXHAUST submenu.

## ENGINE MENU



--- Indicates "OR" Condition

## GEN MENU

The facing page shows a block representation of the GEN menu. If you press the button next to the word “GEN” in the display, the first GEN submenu will appear.

As shown in the diagram, the GEN menu has three submenus. Within these submenus, bold boxes indicate the possible selections made in the “Initial Start Setup” submenus (e.g., DELTA or WYE) and how the submenus will vary dependent on these selections.

**VOLTS/AMPS submenu:** This is the first submenu. Select VOLTS for a display of a line-line or line-neutral selection. Select line-line or line-neutral for the desired voltage display. Select AMPS for a display of L1, L2, and L3 current in amps. When voltage or current parameters are displayed, pressing the button next to the “<<” will return the display (“BACK”) to the L-L/L-N submenu.



## GEN MENU (Cont.)

**POWER / KW HOURS submenu:** From the VOLTS/AMPS submenu, press the button next to the ">>" in the display to move to the POWER/KW HOURS submenu. Select POWER for a display of power output in kilowatts and a power factor value. Select KW HOURS for a display of kilowatt hours. When power or kW hours parameters are displayed, pressing the button next to the "<<" will return the display ("BACK") to the POWER/KW HOURS submenu.

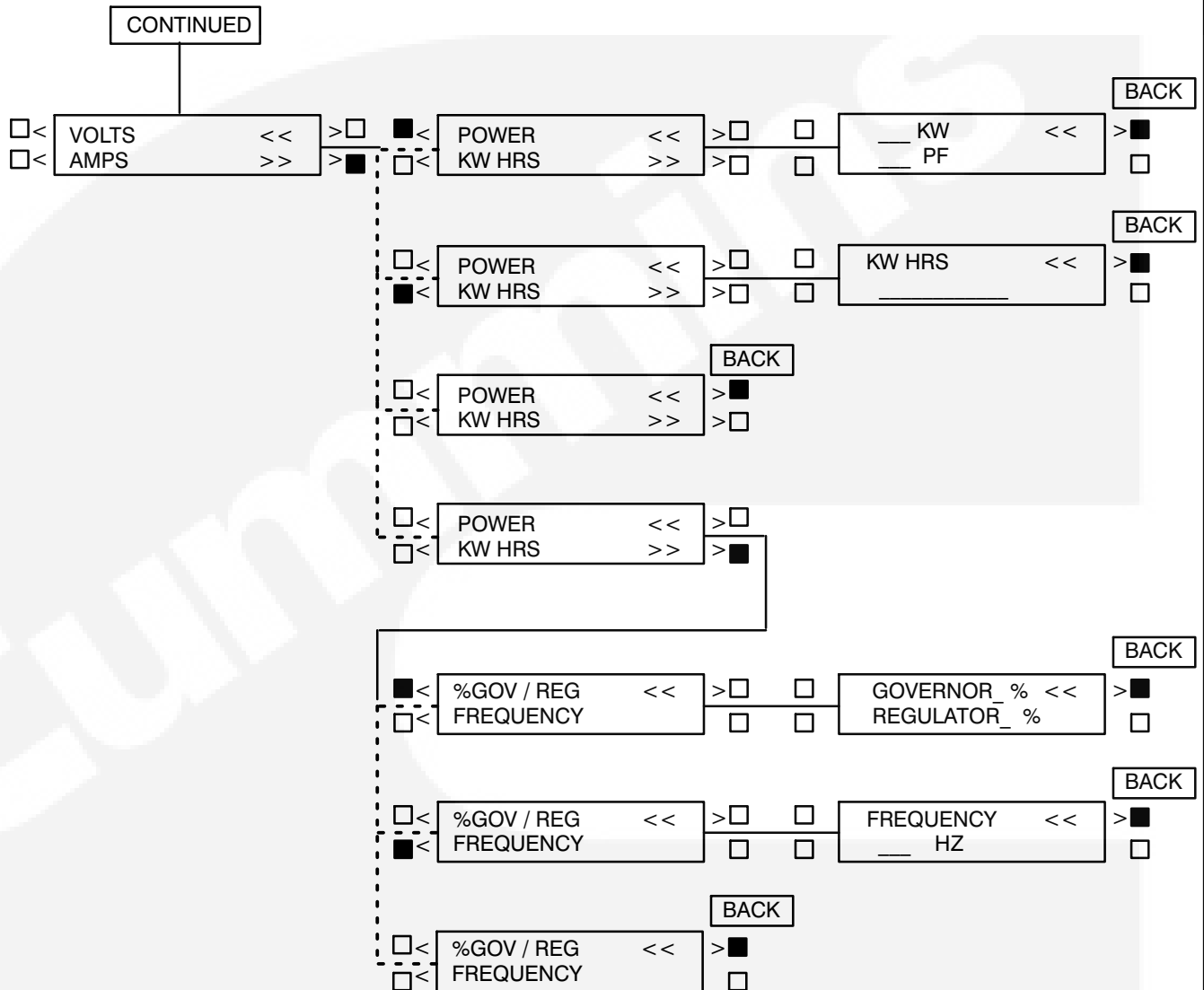
**The PF reading will contain an asterisk if the power factor is leading (for example, \*.3PF).**

**N/A is displayed in the PF field when the generator set is not running.**

**%GOV/REG/FREQUENCY submenu:** From the POWER/KW HOURS submenu, press the button next to the ">>" in the display to move to the %GOV/REG/FREQUENCY submenu. Select %GOV/REG for a display of voltage regulator and governor duty cycle (drive) levels in percentage of maximum. Select FREQUENCY for a display of the generator output frequency. When voltage regulator and governor or frequency parameters are displayed, pressing the button next to the "<<" will return the display ("BACK") to the %GOV/REG/FREQUENCY submenu.



## GEN MENU (Cont.)



- - - - Indicates "OR" Condition

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# 3. Circuit Boards and Modules

## GENERAL

This section describes the function of the PCC circuit boards and modules that are contained in the control panel (Figure 3-1) and the accessory box. The block diagram in Figure 3-2, shows both internal and external components of the PCC system.

The system schematics are provided in *Section 8* of this manual.

**⚠ CAUTION** *Electrostatic discharge will damage circuit boards. Always wear a grounding wrist strap when touching or handling circuit boards or socket-mounted ICs.*

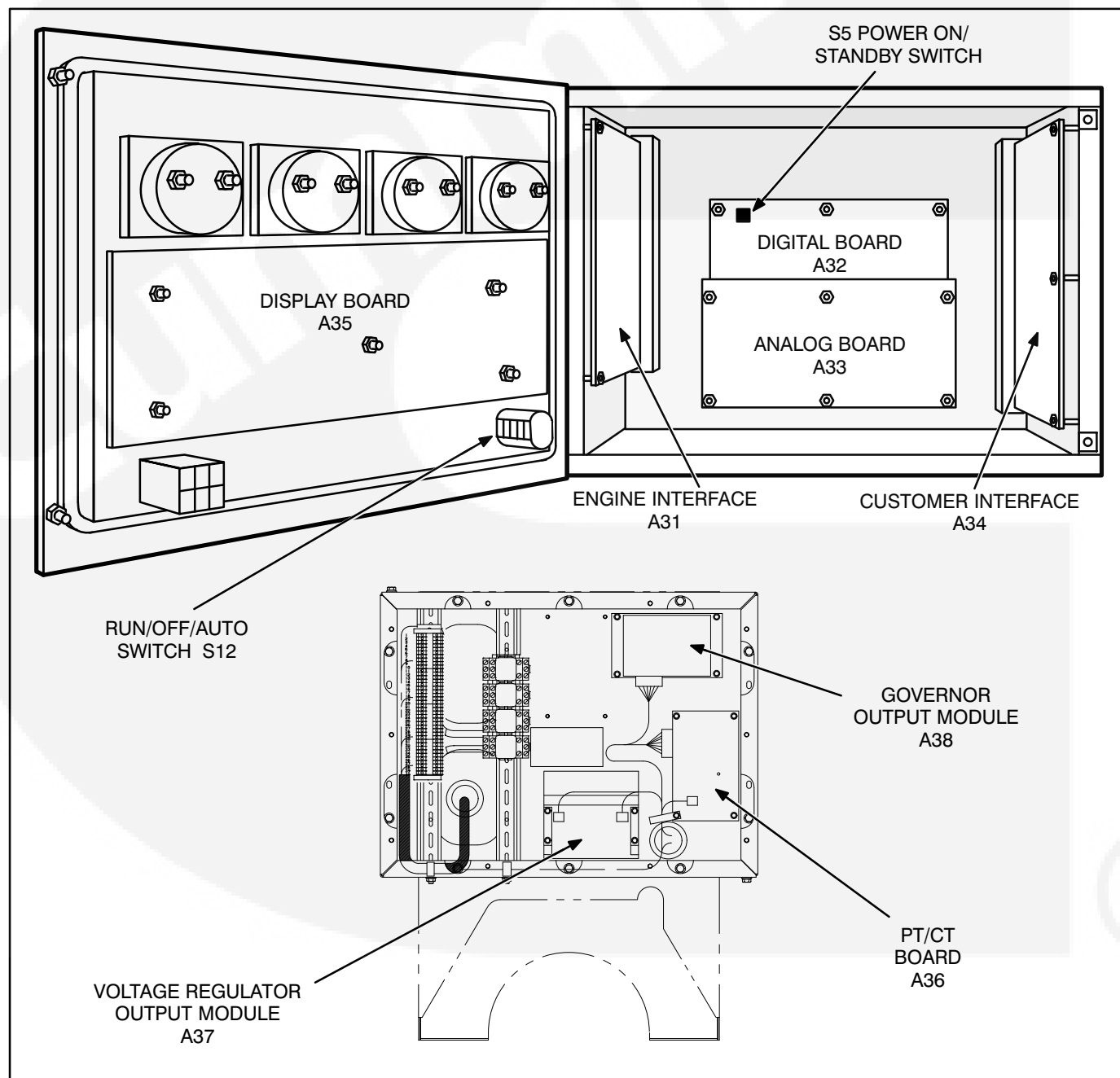


FIGURE 3-1. CIRCUIT BOARD LOCATIONS

# POWERCOMMAND GENSET SYSTEM ARCHITECTURE

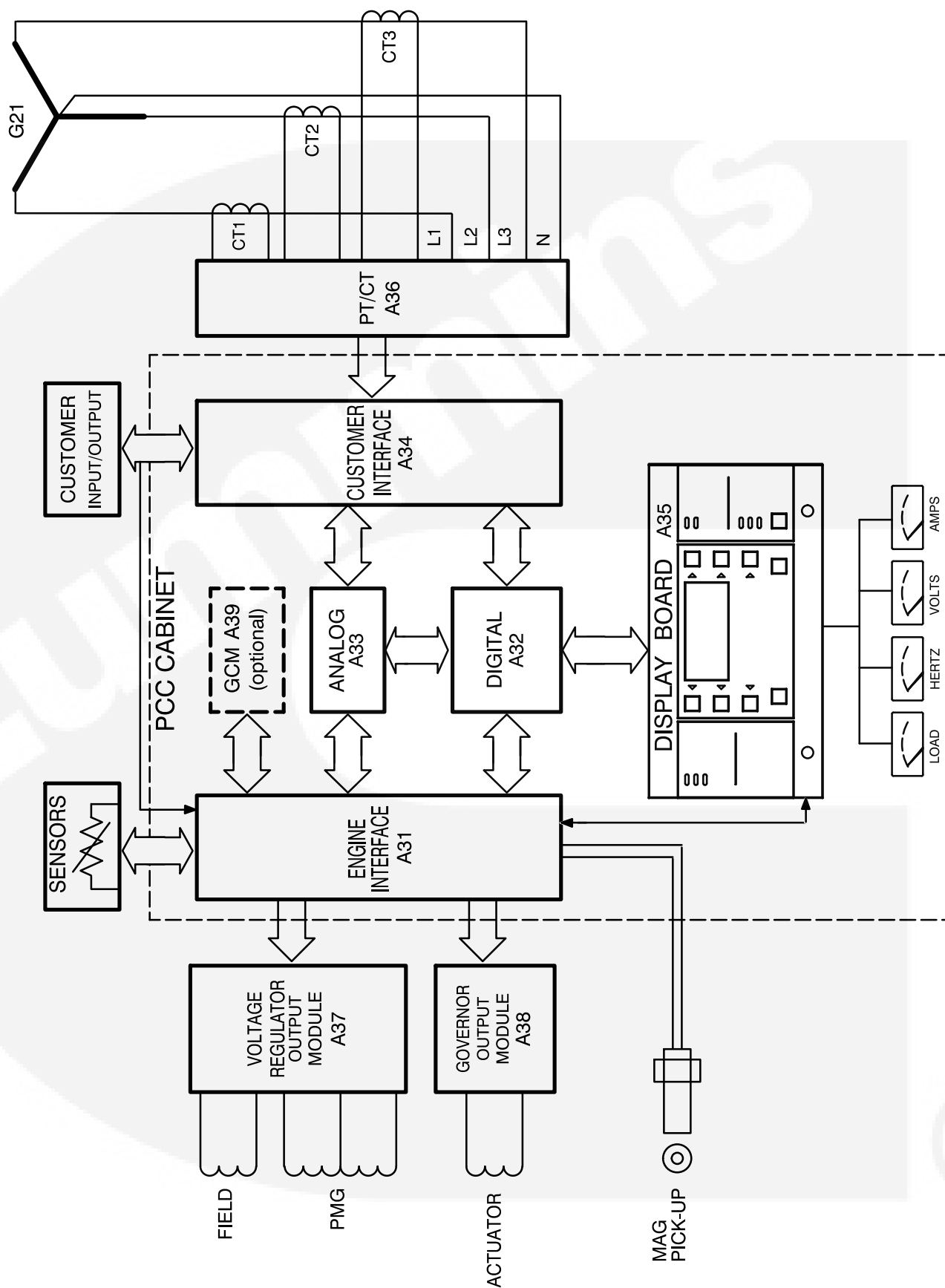


FIGURE 3-2. BLOCK DIAGRAM

## DIGITAL BOARD (A32)

The digital circuit board (Figure 3-3) contains the microprocessor and the operational software for the control. It connects to all other boards inside the control. This board also provides the analog-to-digital conversions for the PCC.

### Switch

**S5** Slide the switch to the left to select the Power On (awake) mode. Control panel power/operating software will remain on until the switch is reset to the Standby mode. It is recommended that switch S5 be left in the Power On mode in all applications, except those where auxiliary battery charging is not available.

Slide right to put the PCC in the Standby ("sleep") mode. In this mode, the PCC operating software will be initiated by selection of Run on the front panel, by pressing the Self Test switch, by a remote start input (in Auto mode), or by any one of several "wake-up" signals from external switches.

### Connectors

The digital board has five connectors. They are:

- J1** Serial Interface RS232
- J2** Connects to J4 on A34 Customer Interface board
- J3** Connects to J2 on A33 Analog board
- J4** Connects to J1 on A31 Engine Interface board
- J5** Connects to J5 on A35 Digital Display assembly

### LEDs

The digital board has seven LED's that indicate the following conditions:

- DS1** Spare (Green)
- DS2** Spare (Green)
- DS3** +18 VDC supply OK (Green)
- DS4** +5 VDC supply OK (Green)
- DS5** Run (**Flashes once per second if software is running**) (Green)
- DS6** +12 VDC B+ supply OK (Green)
- DS7** +12 VDC supply OK (Green)

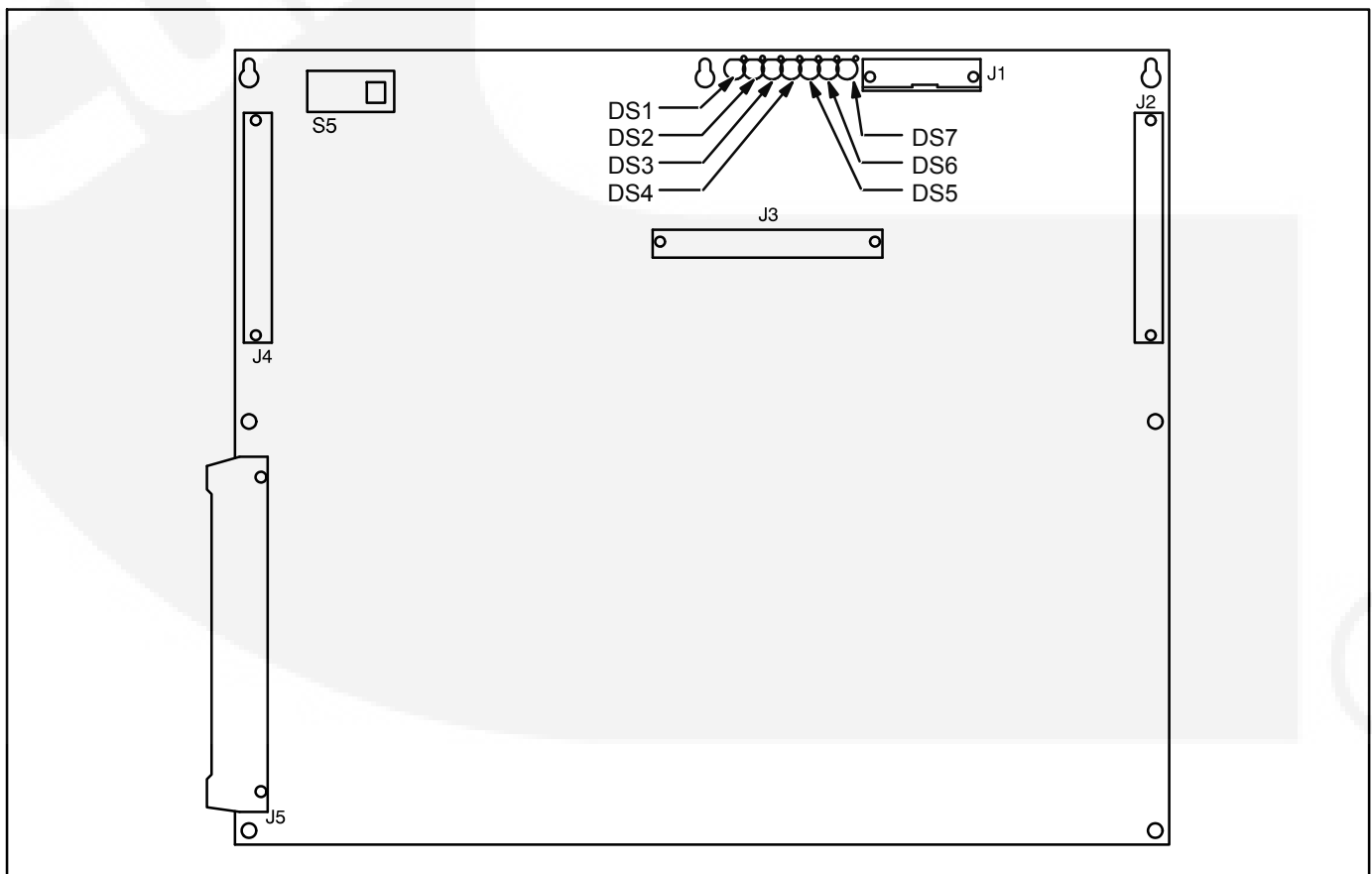


FIGURE 3-3. DIGITAL BOARD

## ENGINE INTERFACE BOARD (A31)

The engine interface board (Figure 3-4) reads user control inputs, monitors engine, generator and system status, and initiates the appropriate action for normal operating and fault conditions (warning or shutdown).

This board is connected to the engine sensors, battery, starter, governor output module, voltage regulator output module, and the magnetic pick-up (MPU).

The engine interface board can also be connected to an optional network interface module for network access.

During a typical start sequence the LED's light as follows:

1. **DS11** lights when a remote run signal is received and S12 is in the Auto position, or S12 is moved to the Run position.
2. **DS12** lights when the magnetic pick-up voltage is sensed (engine is cranking). (When the engine is cranking, the mag pickup output should be a minimum of 1 volt.)
3. **DS11** extinguishes, **DS9** lights and **DS10** is dimly lit when the generator is running.

### Connectors

The engine interface board has seven connectors and one terminal strip. They are:

- J1** Connects to J4 on A32 Digital board.
- J2** Connects to J1 on A33 Analog board.
- J3** Connects to display board, front panel switches and meters.

- J4** Connects to customer connections and to engine harness which includes magnetic pick-up.
- J5** Connects to engine sensors.
- J6** Connects to Genset Control module (GCM).
- J7** Connects to Genset Control module (GCM).

### Fuses

The engine interface board has two replaceable fuses. They are:

- F1** Control B+ (5 Amps)
- F3** Aux. B+ (5 Amps). (Panel lamps and run/start contacts).

### LED's

The engine interface board has 10 LED's that indicate the following conditions:

- DS1** Low Fuel Alarm input (Red)
- DS2** Low Coolant Level Alarm input (Red)
- DS3** Low Engine Temperature Alarm input (Red)
- DS4** S12 in Run position (Green). S12 is the Run/Off/Auto switch.
- DS5** S12 in Auto position (Green)
- DS6** Emergency Stop (Red)
- DS7** Not configured.
- DS8** Not configured.
- DS9** AVR duty cycle (Green). Brighter indicates larger duty cycle.
- DS10** GOV duty cycle (Green). Brighter indicates larger duty cycle.
- DS11** Start pilot relay output (Red)
- DS12** Run pilot relay output (Red)

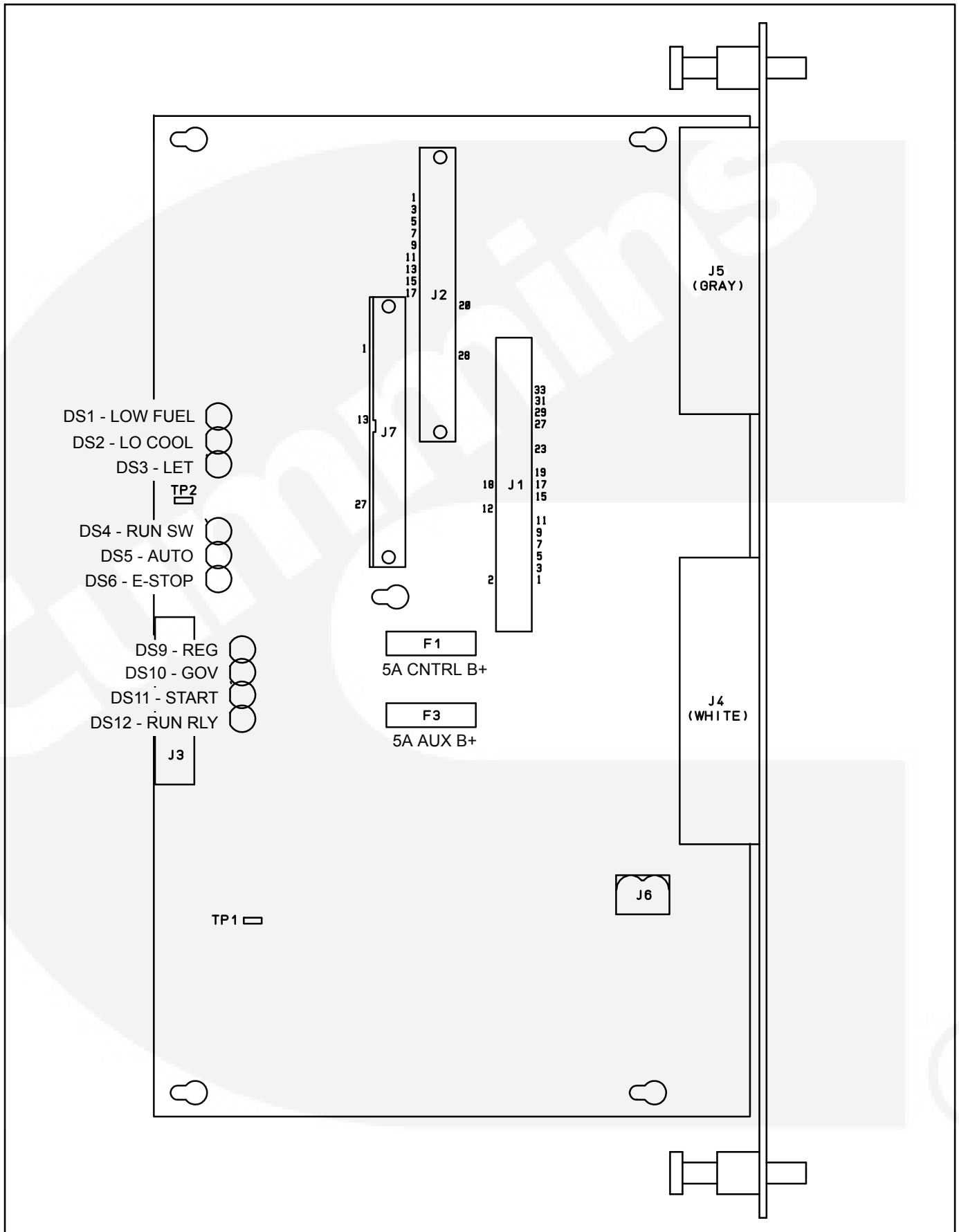


FIGURE 3-4. ENGINE INTERFACE BOARD

## ANALOG BOARD (A33)

The analog board (Figure 3-5) is the only circuit board inside the control that has no LED's. There are two versions of the analog board that are used for paralleling and non-paralleling systems.

This board interprets all analog input signals and converts the analog signals to 0–5 VDC for the digital board.

## Connectors

The analog board has four connectors with ribbon cables permanently soldered to them. They are:

- J1** Connects to J2 on A31 Engine Interface board
- J2** Connects to J3 on A32 Digital board
- J3** Spare analog inputs
- J4** Connects to J1 on A34 Customer Interface board

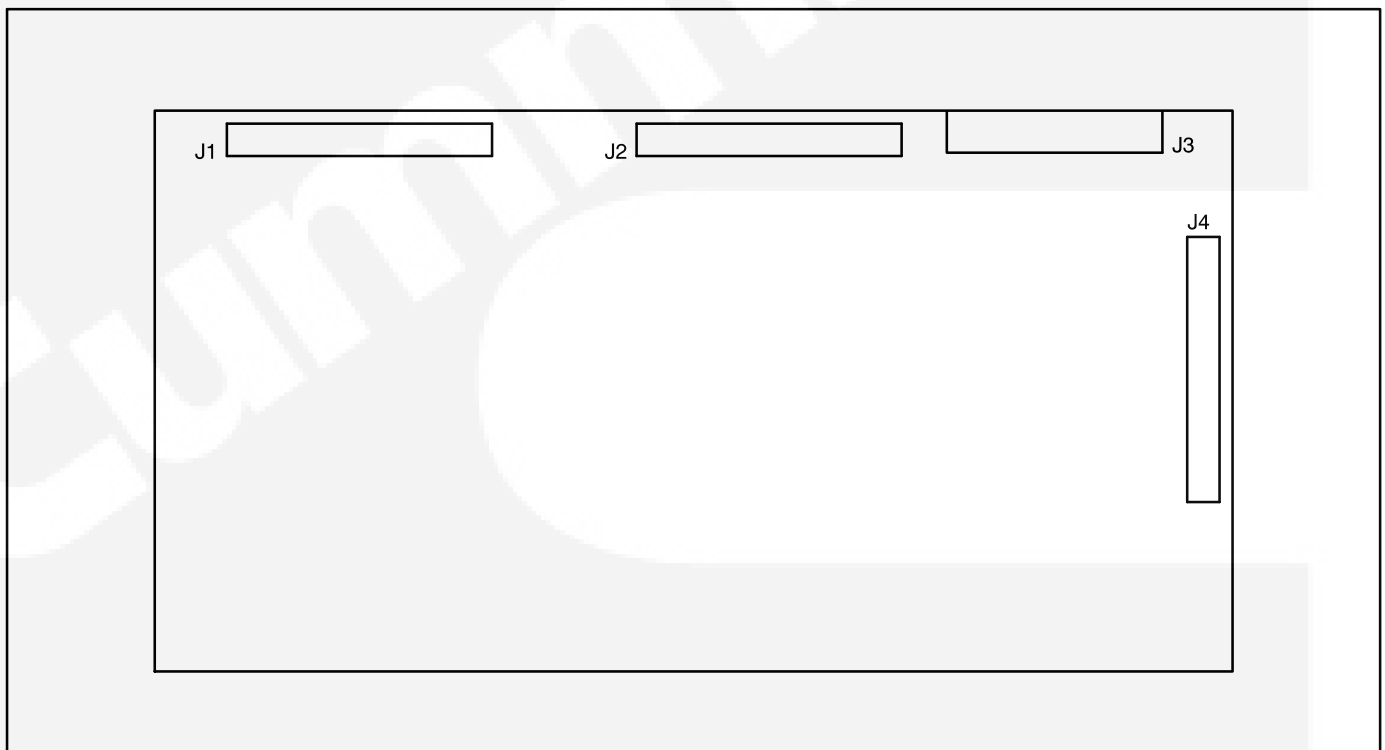


FIGURE 3-5. ANALOG BOARD

## DIGITAL DISPLAY BOARD (A35)

The digital board (Figure 3-6) connects to all meters and the LED display.

### Connectors

The digital board has three connectors. They are:

- J1** Connects to front panel membrane switches
- J5** Connects to J2 on A32 Digital board. (With J5 disconnected, the display will be non-functional, but the PCC will continue to operate.)
- J6** Connects to meters, Run/Off/Auto switch, J3 on A31 Engine Interface board

### LEDs

The digital board has 18 LED's that are used to indicate operational status of the generator set and control panel mode/switch selections.

- DS9** Not In Auto (Red)
- DS10** Upper Scale (Green)
- DS11** Left Top Arrow (Green)

- DS12** Right Top Arrow (Green)
- DS13** Warning (Amber)
- DS14** Lower Scale (Green)
- DS15** Shutdown (Red)
- DS20** Left Bottom Arrow (Green)
- DS21** Right Bottom Arrow (Green)
- DS22** Automatic mains failure (AMF) for paralleling application only: Breaker Closed (Red)
- DS23** Phase A (Green)
- DS24** Reset Arrow (Green)
- DS25** Menu Arrow (Green)
- DS26** AMF application only: Breaker (Green) Open
- DS27** Phase B (Green)
- DS29** Phase C (Green)
- DS36** AMF application: Breaker Closed (Red) – or – paralleling application: Breaker Open (Green)
- DS37** AMF application only: Breaker (Green) Open

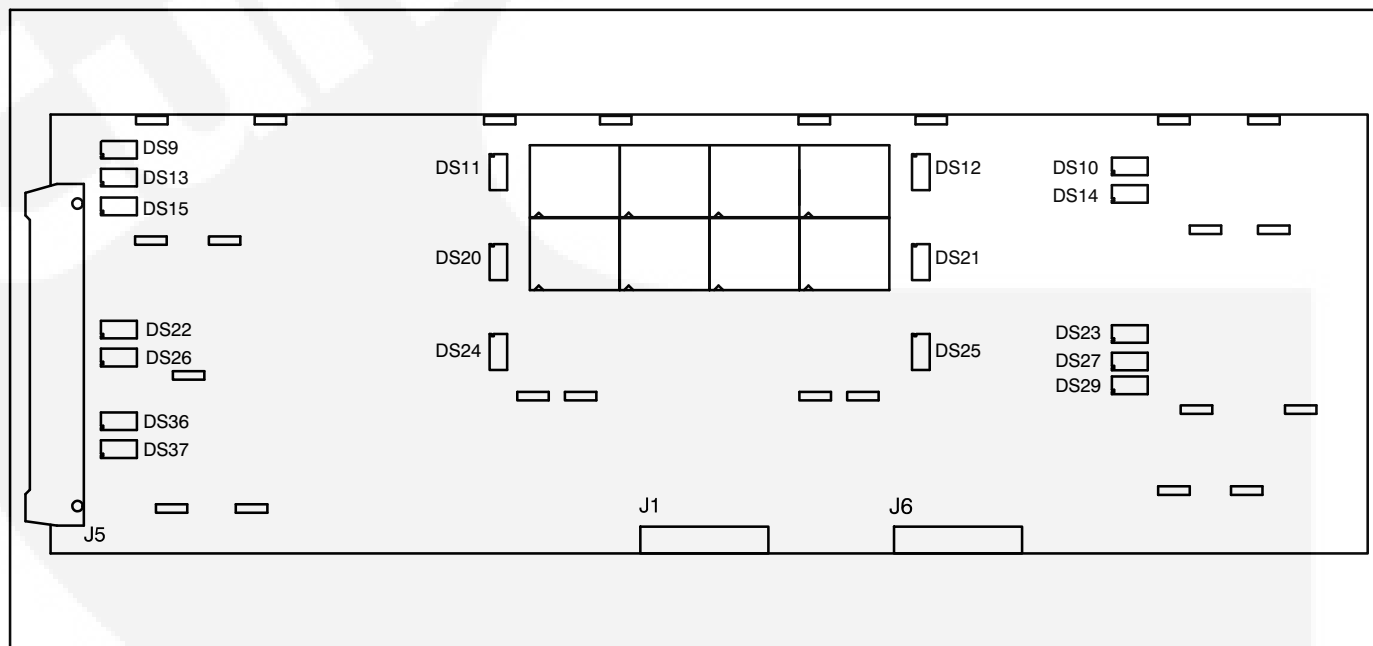


FIGURE 3-6. DIGITAL DISPLAY BOARD

## CUSTOMER INTERFACE BOARD (A34)

The customer interface board (Figure 3-7) connects to the PT/CT board to bring in voltage and current. It also connects to customer inputs and outputs.

### Connectors

The customer interface board has five connectors. They are:

- J1** Customer connections
- J2** Customer connections
- J3** A36 PT/CT Board and customer connections
- J4** Connects to J2 on A32 Digital board
- J5** Connects to J4 on A33 Analog board

### LEDs

The customer interface board has 27 LED's that indicate the following conditions:

- DS1** Master First Start Input (Green) – paralleling application only
- DS2** Pre low oil pressure output relay K14 (Red)
- DS3** Customer Fault #4 Input (Red)
- DS4** Customer Fault #1 Input (Red)
- DS5** Low oil pressure output relay K15 (Red)
- DS6** Fault Reset Input (Red)
- DS7** Engine Idle (Green)
- DS8** Load Demand Input (Green) – paralleling application only
- DS9** Breaker Open/Inhibit Input (Green) – paralleling application only
- DS10** Genset Breaker Closed Position (Green) – paralleling application only
- DS11** Customer Fault #2 input (Red)
- DS12** Low coolant output relay K17 (Red)
- DS13** Low Fuel Input (Red)
- DS14** Remote Start input (Green)
- DS15** Customer Fault #3 input (Red)
- DS16** Breaker Control input relay energized from Digital board (Green).  
In single set application, this output is activated for a breaker trip when there is a shut-down fault.  
In paralleling application, this output is activated to close a breaker
- DS17** Common Alarm output relay energized from Digital board (Green)  
**This output is activated only on a shut-down condition.**
- DS18** Spare output relay energized from Digital board (Green)  
**This output is activated only on a warning condition.**
- DS19** Load Dump output relay energized from Digital board (Red)  
If overload or underfrequency for 5 seconds, this output is activated (before shut-down).
- DS20** Ready to Load output relay energized from Digital board (Green)  
This output is activated when AC voltage and frequency exceed 90% of nominal.
- DS21** Pre high engine temperature output relay K8 (Red)
- DS22** Not in auto output relay K6 (Red)
- DS23** High engine temperature output relay K9 (Red)
- DS24** Overspeed output relay K10 (Red)
- DS25** Overcrank output relay K11 (Red)
- DS26** Low engine temperature output relay K12 (Red)
- DS27** Low fuel output relay K13 (Red)

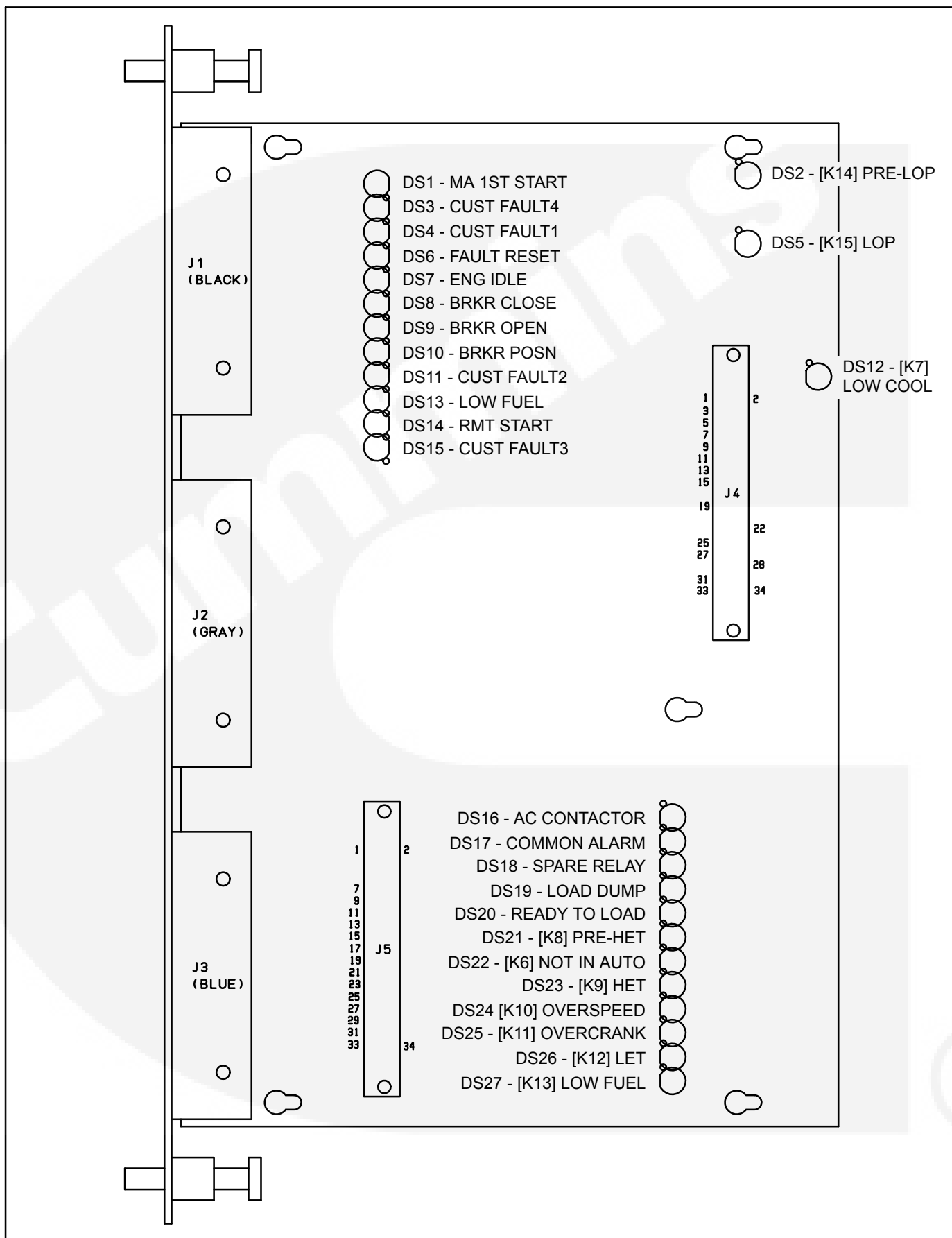


FIGURE 3-7. CUSTOMER INTERFACE BOARD

## PT/CT BOARD (A36)

The PT/CT board (Figure 3-8) is mounted inside the accessory box. This board converts generator output voltage to approximately 18 VAC levels for the analog board. It also converts CT .55 amp (at full load) output to approximately 1.65 VAC (at full load) input for the analog board.

There are three versions of this board. For proper operation, the PT/CT board must be correctly matched to the generator set.

In addition, there is a specific set of CT s for each genset. For proper operation, the CTs must also be correctly matched to the genset output current.

## Connectors

The PT/CT board has two connectors. They are:

**J8** Connects to J3 on A34 Customer Interface board

**J9** Connects to AC harness (generator output voltage and CTs)

### ***J9 wiring connections:***

Yellow	Gen. A In
Orange	Gen. B In
Red	Gen. C In
Brown	Gen. Common In
White	CT21 (+) In
Gray	CT21 (common) In
Grn/Ylw	CT22 (+) In
Black	CT22 (common) In
Purple	CT23 (+) In
Blue	CT23 (common) In

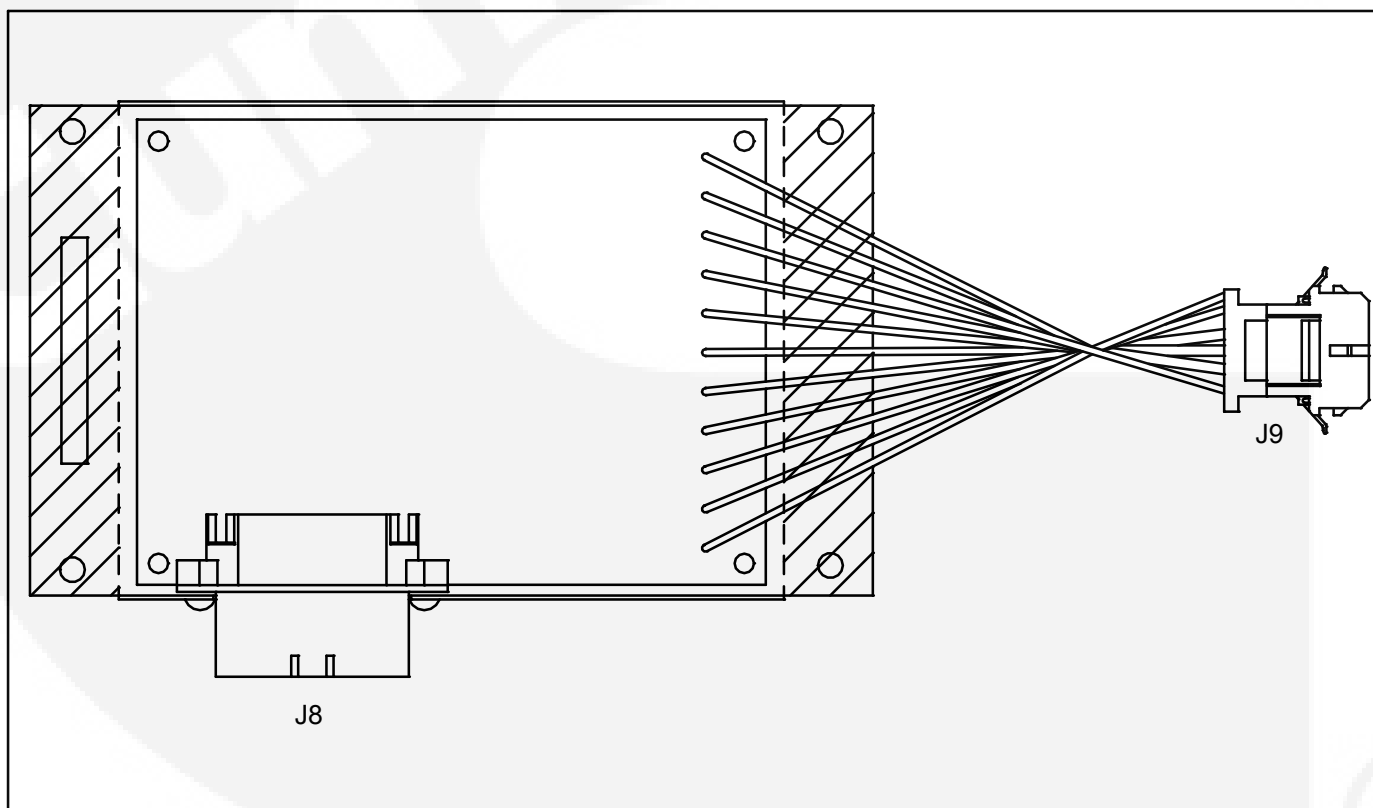


FIGURE 3-8. PT/CT BOARD

## VOLTAGE REGULATOR OUTPUT MODULE (A37)

The voltage regulator output module (Figure 3-9) is a power amplifier. This board is used to amplify the pulse-width modulated (PWM) signal from the PCC to drive the exciter windings. Power from the PMG is used by this board to amplify the PWM signal.

### Connectors

The voltage regulator output module has two connectors. They are:

**J7** Connects to engine harness (control)

#### **J7 wiring connections:**

Gray	Regulator Drive (+) Input
White	Regulator Drive (-) Input
Blue	B+ Input (RUN signal)
Purple	Ground Input
Grn/Yel	Start in
Black	Start solenoid

**J10** Connects to engine harness (power)

#### **J10 wiring connections:**

Green	Phase A PMG power
Yellow	Phase B PMG power
Orange	Phase C PMG power
Red	X (Field +) Output
Brown	XX (Field -) Output

### LEDs

The voltage regulator output module has 3 LED's that indicate the following conditions.

**DS1** On when voltage regulator isolated supply is operating (Green)

**DS2** Output Duty Cycle – Brighter when load increases – larger duty cycle (Amber). The duty cycle range of the PWM signal is 0 - 60%. Because the normal duty cycle is less than 10%, the output duty cycle LED, DS2 will normally be very dimly lit.

**DS3** Backup start disconnect – On when start disconnect is true (Green). The backup start disconnect is initiated at about 850 RPM, when sensed PMG voltage is greater than 105 volts RMS.

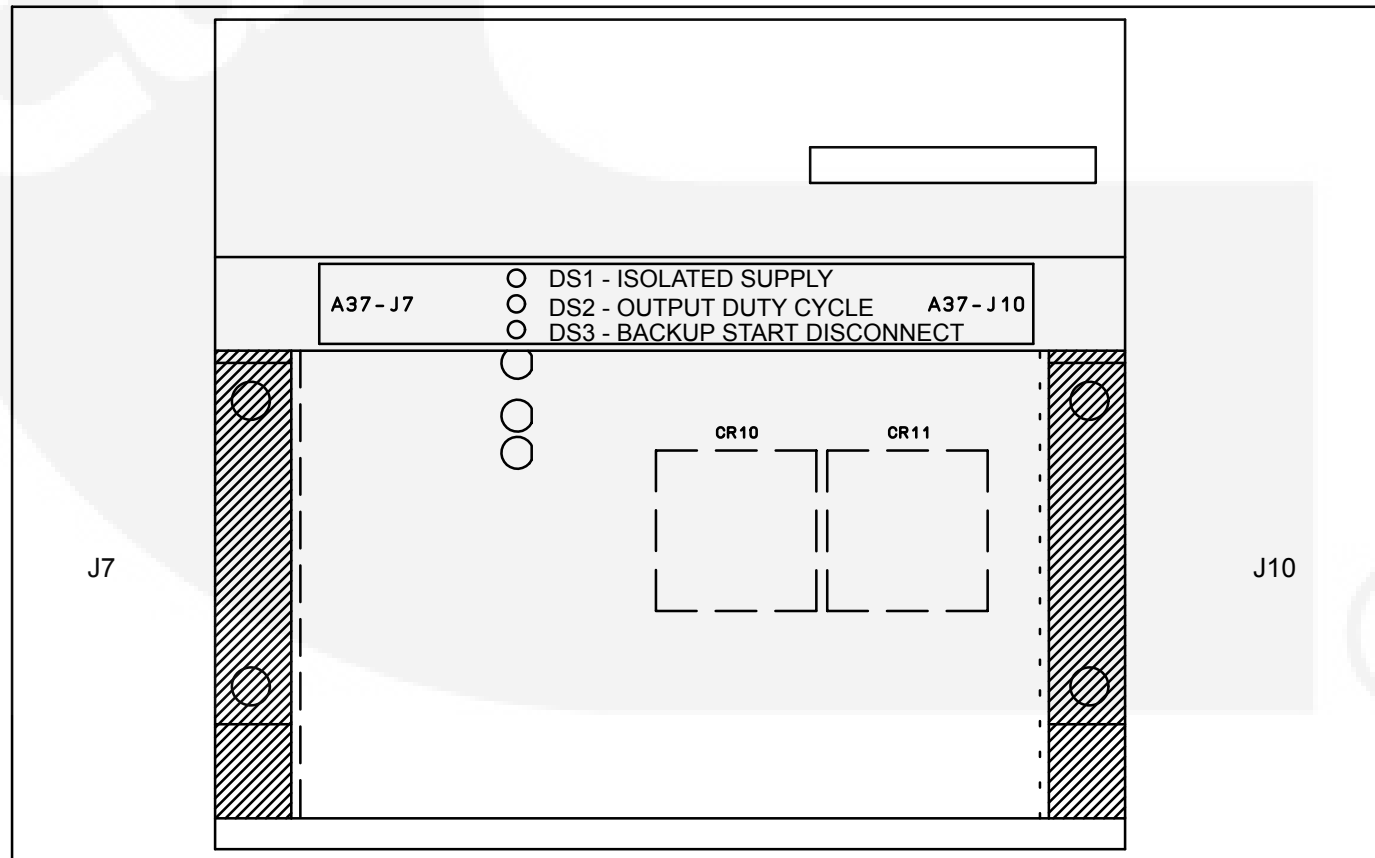


FIGURE 3-9. VOLTAGE REGULATOR OUTPUT MODULE (A37)

## GOVERNOR OUTPUT MODULE (A38)

The governor output module (Figure 3-10) receives a low power pulse-width modulated (PWM) signal from the engine interface board and then sends an amplified signal to drive the governor actuator. The PCC monitors frequency from both the magnetic pick-up (MPU) and the main stator inputs.

