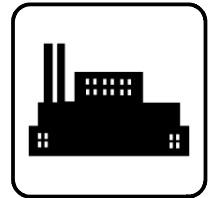


Operation

Industrial Generator Sets



Models:

10-1000 kW

Controller:

APM402/Decision-Maker® 3000

⚠ WARNING: This product can expose you to chemicals, including carbon monoxide and benzene, which are known to the State of California to cause cancer and birth defects or other reproductive harm. For more information go to www.P65warnings.ca.gov

⚠ WARNING: Breathing diesel engine exhaust exposes you to chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

- Always start and operate the engine in a well-ventilated area.
- If in an enclosed area, vent the exhaust to the outside.
- Do not modify or tamper with the exhaust system.
- Do not idle the engine except as necessary.

For more information go to www.P65warnings.ca.gov/diesel

Product Identification Information

Product identification numbers determine service parts. Record the product identification numbers in the spaces below immediately after unpacking the products so that the numbers are readily available for future reference. Record field-installed kit numbers after installing the kits.

Generator Set Identification Numbers

Record the product identification numbers from the generator set nameplate(s).

Model Designation _____

Specification Number _____

Serial Number _____

| Accessory Number | Accessory Description |
|------------------|-----------------------|
|------------------|-----------------------|

| | |
|-------|-------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

Engine Identification

Record the product identification information from the engine nameplate.

Manufacturer _____

Model Designation _____

Serial Number _____

Controller Identification

Record the controller description from the generator set operation manual, spec sheet, or sales invoice. Record the Controller Serial Number from the controller nameplate.

Controller Description APM402/Decision-Maker® 3000

Controller Serial Number _____

Firmware/Software Version Numbers

Record the version and reference numbers as shipped from the manufacturer. Determine the Application Program Version Number as shown in Menu 20. Determine the Personality Profile Reference Number from the disk supplied with the literature packet.

Application Program Version Number _____

Personality Profile Reference Number _____

User Parameter File Reference Number _____

Version Number Upgrades/Updates

Record the version number upgrade/updates when installed.

Version No./Date Installed _____

Software Options

Record the software options.

Number and Description _____

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Notes

Safety Precautions and Instructions

IMPORTANT SAFETY INSTRUCTIONS. Electromechanical equipment, including generator sets, transfer switches, switchgear, and accessories, can cause bodily harm and pose life-threatening danger when improperly installed, operated, or maintained. To prevent accidents be aware of potential dangers and act safely. Read and follow all safety precautions and instructions. **SAVE THESE INSTRUCTIONS.**

This manual has several types of safety precautions and instructions: Danger, Warning, Caution, and Notice.

DANGER

Danger indicates the presence of a hazard that **will cause severe personal injury, death, or substantial property damage.**

WARNING

Warning indicates the presence of a hazard that **can cause severe personal injury, death, or substantial property damage.**

CAUTION


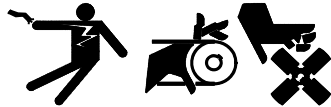
Caution indicates the presence of a hazard that **will or can cause minor personal injury or property damage.**

NOTICE

Notice communicates installation, operation, or maintenance information that is safety related but not hazard related.



Safety decals affixed to the equipment in prominent places alert the operator or service technician to potential hazards and explain how to act safely. The decals are shown throughout this publication to improve operator recognition. Replace missing or damaged decals.



Accidental Starting

| |
|--|
|  WARNING |
|  |
| Accidental starting. Can cause severe injury or death. Disconnect the battery cables before working on the generator set. Remove the negative (-) lead first when disconnecting the battery. Reconnect the negative (-) lead last when reconnecting the battery. |

Disabling the generator set. Accidental starting can cause severe injury or death. Before working on the generator set or equipment connected to the set, disable the generator set as follows: (1) Press the generator set off/reset button to shut down the generator set. (2) Disconnect the power to the battery charger, if equipped. (3) Remove the battery cables, negative (-) lead first. Reconnect the negative (-) lead last when reconnecting the battery. Follow these precautions to prevent the starting of the generator set by the remote start/stop switch.

Battery

| |
|---|
|  WARNING |
|  |
| Sulfuric acid in batteries. Can cause severe injury or death. Wear protective goggles and clothing. Battery acid may cause blindness and burn skin. |

| |
|--|
|  WARNING |
|  |
| Explosion. Can cause severe injury or death. Relays in the battery charger cause arcs or sparks. Locate the battery in a well-ventilated area. Isolate the battery charger from explosive fumes. |

Battery electrolyte is a diluted sulfuric acid. Battery acid can cause severe injury or death. Battery acid can cause blindness and burn skin. Always wear splashproof safety goggles, rubber gloves, and boots when servicing the battery. Do not open a sealed battery or mutilate the battery case. If battery acid splashes in the eyes or on the skin, immediately flush the affected area for 15 minutes with large quantities of clean water. Seek immediate medical aid in the case of eye contact. Never add acid to a battery after placing the battery in service, as this may result in hazardous spattering of battery acid.



Battery acid cleanup. Battery acid can cause severe injury or death. Battery acid is electrically conductive and corrosive. Add 500 g (1 lb.) of bicarbonate of soda (baking soda) to a container with 4 L (1 gal.) of water and mix the neutralizing solution. Pour the neutralizing solution on the spilled battery acid and continue to add the neutralizing solution to the spilled battery acid until all evidence of a chemical reaction (foaming) has ceased. Flush the resulting liquid with water and dry the area.

Battery gases. Explosion can cause severe injury or death. Battery gases can cause an explosion. Do not smoke or permit flames or sparks to occur near a battery at any time, particularly when it is charging. Do not dispose of a battery in a fire. To prevent burns and sparks that could cause an explosion, avoid touching the battery terminals with tools or other metal objects. Remove all jewelry before servicing the equipment. Discharge static electricity from your body before touching batteries by first touching a grounded metal surface away from the battery. To avoid sparks, do not disturb the battery charger connections while the battery is charging. Always turn the battery charger off before disconnecting the battery connections. Ventilate the compartments containing batteries to prevent accumulation of explosive gases.

Battery short circuits. Explosion can cause severe injury or death. Short circuits can cause bodily injury and/or equipment damage. Disconnect the battery before generator set installation or maintenance. Remove all jewelry before servicing the equipment. Use tools with insulated handles. Remove the negative (-) lead first when disconnecting the battery. Reconnect the negative (-) lead last when reconnecting the battery. Never connect the negative (-) battery cable to the positive (+) connection terminal of the starter solenoid. Do not test the battery condition by shorting the terminals together.

Battery gases. Explosion can cause severe injury or death. Incorrect use of the equalize charge state may lead to hazardous situations. Equalization is ONLY applicable for flooded lead acid (FLA) type batteries and will damage gel, absorbed glass mat (AGM), or nickel-cadmium (NiCad) type batteries. In the controller menu or SiteTech™ settings, verify that the battery topology is set correctly for the battery type used. Do not smoke or permit flames, sparks, or other sources of ignition to occur near a battery at any time.

Engine Backfire/Flash Fire



| |
|---|
|  WARNING |
|  |
| <p>Risk of fire. Can cause severe injury or death.</p> <p>Do not smoke or permit flames or sparks near fuels or the fuel system.</p> |

Servicing the fuel system. A flash fire can cause severe injury or death. Do not smoke or permit flames or sparks near the carburetor, fuel line, fuel filter, fuel pump, or other potential sources of spilled fuels or fuel vapors. Catch fuels in an approved container when removing the fuel line or carburetor.

Servicing the air cleaner. A sudden backfire can cause severe injury or death. Do not operate the generator set with the air cleaner removed.

Combustible materials. A fire can cause severe injury or death. Generator set engine fuels and fuel vapors are flammable and explosive. Handle these materials carefully to minimize the risk of fire or explosion. Equip the compartment or nearby area with a fully charged fire extinguisher. Select a fire extinguisher rated ABC or BC for electrical fires or as recommended by the local fire code or an authorized agency. Train all personnel on fire extinguisher operation and fire prevention procedures.

Exhaust System

| |
|--|
|  WARNING |
|  |
| <p>Carbon monoxide. Can cause severe nausea, fainting, or death.</p> <p>The exhaust system must be leakproof and routinely inspected.</p> |


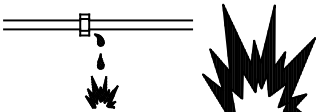
Generator set operation. Carbon monoxide can cause severe nausea, fainting, or death. Carbon monoxide is an odorless, colorless, tasteless, nonirritating gas that can cause death if inhaled for even a short time. Avoid breathing exhaust fumes when working on or near the generator set. Never operate the generator set inside a building unless the exhaust gas is piped safely outside. Never operate the generator set where exhaust gas could accumulate and seep back inside a potentially occupied building.

Carbon monoxide symptoms. Carbon monoxide can cause severe nausea, fainting, or death. Carbon monoxide is a poisonous gas present in exhaust gases. Carbon monoxide is an odorless, colorless, tasteless, nonirritating gas that can cause death if inhaled for even a short time. Carbon monoxide poisoning symptoms include but are not limited to the following:

- Light-headedness, dizziness
- Physical fatigue, weakness in joints and muscles
- Sleepiness, mental fatigue, inability to concentrate or speak clearly, blurred vision
- Stomachache, vomiting, nausea

If experiencing any of these symptoms and carbon monoxide poisoning is possible, seek fresh air immediately and remain active. Do not sit, lie down, or fall asleep. Alert others to the possibility of carbon monoxide poisoning. Seek medical attention if the condition of affected persons does not improve within minutes of breathing fresh air.

Fuel System

| |
|---|
|  WARNING |
|  |
| <p>Explosive fuel vapors. Can cause severe injury or death.</p> <p>Use extreme care when handling, storing, and using fuels.</p> |

The fuel system. Explosive fuel vapors can cause severe injury or death. Vaporized fuels are highly explosive. Use extreme care when handling and storing fuels. Store fuels in a well-ventilated area away from spark-producing equipment and out of the reach of children. Never add fuel to the tank while the engine is running because spilled fuel may ignite on contact with hot parts or from sparks. Do not smoke or permit flames or sparks to occur near sources of spilled fuel or fuel vapors. Keep the fuel lines and connections tight and in good condition. Do not replace flexible fuel lines with rigid lines. Use flexible sections to avoid fuel line breakage caused by vibration. Do not operate the generator set in the presence of fuel leaks, fuel accumulation, or sparks. Repair fuel systems before resuming generator set operation.

Explosive fuel vapors can cause severe injury or death. Take additional precautions when using the following fuels:

Propane (LPG)—Adequate ventilation is mandatory. Because propane is heavier than air, install propane gas detectors low in a room. Inspect the detectors per the manufacturer's instructions.

Natural Gas—Adequate ventilation is mandatory. Because natural gas rises, install natural gas detectors high in a room. Inspect the detectors per the manufacturer's instructions.



Fuel tanks. Explosive fuel vapors can cause severe injury or death. Gasoline and other volatile fuels stored in day tanks or subbase fuel tanks can cause an explosion. Store only diesel fuel in tanks.

Draining the fuel system. Explosive fuel vapors can cause severe injury or death. Spilled fuel can cause an explosion. Use a container to catch fuel when draining the fuel system. Wipe up spilled fuel after draining the system.

Gas fuel leaks. Explosive fuel vapors can cause severe injury or death. Fuel leakage can cause an explosion. Check the LPG vapor or natural gas fuel system for leakage by using a soap and water solution with the fuel system test pressurized to 6-8 ounces per square inch (10-14 inches water column). Do not use a soap solution containing either ammonia or chlorine because both prevent bubble formation. A successful test depends on the ability of the solution to bubble.



LPG liquid withdrawal fuel leaks. Explosive fuel vapors can cause severe injury or death. Fuel leakage can cause an explosion. Check the LPG liquid withdrawal fuel system for leakage by using a soap and water solution with the fuel system test pressurized to at least 90 psi (621 kPa). Do not use a soap solution containing either ammonia or chlorine because both prevent bubble formation. A successful test depends on the ability of the solution to bubble.


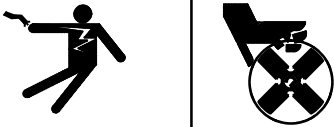
Hazardous Noise



| |
|--|
|  CAUTION |
|  |
| <p>Hazardous noise. Can cause hearing loss.</p> <p>Never operate the generator set without a muffler or with a faulty exhaust system.</p> |

Engine noise. Hazardous noise can cause hearing loss. Generator sets not equipped with sound enclosures can produce noise levels greater than 105 dBA. Prolonged exposure to noise levels greater than 85 dBA can cause permanent hearing loss. Wear hearing protection when near an operating generator set.

Hazardous Voltage/ Moving Parts

| |
|---|
|  DANGER |
|  |
| <p>Hazardous voltage. Will cause severe injury or death.</p> <p>Disconnect all power sources before opening the enclosure.</p> |

| |
|---|
|  DANGER |
|  |
| <p>Hazardous voltage. Moving parts. Will cause severe injury or death.</p> <p>Operate the generator set only when all guards and electrical enclosures are in place.</p> |

| |
|---|
|  WARNING |
|  |
| <p>Hazardous voltage. Backfeed to the utility system can cause property damage, severe injury, or death.</p> <p>If the generator set is used for standby power, install an automatic transfer switch to prevent inadvertent interconnection of standby and normal sources of supply.</p> |

Grounding electrical equipment. Hazardous voltage will cause severe injury or death. Electrocution is possible whenever electricity is present. Ensure you comply with all applicable codes and standards. Electrically ground the generator set, transfer switch, and related equipment and electrical circuits. Turn off the main circuit breakers of all power sources before servicing the equipment. Never contact electrical leads or appliances when standing in water or on wet ground because these conditions increase the risk of electrocution.

High voltage test. Hazardous voltage will cause severe injury or death. Follow the instructions of the test equipment manufacturer when performing high-voltage tests on the rotor or stator. An improper test procedure can damage equipment or lead to generator set failure.

Installing the battery charger. Hazardous voltage will cause severe injury or death. An ungrounded battery charger may cause electrical shock. Connect the battery charger enclosure to the ground of a permanent wiring system. As an alternative, install an equipment grounding conductor with circuit conductors and connect it to the equipment grounding terminal or the lead on the battery charger. Install the battery charger as prescribed in the equipment manual. Install the battery charger in compliance with local codes and ordinances.

Connecting the battery and the battery charger. Hazardous voltage will cause severe injury or death. Reconnect the battery correctly, positive to positive and negative to negative, to avoid electrical shock and damage to the battery charger and battery(ies). Have a qualified electrician install the battery(ies).

Short circuits. Hazardous voltage/current will cause severe injury or death. Short circuits can cause bodily injury and/or equipment damage. Do not contact electrical connections with tools or jewelry while making adjustments or repairs. Remove all jewelry before servicing the equipment.


Engine block heater. Hazardous voltage will cause severe injury or death. The engine block heater can cause electrical shock. Remove the engine block heater plug from the electrical outlet before working on the block heater electrical connections.

Electrical backfeed to the utility. Hazardous backfeed voltage can cause severe injury or death. Install a transfer switch in standby power installations to prevent the connection of standby and other sources of power. Electrical backfeed into a utility electrical system can cause severe injury or death to utility personnel working on power lines.


Testing live electrical circuits. Hazardous voltage or current will cause severe injury or death. Have trained and qualified personnel take diagnostic measurements of live circuits. Use adequately rated test equipment with electrically insulated probes and follow the instructions of the test equipment manufacturer when performing voltage tests. Observe the following precautions when performing voltage tests: (1) Remove all jewelry. (2) Stand on a dry, approved electrically insulated mat. (3) Do not touch the enclosure or components inside the enclosure. (4) Be prepared for the system to operate automatically. *(600 volts and under)*


Servicing the generator set when it is operating. Exposed moving parts will cause severe injury or death. Keep hands, feet, hair, clothing, and test leads away from the belts and pulleys when the generator set is running. Replace guards, screens, and covers before operating the generator set.

Heavy Equipment

| |
|--|
| ⚠ WARNING |
|  |
| <p>Unbalanced weight. Improper lifting can cause severe injury or death and equipment damage.</p> <p>Do not use lifting eyes. Lift the generator set using lifting bars inserted through the lifting holes on the skid.</p> |

Hot Parts

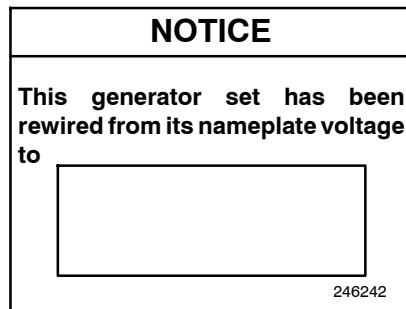
| |
|--|
| ⚠ WARNING |
|  |
| <p>Hot coolant and steam. Can cause severe injury or death.</p> <p>Before removing the pressure cap, stop the generator set and allow it to cool. Then loosen the pressure cap to relieve pressure.</p> |

| |
|--|
| ⚠ WARNING |
|  |
| <p>Hot engine and exhaust system. Can cause severe injury or death.</p> <p>Do not work on the generator set until it cools.</p> |

Servicing the alternator. Hot parts can cause severe injury or death. Avoid touching the alternator field or exciter armature. When shorted, the alternator field and exciter armature become hot enough to cause severe burns.

Servicing the exhaust system. Hot parts can cause severe injury or death. Do not touch hot engine parts. The engine and exhaust system components become extremely hot during operation.

Notice



NOTICE

Voltage reconnection. Affix a notice to the generator set after reconnecting the set to a voltage different from the voltage on the nameplate. Order voltage reconnection decal 246242 from an authorized service distributor/dealer.

NOTICE

Canadian installations only. For standby service connect the output of the generator set to a suitably rated transfer switch in accordance with Canadian Electrical Code, Part 1.

Notes

This manual provides operation instructions for 10 kW and larger generator sets equipped with the following controllers:

- APM402 generator set controller
- Decision-Maker® 3000 generator set controller

Note: In 2018, Kohler adopted a global controller naming convention. To support this, the name of the Decision-Maker® 3000 controller has transitioned to APM402. The APM402 has the same form, fit and function as the Decision-Maker® 3000 and supports the same accessories.

Wiring diagram manuals are available separately. Refer to the engine operation manual for generator set engine scheduled maintenance information.

Information in this publication represents data available at the time of print. Kohler Co. reserves the right to change this publication and the products represented without notice and without any obligation or liability whatsoever.

Read this manual and carefully follow all procedures and safety precautions to ensure proper equipment operation and to avoid bodily injury. Read and follow the Safety Precautions and Instructions section at the beginning of this manual. Keep this manual with the equipment for future reference.

The equipment service requirements are very important to safe and efficient operation. Inspect the parts often and perform required service at the prescribed intervals. Maintenance work must be performed by appropriately skilled and suitably trained maintenance personnel familiar with generator set operation and service.

Abbreviations

This publication makes use of numerous abbreviations. Typically, the word(s) are spelled out along with the abbreviation in parentheses when shown for the first time in a section. Appendix A, Abbreviations, also includes many abbreviation definitions.

SiteTech™ Software

Several instances in this manual refer to SiteTech™ software, which can be used for programming the APM402 or Decision-Maker® 3000 controller. SiteTech™ software is required for updating the controller application code (firmware), loading personality profiles, and saving or loading controller configuration files. Contact your local distributor/dealer for assistance.

Note: The APM402 controller uses different firmware than the Decision-Maker® 3000 controller. Do not attempt to load Decision-Maker® 3000 firmware on an APM402 controller, or vice-versa.

To determine the generator set controller software version, go to the Overview menu.

List of Related Materials

Separate literature contains communication and software information not provided in this manual. Figure 1 lists the available literature part numbers.

| Literature Description | Literature Part No. |
|---|---|
| APM402 Controller Spec Sheet | G6-161 |
| Decision-Maker® 3000 Controller Spec Sheet | G6-100 |
| Generator Set/Controller Wiring Diagram Manual | Multiple Part Numbers Contact your Distributor/Dealer |
| Modbus® Communications Protocol Operation Manual | TP-6113 |
| SiteTech™ Software Operation Manual | TP-6701 |
| Remote Serial Annunciator (RSA III) | TT-1625 |
| Remote Serial Annunciator (RSA II) | TT-1485 |
| Converters, Connections, and Controller Setup for Network Communication | TT-1405 |

Figure 1 Related Literature

Several engine manufacturers provide engines with electronic controls. These electronic controls indicate engine fault codes in addition to the generator set controller. The engine operation and service literature provide information for identifying engine fault codes. For the latest literature part numbers, see the respective Parts Catalog.

Service Assistance

For professional advice on generator set power requirements and conscientious service, please contact your nearest Kohler distributor or dealer.

- Visit the Kohler Co. website at KOHLERPower.com.
- Look at the labels and decals on your Kohler product or review the appropriate literature or documents included with the product.
- Call toll free in the US and Canada 1-800-544-2444.
- Outside the US and Canada, call the nearest regional office.

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East China Regional Office, Shanghai
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India, Bangladesh, Sri Lanka

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(91) 80 3366231
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Japan, Korea

North Asia Regional Office
Tokyo, Japan
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Section 1 Specifications and Features

1.1 Introduction

The spec sheets for each generator set provide model-specific generator and engine information. The controller spec sheet provides specifications for this controller. Refer to the respective spec sheet for data not supplied in this manual. Refer to the generator set service manual, installation manual, engine operation manual, and engine service manual for additional specifications.

1.2 Controller Features

The controller features include the annunciator lamp, digital display and pushbutton/rotary selector dial, switches and controls, and fuses and terminal strip. The following paragraphs detail the features by general topics.

See Figure 1-1 for an illustration of the controller front panel.

The controller features, accessories, and menu displays depend upon the engine electronic control module (ECM) setup and features. Controller features apply to generator set models with ECM and non-ECM engines unless otherwise noted.

Note: Press the pushbutton/rotary selector dial to turn on the controller lights and display. The lights and display turn off 60 minutes after the last entry when in the AUTO mode.

Note: After about 5 minutes of no user input (pushbutton/rotary selector dial or buttons), the menu is reset to the top of the main menus and auto-paging activates for the Overview submenus.

Note: Measurements display in metric or English units. Use the Generator Set System menu to change the measurement display.

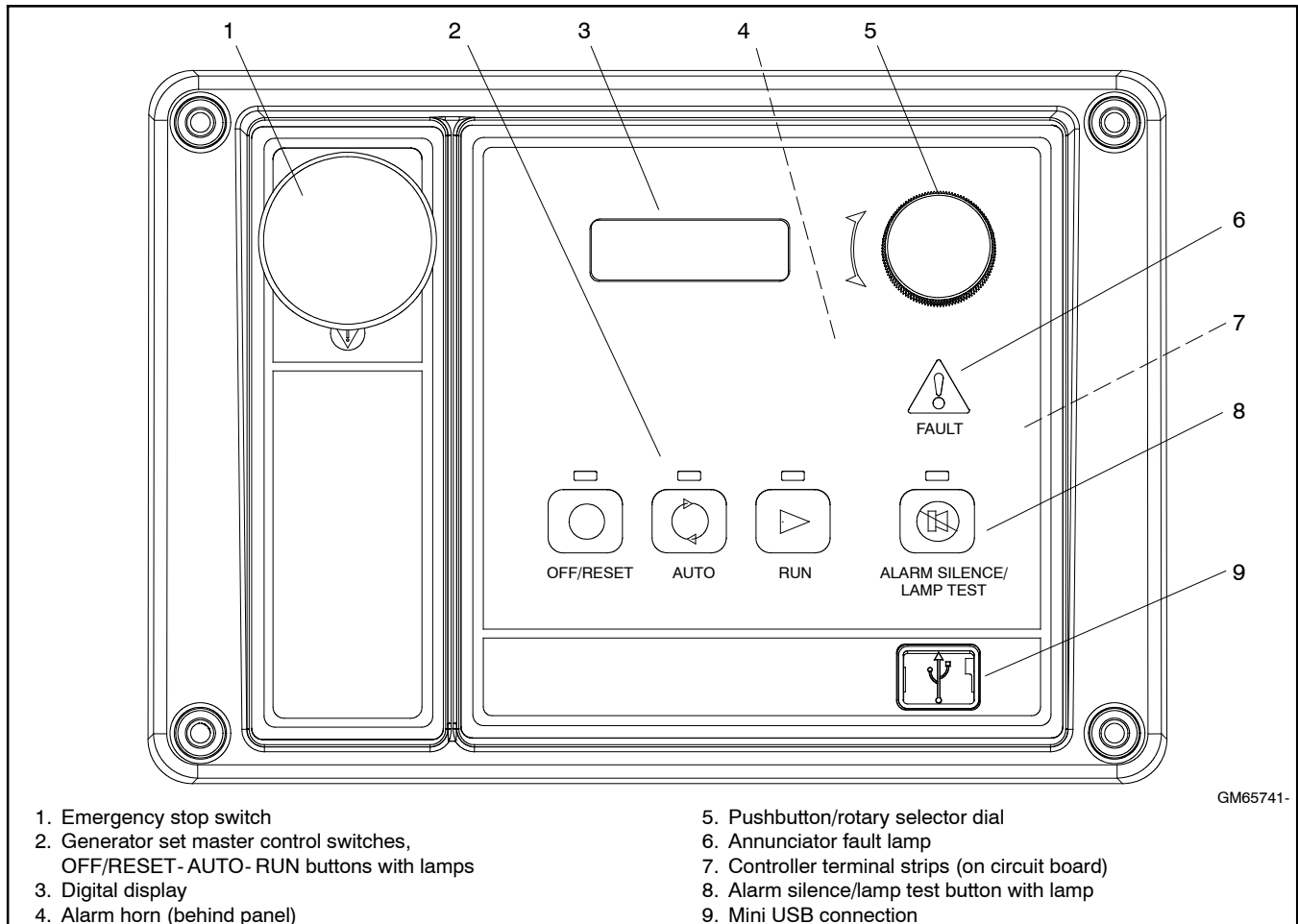


Figure 1-1 Controller with Digital Display and Pushbutton/Rotary Selector Dial

1.2.1 Switches and Controls

Note: **US/Metric Display** is selectable in Section 1.2.3—Digital Display—Generator Set System Menu.