### Connectors

The governor output module has one connector:

- J6** Connects to Governor Actuator, Governor Drive (from Engine Interface), B+, T26

### Fuses

The governor output module has three fuses to protect it from overloads and ground faults. They are:

- F1** Network B+ (10 Amps)
- F2** Switched B+ (10 Amps) — T26
- F3** Gov Act + (10 Amps)

### LEDs

The governor output module has two LED's that indicate the following conditions:

- DS1** Output Duty Cycle: brighter = longer duty cycle (Amber). The duty cycle range of the PWM signal is 0 - 90%. Normal duty cycle is about 30%.
- DS2** Run signal to Governor Controller (Green)

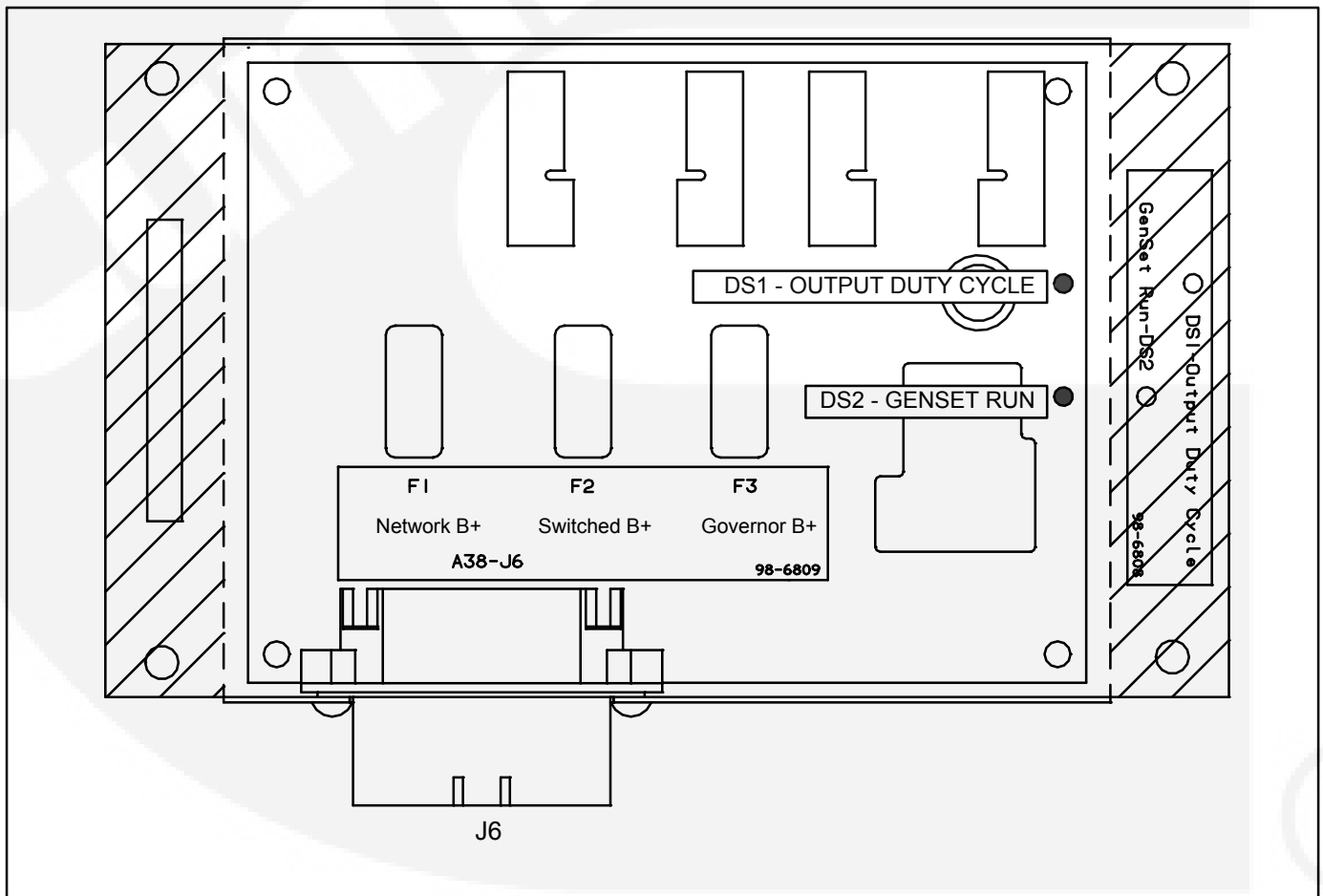


FIGURE 3-10. GOVERNOR OUTPUT MODULE (A38)

# 4. Troubleshooting

## GENERAL

The PowerCommand® Control 3100 (PCC) continuously monitors engine sensors for abnormal conditions, such as low oil pressure and high coolant temperature. If any of these conditions occur, the PCC will light a yellow Warning lamp or a red Shutdown lamp and display a message on the digital display panel.

In the event of a shutdown fault (red Shutdown lamp), the PCC will stop the generator set (genset) and close a set of contacts that can be wired to trip a circuit breaker. If the genset is stopped for this reason, the operator can restart the genset after making adjustments or corrections.

This section contains the following information:

- **Table 4-1:** Contains a list of all status codes, including the displayed message and status indicator. Also references the page number that contains a description of each code.
- **Table 4-2:** Describes each warning and shutdown code, warning and shutdown limits where applicable, and basic corrective actions, such as, checking fluid levels, control reset functions, battery connections, etc.
- **Table 4-3:** Lists the PCC oil pressure warning and shutdown limits.
- **Tables 4-4 through 4-29:** Provide detailed troubleshooting procedures.
- **Table 4-30:** Describes the analog circuit board inputs and outputs.
- **Table 4-31:** Describes the location and function of each fuse.

## SAFETY CONSIDERATIONS

**⚠ WARNING** *Contacting high voltage components can cause electrocution, resulting in severe personal injury or death. Keep the output box covers in place during troubleshooting.*

High voltages are present when the genset is running. Do not open the generator output box while the genset is running.

**⚠ WARNING** *Ignition of explosive battery gases can cause severe personal injury or death. Arcing at battery terminals, light switch or other equipment, flame, pilot lights and sparks can ignite battery gas. Do not smoke, or switch trouble light ON or OFF near battery. Discharge static electricity from body before touching batteries by first touching a grounded metal surface.*

*Ventilate battery area before working on or near battery—Wear goggles—Stop genset and disconnect charger before disconnecting battery cables—Disconnect negative (–) cable first and reconnect last.*

**⚠ CAUTION** *Disconnect battery charger from AC source before disconnecting battery cables. Otherwise, disconnecting cables can result in voltage spikes damaging to DC control circuits of the genset.*

**⚠ WARNING** *Accidental starting of the generator set can cause severe personal injury or death. Prevent accidental starting by disconnecting the negative (–) cable from the battery terminal.*

When troubleshooting a generator set that is shut down, make certain the generator set cannot be accidentally restarted as follows:

1. Move the Run/Off/Auto switch on the control panel to the OFF position.
2. Turn off or remove AC power from the battery charger.
3. Remove the negative (–) battery cable from the generator set starting battery.

## STATUS INDICATORS

**Non-Automatic Status Indicator:** This red lamp flashes continuously when the Run/Off/Auto switch is in the Off position.

**Warning Status Indicator:** This yellow lamp is lit whenever the control detects a warning condition. After the condition is corrected, warning indicators can be reset by pressing the Reset switch. (It is **not** necessary to stop the generator set.) In auto mode, warning indicators can also be reset by cycling the remote reset input after the condition is corrected.

**Shutdown Status Indicator:** This red lamp is lit whenever the control detects a shutdown condition. Shutdown faults are latched. After the condition is corrected, shutdown indicators can be reset by turning the Run/Off/Auto switch to the Off position, and pressing the Reset switch. In the Auto position, shutdown faults can be reset by removing the remote start input and then cycling the remote reset input.

Emergency Stop shutdown status (Code 102) can be reset only at the PCC front panel.

**Digital Display:** This two-line, 16-character per line alphanumeric display is used in the menu-driven operating system and to show shutdown and warning messages. Refer to Tables 4-1 and 4-2.

## RESETTING THE CONTROL

Press the momentary **Reset Switch** to reset warning and shutdown messages after the condition has been corrected. To reset a shutdown message with the Reset switch, the Run/Off/Auto switch must be in the Off Position. **(The control cannot go into Standby [sleep] mode until all faults have been reset.)**

In Auto mode, warning indicators can also be reset by cycling the remote reset input after the condition is corrected. Shutdown faults can be reset by removing the remote start input and then cycling the remote reset input.

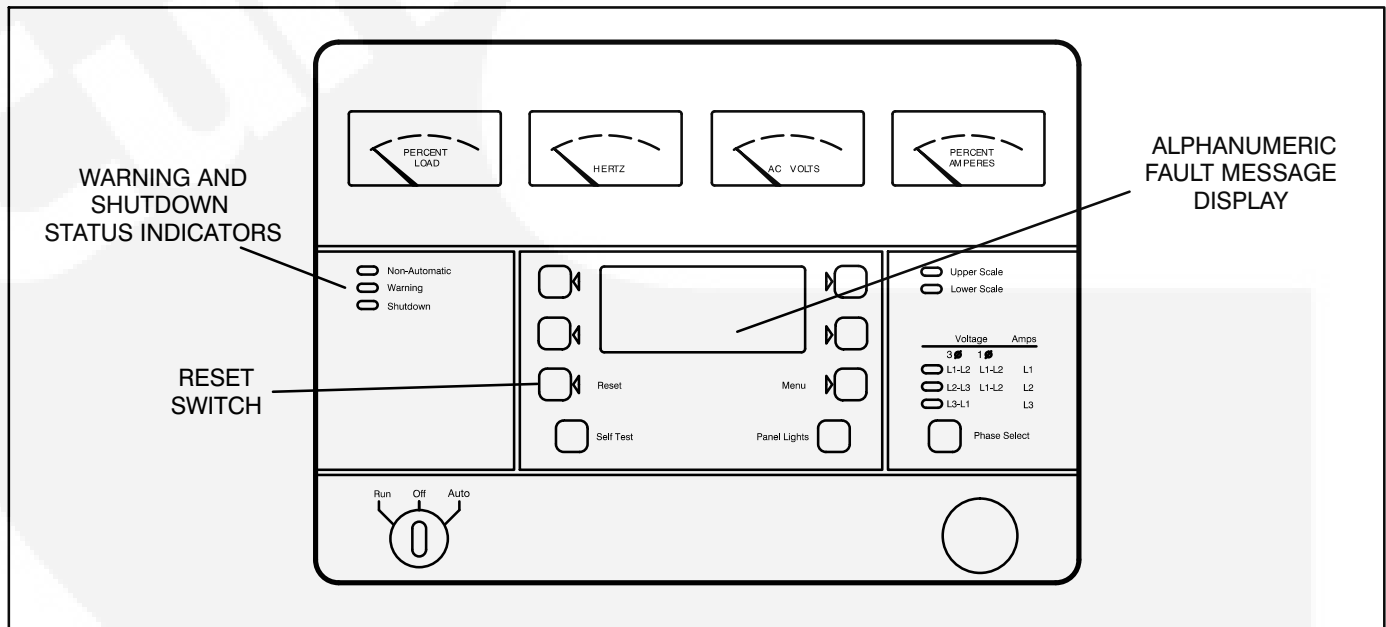


FIGURE 4-1. CONTROL PANEL (PCC 3100)

**TABLE 4-1. WARNING AND SHUTDOWN CODES**

<b>CODE ... MESSAGE .....</b>	<b>STATUS LED .....</b>	<b>BASIC CHECKS ...</b>	<b>TROUBLE-SHOOTING</b>
101 ..... IDLE MODE .....	Warning .....	4-4	
102 ..... EMERGENCY STOP .....	Shutdown .....	4-4	
200 ..... LOW OIL PRESSURE .....	Warning .....	4-4	4-21
201 ..... LOW OIL PRESSURE .....	Shutdown .....	4-4	4-21
204 ..... OIL PRES SENDER .....	Warning .....	4-4	4-22
210 ..... LOW COOLANT TEMP .....	Warning .....	4-5	4-23
211 ..... HIGH COOLANT TEMP .....	Warning .....	4-5	4-24
212 ..... HIGH COOLANT TEMP .....	Shutdown .....	4-5	4-24
213 ..... COOLANT SENDER .....	Warning .....	4-5	4-22
214 ..... LOW COOLANT LVL .....	Warning .....	4-6	4-25
215 ..... LOW COOLANT LVL .....	Shutdown .....	4-6	4-25
220 ..... MAG PICKUP .....	Shutdown .....	4-6	4-26
221 ..... FAIL TO CRANK .....	Shutdown .....	4-6	4-12, 4-20
222 ..... OVERCRANK .....	Shutdown .....	4-6	4-18
223 ..... OVERSPEED .....	Shutdown .....	4-6	4-27
230 ..... LOW DC VOLTAGE .....	Warning .....	4-7	4-28
231 ..... HIGH DC VOLTAGE .....	Warning .....	4-7	4-28
232 ..... WEAK BATTERY .....	Warning .....	4-7	4-28
240 ..... LOW FUEL – DAY .....	Warning .....	4-7	4-29
241 ..... LOW FUEL .....	Warning .....	4-7	4-30
250 ..... EEPROM ERROR .....	Shutdown .....	4-7	4-31
251 ..... EEPROM ERROR .....	Warning .....	4-7	4-31
252 ..... EEPROM ERROR .....	Warning .....	4-7	4-31
260 ..... CUSTOMER FAULT 1* .....	Warning/Shutdown .....	4-8	4-32
261 ..... GROUND FAULT* .....	Warning/Shutdown .....	4-8	4-32
262 ..... RUPTURE BASIN* .....	Warning/Shutdown .....	4-8	4-32
263 ..... HIGH GEN TEMP* .....	Warning/Shutdown .....	4-8	4-32
301 ..... HIGH AC VOLTAGE .....	Shutdown .....	4-8	4-33
303 ..... LOW AC VOLTAGE .....	Shutdown .....	4-8	4-36
313 ..... UNDER FREQUENCY .....	Shutdown .....	4-8	4-38
320 ..... OVERCURRENT .....	Warning .....	4-9	4-39
321 ..... OVERCURRENT .....	Shutdown .....	4-9	4-39
322 ..... SHORT CIRCUIT .....	Shutdown .....	4-9	4-39
330 ..... OVERLOAD .....	Warning .....	4-9	4-39
335 ..... REVERSE POWER .....	Shutdown .....	4-9	

\* Default message. Editable for customer site requirements.

**TABLE 4-2. WARNING AND SHUTDOWN CODES**

**⚠ WARNING** *Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.*

SYMPTOM	CORRECTIVE ACTION
MESSAGE: <b>IDLE MODE</b> <b>101 – WARNING</b>	Indicates that the engine is operating in idle mode. When the genset is operating in the RUN mode, grounding the engine idle input causes generator build-up to be inhibited and the engine to be governed at 800 RPM.  When ground is removed from this input, the genset returns to normal speed and voltage. When the engine idle function is enabled, the control automatically gensets lower oil pressure warning and shutdown trip points to reflect the lower operating speed. When the engine idle function is removed and the genset reverts to normal operating speed, the control automatically resets oil pressure warning and shutdown trip points to the normal settings.
<b>Shutdown</b> lamp lights. MESSAGE: <b>EMERGENCY STOP</b> <b>102 – SHUTDOWN</b>	Indicates local or remote Emergency Stop. To reset the local/remote Emergency Stop button: Pull the button out. Move the Run/Off/Auto switch to Off. Press the Reset switch. Select Run or Auto, as required.
<b>Warning</b> lamp lights. MESSAGE: <b>LOW OIL PRESSURE</b> <b>200 – WARNING</b>	Indicates engine oil pressure has dropped to an unacceptable level. If generator is powering critical loads and cannot be shut down, wait until next shutdown period and then follow <b>201-SHUTDOWN</b> procedure.  <b>To check oil pressure, access the Oil Pressure menu prior to clearing the fault.</b>
<b>Shutdown</b> lamp lights. MESSAGE: <b>LOW OIL PRESSURE</b> <b>201 – SHUTDOWN</b>	Indicates engine oil pressure has dropped below the shutdown trip point. Check oil level, lines and filters. If oil system is OK but oil level is low, replenish. Reset control and restart. Oil pressure limits are listed in Table 4-3.
<b>Warning</b> lamp lights. MESSAGE: <b>OIL PRES SENDER</b> <b>204 – WARNING</b>	Indicates that the control has sensed that the engine oil pressure sender is out of its working range. Check that the engine oil pressure sender is properly connected.

**TABLE 4-2. WARNING AND SHUTDOWN CODES (CONT.)**

**⚠ WARNING** *Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.*

SYMPTOM	CORRECTIVE ACTION
<p>Warning lamp lights. MESSAGE: <b>LOW COOLANT TEMP 210 – WARNING</b> Set is not operating. Warning occurs when engine coolant temperature is 70° F (21° C) or lower. <b>NOTE: In applications where the ambient temperature falls below 40°F (4°C), Low Coolant Temp may be indicated even though the coolant heaters are operating.</b></p>	<p>Indicates engine coolant heater is not operating or is not circulating coolant. Check for the following conditions:</p> <ol style="list-style-type: none"> <li>Coolant heater not connected to power supply. Check for blown fuse or disconnected heater cord and correct as required.</li> <li>Check for low coolant level and replenish if required. Look for possible coolant leakage points and repair as required.</li> <li>Open heater element. Check current draw of heater.</li> </ol>
<p>Warning lamp lights. MESSAGE: <b>HIGH COOLANT TEMP 211 – WARNING</b></p>	<p>Indicates the engine coolant temperature is getting close to the recommended maximum temperature limit: <b>215° F (102° C) – standby or 207° F (97° C) – prime.</b> If generator is powering non-critical and critical loads and cannot be shut down, use the following:</p> <ol style="list-style-type: none"> <li>Reduce load if possible by turning off non-critical loads.</li> <li>Check air inlets and outlets and remove any obstructions to airflow.</li> </ol> <p>If engine can be stopped, follow <b>HIGH COOLANT TEMP 212 – SHUTDOWN</b> procedure.</p> <p><b>To check coolant temperature, access the coolant temperature menu prior to clearing the fault.</b></p>
<p>Shutdown lamp lights. MESSAGE: <b>HIGH COOLANT TEMP 212 – SHUTDOWN</b></p>	<p>Indicates engine has overheated (coolant temperature has risen above the shutdown trip point: <b>223° F (106° C) – standby or 215° F (102° C) – prime.</b> Allow engine to cool down completely before proceeding with the following checks:</p> <ol style="list-style-type: none"> <li>Check for obstructions to cooling airflow and correct as necessary.</li> <li>Check fan belt and repair or tighten if necessary.</li> <li>Check coolant mixture.</li> <li>Check blower fan and circulation pumps on remote radiator installations.</li> <li>Reset control and restart after locating and correcting problem.</li> </ol>
<p>Warning lamp lights. MESSAGE: <b>COOLANT SENDER 213 – WARNING</b></p>	<p>Indicates that the resistance of the coolant temperature sender is out of range. Check the resistance of the sender. Resistance should be 500 to 2k ohms.</p>

**TABLE 4-2. WARNING AND SHUTDOWN CODES (CONT.)**

**⚠ WARNING** *Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.*

SYMPTOM	CORRECTIVE ACTION
<b>Shutdown</b> lamp lights. MESSAGE: <b>LOW COOLANT LVL</b> <b>214 – WARNING</b> or <b>LOW COOLANT LVL</b> <b>215 – SHUTDOWN</b>	Indicates engine coolant level has fallen below the trip point. Allow engine to cool down completely before proceeding. <ol style="list-style-type: none"> <li>Check coolant level in both radiator and coolant recovery bottle and replenish if low. Look for possible coolant leakage points and repair if necessary.</li> <li>If radiator level is low and coolant bottle level is correct, defective coolant bottle hose or radiator cap.</li> <li>Reset control and restart after locating and correcting problem.</li> </ol> <b>LOW COOLANT LVL Shutdown will not occur if genset is in Idle mode (low coolant warning only).</b>
<b>Shutdown</b> lamp lights. MESSAGE: <b>MAG PICKUP</b> <b>220 – SHUTDOWN</b>	Indicates mag pickup speed indication is not being sensed or does not match generator set output frequency. <ol style="list-style-type: none"> <li>Restart and check RPM on the digital display.</li> </ol>
Engine will not crank. <b>Shutdown</b> lamp lights. MESSAGE: <b>FAIL TO CRANK</b> <b>221 – SHUTDOWN</b>	Indicates possible fault with control or starting system. Check for the following conditions: <ol style="list-style-type: none"> <li>Check fuse F3 on the Engine Interface board.</li> <li>Poor battery cable connections. Clean the battery cable terminals and tighten all connections.</li> <li>Discharged or defective battery. Recharge or replace the battery.</li> </ol>
<b>Shutdown</b> lamp lights. Engine stops cranking. MESSAGE: <b>OVERCRANK</b> <b>222 – SHUTDOWN</b>	Indicates possible fuel system problem. <ol style="list-style-type: none"> <li>Check for empty fuel tank, fuel leaks, or plugged fuel lines and correct as required.</li> <li>Check for dirty fuel filter and replace if necessary.</li> <li>Check for dirty or plugged air filter and replace if necessary.</li> <li>Reset the control and restart after correcting the problem.</li> </ol>
Engine runs and then shuts down. <b>Shutdown</b> lamp lights. MESSAGE: <b>OVERSPEED</b> <b>223 – SHUTDOWN</b>	Indicates engine has exceeded normal operating speed. (115% ±1% of nominal).

**TABLE 4-2. WARNING AND SHUTDOWN CODES (CONT.)**

**⚠ WARNING** *Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.*

<b>SYMPTOM</b>	<b>CORRECTIVE ACTION</b>
<b>Warning</b> lamp lights. MESSAGE: <b>LOW DC VOLTAGE</b> <b>230 – WARNING</b>	Indicates battery voltage is below 10 VDC. <ol style="list-style-type: none"> <li>Discharged or defective battery. Check the battery charger fuse. Recharge or replace the battery.</li> <li>Poor battery cable connections. Clean the battery cable terminals and tighten all connections.</li> <li>Check engine DC alternator. Replace engine DC alternator if normal battery charging voltage is not obtained.</li> <li>Check battery charge voltage float level if applicable (raise float level).</li> </ol>
<b>Warning</b> lamp lights. MESSAGE: <b>HIGH DC VOLTAGE</b> <b>231 – WARNING</b>	Indicates battery voltage exceeds 32 VDC.  Check voltage float level on battery charger if applicable (lower float level).  Check engine DC alternator. Replace engine DC alternator if normal battery charging voltage is not obtained.
<b>Warning</b> lamp lights. MESSAGE: <b>WEAK BATTERY</b> <b>232 – WARNING</b>	Indicates battery voltage drops below 60% of nominal for two seconds, during starting.  Discharged or defective battery. See Warning message <b>230, LOW DC VOLTAGE</b> .
<b>Warning</b> lamp lights. MESSAGE: <b>LOW FUEL-DAY</b> <b>240 – WARNING</b> or <b>LOW FUEL</b> <b>241 – WARNING</b>	Indicates day tank fuel supply is running low. Check fuel supply and replenish as required.
<b>Shutdown</b> lamp lights. MESSAGE: <b>EEPROM ERROR</b> <b>250 – SHUTDOWN</b>	Indicates PCC memory error. Data corruption of critical operating parameters.
<b>Warning</b> lamp lights. MESSAGE: <b>EEPROM ERROR</b> <b>251 – WARNING</b> or <b>252 – WARNING</b>	Indicates PCC memory error. Data corruption of noncritical operating parameters.

**TABLE 4-2. WARNING AND SHUTDOWN CODES (CONT.)**

**⚠ WARNING** *Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.*

SYMPTOM	CORRECTIVE ACTION
<b>Shutdown</b> lamp lights. MESSAGE: <b>CUSTOMER FAULT 1</b> <b>260 – SHUTDOWN</b> or <b>GROUND FAULT</b> <b>261 – SHUTDOWN</b> or <b>DAY TANK</b> <b>262 – SHUTDOWN</b> or <b>HIGH GEN TEMP</b> <b>263 – SHUTDOWN</b>	<p>When any one of these customer defined inputs is closed to ground, the corresponding fault message is displayed. The nature of the fault is an optional customer selection. These fault functions can be programmed to initiate a shutdown or a warning.</p> <p>As indicated by the Shutdown lamp, a shutdown response has been pre-selected.</p> <p><b>Note:</b> Customer fault messages are editable. The message displayed for the code shown (260 and 263) may have been edited and may not appear as shown in this table.</p>
<b>Warning</b> lamp lights. MESSAGE: <b>CUSTOMER FAULT 1</b> <b>260 – WARNING</b> or <b>GROUND FAULT</b> <b>261 – WARNING</b> or <b>RUPTURE BASIN</b> <b>262 – WARNING</b> or <b>HIGH GEN TEMP</b> <b>263 – WARNING</b>	<p>When any one of these customer defined inputs is closed to ground, the corresponding fault message is displayed. The nature of the fault is an optional customer selection. These fault functions can be programmed to initiate a shutdown or a warning.</p> <p>As indicated by the Warning lamp, a warning response has been pre-selected.</p> <p><b>Note:</b> Customer fault messages are editable. The message displayed for the code shown (260 and 263) may have been edited and may not appear as shown in this table.</p>
<b>Shutdown</b> lamp lights. MESSAGE: <b>HIGH AC VOLTAGE</b> <b>301 – SHUTDOWN</b>	<p>Indicates that one or more of the phase voltages has exceeded 130% of nominal, or has exceeded 110% of nominal for 10 seconds.</p>
<b>Shutdown</b> lamp lights. MESSAGE: <b>LOW AC VOLTAGE</b> <b>303 – SHUTDOWN</b>	<p>Indicates that one or more of the phase voltages has dropped below 85% of nominal for 10 seconds.</p>
<b>Shutdown</b> lamp lights. MESSAGE: <b>UNDER FREQUENCY</b> <b>313 – SHUTDOWN</b>	<p>Indicates that engine speed has dropped below 90% of nominal for 10 seconds.</p> <p><b>Note:</b> Five seconds before shutdown, a Load Dump signal is initiated.</p> <p>Check fuel supply, intake air supply and load.</p>

**TABLE 4-2. WARNING AND SHUTDOWN CODES (CONT.)**

**⚠ WARNING** *Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.*

SYMPTOM	CORRECTIVE ACTION
<b>Warning</b> lamp lights. MESSAGE: <b>OVERCURRENT</b> <b>320 – WARNING</b>	Indicates that generator output current has exceeded 110% of rated for 60 seconds.  Check load and load lead connections.
<b>Shutdown</b> lamp lights. MESSAGE: <b>OVERCURRENT</b> <b>321 – SHUTDOWN</b>	Indicates that generator output current has exceeded 110% of rated, and that a PCC time/current calculation has initiated an overcurrent shutdown.  Check load and load lead connections.
<b>Shutdown</b> lamp lights. MESSAGE: <b>SHORT CIRCUIT</b> <b>322 – SHUTDOWN</b>	Indicates that generator output current has exceeded 175% of rated.  Check load and load lead connections.
<b>Warning</b> lamp lights. MESSAGE: <b>OVERLOAD</b> <b>330 – WARNING</b>	Indicates that three-phase power output exceeds 105% of standby (or 115% of prime) rating. After five seconds, the Load Dump output is activated. After 60 seconds, the OVERLOAD warning is activated.  Check load and load lead connections.
<b>Shutdown</b> lamp lights. MESSAGE: <b>REVERSE POWER</b> <b>335 – SHUTDOWN</b>	Indicates improper CT or PT phasing. (Non-parallel units only.)  Check CT / PT wiring. Refer to <i>CT Installation</i> in <i>Section 5</i> .

**TABLE 4-3. OIL PRESSURE WARNING/SHUTDOWN LIMITS**

ENGINE MODEL	6C
<b>Normal Oil Pressure</b> Warning Limit Shutdown Limit	<b>40 - 70 psi (276 - 483 kPa)</b> 20 psi (138 kPa) 15 psi (103 kPa)
<b>Idle Oil Pressure</b> Warning Limit Shutdown Limit	<b>10-30 psi (69-207 kPa)</b> 12 psi (83 kPa) 8 psi (55 kPa)

## TROUBLESHOOTING PROCEDURE

The following tables are a guide to help you evaluate problems with the generator set. You can save time if you read through the manual ahead of time and understand the system.

To determine the appropriate troubleshooting procedure for the specific problem at hand, be sure to refer to the “Indicators” column provided in each troubleshooting table.

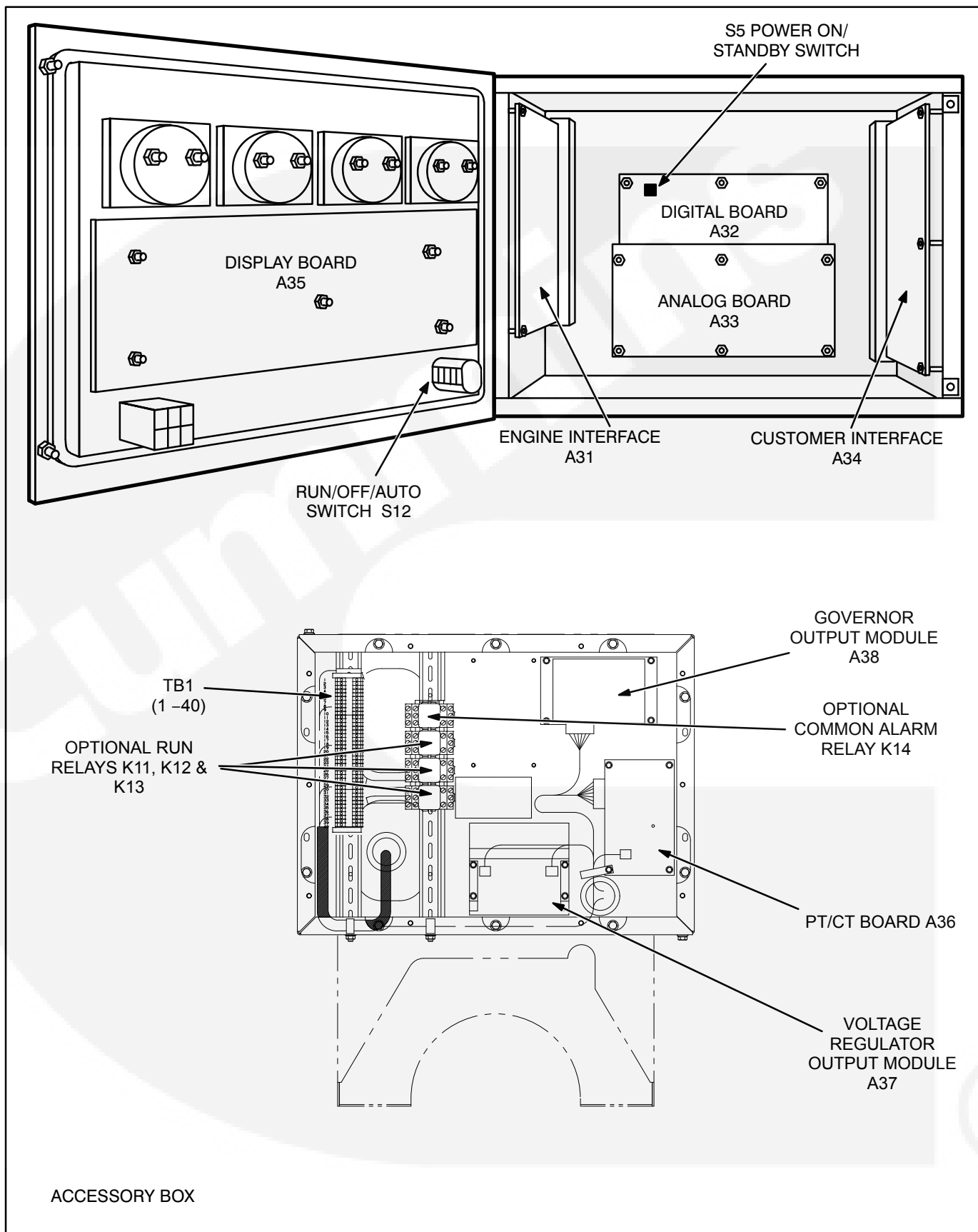
Try to think through the problem. Go over what was done during the last service call. The problem could be as simple as a loose wire, an opened fuse or a tripped circuit breaker. (Table 4-31 describes the location and function of each fuse.)

Figure 4-2 shows the location of the components within the control panel that are referenced in the following troubleshooting procedures. Connector ,

LED and switch locations for each circuit board and module are provided in *Section 3*. The control wiring and circuit board connections are shown in *Section 8*.

**⚠ CAUTION** *Always set the Run/Off/Auto (S12) switch to the Off position and the Power On/Standby (S5) switch to the Standby position before disconnecting or connecting harness connectors. Otherwise, disconnecting the harness connectors can result in voltage spikes high enough to damage the DC control circuits of the genset.*

**⚠ CAUTION** *Electrostatic discharge will damage circuit boards. Always wear a grounding wrist strap when handling circuit boards or socket-mounted IC's and when disconnecting or connecting harness connectors.*



**FIGURE 4-2. CIRCUIT BOARD LOCATIONS**

**TABLE 4-4. ENGINE DOES NOT CRANK—LOCAL OR REMOTE RUN**

**⚠WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
<p>“FAIL TO CRANK” (221) message</p> <p>Reset and attempt to start:</p> <p>Start LED DS11 on the engine interface board turns on.</p> <p>NOTE: These two indications suggest that the PCC has received a start signal and has sent a start command to the start output (J4-2) on the engine interface board.</p>	<ol style="list-style-type: none"> <li>Insufficient battery voltage. Check the following conditions: <ol style="list-style-type: none"> <li>Batteries not charged.</li> <li>Battery connections loose or dirty.</li> <li>Insufficient battery charging voltage.</li> <li>Engine DC alternator could be bad.</li> </ol> </li> <li>Starter could be bad.</li> <li>If there is no B+ at the starter, start solenoid K4 could be bad.</li> <li>If there is no B+ at the start solenoid coil (K4), the backup start disconnect contacts in the regulator output module (A37) could be open (indicating that A37 is bad).</li> <li>If there is continuity at A37 J7-5/J7-6, there may be an open between A37 and A31, an open between A37 and K4, or A31 may be bad.</li> <li>The mag pickup signal is not being sensed.</li> </ol>	<ol style="list-style-type: none"> <li>Recharge or replace the battery. Specific gravity for a fully charged battery is approximately 1.260 at 80° F (27° C).</li> <li>Clean and tighten or replace the battery cable connectors and cables at the battery and the genset.</li> <li>Adjust charge rate of battery charging circuit.</li> <li>Replace engine DC alternator if normal battery charging voltage is not obtained.</li> <li>Reset the control. Attempt to start, and test for B+ at the starter. If there is B+ at the starter, the starter could be bad. Test starter (see engine service manual). Replace the starter.</li> <li>Reset the control. Attempt to start, and test for B+ into and out of start solenoid contacts. If there is B+ in, but not out, check for B+ at the start solenoid coil. If there is B+ at the coil, check ground connection. If ground connection is good, the start solenoid is bad. Replace the start solenoid. If there is B+ into and out of the start solenoid contacts, check for an open between the start solenoid contacts and the starter. If there is no B+, go to the next step.</li> <li>Disconnect J7/P7 at the regulator output module. Test for continuity at A37 J7-5/J7-6. If there is no continuity, the regulator output module is bad. Replace A37.</li> <li>If there is continuity at A37 J7-5/J7-6, reset the control, attempt to start, and check for B+ at A37 P7-5. If there is B+ at P7-5, there may be an open between start solenoid coil (K4) and A37. If there is no B+ at P7-5, check for B+ at J4-2 on the engine interface board (A31) while attempting to start. If there is B+ at A31 J4-2, check for an open between A37 and A31. If there is no B+ at A31 J4-2, (and DS11 is on) the engine interface board is bad. Replace A31.</li> <li>Refer to the mag pickup shutdown message (220).</li> </ol>

**\*CAUTION:** Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.

**TABLE 4-5. ENGINE DOES NOT CRANK—LOCAL OR REMOTE RUN**

**⚠WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
<p>“FAIL TO CRANK” (221) message</p> <p>Reset and attempt to start:</p> <p>Start LED DS11 on the engine interface board does <b>NOT</b> turn on.</p> <p>NOTE: These two indications suggest that the PCC has received a start signal and has <b>NOT</b> sent a start command to the start output (J4-2) on the engine interface board.</p>	<ol style="list-style-type: none"> <li>1. Fuse F3 on the engine interface board (A31) may be open, or B+ may not be getting to F3.</li> <li>2. Emergency Stop switch S13 or the PCC door harness may be bad.</li> <li>3. Digital board (A32) may be bad.</li> <li>4. Engine interface board (A31) may be bad.</li> </ol>	<p>*1. Install harness tool between A31 J4/P4. Reset the control. Attempt to start and check for B+ at J4-2. If no B+, remove F3 and check continuity. If open, replace the fuse with one of the same type and amp rating (5 Amps). If F3 is OK, check the B+ supply from the wiring harness.</p> <p>2. To isolate:</p> <ul style="list-style-type: none"> <li>• Check for B+ at S13-1 and S13-2. If there is B+ at S13-2, but not at S13-1 (and S13 is NOT in the emergency stop position), then S13 is bad. Replace S13.</li> <li>• If there is no B+ at S13-2, disconnect J3/P3, and check for B+ at A31 J3-2. If there is no B+, replace A31.</li> <li>• If there is B+ at A31 J3-2, check continuity from P3-2 to P3-6. If no continuity, repair or replace as necessary.</li> </ul> <p>*3. Install harness tool between A32 J4/P4. Reset the control. Attempt to start, and test for ground output at A32 J4-3. If there is no ground output, A32 is bad. Replace A32.</p> <p>*4. If there is a ground output at A32 J4-3, and yet there is no B+ output at A31 J4-2; then A31 is bad. Replace A31.</p>

**\*CAUTION:** Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.

**TABLE 4-6. ENGINE DOES NOT CRANK—REMOTE RUN**

**⚠WARNING** *Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.*

Indicator(s)	Possible Cause	Corrective Action
<p>“FAIL TO CRANK” (221) message <b>DOES NOT</b> appear on digital display –and: Auto LED DS5 on the engine interface board (A31) is on – RMT Start LED DS14 on the customer interface board (A34) is on –</p> <p>NOTE: This condition suggests that the PCC processor (digital board –A32) has <b>NOT</b> received or recognized a remote start start signal.</p>	<ol style="list-style-type: none"> <li>1. The Auto mode signal is not getting from engine interface board A31 to digital board A32, indicating that A31 is bad.</li> <li>2. The Remote run signal is not getting from customer interface board A34 to A32, indicating that A34 is bad.</li> <li>3. Digital board (A32) may be bad.</li> </ol>	<p>*1. Install harness tool between A32 J4/P4. Check for ground output at A32 J4-18. If there is no ground output (but A31 DS5 is on) engine interface board A31 is bad. Replace A31. If there is a ground output at A31 J1-18, proceed to the next step.</p> <p>*2. Install harness tool between A32 J4/P4. Reset the control. Attempt to remote start, and check for ground output at A32 J2-26. If no ground output (but A34 DS14 is on) customer interface board A34 is bad. Replace A34. If there is a ground output at A32 J2-26, proceed to the next step.</p> <p>*3. If, when attempting remote start, there is a ground input at A32 J2-26, and a ground input at A32 J4-18—and there is no “FAIL TO CRANK” message—and the genset does not crank; A32 is bad. Replace, A32.</p>

**\*CAUTION:** Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.

**TABLE 4-7. ENGINE DOES NOT CRANK—REMOTE RUN**

**⚠WARNING** *Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.*

Indicator(s)	Possible Cause	Corrective Action
<p>“FAIL TO CRANK” (221) message <b>DOES NOT</b> appear on digital display –and: Auto LED DS5 on the engine interface board (A31) is off – RMT Start LED DS14 on the customer interface board (A34) is on –</p> <p>NOTE: This condition suggests that the engine interface board (A31) is <b>NOT</b> enabling the remote start logic on the digital board.</p>	<p>The Auto mode input is not getting from the Auto select switch (S12) to engine interface board (A31) indicating that S12, A31, or the harness is bad.</p> <ol style="list-style-type: none"> <li>1. S12 or the wiring harness may be bad.</li> <li>2. Engine interface board A31 may be bad.</li> <li>3. Digital board A32 may be bad.</li> </ol>	<ol style="list-style-type: none"> <li>*1. Disconnect A31 J3/P3. Check continuity to ground at A31 J3-1 1. (J3-11 is ground out to S12.) If ground is not present, replace A31. If ground is present, place S12 in Auto and check continuity from P3-11 to P3-13. If no continuity, isolate to switch or wiring harness. Repair as necessary. If there is continuity, A31 may be bad. Reconnect J3/P3.</li> <li>*2. Install harness tool between A32 J4/P4. Check the 16 volt (nominal) supply at A32 J4-16.  If the voltage is present at A32 J4-16, and ground is present at A31 P3-13—and yet A31 DS5 is off; then A31 is bad. Replace A31.</li> <li>3. If there is no +16 volt supply voltage at A32 J4-16, A32 is bad. Replace A32.</li> </ol>

**\*CAUTION:** Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.

**TABLE 4-8. ENGINE DOES NOT CRANK—REMOTE RUN**

**⚠WARNING** *Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.*

Indicator(s)	Possible Cause	Corrective Action
<p>“FAIL TO CRANK” (221) message <b>DOES NOT</b> appear on digital display –and: Auto LED DS5 on the engine interface board (A31) is on – RMT Start LED DS14 on the customer interface board (A34) is off</p> <p>NOTE: This condition suggests that the remote start input is <b>NOT</b> passing through the customer interface board (A34) to enable the remote start logic on the digital board.</p>	<p>The remote start input is not getting from the remote start switch to the output of the customer interface board (A34) indicating that the switch, A34, or the harness is bad.</p> <ol style="list-style-type: none"> <li>1. The remote start switch or the wiring harness may be bad.</li> <li>2. Customer interface board A34 may be bad.</li> </ol>	<ol style="list-style-type: none"> <li>*1. Install harness tool between A34 J1/P1. Reset the control. Attempt remote start and check for ground at A34 J1-13. If ground level is not present, isolate to the switch or the wiring harness by checking for a start signal at TB1-5. Repair as necessary.</li> <li>2. If ground is present at A34 J1-13—and yet A34 DS14 is off, replace A34.</li> </ol>
<p><b>*CAUTION:</b> Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.</p>		

**TABLE 4-9. ENGINE DOES NOT CRANK—LOCAL RUN**

**⚠WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
<p>“FAIL TO CRANK” (221) message <b>DOES NOT</b> appear on digital display –and: Run LED DS4 on the engine interface board (A31) is off–</p> <p>NOTE: This condition suggests that the start input is <b>NOT</b> getting from the Run/Off/ Auto switch (S12) to the engine interface board (A31) to enable the remote start logic on the digital board.</p>	<p>The start input is not getting from the Run/ Off/ Auto select switch (S12) to A31 indicating that S12, A31, or the harness is bad.</p> <ol style="list-style-type: none"> <li>1. Run/Off/ Auto select switch S12 or the wiring harness may be bad.</li> <li>2. Engine interface board A31 may be bad.</li> <li>3. Digital board A32 may be bad.</li> </ol>	<ol style="list-style-type: none"> <li>*1. Check continuity to ground at A31 J3-1 1. If ground is not present, replace A31. If ground is present, place S12 in Run and check continuity from P3-11 to P3-12. If no continuity, isolate to switch or wiring harness. Repair as necessary. If there is continuity, A31 may be bad.</li> <li>*2. Install harness tool between A32 J4/P4. Check the 16 volt (nominal) supply at A32 J4-16.  If the voltage is present at A32 J4-16, and ground is present at A31 J3-12—and yet A31 DS5 is off, replace A31.</li> <li>3. If there is no +16 volt supply voltage at A32 J4-16, replace A32.</li> </ol>
<p><b>*CAUTION:</b> Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.</p>		

**TABLE 4-10. ENGINE CRANKS BUT DOES NOT START**

**⚠WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
<p>“OVERCRANK” (222) message</p> <p>–and</p> <p>While cranking, Run LED DS12 on the engine interface board (A31) is on.</p> <p>and</p> <p>While cranking, Run LED DS2 on the governor output module (A38) is on.</p> <p>NOTE: These indications suggest that the PCC has sent a run signal to the fuel solenoid.</p>	<p>Fuel supply or fuel delivery.</p> <ol style="list-style-type: none"> <li>Restricted fuel supply due to: <ol style="list-style-type: none"> <li>Fuel level below pickup tube in tank.</li> <li>Closed shutoff valve in supply line.</li> <li>Fuel injectors clogged.</li> <li>Air in fuel system.</li> </ol> </li> <li>The mechanical fuel linkage could be binding, loose, or damaged.</li> <li>Fuel solenoid (K1) on the injection pump not energized due to: <ol style="list-style-type: none"> <li>Open in fuel solenoid circuit or defective governor module.</li> <li>Defective fuel solenoid.</li> </ol> </li> <li>Fuel tank solenoid not energized due to: <ol style="list-style-type: none"> <li>Open in fuel tank solenoid circuit.</li> <li>Defective fuel tank solenoid.</li> </ol> </li> <li>Engine fuel injection or other engine problem.</li> </ol>	<ol style="list-style-type: none"> <li>Add fuel if low. Prime the fuel system.</li> <li>Open any closed shutoff valve in the fuel line supplying the engine.</li> <li>Refer to engine service manual.</li> <li>Bleed air from fuel system. Refer to engine service manual.</li> </ol> <ol style="list-style-type: none"> <li>Inspect the mechanical fuel linkage, and repair or replace as necessary. Follow the procedure in the engine repair manual to check the EFC for binding or damage. Disconnect the actuator connector, and connect +12 VDC from the battery to the actuator. The actuator should click upon application and removal of the voltage. If the actuator does not click, refer to the engine manual. If the actuator clicks, reconnect the wires to the actuator.</li> </ol> <ol style="list-style-type: none"> <li>Reset the control. Attempt to start and check for B+ at the K1 fuel solenoid coil on the injection pump and at output of governor module. Check continuity from J6-20 and 21 to J6-19.</li> <li>Check wiring continuity of fuel solenoid circuit. Test fuel solenoid. Repair or replace as necessary.</li> </ol> <ol style="list-style-type: none"> <li>Check wiring continuity of fuel tank solenoid circuit.</li> <li>Test fuel tank solenoid. Repair or replace as necessary.</li> </ol> <ol style="list-style-type: none"> <li>Refer to the engine service manual.</li> </ol>
<p><b>*CAUTION:</b> Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.</p>		

**TABLE 4-11. ENGINE CRANKS BUT DOES NOT START**

**⚠WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
<p>"OVERCRANK" (222) message</p> <p>–and</p> <p>While cranking, Run LED DS12 on the engine interface board (A31) is on.</p> <p>and</p> <p>While cranking, Run LED DS2 on the governor output module (A38) is off.</p> <p>NOTE: These indications suggest that the PCC has sent a run signal to the governor module, but the signal is not getting through the governor module to the fuel solenoid.</p>	<p>The run signal is not getting through the governor module to the fuel solenoid.</p> <ol style="list-style-type: none"> <li>1. The run signal is not getting out of the engine interface board (A31). A31 may be bad.</li> <li>2. There is an open between the engine interface board (A31) and the governor output module (A38).</li> <li>3. The run signal is not getting through the governor output module (A38). A38 may be bad.</li> </ol>	<p>Reset the control. Attempt to start and check for B+ at A31 J4-1.</p> <ol style="list-style-type: none"> <li>*1. Install harness tool between A31 J4/P4. Reset the control. Attempt to start and check for B+ at A31 J4-1. If there is no B+ at A31 J4-1, replace A31.</li> <li>*2. If there is B+ at A31 J4-1, install harness tool between A38 J6/P6. Check for B+ at A38 J6-19, while attempting to crank. If there is no B+ at A38 J6-19, isolate to connectors and wiring. Repair or replace as necessary.</li> <li>3. If there is B+ at A31 J4-1, and there is B+ at A38 J6-19, check continuity from A38 J6-15 to battery ground, if not continuity replace harness, if continuity, replace A38.</li> </ol>
<p><b>*CAUTION:</b> Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.</p>		

**TABLE 4-12. ENGINE CRANKS BUT DOES NOT START**

**⚠️WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
<p>“OVERCRANK” (222) message</p> <p>–and</p> <p>Run LED DS12 on the engine interface board (A31) is off.</p> <p>NOTE: These indications suggest that the PCC has NOT sent a run signal – (fuel solenoid enable signal) out to the governor module and the fuel solenoid.</p>	<p>The run signal from the digital board (A32) is not being processed by the engine interface board (A31).</p> <ol style="list-style-type: none"> <li>1. The run signal is not getting out of the digital board (A32). A32 may be bad.</li> <li>2. The run signal is not being processed by the engine interface board (A31). A31 may be bad.</li> </ol>	<p>*Install harness tool between A32 J4/P4. Attempt to start and check for ground signal at A32 J4–8.</p> <ol style="list-style-type: none"> <li>1. If there is no ground signal at A32 J4–8, replace A32.</li> <li>2. If there is a ground signal at A32 J4–8, replace A31.</li> </ol>
<p>“FAIL TO CRANK” (221) message</p> <p>NOTE: The engine is cranking but shutting down on a 221 fault.</p>	<p>The mag pickup signal is not being sensed.</p>	<p>Refer to the mag pickup shutdown message (220).</p>
<p><b>*CAUTION:</b> Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.</p>		

**TABLE 4-13. LOW OIL PRESSURE WARNING (200) OR SHUTDOWN (201)**

**⚠WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
“LOW OIL PRESSURE” warning (200) or shutdown (201) message.	<p>1. Low oil level. Clogged lines or filters.</p> <p>2a. Sender or oil pump could be bad. Or the generator set may be shutting down on another fault.</p> <p>2b. Harness or PCC circuit board could be bad. Isolate to the harness, engine interface board (A31), analog board (A33), or digital board (A32).</p>	<p>1. Check oil level, lines and filters. If oil system is OK but oil level is low, replenish. Oil pressure limits are listed in <i>Table 4-3</i>.</p> <p>2. Disconnect the oil pressure sender leads, and connect an oil pressure sender simulator to the harness.</p> <p>a. If the control responds to the simulator, reconnect the sender, disconnect the run signal wire at the fuel solenoid, and crank the engine. Check the oil pressure reading on the digital display.</p> <ul style="list-style-type: none"> <li>• If the display shows an acceptable oil pressure, the problem may not be in the oil or oil sensing system. The generator set may be shutting down on another fault (out of fuel, blown governor fuse, intermittent connector). Restart the generator set and monitor the PCC display panel for other faults.</li> <li>• If the display does not show an acceptable oil pressure, replace the sender. If the PCC still doesn't display an oil pressure while cranking, the oil pump may be faulty. Refer to the engine service manual.</li> </ul> <p>*b. If the control does not respond to the simulator, the PCC or the harness is bad. Install harness tool between A31 J2/P2. Check for +5 VDC at the sender (lead marked E1-B). If there is no 5 VDC at the sender</p> <ul style="list-style-type: none"> <li>• Check for 5 VDC at A31 J5-18.</li> <li>• If yes, harness is bad. If no, check for 5 VDC at A31 J2-24.</li> <li>• If yes, A31 is bad. If no, A33 is bad.</li> </ul> <p>If there is 5 VDC at the sender, use the sender simulator to generate a signal to A31 J2-23. If the pressure signal (.5 to 4.5 VDC) does not get to A31 J2-23, isolate to the harness or A31. If the pressure signal does get to A31 J2-23, refer to the analog/digital troubleshooting procedure (<i>Table 4-29a/b</i>).</p>
<b>*CAUTION:</b> Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.		

**TABLE 4-14. SENDER WARNINGS (204 or 213)**

**⚠WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
“OIL PRESSURE SENDER” warning (204) message.	<ol style="list-style-type: none"> <li>1. The sender connections could be bad.</li> <li>2. The sender, the harness, engine interface board (A31), digital board (A32), or analog board (A33) could be faulty.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check the sender connections.</li> <li>*2. Isolate to the sender, harness, engine interface board (A31), analog board (A33), or digital board (A32). Disconnect the oil pressure sender leads, and connect an oil pressure sender simulator to the harness. <b>“OIL PRES SENDER” warning is displayed after the fault condition is sensed for 10 seconds.</b> <ol style="list-style-type: none"> <li>a. If the control responds to the simulator, replace the sender.</li> <li>*b. If the control does not respond to the simulator, the PCC or the harness is bad. Install harness tool between A31 J2/P2. Check for +5 VDC at the sender (lead marked E1-B). If there is no 5 VDC at the sender <ul style="list-style-type: none"> <li>• Check for 5 VDC at A31 J5-18.</li> <li>• If yes, harness is bad. If no, check for 5 VDC at A31 J2-24.</li> <li>• If yes, A31 is bad. If no, A33 is bad.</li> </ul> If there is 5 VDC at the sender, use the sender simulator to generate a signal to A31 J2-23. If the pressure signal (.5 to 4.5 VDC) does not get to A31 J2-23, isolate to the harness or A31. If the pressure signal does get to A31 J2-23, refer to the analog/digital troubleshooting procedure (Table 4-29a/b).</li> </ol> </li> </ol>
“COOLANT SENDER” warning (213) message.	<ol style="list-style-type: none"> <li>1. The sender connections could be bad.</li> <li>2. The sender, the harness, engine interface board (A31), digital board (A32), or analog board (A33) could be faulty.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check the sender connections.</li> <li>*2. Isolate to the sender, harness, engine interface board (A31), analog board (A33), or digital board (A32). Disconnect the sender, and plug in a resistive sender simulator to isolate the fault. <ol style="list-style-type: none"> <li>a. If the control responds to the simulator, replace the sender.</li> <li>b. If the control does not respond to the simulator, refer to the high coolant temp troubleshooting procedure.</li> </ol> </li> </ol>

**\*CAUTION:** Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.

**TABLE 4-15. LOW ENGINE TEMPERATURE WARNING (210)**

**⚠WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
<p>“LOW COOLANT TEMP” warning (210) message.</p> <p>Coolant level is normal.</p> <p>Heater is OK.</p> <p>Coolant temp on front panel display is OK.</p> <p><b>DS3 on the engine interface board, A31, is on.</b></p>	<p>DS3 / A31 is on, indicating that engine interface board A31 is receiving a low coolant temp from the sender.</p> <p>The sender, the harness or A31 could be bad.</p>	<p>Isolate the source of the signal.</p> <p>Unplug the coolant temperature switch (S1) and reset the control.</p> <ol style="list-style-type: none"> <li>1. If the 210 warning message drops out and does not reappear, replace the sender.</li> <li>*2. If the 210 warning message reappears and remains after control reset, disconnect A31 J4 and check continuity from P4–13 to GND. <ul style="list-style-type: none"> <li>• If there is continuity, replace the harness.</li> <li>• If there is no continuity, replace circuit board A31.</li> </ul> </li> </ol>
<p>“LOW COOLANT TEMP” warning (210) message.</p> <p>Coolant level is normal.</p> <p>Heater is OK.</p> <p>Coolant temp on front panel display is OK.</p> <p><b>DS3 on the engine interface board, A31, is off.</b></p>	<p>DS3 / A31 is off, indicating that engine interface board A31 is not receiving a low engine temp signal from the sender—but the 210 message indicates that A32, the digital board, is responding to a false low engine temp signal.</p> <p>A31, the engine interface board, or A32, the digital board, could be bad.</p>	<p>Isolate the source of the signal.</p> <p>Check J4–6/P4–6 on A32.</p> <ol style="list-style-type: none"> <li>*1. Install harness tool between A32 J4/P4.</li> <li>2. Open J4–6 and reset the control. <ul style="list-style-type: none"> <li>• If fault drops out and does not return, replace A31.</li> <li>• If fault returns after resetting the control, replace A32.</li> </ul> </li> </ol>

**\*CAUTION:** Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.

**TABLE 4-16. HIGH ENGINE TEMPERATURE WARNING (211) OR SHUTDOWN (212)**

**⚠WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
<p>"HIGH COOLANT TEMP" warning (211) or shutdown (212) message.</p> <p>Coolant mixture and level is normal.</p> <p>No airflow obstructions.</p> <p>Fan belt is OK.</p>	<ol style="list-style-type: none"> <li>Engine problem: <ul style="list-style-type: none"> <li>Coolant pump could be faulty.</li> <li>Thermostat could be faulty.</li> <li>There could be an obstruction in the coolant flow.</li> <li>External coolant pump (with remote radiator) could be faulty.</li> <li>External radiator fan motor (with remote radiator) could be faulty.</li> </ul> </li> <li>The generator set may have been overloaded.</li> <li>Sender, harness or PCC circuit board could be bad.</li> </ol>	<ol style="list-style-type: none"> <li>Refer to the engine service manual if there are any physical indications of overheating.</li> <li>Correct any overload condition.</li> <li>If there are no physical indications of overheating, check to see if the PCC accurately displays ambient engine temperature. <ul style="list-style-type: none"> <li>If the PCC ambient coolant temperature reading is accurate, the engine may be overheating. Refer to the engine service manual.</li> <li>If the PCC ambient coolant temperature reading is not accurate, isolate to the sender, harness, engine interface board (A31), analog board, or digital board.</li> </ul> </li> </ol> <p>Disconnect the coolant temperature sender leads, and connect a coolant temperature sender simulator to the harness.</p> <ol style="list-style-type: none"> <li>If the control responds to the simulator, replace the sender.</li> <li>If the control does not respond to the simulator, install harness tool between A31 J5/P5. Connect the coolant temperature sender simulator (and B+) to A31 J5. <ul style="list-style-type: none"> <li>If the control displays the correct simulated temperature, replace the harness.</li> <li>If the control does not display the correct simulated temperature, install harness tool at A31 J2/P2, and open lines 18/19 (and 14/15, if applicable). Check for continuity between A31 J2-18 to 19 (for coolant temp L), and A31 J2-14 to 15 (for coolant temp R). <ul style="list-style-type: none"> <li>If no continuity, then A31 is bad.</li> <li>If continuity is OK, then send a simulated temperature signal and measure the voltage out of A31 (A31 J2-18 to 19, and A31 J2-14 to 15). If voltage is not OK (refer to the analog board inputs and outputs, Table 4-30), replace A33.</li> <li>If voltage is OK, refer to the analog/digital troubleshooting procedure (Table 4-29a/b).</li> </ul> </li> </ul> </li> </ol>
<p><b>*CAUTION:</b> Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.</p>		

**TABLE 4-17. LOW COOLANT WARNING OR SHUTDOWN (214 / 215)**

**⚠️WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
<p>“LOW COOLANT LVL” warning (214) or shutdown (215) message</p> <p>Coolant level is normal.</p> <p>DS2 on the engine interface board, A31, is on.</p>	<p>DS2 on A31 is on, indicating that A31 is receiving a low coolant signal from the sender.</p> <p>The sender, the harness or the A31 circuit board could be bad.</p>	<p>If the coolant level is normal, isolate the source of the low coolant signal. (This is a ground signal.)</p> <p>Disconnect the signal lead at the sender and reset the control.</p> <ol style="list-style-type: none"> <li>1. If the 215 shutdown message drops out and does not reappear, replace the sender.</li> <li>*2. If the 215 shutdown message reappears and remains after control reset, disconnect J4/A31 and check continuity from P4–7 to GND. <ul style="list-style-type: none"> <li>• If there is continuity, replace the harness.</li> <li>• If there is no continuity, replace circuit board A31.</li> </ul> </li> </ol>
<p>“LOW COOLANT LVL” warning (214) or shutdown (215) message</p> <p>Coolant level is normal.</p> <p>DS2 on the engine interface board, A31, is off.</p>	<p>DS2 on A31 is off, indicating that A31 is not receiving a low coolant signal from the sender—but the 215 message indicates that A32, the digital board, is responding to a false low coolant signal.</p> <p>A31, the engine interface board, or A32, the digital board, could be bad.</p>	<p>If the coolant level is normal, isolate the source of the low coolant signal.</p> <p>Check J4–4/P4–4 on A32.</p> <ol style="list-style-type: none"> <li>*1. Install harness tool between A32 J4/P4.</li> <li>2. Open the J4–4 circuit and reset the control. <ul style="list-style-type: none"> <li>• If the fault drops out and does not return, replace A31.</li> <li>• If the fault returns after resetting the control, replace A32.</li> </ul> </li> </ol>

**\*CAUTION:** Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.

**TABLE 4-18. MAG PICKUP SHUTDOWN (220)**

**⚠️WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
"MAG PICKUP" shutdown message (220)	<p>This indicates that the PCC is not sensing the mag pickup signal, or the mag pickup frequency does not correspond (in proportion) to the genset output frequency.</p> <ol style="list-style-type: none"> <li>1. The PCC may not be set for the correct generator set.</li> <li>2. Loose or damaged mag pickup wire.</li> <li>3. Damaged mag pickup (MPU).</li> <li>4. The harness, the engine interface board (A31), the analog board (A33) or the digital board (A32) could be bad.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check and correct setting if necessary.</li> <li>2. Inspect the wires, and repair or replace as necessary.</li> </ol> <p>*3/4 To isolate the problem, reset the control and attempt to start the set in idle mode.</p> <ol style="list-style-type: none"> <li>a. If the engine displays a "FAIL TO CRANK" shutdown message, or if the engine starts and idles, but then shuts down on a MAG PICKUP fault, the MPU sender could be bad. Remove the MPU connectors and check for 3.5 to 15 VAC at the MPU while cranking. <ul style="list-style-type: none"> <li>• If no output, check for damage or debris. Also check for improper adjustment of the MPU. (Refer to <i>Section 5</i>.) If there is still no output, replace the MPU sender.</li> <li>• If the MPU output is OK, install harness tool between A32 J4/P4. Check for MPU voltage at A32 J4-10 to 11, while cranking. If OK, replace A32. If not OK, use continuity checks to isolate to A31 or harness.</li> </ul> </li> <li>b. If the engine starts and idles, and does not display a fault, then there could be a frequency mismatch problem. <ul style="list-style-type: none"> <li>• Measure generator output frequency with a digital multimeter and compare to the frequency on the PCC display.</li> <li>• If they do match, multiply the frequency by 30 and compare this number to the RPM on the PCC display. If these are not the same, the MPU sender may be bad. Replace the MPU sender</li> <li>• If the multimeter and PCC frequencies do not match, there is a frequency sensing problem. Verify the accuracy of the PCC L1N voltage, and then refer to the analog/digital troubleshooting procedure ( <i>Table 4-29a/b</i>).</li> </ul> </li> </ol>

**⚠️CAUTION:** Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.

**TABLE 4-19. OVERSPEED SHUTDOWN (223)**

**⚠WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
"OVERSPEED" shutdown message (223)	<ol style="list-style-type: none"> <li>1. The mechanical fuel linkage could be binding, loose, or damaged.</li> <li>2. The governor output module (A38) or the digital board (A32) could be bad.</li> </ol>	<ol style="list-style-type: none"> <li>1. Inspect the mechanical fuel linkage, and repair or replace as necessary. <ul style="list-style-type: none"> <li>• Follow the procedure in the engine repair manual to check the EFC for binding or damage.</li> <li>• Disconnect the actuator connector , and connect +12 VDC from the battery to the actuator. The actuator should click upon application and removal of the voltage. If the actuator does not click, refer to the engine manual. If the actuator clicks, reconnect the wires to the actuator.</li> </ul> </li> <li>*2. Reset the control, and start the set while monitoring the PCC duty cycle display. <ul style="list-style-type: none"> <li>• If the duty cycle goes high (above 40%) and the set shuts down on overspeed, replace A32.</li> <li>• If the duty cycle goes to zero and the set shuts down on overspeed, replace A38.</li> </ul> </li> </ol>
<p><b>*CAUTION:</b> Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.</p>		

**TABLE 4-20. DC (BATTERY) WARNINGS (230, 231, 232)**

**⚠WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
<p>"LOW DC VOLTAGE" (230) or "WEAK BATTERY" (232), warning message.</p>	<ol style="list-style-type: none"> <li>1. Weak or discharged battery.</li> <li>2. Low electrolyte level in battery.</li> <li>3. Battery connections loose or dirty.</li> <li>4. Insufficient battery charging voltage.</li> <li>5. Engine DC alternator could be bad.</li> <li>6. If the batteries are OK, the problem may be the harness, the engine interface board (A31), the digital board (A32), or the analog board (A33).</li> </ol>	<ol style="list-style-type: none"> <li>1. Recharge or replace the battery. Specific gravity for a fully charged battery is approximately 1.260 at 80° F (27° C).</li> <li>2. Replenish electrolyte and recharge battery.</li> <li>3. Clean and tighten or replace the battery cable connectors and cables at the battery and the set.</li> <li>4. Adjust charge rate of battery charging circuit, according to manufacturers instructions.</li> <li>5. Replace engine DC alternator if normal battery charging voltage is not obtained.</li> <li>*6. If the battery voltage, electrolyte, and connections are OK, check the battery voltage at A31 J5-17. If the voltage is not OK (same as battery voltage), disconnect J5 and isolate to the harness or A31. If the voltage is OK, check battery voltage at A33 J1-31. If the voltage is not OK, replace A31. If the voltage at A33 J1-31 is OK, isolate to A33 or A32 using the analog input troubleshooting procedure (Table 4-29a/b).</li> </ol>
<p>"HIGH DC VOLTAGE" (231) warning message.</p> <p>But battery voltage is OK.</p>	<ol style="list-style-type: none"> <li>1. Excessive battery charging voltage.</li> <li>2. Engine DC alternator could be bad.</li> <li>3. If the battery voltage is OK, the problem may be the engine interface board (A31), the digital board (A32), or the analog board (A33).</li> </ol>	<ol style="list-style-type: none"> <li>1. Adjust charge rate of battery charging circuit according to manufacturers instructions.</li> <li>2. Replace engine DC alternator if normal battery charging voltage is not obtained.</li> <li>*3. Check the battery voltage at A31 J5-17. If the voltage is not OK (same as battery voltage), disconnect J5 and isolate to the harness or A31. If the voltage is OK, check battery voltage at A33 J1-31. If the voltage is not OK, replace A31. If the voltage at A33 J1-31 is OK, isolate to A33 or A32 using the analog input troubleshooting procedure (Table 4-29a/b).</li> </ol>
<p><b>*CAUTION:</b> Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.</p>		

**TABLE 4-21. LOW FUEL –DAY WARNING (240)**

**⚠WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
<p>“LOW FUEL–DAY” warning message (240)</p> <p>Fuel level is normal.</p> <p>DS1 on the engine interface board, A31, is on.</p>	<p>DS1 on A31 is on, indicating that A31 is receiving a low fuel signal from the sender.</p> <p>The sender, the harness or the A31 circuit board could be bad.</p>	<p>If the fuel level is normal, isolate the source of the low fuel signal.</p> <p>Disconnect the signal lead at the sender and reset the control.</p> <ol style="list-style-type: none"> <li>1. If the 240 message drops out and does not reappear, replace the sender.</li> <li>*2. If the 240 message reappears and remains after control reset, disconnect J4/A31 and check continuity from P4–14 to GND. <ul style="list-style-type: none"> <li>• If there is continuity, replace the harness.</li> <li>• If there is no continuity, replace circuit board A31.</li> </ul> </li> </ol>
<p>“LOW FUEL–DAY” warning message (240)</p> <p>Fuel level is normal.</p> <p>DS1 (A31) and DS13 (A34) are off.</p>	<p>DS1 on A31 is off, indicating that the PCC is not receiving a low fuel signal from the sender—but the 240 message indicates that A32, the digital board, is responding to a false low fuel signal.</p> <p>A31, the engine interface board, or A32, the digital board, could be bad.</p>	<p>If the fuel level is normal, isolate the source of the low fuel signal.</p> <ol style="list-style-type: none"> <li>*1. Install a breakout connector at A32 J4.</li> <li>2. Open the J4-15 circuit and reset the control. <ul style="list-style-type: none"> <li>• If the fault drops out and does not return, replace A31.</li> <li>• If the fault returns after resetting the control, go to step 3.</li> </ul> </li> <li>*3. Install harness tool between A32 J2/P2.</li> <li>4. Open the J2-19 circuit and reset the control. <ul style="list-style-type: none"> <li>• If the fault drops out and does not return, replace A31.</li> <li>• If the fault returns after resetting the control, replace A32.</li> </ul> </li> </ol>

**\*CAUTION:** Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.

**TABLE 4-22. LOW FUEL WARNING (241)**

**⚠️WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
<p>“LOW FUEL” warning message (241)</p> <p>Fuel level is normal.</p> <p>DS13 on the customer interface board, A34, is on.</p>	<p>DS13 on A34 is on, indicating that A34 is receiving a low fuel signal from the customer circuit.</p> <p>If there is no actual fault, the problem may be a short to ground in the external wiring or a bad customer interface board (A34).</p>	<p>If the fuel level is normal, isolate the source of the low fuel signal.</p> <p>Disconnect the signal lead near the control and reset the control.</p> <ol style="list-style-type: none"> <li>1. If the 241 message drops out and does not reappear, there is a short to ground in the external wiring or a faulty sender.</li> <li>*2. If the 241 message reappears and remains after control reset, disconnect J1/A34 and check continuity from P1–5 to GND. <ul style="list-style-type: none"> <li>• If there is continuity, find and repair a short to ground in the external wiring.</li> <li>• If there is no continuity, replace circuit board A34.</li> </ul> </li> </ol>
<p>“LOW FUEL” warning message (241)</p> <p>Fuel level is normal.</p> <p>DS13 (A34) is off.</p>	<p>DS13 on A34 is off, indicating that the PCC is not receiving a low fuel signal from the sender—but the 241 message indicates that A32, the digital board, is responding to a false low fuel signal.</p> <p>A34, the customer interface board, or A32, the digital board, could be bad.</p>	<p>If the fuel level is normal, isolate the source of the low fuel signal.</p> <ol style="list-style-type: none"> <li>*1. Install harness tool between A32 J2/P2.</li> <li>2. Open the J2-19 circuit and reset the control. <ul style="list-style-type: none"> <li>• If the fault drops out and does not return, replace A34.</li> <li>• If the fault returns after resetting the control, replace A32.</li> </ul> </li> </ol>

**\*CAUTION:** Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.

**TABLE 4-23. EEPROM ERROR SHUTDOWN (250) OR WARNING (251, 252)**

**⚠WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
"EEPROM ERROR" shutdown (250) message.	The EE memory on the digital board (A32) may be bad.	<ol style="list-style-type: none"> <li>1. Perform the initial start setup procedure. Turn the Run/Off/Auto switch to Off and reset the control. Simultaneously press the RESET, MENU, and PHASE SELECT keys to start the setup. Select the correct values, save your choices, and attempt to start the set.</li> <li>2. If the set shuts down on the same EEPROM ERROR message, replace the digital board (A32).</li> </ol>
"EEPROM ERROR" warning (251) message.	The EE memory on the digital board (A32) may be bad.	<ol style="list-style-type: none"> <li>1. Perform the adjustment procedures (described in <i>Section 5</i>). Save the adjustments. Reset the control. Shut off and restart the set.</li> <li>2. If the control generates the same EEPROM ERROR message, perform the calibration procedures in <i>Section 5</i>. Reset the control. Shut off and restart the set.</li> <li>3. If the control generates the same EEPROM ERROR message, replace the digital board (A32).</li> </ol>
"EEPROM ERROR" warning (252) message.	The EE memory on the digital board (A32) may be bad.	<ol style="list-style-type: none"> <li>1. If this message occurred during an adjustment, option selection, or calibration of the PCC, verify the values or choices selected and repeat the save operation. Reset the control. Shut off and restart the set.</li> <li>2. If the control generates the same EEPROM ERROR message, replace the digital board (A32).</li> </ol>
<b>*CAUTION:</b> Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.		

**TABLE 4-24. CUSTOMER FAULTS (260, 261, 262 or 263)**

**⚠WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action																				
<p>“CUSTOMER FAULT (260, 261, 262 or 263) message.</p> <p>And corresponding LED on customer interface board A34 is on.</p>	<p>If the corresponding LED on the customer interface board (A34) is on, then A34 is receiving a signal from the customer circuit.</p> <p>If there is no actual fault, the problem may be a short to ground in the external wiring or a bad customer interface board (A34).</p>	<p>Isolate the source of the false signal.</p> <p>Disconnect the signal lead near the control and reset the control.</p> <ol style="list-style-type: none"><li>1. If the message drops out, there is a short to ground in the external wiring.</li><li>2. If the message remains, replace A34.</li></ol>																				
<p>“CUSTOMER FAULT (260, 261, 262 or 263) message.</p> <p>And corresponding LED on customer interface board A34 is off.</p>	<p>If the corresponding LED on the customer interface board (A34) is off, then A34 is not receiving a signal from the customer circuit. The message indicates that A32, the digital board, is responding to a false signal.</p> <p>A34, the customer interface board, or A32, the digital board, could be bad.</p>	<p>Isolate the source of the false signal.</p> <p>Check J2/P2 on A32.</p> <p>*1. Install harness tool between A32 J2/P2.</p> <ol style="list-style-type: none"><li>2. Open the appropriate circuit J2-3, J2-24, J2-9, or J2-15 and reset the control.</li></ol> <ul style="list-style-type: none"><li>• If the fault does not return, replace A34.</li><li>• If the fault reappears, replace A32.</li></ul> <table><tr><th>A 34 LED</th><th>A32 CONNECTOR</th><th>CUSTOMER FAULT #</th><th>FAULT CODE</th></tr><tr><td>DS4</td><td>J2-3</td><td>1</td><td>260</td></tr><tr><td>DS11</td><td>J2-24</td><td>2</td><td>261</td></tr><tr><td>DS15</td><td>J2-9</td><td>3</td><td>262</td></tr><tr><td>DS3</td><td>J2-15</td><td>4</td><td>263</td></tr></table>	A 34 LED	A32 CONNECTOR	CUSTOMER FAULT #	FAULT CODE	DS4	J2-3	1	260	DS11	J2-24	2	261	DS15	J2-9	3	262	DS3	J2-15	4	263
A 34 LED	A32 CONNECTOR	CUSTOMER FAULT #	FAULT CODE																			
DS4	J2-3	1	260																			
DS11	J2-24	2	261																			
DS15	J2-9	3	262																			
DS3	J2-15	4	263																			

**\*CAUTION:** Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.

**\*CAUTION:** Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.

**TABLE 4-25a. HIGH AC VOLTAGE SHUTDOWN (301)**

**⚠WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
“HIGH AC VOLTAGE ” shutdown (301) message.	<p>1. The problem may be in the PCC, the alternator, or the interconnection between them.</p> <p><b>Note 1: The PCC may indicate either a low AC Voltage or High AC Voltage shutdown due to the design of the logic in the control.</b></p> <p><b>You must first determine if the output voltage the control sees is low or high.</b></p> <p><b>Note 2: Residual voltage is normally 5 to 10% of nominal output voltage. For example, a genset with a 480 volt output, will have a residual voltage of 25 to 50 VAC at normal operating speed.</b></p> <p>2. The problem may be the regulator module (A37), the engine interface board (A31), or the digital board (A32).</p>	<p>1. Set the display on the PCC to <b>GEN, VOLTS, L-N</b>.</p> <p>a. Start the genset and observe the voltage displayed on the digital display.</p> <p>b. If all phases of voltage are balanced and not zero, but lower than normal, the alternator and the input to the PCC are OK. The problem is in the excitation circuit for the alternator. Go to step 2.</p> <p>c. If one or more phases of voltage are high or the voltages are unbalanced, the PCC is not measuring all phases of voltage and is responding to the low “average” of the three phases of voltage. Go to step 3.</p> <p>2. With DC power to the PCC and with the set not running, check A31 DS9, the A VR duty cycle LED. this LED should be off. If it is on, go to step 2d.</p> <p>Isolate the genset output from the load. Disconnect A37 J10, and place the set in Idle mode. In Idle mode the excitation circuit is disabled. Start the set and monitor the AC output voltage with a digital multimeter.</p> <p>a. If output voltage is greater than residual (5% of normal output), go to step 3.</p> <p>b. If output voltage stays at 0 (or residual), and DS2 on A37 is off, go to step 4.</p> <p>c. If output voltage stays at 0 (or residual), and DS2 on A37 is on, look at DS9 on A31. If DS9 on A31 is off, replace A37.</p> <p>d. If DS9 on A31 is on, connect a breakout connector at A32 J4, and open J4-2. If DS9 goes out, replace A32. If DS9 stays on replace A31.</p>

(Continued)

**\*CAUTION:** Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.

**TABLE 4-25b. HIGH AC VOLTAGE SHUTDOWN (301)**

**⚠WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
“HIGH AC VOLTAGE ” shutdown (301) message.	<p>3. The problem may be the PT/CT module (A36) or the interconnecting wiring to the PT/CT module.</p> <p><b>NOTE:</b> To calculate the “expected A36 output” voltage range, do the following:</p> <p>Determine the ratio between the measured voltage and the expected voltage. The output (18 VAC) of the PT/CT module will also be reduced by this ratio.</p> <p>4. The problem may be in the customer interface board (A34) or the interconnecting wiring.</p>	<p>*3. Before starting the generator set, disconnect the harness connector from the PT/CT module (A36) and connect the harness tool between A36 and its harness connector. Check the output voltage at the alternator output terminals and record the voltages.</p> <p>a. If the voltages are not balanced, go to step 5.</p> <p>b. If the voltages are balanced, calculate the expected output voltage from the PT/C module (see <b>Note</b> to the left). Measure and record the outputs from A36 J8 pins 6–5, 4–3, and 2–1.</p> <p>If the output voltage is proportional to the alternator output voltage the A36 module is OK. Go on to step 4.</p> <p>If the voltages are not balanced, replace A36.</p> <p>*4. Disconnect the plugs in the following steps below with the set off then start the set in the idle mode, and measure voltages with a digital multimeter.</p> <p>a. Disconnect J3/P3 (blue) and insert the harness tool. Check the voltage into the customer interface board with the harness tool at J3 terminals 4 –6, 5–13, and 7 –20. Remove the harness tool and reconnect J3 and P3. These voltages should be the same values measured in step 3b.</p> <p>If the voltages are balanced, continue in this step. If the voltages are unbalanced, repair the harness between the A36 module and the A34 board.</p> <p>b. Disconnect J5/P5 on the customer interface board and insert the harness tool. Check the voltage out of the customer interface board at J5 terminals 24 –28, 26–28, and 30 –28. These voltages should be the same values measured in step 3b.</p> <p>If the voltages are balanced, go to step 5. If the voltages are unbalanced, replace the customer interface board.</p>
(Continued)		

\*CAUTION: Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.

**TABLE 4-25c. HIGH AC VOLTAGE SHUTDOWN (301)**

**⚠WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
“HIGH AC VOLTAGE ” shutdown (301) message.	<p>5. The problem may be the analog board (A33).</p> <p><b>NOTE:</b> To determine the “3-phase ave” signal voltage range for <b>Step 3b</b>, use the following formula:</p> <p><b><math>V_{out \text{ 3-phase ave}} = V_{in} (2.9 \div PT) \pm 5\%</math></b></p> <p><math>V_{in}</math> = Actual generator output voltage (phase-to-neutral)  PT = PT primary (120, 240 or 346)</p>	<p>*5. Using the harness tool, check the “3-phase ave” signal at A33 J2-18.</p> <p>If the voltage is within the expected range, replace A32. If the voltage is not within the expected range, replace A33. See <b>Note</b>.</p>
	<p>6. The problem may be in the generator set itself.</p>	<p>6. Refer to the generator servicing procedures in <i>Section 6</i>.</p>
<p><b>*CAUTION:</b> Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.</p>		

**TABLE 4-26a. LOW AC VOLTAGE SHUTDOWN (303)**

**⚠️WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
“LOW AC VOLTAGE ” shutdown (303) message.	<ol style="list-style-type: none"> <li>1. PMG or field wiring could be faulty.</li> <li>2. The rotating rectifier assembly (diodes CR1 through CR6) is faulty.</li> <li>3. Overload.</li> <li>4. There may be a loose connector in the control loop.</li> </ol> <p>5a. The problem may be the analog board (A33) or the digital board (A32).</p> <p>5b. The problem may be the regulator module (A37), the engine interface board (A31), or the digital board (A32).</p>	<ol style="list-style-type: none"> <li>1. If output voltage is low and both A37/DS2 and A31/DS10 are on, check and repair the PMG or field wiring.</li> <li>2. Check each diode according to <i>Servicing the Generator</i> in Section 6. Service as necessary.</li> <li>3. Check the load and correct any overload.</li> <li>4. Check connectors J8 and J9 on A36, J3 and J5 on A34, and J7 on A37.</li> <li>*5. Isolate the genset output from the load. Reset the control, restart the set, and measure AC output voltage with a multimeter. <ol style="list-style-type: none"> <li>a. If output voltage is high, refer to the troubleshooting section for High AC Voltage Shutdown (301). If output voltage is normal, the problem must be in the voltage sensing circuitry (A32 or A33). Isolate, using the analog input troubleshooting procedure ( Table 4-29a/b). Check the phase that shows a low voltage on the PCC display.</li> <li>*b. If output voltage is low, the control cannot drive the output voltage high enough. The problem could be A37, A31, or A32. Restart the set and monitor isolated B+ supply LED A37/DS1, output duty cycle LED A37/DS2, and AVR duty cycle LED A31/DS10. <ul style="list-style-type: none"> <li>• If A37/DS1 is not on, disconnect A3 J7/P7 and check for B+ at P7-1. (Control must be in Run mode for B+ reading.)</li> <li>• If B+ is OK to A37, replace A37.</li> <li>• If A37/DS1 is on, check A31/DS10 (with the set running).</li> <li>• If A31/DS10 is not on with set running, check for continuity: A31 J1-2 to J4-10 and A31 J1-1 to J4-11 (270 ohms). If no continuity, replace A31.</li> <li>• If A31 is OK, replace A32.</li> <li>• If A31/DS10 is on with set running and A37/DS2 is not on, check the harness.</li> <li>• If the harness is OK, replace A37.</li> </ul> </li> </ol> </li> </ol>
(Continued)		
*CAUTION: Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.		

**TABLE 4-26b. LOW AC VOLTAGE SHUTDOWN (303)**

**⚠WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
"LOW AC VOLTAGE " shutdown (303) message.	5c. The problem may be the PT/CT module (A36), the analog board (A33), the customer interface board (A34), or the digital board (A32).	c. If the measured AC voltage is high, the control must have lost AC sensing. Check PTs (primary 1K–2.5K ohms; secondary 140 –225 ohms), sensing harness wires, generator output connections, and the customer interface board for continuity. If these are OK, then check the analog and digital boards, using the analog input troubleshooting procedure ( <i>Table 4-29a/b</i> ).
*CAUTION: Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.		

**TABLE 4-27. UNDER FREQUENCY SHUTDOWN (313)**

**⚠WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
"UNDER FREQUENCY" shutdown (313) message.	<ol style="list-style-type: none"> <li>1. Improper setup.</li> <li>2. Overload.</li> <li>3. Fuel or air delivery problem.</li> <li>4. The governor output module (A38), the digital board (A32), or the engine interface board (A31) could be bad.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check Initial Setup (set size) and correct, if necessary.</li> <li>2. Check the load and correct any overload, if necessary. Disconnect the load. Reset the control and attempt to restart the generator set.</li> <li>3. If the engine starts and runs, refer to the engine fuel/air delivery service procedures.</li> <li>*4. Disconnect the wire to the fuel solenoid, reset the control, and crank the set. DS2 on the governor output module A38 should light. If the duty cycle LED (DS1) on the governor output module (A38) slowly becomes bright, the governor output module(A38), the digital board (A32), and the engine interface board (A31) are functioning properly. If DS1 does not light or instantly becomes bright, A31, A32 or A38 may be bad. A38 - Crank the set, and check the governor duty cycle on the PCC display. If the duty cycle is OK (60% max), replace governor output module (A38). If the duty cycle is not OK, the digital board (A32) or the engine interface board (A31) may be bad. <ul style="list-style-type: none"> <li>• A31 - Check for continuity: A31 J1-13 to A31 J4-19 and A31 J1-14 to A31 J4-12. If no continuity, replace A31.</li> <li>• A32 - If A31 is OK, replace A32</li> </ul> </li> </ol>

**\*CAUTION:** Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.

**TABLE 4-28. OVERCURRENT WARNING (320) OR SHUTDOWN (321), SHORT CIRCUIT SHUTDOWN (322), OR OVERLOAD WARNING (330)**

**⚠WARNING** Hazards present in troubleshooting can cause equipment damage, severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform service procedures. Read Safety Precautions page and observe all instructions and precautions in this manual.

Indicator(s)	Possible Cause	Corrective Action
“OVER-CURRENT” warning (320) or shutdown (321), or “SHORT CIRCUIT” shutdown (322), or OVERLOAD warning (330) message.	<ol style="list-style-type: none"> <li>1. Short or Overload.</li> <li>2. Incorrect CTs or CT connections.</li> <li>3. The problem may be a bad PT/CT module (A36).</li> <li>4. The problem may be the customer interface board (A34) or connections.</li> <li>5. The problem may be the analog board (A33) or the digital board (A32).</li> </ol>	<ol style="list-style-type: none"> <li>1. Check the load and load cables. Repair if necessary.</li> <li>2. Check CTs and CT connections. Correct if necessary. Refer to <i>Current Transformer Installation</i> in Section 5.</li> <li>3. Disconnect the PT/CT module and check the 3-ohm resistors (J8-15 to 14, J8-22 to 23, J8-7 to 8). Replace the module if necessary.</li> <li>*4. Check continuity from A36—through A34—to A33. Repair the connection or replace A34 if necessary. Refer to Section 8 for pin reference.</li> <li>5. Isolate, using the analog input troubleshooting procedure ( Table 4-29a/b). Check the bad phase or phases.</li> </ol>

**\*CAUTION:** Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.

**TABLE 4-29a. TROUBLESHOOTING ANALOG SIGNALS BETWEEN ANALOG AND DIGITAL BOARDS**

**NOTE: Perform this procedure after you have isolated the problem to either the analog board (A33) or to the digital board (A32). You must have schematics and wiring diagrams to identify the various inputs and outputs.**

\*1. Check that the input to the analog board is correct. There are a few signals (e.g.: 3PH Ave, Line Freq, Phase Angle 1 to 3, Lead Lag) that are derived from one or more input signals.

1a. To check the sensor input voltages into the analog board, connect the sender simulator and test the voltage across the + and – inputs at A33 J1 using harness tool. (This assumes that you have verified that the harness and the engine interface board is good.)

- If the input voltage to the analog board is correct (refer to Table 4-30), go to step 2.
- If the input voltage to the analog board is incorrect, check for 12 VDC at A32 J3-20 and 5 VDC at A32 J3-12. Do this with the analog board connected to the digital (A32).

If the 12 VDC and 5 VDC voltages are OK, replace the analog board.

If the 12 VDC and 5 VDC voltages are not OK, disconnect A32 J3 and recheck for 12 VDC at A32 J3-20 and 5 VDC at A32 J3-12.

If the 12 VDC and 5 VDC voltages are now OK, replace the analog board.

If the 12 VDC and 5 VDC voltages are still not OK, replace the digital board.

1b. To check the AC inputs into the analog board, drive the PT/CT inputs (voltage or current) and verify that the input is correct.

- If the input to the analog board is correct, go to step 2.
- If the input to the analog board is incorrect, disconnect the ribbon cable at A34 J5 and check the voltage at A34 J5 again (Customer Interface).

If the voltage is now correct, replace the analog board.

If the voltage is still not correct, the problem is not on the analog or digital boards.

2. If the input to the analog board is correct, determine whether the signal is multiplexed (refer to Table 4-30). If the signal is not multiplexed, go to step 2a. If the signal is multiplexed, go to step 2b.

2a. This step is for non-multiplexed AC signals. Drive the input to the analog board with an AC source, and test the signal level out of the analog board. You must calculate what the analog output voltage should be (Table 4-30), assuming the analog board transfer function is linear.

- If the signal level into the digital board is correct, the problem must be on the digital board. Replace the digital board.
- If the signal level into the digital board is incorrect, remove the ribbon cable connector at A32 J3, and check the front panel digital display of the bad analog value.

If the display reads 0, replace the analog board.

If the display reads a value other than 0, replace the digital board.

**\*CAUTION: Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.**

**TABLE 4-29b. TROUBLESHOOTING ANALOG SIGNALS BETWEEN ANALOG AND DIGITAL BOARDS**

**NOTE:** Perform this procedure after you have isolated the problem to either the analog board (A33) or to the digital board (A32). You must have schematics and wiring diagrams to identify the various inputs and outputs.

2b. This step is for multiplexed signals. Is more than one multiplexed signal reading bad?

- No. If the input to the analog board is correct and only one multiplexed signal is reading bad, replace the analog board.
- Yes. If more than one multiplexed signal reading is bad, remove the ribbon cable connector at A32 J3 and check the front panel digital display of the bad inputs. It should read 0 for all inputs except the temperature inputs (which should read less than 32° F or less than 0° C) and power factor (which should read "NA").

If any values read incorrectly, replace the digital board.

If they all read correctly, measure voltages on the multiplexer control lines (with A32-J3 disconnected, measure from Digital board connector J3). Voltages should be:

A32-J3-23: 3.0 ±0.25 VDC

A32-J3-24: 2.4 ±0.25 VDC

A32-J3-27: 1.4 ±0.25 VDC

A32-J3-33: 3.0 ±0.25 VDC

A32-J3-34: 3.0 ±0.25 VDC

If these control (select) line voltages are not correct, replace the digital board.

If these control (select) line voltages are correct (and the input to the analog board is correct), reconnect the ribbon cable connector (through harness tool) at A32 J3 and check the 5 VDC reference at A32 J3-12 and the 12 VDC supply at A32 J3-20.

If the 5 VDC and the 12 VDC voltages are OK, replace the analog board.

If the 5 VDC and the 12 VDC voltages are not OK, disconnect A32 J3 and check the voltages again (measured from Digital board side).

If the 5 VDC and the 12 VDC voltages are OK with A32 J3 disconnected, replace the analog board.

If the 5 VDC and the 12 VDC voltages are not OK with A32 J3 disconnected, replace the digital board.

**\*CAUTION:** Wearing wrist strap, set S12 to Off and A32 S5 to Standby before connecting/disconnecting harness plugs.

**TABLE 4–30. ANALOG CIRCUIT BOARD (A33) INPUTS AND OUTPUTS**

Input Name	Input Connection	Input Signal Range	Output Name <sup>1</sup>	Output Connection <sup>2</sup>	Output Signal Range
L1 (0 to nominal)	J4-24 to J4-28	0 to 18 VAC	L10 (ACH1)	J2-4	0 to 3.0 VDC
L2 (0 to nominal)	J4-26 to J4-28	0 to 18 VAC	L20 (ACH2)	J2-13	0 to 3.0 VDC
L3 (0 to nominal)	J4-30 to J4-28	0 to 18 VAC	L30 (ACH3)	J2-1	0 to 3.0 VDC
			3PH ave (ACH0)	J2-18	0 to 2.9 VDC
			Line freq. (HSI.1)	J2-21	0-5V sq wave @ L1 Hz
CT21 (0 to full load)	J4-33 to J4-34	0 to 1.65 VAC	C1 fltrd (ACH4)	J2-3	0 to 1.0 VDC
CT22 (0 to full load)	J4-32 to J4-34	0 to 1.65 VAC	C2 fltrd (ACH5)	J2-9	0 to 1.0 VDC
CT23 (0 to full load)	J4-31 to J4-34	0 to 1.65 VAC	C3 fltrd (ACH6)	J2-17	0 to 1.0 VDC
			C1 (ACH7)	J2-7	0 to 1.0 VDC
			C2 (ACH7)	J2-7	0 to 1.0 VDC
			C3 (ACH7)	J2-7	0 to 1.0 VDC
(1 to 0.8 pf)			Phase angle 1 (ACH7) <sup>3</sup>	J2-7	0 to 1.0 VDC
(1 to 0.8 pf)			Phase angle 2 (ACH7) <sup>3</sup>	J2-7	0 to 1.0 VDC
(1 to 0.8 pf)			Phase angle 3 (ACH7) <sup>3</sup>	J2-7	0 to 1.0 VDC
(L1 vs CT21)			Lead lag (P2A.1)) <sup>3</sup>	J2-29	0 or 5 VDC (digital)
Bus L1 (0 to nominal) <sup>6</sup>	J4-15 to J4-18	0 to 18 VAC	Bus L1 (ACH7)	J2-7	0 to 3.0 VDC
Bus L2 (0 to nominal) <sup>6</sup>	J4-16 to J4-18	0 to 18 VAC	Bus L2 (ACH7)	J2-7	0 to 3.0 VDC
Bus L3 (0 to nominal) <sup>6</sup>	J4-17 to J4-18	0 to 18 VAC	Bus L3 (ACH7)	J2-7	0 to 3.0 VDC
			Bus freq (HS1.3)	J2-22	0-5V sq wave @ Bus L1 Hz
			Phase rot (P2A.0) <sup>5</sup>	J2-26	0 or 5 VDC (digital)
			Bus/gen phase dif (ACH7) <sup>5</sup>	J2-7	0 to 5.0 VDC
			Bus/gen phase (HS1.2) <sup>5</sup>	J2-19	0-5V 120 Hz 0 to 100% DC
			Synch (ACH7) <sup>5</sup>	J2-7	
Battery voltage	J1-31 (+) to J1-30(–)	0 to 32 VDC	Battery voltage (ACH7)	J2-7	0 to 2.9 VDC
Oil press (0 to 100 psi)	(See note <sup>4</sup> )	0.5 to 4.5 VDC	Oil press (ACH7)	J2-7	0.5 to 4.5 VDC
H <sub>2</sub> O 1 (6 to 230° F)	J1-19/20 to J1-17/18	700 to 1800 Ω	H <sub>2</sub> O 1 (ACH7)	J2-7	1.4 to 3.7 VDC
H <sub>2</sub> O 2 (6 to 230° F)	J1-15/16 to J1-14/15	700 to 1800 Ω	H <sub>2</sub> O 2 (ACH7)	J2-7	1.4 to 3.7 VDC
Oil temp (6 to 230° F)	J1-11/12 to J1-9/10	700 to 1800 Ω	Oil temp (ACH7)	J2-7	1.4 to 3.7 VDC
Exh temp 1 (32 to 1471° F)	J1-7/8 to J1-5/6	100 to 376 Ω	Exh temp 1 (ACH7)	J2-7	0.8 to 3.0 VDC
Exh temp 2 (32 to 1471° F)	J1-3/4 to J1-1/2	100 to 376 Ω	Exh temp 2 (ACH7)	J2-7	0.8 to 3.0 VDC

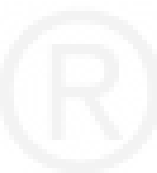
**Notes:**

1. All output signals on ACH7 are multiplexed.
2. All output voltages on A33 J2 are referenced to ground (J2-15 and J2-16).
3. Must have L1, L2, L3, CT21, CT22, and CT23 for these phase angle outputs.
4. J1-24 (5VDC), J1-23 (signal), J1-18 (return).
5. Must have L1, L2, L3, Bus L1, Bus L2, and Bus L3 for these outputs.
6. L1, L2, and L3 can be 0 to 180° out of phase with Bus L1, Bus L2, and Bus L3, respectively.

**TABLE 4-31. PCC FUSES**

LOCATION	REFERENCE DESIGNATION	RATING	FUNCTION
Engine Interface	A31-F1	5 Amp	PCC control B+
Engine Interface	A31-F3	5 Amp	Auxiliary B+ (for panel lights, run and start relays)
Governor Output Module	A38-F1	10 Amp	Network B+ (to TB1 customer terminal block)
Governor Output Module	A38-F2	10 Amp	Switched B+ (to TB1 customer terminal block)
Governor Output Module	A38-F3	10 Amp	Governor B+ (power for governor output module and actuator)
TB-Bat (Engine Harness Assembly)	F1	20 Amp	Customer B+ (to TB1 customer terminal block)

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# 5. Control Service and Calibration

## GENERAL

This section contains circuit board removal and replacement procedures, calibration procedures for the generator set (genset) control and test procedures for the generator and engine components. Refer to the figures included with this information and also the *Wiring Diagrams* section when instructed.

**Before servicing the PCC, all settings should be recorded. This will enable correct and complete readjustment of the PCC in the event that all previous entries are lost during servicing.**

## CIRCUIT BOARD REMOVAL/REPLACEMENT

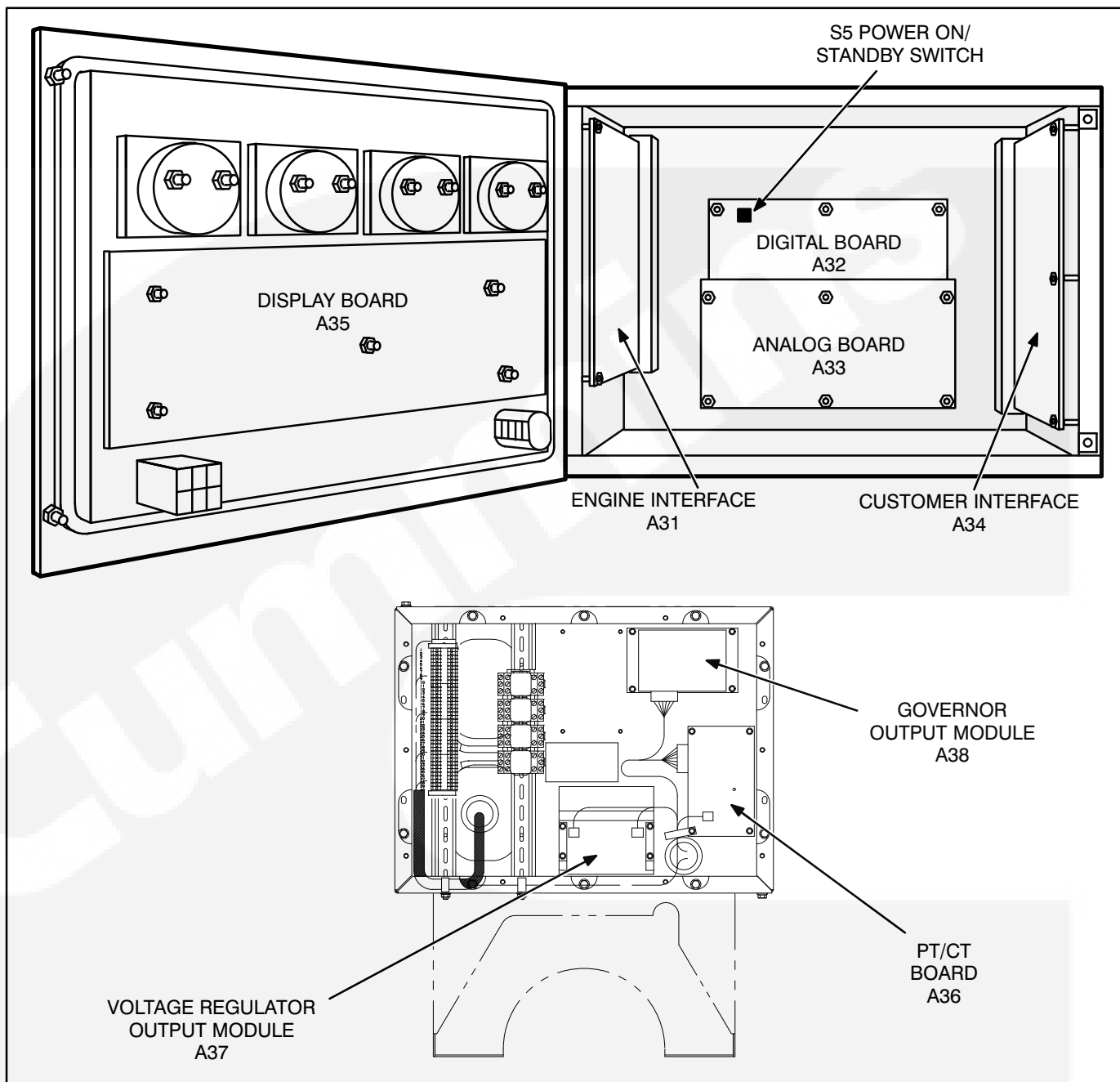
No special tools (other than a grounding wrist strap) are required to remove a circuit board from inside the control panel or the accessory box.