Alarm Horn. The alarm horn alerts the operator or other attendants that a shutdown or warning condition exists.

Alarm (Horn) Silence. The alarm silence/lamp test switch silences the alarm horn at the operator's discretion. Press the master control switch AUTO button *before* pressing the alarm silence/lamp test button. The alarm horn cannot be silenced unless the master control switch AUTO button is pressed.

Note: Additional alarm silencing options are shown in Section 1.2.3—Digital Display—Generator Set System Menu.

Restore alarm horn switches at all locations including those on remote annunciator kits after correcting the fault shutdown to avoid reactivating the alarm horn. See Section 2—Operation, 2.4.8 Controller Resetting for resetting the controller.

Emergency Stop. The operator-activated pushbutton immediately shuts down the generator set in emergency situations. Reset the emergency stop switch after shutdown by pulling the emergency stop switch outward. *Use the emergency stop switch for emergency shutdowns only.* Use the master control switch OFF/RESET button for normal shutdowns.

Generator Set Master Control Switches (OFF/RESET-AUTO-RUN). These switches reset the controller fault lamps and start/stops the generator set. Additional information is shown in Section 2—Operation.

Lamp Test. Press and hold the Alarm Silence/Lamp Test button for two seconds to test the controller indicator lamps, alarm horn, and digital display.

Manual Speed Adjust (Engine RPM). The control allows varying the engine speed for applications using closed transition ATS. The user can set the nominal running frequency slightly above or below the utility frequency to ensure that synchronization occurs. Additional information is shown in 2.7.7 GenSet System. Available as a factory-installed option or requires a new factory personality profile.

Pushbutton/Rotary Selector Dial. This control provides access to the menus for monitoring. Press the selector dial to activate the digital display and to select choices shown on the display. Rotate the dial to navigate through the menus.

The pushbutton/rotary selector dial has several features and functions:

- Momentarily press the dial to activate the digital display if dark.
- Rotate the dial to navigate through the main menus—turn clockwise to go forward (down) and counterclockwise to go back (up). The menus do not wrap to the beginning.
- Press the dial at a given main menu to access the submenus within the selected main menu.
- When in the submenu, rotate the dial to navigate through the submenu—clockwise to go forward (down) and counterclockwise to go back (up). The menus do not wrap to the beginning.
- Momentarily press the dial when in the submenu to make a user selection choice (if available) or to go back to the respective main menu.
- Press the dial for at least 3 seconds to return to the top of the main menus (Overview) regardless if you are in the main menus or submenus.
- After about 5 minutes of no user input (pushbutton/rotary selector dial or buttons), the menu resets to the top of the main menus and auto-paging activates for the Overview submenus.

1.2.2 Annunciator Lamps

The controller has a single annunciator fault lamp providing visual generator set status. In addition, each button has a corresponding lamp. See Figure 1-2.

| Lamp/Button | Lamp Color |
|--------------------------------|------------------------------------|
| Alarm (Fault) Lamp | Yellow (Warning) or Red (Shutdown) |
| Off/Reset Button | Red |
| Auto Button | Green (System Ready) |
| Run Button | Yellow |
| Alarm Silence/Lamp Test Button | Yellow |

Figure 1-2 Annunciator Lamps

System Status Lamps (Master Control Switches)

The green lamp illuminates on the master control switch AUTO (automatic start) button indicating the system senses no faults and the unit is ready to start by remote command.

The red lamp illuminates on the master control switch OFF/RESET button indicating the generator set is stopped.

The yellow lamp illuminates on the master control switch RUN button indicating the generator set is cranking or running from a local command.

Only one of the three master control switch lamps will illuminate at any given time.

Alarm Silence Lamp. Yellow lamp illuminates indicating the alarm horn was silenced.

(System) Fault Lamp. Yellow lamp illuminates indicating a warning condition or red lamp illuminates indicating a shutdown condition. See System Warning Fault Lamp and System Shutdown Fault Lamp following for system fault conditions.

System Warning Fault Lamp. Yellow lamp identifies an existing fault condition that does not shut down the generator set. A continuing system warning fault condition may cause a system shutdown. Correct all system warnings as soon as practical.

See Section 2.4.5, System Fault Warning Lamp with Digital Displays, for definitions of the items listed. The following conditions cause a system warning:

- AC sensing loss
- Auxiliary input (analog or digital)
- Battery charger communication loss
- Battery charger fault *

Note: Optional input sensors not required with charger GM87448.

- Battery charger identity conflict
- Battery charger parameter mismatch
- Battery fault
- Common warning
- Critical high fuel level (diesel-powered models only) *
- Default parameters loaded
- ECM diagnostics (multiple engine inputs)
- Fuel tank leak (diesel-powered models only) *
- Ground fault *
- High battery voltage
- High coolant temperature
- High fuel level (diesel-powered models only) *
- Input/output communication loss
- Low battery voltage
- Low coolant temperature
- Low cranking voltage
- Low engine oil level *
- Low fuel (level for diesel-powered models) *
- Low fuel (pressure for gas-powered models) *
- Low oil pressure
- Not-in-auto (master control switch)
- Speed sensor fault

* Requires optional input sensors with all battery chargers except battery charger GM87448.

System Shutdown Fault Lamp. Red lamp indicates that the generator set has shut down because of a fault condition. The unit will not start without resetting the controller, see Section 2.4.8, Controller Resetting procedure.

See Section 2.4.6, System Fault Shutdown Lamp with Digital Displays, for definitions of the items listed. The following conditions cause a system shutdown:

- AC sensing loss
- Alternator protection
- Auxiliary input (analog or digital)
- Common fault
- ECM address conflict
- ECM communications loss
- ECM diagnostics (multiple engine inputs)
- ECM model mismatch
- Emergency stop
- Enclosure temperature: high shutdown (available on select Telecom units only)
- Engine over speed
- Engine under speed
- File system error (controller firmware fault)
- Fuel tank leak (diesel-powered models only) *
- High coolant temperature
- Internal failure
- kW overload
- Locked rotor (failed to crank)
- Loss of fuel
- Low coolant level *
- Low engine oil level *
- Low fuel level (diesel-powered models only) *
- Low oil pressure
- Megajector communications loss (GM/PSI and Doosan gas-powered models only)
- Metering communication loss
- No coolant temperature signal
- No oil pressure signal
- Overcrank
- Overfrequency
- Overvoltage (each phase)
- Run relay overload
- Underfrequency
- Undervoltage (each phase)
- (Voltage) regulator communication loss

* Requires optional input sensors.

1.2.3 Digital Display

Press the pushbutton/rotary selector dial to turn on the controller lamps and display. The lamps and display turn off 60 minutes after the last entry.

Note: The APM402 controller takes about 5-10 seconds to power on.

The generator set must be running for some displays to indicate values. If the generator set is not running some values will display zero or N/A (not available).

Some displays are engine dependent, refer to the Appendix, Controller Displays from the Engine ECM.

The 12-character, 2-line backlit heated display provides generator set and engine data, system status, and fault information. See Figure 1-1. The digital display shows abbreviations in some instances, refer to 1.3.1 Status Event and Fault Specifications for the abbreviations and their full descriptions.

Note: US/Metric Unit Display is selectable in Generator Set System.

Note: Display Contrast is selectable in Generator Set System. The contrast display adjustment allows user selected resolution values to improve digital display clarity.

Note: After about 5 minutes of no user input (pushbutton/rotary selector dial or buttons), the menu resets to the top of the main menus and auto-paging activates for the Overview submenus.

The main menus are listed below. Within each main menu are multiple submenus with descriptions following.

- Overview
- Engine Metering
- Generator Metering
- GenSet Information
- GenSet Run Time
- GenSet System
- GenSet Calibration (Decision-Maker® 3000 controllers before Version 3.0.25)
- Voltage Regulation
- Digital Inputs
- Digital Outputs
- Analog Inputs
- Event Log
- Volt Select

Overview Menu

When a new shutdown or warning fault occurs, the auto-paging display feature activates.

Active **Shutdowns** display if any are present. This alerts the user to single or multiple shutdown fault conditions. See 1.2.2—Annunciator Lamps—System Shutdown Fault Lamp for a list of possible shutdown faults.

Active **Warnings** display if any are present. This alerts the user to single or multiple warning fault conditions. See 1.2.2—Annunciator Lamps—System Warning Fault Lamp for a list of possible warning faults.

Generator Set State displays the generator set status:

- Off
- Standby
- Running
- Cooldown
- Stopping

Average Volts Line-to-Line value displays. For three-phase configurations the average line-to-line voltage of L1, L2, and L3 is displayed. Single-phase configurations show the L1-L2 voltage.

Frequency (Hz) value displays for the output AC voltage.

Current value displays as the average for three-phase configurations or the current value for L1-L2 with single-phase configurations.

Average kW displays. For three-phase configurations the average line-to-line kilowatts of L1, L2, and L3 is displayed. Single-phase configurations show the L1-L2 kilowatts.

Coolant Temperature displays for the engine coolant temperature.

Oil Pressure displays the engine oil pressure.

Fuel Level % displays the fuel tank level for diesel-powered models when so equipped.

Fuel Pressure displays fuel pressure for some engines. Refer to the Appendix, Controller Displays from the Engine ECM.

Battery displays the DC voltage of the engine starting battery(ies).

CHG1 and CHG2 display battery charger voltage and current (amps) if one or two CAN-enabled 10 Amp battery chargers (GM87448 only) have been connected. Shows N/A if charger GM87448 was

connected and then removed. (DEC3000 version 4.11 or higher, and APM402)

Engine Run Time displays the total run time hours.

Software Version displays in the Overview menu. Use the version number to determine if an upgrade is needed and/or when troubleshooting the controller.

Engine Metering Menu

Note: The Engine Metering Menu may vary depending upon if the selector dial is rotated clockwise or counterclockwise.

Engine Speed (Tachometer) displays the engine speed in RPM.

Oil Pressure displays the engine oil pressure. This value also shows in the Overview Menu.

Coolant Temperature displays the engine coolant temperature. This value also shows in the Overview Menu.

Fuel Level % displays the fuel tank level for diesel-powered models if so equipped. This value also shows in the Overview Menu.

Battery displays the DC voltage of the engine starting battery(ies). This value also shows in the Overview Menu.

Fuel Pressure displays fuel pressure for some engines. Refer to the Appendix, Controller Displays from the Engine ECM. This value also shows in the Overview Menu.

Generator Metering Menu

Total Power kVA and kW displays alternator output as actual output values.

Rated Power displays alternator output as a percentage of the entered data value.

Volts displays the alternator output AC voltages. The display shows all line-to-line and line-to-neutral voltage combinations for three-phase or single-phase configurations.

Current displays the alternator output AC amps. The display shows each line (L1-L2-L3) of three-phase models or L1-L2 current for single-phase models.

Frequency (Hz) value displays for the output AC voltage. This value also shows in the Overview Menu.

Reset Calibration providing the means to reset the configuration values is available in this menu.

The calibration values are reviewable at all times and provide the calibration of the voltage and current sensing logic. Changing the system voltage or replacing the circuit board requires a calibration adjustment.

To enable calibration, start the generator set and select the *Volts L1-L2* display. Then push and hold the pushbutton/rotary selector dial until the *Calibration Enabled* popup appears. Calibration of each display is now available. The display will show the following values for three-phase generator sets. Single-phase generator sets will only display items marked (*).

- Volts L1-L2 *
- Volts L2-L3
- Volts L3-L1
- Volts L1-N *
- Volts L2-N *
- Volts L3-N
- Current L1 *
- Current L2 *
- Current L3

The user can change individual values or can select *Reset Calib?* - Yes to reset all values. The *Reset Calib?* display will only show if calibration is enabled. Refer to the requirements shown with Generator Set Calibration in 2.4.7 Status and Notice Digital Displays.

To disable calibration, Rotate the pushbutton/rotary selector dial until the *<-Return* popup appears. Momentarily press the pushbutton/rotary selector dial. Stop the generator set if not already done.

Generator Set Information Menu

GenSet M/N displays the generator set model number.

GenSet S/N displays the generator set serial number.

Controller S/N displays the controller serial number.

Generator Set Run Time Menu

Engine Run Time displays the total run time hours. This value also shows in the Overview Menu.

Engine Loaded displays the total loaded hours.

Engine Starts displays the total number of generator set startup events.

Total Energy displays the total kW hours.

Generator Set System Menu

The values in this menu are user-entered for the generator set configuration and are NOT measured values of the generator set.

Changes to the Generator Set System menu require the use of SiteTech™ software except for Measure System and Contrast selections.

System Frequency displays the programmer-entered L1-L2-L3 output voltage frequency for three-phase or the L1-L2 output voltage frequency for single-phase.

System Phase displays the programmer-entered configuration as Single Phase, Single Phase Dog Leg, Three Phase Wye, or Three Phase Delta.

System Voltage displays the programmer-entered L1-L2-L3 output voltage for three-phase or the L1-L2 output voltage for single-phase.

Power Rating displays the programmer entered kW value for the generator set.

Amp Rating displays the programmer entered current value for the generator set.

Power Type displays the programmer entered generator set application configuration as Standby or Prime.

Battery Voltage displays the engine electrical system 12 or 24 volts.

Measurement System displays the user selected unit of measure as Metric or English.

Contrast displays user selected resolution values to improve digital display clarity.

Alarm (Horn) Silence displays the programmer selected alarm silence method as Always or Auto Only using SiteTech™ software. The Always selection allows the alarm to be silenced in any of the OFF/RESET-AUTO-RUN modes. The Auto Only selection allows silencing of the alarm only while in the Auto mode.

Note: Press the Alarm Silence/Lamp Test button to silence the alarm horn.

Manual Speed Adjust (Engine RPM) is available as a user selectable adjustment. The user can set the nominal running frequency slightly above or below the utility frequency to ensure that synchronization occurs. Refer to 2.7.7 GenSet System for more information. Available as a factory-installed option or requires a new factory personality profile.

Generator Set (Reset) Calibration Menu

This menu is only available in Decision-Maker® 3000 controller firmware versions before 3.0.25. On Decision-Maker® 3000 controllers with later firmware versions, or on APM402 controllers, go to Generator Metering Menu—Reset Calibration.

The calibration values are reviewable at all times and provide the calibration of the voltage and current sensing logic. Changing the system voltage or replacing the circuit board requires a calibration adjustment. In order to review the values when the generator set is NOT running, enter Yes when the *Enter Calib?* is displayed. The user can review the values but attempting to change the values will cause a *Cannot calibrate* error message.

If the unit is NOT running and No is entered when the *Enter Calib?* is shown, the display returns to the Generator Set Calibration main menu and entry to the Generator Set Calibration menu is denied.

If the unit is running and Yes is entered when the *Enter Calib?* is shown, the display will show the following values for three-phase generator sets. Single-phase generator sets will only display items marked (*).

- Volts L1-L2 *
- Volts L2-L3
- Volts L3-L1
- Volts L1-N *
- Volts L2-N *
- Volts L3-N
- Current L1 *
- Current L2 *
- Current L3

The user can change individual values or can enter Yes when *Reset all Calib?* is displayed. At the end of the Generator Set Calibration menu, *Exit calibration* is shown. Press the pushbutton/rotary selector dial to exit this menu. Refer to the requirements shown with Generator Set Calibration in 2.4.7 Status and Notice Digital Displays.

Voltage Regulator Menu

Decision-Maker® 3000 Controller firmware before 3.0.25:

The voltage regulator value is reviewable at all times. In order to review the value when the generator set is NOT running, enter Yes when the *Enter volt reg?* is displayed. The user can review the value but attempting to change the value will cause a *Cannot edit when stopped* error message.

If the unit is NOT running and No is entered when the *Enter volt reg?* is shown, the display returns to the Voltage Regulator main menu and entry to the Voltage Regulator menu is denied.

If the unit is running and Yes is entered when the *Enter volt reg?* is shown, the display will show the value.

The user can change the value at this time. At the end of the Voltage Regulator menu, *Exit voltage reg* is shown - - press the pushbutton/rotary selector dial to exit this menu.

Decision-Maker® 3000 Controller firmware 3.0.25 and higher, or APM402 Controller:

The voltage regulator value is reviewable at all times and provides the ability to fine adjust voltage. Changing the system voltage or replacing the circuit board typically requires a voltage adjustment.

To enable calibration, start the generator set and select the *VR Volt Adj* display. Then push and hold the pushbutton/rotary selector dial until the *Editing Enabled* popup appears. Editing of the voltage adjustment is now available.

The user can change the individual value or can select *Reset VR?* - Yes to reset to the default value. The *Reset VR Settings* display will only show if editing is enabled.

To disable calibration, Rotate the pushbutton/rotary selector dial until the *<-Return* popup appears. Momentarily press the pushbutton/rotary selector dial. Stop the generator set if not already done.

Digital Inputs Menu

This menu allows the user to review the settings. There are up to three digital inputs that are programmer selectable if not reserved by factory options.

The displays for digital inputs appear as shown below with Values true or false. Items shown in the digital display as True are active.

- DIn A1 (digital input A1) standard
- DIn A2 (digital input A2) standard
- DIn A3 (digital input A3) standard (see note below)
- DIn B1 (digital input B1) with I/O module board
- DIn B2 (digital input B2) with I/O module board

Changes to the Digital Inputs menu requires the use of SiteTech™ software. The digital input can either open or close the circuit to activate.

Note: DIn A3 digital input is factory reserved for Enclosure Temperature: High Shutdown on select Telecom units.

Digital Outputs Menu

This menu allows the user to review the settings. There is one digital output standard with the controller that is programmer selectable. The one SPDT switch has 2 amp. contacts at 32 VDC or 0.5 amp. contacts at 120 VAC max.

There is an optional 2 input/5 output (I/O) module board available that can provide five digital outputs. The standard digital output on the controller is used to drive the optional I/O Module board and becomes factory reserved and no longer available as programmer selectable.

The displays for digital outputs appear as shown in the following list with Values as True or False. Items shown in the digital display as True are active.

- DOut A1 (digital output A1) standard
- DOut B1 (digital output B1) with I/O module board
- DOut B2 (digital output B2) with I/O module board
- DOut B3 (digital output B3) with I/O module board
- DOut B4 (digital output B4) with I/O module board
- DOut B5 (digital output B5) with I/O module board

Changes to the Digital Outputs menu requires the use of SiteTech™ software. The digital output can either open or close the circuit to activate.

Analog Inputs Menu

This menu allows the user to review the settings. There is one analog input that is programmer selectable if not reserved by factory options.

There is an optional 2 input/5 output (I/O) module board available that can provide two additional analog inputs.

The displays for analog inputs appear as shown below with Values of 0- 5 volts.

- AIn A1 (analog input A1) standard (reserved and not user programmable)
- AIn A2 (analog input A2) standard
- AIn B1 (analog input B1) with I/O module board
- AIn B2 (analog input B2) with I/O module board

Changes to the Analog Inputs menu requires the use of SiteTech™ software.

Event Log Menu

This menu allows the user to review up to 1000 entries of system events including shutdown faults, warning faults, and status events. See 1.2.4 Controller Fault Diagnostics for a list of the items that appear on the Event Log.

Volt Select Menu

Note: The generator set must be stopped before changing the voltage selection.

This menu allows the user to readily change controller voltage settings. The volt select feature is typically used in towable or temporary applications.

Note: The volt select menu requires initial activation by SiteTech™ software. In SiteTech™ software, select True to activate the volt select menu.

Note: The generator set output leads require voltage reconnection if the generator set does not have a voltage selector switch installed.

With the generator set stopped, go to the Volt Select menu. Then push and hold the pushbutton/rotary selector dial until the voltage selection starts to flash. Volt selection is now available. Scroll to the desired voltage and momentarily press the pushbutton/rotary selector dial to confirm the voltage selection.

The displays for *Volt Select* appear as shown in the following list.

- 120/240 V 1 Ph
- 120/208 V 3 Ph
- 139/240 V 3 Ph
- 277/480 V 3 Ph
- 120/240 V 3 Ph

1.2.4 Controller Fault Diagnostics

This table provides descriptions of the system events and their types—warning, shutdown, status, and notice.

Warnings show yellow fault lamp and signal an impending problem. **Shutdowns** show red fault lamp and stop the generator set. **Status** is an event that is not an alert but is part of the event history. **Notice** is an alert

that is NOT part of the event history. System events are available as a **Relay Output** as shown.

Throughout this manual there are examples of the display text. In some cases, the message words and phrases are abbreviated or shortened to accommodate the number of characters in the 12 x 2 digital display. See the following table for a full description of the system event display messages.