There are several circuit boards, that when replaced, require you to recalibrate the control panel functions. Table 5-1 lists the circuit boards and the appropriate procedure to perform to recalibrate the control panel. The circuit board locations are shown in Figure 5-1.

Before you attempt to remove a circuit board, read the *Circuit Board Removal Safety Precautions* in this section.

TABLE 5-1. CONTROL PANEL RECALIBRATION

CIRCUIT BOARD	ADJUSTMENT	PROCEDURE / PAGE
Analog Board (A33)	1. Voltage, Current and PF. 2. Coolant Temperature L & R	<i>Setup and Calibration Menus</i> (Page 5-8)
Digital Board (A32)	Must recalibrate all values, starting with the <i>Initial Start Setup</i> procedure.	1. <i>Initial Start Setup</i> (Page 5-4). 2. <i>Adjust Menu</i> (Page 5-6). 3. <i>Setup and Calibration Menus</i> (Page 5-8).
PT/CT Board (A36)	Voltage, Current and PF.	<i>Setup and Calibration Menus</i> (Page 5-8)



**FIGURE 5-1. CIRCUIT BOARD LOCATIONS**

## Circuit Board Removal Safety Precautions

To prevent circuit board damage due to electrostatic discharge (ESD), a grounding wrist strap must be worn when handling circuit boards or socket-mounted IC's. (The wrist strap **does not** provide a direct short to ground, but is typically rated at approximately 1 megohm to ground.)

Attach the clip to a non-painted surface of the control box and place the strap around your wrist before handling a circuit board.

**CAUTION** *Electrostatic discharge will damage circuit boards. Always wear a grounding wrist strap when handling circuit boards or socket-mounted IC's.*

Turn off or remove AC power from the battery charger and then remove the negative (-) battery cable from the set starting battery. This is to make sure that the set will not start while working on it and to avoid circuit board damage, caused by voltage spikes when removing and replacing circuit board connectors.

**WARNING** *Ignition of explosive battery gases can cause severe personal injury or death. Arcing at battery terminals, light switch or other equipment, flame, pilot lights and sparks can ignite battery gas. Do not smoke, or switch trouble light ON or OFF near battery. Discharge static electricity from body before touching batteries by first touching a grounded metal surface.*

*Ventilate battery area before working on or near battery—Wear goggles—Stop genset and disconnect charger before disconnecting battery cables—Disconnect negative (-) cable first and reconnect last.*

**CAUTION** *Disconnect battery charger from AC source before disconnecting battery cables. Otherwise, disconnecting cables can result in voltage spikes damaging to DC control circuits of the set.*

**WARNING** *Accidental starting of the generator set can cause severe personal injury or death. Prevent accidental starting by disconnecting the negative (-) cable from the battery terminal.*

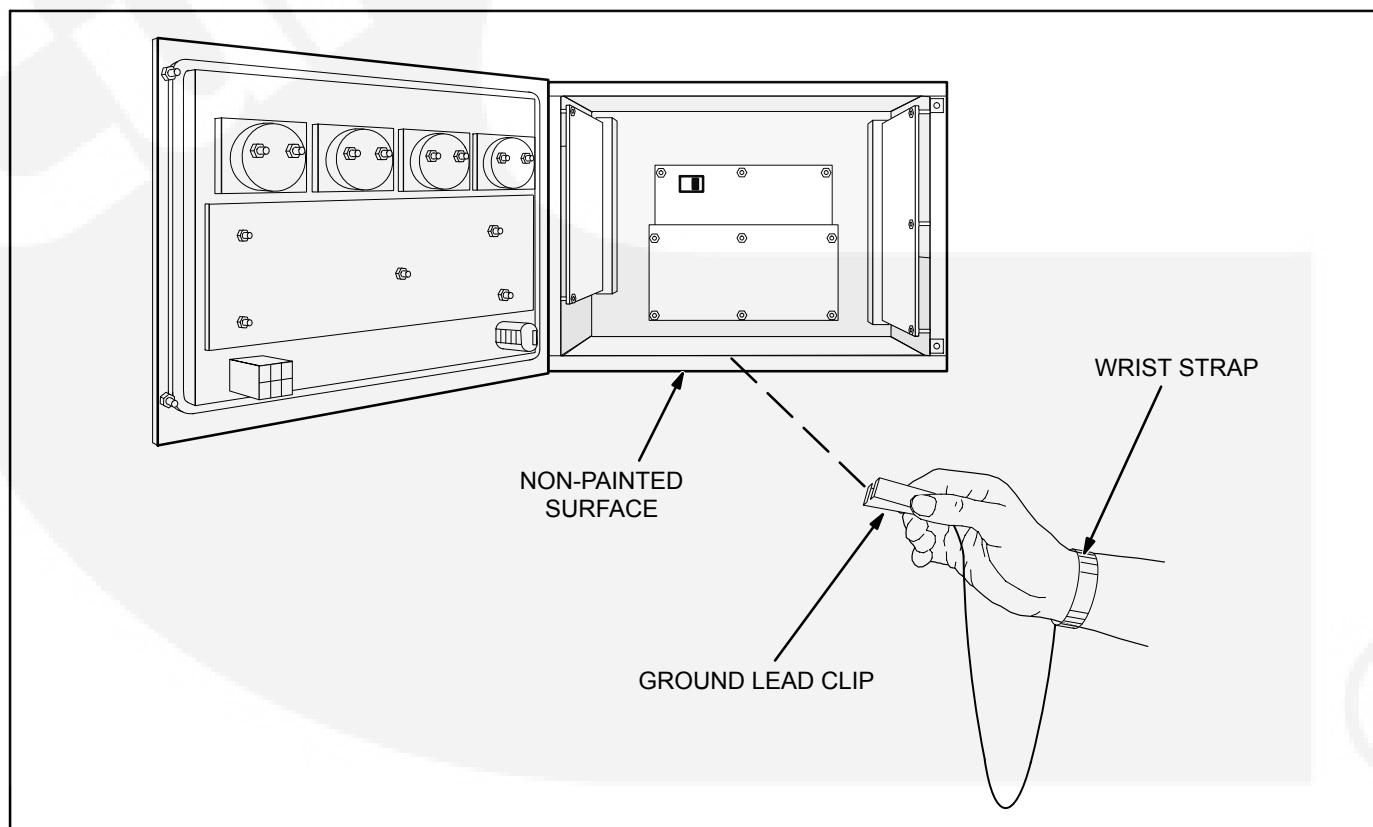


FIGURE 5-2. WRIST STRAP

## INITIAL START SETUP MENU

The facing page shows a block representation of the INITIAL START SETUP menu.

**⚠ CAUTION** *Selecting this menu resets all operating parameters to the default values for the selected set. All previously selected setup and adjustment settings will be lost. Therefore, this procedure must be performed by technically qualified personnel only.*

This menu appears on the digital display when the PCC has not been set up for use with a generator set during factory test, or the digital board was replaced in the PCC.

When this display is showing, you must go through the Initial Start Setup menu to select the operating parameters for the generator set. These include whether the set will be used for Prime Power or Standby use, the Model Number of the generator set, and its operating frequency and output voltage. These choices must be saved into the PCC's read-only memory before the PCC will accept changes made to other menus.

If the PCC is already set up to operate with a specific generator set, this menu will not appear when power is applied. To reset the control and display the Initial Start Setup menu, you can press RESET, MENU, and PHASE SELECT buttons at the same time.

If you choose to do this, the governor/regulator adjustments and the setup options will be reset to the default settings (including the editable customer fault messages). Display calibrations (volts, amps, PF and coolant temperature) are retained (not reset). Before you perform the reset function, it is recommended that all settings be recorded. This will make sure of correct and complete readjustment of the PCC.

**⚠ CAUTION** *Improper setup, calibration, or adjustments can cause equipment malfunction or damage. Setup, calibration, and adjustment must be performed by technically qualified personnel only.*

**STANDBY/PRIME submenu:** Use the buttons next to the “↑↓” symbols to toggle the standby/prime option. Press the button next to the “>>” in the display to move to the model select submenu.

**MODEL select submenu:** Use the buttons next to the “↑” and “↓” symbols to select the correct generator set model number, frequency and power rating.

**VOLTAGE SELECT submenu:** Use the buttons next to the “↑” and “↓” symbols to select the correct generator set nominal line-to-line output voltage.

**1/3 PHASE submenu:** Use the buttons next to the “↑” and “↓” symbols to select the single (1) or three (3) phase option.

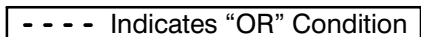
**GENERATOR F/S:** Use the buttons next to the “↑” and “↓” symbols to select single phase full output (F) or single phase standard output (S) option.

To achieve full output at single phase, the genset must be equipped with either a three phase extended stack alternator (full single phase output) or a single phase four lead alternator.

**DELTA / WYE submenu:** Use the buttons next to the “↑” and “↓” symbols to select the delta or wye option.

**SAVE submenu:** From the model select submenu, press the button next to the “>>” in the display to move to the SAVE submenu. Select SAVE to save your changes. The MAIN MENU will then be displayed.

(It can be invoked by simultaneously pressing the Reset, Menu, and Phase Select keys.)



## ADJUST MENU

The ADJUST submenus permit adjustment of the output voltage and frequency and the start and stop delay times of the generator set.

The complete calibration procedure is described in the *Calibration Procedure* in this section.

The facing page shows a block representation of the ADJUST menu. If you press the button next to the word "ADJUST" in the Main menu, the VOLTAGE ADJUST submenu will appear.

As shown in the diagram, the ADJUST menu has five submenus, including a save/exit procedure.

**Voltage and frequency can be adjusted only when the generator set is running under normal operating parameters (not in idle mode). For example, if voltage adjustment is selected when the set is in Idle mode or not running, the digital display will be:**

"↑"	VOLTAGE	"
"↓"	N/A	>>"

**VOLTAGE submenu:** This is the first submenu. Use the buttons next to the "↑" and "↓" symbols to adjust output voltage  $\pm 5\%$ .

**FREQUENCY submenu:** From the VOLTAGE submenu, press the button next to the ">>" in the display to move to the FREQUENCY submenu. Use the buttons next to the "↑" and "↓" symbols to adjust output frequency  $\pm 5\%$ .

**START DELAY submenu:** This delay applies only to remote starting in the Auto mode. From the FREQUENCY submenu, press the button next to the ">>" in the display to move to the START DELAY submenu. Use the buttons next to the "↑" and "↓" symbols to set the start delay. The start delay adjustment range is 0 to 300 seconds.

**STOP DELAY submenu:** This delay applies only to remote stopping in the Auto mode. From the START DELAY submenu, press the button next to the ">>" in the display to move to the STOP DELAY submenu. Use the buttons next to the "↑" and "↓" symbols to set the stop delay. The stop delay adjustment range is 0 to 600 seconds.

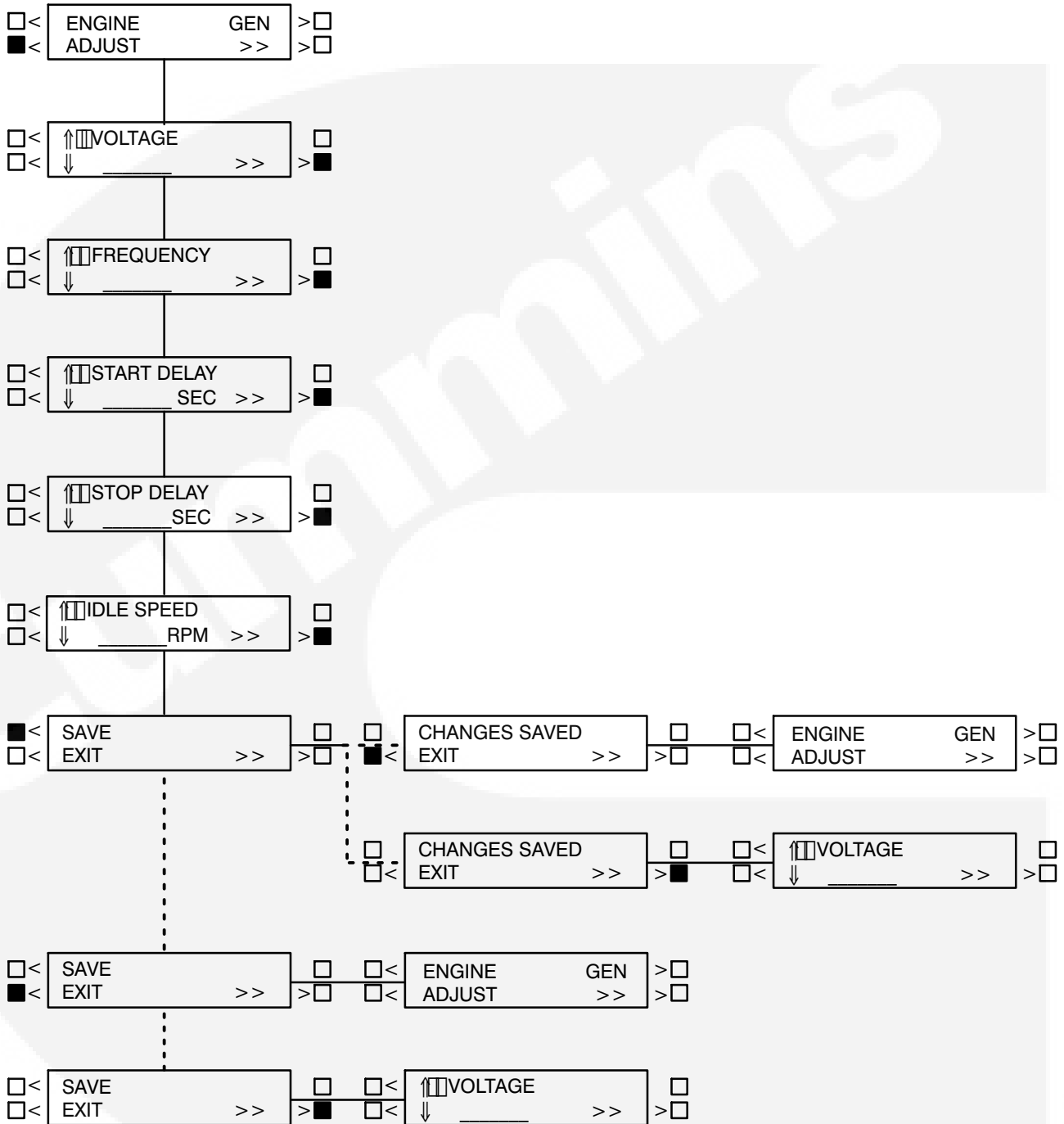
**IDLE SPEED submenu:** From the STOP DELAY submenu, press the button next to the ">>" in the display to move to the IDLE SPEED submenu. Use the buttons next to the "↑" and "↓" symbols to set the idle speed. The idle speed adjustment range is 800 RPM  $\pm 100$  RPM. (Default value is 800 RPM.)

**The idle speed can be adjusted only when the generator set is running in the idle mode. When not in idle mode, N/A is displayed in RPM field.**

**SAVE/EXIT submenu:** From the STOP DELAY submenu, press the button next to the ">>" in the display to move to the SAVE/EXIT submenu. Select SAVE to save your changes. At the CHANGES SAVED submenu, select EXIT to return to the main menu.

**If you select SAVE, the adjustments will be retained after shutdown, and will be in effect when the set is restarted. If you select EXIT without saving first, the adjustments will remain in effect until the genset is shut down, but will be reset (and will not be in effect) when the set is restarted.**

# ADJUST



---- Indicates "OR" Condition

## SETUP AND CALIBRATION MENUS

The setup and calibration menus allow you to calibrate the PCC with the reading from a calibrated meter. There are four setup and calibration menus that are selectable from the SETUP/CAL menu:

- VERSION AND DISPLAYS
- METERS
- GOVERNOR/REGULATOR
- SETUP

These four menus are intended for qualified service personnel only. For this reason, a three-digit access code must be entered before you can proceed to those menus.

### ENTER CODE submenu:

The access code for your PCC is: **5 7 4**.

To enter the code:

1. Press the button next to the “↑” to increment the first digit.
2. Press the button next to the “>>” to select the second digit.
3. Press the button next to the “↑” to increment the second digit.
4. Press the button next to the “>>” to select the third digit.
5. Press the button next to the “↑” to increment the third digit.
6. Press the button next to the “>>” to proceed to the DISPLAYS/METERS submenu. (Provided, of course, that you have correctly entered the access code.)

The following sub-sections describe how to select and make changes to the setup and calibration menus and save the changes made to these menus.

### Version and Displays Menu

The VERSION menu allows you to verify the model number and frequency of the generator set, the date and version of the operating software and generator set configuration options. From the VERSION menu you can also review a History file, that can contain up to 20 error messages.

The DISPLAYS submenus permit calibration of the digital voltage, current, power factor (PF) and coolant temperature displays. Calibration is accomplished by using this section of the menu software to

adjust the display so that it matches the reading taken on an accurate, recently calibrated meter.

**The complete calibration procedure is described in the *Calibration Procedure* in this section.**

The facing page shows a block representation of the VERSION and DISPLAYS submenus, which is the first of four SETUP/CAL menus. If you press the button next to the “>>” in the Main menu display, the VERSION/SETUP/CAL menu will appear.

**⚠ CAUTION** *Improper calibration or adjustment of the PowerCommand control can cause equipment malfunction or damage. Calibration and adjustment must be performed by technically qualified personnel only.*

**VERSION submenu:** If you select VERSION, the display will show the generator set model number, frequency, and kW rating, and the date and version of the operating software.

To display the generator set configuration options, press the button next to the “>>” in the submenu that displays the model number, frequency and etc. This menu provides the following information:

- Generator set voltage
- WYE or DELTA
- Standby or Prime
- Parallel or Single

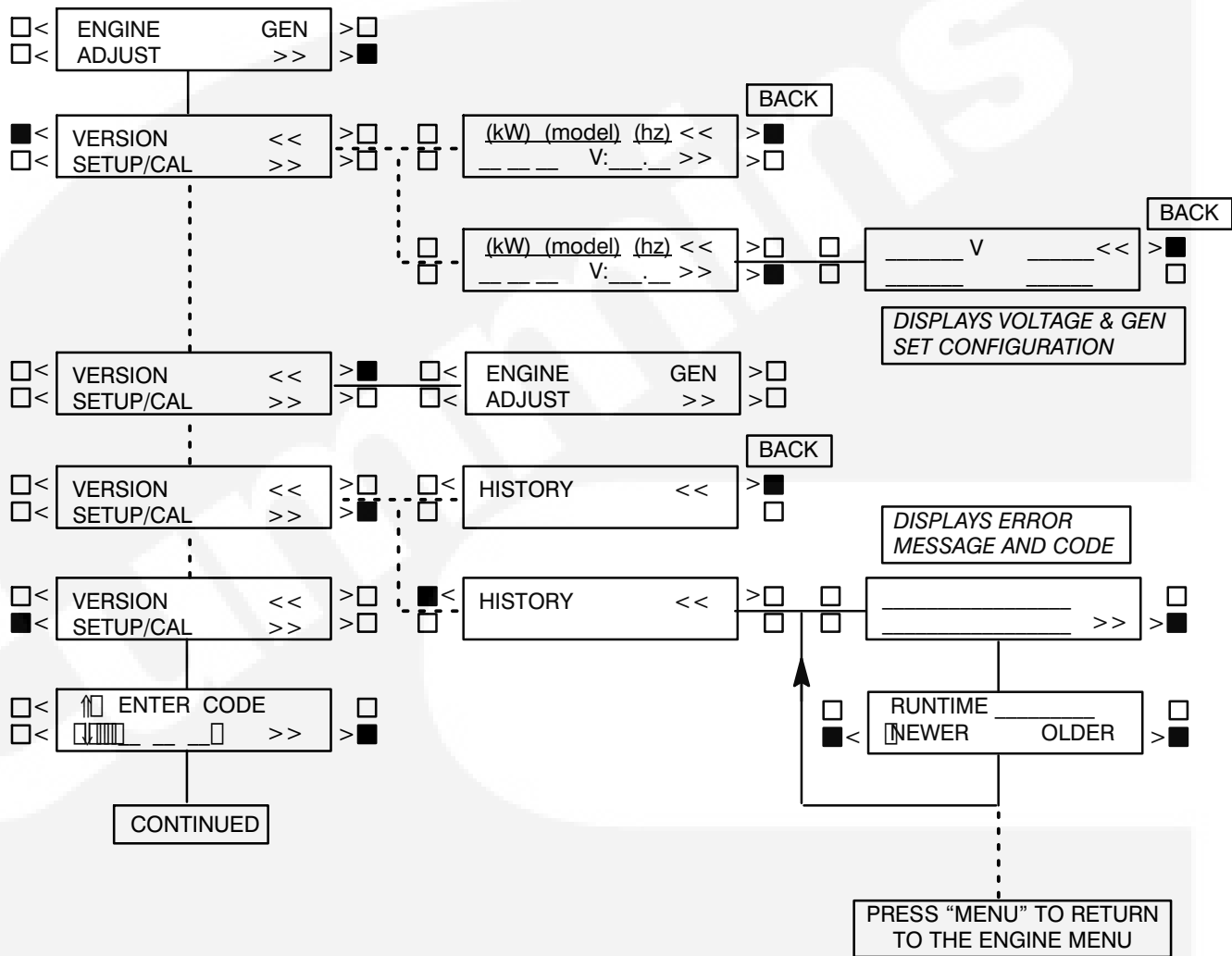
**HISTORY:** From the VERSION, SETUP/CAL menu, press the button next to the “>>” in the display to move to the HISTORY submenu. Press the button next to “HISTORY” to display the last (latest) recorded error message.

The software will record (save) up to 20 error messages. The last error detected will always be displayed first. As each new error is detected, the oldest error recorded after 20 will be deleted.

To view the generator set runtime at which the error occurred and to scroll through the remaining recorded errors, press the button next to the “>>” in the error message menu to display the RUNTIME, NEWER/OLDER menu.

The buttons next to NEWER and OLDER are used to scroll up and down through the error messages. For example, pressing OLDER will display the next oldest recorded error message. When pressing NEWER and the last (newest) error message is displayed, or OLDER and oldest error is displayed, the display will return to the HISTORY menu.

## VERSION & DISPLAYS MENUS



--- Indicates "OR" Condition

## Version and Displays Menus (Cont.)

**DISPLAYS submenus:** The DISPLAYS submenus are intended for qualified service personnel only. For this reason, a three-digit access code must be entered before you can proceed to those menus.

Select SETUP/CAL. The display will show the ENTER CODE submenu. Enter access code (574) as previously described in this section.

Select DISPLAYS to proceed to the DISPLAYS submenus. Use the buttons next to the “↑” and “↓” symbols to calibrate the selected voltage, current, PF or coolant temperature reading. Press the button next to the “>>” in the display to move to the next adjustment.

“VOLTS L12,” “VOLTS L23,” and “VOLTS L31” refer to voltages measured from L1 to L2, L2 to L3, and L3 to L1, respectively.

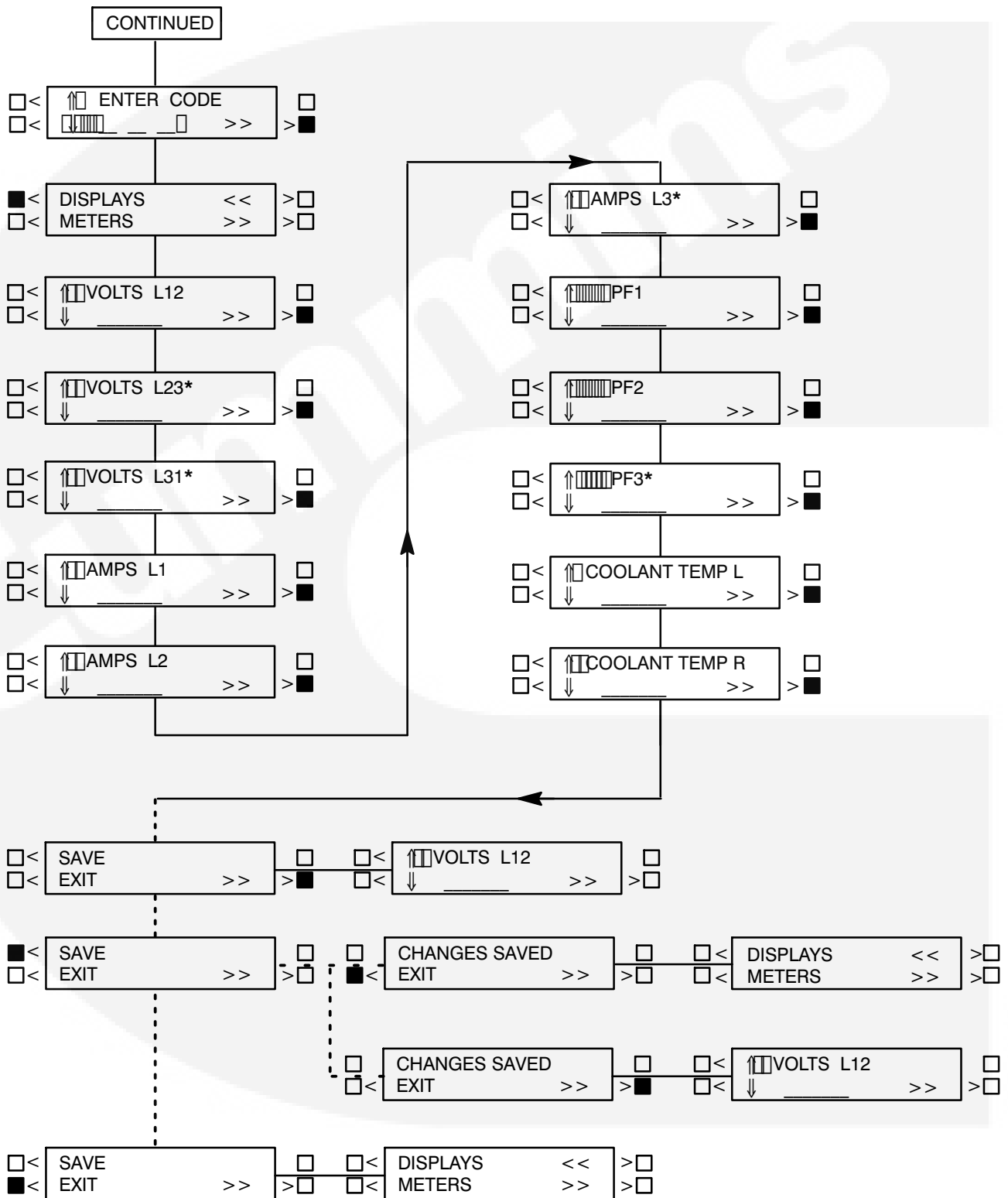
“PF1, PF2 and PF3” will display N/A when the generator set is not running.

“COOLANT TEMP R” will display “N/A” if the genset has only one sensor. To calibrate coolant temperature display, a precision resistor (provided in the engine sensor tool) must be temporally substituted for the temperature sender. Refer to *Calibration Procedure* in this section.

**SAVE/EXIT submenu:** From the AMPS L3 submenu, press the button next to the “>>” in the display to move to the SAVE/EXIT submenu. Select SAVE to save your changes. At the CHANGES SAVED submenu, select EXIT to return to the DISPLAYS/METERS submenu.

**If you select SAVE, the adjustments will be retained after shutdown, and will be in effect when the set is restarted. If you select EXIT without saving first, the adjustments will remain in effect until the genset is shut down, but will be reset (and will not be in effect) when the set is restarted.**

## VERSION & DISPLAYS MENUS (Cont.)



**\* THREE PHASE ONLY**

- - - - Indicates "OR" Condition

## Meters Menu

The METERS submenus permit calibration of the control's analog meters to match the calibrated digital values. (Calibrate the digital display before calibrating the analog meters.) This calibration is accomplished by using this section of the menu software to adjust the selected meter reading so that it matches the reading provided on the digital display.

**The complete calibration procedure is described in the *Calibration Procedure* in this section.**

The facing page shows a block representation of the METERS submenus, which is the second of four SETUP/CAL menus. If you press the button next to the ">>" in the Main menu display, the VERSION/SETUP/CAL submenu will appear.

**⚠ CAUTION** *Improper calibration or adjustment of the PowerCommand control can cause equipment malfunction or damage. Calibration and adjustment must be performed by technically qualified personnel only.*

**METERS submenu:** The METERS submenus are intended for qualified service personnel only. For this reason, a three-digit access code must be entered before you can proceed to those menus.

Select SETUP/CAL. The display will show the ENTER CODE submenu. Enter access code (574) as previously described in this section.

Select METERS to proceed to the METERS submenus. Use the buttons next to the "↑" and "↓" symbols to calibrate the selected meter to match the "CAL T O" value provided on the digital display. Press the button next to the ">>" in the display to move to the next calibration.

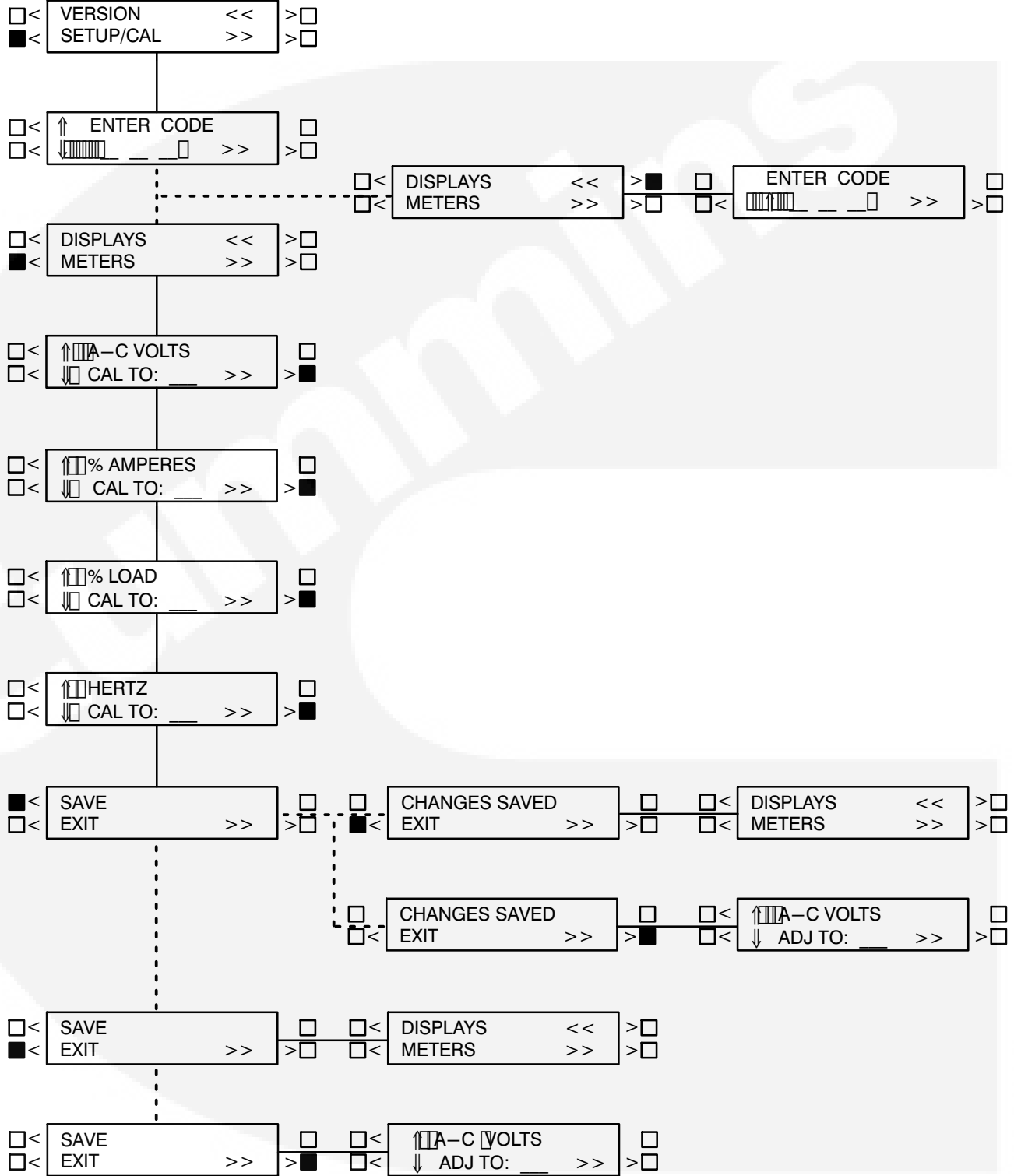
"VOLT METER" and "% AMPERES" calibration reference the phase that is indicated on the phase selection LED's.

**NOTE:** The % AMPERES meter scale is based on a 0.8 power factor. (100% of rated current is full load current at 0.8 PF.)

**SAVE/EXIT submenu:** From the HERTZ submenu, press the button next to the ">>" in the display to move to the SAVE/EXIT submenu. Select SAVE to save your changes. At the CHANGES SAVED submenu, select EXIT to return to the DISPLAYS/METERS submenu.

If you select SAVE, the adjustments will be retained after shutdown, and will be in effect when the set is restarted. If you select EXIT without saving first, the adjustments will remain in effect until the genset is shut down, but will be reset (and will not be in effect) when the set is restarted.

## METERS MENU



- - - Indicates "OR" Condition

## Governor / Regulator Menu

The GOV/REG submenus permit adjustment of voltage regulator and governor parameters.

All GOV/REG menu values, except for REG VHZ and GOV RAMP, will display “100%”. The expression “100%” represents the factory setting (default value) for the selected set. When increasing or decreasing the value, you are increasing or decreasing from the factory default value. (For example, entering “200%” will double the value; “50%” will decrease the value by one half.)

Default values are preset by the factory. Due to site variables, the default values may need to be adjusted to attain peak performance.

The facing page shows a block representation of the GOV/REG submenus, which is the third of four SETUP/CAL menus. If you press the button next to the “>>” in the Main menu display, the VERSION/SETUP/CAL submenu will appear.

**⚠ CAUTION** *Improper calibration or adjustment of the PowerCommand control can cause equipment malfunction or damage. Calibration and adjustment must be performed by technically qualified personnel only.*

**GOV/REG submenu:** The GOV/REG submenus are intended for qualified service personnel only. For this reason, a three-digit access code must be entered before you can proceed to those menus.

Select SETUP/CAL. The display will show the ENTER CODE submenu. Enter the access code (574) as previously described in this section.

From the DISPLAYS/METERS submenu, press the button next to the “>>” in the display to move to the GOV/REG/SETUP submenu. Select GOV/REG to proceed to the GOV/REG submenus.

Use the buttons next to the “↑” and “↓” symbols to adjust the selected governor and regulator parameters. Press the button next to the “>>” in the display to move to the next adjustment.

**GOV GAIN:** If the gain adjustment is set too high, engine speed will “hunt” or oscillate. If gain is set too low, the engine will respond too slowly to changes in load—overspeed may result.

**GOV INTEGRAL:** If this adjustment is set too low, the engine will respond too slowly to changes in load. If it is set too high, engine response will be unstable.

**GOV RAMP:** This adjustment sets the time for the engine to ramp to full operating speed. This adjustment applies only to set start up and does not affect the transient response. (Adjustable range: 0 through 10 seconds.)

**REG GAIN:** If the gain adjustment is set too high, output voltage will be unstable. If gain is set too low, the output voltage will respond sluggishly to changes in load—overshoot may result.

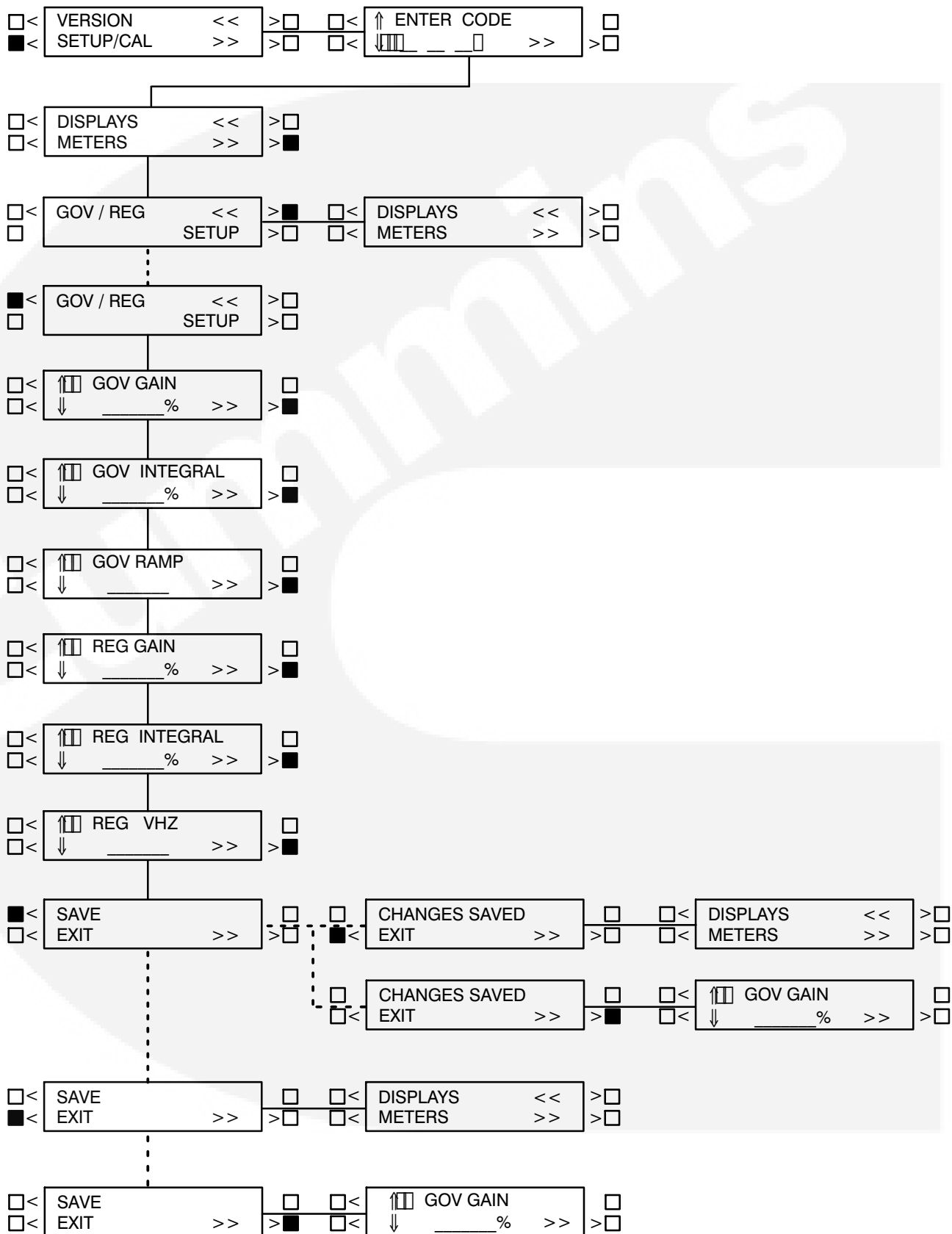
**REG INTEGRAL:** If this adjustment is set too low, the output voltage will respond sluggishly to changes in load, resulting in a droop-type response. If it is set too high, output voltage will be unstable.

**REG VHZ:** This underfrequency roll-off adjustment controls how much excitation is reduced in response to underfrequency. If the value is set too low, excitation will be cut too fast, and the voltage will drop too much. If set too high, the generator set may not be able to pick up rated load in one step. (Adjustable range: 1 through 50; normal range 7 through 21.)

**SAVE/EXIT submenu:** From the REG VHZ submenu, press the button next to the “>>” in the display to move to the SAVE/EXIT submenu. Select SAVE to save your changes. At the CHANGES SAVED submenu, select EXIT to return to the DISPLAYS/METERS submenu.

**If you select SAVE, the adjustments will be retained after shutdown, and will be in effect when the set is restarted. If you select EXIT without saving first, the adjustments will remain in effect until the genset is shut down, but will be reset (and will not be in effect) when the set is restarted.**

# GOVERNOR/REGULATOR MENU



----- Indicates "OR" Condition

## Setup Menu

The SETUP submenus permit selection of several configuration and operation options. Setup option defaults are listed in Table 5-2.

**TABLE 5-2. SETUP DEFAULTS**

SELECTION	DEFAULT
CYCLE CRANK	ON
SYSTEM OF UNITS	IMPERIAL
*CUSTOMER FAULT 1	WARN
*GRND FAULT	WARN
*DAY TANK	WARN
*HIGH GEN TEMP	WARN
EGT L	NO
EGT R	NO
LOW COOLANT	SHTD
LANGUAGE	ENGLISH

\* Default display messages for customer faults 1 through 4. To change the customer fault message(s), to display the desired fault condition, refer to heading *Edit Customer Fault Messages*.

The facing page shows a block representation of the SETUP submenus, which is the fourth of four SETUP/CAL menus. If you press the button next to the ">>" in the Main menu display, the VERSION/SETUP/CAL submenu will appear.

**⚠ CAUTION** *Improper calibration or adjustment of the PowerCommand control can cause equipment malfunction or damage. Calibration and adjustment must be performed by technically qualified personnel only.*

**SETUP submenu:** The SETUP submenus are intended for qualified service personnel only. For this reason, a three-digit access code must be entered before you can proceed to those menus.

Select SETUP/CAL. The display will show the ENTER CODE submenu. Enter the access code (574) as previously described in this section.

From the DISPLAYS/METERS submenu, press the button next to the ">>" in the display to move to the GOV/REG/SETUP submenu. Select SETUP to proceed to the SETUP submenus.

Use the buttons next to the "↑↓" symbols to toggle the setup options. Press the button next to the ">>" in the display to move to the next adjustment.

If the cycle cranking option is selected, the menu will prompt for the selection of cycle number (3, 4, or 5) and crank and rest times (7 to 20 seconds).

**An in-line engine that has the EGT (exhaust gas temp.) option, select "YES" for EGT L and "NO" for EGT R.**

**Edit Customer Fault Message(s):** The four customer fault messages shown in Table 5-2 are editable. To enter the desired customer fault message, press the button next to the ">>" in the display to display the customer fault message to be changed.

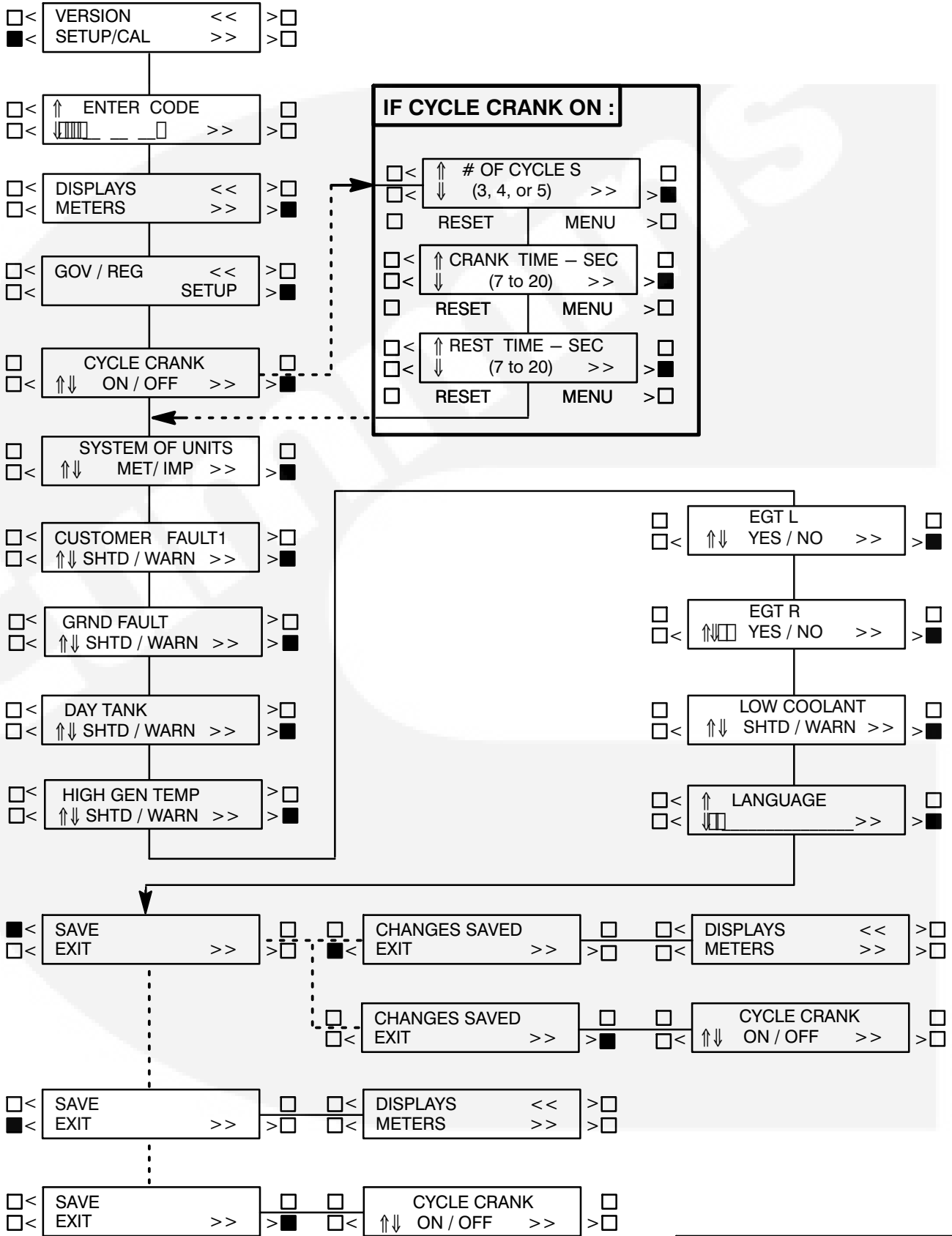
Press the upper-left button by the display to select the desired character. Press the upper-right button to move the cursor to the next character to be changed. (Holding this button down will return the cursor to the first position.) The message can be up to 16 characters. The fault code number will remain the same, this code cannot be edited.

If these messages are changed, you should note these changes in the *Troubleshooting* section of the Operator's manual for this generator set.

**SAVE/EXIT submenu:** From the LANGUAGE submenu, press the button next to the ">>" in the display to move to the SAVE/EXIT submenu. Select SAVE to save your changes. At the CHANGES SAVED submenu, select EXIT to return to the DISPLAYS/METERS submenu.

**If you select SAVE, the adjustments will be retained after shutdown, and will be in effect when the set is restarted. If you select EXIT without saving first, the adjustments will remain in effect until the genset is shut down, but will be reset (and will not be in effect) when the set is restarted.**

## SETUP MENU



- - - - Indicates "OR" Condition

## CALIBRATION PROCEDURE

**⚠ WARNING** *Contacting high voltage components can cause electrocution, resulting in severe personal injury or death. Calibration and adjustment must be performed by technically qualified personnel only. Read and observe all WARNINGS and CAUTIONS in your generator set manuals.*

**⚠ CAUTION** *Improper calibration or adjustment of the PowerCommand control can cause equipment malfunction or damage. Calibration and adjustment must be performed by technically qualified personnel only.*

The calibration procedure is divided into 7 subsections, with the subsections arranged in a specified order. If two or more of the following subsections are required to calibrate the PCC, they must be completed in the order shown.

When removing and replacing a defective circuit board, you may have to perform one or more of the following subsections. Table 5-1 (Control Panel Recalibration) provides a list of the circuit boards that require calibration when replaced and the calibration procedure(s) that must be performed.

Use a calibrated RMS multimeter for accurate measurements. Fluke models 87 or 8060A are good choices.

### Initial Start Setup

1. Refer to Page 5-4, which describes how and when you should perform this procedure.

To verify if the PCC is set to operate with a specific generator set, refer to the *VERSION* menu (Page 5-9). This menu will show the generator set model number, frequency, and kW rating. If any of these values are incorrect, you must perform the Initial Start Setup procedure.

### Voltage and Frequency Adjustment

2. With the genset OFF, attach a calibrated frequency/voltmeter to the AC output from L1 to L2.

3. Select *ADJUST* from the Main Menu (page 5-7) to display the *VOLTAGE* adjust menu.
4. Start the genset and allow the genset to reach normal operating speed.
5. Adjust *VOLTAGE* (genset output voltage) so that the calibrated voltmeter reads the desired voltage. (Use a calibrated voltmeter because the value displayed on the PCC digital display may not be calibrated at this time; therefore, its accuracy is unknown.)
6. Select the Frequency adjust menu.
7. Verify that the frequency displayed on the calibrated meter is the desired frequency. If not, adjust to the desired frequency. (Note: If the frequency reading on the digital display is not the same as frequency shown on calibrated meter, there is an equipment malfunction.)
8. If no frequency or voltage adjustment was made, select EXIT. If an adjustment was made, SAVE, then EXIT.

### Digital Voltage Display Calibration

9. Select ">>" from the Main Menu (Page 5-9). From this menu proceed to the *VOLTS L12* menu (Page 5-11).
10. With the genset OFF, attach a calibrated frequency/voltmeter to the AC output from L1 to L2.
11. Start the genset and allow it to reach normal operating speed.
12. Calibrate voltage reading for *VOLTS L12* so that the reading on the digital display agrees with the calibrated voltmeter.
13. Shut the genset OFF.
14. Repeat steps 10 through 13 for L23 and L31. (In step 10 attach meter to the AC output from L2 to L3 to calibrate *VOLTS L23* and L3 to L1 to calibrate *VOLTS L31*.)
15. If no calibration was made, select EXIT. If a calibration was made, SAVE, then EXIT.

## Digital Ammeter Display Calibration

16. Select ">>" from the Main Menu (Page 5-9). From this menu proceed to the *AMPS L1* menu (Page 5-11).
17. With the genset OFF, attach a calibrated ammeter to L1.
18. Start the genset and allow it to reach normal operating speed.
19. Load the genset to maximum rated kV A at rated voltage.
20. Calibrate the reading for *AMPS L1* so that the reading on the digital display agrees with calibrated ammeter.
21. Repeat steps 17 through 20 for *L2* and *L3*. (In step 17, attach meter to L2 to calibrate *AMPS L2* and L3 to calibrate *AMPS L3*.)
22. If no calibration was made, select EXIT. If a calibration was made, SAVE, then EXIT.

## Digital Power Factor Display Calibration

Power factor calibration is not required except in applications requiring a higher accuracy than  $\pm 5\%$ . If the  $\pm 5\%$  accuracy is not acceptable, further calibration will require reactive load sufficient to reach 0.8 PF at rated load, and calibrated instruments with  $\pm 1\%$  accuracy or better. Typical load rack instruments are not accurate enough to perform this procedure.

23. Select ">>" from the Main Menu (Page 5-9). From this menu proceed to the *PF1* menu (Page 5-11).
24. With the genset OFF, attach the power factor meter to L1.
25. Start the genset and allow it to reach normal operating speed.
26. Load the genset to maximum rated kV A at rated voltage.
27. Calibrate the reading for PF1 so that the reading on the digital display agrees with power factor meter.

28. Repeat steps 24 through 27 for *L2* and *L3*. (In step 24, attach meter to L2 to calibrate *PF2* and L3 to calibrate *PF3*.)
29. If no calibration was made, select EXIT. If a calibration was made, SAVE, then EXIT.

## Digital Coolant Temperature Display Calibration

An engine sensor calibration tool is required to perform this procedure.

30. With the genset OFF, replace the coolant temperature sender with the precision resistor provided in the calibration tool.
31. Select ">>" from the Main Menu (Page 5-9). From this menu proceed to the *COOLANT TEMP L* menu (5-11).
32. Calibrate the temperature reading to match the temperature indicated on the calibration tool.
33. Repeat step 32 for *COOLANT TEMP R* if the engine uses two sensors.
34. If no calibration was made, select EXIT. If a calibration was made, SAVE, then EXIT.

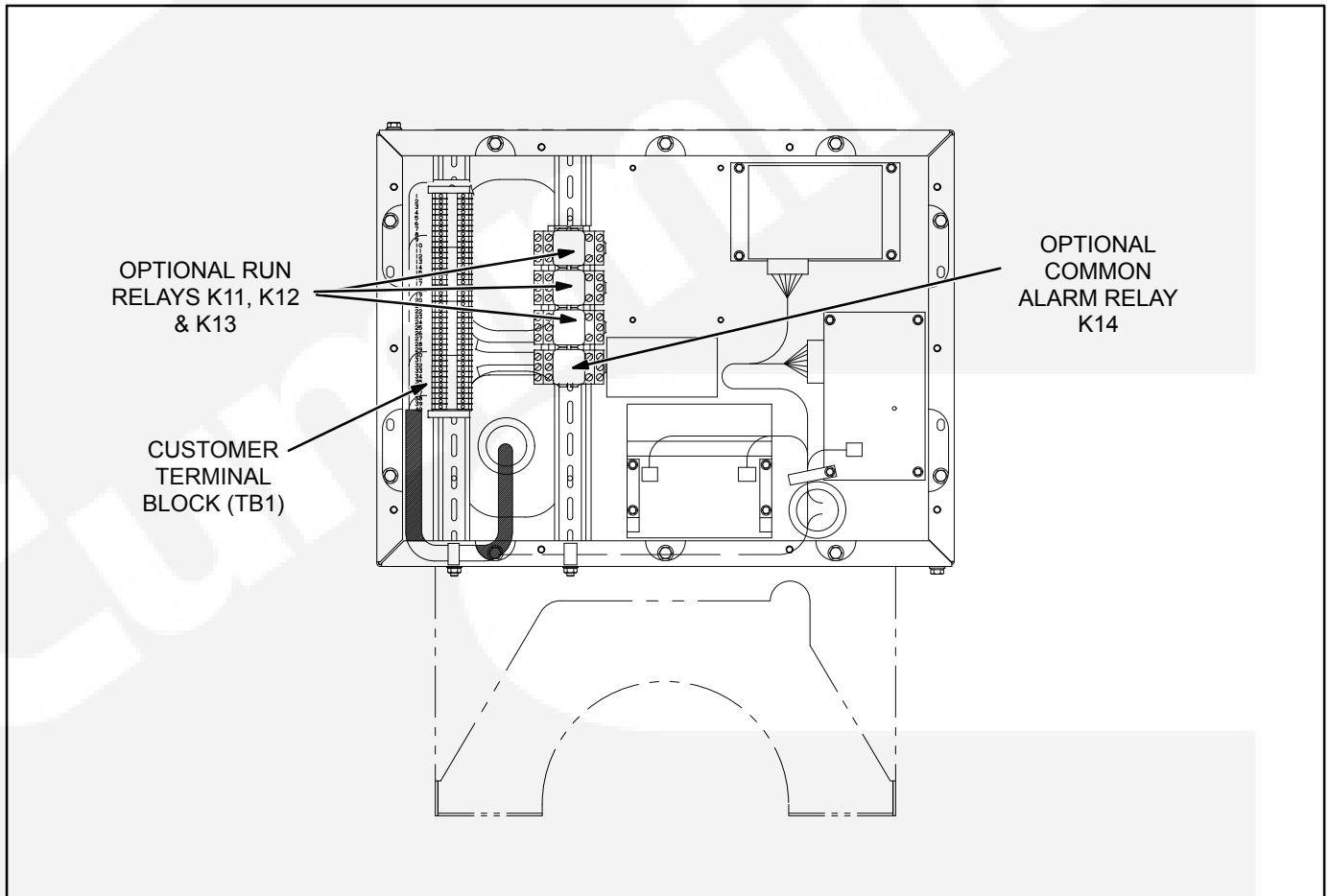
## Analog meter calibration

35. Select ">>" from the Main Menu (Page 5-9). From this menu proceed to the *A-C VOLTS CAL TO* menu (Page 5-13).
36. Start the genset and allow the genset to reach normal operating speed.
37. Calibrate the analog Voltmeter to the digitally displayed value.
38. Calibrate the analog % Amps meter to the digitally displayed value.
39. Calibrate the analog % Load meter to the digitally displayed value.
40. Calibrate the analog Frequency meter to the digitally displayed value.
41. SAVE, then EXIT.

## ACCESSORY BOX CONTROL COMPONENTS

The generator set accessory box (Figure 5-3) which is located on the backside of the control housing,

contains components that provide connection points for remote control and monitor options. The set can be equipped with one or more of the following components (customer terminal block TB1 is standard).



**FIGURE 5-3. ACCESSORY BOX COMPONENTS**

## TB1 Customer Inputs

Refer to Page 8-7 for typical connections to TB1.

**Remote Start:** When the Run/Off/Auto switch is in the Auto position, grounding this input initiates the engine cranking and start sequence. This circuit must be opened to permit resetting a shutdown condition with the Reset input.

**Low Fuel:** Grounding this input actuates the Low Fuel warning. This input can be connected to a local day tank or to a main fuel tank that is located on site. When the switch grounds this designated input, the input will “wake up” the control, if it is not operating, and then initiate the fault.

**Customer Fault Inputs 1 through 4:** Grounding any one of these inputs activates the corresponding warning or shutdown sequence. Warning or shutdown status is selected in the setup menu. Refer to the menu descriptions later in this section.

External sensing equipment must be connected to the designated digital input.

The four customer fault messages can be separately edited in the setup menu to display any desired message. This allows each customer “default” fault message to be customized to represent the type of device that is attached the the fault input.

The “default” message that is displayed, when ground is applied to the input, is as follows:

Fault 1 = CUSTOMER FAULT1  
Fault 2 = GRND FAULT  
Fault 3 = DAY TANK  
Fault 4 = HIGH GEN TEMP

If Fault 2 or 3 input is grounded, the control will “wake up” if it is not operating, and then initiate the fault.

**Fault Reset:** When the Run/Off/Auto switch is in the Auto position and the remote start switch is open, grounding this input resets any warning and latched shutdown fault (except Emergency Stop, which must be reset at the front panel.)

**Engine Idle:** When the set is operating in the RUN mode, grounding this input causes generator build up to be inhibited and the engine to be governed at 800 RPM. When ground is removed from this input, the set returns to normal speed and voltage.

**Engine idle operation is applicable only in the RUN mode. The PCC operating program does not permit engine idle operation when the set is operating in AUTO mode.**

When the engine idle function is enabled, the control automatically sets lower oil pressure warning and shutdown trip points to reflect the lower operating speed. When the engine idle function is removed and the set reverts to normal operating speed, the control automatically resets oil pressure warning and shutdown trip points to the normal settings.

**Remote Emergency Stop:** Grounding this input causes an immediate shutdown. Emergency stop must be reset at the front panel.

## TB1 Customer Outputs

Refer to Page 8-9 for typical connections to TB1.

**Breaker Control:** One set of normally open (NO) contacts, rated for 5 amps at 30 VDC. A shutdown fault will cause the relay to energize and operate a shunt trip circuit on a circuit breaker. The relay will stay energized until reset.

**Common Alarm:** One set of form-C contacts, rated for 2 amps at 30 VDC. Any warning or shutdown causes the common alarm relay to be energized. This output is often used to energize an audible alarm.

**Load Dump:** One set of normally open (NO) contacts, rated for 2 amps at 30 VDC. If an overload or underfrequency condition exists for 5 seconds, the NO load dump contacts are closed. This relay is energized before shutdown (for overload or underfrequency) occurs.

**Ready To Load:** One set of normally open (NO) contacts, rated for 2 amps at 30 VDC. This output is activated whenever AC voltage and frequency exceed 90% of nominal.

**Switched B+:** This is a fused 10 amp, 12 volt switched output. This output is activated by the run pilot signal, at the governor output module. (Fuse is located on Governor Output Module.)

**B+:** This is a fused 20 amp, 12 volt output. (Fuse is located on TB-BAT terminal block of the engine harness.)

## Run Relays (K11, K12, 13)

The optional run relays are rail mounted inside the accessory box (Figure 5-3). The rail mount allows you to easily remove and replace the snap-on relays. The generator set can be equipped with one, two or three run relays.

The three-pole, double-throw run relays (Figure 5-4) are used to control auxiliary equipment such as

fans, pumps and motorized air dampers. The run relays are energized when the generator set control receives a start signal.

The contacts are rated:

- 10 amps at 28 VDC or 120 VAC, 80%PF
- 6 amps at 240 VAC, 80%PF
- 3 amps at 480/600 VAC, 80%PF

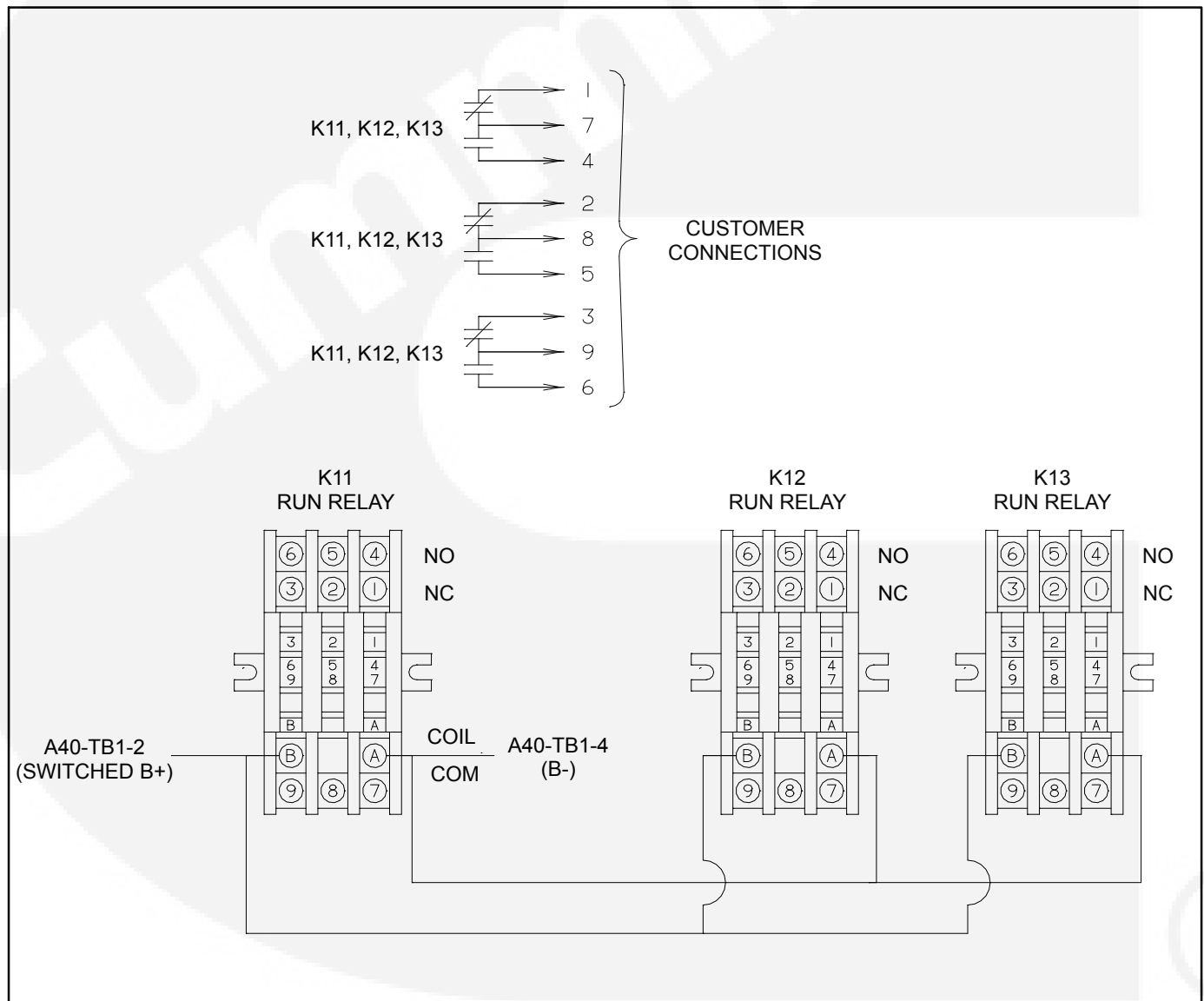


FIGURE 5-4. OPTIONAL RUN RELAYS (K11, K12, K13)

## Alarm Relay (K14)

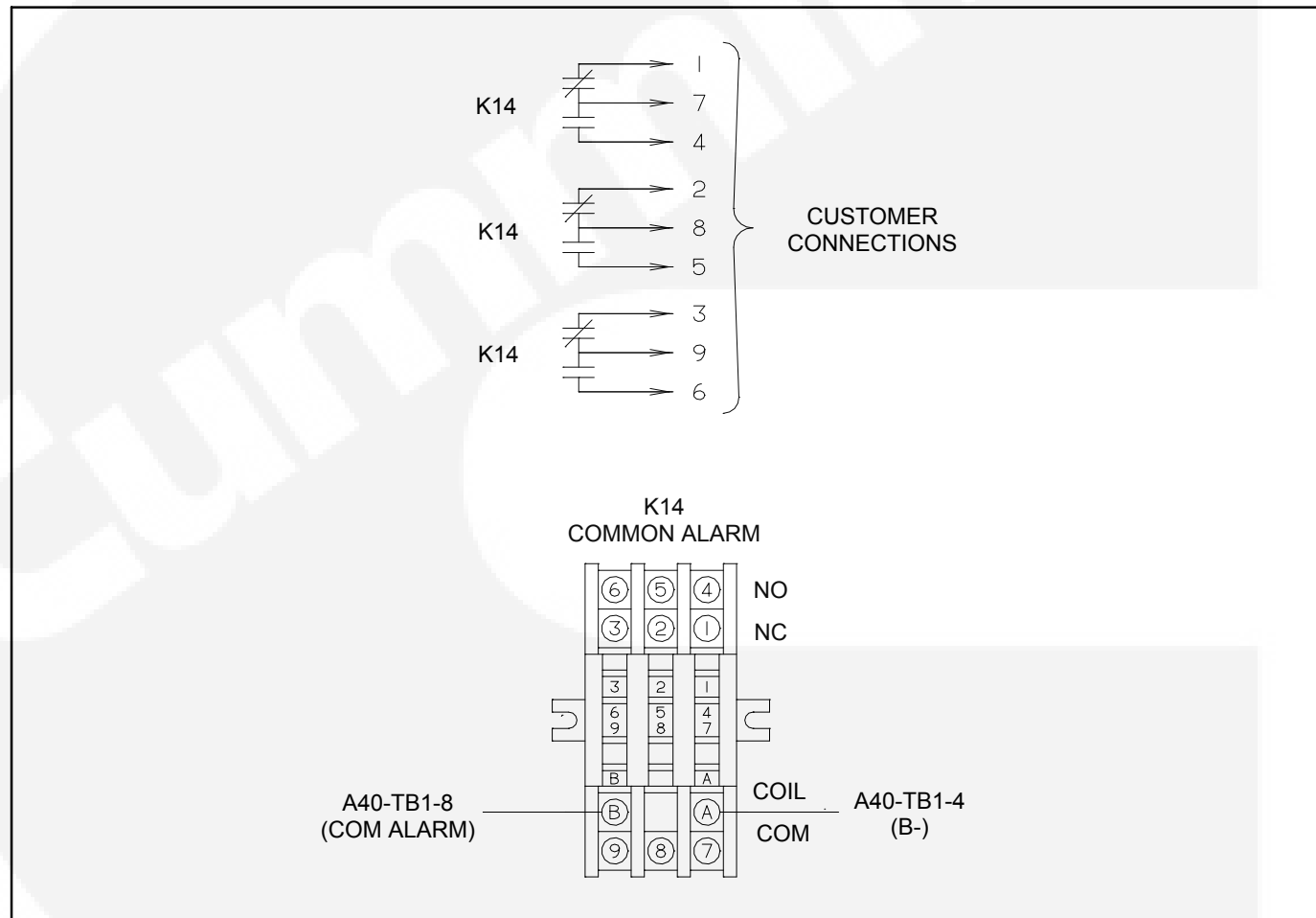
The optional alarm relay is rail mounted inside the accessory box (Figure 5-3). The rail mount allows you to easily remove and replace the snap-on relay.

The three-pole, double-throw alarm relay (Figure 5-5) is often used to energize warning devices such

as audible alarms. Any generator set warning or shutdown will energize the alarm relay.

The contacts are rated:

- 10 amps at 28 VDC or 120 VAC, 80%PF
- 6 amps at 240 VAC, 80%PF
- 3 amps at 480/600 VAC, 80%PF

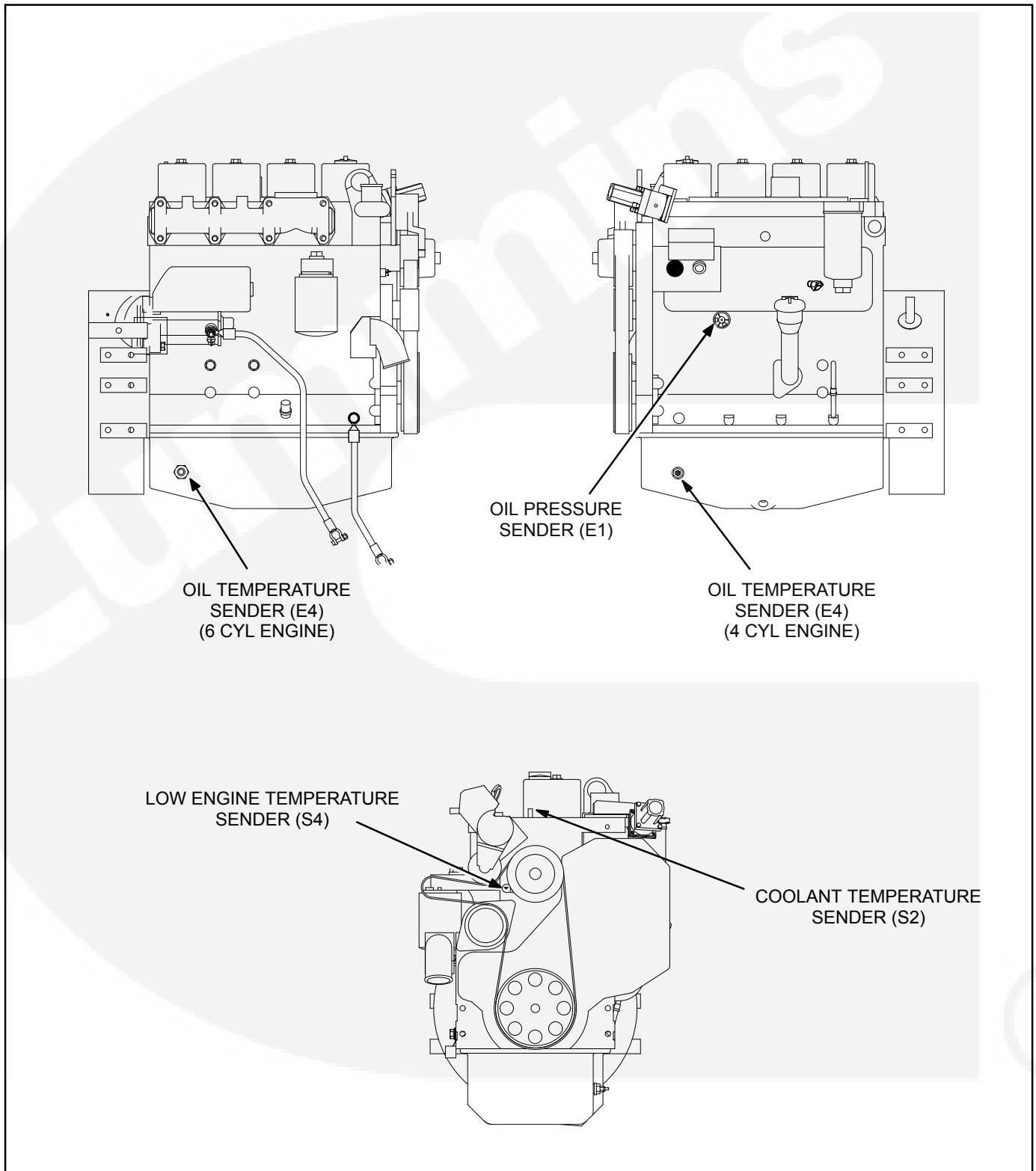


**FIGURE 5-5. OPTIONAL ALARM RELAY (K14)**

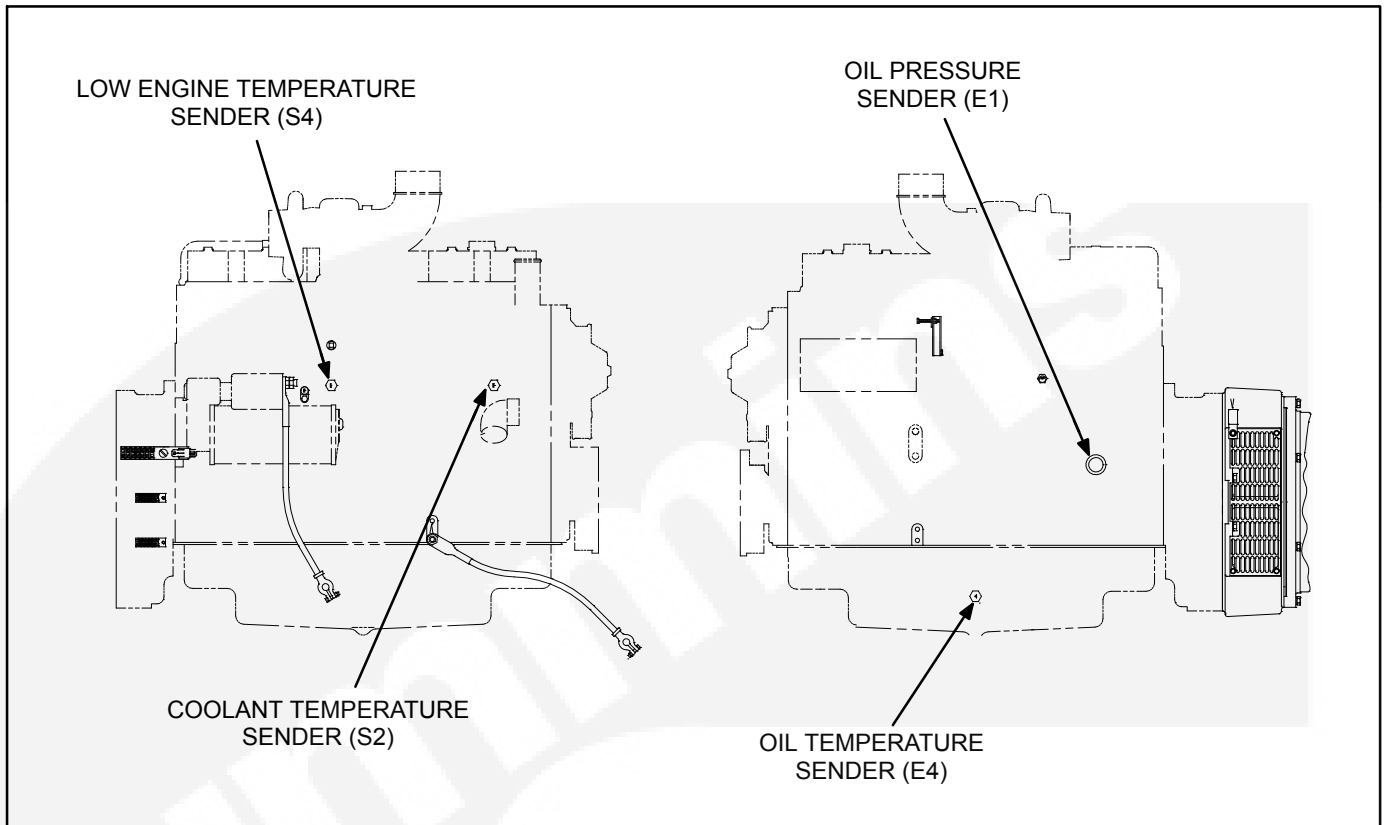
## ENGINE SENSORS

Figures 5-4 and 5-5 show the locations of the oil and coolant temperature and oil pressure senders to which the PCC responds. The switches function by

closing the fault or warning circuit to the engine chassis ground (battery negative [-]). The low coolant level switch has its own ground wire. The low coolant level switch is not shown in Figure 5-4; this switch is located near the top of the radiator.



**FIGURE 5-4. ENGINE SENSOR LOCATIONS (4B/6B SERIES ENGINES)**



**FIGURE 5-5. ENGINE SENSOR LOCATIONS (6C SERIES ENGINES)**

## MAGNETIC SPEED PICKUP UNIT (MPU) INSTALLATION

To install the MPU sensor, bar the engine until a gear tooth on the flywheel lines up in the center of the mounting hole. Thread the sensor in gently by hand until it just touches the gear tooth. Back it out one quarter turn and set the locknut.

**⚠ CAUTION** *Do not use fan blade to bar over engine. That can damage blades and cause property damage and personal injury.*

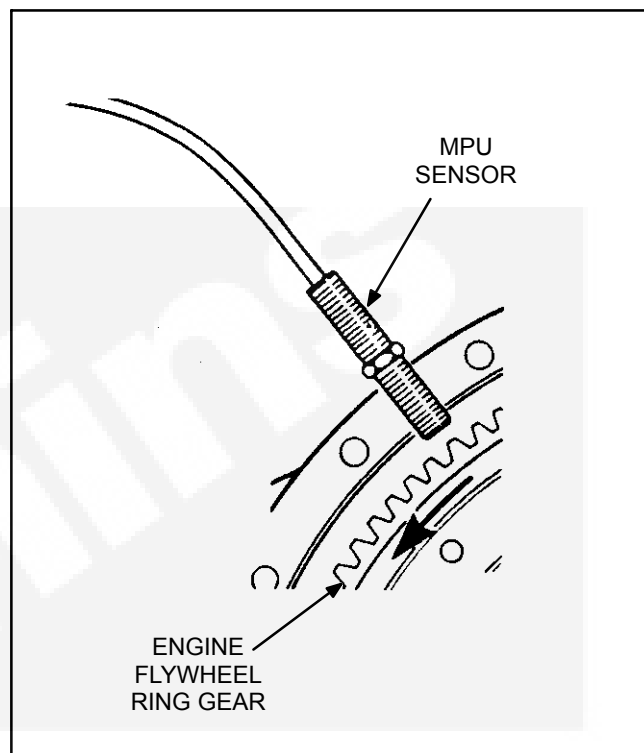


FIGURE 5-12. MPU SENSOR

## **CURRENT TRANSFORMER (CT) INSTALLATION**

Current transformers (CT's) are required on gensets that contain AC meters. The CT's must be installed as noted in the following *CT Installation Requirements*. Improper installation of CT's will cause a "335 Reverse Power" shutdown error (non-parallel units only).

Refer to the Reconnection Diagram to identify the output leads/phase that must be routed through each CT, and also appropriate transformer post selection for meter sensing leads. The transformers are labeled CT21, CT22 and CT23 on the reconnection wiring diagram. (The Reconnection Diagram is located on the upper side cover of the control housing.)

### **CT Installation Requirements**

- A. The CT has a dot on one side. This dot must be facing toward the generator (conventional current flowing into the dot). A dot is also used to indicate pin 1 of the CT.

- B. CT21 – U load leads (A phase)  
CT22 – V load leads (B phase)  
CT23 – W load leads (C phase)
- C. Route the appropriate leads through each CT.
- 6 lead generator sets – generator output leads are routed through the CT's.
  - 12 lead generator sets – load wires are routed through the CT's.
- D. Reconnectable gensets (12 leads) have dual secondary CT's (3 pins). The CT secondary wire marked 1 is connected to pin 1 of the CT. CT secondary wire marked 2/3 is connected to pin 2 for high voltage gensets or to pin 3 for low voltage gensets. (Refer to Reconnection Diagram.)
- Non-reconnectable gensets (6 leads) have single secondary CT's (2 pins).
- The lead from CT terminal #1 connects to the metering circuitry.
  - The lead from CT terminal #2/3 connects to ground.

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## 6. Servicing the Generator

### TESTING THE GENERATOR

These tests can be performed without removing the generator. Before starting tests, disconnect the starting battery cables (negative [-] first) to make sure the engine will not start while performing these tests.

**⚠ WARNING** Ignition of explosive battery gases can cause severe personal injury or death. Arcing at battery terminals, light switch or other equipment, flame, pilot lights and sparks can ignite battery gas. Do not smoke, or switch trouble light ON or OFF near battery. Discharge static electricity from body before touching batteries by first touching a grounded metal surface.

*Ventilate battery area before working on or near battery—Wear goggles—Stop genset and disconnect charger before disconnecting battery cables—Disconnect negative (-) cable first and reconnect last.*

**⚠ CAUTION** Disconnect battery charger from AC source before disconnecting battery cables. Otherwise, disconnecting cables can result in voltage spikes damaging to DC control circuits of the set.

**⚠ WARNING** Accidental starting of the generator set can cause severe personal injury or death. Prevent accidental starting by disconnecting the negative (-) cable from the battery terminal.

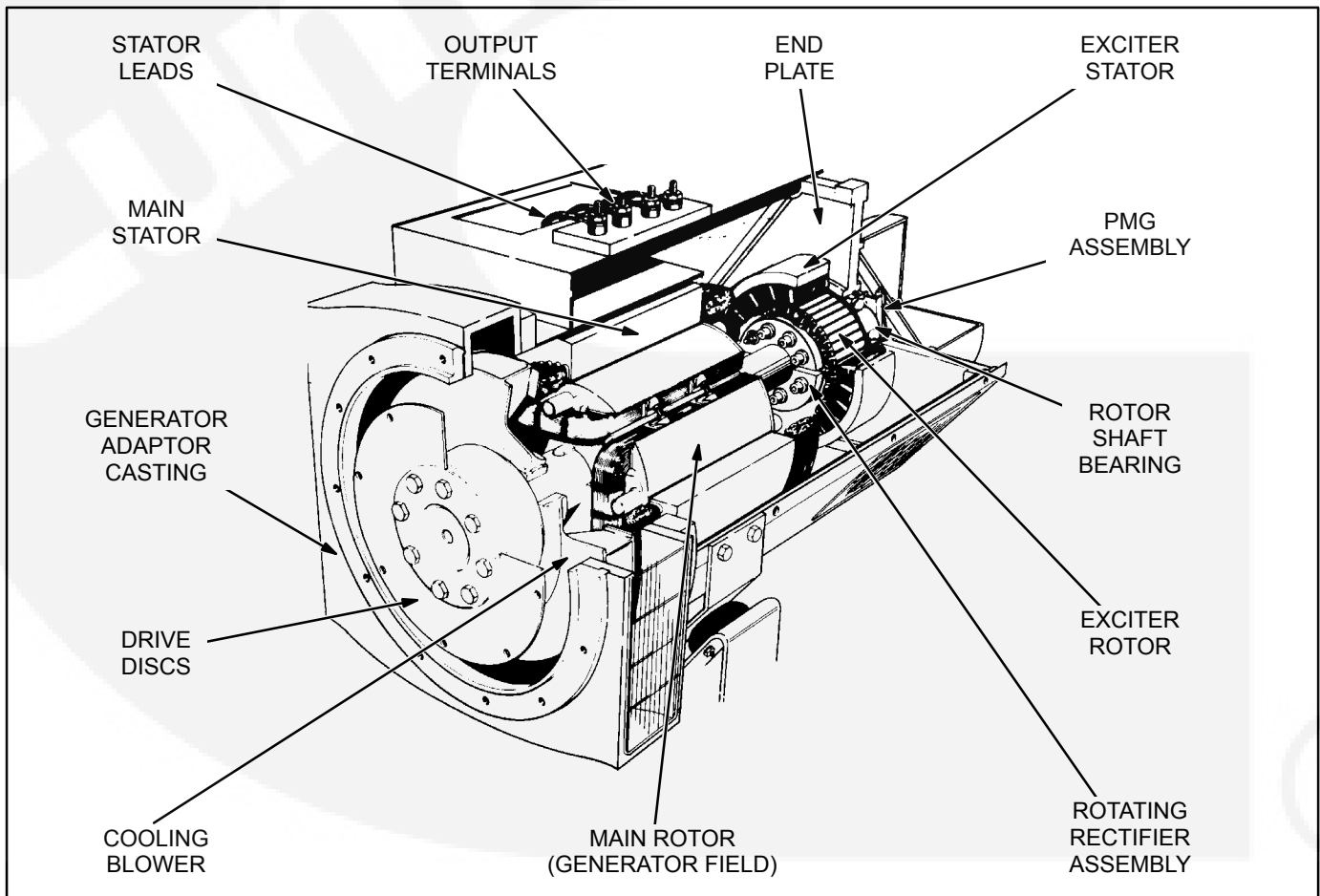


FIGURE 6-1. GENERATOR

## Exciter Stator

**Testing Winding Resistance:** Measure winding resistance with a Wheatstone bridge or digital ohmmeter. Replace the stator if winding resistance is not as specified by Table 6-1.

**Testing Winding Insulation Resistance:** Disconnect the exciter stator leads from terminals **X** and **XX** on the auxiliary terminal board in the generator output box. Using an ohmmeter, measure resistance between either lead and the stator laminations. Replace the stator if insulation resistance is less than 1 megohm (1,000,000 ohms)

**Flashing the Field (Self-Excited Generators Only):** If necessary, flash the exciter field before or after installation. Apply 110 to 220 VAC for one to two seconds to the **X** and **XX** leads of the exciter stator. **The generator must be shut down, the AVR disconnected, a diode used to establish correct polarity and a 3 amp fuse to prevent over-excitation.** See the diagram.

Alternatively, while the set is running and disconnected from all loads, apply a 12 VDC battery for one to two seconds as shown in the diagram. **Polarity must be correct: + to X, - to XX.**

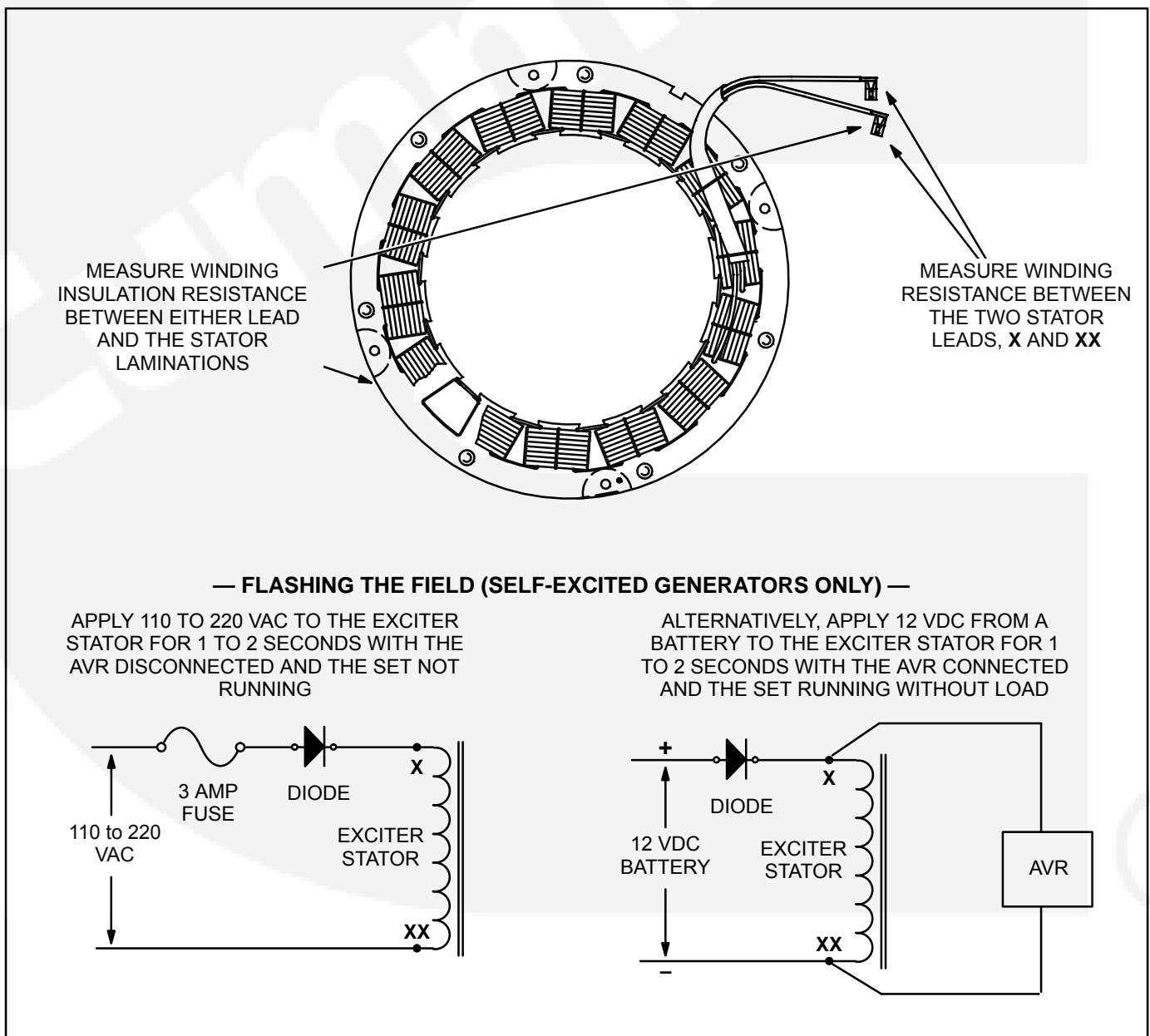


FIGURE 6-2. TESTING AND FLASHING THE EXCITER STATOR

## Exciter Rectifier Bridge (Rotating Rectifier Assembly)

The exciter rectifier bridge is mounted on the exciter rotor, inboard, facing the main rotor. It consists of a positive plate and a negative plate, split diametrically. Each carries three diodes, three terminal posts for connecting exciter rotor leads to the diode pigtails and a terminal for the main rotor (generator field) lead. A surge suppresser is connected across the two plates to prevent transient voltages that could damage the diodes.

**Testing Diodes:** Disconnect the diode pigtails from the terminal posts. Using an ohmmeter, measure electrical resistance between each diode pigtail and the plate on which the diode is mounted. Reverse the meter test probes and repeat the tests. The electrical resistance across each diode should be high in one direction and low in the other. If the re-

sistance is high or low in both directions, replace the diode.

**Replacing Diodes:** Make sure the replacement diode is of the correct polarity. Disconnect the pigtail from the terminal post and unscrew the old diode. Apply heat-sink compound under the head of the diode. Make sure the compound does not get on the threads. Torque the diodes to 36 to 42 in-lbs (4 to 4.8 Nm) and the pigtail terminals to 24 in-lbs (2.7 Nm) when reassembling.

**Surge Suppressor Testing and Replacement:** Remove the suppresser. Replace the suppresser if it appears to have overheated or if ohmmeter readings indicate less than infinite resistance (end of scale) in both directions. Torque the terminals to 24 in-lbs (2.7 Nm) when reassembling.

**⚠ CAUTION** *Layers of dust can cause diodes to overheat and fail. Brush dust off regularly.*

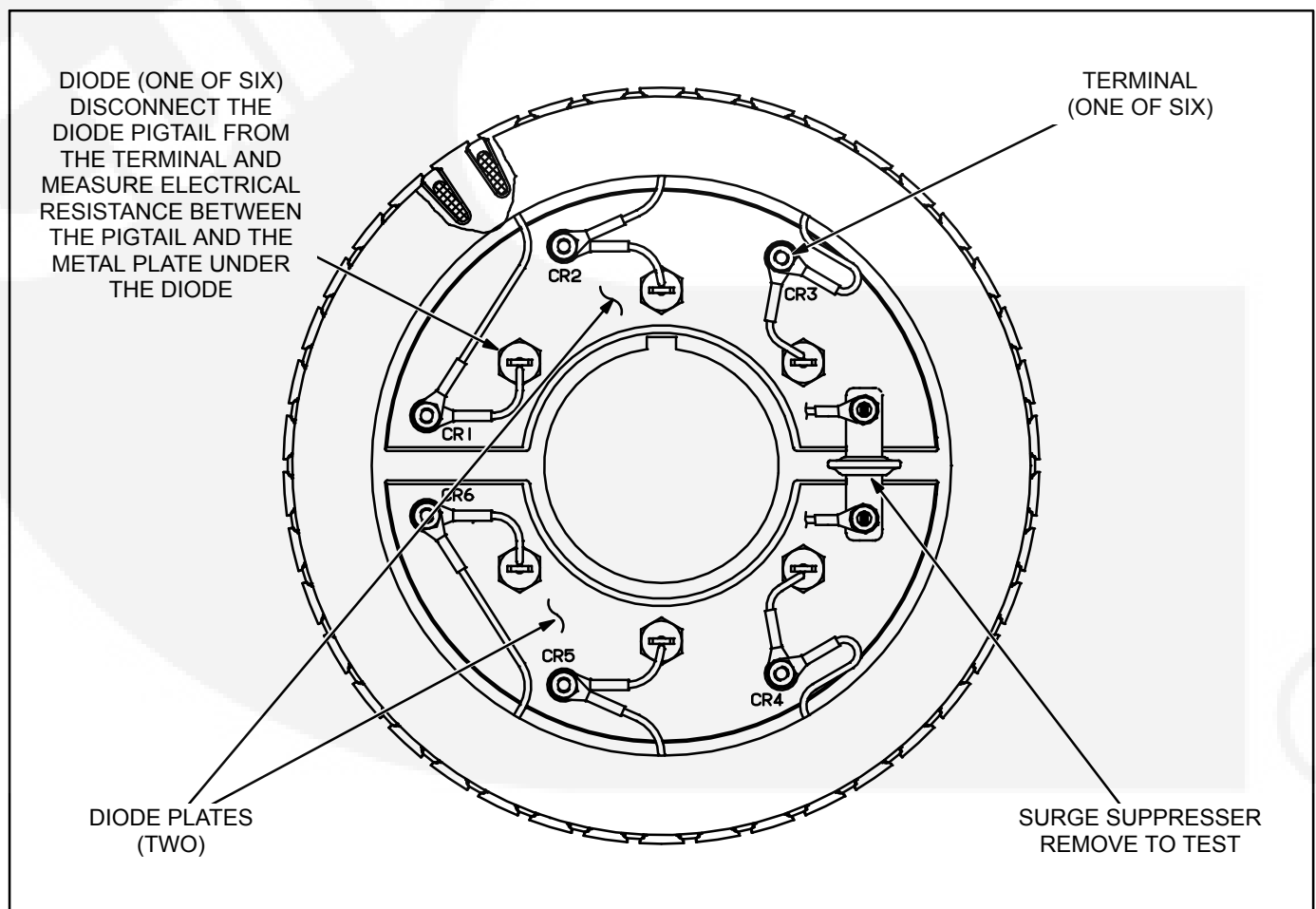


FIGURE 6-3. TESTING THE ROTATING RECTIFIER ASSEMBLY

## Exciter Rotor

**Testing Winding Resistance:** Disconnect the six rotor winding leads from the terminal posts on the rectifier assembly. With a Wheatstone bridge, measure electrical resistance across each pair of rotor windings: **U** (CR1 or CR4) and **V** (CR2 or CR5), **V** (CR2 or CR5) and **W** (CR3 or CR6), **W** (CR3 or CR6) and **U** (CR1 or CR4). See the winding sche-

matic. Replace the whole rotor shaft assembly if the resistance of any winding is not as specified in Table 6-1.

**Testing Winding Insulation Resistance:** Using an ohmmeter, measure the resistance between any rotor winding lead or the terminal to which it is connected and the rotor laminations. Replace the whole rotor shaft assembly if insulation resistance is less than 1 megohm.

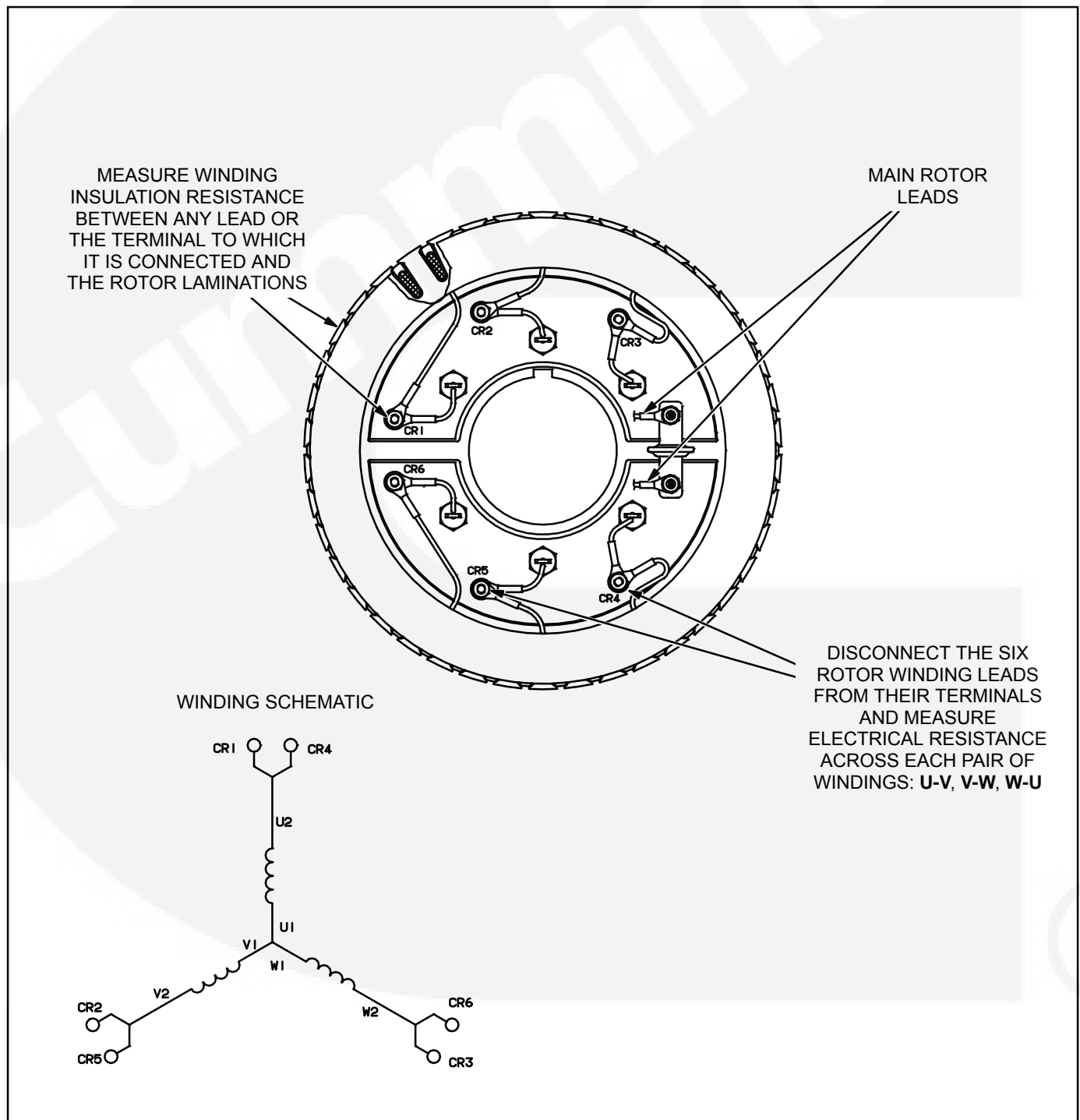


FIGURE 6-4. TESTING THE EXCITER ROTOR

## Main Rotor (Generator Field)

**Testing Winding Resistance:** Disconnect the two leads of the main rotor from the terminals on the rotating rectifier assembly. See Figure 6-4. Measure electrical resistance between the two leads with a Wheatstone bridge or digital ohmmeter. Replace the rotor if the resistance is not as specified in Table

6-1. Connect the rotor leads and torque the terminals to 24 in-lbs (2.7 Nm) when reassembling.

**Testing Winding Insulation Resistance:** Using an ohmmeter, measure the resistance between either lead of the main rotor windings, or the terminal to which it is connected, and the main rotor laminations. Replace the rotor if insulation resistance is less than 1 megohm.