System Events Display Message List

| Description | Display Message | Warning Function | Shutdown Function | Status/ Notice | Relay Output |
|---|----------------------------|------------------|-------------------|----------------|--------------|
| Engine Functions | | | | | |
| Critically high fuel level (diesel-powered models only) * | Fuel Level Critically High | X | | | X |
| ECM communications loss | ECM Comm Err Shutdwn | | X | | X |
| ECM diagnostics (multiple inputs) † | ECM xxxxxx Warning | X | | | X |
| ECM diagnostics (multiple inputs) † | ECM xxxxxx Shutdwn | | X | | X |
| ECM faults (address conflict) | ECM Addr Err Shutdwn | | X | | X |
| ECM faults (model mismatch) | ECM Mismatch Shutdwn | | X | | X |
| Engine over speed | Eng Speed High Shutdwn | | X‡ | | X |
| Engine start aid active | Starting Aid Notice | | | N | X |
| Engine under speed | Eng Speed Low Shutdwn | | X | | X |
| Fuel tank leak * | Fuel Leak Warning | X | | | X |
| Fuel tank leak * | Fuel Leak Shutdwn | | X | | X |
| High battery voltage | Battery High Warning | X | | | X |
| High coolant (engine) temperature | Coolnt Temp High Warning | X | | | X |
| High coolant (engine) temperature | Coolnt Temp High Shutdwn | | X‡ | | X |
| High fuel level (diesel-powered models only) * | Fuel Level High Warning | X | | | X |
| Loss of fuel | Loss of fuel | | X | | X |
| Low battery voltage | Battery Low Warning | X | | | X |
| Low coolant level * | Coolant Lvl Low Shutdwn | | X | | X |
| Low coolant temperature | Coolant Temp Low Warning | X | | | X |
| Low cranking voltage | Lo Crank Vlt Warning | X | | | X |
| Low engine oil level * | Oil Level Low Warning | X | | | X |
| Low engine oil level * | Oil Level Low Shutdwn | | X | | X |
| Low fuel level (diesel models) * | Fuel Level Low Warning | X | | | X |
| Low fuel level (diesel models) * | Fuel Level Low Shutdwn | | X | | X |
| Low fuel pressure (gas models) * | Fuel Press Low Warning | X | | | X |
| Low oil pressure | Oil Press Low Warning | X | | | X |
| Low oil pressure | Oil Press Low Shutdwn | | X‡ | | X |
| No coolant temperature signal | Temp Sig Loss Shutdwn | | X | | X |
| No oil pressure signal | Press Sig Loss Shutdwn | | X | | X |
| Overcrank | Over Crank Shutdwn | | X‡ | | X |
| Speed sensor fault | Spd Sens Flt Warning | X | | | X |

| Description | Display Message | Warning Function | Shutdown Function | Status/ Notice | Relay Output |
|---|--|------------------|-------------------|----------------|--------------|
| General Functions | | | | | |
| Alarm horn silenced | (Alarm Silence LED only) | | | | X |
| Alarm silence, auto only (NFPA 110) or always | AlrmSilence: Auto Only or AlrmSilence: Always | | | S | No |
| Aux. inputs 0- 5 VDC, 1 analog (2 additional inputs available with I/O module option) | Aux Input Warning | X | | | X |
| Aux. inputs 0- 5 VDC, 1 analog (2 additional inputs available with I/O module option) | Aux Input Shutdwn | | X | | X |
| Auxiliary inputs, up to 3 digital (2 additional inputs available with I/O module option) | Aux Input Warning | X | | | X |
| Auxiliary inputs, up to 3 digital (2 additional inputs available with I/O module option) | Aux Input Shutdwn | | X | | X |
| Backup parameters loaded | Backup Pars Status | | | S | No |
| Battery charger 1 communication loss | Bat1CommLoss | X | | | |
| Battery charger 2 communication loss | Bat2CommLoss | X | | | |
| Battery charger fault * (* does not apply to charger GM87448) | Batt Chg Flt | X | | | X |
| Battery charger identity conflict | BatIdErr | X | | | |
| Battery charger parameter mismatch | Param Mismatch | X | | | |
| Battery Fault | Battery Flt | X | | | |
| Chicago code active | Auto Locked Notice | | | N | X |
| Common fault (includes ‡) | Common Fault Shutdwn | | X | N | X |
| Common warning fault | Common Warng | X | | N | X |
| Default parameters loaded | Default Pars Warning | X | | | X |
| Emergency stop | Emerg Stop Shutdwn | | X‡ | | X |
| Enclosure temperature: high shutdown | Enclsr Temp: High Shutdwn | | X | | X |
| Engine cooldown (delay) active | Eng Cooldown Notice | | | N | X |
| Engine start delay active | Start Delay Notice | | | N | X |
| Engine started | Engine Start Status | | | S | X |
| Engine stopped | Engine Stop Status | | | S | X |
| EPS supplying load | Emerg Pwr On Notice | | | N | X |
| File system error (controller fault) | File Error Shutdwn | | X | | X |
| Generator running | Gen Running Notice | | | N | X |
| Input/output (module option board) communication loss | OB1 Com Loss | X | | | X |
| Internal failure | Intern Error Shutdwn | | X | | X |
| Metering communication loss | MeterCommLos Shutdwn | | X | | X |
| NFPA 110 alarm active | NFPA Alarm Notice | | | N | X |
| Not in auto (master switch) | Not In Auto Warning | X | | | X |
| Remote start | Remote Start Status | | | S | X |
| System ready | System Ready Status | | | S | X |
| System timer failed | Timer Error Notice | | | N | X |
| Generator Functions | | | | | |
| AC sensing loss | AC Sens Loss Warning | X | | | X |
| AC sensing loss | AC Sens Loss Shutdwn | | X | | X |
| Alternator protection | Alt Protect Shutdwn | | X | | X |
| Ground fault input * | Ground Fault Warning | X | | | X |
| kW overload | Total Power High Shutdwn | | X | | X |
| Locked rotor (failed to crank) | Locked Rotor Shutdwn | | X | | X |
| Overfrequency | Freq High Shutdwn | | X | | X |
| Overvoltage (each phase) | Volts xx- xx High Shutdwn | | X | | X |
| Underfrequency | Frequency Low Shutdwn | | X | | X |
| Undervoltage (each phase) | Volts xx- xx Low Shutdwn | | X | | X |
| (Voltage) regulator communication loss | RegCommLoss Shutdwn | | X | | X |

* Function requires optional input sensors or kits or is engine ECM dependent on some generator set models.

† ECM inputs are engine manufacturer dependent.

‡ The Common Fault Shutdown includes the items marked X‡ in the Shutdown Function column.

1.2.5 Digital Display Circuit Board and Connections

The digital display circuit board provides:

- The backlit LCD (liquid crystal display) for monitoring the generator set functions and output values
- Master control switches with status lights
- Fault lamp
- Pushbutton/rotary selector dial to navigate the generator set displays
- Alarm horn and alarm silence/lamp test switch/light
- Mini USB connector for PC setup using SiteTech™ software

See Figure 1-3 for the circuit board connections.

Circuit Board Connections

P9 Connector the 24-pin connector attaches directly to the main logic circuit board.

P10 Connector mini USB for PC upgrades located on the front panel using SiteTech™ software.

P11 Connector is a 20-pin connector (not used).

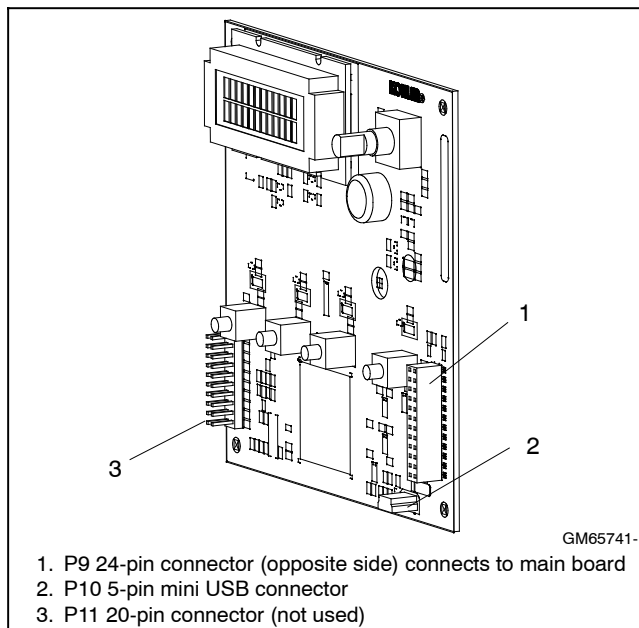


Figure 1-3 Digital Display Circuit Board Connectors

1.2.6 Main Logic Circuit Board

The main logic circuit board provides the terminal strips and connection sockets to connect the controller to the engine/generator, input/output connections, optional I/O module kit, and circuit protection fuses. See Figure 1-4 and Figure 1-5 for the circuit board connections. See Section 6, Accessories for more information.

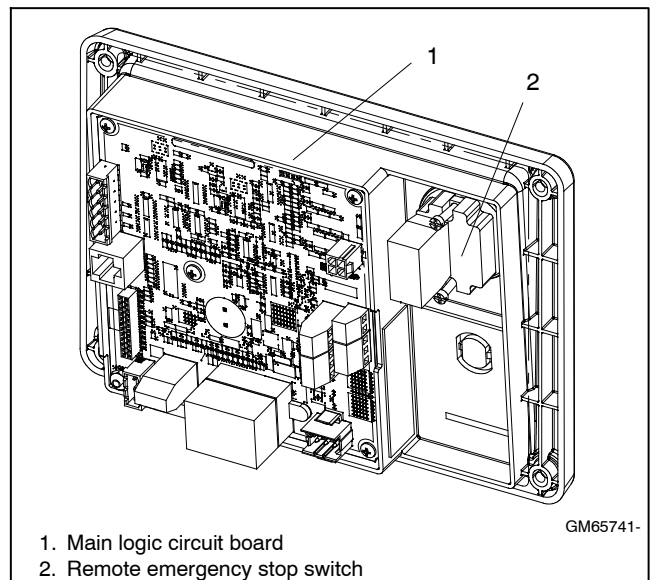


Figure 1-4 Main Circuit Board and Emergency Stop Switch

Circuit Board Connections

P1 (24-Pin) Connector for engine/generator wiring harness.

P2 (6-Pin) Connector for AC current.

(4) Push-on Connectors for V7/V8/V9/V0 for generator set output voltage connection.

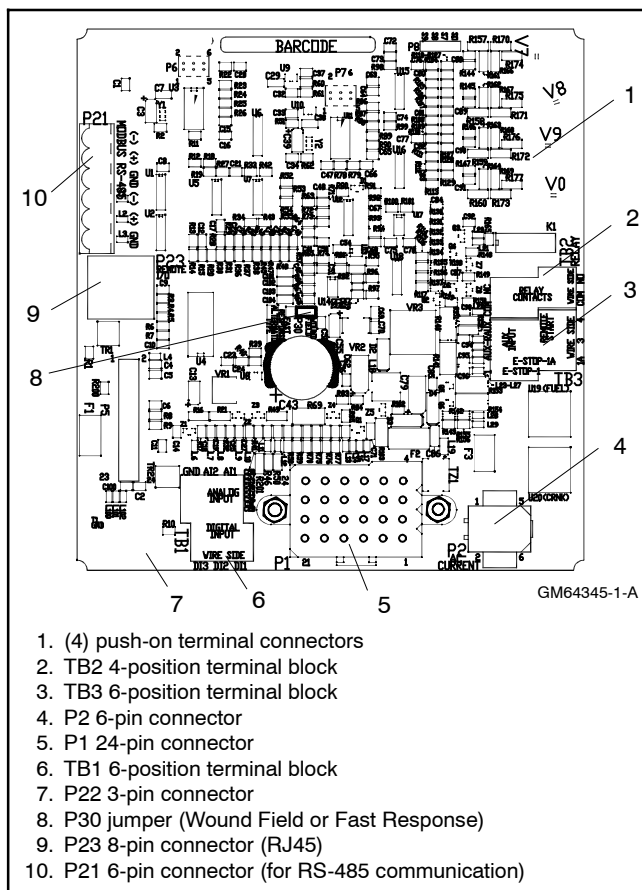


Figure 1-5 Main Circuit Board Connectors

P21 (6-Pin) Connector for (RS-485) connection of optional RSA or Modbus® communication.

P22 (3-Pin) Connector for engine ECM. Alternate CAN connection.

P23 (8-Pin) Connector (RJ45) for optional input/output (I/O) module circuit board.

Refer to Section 6.2, Accessory Connections for specific connections of the following terminal block connections.

TB1 (6-Position) Terminal Block for analog and digital inputs.

TB2 (4-Position) Terminal Block for K1 relay outputs.

TB3 (6-Position) Terminal Block for E-stop, remote start contacts, and aux. input connections.

1.2.7 Terminal Jumper

A circuit board P30 jumper is set based on alternator type—Wound Field (300 kW and larger) or Fast Response (less than 350 kW). The jumper is factory set and needs no further adjustment. See Figure 1-5 for location of the P30 jumper.

Modbus® is a registered trademark of Schneider Electric.

1.2.8 Communication Ports

The main logic circuit board contains a single mini USB communication port for PC connections, see Figure 1-6. For Modbus® communication using RS-485, see Figure 1-5 (P21). Refer to the List of Related Materials in the Introduction for corresponding SiteTech™ software and/or communication installation information.

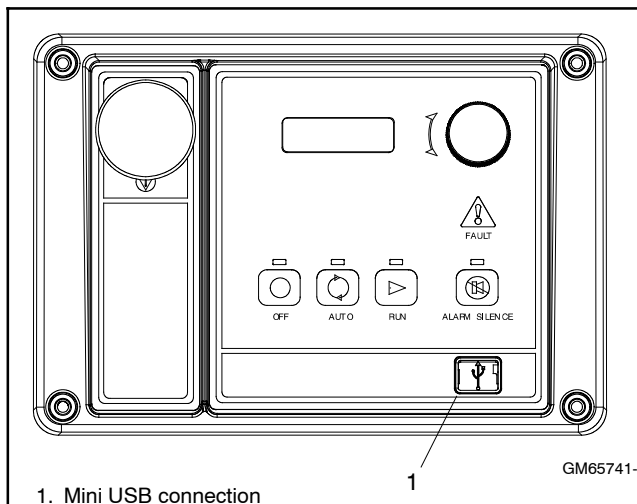


Figure 1-6 Communication Port

1.2.9 Fuses

AC Circuit Fuses (TB5). Fuses are located inside the generator set control box. See Figure 1-7

- **1.5-Amp (V7)** fuse protects L1 sensing input to interconnection circuit board.
- **1.5-Amp (V8)** fuse protects L2 sensing input to interconnection circuit board.
- **1.5-Amp (V9)** fuse protects L3 sensing input to interconnection circuit board.

DC Circuit Fuses are located on the controller circuit board. See Figure 1-8.

- **1-Amp (F1)** auto-resettable, fuse protects the controller circuits.
- **1-Amp (F2)** auto-resettable fuse protects the controller circuits.
- **12-Amp (F3)** non-replaceable fuse protects the engine/starting circuitry and accessories.

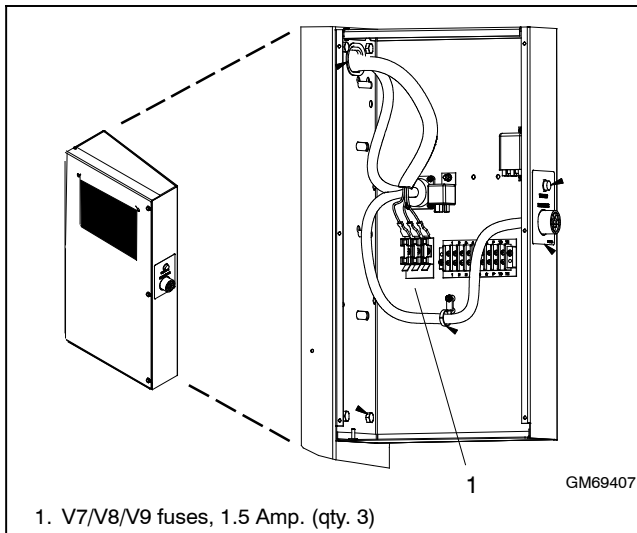


Figure 1-7 AC Circuit Fuses in Control Box

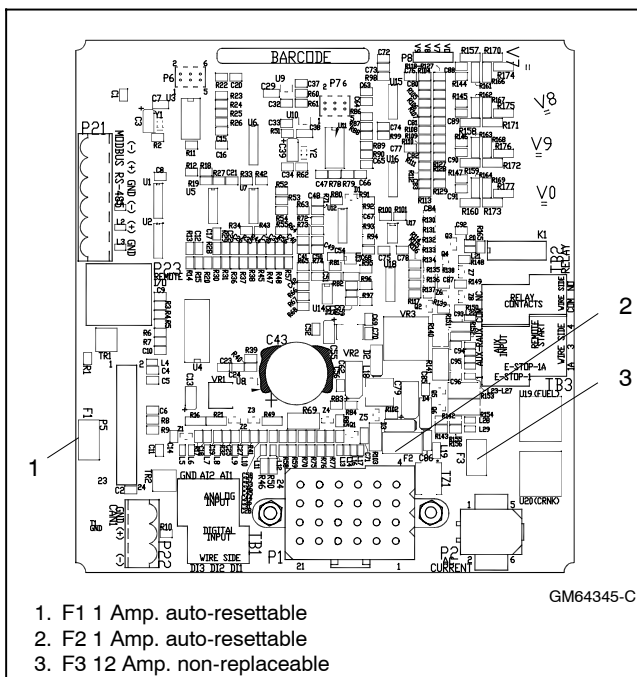


Figure 1-8 Controller DC Fuses

1.3 Controller Logic Specifications

The controller logic specifications section is an overview of the various features and functions of the controller. Certain features function only when optional accessories are connected. See Section 2, Operation, for details.

The default selection time delays and digital outputs are factory set and adjustable. Data entries require using a PC and SiteTech™ software. See the SiteTech™ software operation manual for details.

Inhibit Time Delay. The inhibit time delay is the time period following crank disconnect during which the generator set stabilizes and the controller does not detect a fault or status event. Select the desired inhibit time delay from 0 to 60 seconds.

Time Delay (Shutdown or Warning). The time delay follows the inhibit time delay. The time delay is the time period between when the controller first detects a fault or status event and the controller warning or shutdown lamp illuminates. The delay prevents nuisance alarms. Select the desired time delay from 0 to 60 seconds.

1.3.1 Status Event and Fault Specifications

The Factory-Defined Settings List contains all status events and faults with ranges and time delays including items that do not have user adjustments.

Note: The engine ECM may limit the crank cycle even if the controller is set to a longer time period.

Factory-Defined Settings List

| Description | Controller Display Message | Alarm Horn | Fault Lamp Warning Shutdown | Write Access Display SiteTech | GenSet Mode Always Running Stopped | Range Setting | Default Selection | Time Delay Range (sec.) | Default Time Delay (sec.) |
|--|----------------------------|------------|-----------------------------------|-------------------------------------|---|---------------|-------------------|--------------------------|-----------------------------|
| Engine Functions | | | | | | | | | |
| Critically high fuel level (diesel-powered models only) * | Fuel Level Critically High | On | W | | | 0- 100% | 95% | 0- 10 | 5 |
| ECM communications loss | ECM Comm Err Shutdwn | On | S | | | | | Fixed | 10 |
| ECM diagnostics (multiple inputs) † | ECM xxxxxx Warning | On | W | | | | | | |
| ECM diagnostics (multiple inputs) † | ECM xxxxxx Shutdwn | On | S | | | | | | |
| ECM faults (address conflict) | ECM Addr Err Shutdwn | On | S | | | | | | |
| ECM faults (model mismatch) | ECM Mismatch Shutdwn | On | S | | | 0- 255 | 0 | | |
| Engine over speed | Eng Speed High Shutdwn | On | S | S | A | 105- 120% | 115% | | |
| Engine start aid active | Starting Aid Notice | | | | | | | | |
| Engine under speed | Eng Speed Low Shutdwn | On | S | S | A | 75- 95% | 85% | | |
| Fuel tank leak * | Fuel Leak Warning | On | W | | | | | | |
| Fuel tank leak * | Fuel Leak Shutdwn | On | S | | | | | | |
| High battery voltage | Battery High Warning | On | W | S | A | 110- 135% | 125% | Fixed | 10 |
| High coolant temperature | Coolnt Temp High Warning | On | W | | | | | 0- 10 (0- 30 inhibit) | 0 (5 FAA) (0 inhibit) |
| High coolant temperature | Coolnt Temp High Shutdwn | On | S | | | | | 0- 10 (0- 30 inhibit) | 0 (0 inhibit) |
| High fuel level (diesel-powered models only) * | Fuel Level High Warning | On | W | | | 0- 100% | 90% | 0- 10 | 5 |
| Loss of fuel | Loss of Fuel | On | S | | | | | | |
| Low battery voltage | Battery Low Warning | On | W | S | A | 80- 105% | 100% | Fixed | 90 |
| Low coolant level * | Coolant Lvl Low Shutdwn | On | S | | | | | Fixed | 5 |
| Low coolant temperature | Coolant Temp Low Warning | On | W | | | Fixed | 16°C (60°F) | 0- 10 (0- 30 inhibit) | 5 (0 inhibit) |
| Low cranking voltage | Lo Crank Vlt Warning | On | W | | | Fixed | 60% | Fixed | 6 |
| Low engine oil level * | Oil Level Low Warning | On | W | | | | | | |
| Low engine oil level * | Oil Level Low Shutdwn | On | S | | | | | | |
| Low fuel level (diesel models) * | Fuel Level Low Warning | On | W | | | 0- 100% | 35% | 0- 10 | 10 |
| Low fuel level (diesel models) * | Fuel Level Low Shutdwn | On | S | | | 0- 100% | 5% | 0- 10 | 0 |
| Low fuel pressure (gas models) * | Fuel Press Low Warning | On | W | | | | | | |
| Low oil pressure | Oil Press Low Warning | On | W | | | | | Fixed (Fixed inhibit) | 0 (30 inhibit) |
| Low oil pressure | Oil Press Low Shutdwn | On | S | | | | | Fixed (Fixed inhibit) | 5 (30 inhibit) |
| <p>* Function requires optional input sensors or is engine ECM dependent on some generator set models.</p> <p>† ECM inputs are engine-manufacturer dependent.</p> <p>‡ Changeable only by resetting the controller with a personality profile (SiteTech 1.4 or higher).</p> <p>** Denotes the default parameter range. Typically, ranges for the NiCad battery topology are slightly wider. For more details, refer to the battery charger operation manual.</p> | | | | | | | | | |
| ST- Short Term, LT- Long Term | | | | | | | | | |

| Description | Controller Display Message | Alarm Horn | Fault Lamp Warning Shutdown | Write Access Display SiteTech | GenSet Mode Always Running Stopped | Range Setting | Default Selection | Time Delay Range (sec.) | Default Time Delay (sec.) |
|---|----------------------------|------------|--------------------------------|----------------------------------|---------------------------------------|---------------|-------------------|-------------------------|---------------------------|
| No coolant temperature signal | Temp Sig Loss Shutdwn | On | S | | | | | | |
| No oil pressure signal | Press Sig Loss Shutdwn | On | S | | | | | Fixed | 5 |
| Overcrank | Over Crank Shutdwn | On | S | | | | | Fixed | (30 inhibit) |
| Speed sensor fault | Spd Sens Flt Warning | On | W | | | | | | |
| General Functions | | | | | | | | | |
| Alarm silence, 0- Auto only (NFPA 110), 1- Always | AlarmSilenceMode | | | S | A | 0- 1 | 1 | | |
| Aux. inputs 0- 5 VDC, 1 analog | Aux Input Warning | On | W | | | 0- 100% | 100% | 0- 10 | 0 |
| Aux. inputs 0- 5 VDC, 1 analog | Aux Input Shutdwn | On | S | | | 0- 100% | 100% | 0- 10 | 0 |
| Auxiliary inputs, up to 3 digital (2 additional digital inputs available with I/O module option) | Aux Input Warning | On | W | | | | | 0- 10 (0- 30 inhibit) | 0 (0 inhibit) |
| Auxiliary inputs, up to 3 digital (2 additional digital inputs available with I/O module option) | Aux Input Shutdwn | On | S | | | | | 0- 10 (0- 30 inhibit) | 0 (0 inhibit) |
| Backup parameters loaded | Backup Pars Status | | | | | | | | |
| Battery charger 1 communication loss | Bat1CommLoss | On | W | | | | | | |
| Battery charger 2 communication loss | Bat2CommLoss | On | W | | | | | | |
| Battery charger fault * (does not apply to charger GM87448) | Batt Chg Flt | On | W | | | | | | |
| Battery charger identity conflict | BatIdErr | On | W | | | | | | |
| Battery charger parameter mismatch | ParMisatch | On | W | | | | | | |
| Battery fault | Battery Flt | On | W | | | | | | |
| Chicago code active * | Auto Locked Notice | | | | | | | | |
| Common fault | Common Fault Shutdwn | On | S | | | | | | |
| Common warning | Common Warng | On | W | | | | | | |
| Default parameters loaded | Default Pars Warning | On | W | | | | | | |
| Emergency stop | Emerg Stop Shutdwn | On | S | | | | | | |
| Enclosure temperature: high shutdown | Enclsr Temp: High Shutdwn | On | S | | | Fixed | Active | Fixed | 5 (20 inhibit) |
| Engine cooldown (delay) active | Eng Cooldown Notice | | | | | | | | |
| Engine start delay active | Start Delay Notice | | | | | | | | |
| Engine started | Engine Start Status | | | | | | | | |
| Engine stopped | Engine Stop Status | | | | | | | | |
| EPS supplying load | Emerg Pwr On Notice | | | | | | | | |
| File system error (controller fault) | File Error Shutdwn | On | S | | | | | | |
| Generator running | Gen Running Notice | | | | | | | | |
| Input/output (optional module board) communication loss | OB1 Com Loss | On | W | | | | | | |
| Internal failure | Intern Error Shutdwn | On | S | | | | | | |
| * Function requires optional input sensors or is engine ECM dependent on some generator set models. † ECM inputs are engine-manufacturer dependent. ‡ Changeable only by resetting the controller with a personality profile (SiteTech 1.4 or higher). ** Denotes the default parameter range. Typically, ranges for the NiCad battery topology are slightly wider. For more details, refer to the battery charger operation manual. | | | | | | | | | |
| ST- Short Term, LT- Long Term | | | | | | | | | |

| Description | Controller Display Message | Alarm Horn | Fault Lamp Warning Shutdown | Write Access Display SiteTech | GenSet Mode Always Running Stopped | Range Setting | Default Selection | Time Delay Range (sec.) | Default Time Delay (sec.) |
|---|--|------------|-----------------------------------|-------------------------------------|---|--------------------|--------------------------|-------------------------|---------------------------|
| Measurement Units, 0- English, 1- Metric | Measurement Display | | | DS | A | 0- 1 | 1 | | |
| Metering communication loss | MeterCommLos Shutdwn | On | S | | | | | | |
| NFPA 110 alarm active | NFPA Alarm Notice | | | | | | | | |
| Not in auto (master control buttons) | Not In Auto Warning | On | W | | | | | | |
| Prime power application, 0- Standby, 1- Prime | Power Type | | | DS | A | 0- 1 | 0 | | |
| Remote start | Remote Start Status | | | | | | | | |
| System ready | System Ready Status | | | | | | | | |
| System timer failed | Timer Error Notice | | | | | | | | |
| Generator Functions | | | | | | | | | |
| AC sensing loss | AC Sens Loss Warning | On | W | | | | | | |
| AC sensing loss | AC Sens Loss Shutdwn | On | S | | | | | Fixed | 3 |
| Alternator protection | Alt Protect Shutdwn | On | S | | | | | | |
| Ground fault input * | Ground Fault Warning | On | W | | | | | | |
| kW overload | Total Power High Shutdwn | On | S | | | Fixed | 102% standby, 112% prime | Fixed | 60 |
| Locked rotor (failed to crank) | Locked Rotor Shutdwn | On | S | S | A | | | 1- 5 | 5 |
| Overfrequency | Freq High Shutdwn | On | S | | | 102- 140% | 110% | Fixed | 10 |
| Overvoltage (each phase) | Volts (L1- L2, L2- L3, or L3- L1) High Shutdwn | On | S | S | A | 105- 135% | 120% | 2- 10 | 2 |
| Power rating | Pwr Rating | | | DS | S | 10- 5000 | 275 | | |
| System frequency | System Freq | | | DS | S | 50- 60 | 60 | | |
| System voltage | System Volt | | | DS | S | 110- 600 | 208 | | |
| Underfrequency | Frequency Low Shutdwn | On | S | | | 80- 95% | 90% | Fixed | 10 ST 60 LT |
| Undervoltage (each phase) | Volts (L1- L2, L2- L3, or L3- L1) Low Shutdwn | On | S | S | A | 70- 95% | 80% | 5- 30 | 10 |
| Voltage/phase configuration, 0- Single phase, 1- Single phase dogleg, 2- three phase wye, 3- three phase delta | SystemPhase | | | DS | S | 0- 3 | 2 | | |
| Voltage regulator average voltage adjustment | VR Volt Adj | | | DS | R | 108- 600 | 208 | | |
| (Voltage) regulator communication loss | RegCommLoss Shutdwn | On | S | | | | | | |
| SiteTech Read/Write Display Only | | | | | | | | | |
| Charger Absorption Current Termination Target (A) | | | | S | A | 1 – 5 | 2 | | |
| Charger Automatic Equalize Enable Note: Equalize is only available with FLA/VRLA topology selected. | | | | S | A | Active Inactive | Inactive | | |
| * Function requires optional input sensors or is engine ECM dependent on some generator set models. † ECM inputs are engine-manufacturer dependent. ‡ Changeable only by resetting the controller with a personality profile (SiteTech 1.4 or higher). ** Denotes the default parameter range. Typically, ranges for the NiCad battery topology are slightly wider. For more details, refer to the battery charger operation manual. | | | | | | | | | |
| ST- Short Term, LT- Long Term | | | | | | | | | |

| Description | Controller Display Message | Alarm Horn | Fault Lamp Warning Shutdown | Write Access Display SiteTech | GenSet Mode Always Running Stopped | Range Setting | Default Selection | Time Delay Range (sec.) | Default Time Delay (sec.) |
|---|----------------------------|------------|--------------------------------|----------------------------------|---------------------------------------|--|----------------------------|-------------------------|---------------------------|
| Charger Charge Cycles Between Auto Equalize Cycles Note: Equalize is only available with FLA/VRLA topology selected. | | | | S | A | 0 – 99 | | | |
| Charger Custom Profile Enable | | | | S | A | Active Inactive | Inactive | | |
| Charger Depleted Battery Current Limit | | | | S | A | 1 – 5 | 2 | | |
| Charger Depleted Battery Voltage Target | | | | S | A | 4 – 12 (12 V) 18 – 24 (24 V) | 10 (12 V) 20 (24 V) | | |
| Charger Equalize Stage Duration (Min) Note: Equalize is only available with FLA/VRLA topology selected. | | | | S | A | 60 – 480 | | | |
| Charger Manual Equalize Cycle Activation Note: Equalize is only available with FLA/VRLA topology selected. | | | | S | A | Active Inactive | Inactive | | |
| Charger Maximum Absorption Time Threshold (Min.) | | | | S | A | 60 – 360 60 – 600 (NiCad only) | 240 | | |
| Charger Maximum Bulk Time Threshold (Min) | | | | S | A | 60 – 600 | 480 | | |
| Charger Refresh Charge Cycle Time (Hr) | | | | S | A | 0, 23 – 672 | 335 | | |
| Charger Return To Bulk State Voltage Threshold (V) | | | | S | A | 10 – 13 (12 V)** 20 – 26 (24 V)** | 12.8 (12 V) 25.6 (24 V) | | |
| Charger Starter Battery Topology Note: Verify that the battery topology is set correctly for the battery type that is used. Incorrect charger output system voltage may cause irreversible damage to the battery and abnormal out gassing. | | | | S | A | Default FLA/VRLA AGM Gel NiCad | Default | | |
| Charger System Battery Voltage Note: Verify that the system voltage is set correctly for the battery type that is used. Incorrect charger output system voltage may cause irreversible damage to the battery and abnormal out gassing. | | | | S | A | System 12 VDC System 24 VDC | 12 VDC | | |
| <p>* Function requires optional input sensors or is engine ECM dependent on some generator set models.</p> <p>† ECM inputs are engine-manufacturer dependent.</p> <p>‡ Changeable only by resetting the controller with a personality profile (SiteTech 1.4 or higher).</p> <p>** Denotes the default parameter range. Typically, ranges for the NiCad battery topology are slightly wider. For more details, refer to the battery charger operation manual.</p> <p>ST- Short Term, LT- Long Term</p> | | | | | | | | | |

| Description | Controller Display Message | Alarm Horn | Fault Lamp Warning Shutdown | Write Access Display SiteTech | GenSet Mode Always Running Stopped | Range Setting | Default Selection | Time Delay Range (sec.) | Default Time Delay (sec.) |
|---|----------------------------|------------|--------------------------------|----------------------------------|---------------------------------------|--|-----------------------------------|-------------------------|---------------------------|
| Charger Temperature Compensation Enable | | | | S | A | Active Inactive | Inactive | | |
| Charger Temperature Compensation Slope (mV/ °C) | | | | S | A | - 40 – 0 (12 V) -80 – 0 (24 V) | -30 (12 V) - 60 (24 V) | | |
| Charger Voltage Absorption (V) | | | | S | A | 13 – 15 (12 V)** 26 – 30 (24 V)** | 14.25 (12 V) 28.5 (24 V) | | |
| Charger Voltage Bulk (V) | | | | S | A | 13 – 15 (12 V)** 26 – 30 (24 V)** | 14.25 (12 V) 28.5 (24 V) | | |
| Charger Voltage Equalize (V) Note: Equalize is only available with FLA/VRLA topology selected. | | | | S | A | 14 – 16 (12 V) 28 – 32 (24 V) | | | |
| Charger Voltage Float (V) | | | | S | A | 13 – 14 (12 V)** 26 – 28 (24 V)** | 13.25 (12 V) 26.5 (24 V) | | |
| Current transformer ratio ‡ | | | | S | S | 1- | 1200 | | |
| ECM power | | | | S | S | 0- 1 | 0 | | |
| Engine cooldown delay | | | | S | A | | | 0- 600 | 300 |
| Engine (cyclic) crank on | | | | S | A | | | 10- 30 | 15 |
| Engine (cyclic) crank pause | | | | S | A | | | 1- 60 | 15 |
| Engine ECM start delay | | | | S | A | | | 0- 300 | 0 |
| Engine idle duration | | | | S | A | | | 0- 60 | 60 |
| Engine no. of (cyclic) crank cycles | | | | S | S | 1- 6 | 3 | | |
| Engine restart delay | | | | S | A | | | 1- 10 | 10 |
| Engine start aid delay | | | | S | A | | | 0- 10 | 0 |
| Engine start delay | | | | S | A | | | 0- 300 | 0 |
| Equalize Current Limit (A) Note: Equalize is only available with FLA/VRLA topology selected. | | | | S | A | 1–5 | | | |
| Forced Charge Cycle Reset | | | | S | A | Active Inactive | Inactive | | |
| Output Enable | | | | | | Fixed | Active | | |
| System battery voltage ‡ | | | | S | S | 12- 24 | 12 | | |
| Voltage regulator gain | | | | S | R | 1- 255 | 128 | | |
| Voltage regulator stability adjust | | | | S | R | 1- 255 | 128 | | |
| Voltage regulator, volts per Hertz slope | | | | S | R | 1- 10 | 5 | | |
| Voltage regulator, volts per Hertz cut in frequency | | | | S | R | 42- 62 | 57.5 | | |
| <p>* Function requires optional input sensors or is engine ECM dependent on some generator set models.</p> <p>† ECM inputs are engine-manufacturer dependent.</p> <p>‡ Changeable only by resetting the controller with a personality profile (SiteTech 1.4 or higher).</p> <p>** Denotes the default parameter range. Typically, ranges for the NiCad battery topology are slightly wider. For more details, refer to the battery charger operation manual.</p> <p>ST- Short Term, LT- Long Term</p> | | | | | | | | | |

1.3.2 Voltage Regulator and Calibration Specifications

The controller has a voltage regulation function that is internal to the processor. This means that no external voltage regulator is necessary. The voltage regulation of the controller uses root mean square (rms) sensing for fast response to changes in indicated and regulated voltages resulting in excellent regulation accuracy.

1.3.3 Voltage Regulator Adjustments

The descriptions of the voltage regulator adjustments and features follow. Refer to the Factory-Defined Settings List shown in 1.3.1 for voltage regulator adjustments. See Appendix C, Voltage Regulator Definitions and Adjustments, for additional information and to customize adjustments for specific applications.

Voltage Adjustment. The voltage adjustment allows the user to enter the desired generator set output level. This regulated level setting is the average of the three line-to-line voltages in three-phase configurations or L1-to-L2 in single phase configurations.

Submenus display the individual line-to-line voltages. These voltages are for reference only and are relevant in unbalanced load conditions. The voltage adjust setpoint can be changed to accommodate an important phase in an unbalanced system.

Underfrequency Unload Frequency Setpoint. This adjustment affects the voltage droop (volts per Hz) when load is applied and underfrequency occurs. The underfrequency unload setting defines the setpoint where underfrequency starts. Any frequency below the setpoint causes the voltage to drop thus reducing the load allowing the engine speed to recover according to the underfrequency unload slope setting.

Engine speed recovery depends upon characteristics such as engine make, fuel type, load types, and operating conditions. The underfrequency unload setting should match the engine speed recovery characteristics for the application.

Underfrequency Unload Slope. This setting determines how much the voltage drops during an underfrequency condition. Typically, applying a large electrical load causes a dip in engine speed and frequency. The voltage regulator reduces voltage, allowing engine speed recovery. The volts-per-Hz setting determines the amount of voltage drop.

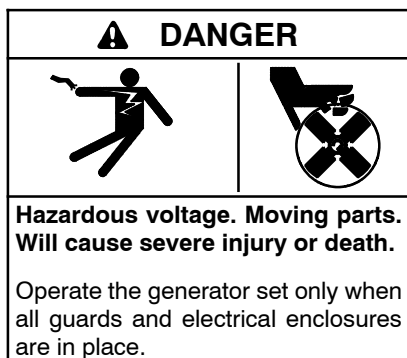
Regulator Gain. Regulator gain refers to the gain of the control system. Generally, the higher the gain the faster the system responds to changes and the lower the gain, the more stable the system.

If the voltage is slow to recover when loads are applied or removed, increase the regulator gain. If the voltage is unstable, decrease the regulator gain.

Notes

2.1 Prestart Checklist

To ensure continued satisfactory operation, perform the following checks or inspections before or at each startup, as designated, and at the intervals specified in the service schedule. In addition, some checks require verification after the unit starts.



Air Cleaner. Check for a clean and installed air cleaner element to prevent unfiltered air from entering engine.

Air Inlets. Check for clean and unobstructed air inlets.

Battery. Check for tight battery connections. Consult the battery manufacturer's instructions regarding battery care and maintenance.

Coolant Level. Check the coolant level according to the cooling system maintenance information.

Note: Block Heater Damage. The block heater will fail if the energized heater element is not immersed in coolant. Fill the cooling system before turning on the block heater. Run the engine until it is warm, and refill the radiator to purge the air from the system before energizing the block heater.

Drive Belts. Check the belt condition and tension of the radiator fan, water pump, and battery charging alternator belt(s) according to the drive belt system maintenance information.

Exhaust System. Check for exhaust leaks and blockages. Check the silencer and piping condition and check for tight exhaust system connections.

Inspect the exhaust system components (exhaust manifold, exhaust line, flexible exhaust, clamps, silencer, and outlet pipe) for cracks, leaks, and corrosion.

- Check for corroded or broken metal parts and replace them as needed.

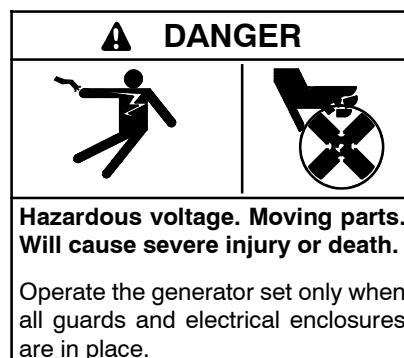
- Check for loose, corroded, or missing clamps and hangers. Tighten or replace the exhaust clamps and/or hangers as needed.
- Check that the exhaust outlet is unobstructed.
- Visually inspect for exhaust leaks (*blowby*). Check for carbon or soot residue on exhaust components. Carbon and soot residue indicates an exhaust leak. Seal leaks as needed.

Fuel Level. Check the fuel level and keep the tank(s) full to ensure adequate fuel supply.

Oil Level. Maintain the oil level at or near, not over, the full mark on the dipstick.

Operating Area. Check for obstructions that could block the flow of cooling air. Keep the air intake area clean. Do not leave rags, tools, or debris on or near the generator set.

2.2 Exercising Generator Set



Operate the generator set under load once each week for one hour. Perform the exercise in the presence of an operator when the generator set does not have an automatic transfer switch with an exercise option.

During the exercise period, apply a minimum of 35% load based on the nameplate standby rating, unless otherwise instructed in the engine operation manual.

The operator should perform all of the prestart checks before starting the manual exercise procedure. Start the generator set according to the starting procedure in Section 2.4, Controller Operation. While the generator set is operating, listen for a smooth-running engine and visually inspect generator set for fluid or exhaust leaks.

The generator set controller does not provide weekly scheduled exercise periods. For scheduled exercise periods, refer to the automatic transfer switch (if equipped) literature.

2.3 Operation in Cold Weather Climates

Cold weather operation is generally considered ambient temperatures below freezing 0°C (32°F). The following items are recommended for cold weather starting and/or operation when the unit is located in an enclosure or unheated structure. Have a licensed electrician install 120 VAC, 15 amp outlets as needed if not already in the immediate area.

Refer to the engine operation manual regarding engine oil viscosity, fuel composition, and coolant mixture recommendations.

- The **engine block heater** is generally recommended for most units when operated below 0°C (32°F) and required as part of NFPA 110. Refer to the respective spec sheet for temperature recommendations in available options.
- A **battery heater** is generally recommended for most units when operated below 0°C (32°F). Refer to the respective spec sheet for model availability.
- An **alternator strip heater** is available for most generator sets providing a heat source to prevent moisture and frost buildup.
- The **crankcase ventilation (CCV) heater kit** provides a controlled heating source to the crankcase ventilation system preventing freezing water buildup during cold weather. The thermostat turns on at 4°C (40°F) and turns off at 16°C (60°F). Refer to Section 3, Scheduled Maintenance for more information. (Applies to 125/150 kW, 8.1 L GM- and 8.8 L PSI- powered generator set models only.)
- **Heater tape** is recommended when the generator set is equipped with a closed crankcase ventilation

system and operated at or below 50% of rated load. Wrap the UL/CSA compliant heater tape around the crankcase canister/breather system hose that runs from the crankcase to the air intake and use cable ties as needed to secure the heater tape. If the heater tape is within 152 mm (6 in.) of the exhaust system, use thermal insulation material to protect the heater tape.

40-60REOZK Models only. When the ambient temperature drops below -15°C (5°F) a turbocharger pre-lube sequence begins when the crank cycle is initiated. During the first 10 seconds of cranking, the fuel system is disabled to ensure engine oil is present at the turbocharger. This is necessary for the longevity of the turbocharger on the KDI 3404TM engine. The fuel system is then enabled for the next 5 seconds of cyclic cranking and the engine will start as normal.

2.4 Controller Operation

The controller operation includes several types of starting and stopping functions as detailed in the following paragraphs. The controller master control switch buttons, lamps, and alarm horn functions are summarized in Figure 2-1.

2.4.1 Starting

Local Starting

Press the master control RUN button to start the generator set at the controller.

Note: The alarm horn sounds and the Not-In-Auto Warning display appears whenever the generator set master control button is not in the AUTO mode.

| Button Mode | Generator Set Status | Button Lamp | Fault Lamp | Alarm Horn | Alarm Silence Button * | Alarm Silence Lamp | Controller Display |
|------------------------------|----------------------|-------------|------------|------------|------------------------|--------------------|---|
| AUTO | Off | Green | — | Off | — | — | Scrolling Overview Menu Only |
| | On (or Cranking) | | — | Off | — | — | |
| | Running and then Off | | Red | On Off | — Pressed | — Yellow | Shutdown Message |
| OFF/RESET | Off | Red | Yellow | On Off | — Pressed | — Yellow | Not In Auto Warning |
| RUN (unit fails to start) | Off (or Cranking) | Yellow | Yellow | On Off | — Pressed | — Yellow | Not in Auto Warning |
| | Off | | Red | On Off | — Pressed | — Yellow | Locked Rotor Shutdown (or other shutdown message) |
| | | | | | | | |
| RUN (unit starts) | Off (or Cranking) | Yellow | Yellow | On Off | — Pressed | — Yellow | Not in Auto Warning |
| | On | | Yellow | Off | Pressed | Yellow | |
| | Running and then Off | Yellow | Red | On Off | — Pressed | — Yellow | Shutdown Message |

* Alarm silence only works when in the Auto mode unless the Always selection is made using SiteTech™. Refer to 2.7.7 GenSet System for more information.

Figure 2-1 Master Control Button Function Summary

Note: The transient start/stop function of the controller prevents accidental cranking of the rotating engine. The generator set stops and recranks when the OFF/RESET button is momentarily pressed and then the RUN button is pressed.

Auto Starting

Press the master control AUTO button to allow startup by the automatic transfer switch or remote start/stop switch (connected to controller terminals 3 and 4).

Terminals 3 and 4 connect to a circuit that automatically starts the generator set crank cycle when an external source closes the circuit.

Note: The controller provides up to 30 seconds of programmable cyclic cranking and up to 60 seconds rest with up to 6 cycles. The default setting is 15 seconds cranking and 15 seconds rest for 3 cycles. Make cyclic cranking adjustments using SiteTech™ software.

Prime Power Switch

The controller has an optional prime power mode of operation. The prime power mode requires installation of an optional prime power switch kit. See Section 6, Accessories, for instructions on how to install the optional prime power switch kit. The prime power switch kit prevents engine starting battery drain when the generator set is shut down and no external battery charging is available.

Move the prime power switch located on the junction box to the CONTROLLER ON position before attempting to start the generator set. When the prime power mode is off, all controller functions including the digital display, LEDs, and alarm horn are operative.

Stop the generator set using the stopping procedures in Section 2.4.2 before placing the generator set in the prime power mode. Move the prime power switch located on the junction box to the CONTROLLER OFF position. When the generator set is in the prime power mode, all controller functions including the digital display, LEDs, alarm horn, and communications are inoperative.

2.4.2 Stopping (User Stopping and Fault Shutdown)

Normal Stopping

Run the generator set without load for 5 minutes to ensure adequate engine cooldown.

The controller has a programmable cooldown timer that functions only when the master control button is in the AUTO mode. To stop the generator set, press the generator set master control OFF/RESET button and wait until the generator set comes to a complete stop.

Note: The cooldown cycle times out before the generator set stops when a remote switch or automatic transfer switch initiates the generator set start/stop sequence.

Emergency Stopping

Use the controller emergency stop switch or optional remote emergency stop for immediate shutdown.

The emergency stop switch bypasses the time delay engine cooldown and immediately shuts down the generator set.

Note: Use the emergency stop switch(es) for emergency shutdowns only. Use the generator set master control OFF/RESET button for normal shutdowns.

The controller fault lamp lights and the unit shuts down when the local or remote emergency stop switch activates.

2.4.3 Emergency Stop Switch Resetting

Use the following procedure to reset the generator set after shutdown by a local or remote emergency stop switch. Refer to Section 2.4.8, Controller Resetting procedure, to restart the generator set following a fault shutdown.

1. Investigate and correct the cause of the emergency stop.
2. Reset the optional remote emergency stop switch by replacing the glass piece, when equipped. Additional glass rods are available as a service part. Reset the controller emergency stop switch by pulling the switch dial outward.
3. Press the generator set master control OFF/RESET button.
4. After resetting all faults using the controller reset procedure in Section 2.4.8, press the generator set master control RUN or AUTO button to restart the generator set. The generator set will not crank until the reset procedure completes.

2.4.4 System Status Lamps

The (OFF/RESET - AUTO - RUN) master control buttons indicate the status condition with an integrated lamp at the button.

The green lamp illuminates on the master control AUTO (automatic start) button indicating the system senses no faults and the unit is ready to start by remote command.

The red lamp illuminates on the master control OFF/RESET button indicating the generator set is stopped.

The yellow lamp illuminates on the master control RUN button indicating the generator set is cranking or running from a local command.

Only one of the three master control button lamps will illuminate at any given time.

2.4.5 System Fault Warning Lamp with Digital Displays

The system FAULT lamp glows yellow and the alarm horn sounds indicating a warning fault but does not shut down the generator set. The fault lamp illuminates yellow and the alarm horn sounds when the fuel tank level on diesel-fueled models approaches empty. This fault requires an optional low fuel level switch for the lamp to function. The local display shows *Fuel Level Low Warning*. See Section 2.4.8, Controller Resetting procedure, for instructions on resetting a system warning.

When the system warning lamp is on and no message displays, rotate the selector dial to view messages. When the system warning continues, it may lead to a fault and cause a system shutdown.

Use the Silence Alarm button to silence the alarm horn at the operator's discretion.

If the controller is setup for an NFPA 110 application, press the AUTO button before silencing the alarm horn. The alarm horn cannot be silenced unless the master control button is in the AUTO mode. See 2.4.7 Status and Notice Digital Displays for more information.

Note: Text shown in *italics* in this section of the manual represents digital display messages.

AC Sensing Loss. The fault lamp illuminates yellow and the alarm horn sounds when the controller does not detect the nominal generator set AC output voltage after crank disconnect. The controller displays *AC Sens Loss Warning*.

Auxiliary Input (Warning). The fault lamp illuminates yellow and the alarm horn sounds when an auxiliary digital or analog input signals the controller. The digital inputs do not function during first the 30 seconds after startup. Use SiteTech™ software to define inputs as shutdowns or warnings. The local display shows *Aux Input Warning*.

Battery Charger Communication Loss. The warning fault lamp on the controller illuminates yellow and the alarm horn sounds when CAN communication with the battery charger has been lost. Local display shows either *bat1CommLoss* or *bat2CommLoss*.

Note: *bat2CommLoss* indicates communication loss for battery charger number 2. *bat2CommLoss* is only relevant for generator sets with more than one battery charger.

Battery Charger Fault. The warning lamp on controller illuminates yellow and the alarm horn sounds when the battery charger malfunctions. Local display shows *Batt Chg Flt*.

Battery Charger Identity Conflict. The warning lamp on the controller illuminates yellow and the alarm horn sounds when there is a CAN address communication error. The battery charger has the same CAN address as another generator set component. To correct a CAN address error, verify the address identification in the harness and power cycle the controller. Local display shows *BatIdErr*.

Battery Charger Parameter Mismatch. The warning lamp on controller illuminates yellow and the alarm horn sounds when the battery charger metering is not in range of the specified parameters. Local display shows *ParMismatch*.

Battery Fault. The warning lamp on controller illuminates yellow and the alarm horn sounds when there is an issue with the battery such as a connection problem or a dead battery. When the temperature compensation sensor is connected, whether active or inactive, and the temperature rises above 60°C (140°F) or below -20°C (-4°F), the battery failure warning will also be displayed indicating that the battery is unable to take charge due to temperature. Absorption timeout will also cause a failure since the battery was unable to accept the expected charge in the time frame given which indicates a potential battery issue. Local display shows *Battery Flt*.

Common Warning. The fault lamp illuminates yellow and the alarm horn sounds when the controller is signaled by a common warning. Use SiteTech™ software to activate the common warning. The local display shows *Common Warnng*. The common warning comprises all of the warnings under a single alert.

Critical High Fuel Level (diesel-powered models only). The fault lamp illuminates yellow and the alarm horn sounds when the fuel tank level on diesel models approaches full. This fault requires an optional critical high fuel switch and fuel tank for the lamp to function. The local display shows *Fuel Level Critically High*.

Default Parameters Loaded. The fault lamp illuminates yellow and the alarm horn sounds when the controller detects that the default parameter software was loaded using SiteTech™ software. The local display shows *Default Pars Warning*.