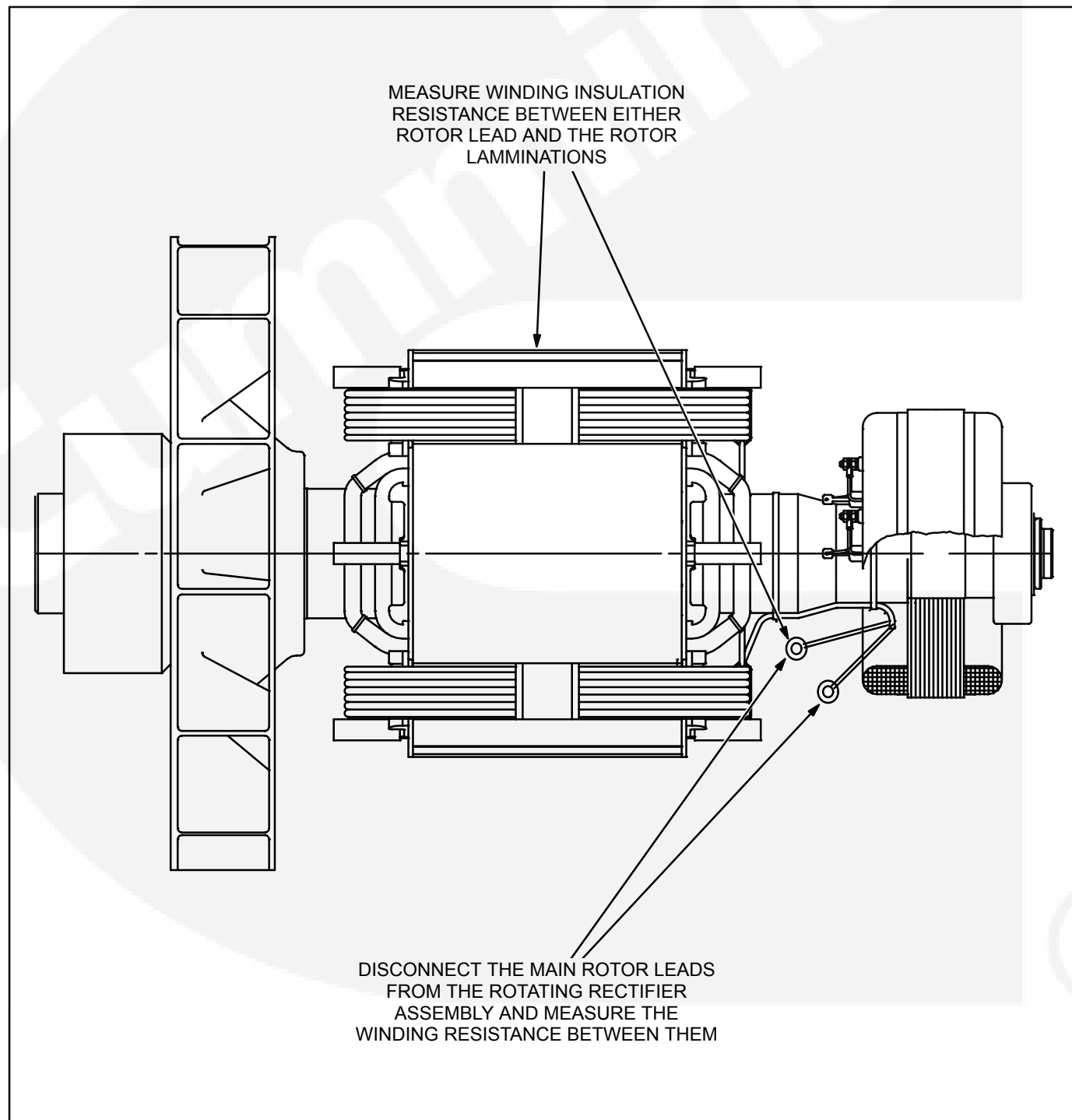


FIGURE 6-5. TESTING THE MAIN ROTOR

## Main Stator

**Testing Winding Resistance:** Measure electrical resistance across each pair of stator leads (U1-U2, U5-U6, V1-V2, V5-V6, W1-W2 and W5-W6) with a Wheatstone bridge or ohmmeter having at least 0.001 ohm precision. Replace the stator if the resistance of any winding is not as specified in Table 6-1.

Alternatively, winding resistance can be measured line-to-line at the generator terminals (U-V, V-W, W-U) on "star" connected generators. On a 600 volt generator, line-to-line resistance should be twice the table value (two winding elements in series). On a "series star" connected generator, line-to-line re-

sistance should be four times the table value (four winding elements in series). On a "parallel star" connected generator, line-to-line resistance should be the same as the table value (two sets of two winding elements in series). Single phase only windings can be measured at W-V and should be twice the table value.

**Testing Winding Insulation Resistance:** Disconnect all stator leads and winding taps from their respective terminals and make sure the ends do not touch the generator frame. Using an ohmmeter, measure electrical resistance between any stator lead and the stator laminations. Replace the stator if insulation resistance is less than 1 megohm.

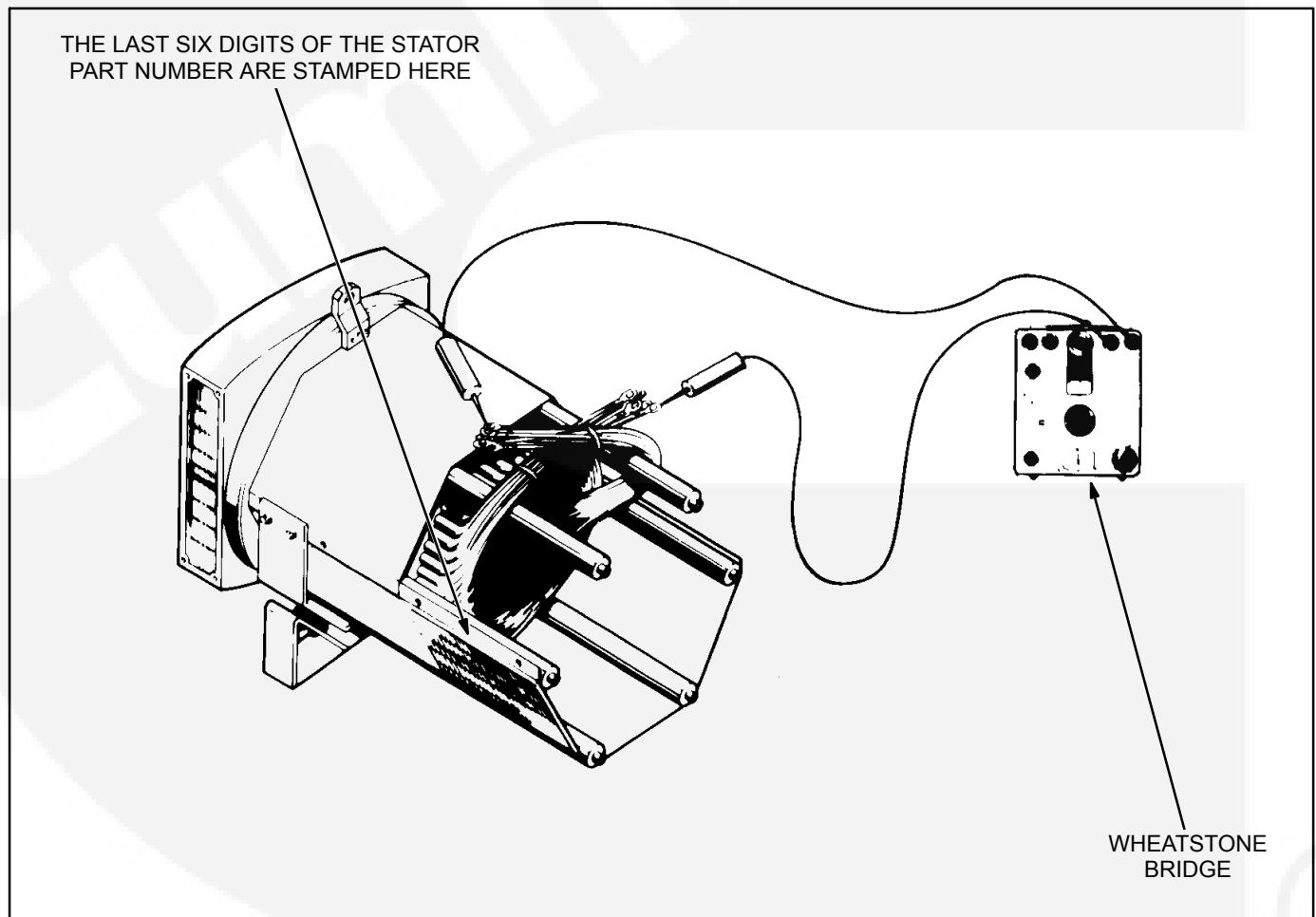


FIGURE 6-6. TESTING THE GENERATOR STATOR

**TABLE 6-1. GENERATOR WINDING RESISTANCES**

<b>MAIN STATOR PART NUMBER***</b>	<b>MAIN STATOR (OHMS*)</b>	<b>MAIN ROTOR (OHMS**)</b>	<b>EXCITER STATOR (OHMS**)</b>	<b>EXCITER ROTOR (OHMS*)</b>
220-4447-06	0.0561-0.0620	0.57	20.3	0.167
220-4447-07	0.0466-0.0515	0.64	20.3	0.167
220-4447-08	0.0371-0.0410	0.67	19.5	0.180
220-4447-09	0.0228-0.0252	0.80	19.5	0.180
220-4447-10	0.0181-0.0200	0.93	19.5	0.180
220-4447-11	0.0860-0.0950	0.57	20.3	0.167
220-4447-12	0.0613-0.0677	0.64	20.3	0.167
220-4447-13	0.0480-0.0530	0.67	19.5	0.180
220-4447-14	0.0309-0.0341	0.80	19.5	0.180
220-4447-15	0.0261-0.0289	0.93	19.5	0.180
220-4447-16	0.0561-0.0620	0.57	20.3	0.167
220-4447-17	0.0428-0.0473	0.64	20.3	0.167
220-4447-18	0.0333-0.0368	0.67	19.5	0.180
220-4447-19	0.0228-0.0252	0.80	19.5	0.180
220-4447-20	0.0171-0.0189	0.93	19.5	0.180
220-4447-26	0.1354-0.1496	0.57	20.3	0.167
220-4447-27	0.0960-0.1050	0.64	20.3	0.167
220-4447-28	0.0713-0.0788	0.67	19.5	0.180
220-4447-29	0.0485-0.0536	0.80	19.5	0.180
220-4447-30	0.0404-0.0446	0.93	19.5	0.180
220-4448-07	0.0209-0.0231	1.11	19.5	0.180
220-4448-08	0.0162-0.0179	1.20	19.5	0.180
220-4448-09	0.0143-0.0158	1.31	19.5	0.210
220-4448-10	0.0095-0.0105	1.50	19.5	0.210
220-4448-11	0.0076-0.0084	1.66	19.5	0.210
220-4448-12	0.0066-0.0072	1.80	19.5	0.210
220-4448-13	0.0260-0.0310	1.11	19.5	0.180
220-4448-14	0.0214-0.0236	1.20	19.5	0.180
220-4448-15	0.0147-0.0163	1.31	19.5	0.210
220-4448-16	0.0114-0.0126	1.50	19.5	0.210
220-4448-17	0.0100-0.0110	1.66	19.5	0.210
220-4448-18	0.0071-0.0079	1.80	19.5	0.210
220-4448-19	0.0204-0.0226	1.11	19.5	0.180
220-4448-20	0.0152-0.0168	1.20	19.5	0.180
220-4448-21	0.0105-0.0116	1.31	19.5	0.210
220-4448-22	0.0090-0.0100	1.50	19.5	0.210
220-4448-23	0.0076-0.0084	1.66	19.5	0.210
220-4448-24	0.0062-0.0068	1.80	19.5	0.210
(CONT.)				

\* - These values are approximate, plus or minus 10 percent at 68°F (20° C).

\*\* - These values are approximate, plus or minus 10 percent at 77°F (25° C).

\*\*\* - See Figure 7-6 for the location of the stator part number.

**TABLE 6-1. GENERATOR WINDING RESISTANCES (CONT.)**

<b>MAIN STATOR PART NUMBER***</b>	<b>MAIN STATOR (OHMS*)</b>	<b>MAIN ROTOR (OHMS**)</b>	<b>EXCITER STATOR (OHMS**)</b>	<b>EXCITER ROTOR (OHMS*)</b>
<b>220-4448-31</b>	0.0413–0.0457	1.11	19.5	0.180
<b>220-4448-32</b>	0.0229–0.0331	1.20	19.5	0.180
<b>220-4448-33</b>	0.0238–0.0263	1.31	19.5	0.210
<b>220-4448-34</b>	0.0181–0.0200	1.50	19.5	0.210
<b>220-4448-35</b>	0.0124–0.0137	1.66	19.5	0.210
<b>220-4448-36</b>	0.0133–0.0147	1.80	19.5	0.210
<b>220-4448-37</b>	0.0085–0.0095	2.05	19.5	0.210
<b>220-4448-38</b>	0.0095–0.0105	2.05	19.5	0.210
<b>220-4448-39</b>	0.0074–0.0082	2.05	19.5	0.210
<b>220-4448-40</b>	0.0066–0.0074	2.05	19.5	0.210
<b>220-4448-41</b>	0.0065–0.0073	2.05	19.5	0.210
<b>220-4448-42</b>	0.0131–0.0145	2.05	19.5	0.210

\* - These values are approximate, plus or minus 10 percent at 68°F (20° C).

\*\* - These values are approximate, plus or minus 10 percent at 77°F (25° C).

\*\*\* - See Figure 7-6 for the location of the stator part number.

## GENERATOR DISASSEMBLY

The generator is heavy. You will need an assistant and a hoist of sufficient capacity to remove and service the generator.

**⚠ WARNING** *Accidentally dropping the generator can damage it and cause severe personal injury and death. The hoist, straps and chains must have sufficient capacity and be attached properly so that the load cannot shift.*

Before starting, disconnect the starting battery cables (negative (-) first) to make sure the set will not start while working on it.

**⚠ WARNING** *Accidental starting of the generator set while working on it can cause severe injury or death. Prevent accidental starting by disconnecting the starting battery cables (negative (-) first).*

*Always remove the negative (-) cable first, and reconnect it last, to prevent arcing if a tool accidentally touches the frame or other grounded metal part while removing the positive (+) battery cable. Arcing can ignite the explosive hydrogen gas given off by the batteries, causing severe injury.*

### Removing The Generator Output Box

1. Disconnect the line cables and conduit. For reconnections later, make sure each cable is clearly marked to indicate the correct terminal.
2. Disconnect the remote control wiring and conduit. For reconnections later, make sure each wire is clearly marked to indicate the correct terminal.
3. Disconnect all engine wiring harness connections in the generator control and output boxes. For reconnections later, make sure each wire is clearly marked to indicate the correct terminal.
4. Disconnect all generator control leads (winding taps) from connections in the output box. For reconnections later, make sure each wire is clearly marked to indicate the correct terminal.

5. If the set has a mounted line circuit breaker, disconnect the cables to the circuit breaker. For reconnections later, make sure each cable is clearly marked to indicate the correct terminal.
6. Attach a hoist to the generator output box, loosen the mounting bolts on the sides of the generator and remove the box.

### Withdrawing The Generator From The Set

**⚠ CAUTION** *Do not use fan blade to bar over engine. That can damage blades and cause property damage and personal injury.*

1. The rotor will be carried inside the stator when the generator is withdrawn from the engine. Bar the engine until one of the four poles of the rotor points straight down so that the rotor will rest on the face of the pole when the generator is withdrawn.

**⚠ CAUTION** *The rotor can be damaged if it rests on the edges of the winding slot between two poles.*

2. Attach lifting eyes and a hoist of sufficient capacity (Figure 6-7).
3. Take up hoist slack and remove the two through bolts securing the generator to the rubber isolation mounts.
4. Raise the generator end approximately one inch (12 mm) and securely block the engine under the flywheel housing. Lower the generator slightly so that the blocks carry most of the weight.
5. Remove the bolts securing the generator drive discs to the flywheel.
6. Loosen all the bolts securing the generator adapter casting to the flywheel housing. Adjust the hoist to carry the full weight of the generator, remove the bolts and pull the generator away.

**⚠ CAUTION** *Never withdraw the generator leaving the rotor to hang by the drive discs. The weight of the rotor will damage the drive discs.*

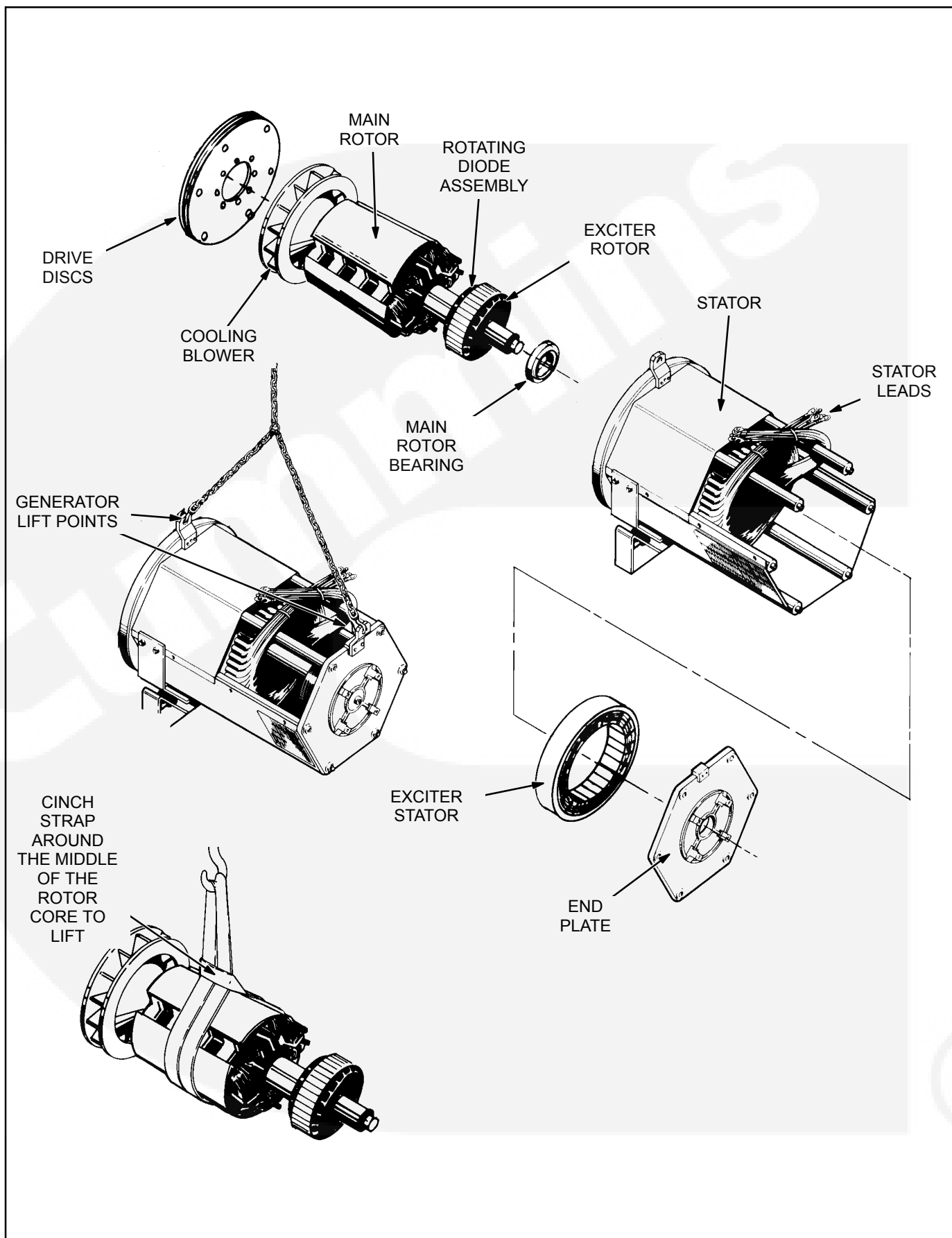


FIGURE 6-7. GENERATOR ASSEMBLY

## Withdrawing the Rotor From the Generator

1. Remove the generator adaptor casting on the drive disc end and the end plate on the bearing end.
2. Using a hoist of sufficient capacity, cinch a lifting strap on the drive end of the rotor. Lift the bearing end of the rotor by hand and push it towards the drive end of the generator until half the width of the rotor core protrudes from the stator. Release the weight of the rotor and re-cinch the lifting strap around the middle of the rotor core. Withdraw the rotor until it is free of the stator, guiding it by hand on both ends to prevent contact with the stator windings.
3. Rest the rotor in a cradle, solidly supporting it on two pole faces—not on the drive discs, blower or exciter.
4. Remove the retaining clip if the rotor shaft bearing is to be removed.

## GENERATOR REASSEMBLY

Reassembling is the reverse of disassembling. Note the following.

1. Apply force to the inner race of the rotor bearing when pressing it onto the shaft, otherwise, it will be damaged. Be sure to secure the retaining clip.
2. The drive disc-to-rotor bolts should be torqued to 190 ft-lbs (257 Nm).
3. The drive disc-to-flywheel bolts should be torqued to 50 ft-lbs (67 Nm).
4. The exciter stator mounting screws should be torqued to 7 ft-lbs (10 Nm).
5. The generator end plate mounting bolts should be torqued to 25 ft-lbs (34 Nm).
6. Make sure the rubber O-ring is in place in the bearing bore in the generator endplate.
7. The generator mounting bracket bolts should be torqued to 65 ft-lbs (88 Nm) if M12 or 35 ft-lbs (47 Nm) if M10.
8. The generator-to-adaptor bolts should be torqued to 40 ft-lbs (55 Nm).
9. The adaptor-to-engine bolts should be torqued to 35 ft-lbs (48 Nm).
10. Reconnect the generator as required. See Page 10-3 or 10-4.

## SERVICING THE PMG

The following is applicable if the generator is equipped with a PMG (permanent magnet) exciter.

### Testing

1. Disconnect leads **P2**, **P3** and **P4** from the voltage regulator.
2. Start the engine at the set and let the speed stabilize.

**⚠ WARNING HAZARDOUS VOLTAGE.** *Touching uninsulated high voltage parts inside the control and power output boxes can result in severe personal injury or death. Measurements and adjustments must be done with care to avoid touching high voltage parts.*

*For your protection, stand on a dry wooden platform or rubber insulating mat, make sure your clothing and shoes are dry, remove jewelry and use tools with insulated handles.*

3. Measure voltage across lead pairs **P2-P3**, **P3-P4** and **P4-P2**. Voltage should be at least 150 VAC for 50 Hz sets and at least 180 VAC for 60 Hz sets, and should be approximately the same for each set of leads. If the voltages are low or uneven, check all the leads and connections between the voltage regulator and the PMG and repair as necessary before disassembling the PMG. Note the connections at the auxiliary terminal board in the power output box. See Figure 2-3.
4. Stop the set and measure electrical resistance across lead pairs **P2-P3**, **P3-P4** and **P4-P2** with a Wheatstone bridge or digital ohmmeter. Each winding should have a resistance of approximately 4.4 ohms.

## Disassembling the PMG

1. Disconnect the starting battery cables (negative (-) first) to make sure the set will not start while working on it.

**⚠ WARNING** *Accidental starting of the generator set while working on it can cause severe injury or death. Prevent accidental starting by disconnecting the starting battery cables (negative (-) first).*

*Always remove the negative (-) cable first, and reconnect it last, to prevent arcing if a tool accidentally touches the frame or other grounded metal part while removing the positive (+) battery cable. Arcing can ignite the explosive hydrogen gas given off by the batteries, causing severe injury.*

**⚠ CAUTION** *Always disconnect a battery charger from its AC source before disconnecting the battery cables. Otherwise, disconnecting the cables can result in voltage spikes high enough to damage the DC control circuits of the set.*

2. Remove the PMG cover and disconnect the leads at the connector.
3. Remove the bolts and clamps that secure the PMG stator to the generator frame and carefully pull away the stator.

**The rotor is magnetic and will attract the stator. Hold the stator firmly so that the windings are not damaged by striking the stator support lugs.**

4. Remove the rotor center bolt and pull away the rotor. The rotor is magnetic and will attract iron filings. Put it in a clean plastic bag until it is re-mounted. Do not take it apart or it will lose its magnetism. Also, if the dowel pin in the end of the shaft is loose, stow it in a safe place until it is time to reassemble the PMG.

## Reassembling the PMG

Reassembling is the reverse of disassembling. Torque the rotor center bolt to 40 ft-lbs (54 Nm). The stator leads must be at 12 o'clock.

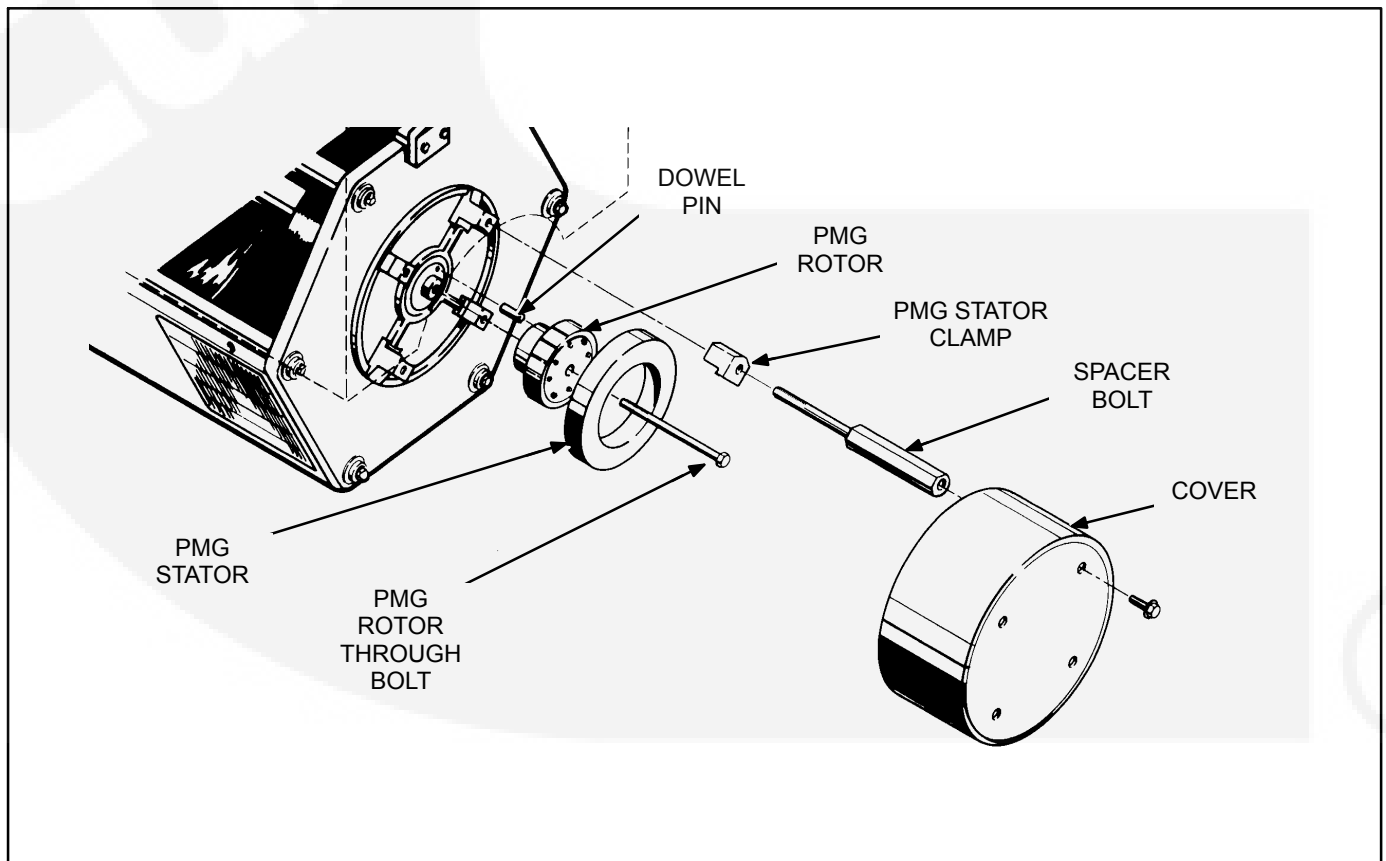


FIGURE 6-8. PMG ASSEMBLY

# 7. Fuel Transfer Pump and Control

## GENERAL

A fuel transfer pump and control are available when a sub-base or in-skid day tank are provided. The automatic control operates the fuel pump to maintain a reservoir of fuel in the sub-base or in-skid day tank. Figure 7-1 illustrates a typical sub-base installation.

**⚠ WARNING** Diesel fuel is highly combustible. Improper installation of this kit can lead to spillage of large quantities of fuel and loss of life and property if the fuel is accidentally ignited. Installation and service must be performed by qualified persons in accordance with the applicable codes.

*Do not smoke near fuel and keep flames, pilot lights, sparks, arcing switches or equipment and other sources of ignition well away.*

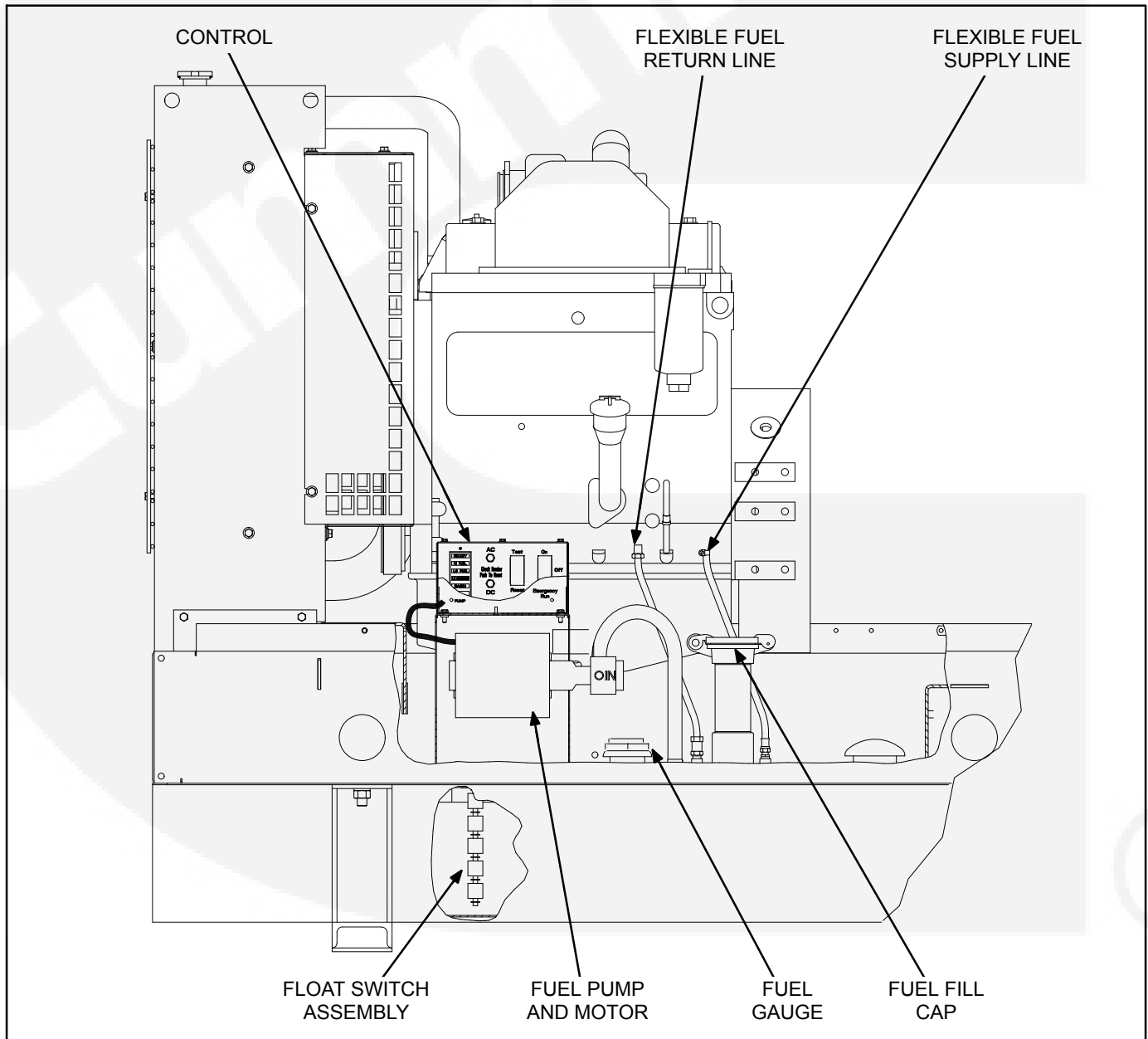


FIGURE 7-1. TYPICAL SUB-BASE INSTALLATION

## OPERATION

5. Push the control switch to the **ON** position for automatic operation. The green **SYSTEM READY** light will come on and the pump will fill the tank if AC power is available for pumping and DC power is available for the internal logic circuits. The level of fuel in the tank will be automatically kept between a set of pump-on and pump-off float switches.

When filling an empty tank, the red **LO SHUT-DOWN** and **LO FUEL** lights will come on when the control switch is pushed to the **ON** position. This is normal. Push the panel **RESET** switch to turn off the red lights after the tank has been filled.

If the **SYSTEM READY** light does not come on, check for correct AC and DC power connections. See **Wiring Connections** and **Fuel Pump Motor Connections** below.

6. The green **PUMP ON** light indicates when the pump is running. It will come on and go off as fuel is pumped to maintain the proper level in the tank.
7. Push the control switch to the **EMERGENCY RUN** position (momentary contact) to pump fuel into the tank if the control fails to operate

the pump automatically. (The pump may continue to run after enabling the Emergency Run Switch to complete the filling cycle of the tank.)

The green **PUMP ON** light does not come on when the switch is in the **EMERGENCY RUN** position.

8. The red lights indicate fault conditions and the need for service. The control panel includes the following lights:

- A. **HI FUEL:** The fuel in the tank has reached an abnormally high level, indicating possible failure of the pump-off float switch. The high-fuel float switch takes over as the automatic pump-off switch. The **HI FUEL** light stays on. The light can be **RESET** with the panel switch when the fuel level drops to normal, but will come back on again during the next pumping cycle if the fault remains.

**⚠ WARNING** Continued operation with a **HI FUEL** fault present can lead to spillage of large quantities of fuel if the high-fuel float switch fails. Spilled fuel can cause loss of life and property if it is accidentally ignited, or environmental damage.

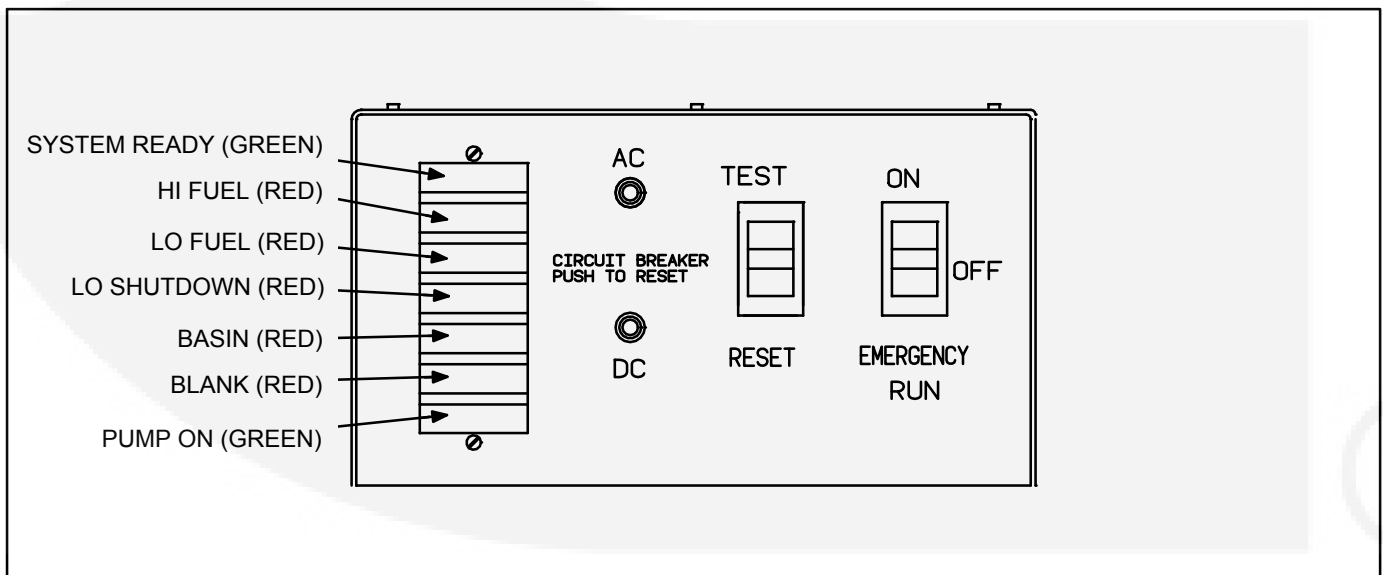


FIGURE 7-2. FUEL PUMP CONTROL PANEL

- B. **LO FUEL:** The fuel in the tank has dropped to an abnormally low level, indicating possible failure of the pump-on float switch. The lo-fuel float switch takes over as the automatic pump-on switch. The **LO FUEL** light stays on. The light can be **RESET** with the panel switch when the fuel level rises to normal, but will come back on again during the next pumping cycle if the fault remains.

**⚠ CAUTION** *Continued operation with a **LO FUEL** fault present can lead to low-fuel shutdown if the low-fuel float switch fails.*

- C. **LO SHUTDOWN:** The fuel has dropped to a level near the bottom of the tank, indicating an empty main fuel tank, pump failure or possible failure of both the pump-on and low-fuel level float switches. Further operation will allow air to enter the engine fuel unit, causing shutdown and the necessity to bleed the fuel unit to start up the engine again. If the light comes on, check the fuel level in the main fuel tank and fill it if neces-

sary. As the day tank is refilling, **RESET** the light with the panel switch.

**To restore engine operation following this fault, both the pump control and the engine control have to be RESET.**

- D. **BASIN:** Fuel has overflowed into the rupture basin (if provided), indicating possible failure of both the pump-off and hi-fuel level float switches, or a leak in the day tank. **RESET** the control after the fuel in the basin has been safely disposed of and the cause of the overflow corrected.

- E. **BLANK:** For customer use.

**The control fault circuits will trip and latch, requiring RESET, even if AC power is lost.**

9. Press the **TEST** switch to test the indicator lights and pump operating circuits. Replace any light that does not come on. The pump will stop automatically after it has filled the tank to the normal pump-off fuel level.
10. Press the reset button of the **AC** or **DC** circuit breaker if either has tripped.

## WIRING CONNECTIONS

See Day Tank Pump Control Wiring, *Section 8*, when making connections at the control box terminal board. The following should be noted.

1. The control can be powered by 120 VAC or 240 VAC. The control is set up at the factory for connection to 240 VAC.

**To convert the day tank controller from 240 VAC to 120 VAC, perform the following steps.**

- A. Remove the two jumpers between terminals **TB1-6** and **TB1-7** in the control box and connect one between terminals **TB1-5** and **TB1-6** and the other between terminals **TB1-7** and **TB1-8**.
- B. Move selector switch **S103** on the control PCB to the up position for 120V.
- C. On the control transformer , remove the two jumpers between terminals **H2** and **H3** and connect one between **H1** and **H3** and the other between **H2** and **H4**.

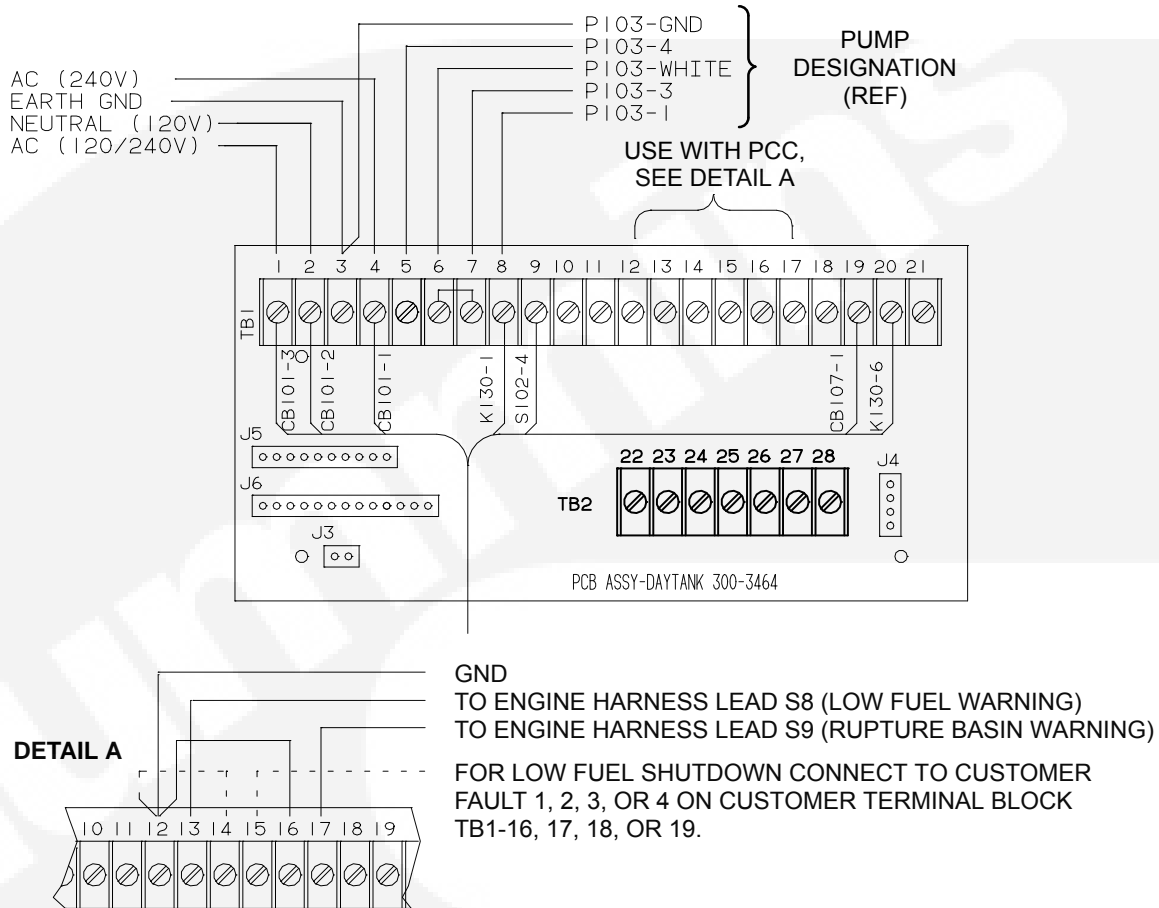
**To convert the day tank controller from 120 VAC to 240 VAC, perform the following steps.**

- A. Remove the jumpers between terminals **TB1-5** and **TB1-6**, and **TB1-7** and **TB1-8** in the control box and connect the two jumpers between terminals **TB1-6** and **TB1-7**.

- B. Move selector switch **S103** on the control PCB to the down position for 240 VAC.

- C. On the control transformer , remove the jumpers between terminals **H1** and **H3**, and **H2** and **H4** and connect the two jumpers between **H2** and **H3**.

2. Attach a tag to the control box indicating the supply voltage.
3. To immediately shut down the engine when the **LO SHUTDOWN** light comes on, jumper **TB1-14** to GND at **TB1-12** and connect **TB1-15** to one of the programmable PCC customer fault inputs (Fault 1, 2, 3, or 4) at the Customer Terminal Block **TB1-16**, **17**, **18**, or **19**. Program this fault for a shutdown.
4. Terminals **TB1-10** through **TB1-17** and **TB2-23** through **TB2-27** are available for connections to remote annunciators.
5. Terminals **TB1-8** and **TB1-5** are available for connection of a 120 or 240 V AC electric fuel shutoff valve rated not more than 0.5 amps. The voltage rating of the valve must correspond with the voltage utilized for the pump. See Item 2 above.



**FIGURE 7-3. FUEL PUMP CONTROL TERMINAL BOARD**

## FUEL TRANSFER PUMP MOTOR CONNECTIONS

Connect a replacement fuel transfer pump motor as follows.

1. Remove the end bell cover for access to the motor wiring terminals.
2. Disconnect the brown lead from motor terminal **P103-3** and connect it to terminal **P103-6**. (Terminal **P103-6** is an insulated receptacle for securing the end of the lead so that it cannot move and touch the motor frame or a live terminal and cause a short circuit.)
3. Disconnect the red lead from motor terminal **P103-2**. It will be connected to the piggy-back
- terminal on the lead connected at motor terminal **P103-3**.
4. Cut the white lead from its ring connector at motor terminal **P103-4**. Strip 1/2 inch (12 mm) of insulation from the end of the white motor lead for splicing to the wire harness lead marked **P103-WHITE**.
5. Connect each lead of the five-lead wiring harness to the motor terminal or lead marked on it.
6. Connect the red motor lead to the piggy-back terminal at motor terminal **P103-3**.
7. Secure the end bell cover.

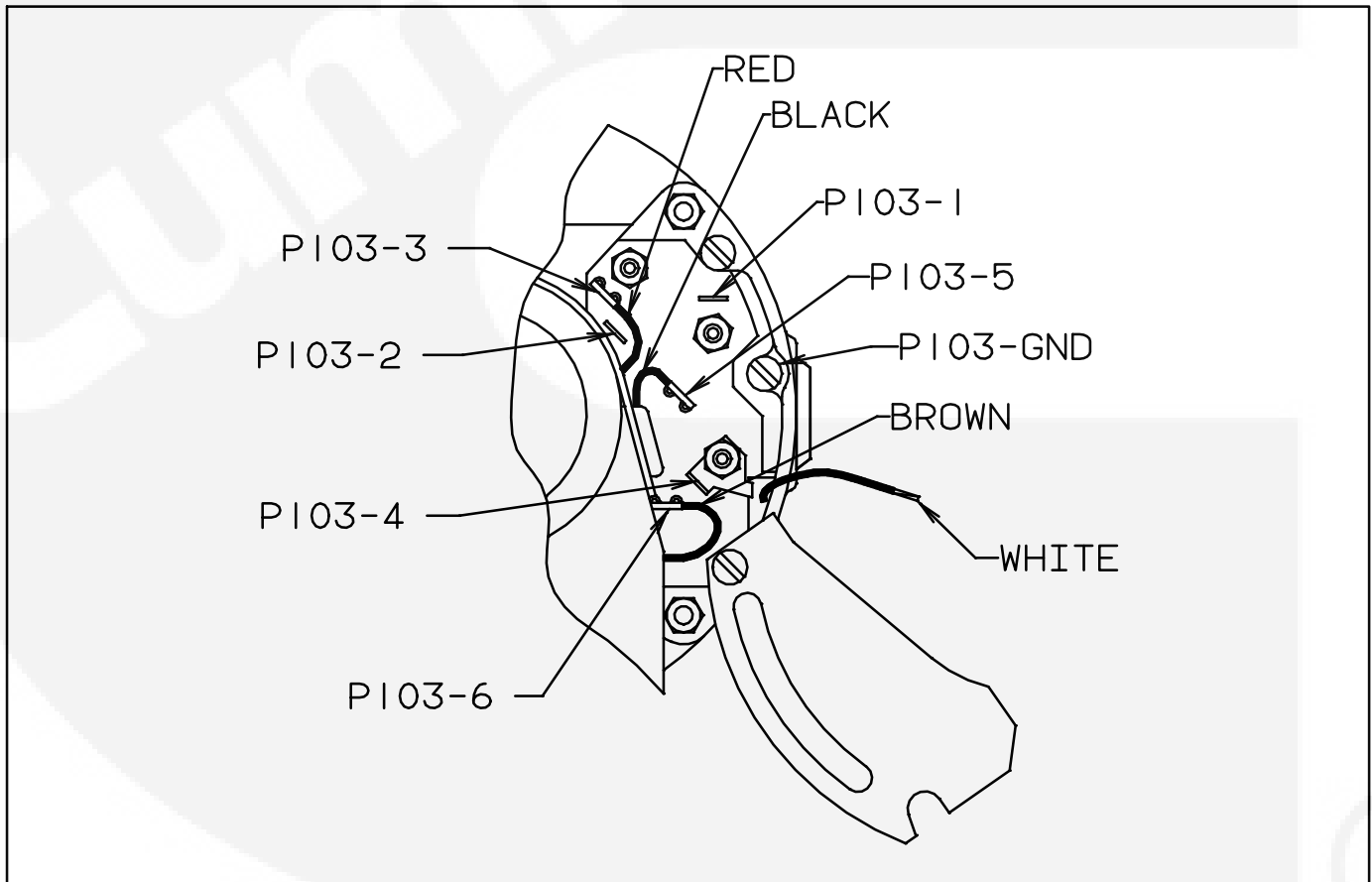


FIGURE 7-4. FUEL TRANSFER PUMP MOTOR CONNECTIONS

## TESTING THE FLOAT SWITCH ASSEMBLY

The float switch assembly consists of 5 switches. Each switch has a pair of color coded leads connected to a common jack.

To test the float switches, remove the fuel pump control cover, disconnect the wiring jack and unscrew the assembly from the top of the day tank. Test as follows:

1. With an ohmmeter, test for electrical continuity (switch closed) between each pair of colored leads, while holding the assembly vertical. Replace the assembly if any switch is open (all the readings should be zero).
2. Lift each float, in turn, to 1/8 inch (3 mm) below the C-clip stop above it (use a feeler gauge) and test for electrical continuity. Replace the assembly if any switch does not open (all the readings should be infinity).
3. Use pipe thread sealant when replacing the assembly.