ECM Diagnostics (Multiple Engine Inputs). The fault lamp illuminates yellow and the alarm horn sounds when ECM diagnostics signals the controller. The local display shows *ECM xxxxx Warning*. The specific display (xxxxx) will be a brief message or fault code that is engine manufacturer dependent. The engine literature provides the fault code description and further information.

Fuel Tank Leak (diesel-powered models only). The fault lamp illuminates yellow and the alarm horn sounds when the fuel tank signals a leak of the inner tank. This fault requires an optional fuel tank leak switch for the lamp to function. The local display shows *Fuel Leak Warning*.

Ground Fault. The fault lamp illuminates yellow and the alarm horn sounds when a user-supplied ground fault detector signals the controller. The local display shows *Ground Fault Warning*.

High Battery Voltage. The fault lamp illuminates yellow and the alarm horn sounds when the battery voltage rises above the preset level for more than 10 seconds. The local display shows *Battery High Warning*. Figure 2-2 shows high battery voltage specifications. The high battery voltage feature monitors the battery and battery charging system in the generator set operating and off modes.

| Engine Electrical System Voltage | High Battery Voltage Range | High Battery Voltage Default Setting |
|----------------------------------|----------------------------|--------------------------------------|
| 12 | 13.2- 16.2 | 15 |
| 24 | 26.4- 32.4 | 30 |

Figure 2-2 High Battery Voltage Specs

High Coolant Temperature. The fault lamp illuminates yellow and the alarm horn sounds when the engine coolant temperature approaches the shutdown range. The high coolant temperature warning does not function during the preset inhibit time delay period after startup. The local display shows *Coolnt Temp High Warning*.

High Fuel Level (diesel-powered models only). The fault lamp illuminates yellow and the alarm horn sounds when the fuel tank level on diesel models approaches near full. This fault requires an optional high fuel switch and fuel tank for the lamp to function. The local display shows *Fuel Level High Warning*.

Input/Output Communication Loss. The fault lamp illuminates yellow and the alarm horn sounds when the controller loses the input/output communication signal from the optional I/O module board. The local display shows *OB1 Com Loss*.

Low Battery Voltage. The fault lamp illuminates yellow and the alarm horn sounds when the battery voltage drops below a preset level for more than 90 seconds. The local display shows *Low Battery Warning*. See Figure 2-3 for low battery voltage specifications.

| Engine Electrical System Voltage | Low Battery Voltage Range | Low Battery Voltage Default Setting |
|----------------------------------|---------------------------|-------------------------------------|
| 12 | 9.6- 12.6 | 12 |
| 24 | 19.2- 25.2 | 24 |

Figure 2-3 Low Battery Voltage Specs

The low battery voltage feature monitors the battery and battery charging system in the generator set operating and off modes. The controller logic inhibits the low battery voltage warning during the crank cycle.

Low Coolant Temperature. The fault lamp illuminates yellow and the alarm horn sounds when the engine coolant temperature is low. The low coolant temperature warning does not function during the preset inhibit time delay period after startup. The local display shows *Coolant Temp Low Warning*.

Low Cranking Voltage. The fault lamp illuminates yellow and the alarm horn sounds when the battery voltage drops below 60% of the nominal voltage (12 VDC or 24 VDC) for more than 6 seconds during the crank cycle. The local display shows *Lo Crank Vlt Warning*.

Low Engine Oil Level. The fault lamp illuminates yellow and the alarm horn sounds because of low engine oil level. This fault feature requires an optional low engine oil level sensor for the lamp to function. Local display shows *Oil Level Low Warning*.

Low Fuel Level (diesel-powered models only). The fault lamp illuminates yellow and the alarm horn sounds when the fuel tank level on diesel-fueled models approaches empty. This fault requires an optional low fuel level switch for the lamp to function. The local display shows *Fuel Level Low Warning*.

Low Fuel Pressure (gas-powered models only). The fault lamp illuminates yellow and the alarm horn sounds when low fuel pressure on gaseous-fueled models occurs. This fault requires an optional low fuel pressure switch for the lamp to function. The local display shows *Fuel Press Low Warning*.

Low Oil Pressure. The fault lamp illuminates yellow and the alarm horn sounds when the engine oil pressure approaches the shutdown range. The low oil pressure warning does not function during first the 30 seconds after startup. The local display shows *Oil Press Low Warning*.

Not in Auto (Generator Master Control Switches). The fault lamp illuminates yellow and the alarm horn sounds when the generator set master control button is in the RUN or OFF/RESET mode. The local display shows *Not In Auto Warning*.

Speed Sensor Fault. The fault lamp illuminates yellow and the alarm horn sounds when the speed signal is absent for one second while the generator set runs. The local display shows *Spd Sens Flt Warning*.

2.4.6 System Fault Shutdown Lamp With Digital Displays

The system FAULT lamp glows red, the alarm horn sounds, and the unit shuts down to indicate a fault shutdown under the following conditions. See Section 2.4.8, Controller Resetting procedure, for information on resetting a system shutdown.

Use the Alarm Off button to silence the alarm horn at the operator's discretion.

If the controller is set up for an NFPA 110 application, press the AUTO button before silencing the alarm horn. The alarm horn cannot be silenced unless the master control button is in the AUTO mode. See 2.4.7 Status and Notice Digital Displays for more information.

Note: Text shown in *italics* in this section of the manual represents digital display messages.

AC Sensing Loss. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the controller does not detect the nominal generator set AC output voltage for more than 3 seconds after crank disconnect. The controller displays *AC Sens Loss Shutdn*.

Alternator Protection. The fault lamp illuminates red and the unit shuts down because of an alternator overload or short circuit. The local display shows *Alt Protect Shutdn*. See Appendix D, Alternator Protection for more information.

Auxiliary Input (Shutdown). The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when an auxiliary digital or analog inputs signals the controller. The digital inputs do not function during first the 30 seconds after startup. Use SiteTech™ software to define inputs as shutdowns or warnings. The local display shows *Aux Input Shutdn*.

Common Fault. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the controller is signaled by a common fault. Use SiteTech™ software to activate the common fault shutdown. The local display shows *Common Fault Shutdn*. The common fault comprises the following shutdowns under a single alert.

- Emergency stop
- Engine over speed
- High coolant temperature
- Low oil pressure
- Overcrank

ECM Address Conflict. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the controller detects an error with the ECM address. The local display shows *ECMAddr Err Shutdn*.

ECM Communications Loss. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the ECM communication link is disrupted. The local display shows *ECM Comm Err Shutdn*.

ECM Diagnostics (Multiple Engine Inputs). The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when ECM diagnostics signals the controller. The local display shows *ECM xxxxx Shutdn*. The specific display (xxxxx) will be a brief message or fault code that is engine manufacturer dependent. The engine literature provides the fault code description and further information.

ECM Model Mismatch. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the controller detects an error with the ECM model. The local display shows *ECM Mismatch Shutdwn*.

Emergency Stop. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the local or optional remote emergency stop switch activates. The local display shows *Emerg Stop Shutdwn*.

Enclosure Temperature: High Shutdown (Available on select Telecom units only). The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the enclosure reaches high temperature. The digital input does not function during first the 20 seconds after startup and has a 5 second delay. The local display shows *Enclsr Temp: High Shutdwn*.

Engine Over Speed. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down immediately when the governed frequency on 50 and 60 Hz models exceeds the over speed setting. The local display shows *Eng Speed High Shutdwn*.

Engine Under Speed. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down immediately when the governed frequency on 50 and 60 Hz models drops below the under speed setting. The local display shows *Eng Speed Low Shutdwn*.

File System Error. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the internal controller diagnostics detect a firmware file error. The local display shows *File Error Shutdwn*.

Fuel Tank Leak (diesel-powered models only). The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the fuel tank signals a leak of the inner tank. This fault requires an optional fuel tank leak switch for the lamp to function. The local display shows *Fuel Leak Shutdwn*.

High Coolant Temperature. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down because of high engine coolant temperature. The high coolant temperature shutdown does not function during the preset inhibit time delay period after startup. The local display shows *Coolnt Temp High Shutdwn*.

Note: The high engine temperature shutdown function and the low coolant level shutdown function are independent. A low coolant level condition may not activate the high engine temperature switch.

Internal Fault. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the internal diagnostics detect a controller malfunction. The local display shows *Intern Error Shutdwn*.

kW Overload. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the generator set supplies more than 102% of the rated standby output kW (or 112% of the rated prime power output kW) for more than 60 seconds. The local display shows *Total Power High Shutdwn*.

Locked Rotor (failed to crank). If none of the speed sensing inputs show engine rotation within the preset time delay of initiating engine cranking, the ignition and crank circuits turn off for the preset period and the cycle repeats. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down after the second cycle of the preset period of cranking. The local display shows *Locked Rotor Shutdown*.

Loss of Fuel. The fault lamp illuminates red and the alarm horn sounds when the unit shuts down without receiving a signal from the controller to do so. On diesel-fueled units this condition includes fuel pump failure, loss of fuel prime, and/or an empty fuel tank. On gaseous-fueled units this condition includes loss of fuel pressure and/or an empty fuel tank. The local display shows *Loss of Fuel*.

Low Coolant Level. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down because of low coolant level. Shutdown occurs 5 seconds after low coolant level is detected. Local display shows *Coolant Lvl Low Shutdwn*.

Low Engine Oil Level. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down because of low engine oil level. This fault feature requires an optional low engine oil level sensor for the lamp to function. Local display shows *Oil Level Low Shutdwn*.

Low Fuel Level (diesel-powered models only). The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the fuel tank level on diesel-fueled models approaches empty. This fault requires an optional low fuel level switch for the lamp to function. The local display shows *Fuel Level Low Shutdwn*.

Low Oil Pressure. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down because of low oil pressure. The shutdown occurs 5 seconds after the low pressure condition is detected. The low oil pressure shutdown does not function during first the 30 seconds after startup. The local display shows *Oil Press Low Shutdwn*.

MegaJector Communications Loss (GM/PSI and Doosan gas-powered models only). The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the communication link is disrupted. The local display shows *MJ Comm Loss*.

Metering Communications Loss. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the metering to controller communication link is disrupted. The local display shows *MeterCommLos Shutdwn*.

No Coolant Temperature Signal. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the engine coolant temperature sender circuit is open. The local display shows *Temp Sig Loss Shutdwn*.

No Oil Pressure Signal. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the engine oil pressure sender circuit is open for more than 5 seconds. The local display shows *Press Sig Loss Shutdwn*.

Overcrank. The fault lamp illuminates red, the alarm horn sounds, and cranking stops when the unit does not start within the defined cranking period. The local display shows *Over Crank Shutdwn*. See Section 2.4.1, Auto Starting, and Section 1.3.1, Status Event and Fault Specifications for cyclic crank specifications.

Note: The controller is equipped with an automatic restart function. When speed drops below 25 Hz (750 rpm) while the engine is running, the unit attempts to recrank. The unit then follows the cyclic cranking cycle and, when the engine fails to start, will shut down on an overcrank fault condition.

Overfrequency. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the frequency is above the overfrequency setting. The local display shows *Freq High Shutdwn*. See Figure 2-4.

| Overfrequency Setting Range | Time Delay | Overfrequency Default Setting |
|-----------------------------|------------|-------------------------------|
| 102% - 140% of nominal | 10 sec. | 110% of nominal |

Figure 2-4 Overfrequency Specs

Overvoltage (Each Phase). The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the voltage exceeds the overvoltage setting for the preset time delay period. The local display shows *Volts (L1-L2, L2-L3, or L3-L1) High Shutdwn*. See Figure 2-5 for overvoltage specifications.

Note: Overvoltage can damage sensitive equipment in less than one second. Install separate overvoltage protection on online equipment requiring faster than 2-second shutdown.

| Overvoltage Setting Range | Time Delay Range | Overvoltage Default Setting |
|---------------------------|------------------|-----------------------------|
| 105% - 135% of nominal | 2 - 10 sec. | 120% at 2 sec. |

Figure 2-5 Overvoltage Specs

Run Relay Overload. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the controller smart switch that operates generator set wire number 70 (Run) is overloaded. The local display shows *Run Relay Overload*.

Underfrequency. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the frequency drops below the underfrequency setting. The local display shows *Frequency Low Shutdwn*. See Figure 2-6 for underfrequency specifications.

| Underfreq. Setting Range | Time Delay | Underfrequency Default Setting |
|--------------------------|----------------------|--------------------------------|
| 80% - 95% of nominal | 10 sec. (short term) | 90% of nominal |

Figure 2-6 Underfrequency Specs

Note: The long-term shutdown occurs if the frequency is 1 Hz or more below the system frequency for 60 sec. The long-term shutdown is not adjustable.

Undervoltage. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the voltage drops below the undervoltage setting for the time delay period. The local display shows *Volts (L1-L2, L2-L3, or L3-L1) Low Shutdwn*. See Figure 2-7 for undervoltage specifications

| Undervoltage Setting Range | Time Delay Range | Undervoltage Default Setting |
|----------------------------|------------------|------------------------------|
| 70% - 95% of nominal | 5 - 30 sec. | 80% of nominal at 10 sec. |

Figure 2-7 Undervoltage Specs

(Voltage) Regulator Communications Loss. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the voltage regulator to controller communication link is disrupted. The local display shows *RegCommLos Shutdwn*.

2.4.7 Status and Notice Digital Displays

Warnings and shutdown faults appear on the digital display and become part of the event history. Beyond the warnings and shutdowns there are several events which also appear on the digital display. Status is an event that is not an alert but is part of the event history. Notice is an alert that is not part of the event history.

The controller allows a selected number of changes by the user for setting up the controller application which are covered in this section.

Note: Text shown in *italics* in this section of the manual represents digital display messages.

Alarm Silence. This status message indicates whether the alarm horn can be silenced in any button mode (OFF/RESET-AUTO-RUN) or requires the AUTO button be pressed first compliant per NFPA 110. Use SiteTech™ software to change this setting. See Section 2.4.8, Controller Resetting procedure, for information on resetting the system.

The local display shows *AlrmSilence: Always* when the alarm horn can be silenced with the master control buttons in any position (default setting).

The local display shows *AlrmSilence: Auto Only* when the alarm horn can be silenced only when in the AUTO mode.

Backup Parameters Loaded. This status message indicates that backup parameter firmware is now loaded on the controller using SiteTech™ software. The local display shows *Backup Pars Status*.

Chicago Code Active. This notice message indicates that a pass code is required to access the controller. Use SiteTech™ software to set up the feature. The local display shows *Auto Locked Notice*.

Emergency Power System (EPS) Supplying Load. This notice message indicates when the generator set supplies more than 1% of the rated standby output current. The local display shows *Emerg Pwr On Notice*.

Engine Cooldown (Delay) Active. This notice message indicates that the delay for engine cooldown is active where the generator set will continue to run after the OFF/RESET button is pressed. The unit will continue to run until the time delay times out. The local display shows *Eng Cooldown Notice*.

Engine Start Aid Active. This notice message indicates that the start aid is active and will energize an engine equipped preheat or ether system during the crank cycle. Use SiteTech™ software to set up this feature. The local display shows *Starting Aid Notice*.

Engine Start Delay Active. This notice message indicates that the delay for engine start is active where the generator set will not start right after the RUN button is pressed. The unit will start cranking after the time delay times out. The local display shows *Start Delay Notice*.

Engine Started. This status indicates that the generator set start circuit is closed allowing the engine to crank and run. The local display shows *Engine Start Status*.

Engine Stopped. This status indicates that the generator set start circuit is open causing the engine to shut down. The local display shows *Engine Stop Status*.

Generator Running. This notice indicates that the generator set has started and is running. The local display shows *Gen Running Notice*.

Generator Set Calibration (User Defined). This selectable display is in the GenSet Calibration Menu allowing the user to calibrate the controller and generator set. Use the Pushbutton/Rotary Selector Dial to navigate and select this feature.

Changes to this display must be done with the generator set running. The local display shows *Enter calib? No or Yes*. Select No to make no change. Select Yes to calibrate the following values:

- Volts L1- L2: x.x V
- Volts L2- L3: x.x V
- Volts L3- L1: x.x V
- Volts L1- N: x.x V
- Volts L2- N: x.x V
- Volts L3- N: x.x V
- Current L1: x.x A
- Current L2: x.x A
- Current L3: x.x A

The user can individually calibrate the values above or reset all of them. The local display *Reset all calib? No or Yes*. Select No to make no changes and exit GenSet Calibration. Select Yes to reset all of the values.

When calibrating voltage, the metered value and the number being entered as the calibrated value must be within 10% of the system operating voltage.

When calibrating current, the metered value must be at least 25% of the rated current on units smaller than 100 kW and at least 50 amps on units rated larger than 100 kW. The number being entered as the calibrated value must be within 10% of the metered value.

Measurement Units (User Defined). This selectable display is in the GenSet System Menu allowing the user to choose between Metric and English displays. Use the Pushbutton/Rotary Selector Dial to navigate and select this feature. Changes to this display can be done with the generator set running or stopped. The local display shows *Meas Units: Metric* or *Meas Units: English*.

NFPA 110 Alarm Active. This notice message indicates that the alarm for NFPA 110 is active. The fault lamp illuminates yellow (warning) or red (shutdown), the alarm horn sounds, and the units shuts down (if a shutdown fault is detected) when the NFPA 110 fault signals the controller. The local display shows the respective fault message. The NFPA 110 faults include:

- Battery charger fault
- EPS supplying load
- High battery voltage
- High coolant temperature shutdown
- High coolant temperature warning
- High engine speed
- Low battery voltage
- Low coolant level
- Low coolant temperature warning
- Low fuel (level or pressure)
- Low oil pressure shutdown
- Low oil pressure warning
- Master switch not in auto
- Overcrank

Remote Start. This status indicates that the generator set start circuit was closed from a remote location allowing the engine to crank and run. The remote location is typically a set of contacts on a transfer switch or remote start switch. The local display shows *Remote Start Status*.

System Ready. This status indicates that the generator set is in the AUTO mode and available to start if the start circuit is closed. The local display shows *System Ready*.

System Timer Failed. This notice indicates that the controller timer logic has failed to time out a designated function. The local display shows *Timer Error Notice*.

Voltage Regulator Adjustment (User Defined). This feature is in the Voltage Regulator Menu allowing the user to fine adjust the output voltage. Use the Pushbutton/Rotary Selector Dial to navigate and select this feature. Changes to this display must be done with the generator set running. The local display shows *Enter volt reg? No or Yes*. Select No to exit the voltage regulator menu. Select Yes to change the local display *VR Volt Adj: xxx.x V*.

2.4.8 Controller Resetting (Following System Shutdown or Warning)

Use the following procedure to restart the generator set after a system shutdown or to clear a warning lamp condition. This procedure includes the resetting of the optional remote annunciator.

Refer to Section 2.4.3, Emergency Stop Switch Reset Procedure, to reset the generator set after an emergency stop.

1. Disconnect the generator set load using the line circuit breaker or automatic transfer switch.
2. Correct the cause of the fault shutdown or warning. See the Safety Precautions and Instructions section of this manual before proceeding.

3. Start the generator set by pressing the generator set master control OFF/RESET button and then press the RUN button.

When equipped, the remote annunciator alarm horn sounds. Press the ALARM SILENCE/LAMP TEST button to stop the alarm horn. The lamp turns off.

4. Test operate the generator set to verify correction of the shutdown cause.
5. Press the generator set master control OFF/RESET button to stop the generator set.
6. Press the generator set master control AUTO button.
7. Reconnect the generator set load via the line circuit breaker or automatic transfer switch.

2.4.9 Powering Up the Engine Control Module (ECM)

Adapted from Service Bulletin SB-724 10/12.

The Decision-Maker® 3000 controller (with firmware version 3.10 and higher) and the APM402 controller have the capability to power up the engine ECM. On generator sets with John Deere engines, the engine ECM power-up feature allows service technicians to access fault codes and other troubleshooting data using their John Deere Diagnostic tools *without* the need to start the generator set. Refer to Procedure for Powering Up the Engine ECM on the following pages.

If the Decision-Maker® 3000 generator set controller has a firmware version earlier than 3.10, there are two

ways to power up the engine ECM without starting the generator set:

- Use SiteTech™ to power up the engine ECM. Refer to Procedure for Powering Up the Engine ECM using SiteTech™ for Firmware Versions Before 3.10 following.
- Update the firmware to version 3.10 or higher using a PC with SiteTech™ software and access Tech Tools for the firmware update. Refer to the SiteTech™ Software Operation Manual TP-6701 as needed.

Use the following information to determine the controller firmware version and perform the engine ECM power up procedure.

Procedure for Checking the Firmware Version

1. Confirm that a fully charged battery is connected to the generator set.
2. Press the generator set controller OFF/RESET key.
3. Momentarily press the selector dial to activate the digital display if dark.
4. Rotate the selector dial counterclockwise to navigate through the main menus to the Overview Menu as shown in Figure 2-8.

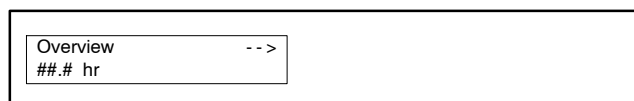


Figure 2-8 Overview Menu

5. Press the selector dial at the Overview Menu in order to access the Overview submenus.
6. Rotate the selector dial clockwise to navigate to the (firmware) SW Version submenu as shown in Figure 2-9.

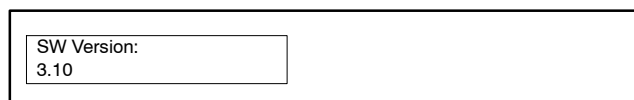


Figure 2-9 SW Version Submenu

7. For Decision-Maker® 3000 controllers, if the firmware version is earlier than 3.10, go to the Procedure for Powering Up the Engine ECM using SiteTech™. For Decision-Maker® 3000 controllers with firmware version 3.10 or higher, or for APM402 controllers, continue to Procedure for Powering Up the Engine ECM.

Procedure for Powering Up the Engine ECM

This procedure applies to Decision-Maker® 3000 controllers with firmware version 3.10 and higher and to APM402 controllers with firmware versions 1.0 and higher.

- 1. Navigate to the SW Version menu (Figure 2-10) as described in the previous procedure. Press and hold the selector dial until the display screen confirms that the ECM is powered as shown in Figure 2-11.



Figure 2-10 SW Version Display

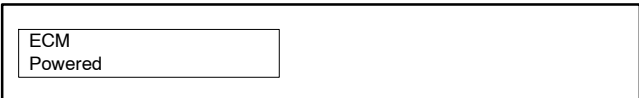


Figure 2-11 ECM Powered Display

- 2. After several seconds, the display will change to provide the option to power down the controller. See Figure 2-12.



Figure 2-12 ECM Power Down Display

- 3. If desired, press the selector dial to power down the engine ECM.

OR

Rotate the selector dial to navigate to any of the available menus.

Procedure for Powering Up the Engine ECM using SiteTech™ (for Decision-Maker® 3000 controllers with Firmware Versions Before 3.10)

Connect a PC with SiteTech™ software to the generator set controller. Refer to the SiteTech™ Software Operation Manual TP-6701 as needed.

Follow the instructions shown in Figure 2-13.

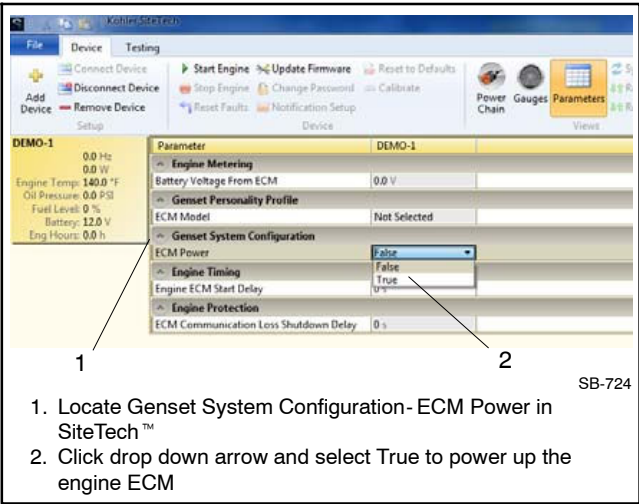


Figure 2-13 SiteTech™ Software Display Screen

2.5 Menu Displays

Use the Menu Summary List section after reading and understanding the features of the pushbutton/rotary selector dial. See Section 1.2.3, Digital Display.

The Menu Summary List provides a quick reference to the digital display data. Some digital display data may not be identical to your display due to generator set application differences. The closed bullet items represent main level data and the open bullet items are sub-level data. The Menu Summary List indicates items that are user selectable. Use SiteTech™ software for changing all other programmable information.

Some displays are engine dependent; refer to the Appendix, Controller Displays from the Engine ECM.

Section 2.7, Reviewing the Menu Displays, provides a digital display menu overview and explains the navigation using the pushbutton/rotary selector dial.

Menu Summary List (Legend: ● First level submenu, ○ second level submenu)

| Overview Menu (DEC3000 before version 4.11) | Overview Menu (DEC3000 version 4.11 and APM402) | Generator Metering Menu | GenSet System Menu |
|--|---|--|--|
| Available as scrolling or fixed display text | Available as scrolling or fixed display text | <ul style="list-style-type: none"> ● Total Power kVA (shown as actual output values) ● Total Power kW (shown as actual output values) ● Rated Power ● Volts, L1- L2 * ● Volts, L2- L3 * ● Volts, L3- L1 * ● Volts, L1- N * ● Volts, L2- N * ● Volts, L3- N * ● Current, L1 * ● Current, L2 * ● Current, L3 * ● Frequency ● Reset Calibration (User can reset individual volt and current values or reset all values) | <ul style="list-style-type: none"> ● System Frequency ● System Phase (Single Phase, Single Phase Dogleg, Three Phase Wye, or Three Phase Delta) ● System Volts ● Power Rating ● Amp Rating ● Power Type (Standby or Prime) ● Battery DC Voltage ● Measurement System (Metric or English) * ● Contrast (display) * ● Alarm Silence (Always or Auto Only) ● Manual Speed Adjust (available option) |
| <ul style="list-style-type: none"> ● Active Shutdowns (if present) ● Active Warnings (if present) ● Genset State ● Average Volts Line-to-Line ● Frequency ● Current ● Average kW ● Coolant Temperature ● Oil Pressure ● Fuel Level % (with diesel-powered models and optional fuel tank sender) ● Fuel Pressure (engine dependent) ● Battery DC Voltage ● Engine Run Time ● Software Version | <ul style="list-style-type: none"> ● Active Shutdowns (if present) ● Active Warnings (if present) ● Genset State ● Average Volts Line-to-Line ● Frequency ● Current ● Average kW ● Coolant Temperature ● Oil Pressure ● Fuel Level % (with diesel-powered models and optional fuel tank sender) ● Fuel Pressure (engine dependent) ● Battery DC Voltage ● Engine Run Time ● Battery Charger Volts and Amps, CHG1 and CHG2 (with charger GM87448 only) ● Software Version | GenSet Information Menu <ul style="list-style-type: none"> ● Generator Set Model No. ● Generator Set Serial No. ● Controller Serial No. | GenSet Calibration Menu (DEC3000 before version 3.0.25) <ul style="list-style-type: none"> ● Enter Calibration (Yes or No) * <ul style="list-style-type: none"> ○ Volts, L1- L2 ○ Volts, L2- L3 ○ Volts, L3- L1 ○ Volts, L1- N ○ Volts, L2- N ○ Volts, L3- N ○ Current, L1 ○ Current, L2 ○ Current, L3 ○ Reset Calibration ○ Reset All Calibration (Yes or No) ○ Exit Calibration |
| | Engine Metering Menu <ul style="list-style-type: none"> ● Engine Speed (Tachometer) ● Oil Pressure ● Coolant Temperature ● Fuel Level (with diesel-powered models and optional fuel tank sender) ● Battery DC Voltage ● Fuel Pressure (engine dependent) | GenSet Run Time Menu <ul style="list-style-type: none"> ● Engine Run Time ● Engine Loaded ● Engine Starts ● Total Energy kWh | |

* User-Defined (changeable) Menu Displays. Use SiteTech™ software to change other settings including User-Defined Menu Displays.

NOTE: Some changes require activating the calibration or adjustment mode. Some displays may only appear when in the calibration or adjustment mode. Refer to Section 2.7 Reviewing Menu Displays to activate the calibration or adjustment mode.

Menu Summary List Continued (Legend: ● First level submenu, ○ second level submenu)

| Voltage Regulator Menu (DEC3000 before Version 3.0.25) | Digital Inputs Menu | Analog Inputs Menu | Event Log Menu |
|--|---|---|--|
| <ul style="list-style-type: none"> ● Enter Voltage Regulator? (Yes or No) * <ul style="list-style-type: none"> ○ Voltage Regulator Adjust ○ Exit Voltage Regulator | <ul style="list-style-type: none"> ● DIn A1 ● DIn A2 ● DIn A3 (Reserved for Enclosure Temperature: High Shutdown on select Telecom units only) ● DIn B1 (with I/O Board) ● DIn B2 (with I/O Board) | <ul style="list-style-type: none"> ● AIn A1 (factory reserved and not user programmable) ● AIn A2 ● AIn B1 (with I/O Board) ● AIn B2 (with I/O Board) | <ul style="list-style-type: none"> ● See 1.2.4 for a list of items that can appear in Event Log |
| Voltage Regulator Menu (DEC3000 Version 3.0.25 or higher, and APM402) | Digital Outputs Menu | Battery Charger 1 Menu | Volt Select Menu (DEC3000 Version 2.8.22 or higher, and APM402) |
| <ul style="list-style-type: none"> ● Voltage Regulator Voltage Adjust * ● Reset Voltage Regulator Settings * <ul style="list-style-type: none"> ○ Reset Voltage Regulator? | <ul style="list-style-type: none"> ● DOut A1 ● DOut B1 (with I/O Board) ● DOut B2 (with I/O Board) ● DOut B3 (with I/O Board) ● DOut B4 (with I/O Board) ● DOut B5 (with I/O Board) | <ul style="list-style-type: none"> ● Output Volts ● Output Amps ● Charger State ● Software Version ● Reduced Out ● Temperature Compensation | <ul style="list-style-type: none"> ● Volt Select: * <ul style="list-style-type: none"> ○ 120/240 V 1 Ph ○ 120/208 V 3 Ph ○ 139/240 V 3 Ph ○ 277/480 V 3 Ph ○ 120/240 V 3 Ph |
| | | Battery Charger 2 Menu | |
| | | <ul style="list-style-type: none"> ● Output Volts ● Output Amps ● Charger State ● Software Version ● Reduced Out ● Temperature Compensation | |

* User-Defined (changeable) Menu Displays. Use SiteTech™ software to change other settings including User-Defined Menu Displays.

NOTE: Some changes require activating the calibration or adjustment mode. Some displays may only appear when in the calibration or adjustment mode. Refer to Section 2.7 Reviewing Menu Displays to activate the calibration or adjustment mode.

2.6 Monitoring and Programming Setup

The user programmer can access the controller data with the controller digital display or a personal computer (PC) with optional SiteTech™ software to monitor and/or program. Access the controller system with a PC using a USB cable with a mini USB plug. Refer to the Introduction, List of Related Materials for related software literature.

While this manual focuses on data access through the controller pushbutton/rotary selector dial and display, most data entries require input using a PC for initial setup. The PC entries typically include alpha characters such as digital input descriptions.

2.6.1 PC Communications

Communicate between a PC and the generator set controller logic using USB communication protocol. The PC connections require optional SiteTech™ software. Contact your authorized distributor/dealer for assistance.

Local Single Connection

A PC connects to the USB port of the generator set controller using a mini USB connector. See Figure 2-14.

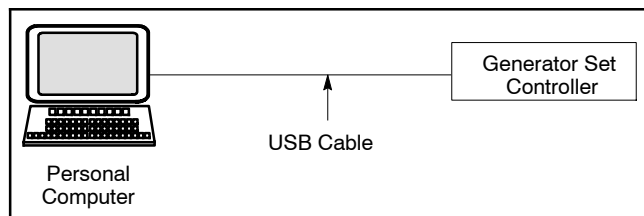


Figure 2-14 Local Single Connection

Remote Single Connection

A modem connects a PC to a single device. The PC communicates with the device via telephone line or an ethernet network. See Figure 2-15.

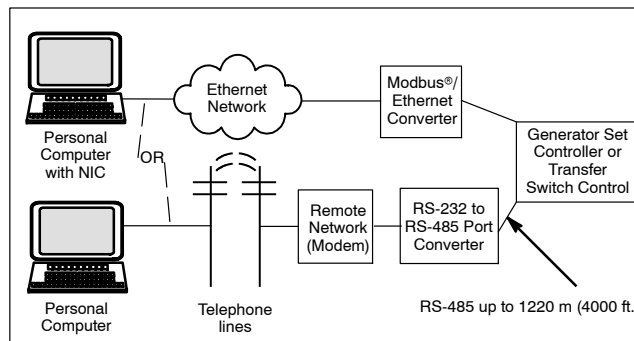


Figure 2-15 Remote Single Connections

2.6.2 Modbus® Communications

The controller communicates using Modbus® as a slave connection with the Modbus® master initiating the communication. The controller seeks the system and alternator parameters and diagnostic information then responds back to the Modbus® master. In addition, the controller accepts information to alter controller parameters including generator set starting and stopping. See Figure 2-16. Refer to the List of Related Materials for available Modbus® literature.

Note: Only one Modbus® master can be connected to the controller. Examples include the remote serial annunciator, Monitor III, and switchgear applications.

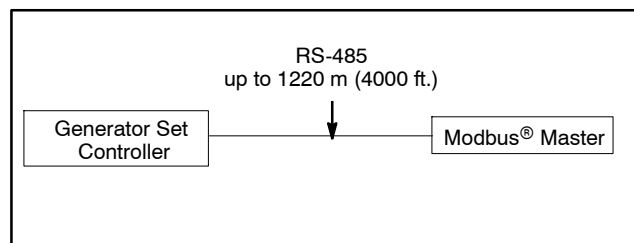


Figure 2-16 Modbus® Connections

2.7 Reviewing Menu Displays

Use this section to review a summary of the generator set controller data. See Figure 2-17 or Figure 2-18 for which menus provide data monitoring, data adjustments, or require SiteTech™ software to make data adjustments.

Use the pushbutton/rotary selector dial to navigate to the respective menus.

| Menu Name | Controller Viewable | Controller Adjustable | SiteTech Adjustable |
|--------------------|---------------------|-----------------------|---------------------|
| Overview | X | | |
| Engine Metering | X | | |
| Generator Metering | X | | |
| GenSet Information | X | | X |
| GenSet Run Time | X | | |
| GenSet System | X | X | X |
| GenSet Calibration | X | X | |
| Voltage Regulation | X | X | X |
| Digital Inputs | X | | X |
| Digital Outputs | X | | X |
| Analog Inputs | X | | X |
| Event Log | X | | |

Figure 2-17 Menu Displays for Viewing and Adjusting (DEC3000 Before Firmware Version 3.0.25)

| Menu Name | Controller Viewable | Controller Adjustable | SiteTech Adjustable |
|--------------------|---------------------|-----------------------|---------------------|
| Overview | X | | |
| Engine Metering | X | | |
| Generator Metering | X | X | |
| GenSet Information | X | | X |
| GenSet Run Time | X | | |
| GenSet System | X | X | X |
| Voltage Regulation | X | X | X |
| Digital Inputs | X | | X |
| Digital Outputs | X | | X |
| Analog Inputs | X | | X |
| Event Log | X | | |
| Volt Select | X | X | X* |

* Requires initial activation using SiteTech™

Figure 2-18 Menu Displays for Viewing and Adjusting (DEC3000 Firmware Version 3.0.25 to 4.8.4)

| Menu Name | Controller Viewable | Controller Adjustable | SiteTech Adjustable |
|--------------------|---------------------|-----------------------|---------------------|
| Overview | X | | |
| Engine Metering | X | | |
| Generator Metering | X | X | |
| GenSet Information | X | | X |
| GenSet Run Time | X | | |
| GenSet System | X | X | X |
| Voltage Regulation | X | X | X |
| Digital Inputs | X | | X |
| Digital Outputs | X | | X |
| Analog Inputs | X | | X |
| Battery Charger 1 | X | | X |
| Battery Charger 2 | X | | X |
| Event Log | X | | |
| Volt Select | X | X | X* |

* Requires initial activation using SiteTech™

Figure 2-19 Menu Displays for Viewing and Adjusting (DEC3000 firmware version 4.8.4 and higher, and APM402)

See Section 1, Specifications and Features, to review set point ranges and default settings for comparison to the actual setup.

Menus displaying the # symbol represent one of the following data types:

- System-calculated data
- System-measured data
- User-entered data

Note: The examples given on the following pages represent digital displays with the Measurement System set to English.

Some displays are engine-dependent. Refer to the Appendix, Controller Displays from the Engine ECM.

2.7.1 Error Messages

Certain entries or attempted entries may cause the controller to display an error message. Some of the error messages shown here are also shown as part of 2.4.5 System Fault Warning Lamp with Digital Displays and 2.4.6 System Fault Shutdown Lamp with Digital Displays.

Cannot Calibrate appears when attempting to calibrate the voltage and current values in the GenSet Calibration menu with the unit stopped. The unit must be running in order to make adjustments.

Cannot Edit When Stopped appears in the Voltage Regulator menu when attempting to change the VR Volt Adj value when the unit is not running.

Default Parameters Loaded. The fault lamp illuminates yellow and the alarm horn sounds when the controller detects that the default parameter settings were loaded using SiteTech™ software. The local display shows *Default Pars Warning*.

ECM Address Conflict. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the controller detects an error with the ECM address. The local display shows *ECMAddr Err Shutdwn*.

ECM Model Mismatch. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the controller detects an error with the ECM model. The local display shows *ECM Mismatch Shutdwn*.

File System Error. The fault lamp illuminates red, the alarm horn sounds, and the unit shuts down when the internal controller diagnostics detect a firmware file error. The local display shows *File Error Shutdwn*.

Max Alternator Current Low. The current value listed in the maximum alternator current personality parameter is too low compared to the kW setting within the personality.

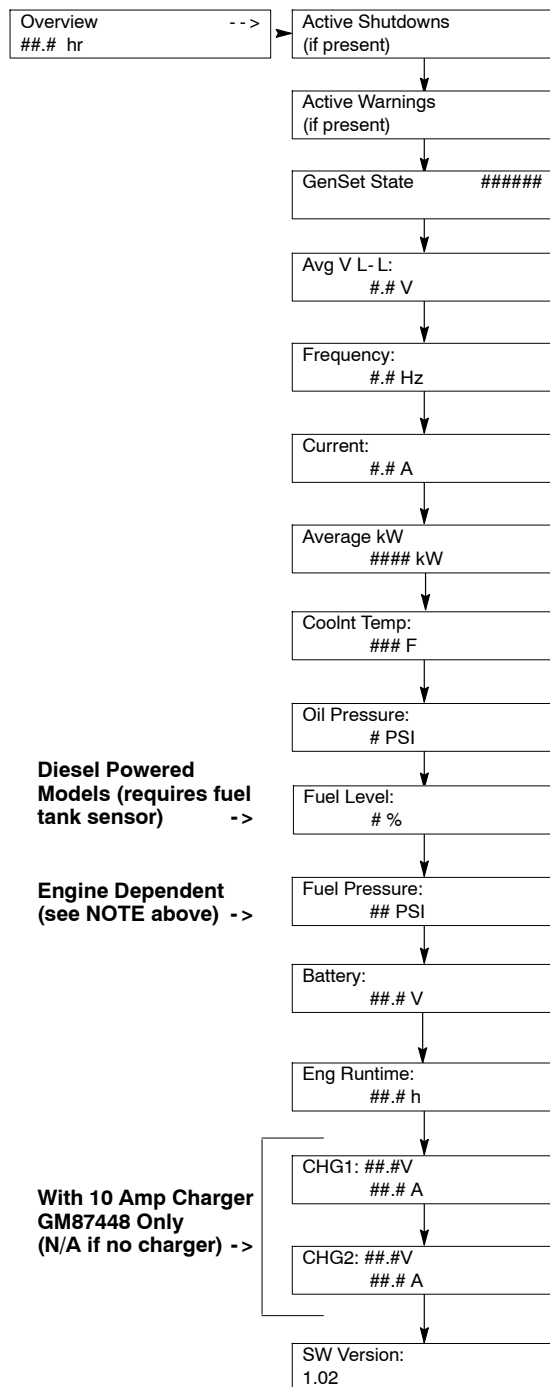
2.7.2 Overview

Displays basic and commonly sought after information about the generator set. This information scrolls automatically after about 5 minutes of no user input (pushbutton/rotary selector dial or button activity).

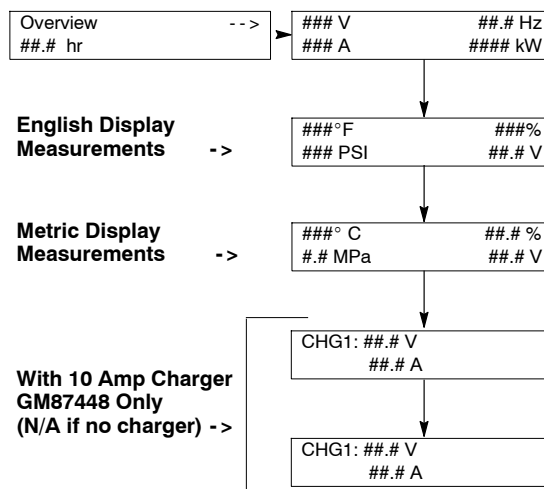
To change from auto scrolling to fixed display, press the rotary dial and the main menu will appear. Press the rotary dial again to select the first menu item Overview. Turn the rotary dial to select the desired fixed view.

Note: Some displays are engine dependent; refer to the Appendix, Controller Displays from the Engine ECM.

Overview (Auto Scrolling Display)



Overview (Fixed Display)



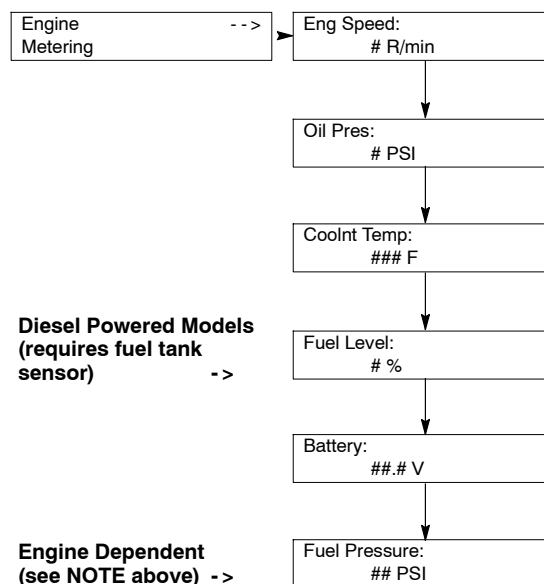
The battery charger displays appear only if the CAN-enabled 10 amp charger GM87448 has been connected. Charger displays will show N/A if the charger is connected and then removed.

2.7.3 Engine Metering

Displays engine operating data as measured by the engine and other sensors.

Note: Some displays are engine dependent, refer to the Appendix, Controller Displays from the Engine ECM.

Engine Metering



2.7.4 Generator Metering (and Calibration)

Displays generator output data including line-to-line and line-to-neutral voltages, current, frequency, total kilowatts, and total kVA. The menu displays three-phase voltage and current readings when applicable.

All menu displays apply to both single-phase or three-phase voltages on the menu overview. The phase designation does not appear in the controller menu displays. Some displays will show 0 values when single-phase connections are shown.

Note: For Decision-Maker® 3000 controllers with firmware versions before 3.0.25, see Section 2.7.8 for generator calibration.

Display also provides access to the calibration factors for metering (volts and amps). Changing the system voltage or replacing the main logic control circuit board requires calibration adjustment. Connect a meter with a minimum accuracy of 1% to the generator set output leads to calibrate the voltage-sensing logic.

To enable calibration, start the generator set and select the *Volts L1-L2* display. Then push and hold the pushbutton/rotary selector dial until the *Calibration Enabled* popup appears. Calibration of each display is now available. The display will show the following

values for three-phase generator sets. Single-phase generator sets will only display items marked (*).

- Volts L1-L2 *
- Volts L2-L3
- Volts L3-L1
- Volts L1-N *
- Volts L2-N *
- Volts L3-N
- Current L1 *
- Current L2 *
- Current L3

The user can change individual values or can select *Reset Calib?* - Yes to reset all voltage and current values. The *Reset Calib?* display will only show if calibration is enabled.

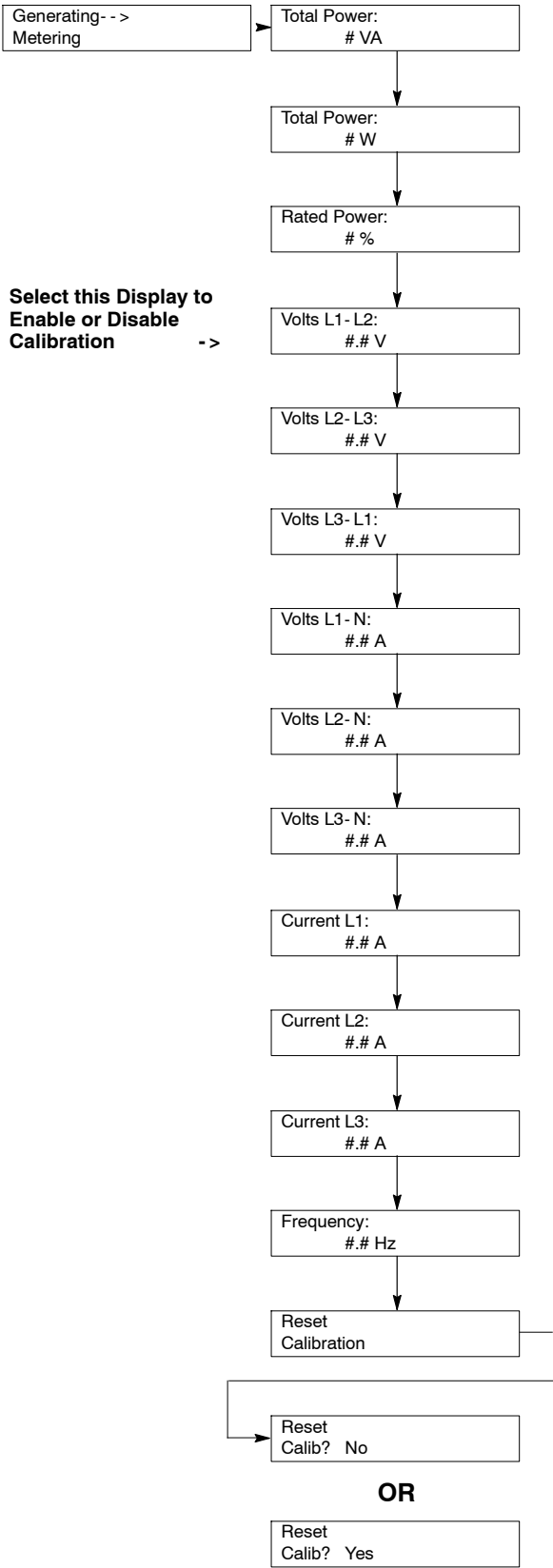
When calibrating voltage, the metered value and the number being entered as the calibrated value must be within 10% of the system operating voltage.

When calibrating current, the metered value must be at least 25% of the rated current on units smaller than 100 kW and at least 50 amps on units rated larger than 100 kW. The number being entered as the calibrated value must within 10% of the metered value.

To disable calibration, Rotate the pushbutton/rotary selector dial until the *<-Return* popup appears.

Momentarily press the pushbutton/rotary selector dial.
Stop the generator set if not already done.

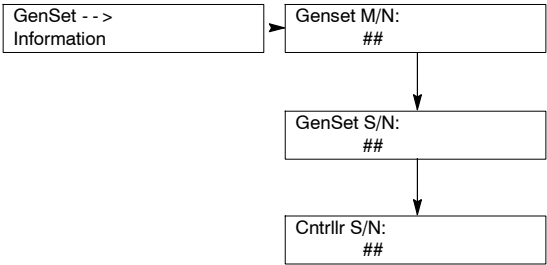
Generator Metering



2.7.5 GenSet Information

Displays generator set and controller information.
Displayed data is factory entered.

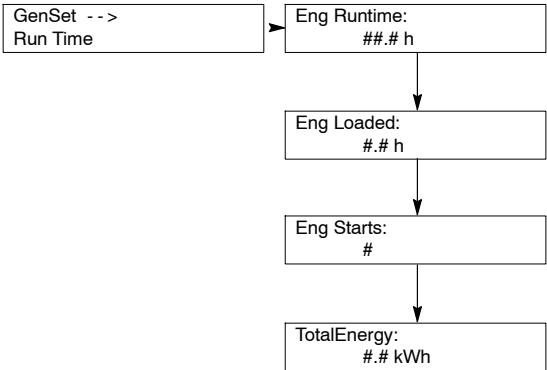
GenSet Information



2.7.6 GenSet Run Time

Displays the generator set's operating record including total run time loaded and unloaded, number of starts, and total energy kW hours.

GenSet Run Time



2.7.7 GenSet System

Display shows the generator set system data including voltage, frequency, phase connection, etc. Use the values entered in this menu to help determine shutdown values and time delays.

The programming user defines the data shown in the GenSet System menu. It is NOT data measured by the controller and associated sensing devices. The programming user defines these values for purposes of calibrating the control.