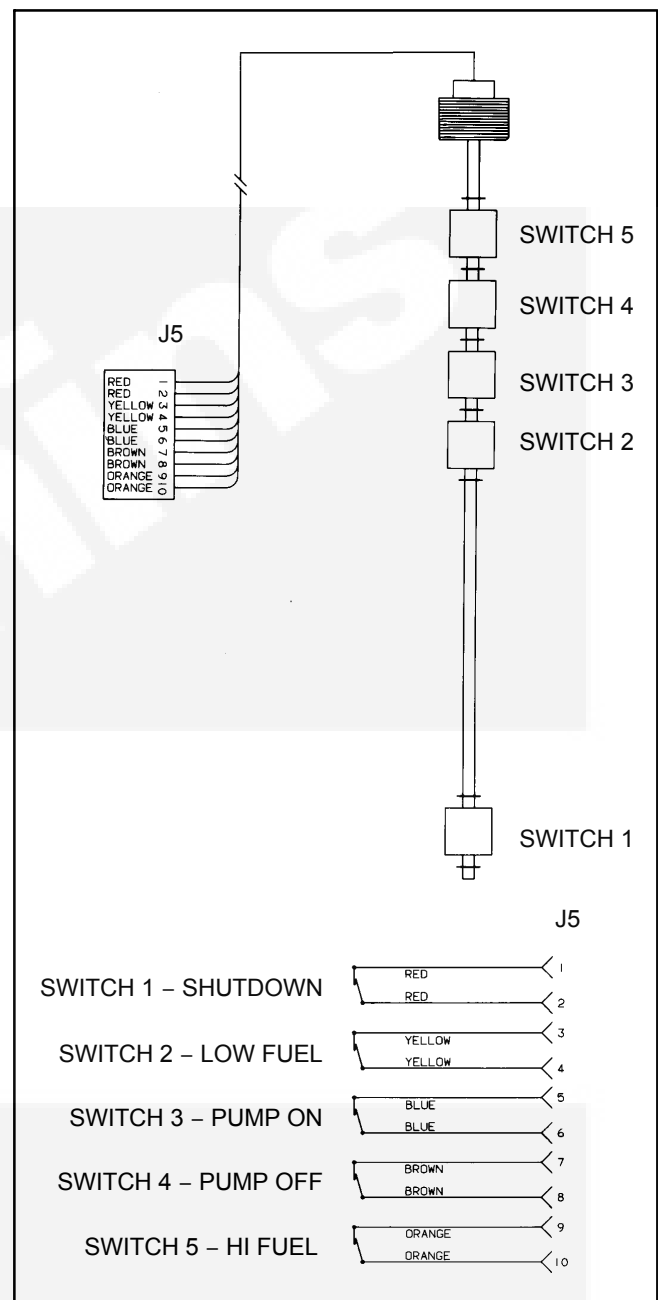


FIGURE 7-5. FLOAT SWITCH ASSEMBLY

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# 8. Wiring Diagrams

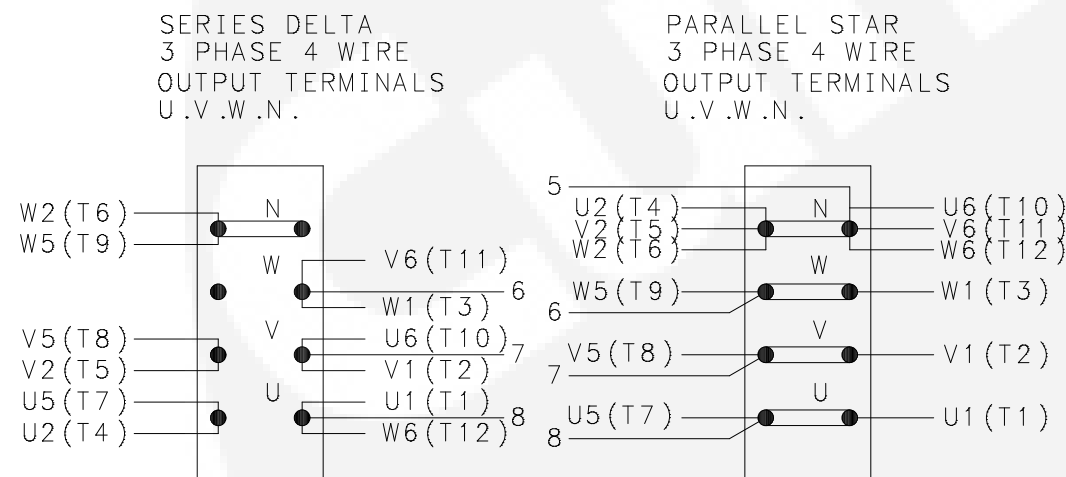
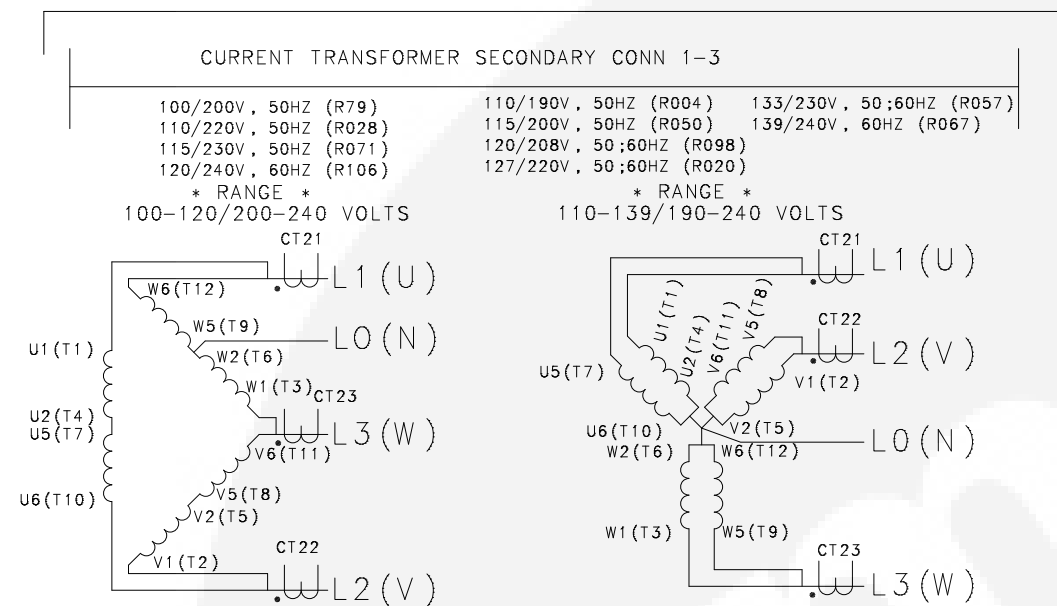
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## GENERAL

This section consists of the schematic and connection wiring diagrams referenced in the text. The following drawings are included.

- Page 8-2 and 8-3, AC Reconnect Wiring Diagram
- Page 8-4, Block Diagram (12 Lead)
- Page 8-5, Block Diagram (6 Lead)
- Page 8-6, Customer Connections
- Page 8-7, Engine Interface Board (A31)
- Page 8-8, Digital board (A32)
- Page 8-9, Analog board (A33)
- Page 8-10, Customer Interface Board (A34)
- Page 8-11, Display Board (A35)
- Page 8-12, PC/CT Board (A36)
- Page 8-13, Voltage Regulator Output Module (A37)
- Page 8-14, Governor Output Board (A38)
- Page 8-15, PT/CT Wiring Harness
- Page 8-16, 4B Engine Harness Diagram
- Page 8-17, 6B Engine Harness Diagram
- Page 8-18, 6C Engine Harness Diagram
- Page 8-19, Accessory Box Interconnection Harness Diagram
- Page 8-20, Day Tank Pump Control Wiring
- Page 8-21, Accessory Interconnect Diagram
- Page 8-22, Sequence of Operation (Local Start and Run)
- Page 8-23, Sequence of Operation (Local Stop)
- Page 8-24, Sequence of Operation (Local Emergency Stop)

# 3 PHASE RECONNECTABLE, 12 LEAD



-01

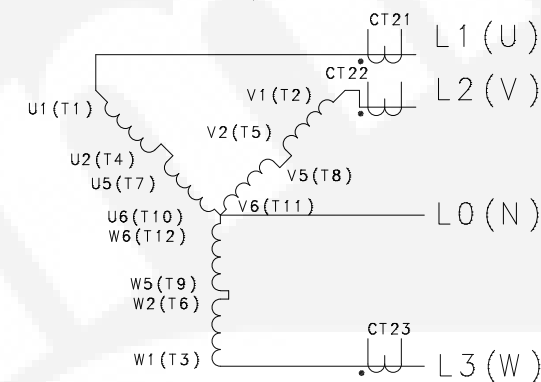
-02

## CURRENT TRANSFORMER SECONDARY CONN 1-2

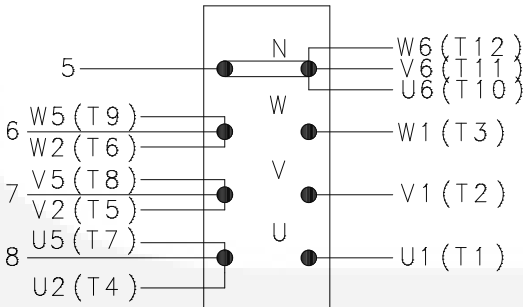
220/380V, 50; 60HZ (R099)	200/346V, 50HZ (R068)
260/450V, 50;60HZ (R109)	230/400V, 50HZ (R029)
240/416V, 50;60HZ (R003)	277/480V, 60 HZ (R002)
255/440V, 50HZ (R023)	266/460V, 60HZ (R027)

\* RANGE \*

220-277/380-480 VOLTS



**SERIES STAR  
3 PHASE 4 WIRE  
OUTPUT TERMINALS  
U.V.W.N.**



-03

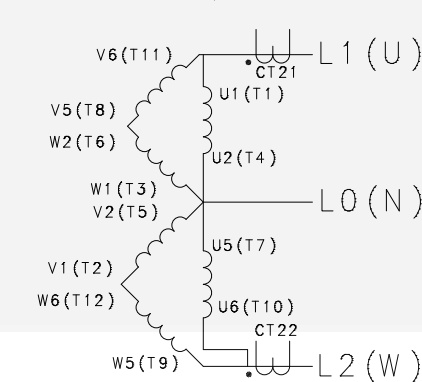
# 1 PHASE RECONNECTABLE, 12 LEAD

## CURRENT TRANSFORMER SECONDARY CONN 1-3

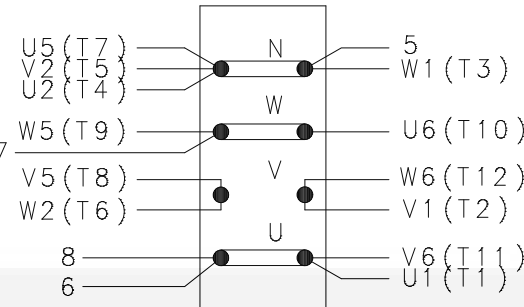
100/200V, 50HZ (R054)
110/220V, 50HZ (R046)
115/230V, 60HZ (R041)
120/240V, 60HZ (R104)

\* RANGE \*

100-120/200-240 VOLTS



**DOUBLE DELTA  
1 PHASE 3 WIRE  
OUTPUT TERMINALS  
U.W. CENTER TAP N.**



-04

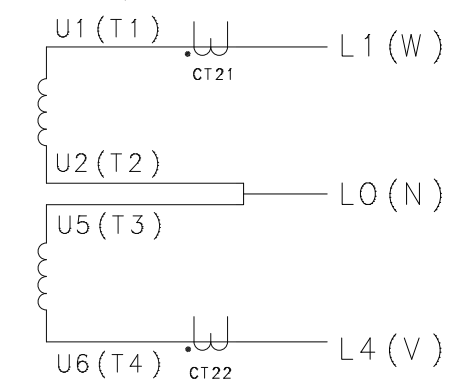
# 1 PHASE NON-RECONNECTABLE, 4 LEAD

## CURRENT TRANSFORMER SECONDARY CONN 1-3

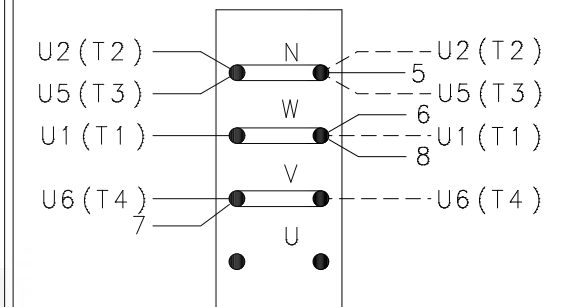
100/200V, 50HZ (R054)
110/220V, 50HZ (R046)
115/230V, 50HZ (R041)
120/240V, 60HZ (R104)

\* RANGE \*

100-120/200-240 VOLTS



**1 PHASE 3 WIRE  
OUTPUT TERMINALS  
W, V, CENTER TAP N**



-05

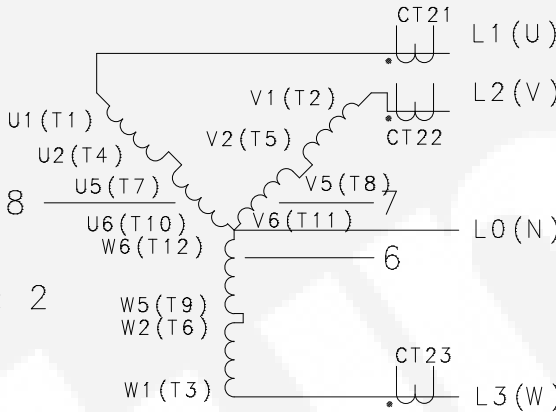
## NOTES:

1. UVW PHASE SEQUENCE WITH C.W. ROTATION FACING DRIVE END.
2. WHEN RECONNECTING GENERATOR LEADS, BOLTS SHOULD BE TORQUED AT 22 ±2 FT-LBS.

3 PHASE RECONNECTABLE

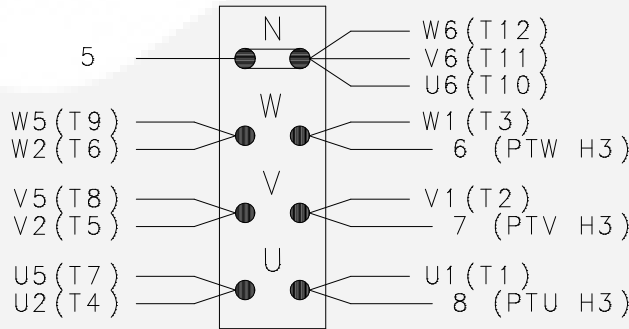
CURRENT TRANSFORMER  
SECONDARY CONN 1 - 2

347/600V , 60HZ (R114)



SEE NOTE 1 & 2

SERIES STAR  
3 PHASE 4 WIRE  
OUTPUT TERMINALS  
U.V.W.N.

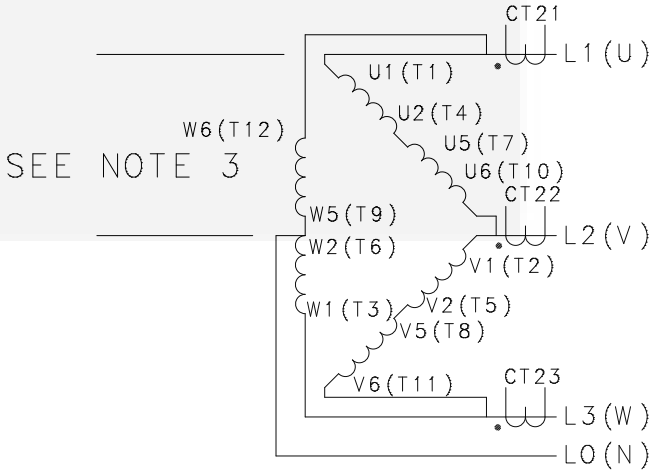


-06

3 PHASE NON-RECONNECTABLE

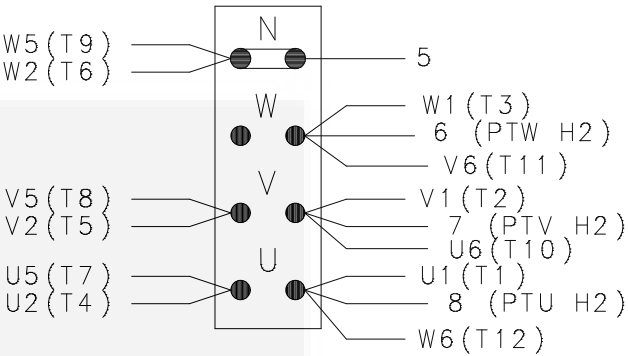
CURRENT TRANSFORMER SECONDARY CONN 1 - 2

220/440V , 50 HZ (R019)  
240/480V , 60 HZ (R119)



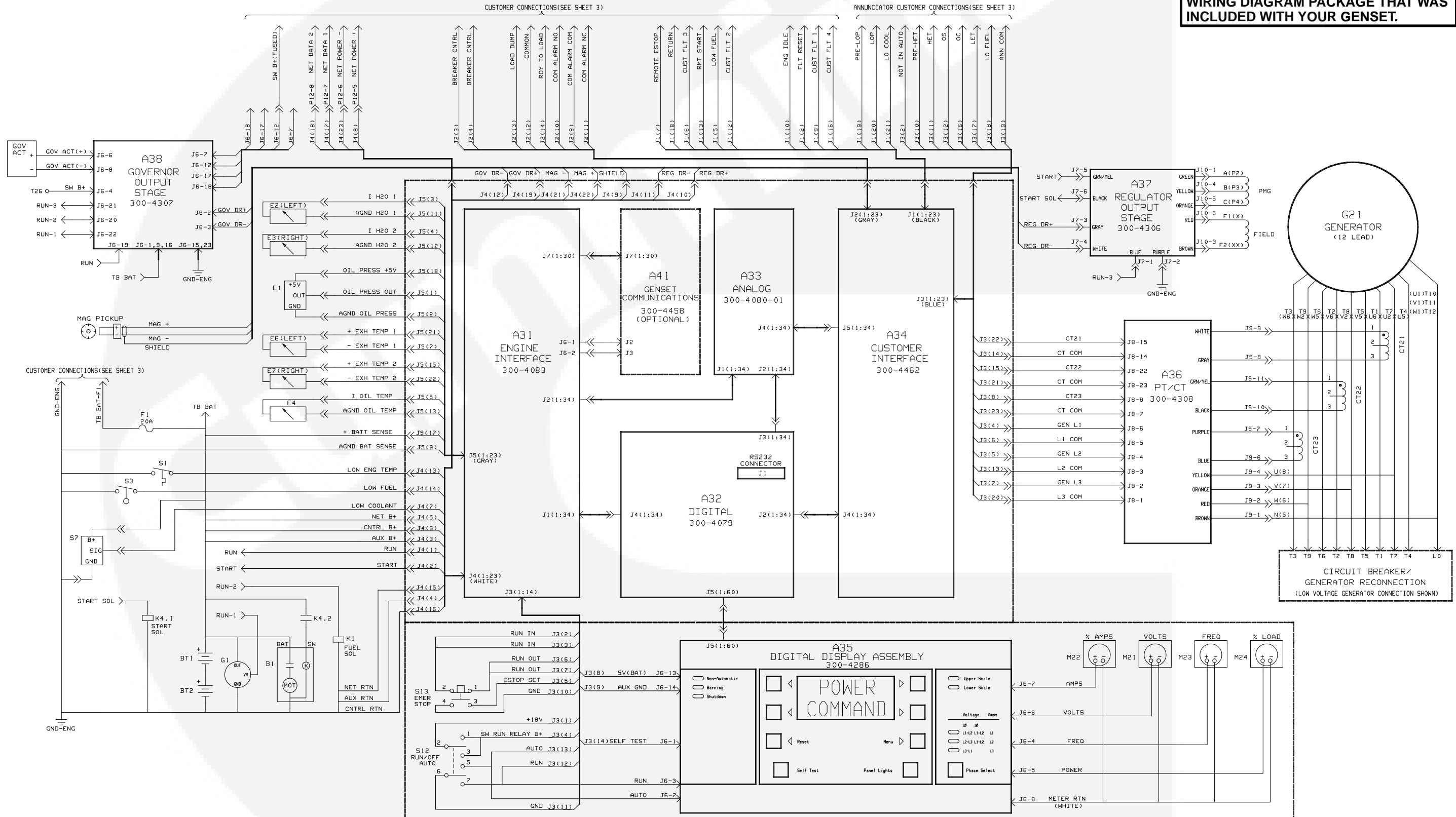
SEE NOTE 3

SERIES DELTA  
3 PHASE 4 WIRE  
OUTPUT TERMINALS  
U.V.W.N.



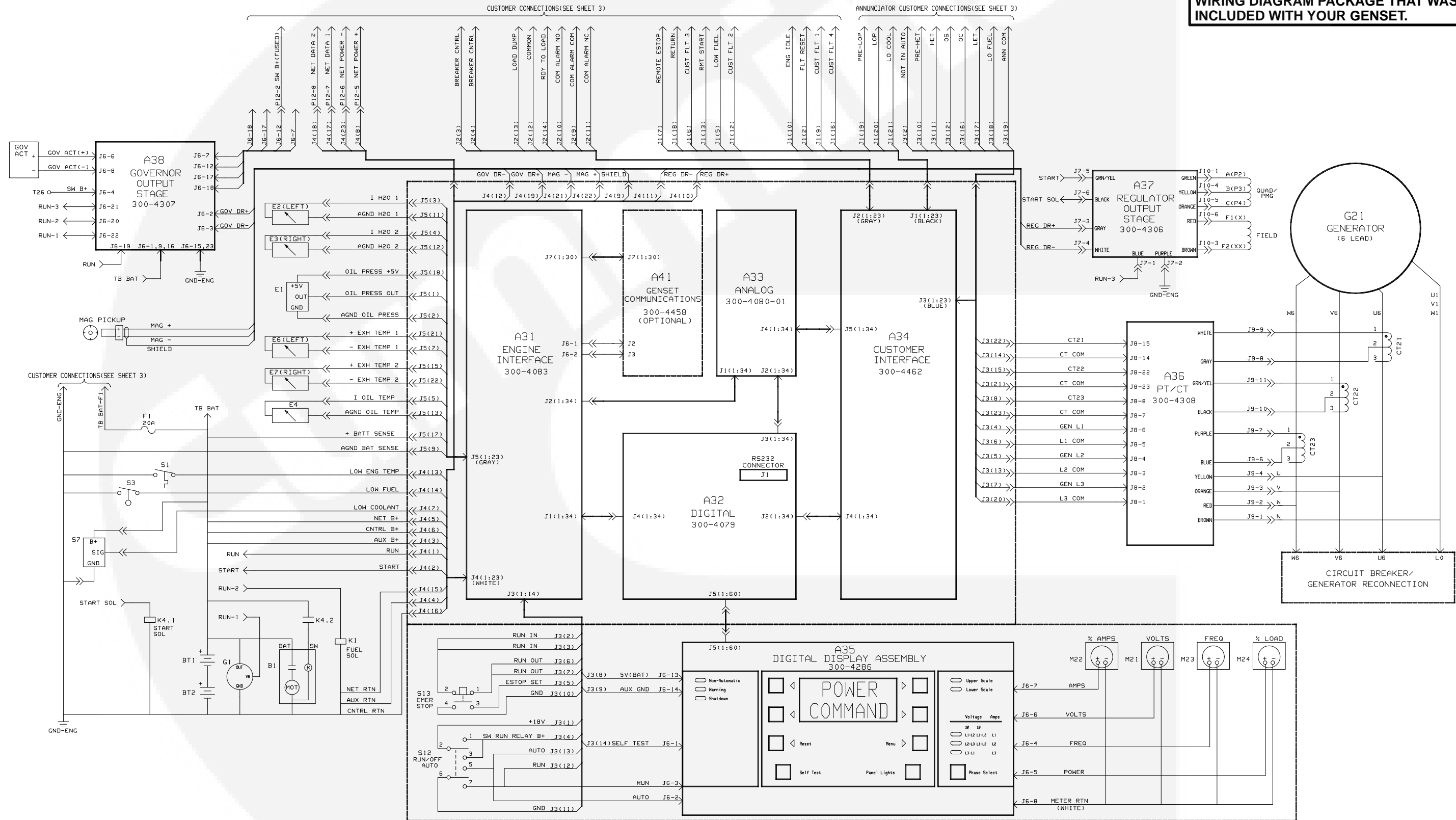
-07

**THIS IS A REPRESENTATIVE (GENERIC) SCHEMATIC/WIRING DIAGRAM. FOR TROUBLESHOOTING, REFER TO THE WIRING DIAGRAM PACKAGE THAT WAS INCLUDED WITH YOUR GENSET.**



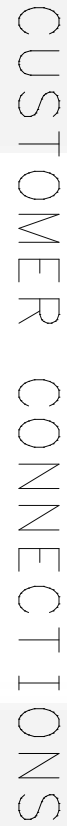
**BLOCK DIAGRAM (12 LEAD)**

THIS IS A REPRESENTATIVE (GENERIC) SCHEMATIC/WIRING DIAGRAM. FOR TROUBLESHOOTING, REFER TO THE WIRING DIAGRAM PACKAGE THAT WAS INCLUDED WITH YOUR GENSET.

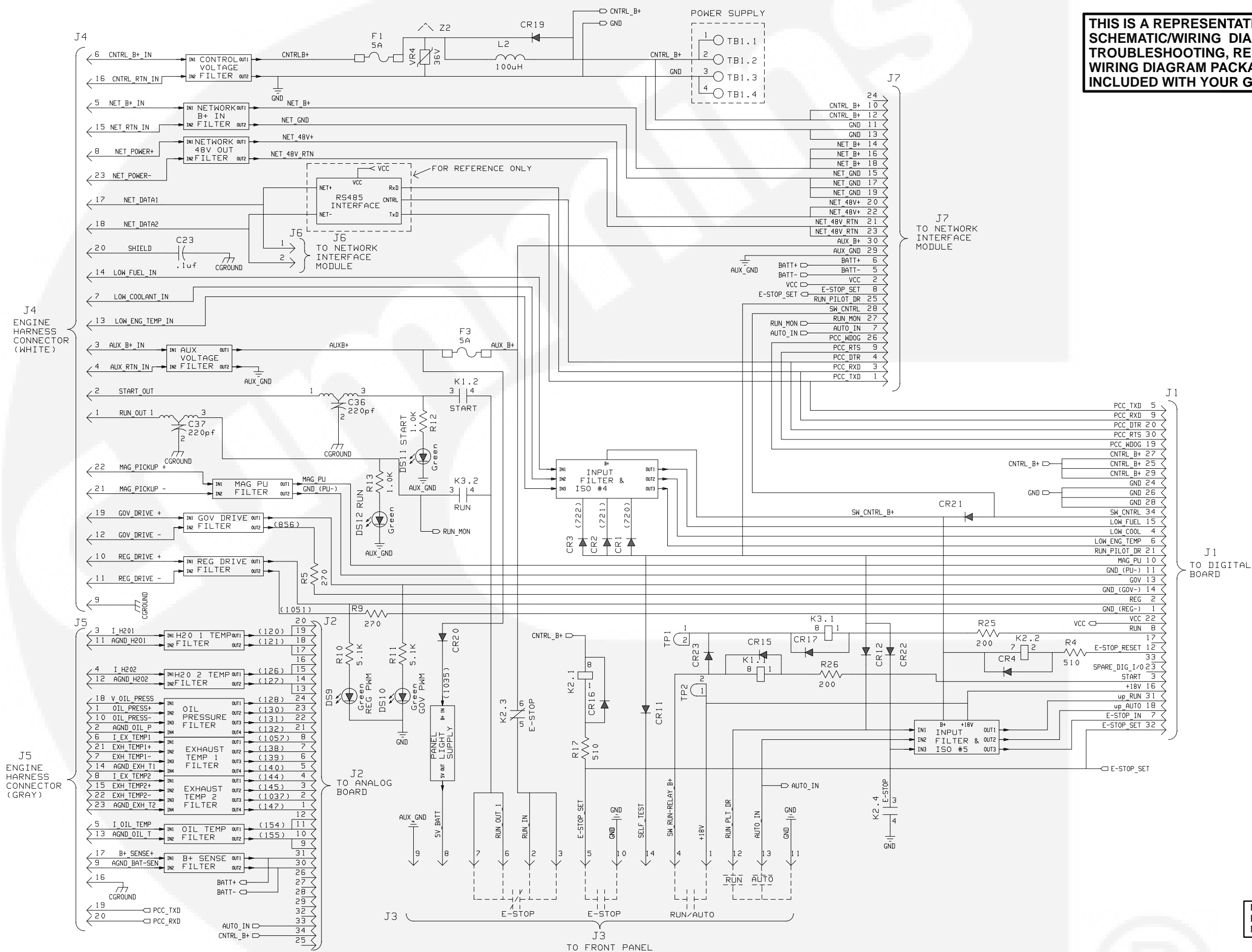


BLOCK DIAGRAM (6 LEAD)

NO. 98-6985 sh 1
REV. C
MODIFIED 12/95

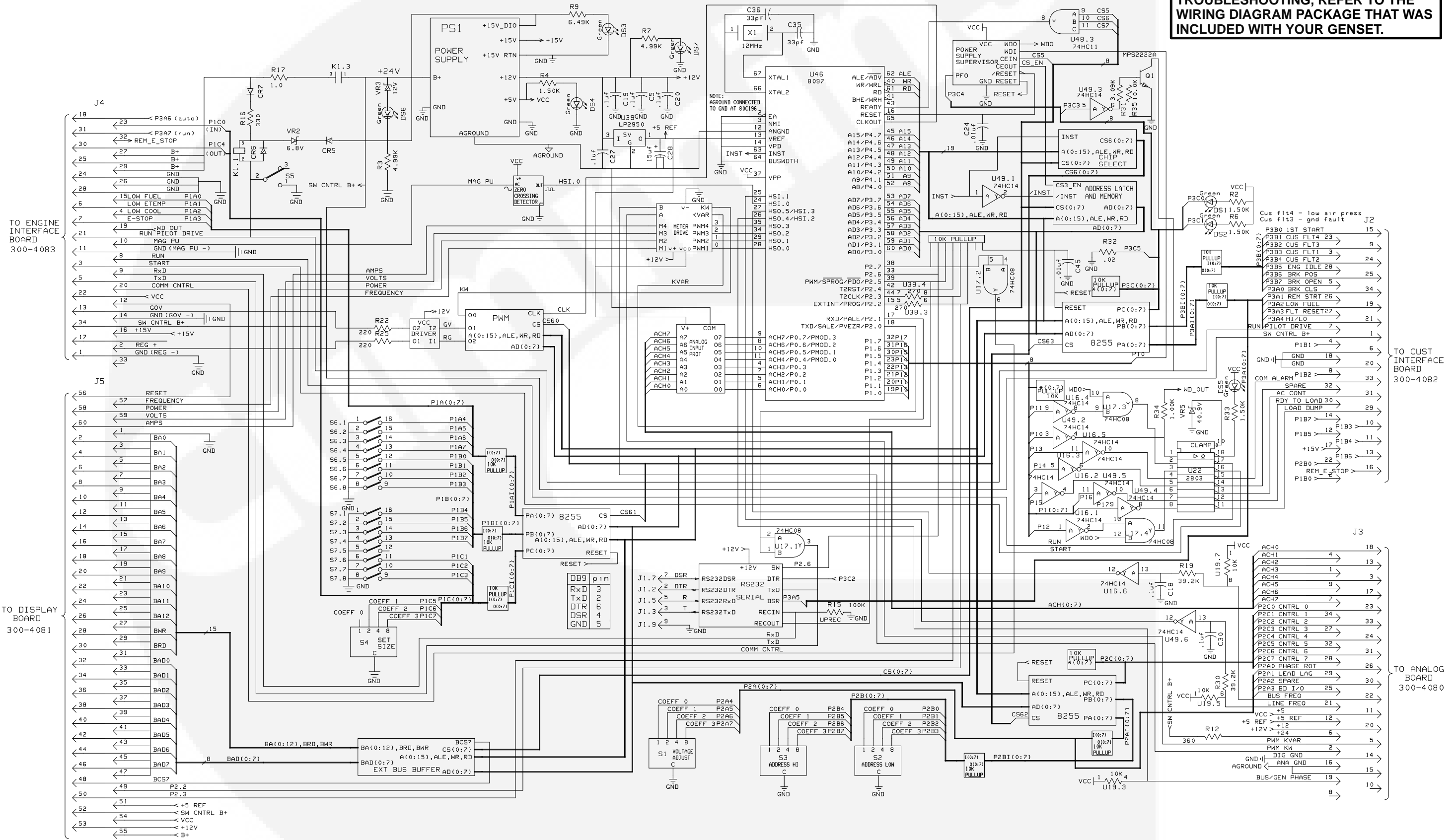


THIS IS A REPRESENTATIVE (GENERIC) SCHEMATIC/WIRING DIAGRAM. FOR TROUBLESHOOTING, REFER TO THE WIRING DIAGRAM PACKAGE THAT WAS INCLUDED WITH YOUR GENSET.



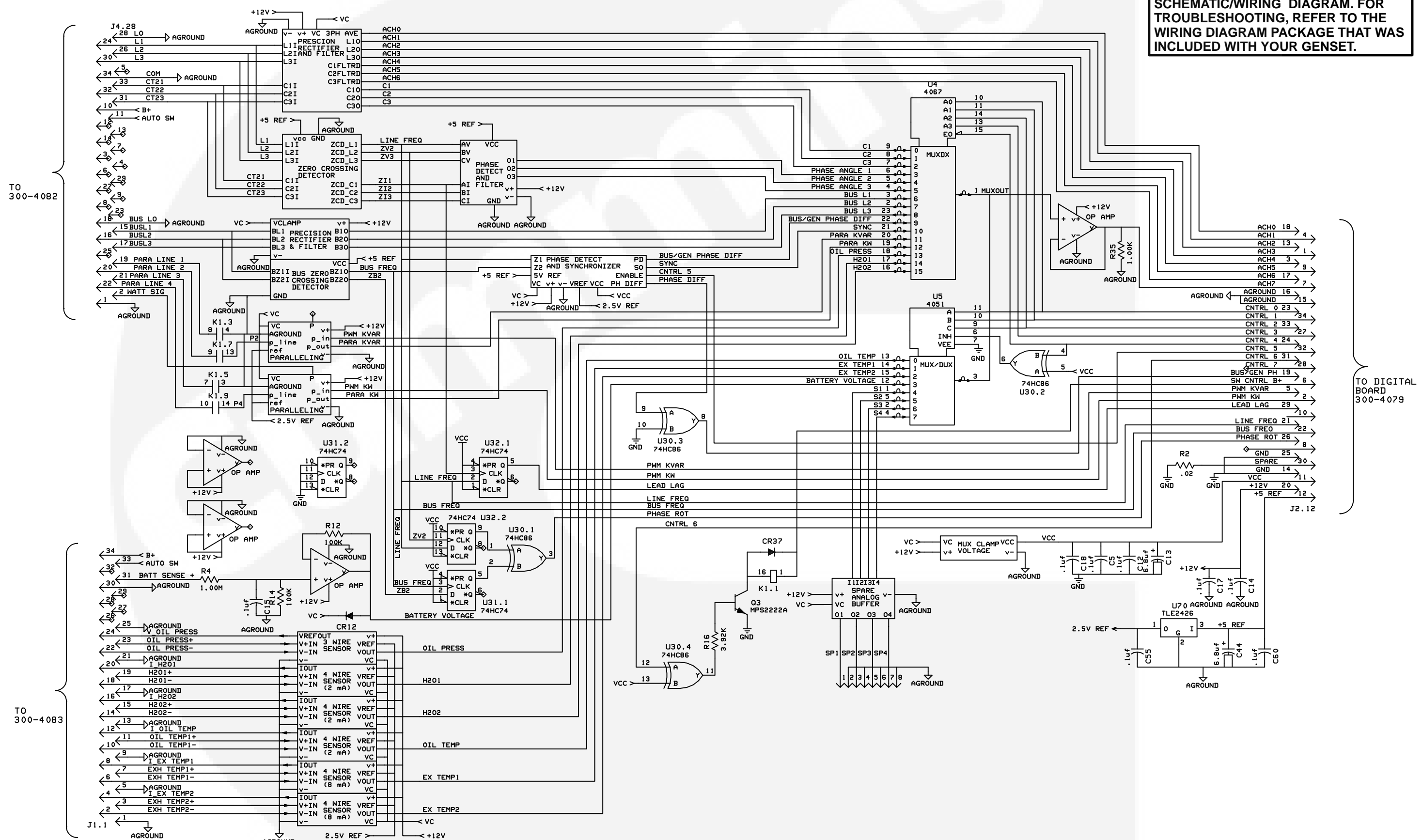
ENGINE INTERFACE BOARD (A31)

**THIS IS A REPRESENTATIVE (GENERIC) SCHEMATIC/WIRING DIAGRAM. FOR TROUBLESHOOTING, REFER TO THE WIRING DIAGRAM PACKAGE THAT WAS INCLUDED WITH YOUR GENSET.**

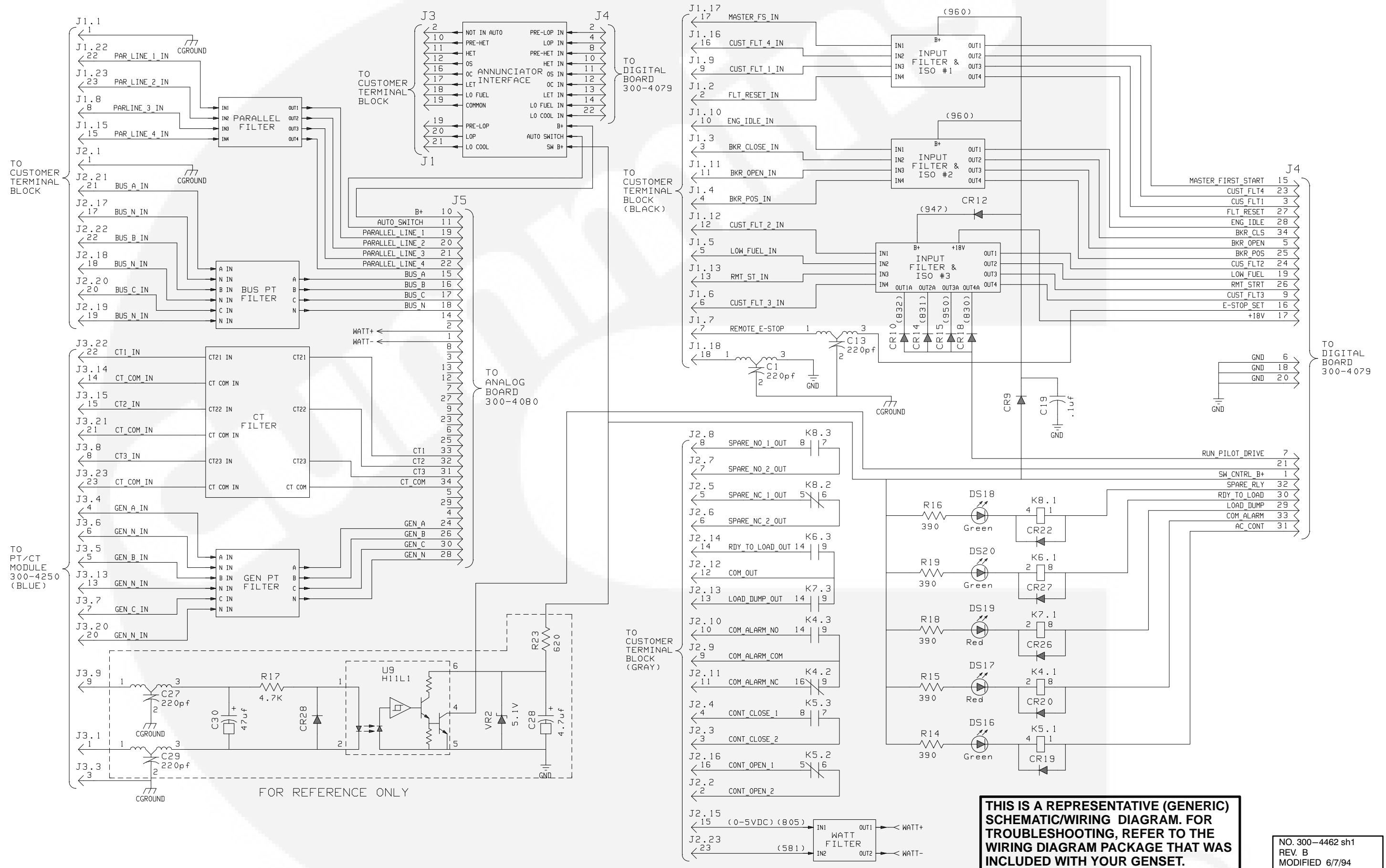


NO. 300-4079  
REV. D  
MODIFIED 6/3/94

THIS IS A REPRESENTATIVE (GENERIC) SCHEMATIC/WIRING DIAGRAM. FOR TROUBLESHOOTING, REFER TO THE WIRING DIAGRAM PACKAGE THAT WAS INCLUDED WITH YOUR GENSET.

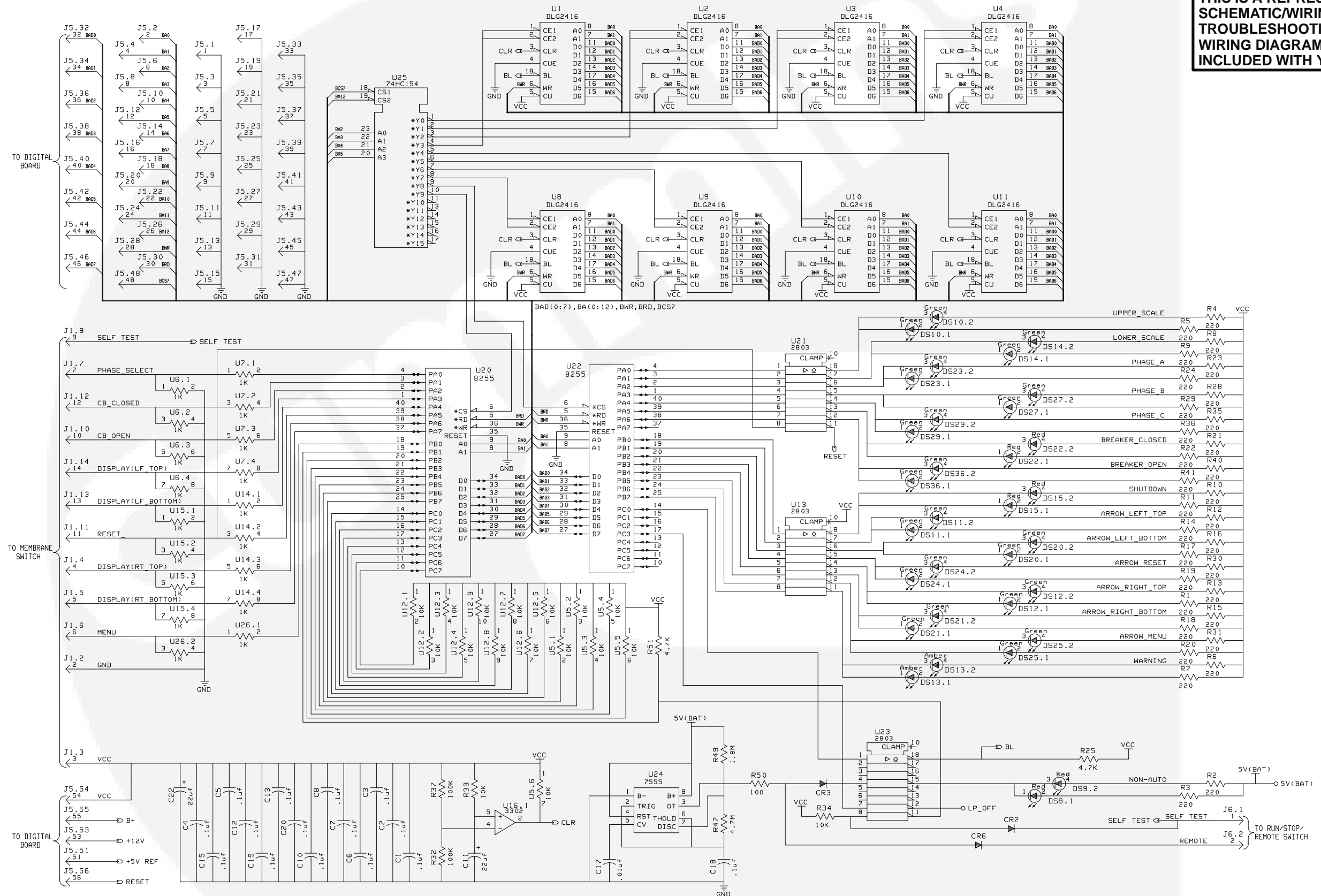


ANALOG BOARD (A33)



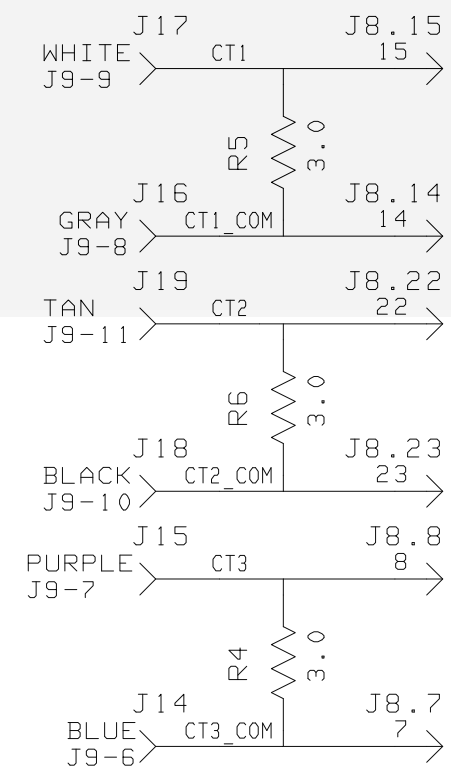
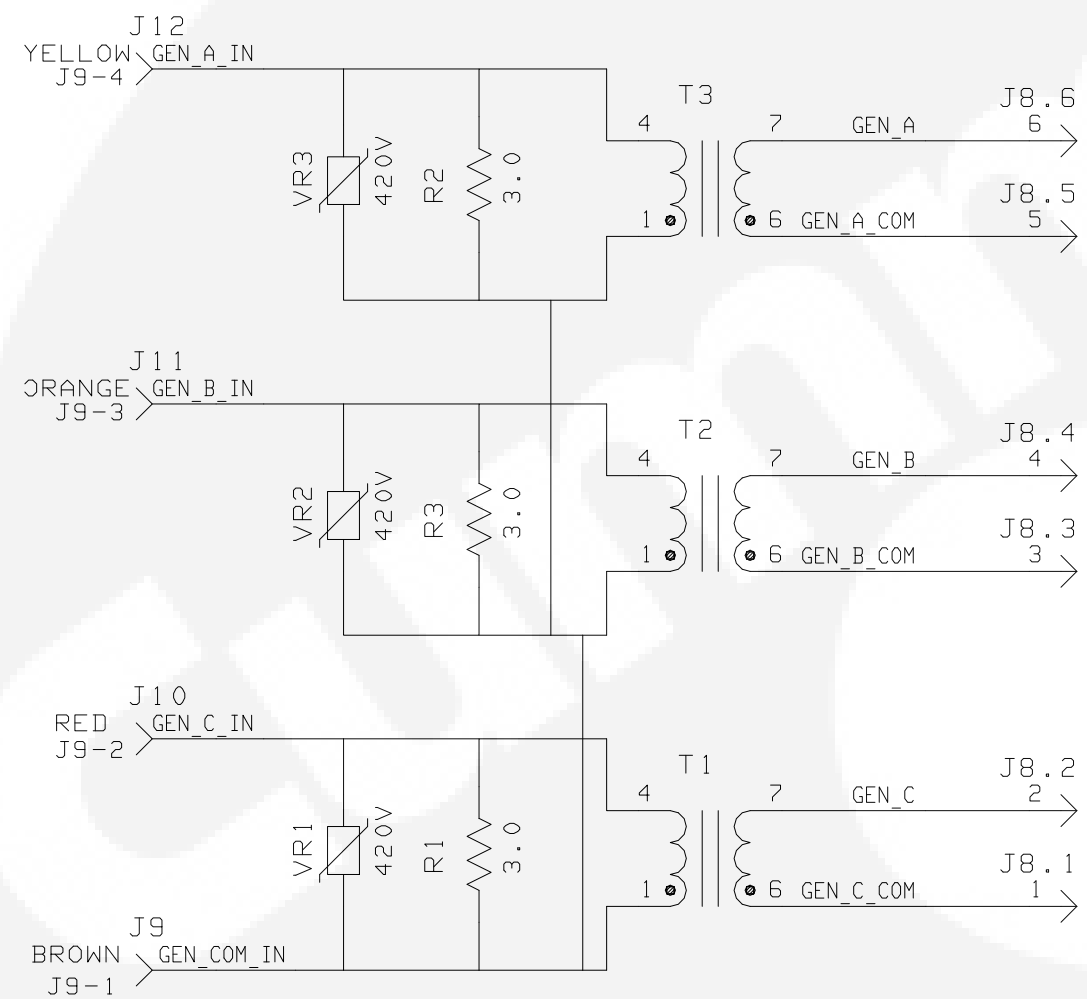
CUSTOMER INTERFACE BOARD (A34)

**THIS IS A REPRESENTATIVE (GENERIC) SCHEMATIC/WIRING DIAGRAM. FOR TROUBLESHOOTING, REFER TO THE WIRING DIAGRAM PACKAGE THAT WAS INCLUDED WITH YOUR GENSET.**



**DISPLAY BOARD (A35)**

THIS IS A REPRESENTATIVE (GENERIC) SCHEMATIC/WIRING DIAGRAM. FOR TROUBLESHOOTING, REFER TO THE WIRING DIAGRAM PACKAGE THAT WAS INCLUDED WITH YOUR GENSET.