Some alternators are designed to operate at limited voltage, frequency, or phase connections and as a result some settings may have limited parameters.

Display for Measurement System is user selectable as English or Metric.

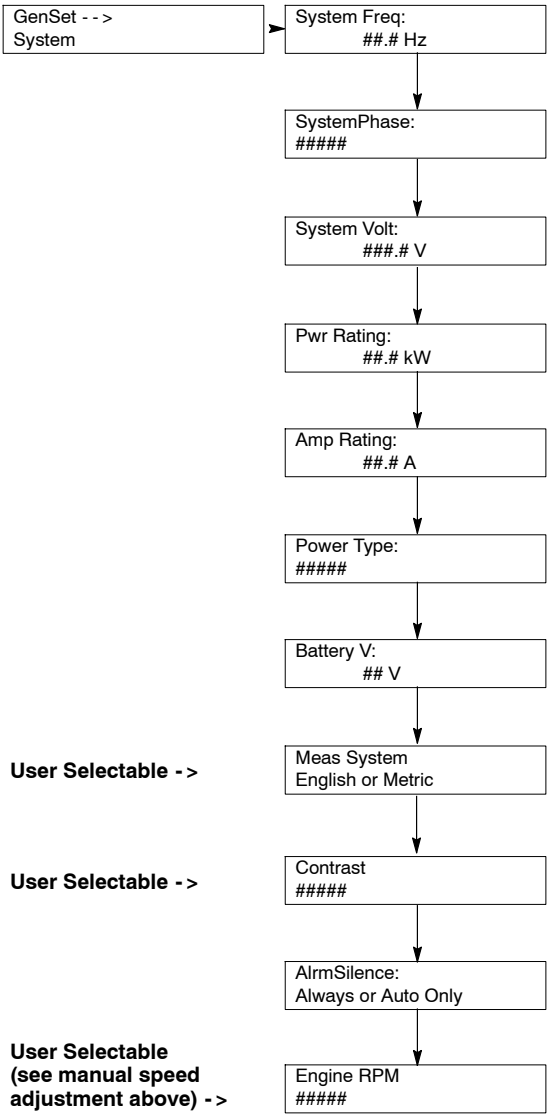
Contrast display is user adjustable to help improve digital display visibility in dimly lit rooms or in direct sunlight.

Note: The contrast feature is a controller hardware change and may not be available on older units even if the firmware is updated.

The alarm (horn) silence display is programmer selectable to Always or Auto Only using SiteTech™ software. The Always selection allows the alarm to be silenced in any of the OFF/RESET- AUTO- RUN modes. The Auto Only selection allows silencing of the alarm only while in the Auto mode.

The **manual speed adjustment** is made using the Engine RPM menu. This feature is available as a factory-installed option or requires a new factory personality profile. Adjustments can be made while the unit is running or stopped. To make adjustments, press and hold the selector dial and the RPM display will start to flash. Then rotate the selector dial to the desired RPM and press and hold the selector dial until the RPM display stops flashing. The adjustment range is 1751- 1849 RPM (58- 62 Hz) for 60 Hz and 1451- 1549 RPM (48- 52 Hz) for 50 Hz.

GenSet System



2.7.8 GenSet Calibration

This menu is only available in Decision-Maker® 3000 controllers with firmware versions before 3.0.25. Go to Generator Metering Menu—Reset Calibration with controller firmware version 3.0.25 or higher.

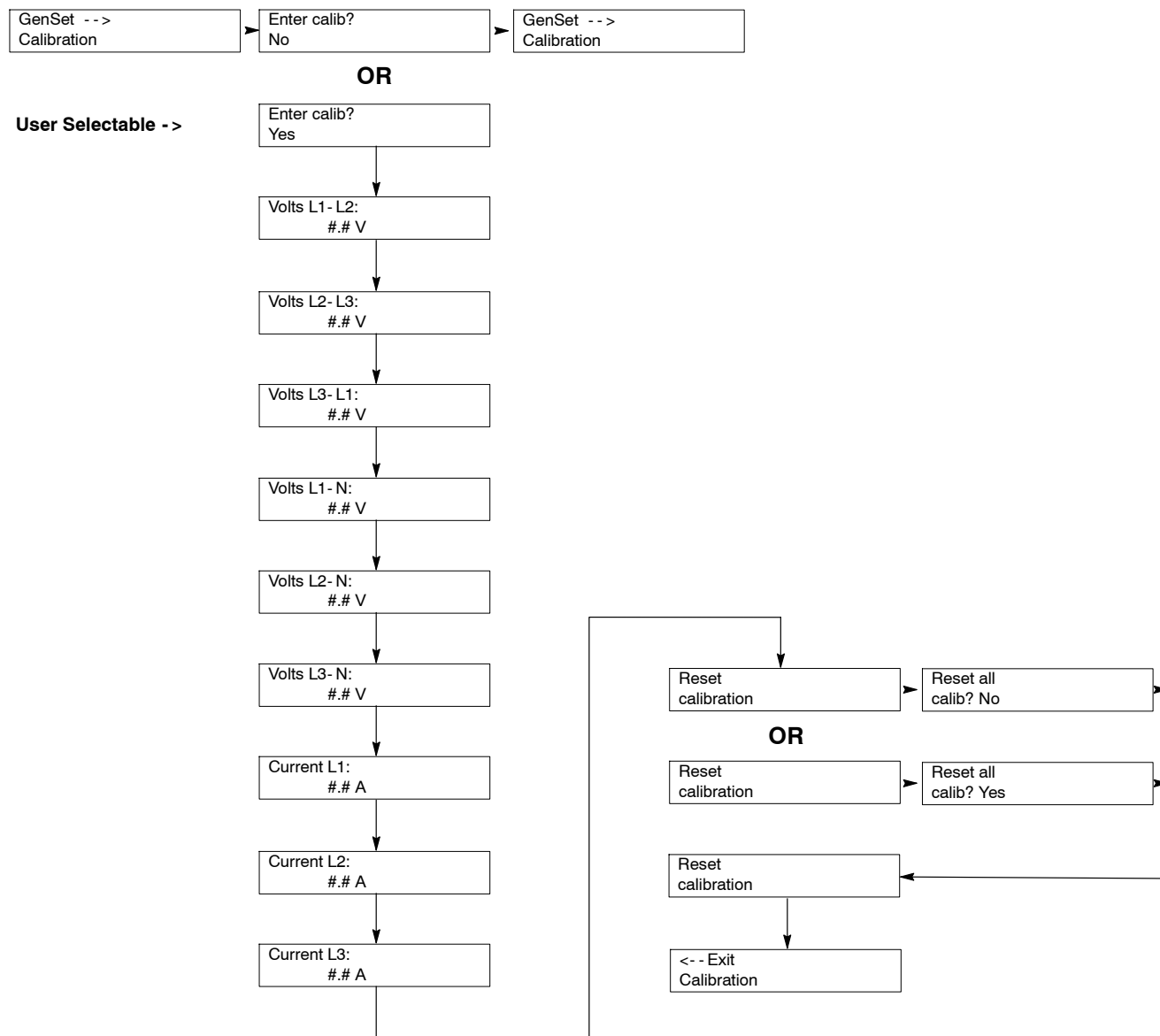
Display provides access to the calibration factors for metering (volts and amps). Changing the system voltage or replacing the main logic control circuit board requires calibration adjustment. Connect a meter with a minimum accuracy of 1% to the generator set output leads to calibrate the voltage-sensing logic.

The user can individually calibrate the values or reset all of them. The local display Reset all calib? No or Yes. Select No to make no changes and exit GenSet Calibration. Select Yes to reset all of the values.

When calibrating voltage, the metered value and the number being entered as the calibrated value must be within 10% of the system operating voltage.

When calibrating current, the metered value must be at least 25% of the rated current on units smaller than 100 kW and at least 50 amps on units rated larger than 100 kW. The number being entered as the calibrated value must within 10% of the metered value.

GenSet Calibration



2.7.9 Voltage Regulator

Decision-Maker® 3000 Controllers with Firmware Versions Before 3.0.25.

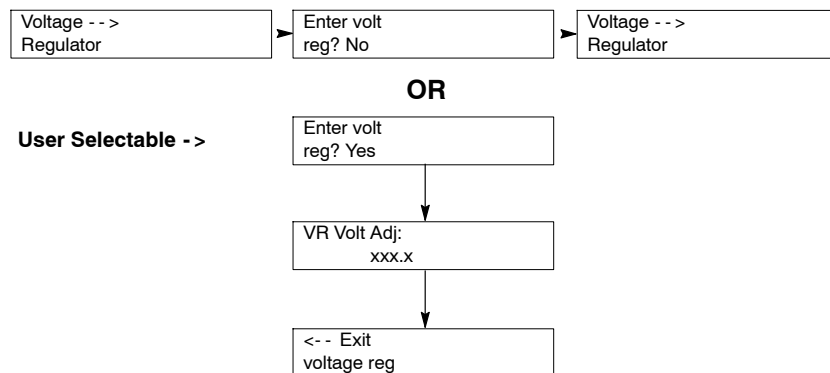
Displays the voltage regulator adjustment value. All other voltage regulator adjustments are changed using SiteTech™ software.

The voltage regulator value is reviewable at all times. In order to review the value when the generator set is NOT

running, enter Yes when the Enter volt reg? is displayed. The user can review the value but attempting to change the value will cause a Cannot edit when stopped error message.

If the unit is running and Yes is entered when the Enter volt reg? is shown, the display will show the value. The user can change the value at this time.

Voltage Regulator



Decision-Maker® 3000 Controllers with Firmware Version 3.0.25 or Higher, or APM402 Controllers.

Displays the voltage regulator adjustment value. All other voltage regulator adjustments are changed using SiteTech™ software.

The voltage regulator value is reviewable at all times and provides the ability to fine adjust voltage. Changing the system voltage or replacing the circuit board typically requires a voltage adjustment.

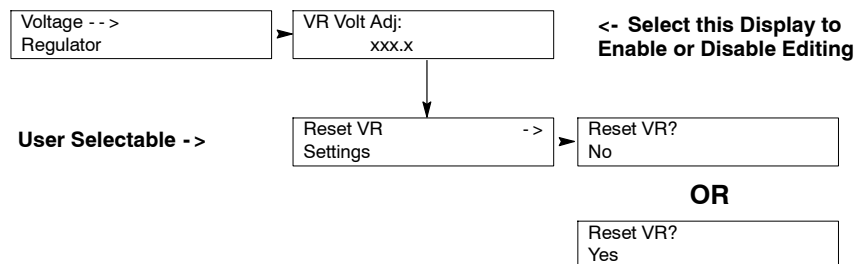
To enable calibration, start the generator set and select the *VR Volt Adj* display. Then push and hold the

pushbutton/rotary selector dial until the *Editing Enabled* popup appears. Editing of the voltage adjustment is now available.

The user can change the individual value or can select *Reset VR?* - Yes to reset to the default value. The *Reset VR Settings* display will only show if editing is enabled.

To disable calibration, Rotate the pushbutton/rotary selector dial until the <-Return popup appears. Momentarily press the pushbutton/rotary selector dial. Stop the generator set if not already done.

Voltage Regulator



2.7.10 Digital Inputs

Displays the selected programming user-defined digital notice, warning, and shutdown inputs. These inputs provide a multitude of choices for configuring customized auxiliary inputs. See Figure 2-20 for a list of digital input choices. For descriptions of the inputs listed refer to the following:

- 2.4.5 System Fault Warning Lamp with Digital Displays
- 2.4.6 System Fault Shutdown Lamp with Digital Displays
- 2.4.7 Status and Notice Digital Displays

There is an optional 2 input/5 output (I/O) module board available that can provide two additional digital (or analog) inputs.

The displays for digital inputs appear as shown below with Values true or false. Items shown in the display as True are active.

- DIn A1 (digital input A1) standard
- DIn A2 (digital input A2) standard
- DIn A3 (digital input A3) standard (see note below)
- DIn B1 (digital input B1) with I/O module board
- DIn B2 (digital input B2) with I/O module board

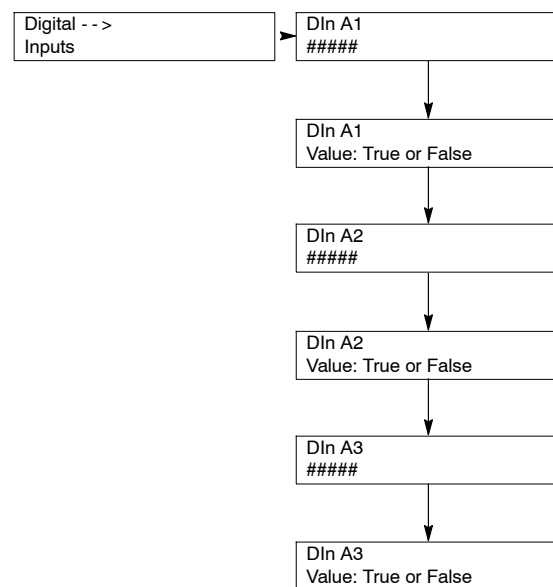
All digital input selection and setup adjustments are done using SiteTech™ software. The following terms and descriptions are part of the setup procedure.

Note: DIn A3 digital input is factory reserved for Enclosure Temperature: High Shutdown on select Telecom units.

- **Enabled.** This menu indicates whether or not the input is enabled. If the input is not enabled, the controller will ignore this input signal.

- **Inhibit Time Delay.** The inhibit time delay is the time period following crank disconnect during which the generator set stabilizes and the controller does not detect the fault or status event. The controller will ignore the input until the inhibit time expires. If the inhibit time is set to zero, the input is monitored at all times, even when the generator is not running. The inhibit time delay range is from 0 to 60 seconds.
- **Time Delay (shutdown or warning).** The time delay follows the inhibit time delay. The time delay is the time period between when the controller first detects the fault or status event and the controller warning or shutdown lamp illuminates. The delay prevents any nuisance alarms. The time delay range is from 0 to 60 seconds.

Digital Inputs



| Analog and Digital Inputs | Notice | Warning | Low Warning | High Warning | Critical High Warning | Shutdown | Low Shutdown | High Shutdown |
|---|--------|---------|-------------|--------------|-----------------------|----------|--------------|---------------|
| Auxiliary Input | | AD | | | | AD | | |
| Battery Charger Fault | | AD | | | | | | |
| Chicago Code Active | AD | | | | | | | |
| Enclosure Temperature: High Shutdown (Din A3) | | | | | | D | | |
| Engine Fuel Level | | | AD | D | D | | D | |
| Fuel Tank Leak | | AD | | | | D | | |
| Ground Fault | | AD | | | | | | |
| Low Engine Oil Level | | | AD | | | | D | |
| Low Fuel Pressure | | | AD | | | | | |

Figure 2-20 Analog and Digital Inputs

2.7.11 Digital Outputs

Displays the selected programming user-defined digital notice, warning, and shutdown outputs. These outputs provide a multitude of choices for configuring customized auxiliary outputs. See Figure 2-21 for a list of digital output choices. For descriptions of the outputs listed refer to the following:

- 2.4.5 System Fault Warning Lamp with Digital Displays
- 2.4.6 System Fault Shutdown Lamp with Digital Displays
- 2.4.7 Status and Notice Digital Displays

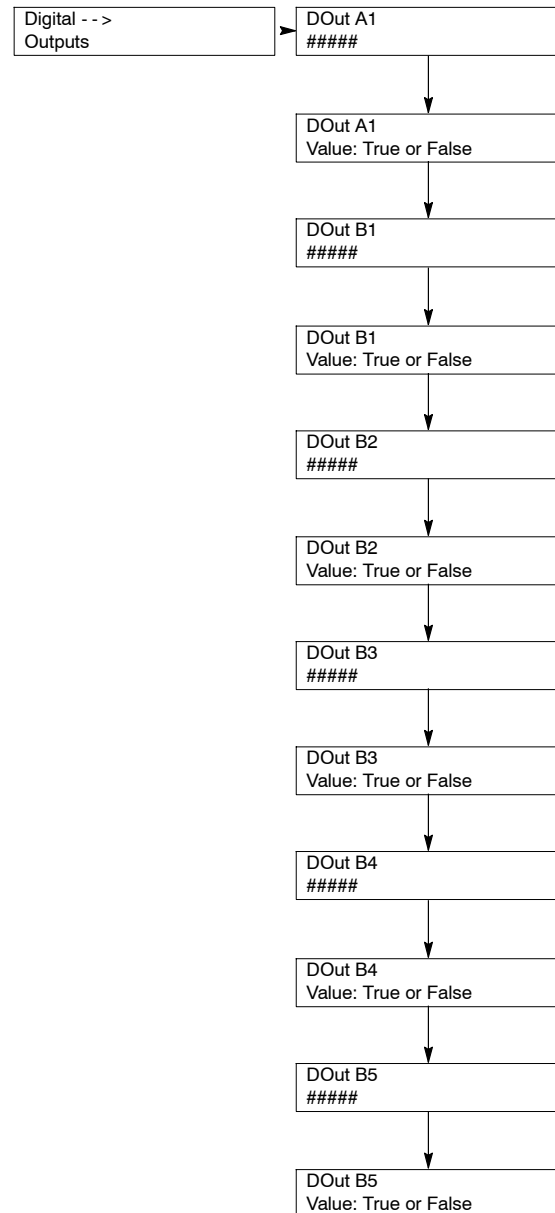
There is an optional 2 input/5 output (I/O) module board available that can provide five additional digital outputs.

The displays for digital outputs appear as shown below with Values true or false. Items shown in the display as True are active.

- DOut A1 (digital output A1) standard
- DOut B1 (digital output B1) with I/O module board
- DOut B2 (digital output B2) with I/O module board
- DOut B3 (digital output B3) with I/O module board
- DOut B4 (digital output B4) with I/O module board
- DOut B5 (digital output B5) with I/O module board

Use SiteTech™ software for digital output selection and setup adjustments. Each output is tied to a user-selectable function. The function can be a common fault, common warning, NFPA 110 alarm active, or a specific warning or shutdown.

Digital Outputs



| Digital Outputs | Notice | Warning | Low Warning | High Warning | Critical High Warning | Shutdown | No Signal Shutdown | Low Shutdown | High Shutdown |
|-----------------------------|--------|---------|-------------|--------------|-----------------------|----------|--------------------|--------------|---------------|
| AC Sensing Lost | | X | | | | X | | | |
| Alternator Protection | | | | | | X | | | |
| Auxiliary Input | | X | | | | X | | | |
| Battery Charger Fault | | X* | | | | | | | |
| Battery Voltage | | | X* | X* | | | | | |
| Chicago Code Active | X | | | | | | | | |
| Common Fault | X | | | | | | | | |
| Common Warning | X | | | | | | | | |
| Cranking Voltage | | | X | | | | | | |
| ECM Comm Loss | | | | | | X | | | |
| Emergency Stop | | | | | | X | | | |
| Engine Coolant Level | | | | | | | | X* | |
| Engine Coolant Temperature | | | X* | X* | | | X* | | X* |
| Engine Cooldown Active | X | | | | | | | | |
| Engine Fuel Level | | | X* | X* | X* | | | X* | |
| Engine Oil Level | | | X | | | | | X | |
| Engine Oil Pressure | | | X* | | | | X* | X* | |
| Engine Speed | | | | | | | | X | X* |
| Engine Start Aid Active | X | | | | | | | | |
| Engine Start Delay Active | X | | | | | | | | |
| EPS Supplying Load | X | | | | | | | | |
| Fuel Pressure | | | X* | | | | | | |
| Fuel Tank Leak | | X | | | | X | | | |
| Generator Frequency Average | | | | | | | | X | X |
| Generator Running | X | | | | | | | | |
| Generator True Total Power | | | | | | | | | X |
| Generator Voltage L1- L2 | | | | | | | | X | X |
| Generator Voltage L2- L3 | | | | | | | | X | X |
| Generator Voltage L3- L1 | | | | | | | | X | X |
| Ground Fault | | X | | | | | | | |
| Locked Rotor | | | | | | X | | | |
| NFPA 110 Alarm Active | X | | | | | | | | |
| Not In Auto | | X* | | | | | | | |
| Overcrank | | | | | | X* | | | |
| Speed Sensor Fault | | X | | | | | | | |
| System Ready | X | | | | | | | | |

* NFPA 110 Defined Common Alarms

Figure 2-21 Digital Outputs with NFPA 110 Defined Common Alarms

2.7.12 Analog Inputs

Displays the selected programming user-defined analog notice, warning, and shutdown inputs. These inputs provide a multitude of choices for configuring customized auxiliary inputs. See Figure 2-20 for a list of analog input choices. For descriptions of the inputs listed refer to the following:

- 2.4.5 System Fault Warning Lamp with Digital Displays
- 2.4.6 System Fault Shutdown Lamp with Digital Displays
- 2.4.7 Status and Notice Digital Displays

There is an optional 2 input/5 output (I/O) module board available that can provide two additional analog (or digital) inputs.

The displays for analog inputs appear as shown below and have an acceptable operating range (0-5 VDC). The analog input selection typically requires entering four values—low warning, high warning, low shutdown, and high shutdown.

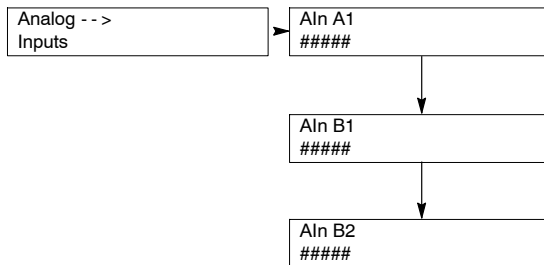
- AIn A1 (analog input A1) standard (reserved and not user programmable)
- AIn A2 (analog input A2) standard (Identified as A1 on SiteTech™ software)

- AIn B1 (analog input B1) with I/O module board
- AIn B2 (analog input B2) with I/O module board


All analog input selection and setup adjustments are done using SiteTech™ software. The following terms and descriptions are part of the setup procedure.

- **Enabled.** This menu indicates whether or not the input is enabled. If the input is not enabled, the controller will ignore this input signal.
- **Inhibit Time Delay.** The inhibit time delay is the time period following crank disconnect during which the generator set stabilizes and the controller does not detect the fault or status event. The controller will ignore the input until the inhibit time expires. If the inhibit time is set to zero, the input is monitored at all times, even when the generator is not running. The inhibit time delay range is from 0 to 60 seconds.
- **Time Delay (shutdown or warning).** The time delay follows the inhibit time delay. The time delay is the time period between when the controller first detects the fault or status event and the controller warning or shutdown lamp illuminates. The delay prevents any nuisance alarms. The time delay range is from 0 to 60 seconds.

Analog Inputs



2.7.13 Battery Charger 1 and 2

| |
|---|
| ⚠ WARNING |
|  |
| <p>Explosion. Can cause severe injury or death. Relays in the battery charger cause arcs or sparks.</p> <p>Locate the battery in a well-ventilated area. Isolate the battery charger from explosive fumes.</p> |

Battery gases. Explosion can cause severe injury or death. Incorrect use of the equalize charge state may lead to hazardous situations. Equalization is ONLY applicable for flooded lead acid (FLA) type batteries and will damage gel, absorbed glass mat (AGM), or nickel-cadmium (NiCad) type batteries. In the controller menu or SiteTech™ settings, verify that the battery topology is set correctly for the battery type used. Do not smoke or permit flames, sparks, or other sources of ignition to occur near a battery at any time.

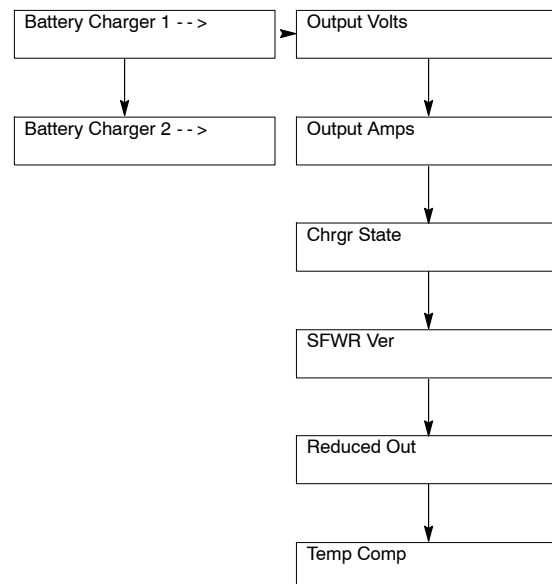
Battery charger menus are available on Decision-Maker® 3000 Controllers with controller firmware version 4.8.4 and higher, and on APM402 controllers.

Battery Charger 1 and 2 menus provide battery charger information and metering. Use this menu to view the charger output metering and charger states.

Note: Incorrect charger output system voltage may cause irreversible damage to the battery and abnormal out gassing. Ensure that the battery charger parameters match the battery manufacturer's specifications before using. In the controller user interface settings, verify that the battery topology and system voltage is set correctly for the battery type that is used.