PT VOLTAGE TABLE			
ASSY DWG NO.	GEN		R1,R2,R3 Value
	PRI	SEC	
300-4250-01	120V	18V	51k ohms
300-4250-02	240V	18V	51k ohms
300-4250-03	346V	18V	110k ohms



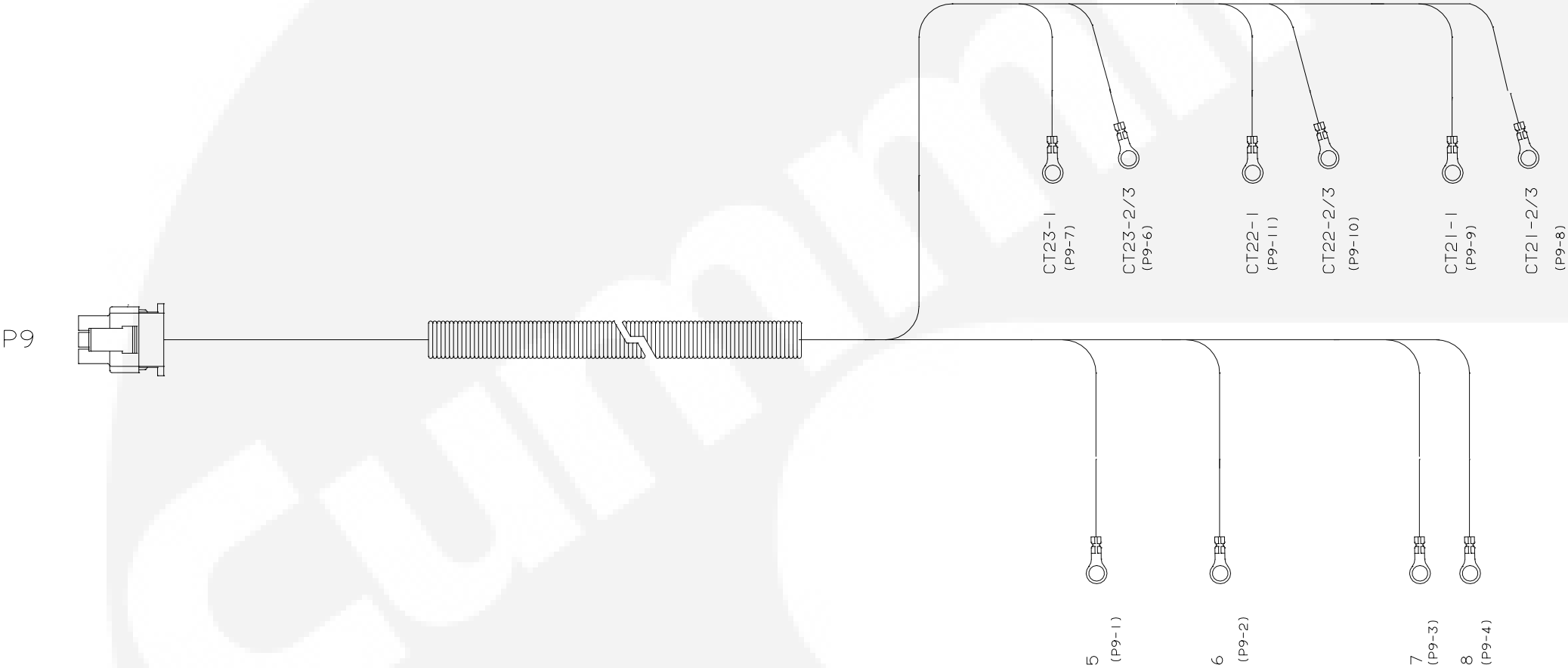
**8-13**

NO. 300-4085 sh1  
REV. F  
MODIFIED 6/7/94

NO. 300-4084 sh1
REV. D
MODIFIED 6/7/94



THIS IS A REPRESENTATIVE (GENERIC) SCHEMATIC/WIRING DIAGRAM. FOR TROUBLESHOOTING, REFER TO THE WIRING DIAGRAM PACKAGE THAT WAS INCLUDED WITH YOUR GENSET.



TABULATION	
FROM STATION	TO STATION
A36-P9-11	CT22-1
A36-P9-10	CT22-2/3
A36-P9-9	CT21-1
A36-P9-8	CT21-2/3
A36-P9-7	CT23-1
A36-P9-6	CT23-2/3
A36-P9-4	8
A36-P9-3	7
A36-P9-2	6
A36-P9-1	5

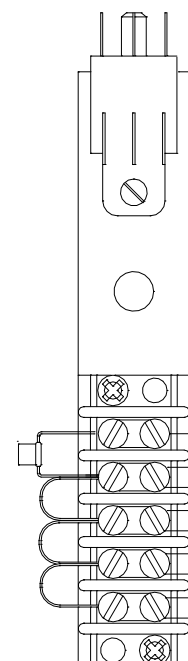
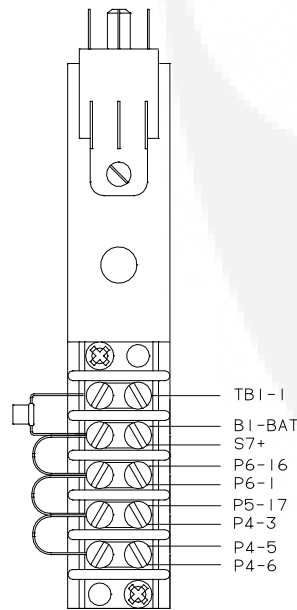
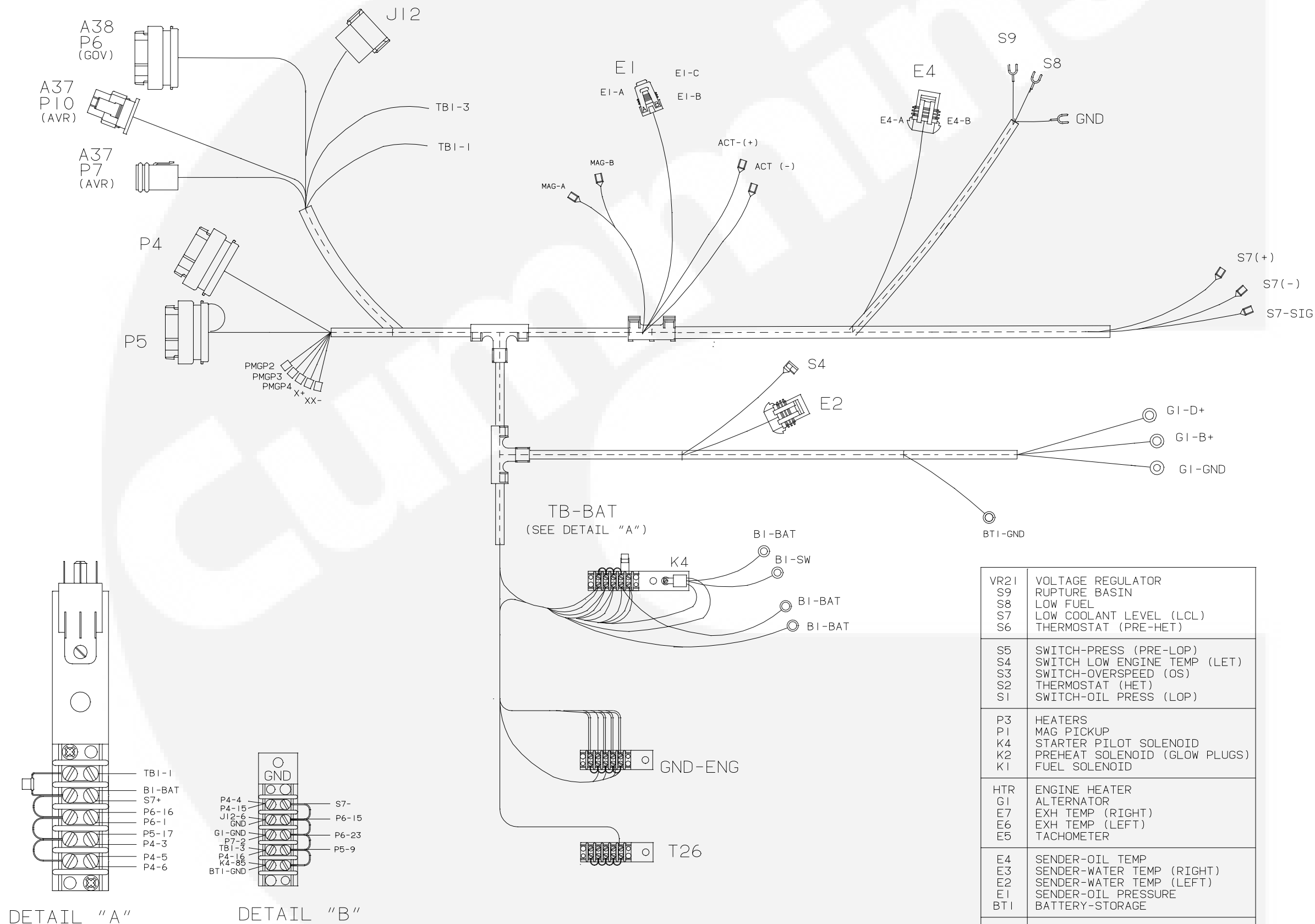


Diagram of the connector pinout for the 10-pin connector. The pins are labeled on the left and right sides. The left side labels are: P4-4, P4-15, J12-6, ENG GND, G1-GND, P7-2, TB1-3, K4-S2, and BT1-GND. The right side labels are: S7-, P6-15, P6-23, and P5-9. The diagram shows a vertical connector with pins numbered 1 to 10 from top to bottom. Pin 1 is labeled GND. Pins 2 and 3 are labeled P4-4 and P4-15 respectively. Pins 4 and 5 are labeled J12-6 and ENG GND respectively. Pins 6 and 7 are labeled G1-GND and P7-2 respectively. Pins 8 and 9 are labeled TB1-3 and K4-S2 respectively. Pin 10 is labeled BT1-GND. The right side labels are connected to the pins by curved lines: S7- to pin 2, P6-15 to pin 3, P6-23 to pin 4, and P5-9 to pin 5.

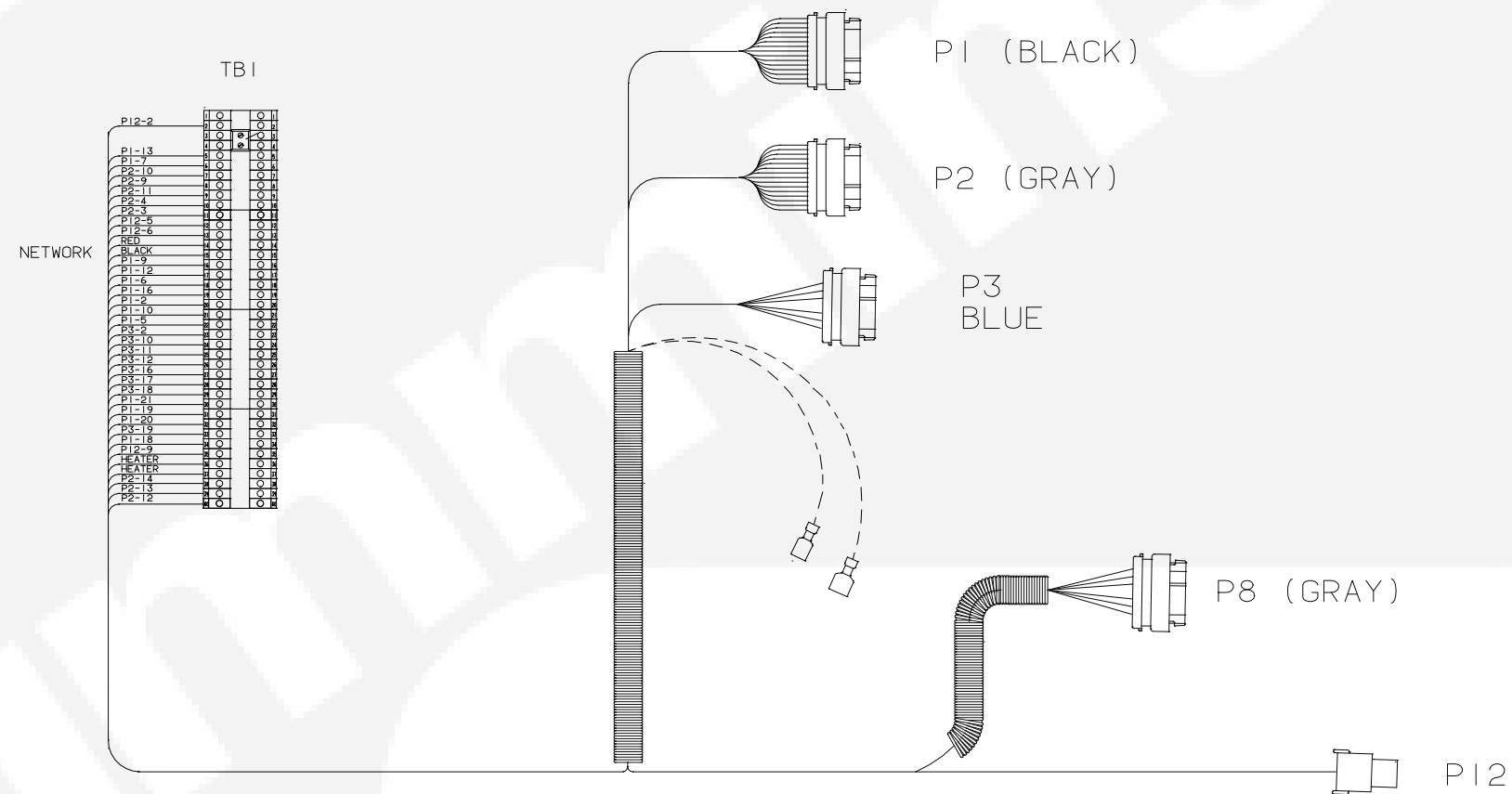
VR21	VOLTAGE REGULATOR
S9	RUPTURE BASIN
S8	LOW FUEL
S7	LOW COOLANT LEVEL (LCL)
S6	THERMOSTAT (PRE-HET)
S5	SWITCH-PRESS (PRE-LOP)
S4	SWITCH LOW ENGINE TEMP (LET)
S3	SWITCH-OVERSPEED (OS)
S2	THERMOSTAT (HET)
S1	SWITCH-OIL PRESS (LOP)
P3	HEATERS
K4	STARTER PILOT SOLENOID
K2	PREHEAT SOLENOID (GLOW PLUGS)
K1	FUEL SOLENOID
HTR	ENGINE HEATER
G1	ALTERNATOR
E7	EXH TEMP (RIGHT)
E6	EXH TEMP (LEFT)
E5	TACHOMETER
E4	SENDER-OIL TEMP
E3	SENDER-WATER TEMP (RIGHT)
E2	SENDER-WATER TEMP (LEFT)
E1	SENDER-OIL PRESSURE
BT1	BATTERY-STORAGE
B1	STARTER & SOLENOID
A12	GOVERNOR

No. 338-3562 sh 2of 2  
Rev. A Sys: CADAM  
Modified 10/24/96





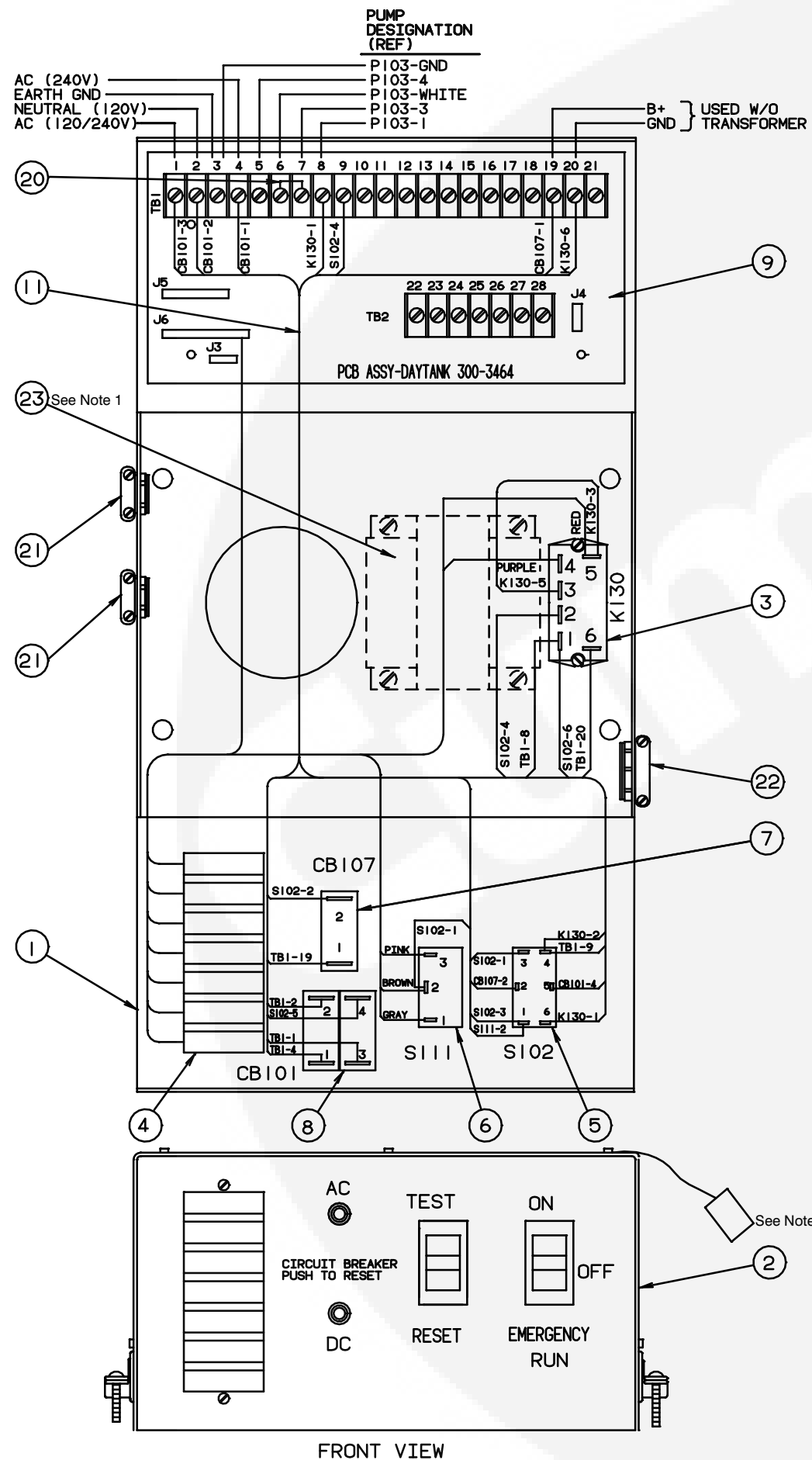
LEAD TABULATION	
FROM STATION	TO STATION
P4-6 P4-16 P4-5 P4-15 P4-7	TB-BAT GND-ENG TB-BAT GND-ENG S7-SIG
P4-13 P4-3 P4-4 P4-2 P4-1	S4 TB-BAT GND-ENG P7-5 P6-19
P4-14 P4-22 P4-21 P4-9 P4-19	S8 MAG-A MAG-B --- P6-2
P4-12 P4-10 P4-11 P6-7 GND-ENG	P6-3 P7-3 P7-4 J12-5 J12-6
P4-17 (SEE P4-18 NOTE 8) P5-3 P5-11 P5-2	J12-7 (SEE J12-8 NOTE 8) E2-A E2-B E1-A
P5-18 P5-1 P5-21	E1-B E1-C P5-7
TB-BAT GND-ENG P5-5 P5-13 P5-17 P5-9	TB1-1 TB1-3 E4-A E4-B TB-BAT GND-ENG
TB-BAT TB-BAT	P6-1 P6-16
P7-1 G1-D+ T26 GND-ENG GND-ENG ACT+ ACT-	P6-21 P6-22 P6-4 P6-15 P6-23 P6-6 P6-8
G1-B+ G1-GND GND-ENG S7+ S7-	B1-BAT GND-ENG BT1-GND TB-BAT GND-ENG
B1-BAT B1-SW B1-BAT P7-2 PMGP2	K4-87 K4-30 TB-BAT GND-ENG P10-1
PMGP3 PMGP4 X+ XX- P6-12	P10-4 P10-5 P10-6 P10-3 J12-2
P5-15 P5-4 P7-6 GND-ENG J12-9 GND-ENG	P5-22 P5-12 K4-86 K4-85 S9 GND



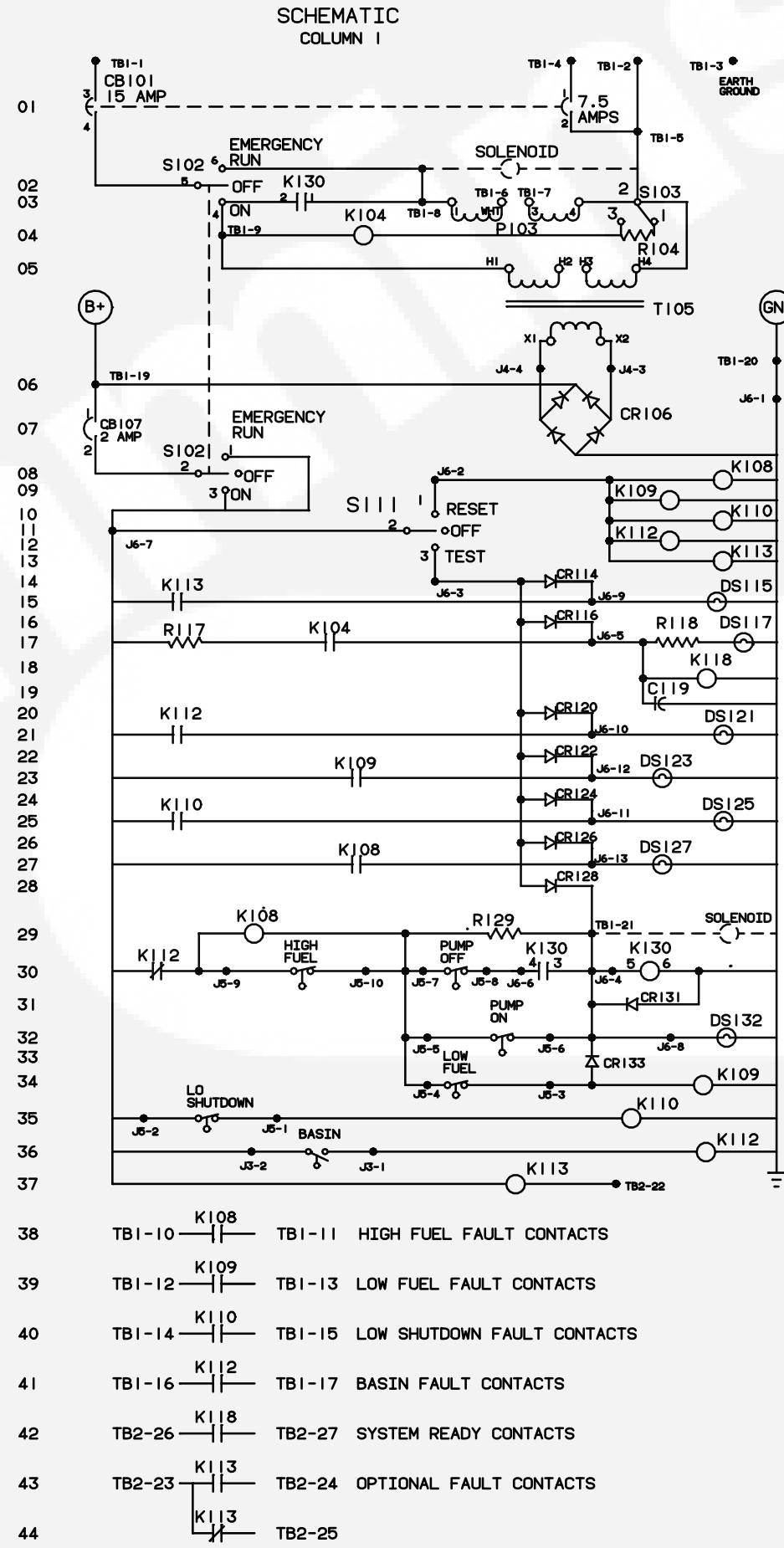
LEAD TABULATION	
FROM STATION	TO STATION
P12-1 P12-2	SEE NOTE 8 TB1-2
P1-13	TB1-5
P1-7 P2-10 P2-9 P2-11 P2-4	TB1-6 TB1-7 TB1-8 TB1-9 TB1-10
P2-3 P12-5 P12-6 P12-7 RED P12-8 BLK	TB1-11 TB1-12 TB1-13 TB1-14 RED TB1-15 BLK
P1-9 P1-12 P1-6 P1-16 P1-2	TB1-16 TB1-17 TB1-18 TB1-19 TB1-20
P1-10 P1-5 P3-2 P3-10 P3-11	TB1-21 TB1-22 TB1-23 TB1-24 TB1-25
P3-12 P3-16 P3-17 P3-18 P1-21	TB1-26 TB1-27 TB1-28 TB1-29 TB1-30

LEAD TABULATION	
FROM STATION	TO STATION
P1-19 P1-20 P3-19 P1-18 P12-9	TB1-31 TB1-32 TB1-33 TB1-34 TB1-35
HTR 1 HTR 2 P2-14 P2-13 P2-12	TB1-36 TB1-37 TB1-38 TB1-39 TB1-40
P8-1 P8-2 P8-3 P8-4 P8-5	P3-20 P3-7 P3-13 P3-5 P3-6
P8-6 P8-7 P8-8 P8-9 P8-16	P3-4 P3-23 P3-8 P3-1 P3-9
P8-14 P8-15 P8-22 P8-23	P3-14 P3-22 P3-15 P3-21

ACCESSORY BOX INTERCONNECTION HARNESS DIAGRAM

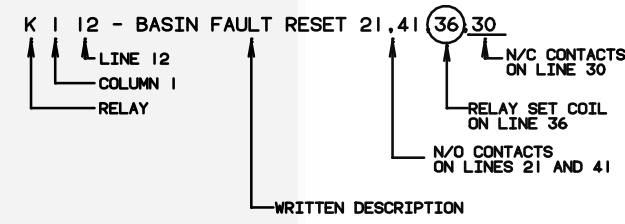


FRONT VIEW



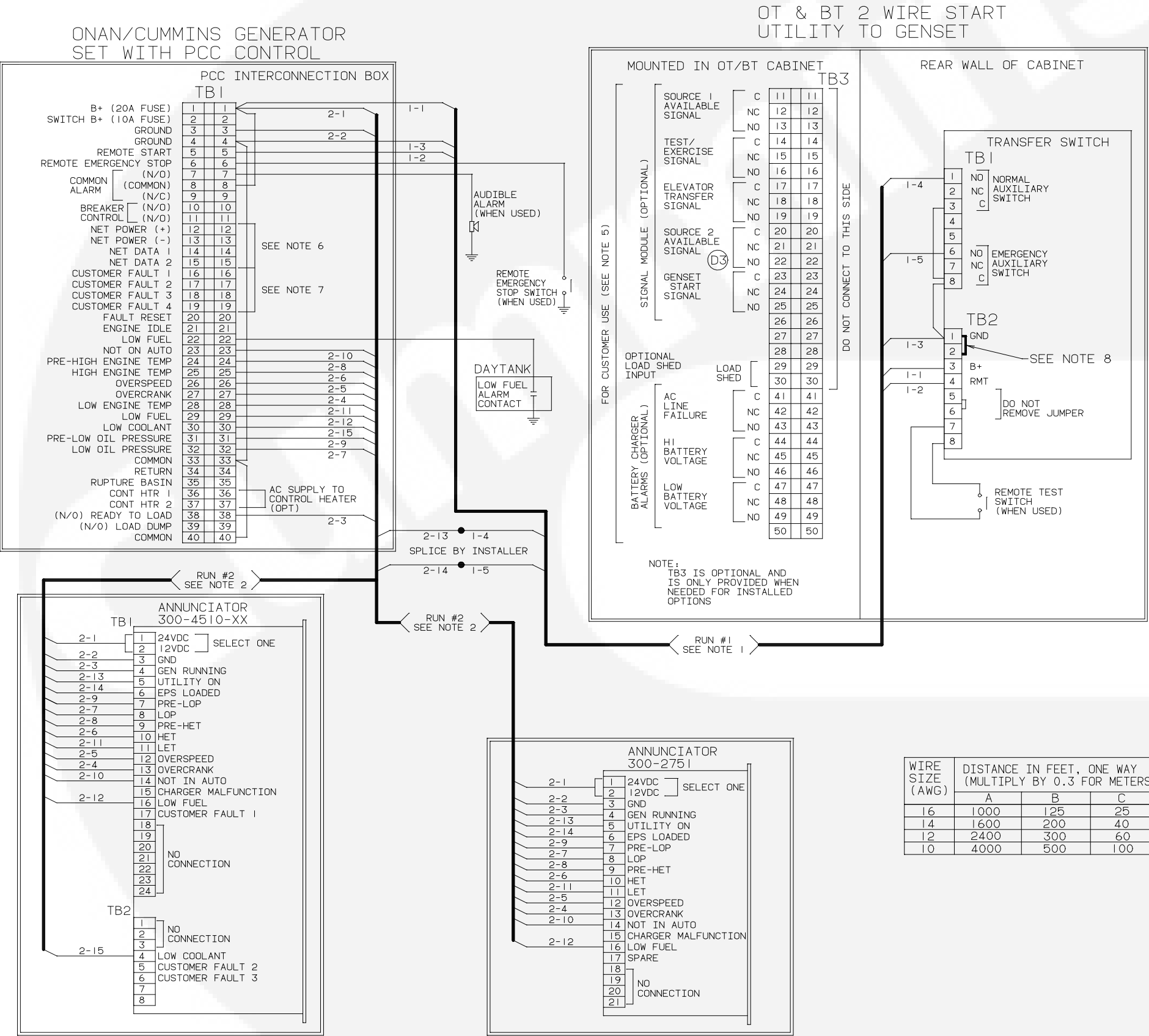
- CB101-2 POLE AC CIRCUIT BREAKER, 15 AMP, 7.5 AMP
- S102-2 POLE SWITCH  
P103 - 120/240V PUMP MOTOR
- K104 - SYSTEM READY INTERLOCK 17
- T105 - 120/240V TRANSFORMER
- CR106- RECTIFIER BRIDGE
- CB107 - 2 AMP CIRCUIT BREAKER
- K108-HIGH FUEL RESET 27, 38  
K109-LOW FUEL RESET 23, 34, 39  
K110-LO SHUTDOWN RESET 25, 35, 40  
S111-SINGLE POLE SWITCH  
K112-BASIN FAULT RESET 21, 36, 41, 30  
K113-OPTIONAL FAULT RESET 15, 37, 43, 44
- DS115-OPTIONAL FAULT LAMP
- DS117-SYSTEM READY LAMP
- K118-SYSTEM READY RELAY 42
- DS121-BASIN FAULT LAMP
- DS123-LOW FUEL FAULT LAMP
- DS125-LO SHUTDOWN FAULT LAMP
- DS127-HIGH FUEL FAULT LAMP
- K108-HIGH FUEL SET 08, 27, 38
- K130-PUMP RELAY 03, 30
- DS132-PUMP RUN LAMP
- K109-LOW FUEL SET 09, 23, 39
- K110-LO SHUTDOWN SET 10, 25, 40
- K112-BASIN FAULT SET 12, 21, 41, 30
- K113-OPTIONAL FAULT SET 13, 15, 43, 44

**SCHEMATIC KEY:**  
EACH COMPONENT IS LOCATED BY PART NUMBER. ON THE RIGHT HAND SIDE, A DESCRIPTION IS GIVEN OF THE PART AND ITS FUNCTIONAL LOCATIONS.



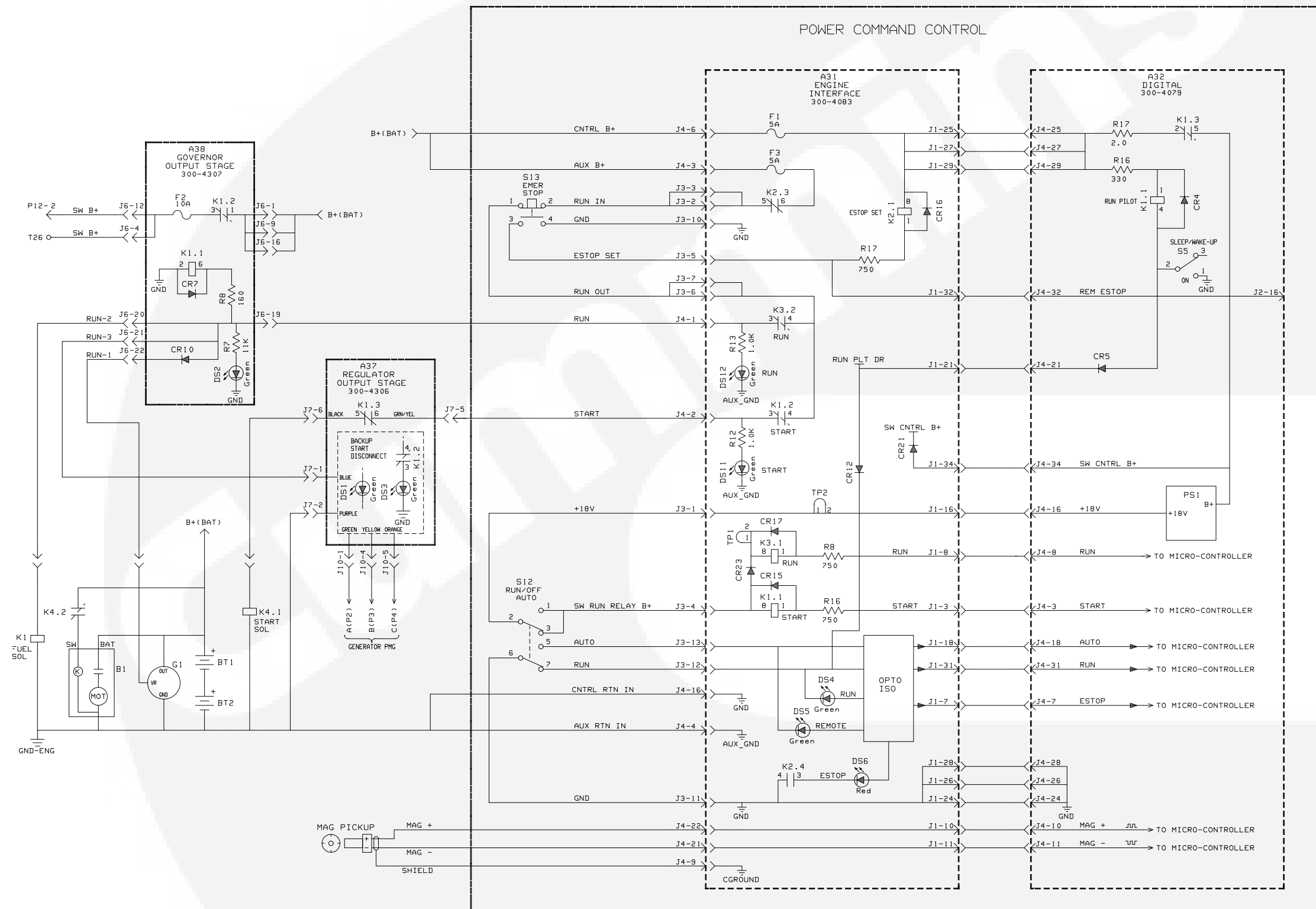
NOTES:	
1.	Item 23, transformer, is not included for kits where battery connections will be made at TB1-19 and TB1-20.
2.	Tag the control box to indicate supply voltage.
23	TRANSFORMER
22	CONNECTOR-KNOCKOUT
21	CONNECTOR-ROTEX
20	JUMPER-TERMINAL
19	
18	
17	
16	
15	
14	
13	
12	
11	HARNESS-CONTROL
10	CIRCUIT BOARD ASSY.
9	CIRCUIT BREAKER 2 POLE
8	CIRCUIT BREAKER 1 POLE
7	SWITCH-ROCKER
6	SWITCH-ROCKER
5	LAMP ASSY.-7 LITE
4	RELAY-2PST
3	COVER-CONTROL
2	CONTROL BOX
ITEM	DESCRIPTION OR MATERIAL

THIS IS A REPRESENTATIVE (GENERIC) SCHEMATIC/WIRING DIAGRAM. FOR TROUBLESHOOTING, REFER TO THE WIRING DIAGRAM PACKAGE THAT WAS INCLUDED WITH YOUR GENSET.



- NOTES:
1. WIRE SIZES MUST BE AS FOLLOWS:  
RUN #1-GENSET TO TRANSFER SWITCH-LEAD SIZE MUST BE INCREASED IF A BATTERY CHARGER IS INSTALLED IN THE SWITCH.  
WITH NO BATT CHARGER-LEADS 1-1, -2, -3, -4, -5 USE COL. A.  
WITH 2 AMP CHARGER-LEADS 1-1 & 1-3, USE COL. B  
WITH 10 AMP CHARGER-LEADS 1-1 & 1-3, USE COL. C
  2. RUN #2-GENSET TO ANNUNCIATOR-ALL LEADS, USE COL. A
  3. FOR MULTIPLE TRANSFER SWITCHES, DUPLICATE RUN #1 FOR EACH SWITCH. DAISY CHAIN CONNECTION IS ACCEPTABLE PROVIDED WIRE SIZE & DISTANCE TO THE LAST SWITCH MEET THE SPECS IN NOTE 1.
  - 4.
  5. CONTACTS RATED: 4 AMPS AT 30 VDC OR 120V MAX.
  6. REFER TO ONAN 900-0366 POWER COMMAND NETWORK & OPERATION MANUAL. FOR WIRING INSTRUCTIONS.
  7. INPUTS FOR CUSTOMER FAULTS. GROUNDED SIGNAL REQUIRED TO ACTIVATE INPUT (MAX 50 MA.)
  8. INSTALL JUMPER BETWEEN TB2-1 & TB2-2. FOR SETS WITH PCC CONTROL.

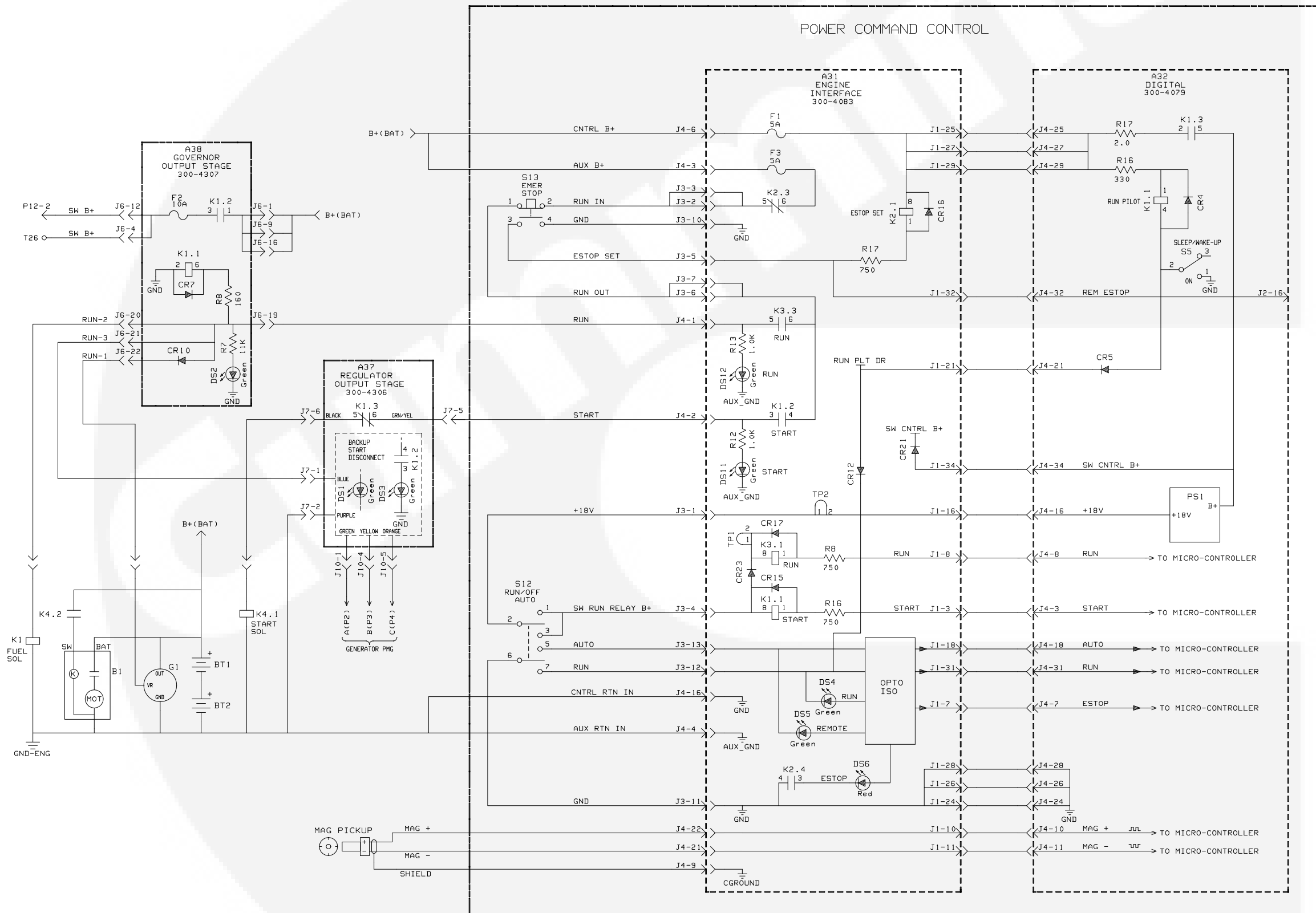
ACCESSORY INTERCONNECT DIAGRAM



# NOTES:

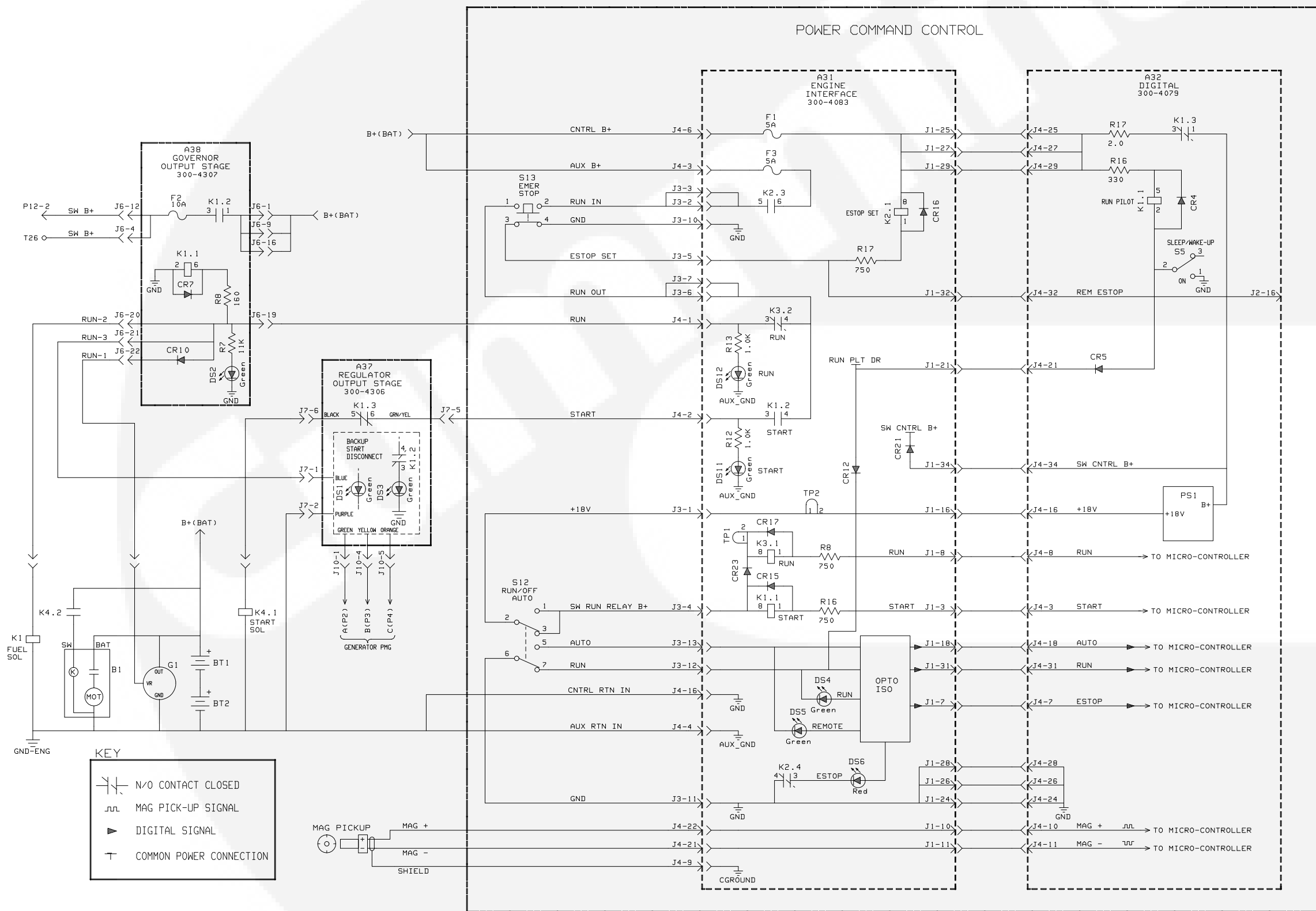
THE FOLLOWING IS THE SEQUENCE OF EVENTS FOR LOCAL START AND RUN.

1. S12 IS SET TO THE RUN POSITION.
2. RUN PILOT RELAY K1 ON DIGITAL BOARD (A32) IS ENERGIZED.
3. B+ IS NOW APPLIED TO THE POWER SUPPLY SECTION OF ENGINE INTERFACE BOARD (A31) AND THE DIGITAL BOARD (A32).
4. RUN LED DS4 ON ENGINE INTERFACE BOARD (A31) IS ON.
5. THE DIGITAL BOARD INITIATES A START DRIVE.
6. START RELAY K1 ON ENGINE INTERFACE BOARD (A31) IS ENERGIZED.
7. B+ IS NOW APPLIED TO THE STARTER SOLENOID.
8. ENGINE WOULD CRANK.
9. THE DIGITAL BOARD (A32) MONITORS THE MAG PICKUP AND INITIATES A RUN DRIVE.
10. RUN RELAY K3 ON ENGINE INTERFACE BOARD (A31) IS ENERGIZED.
11. B+ IS NOW APPLIED TO THE FUEL SOLENOID, ALTERNATOR G1, REGULATOR OUTPUT STAGE (A37).
12. LEDS DS1 ON REGULATOR OUTPUT STAGE (A37) AND DS2 ON GOVERNOR STAGE (A38) ARE ON.
13. RELAY K1 ON THE GOVERNOR OUTPUT STAGE (A38) IS ENERGIZED.
14. SW B+ IS NOW APPLIED TO TERMINAL 26 AND CUSTOMER CONNECTIONS.
15. ENGINE WOULD RUN.
16. THE DIGITAL BOARD (A32) MONITORS THE MAG PICKUP AND WHEN THE ENGINE REACHES 475 RPM THE START DRIVE IS REMOVED.
17. START RELAY K1 ON ENGINE INTERFACE BOARD (A31) IS DE-ENERGIZED, REMOVING B+ TO THE STARTER SOLENOID. RELAY CONTACT K1.2 IS OPEN, START LED DS11 IS OFF.
18. WHEN PMG OUTPUT REACHES 105VAC (850 RPM), BACK-UP START DISCONNECT RELAY K1 ON REGULATOR OUTPUT STAGE (A37) IS ENERGIZED, RELAY CONTACT K1.3 IS OPEN, BACK-UP START DISCONNECT LED DS3 IS ON.



- NOTES:
- THE FOLLOWING IS THE CONDITION OF THE POWER COMMAND CONTROL IN THE "OFF" POSITION.
1. S12 IS SET TO THE OFF POSITION.
  2. RUN PILOT RELAY K1 ON DIGITAL BOARD (A32) IS DE-ENERGIZED.

SEQUENCE OF OPERATION (LOCAL STOP)



#### NOTES:

THE FOLLOWING IS THE SEQUENCE OF EVENTS FOR LOCAL EMERGENCY STOP.

- S13 IS SET TO THE EMERGENCY STOP POSITION.
- B+ IS NOW REMOVED FROM THE FUEL SOLENOID, THE GOVERNOR OUTPUT STAGE (A38) AND THE REGULATOR OUTPUT STAGE (A37). RUN LED DS12 ON INTERFACE BOARD (A31) IS OFF. LED DS2 ON GOVERNOR OUTPUT STAGE (A38) IS OFF. LED DS1 ON REGULATOR OUTPUT STAGE (A37) IS OFF.
- RELAY K1 ON THE GOVERNOR OUTPUT STAGE (A38) IS DE-ENERGIZED.
- SW B+ IS NOW REMOVED FROM TERMINAL 26 AND CUSTOMER CONNECTIONS.
- EMERGENCY STOP RELAY K2 (SET) ON THE ENGINE INTERFACE BOARD (A31) IS ENERGIZED AND LATCHED.
- RELAY CONTACT K2.3 ON THE ENGINE INTERFACE BOARD (A31) IS NOW OPEN, REMOVING B+ TO THE EMERGENCY STOP SWITCH (S13).
- RELAY CONTACT K2.4 ON THE ENGINE INTERFACE BOARD (A31) IS NOW CLOSED, GROUNDING THE ESTOP LINE TO THE DIGITAL BOARD (A32).
- ESTOP LED DS6 ON ENGINE INTERFACE BOARD (A31) IS ON.
- THE ENGINE WOULD STOP RUNNING.

NO.612-6680 sh10f1  
REV. A  
MODIFIED 8/25/94

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