Note: The battery charger menus are designed to work with charger GM87448. Unless connected to charger GM87448 through CAN communication, the battery charger menus, although visible, have no effect on the battery charger.

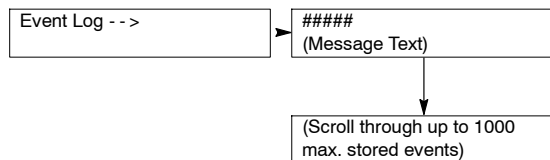
Battery Charger 1 and 2



2.7.14 Event Log

Displays up to 1000 stored status, warning, and shutdown events. After the first 1000 events, each additional new event replaces the oldest event. See 1.2.4 Controller Fault Diagnostics for a list of possible events.

Event Log



2.7.15 Volt Select

This menu is not available on Decision-Maker® 3000 Controllers with firmware versions before 2.8.22.

This menu allows the user to readily change controller voltage settings. The volt select feature is typically used in towable or temporary applications.

NOTICE

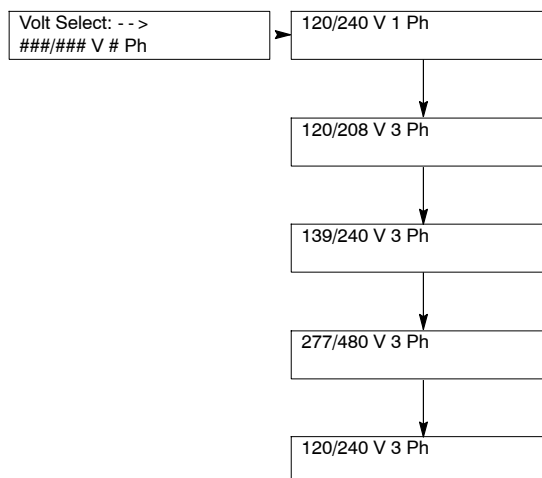
Voltage reconnection. Affix a notice to the generator set after reconnecting the set to a voltage different from the voltage on the nameplate. Order voltage reconnection decal 246242 from an authorized service distributor/dealer.

Note: The volt select menu requires initial activation by SiteTech™ software. In SiteTech™ software, select True to activate the volt select menu.

Note: The generator set output leads require voltage reconnection if the generator set does not have a voltage selector switch installed.

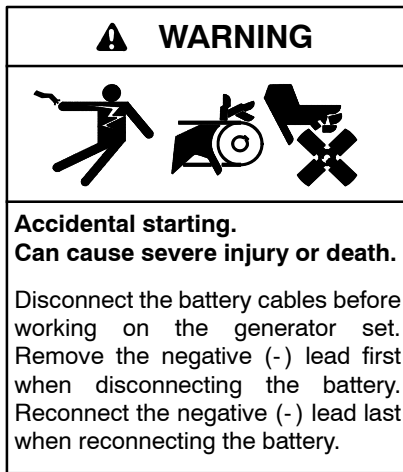
With the generator set stopped, go to the Volt Select menu. Then push and hold the pushbutton/rotary selector dial until the voltage selection starts to flash. Volt selection is now available. Scroll to the desired voltage and momentarily press the pushbutton/rotary selector dial to confirm the voltage selection.

Volt Select

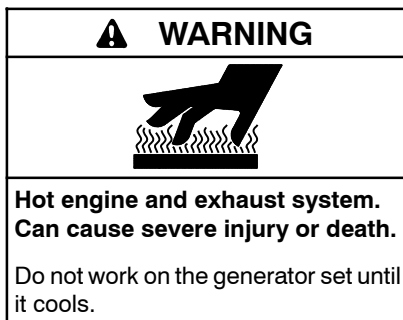


Section 3 Scheduled Maintenance

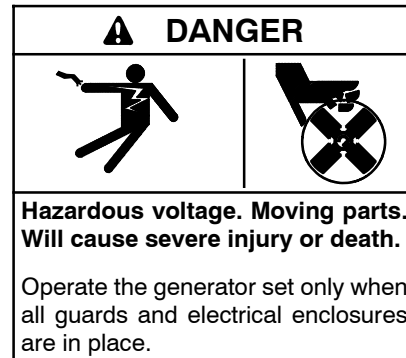
Under normal operating conditions, the generator set's alternator requires no routine service. Consult Section 2.1, Prestart Checklist, for a list of routine checks.



Disabling the generator set. Accidental starting can cause severe injury or death. Before working on the generator set or equipment connected to the set, disable the generator set as follows: (1) Move the generator set master switch to the OFF position. (2) Disconnect the power to the battery charger. (3) Remove the battery cables, negative (-) lead first. Reconnect the negative (-) lead last when reconnecting the battery. Follow these precautions to prevent starting of the generator set by an automatic transfer switch, remote start/stop switch, or engine start command from a remote computer.



Servicing the exhaust system. Hot parts can cause severe injury or death. Do not touch hot engine parts. The engine and exhaust system components become extremely hot during operation.



Servicing the generator set when it is operating. Exposed moving parts will cause severe injury or death. Keep hands, feet, hair, clothing, and test leads away from the belts and pulleys when the generator set is running. Replace guards, screens, and covers before operating the generator set.

3.1 Alternator Service

When operating the generator set under dusty or dirty conditions, use dry compressed air to blow dust out of the alternator while the generator set is running. Direct the stream of air through openings in the generator set end bracket.

3.2 Engine Service

Perform engine service at the intervals specified in the engine manufacturer's service literature. Contact an authorized service distributor/dealer to obtain service literature.

Note: Have maintenance work, including battery service, performed by appropriately skilled and suitably trained maintenance personnel familiar with generator set operation and service.

Kohler recommends the use of Kohler Genuine oil and filters for maintenance and service.

3.3 Service Schedule

| System—Component | Action | | | | | Interval |
|---|------------------|-------|--------|-------|------|--|
| | Visually Inspect | Check | Change | Clean | Test | |
| Fuel System | | | | | | |
| Day tank level | X | X | | | | Weekly |
| Flexible lines and connections | X | | R | | | Weekly |
| Fuel level switch | X | | | | X | Weekly |
| Main tank supply level | | X | | | | Weekly |
| Solenoid valve operation | X | | | | X | Weekly |
| Transfer pump operation | X | | | | X | Weekly |
| Water in system, remove | | ● | | ● | | Weekly |
| Filter(s) | | | ● | | | Refer to engine operation manual for service intervals and instructions. |
| Fuel piping | X | | | | | Yearly |
| Tank vents and return lines for obstructions | | X | | | | Yearly |
| Lubrication System | | | | | | |
| Oil level | ● | ● | | | | Weekly |
| Crankcase breather | ● | | ● | | | Quarterly |
| Change oil | | | ● | | | Refer to engine operation manual for service intervals and instructions. |
| Replace filter(s)* | | | ● | | | |
| Cooling System | | | | | | |
| Air cleaner to room/enclosure | | X | | | | Weekly |
| Block heater operation | | X | | | | Weekly |
| Coolant level | ● | ● | | | | Weekly |
| Flexible hoses and connectors | X | X | | | | Weekly |
| Water pump(s) | ● | | | | | Weekly |
| Fan and alternator belts | ● | ● | R | | | Monthly |
| Coolant temperature protection level | | | | | ● | Six Months |
| Air ducts, louvers | | X | | X | | Yearly |
| Coolant | | | ● | | | Yearly |
| Heat exchanger | | | | X | | Yearly |
| Louver motors and controls | X | | | X | X | Yearly |
| Radiator exterior | | | | X | | Yearly |
| Water supply to heat exchanger | | X | | | | Yearly |
| Exhaust System | | | | | | |
| Drain condensate trap | | X | | | | Weekly |
| Leakage | X | X | | | | Weekly |
| Insulation, fire hazards | X | | | | | Quarterly |
| Flexible connector(s) | X | | | | | Six Months |
| Excessive back pressure | | | | | X | Yearly |
| Hangers and supports | X | | | | | Yearly |
| DC Electrical System | | | | | | |
| Battery charger operation, charge rate | X | | | | | Monthly |
| Battery electrolyte level | | X | | | | Monthly |
| Battery specific gravity, charge state | | | | | X | Monthly |
| Recharge after engine start | | X | | | | Monthly |
| Remove corrosion, clean and dry battery and rack | X | | | X | | Monthly |
| Clean and tighten battery terminals | X | X | | | | Quarterly |
| Tighten DC electrical connections | | X | | | | Six Months |
| <div>● Follow procedures and frequencies indicated in the engine manufacturer's maintenance manual. If not indicated, follow this service schedule. Some items may not apply to all generator sets.</div> <div>R Replace as necessary.</div> <div>X Action</div> <div>* Service more frequently if operated in dusty areas.</div> | | | | | | |

Service Schedule, continued

| System—Component | Action | | | | | Interval |
|--|------------------|-------|--------|-------|------|---|
| | Visually Inspect | Check | Change | Clean | Test | |
| AC Electrical System | | | | | | |
| Controller lamp test | X | | | | R | Weekly |
| General Inspection | X | | | | | Weekly |
| Circuit breakers, fuses† | X | X | R | X | X | Monthly |
| Wire abrasions where subject to motion | X | X | | | | Quarterly |
| Safety and alarm operation | | X | | | X | Six Months |
| Tighten control and power wiring connections | | X | | | | Yearly |
| Transfer switch main contacts† | X | | | X | | Yearly |
| Voltage-sensing device/relay adjustment† | | ● | | | ● | Yearly |
| Wire-cable insulation breakdown | X | | | | X | 3 Years or 500 Hrs. |
| Engine and Mounting | | | | | | |
| General inspection | ● | | | | | Weekly |
| Governor operation, lubricate moving parts | ● | ● | | | | Refer to engine operation manual for service intervals and instructions. |
| Air cleaner service | | ● | ● | | | |
| Choke, carburetor adjustment | | ● | | | | |
| Governor oil (mechanical governor only) | | ● | | | | |
| Ignition components | ● | | | ● | | |
| Injector pump and injector flow rate, pressure, spray pattern | | ● | | | ● | |
| Valve clearance | | ● | | | | |
| Bolt torque | | ● | | | ● | |
| Remote Control System, etc. | | | | | | |
| Compartment condition | X | | | X | | Weekly |
| Remote control | | | | | X | Monthly |
| Run generator set | | | | | X | Monthly |
| Alternator | | | | | | |
| General inspection | X | | | | | Weekly |
| Rotor and stator | X | | | X | | Yearly |
| Bearing condition | X | X | R | | | Yearly |
| Exciter | X | X | | X | | Yearly |
| Voltage regulator | X | X | | X | | Yearly |
| Measure and record resistance readings of windings with insulation tester (Megger®, with SCR assembly or rectifier disconnected) | | | | | X | Yearly |
| Blow dust out of alternator* | X | | | ● | | 2 Years or 300 Hrs. |
| General Condition of Equipment | | | | | | |
| Any condition of vibration, leakage, noise, temperature, or deterioration | X | X | | X | | Weekly |
| Ensure that system is set for automatic operation | X | | | | | Weekly |
| Interior of equipment room or outdoor weather housing | X | | | X | | Weekly |
| ● Follow procedures and frequencies indicated in the engine manufacturer's maintenance manual. If not indicated, follow this service schedule. Some items may not apply to all generator sets. R Replace as necessary. X Action. * Service more frequently if operated in dusty areas. † Do not break manufacturer's seals or internally inspect these devices. | | | | | | |

Megger® is a registered trademark of Biddle Instruments.

3.4 Alternator Bearing Service

Have an authorized service distributor/dealer perform service.

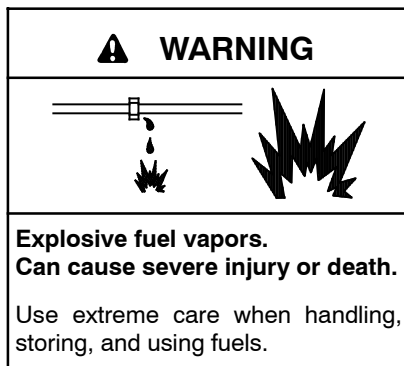
3.4.1 20-300 kW Models

Replace the end bracket bearing every 10,000 hours of operation in prime power applications. Service the bearing more frequently if the annual inspection indicates excessive rotor end play or bearing damage. The sealed end bracket bearing requires no additional lubrication.

3.4.2 300-1000 kW Models with 4M/5M/7M Single-Bearing Alternator

The alternator bearing requires lubrication at intervals specified in the generator set technical manual. Use Chevron SRI or equivalent antifriction, high-quality grease with a lubrication temperature range of -30°C to 175°C (-22°F to 350°F).

3.5 Diesel Fuel Systems



The fuel system. Explosive fuel vapors can cause severe injury or death. Vaporized fuels are highly explosive. Use extreme care when handling and storing fuels. Store fuels in a well-ventilated area away from spark-producing equipment and out of the reach of children. Never add fuel to the tank while the engine is running because spilled fuel may ignite on contact with hot parts or from sparks. Do not smoke or permit flames or sparks to occur near sources of spilled fuel or fuel vapors. Keep the fuel lines and connections tight and in good condition. Do not replace flexible fuel lines with rigid lines. Use flexible sections to avoid fuel line breakage caused by vibration. Do not operate the generator set in the presence of fuel leaks, fuel accumulation, or sparks. Repair fuel systems before resuming generator set operation.

Draining the fuel system. Explosive fuel vapors can cause severe injury or death. Spilled fuel can cause an explosion. Use a container to catch fuel when draining the fuel system. Wipe up spilled fuel after draining the system.

3.5.1 Bleeding Air from Fuel System

Bleed air from the fuel system after fuel system maintenance, such as replacing the fuel filter(s). Use the hand prime pump kit, when equipped. The hand prime fuel pump eliminates the need for cranking the engine to bleed air from the fuel system.

Note: Bleed air from the fuel system according to the engine manufacturer's instructions. Trapped air in the fuel system causes difficult starting and/or erratic engine operation.

Note: Correct any fuel leaks encountered during the priming procedure.

1. Place the fuel valves in the fuel system prime position. Close the fuel valve located between the pipe tee and the engine. Open the fuel valves on each side of the fuel prime pump. See Figure 3-1.

Note: The illustration shows a generator set without a fuel/water separator. The valve location and position for a generator set equipped with a fuel/water separator is similar.

2. Loosen the bleed screw at the engine. Refer to the engine operation manual for location of the bleed screw(s). The bleed screw allows air to be expelled from the fuel system when the hand prime pump is operated.

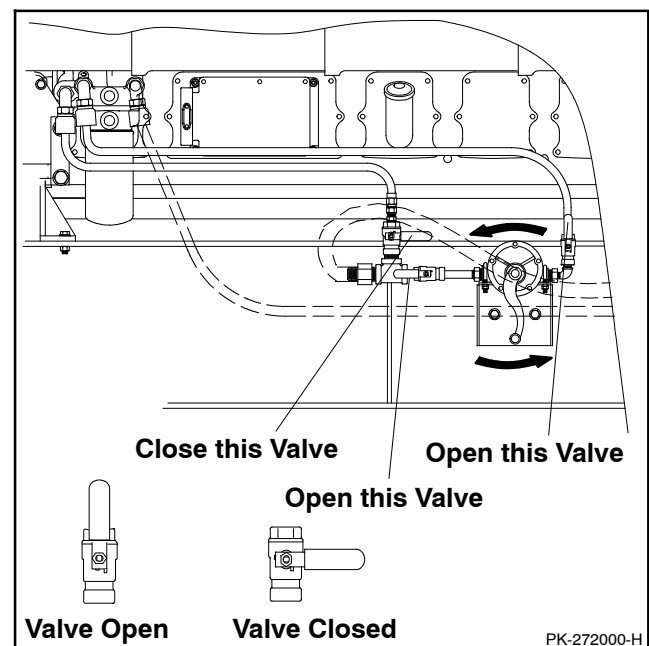


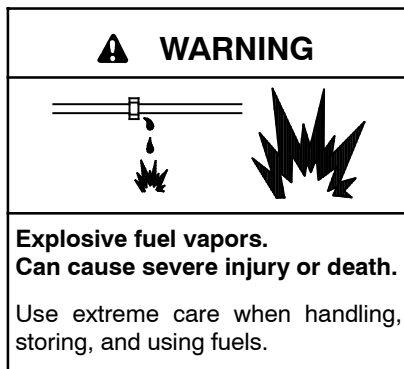
Figure 3-1 Hand Prime Pump with Valve Positions for Fuel Priming (generator set without a fuel/water separator shown), Typical

3. Rotate the hand prime pump handle counterclockwise until fuel flows from the bleed screw. Stop pumping.
4. Tighten the bleed screw. Wipe up any fuel leakage.
5. Place the fuel valves in the normal operation position. Open the fuel valve located between the pipe tee and the engine. Close the fuel valves on each side of the fuel prime pump.

3.6 Gaseous Fuel Systems

Gaseous fuel systems apply to REZG_/RZG_/ERES_ (GM/PSI Powered) and REZX_/RZX_ (Doosan Powered) generator set models.

This section describes natural gas and liquified petroleum gas (LPG) fuel systems that are not covered in the engine operation manual or engine service manual.



The fuel system. Explosive fuel vapors can cause severe injury or death. Vaporized fuels are highly explosive. Use extreme care when handling and storing fuels. Store fuels in a well-ventilated area away from spark-producing equipment and out of the reach of children. Never add fuel to the tank while the engine is running because spilled fuel may ignite on contact with hot parts or from sparks. Do not smoke or permit flames or sparks to occur near sources of spilled fuel or fuel vapors. Keep the fuel lines and connections tight and in good condition. Do not replace flexible fuel lines with rigid lines. Use flexible sections to avoid fuel line breakage caused by vibration. Do not operate the generator set in the presence of fuel leaks, fuel accumulation, or sparks. Repair fuel systems before resuming generator set operation.

Explosive fuel vapors can cause severe injury or death. Take additional precautions when using the following fuels:

Propane (LPG)—Adequate ventilation is mandatory. Because propane is heavier than air, install propane gas detectors low in a room. Inspect the detectors per the manufacturer's instructions.

Natural Gas—Adequate ventilation is mandatory. Because natural gas rises, install natural gas detectors high in a room. Inspect the detectors per the manufacturer's instructions.

3.6.1 Gaseous Fuel System Concept (Single Fuel)

The gaseous fuel system uses a fuel valve with a solenoid to control the fuel flow to the fuel regulator. The generator set-mounted regulator reduces the fuel pressure as fuel passes to the fuel mixer. See Figure 3-2.

The fuel mixer controls the ratio of fuel to air under varying load and speed conditions. Because the fuel mixer receives fuel in a gaseous state, it does not have to vaporize the fuel.

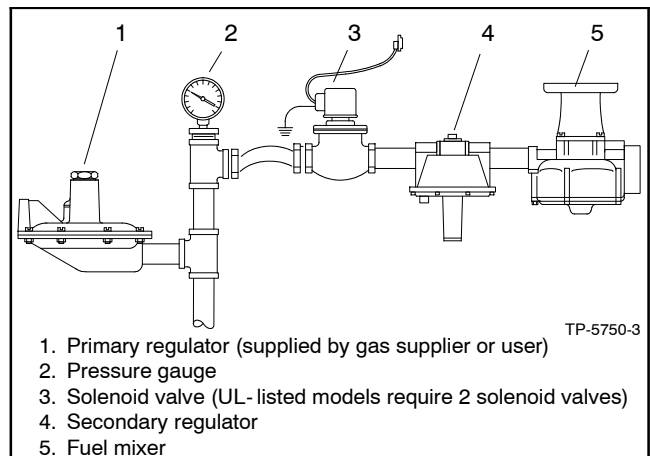


Figure 3-2 Fuel Regulator and Valve, Typical

3.6.2 LPG Liquid Withdrawal Fuel System Concept

With the LPG liquid withdrawal fuel system, pressurized liquid LPG fuel passes from the tank to a vaporizer. The vaporizer converts the liquid fuel to gas before sending it to the fuel mixer. The system also includes a fuel valve that shuts off the fuel flow when the engine stops. Contact an authorized service distributor/dealer for availability.

3.6.3 Natural Gas and LPG Conversion

Most models operate on either natural gas or LPG fuel by performing the fuel conversion procedure. A hang tag on the fuel regulator may provide additional conversion setup information. Fuel conversion may decrease generator set output. Refer to the respective generator set spec sheet for ratings based on fuel selection. Changing fuel does not alter the emissions compliance of the generator set engine. Consult your local generator set distributor/dealer for additional information.

Note: If a gaseous-fueled model has the fuel type changed (LPG to natural gas or natural gas to LPG), order a new nameplate from an authorized distributor/ dealer with the updated ratings and attach to the generator set.

3.6.4 Fuel System Changeover Kits (Dual Fuel)

Automatic Changeover

A changeover fuel system kit provides automatic changeover from natural gas to LPG vapor. The primary and backup fuels each have a fuel valve. The primary fuel is natural gas; the backup fuel is LPG vapor. Before starting, both fuel valves are closed. When the generator set starts, the primary fuel valve opens. The primary fuel line has a pressure switch in series with a relay connected to the start/run circuit.

When the primary fuel pressure drops below 0.6 kPa (1.4 oz./in.²) or 6.4 cm (2.5 in.) water column, a relay opens the backup fuel valve and closes the primary fuel valve. When the primary fuel pressure rises above 0.6 kPa (1.4 oz./in.²) or 6.4 cm (2.5 in.) water column, the generator set uses the primary fuel. Contact an authorized service distributor/dealer for kit availability.

Emissions certified models use a single electronic-controlled pressure regulator (EPR) for both fuels. A tee fitting connects both fuels together upstream of the EPR. During operation when using the secondary fuel, it is normal for a small amount of secondary fuel to seep back through the primary fuel valve. To counter this situation, one of two methods is used depending upon the generator set model: (1) a second valve (identical to the primary fuel valve) is installed in a reverse configuration on the primary fuel side or (2) a small vent line is installed between the primary fuel inlet and the air intake through a solenoid valve.

3.6.5 Fuel Conversion Connections

To change the fuel type, change the wiring harness connections. The engine ECM has fuel tables and spark advance curves programmed for both natural gas and LPG. Use the following connection tables and wiring diagrams (Figure 3-3, Figure 3-4, Figure 3-5, Figure 3-6, Figure 3-7, Figure 3-8, Figure 3-9) to determine the applicable connections for your generator set model. Be sure to review the respective wiring diagram for your specific model for possible special applications.

For typical models with PSI, GM, and Doosan engines, use the following:

Natural Gas Operation

- Disconnect lead 65 from lead N5.
- Disconnect lead 73B from the fuel solenoid valve.
- Connect lead 73A to the fuel solenoid valve.

LPG Vapor Operation

- Disconnect lead 73A from the fuel solenoid valve.
- Connect lead 73B to the fuel solenoid valve (LPG vapor).
- Connect lead 65 to lead N5 (ground).

LPG Liquid Withdrawal Operation

- Disconnect lead 73A from the fuel solenoid valve.
- Connect lead 73B to the fuel solenoid valve (LPG liquid withdrawal).
- Connect lead 65 to lead N5 (ground).

Auto Changeover Natural Gas/LPG Vapor Operation

- Disconnect lead 65 from N5.
- Connect lead N5 to LFP2 relay common terminal.
- Connect lead 73A to the fuel solenoid valve (natural gas).
- Connect lead 73B to the fuel solenoid valve (LPG vapor).

| Harness | Natural Gas | LPG Vapor | LPG Liquid | Auto Changeover |
|---------|---|------------------------------------|------------|----------------------------------|
| 73A | QCON- 7 (NG fuel solenoid valve) | not used | | QCON- 7 (NG fuel solenoid valve) |
| N5 | not used | 65 | 65 | LFP2- COM |
| 73B | not used | QCON- 10 (LPG fuel solenoid valve) | | |
| 65 | not used | N5 | N5 | not used |
| 63 | LFP1- NC low fuel pressure sensor (if used) | | | |
| 70E2 | P6- B (15 amp fuse) | | | |

Figure 3-3 Gaseous Fuel Electrical Connections, Typical Models with PSI, GM, Doosan engine

For KG40, KG45, KG50, KG60 (Koher Engine KG6208), use the following:

Natural Gas Operation

- Disconnect 78/78a and 70G/70R from the fuel valve.
- Connect 77/77a and 70H/70T to the fuel valve.
- Disconnect 49 and N17.

LPG Vapor Operation

- Disconnect 77/77a and 70H/70T from the fuel valves.
- Connect 49 and N17
- Connect 78/78a and 70G/70R to the fuel valves.

Auto Changeover Natural Gas/LPG Vapor Operation

- Connect 78/78a and 70G/70R to LP Fuel Valve assembly.
- Connect 77/77a and 70H/70T to NG fuel valve assembly.
- Connect 49a to LFP2 normally closed terminal.
- Connect N17 to LFP2 common terminal.

| Harness | Natural Gas | LPG Vapor | Auto Changeover |
|---------|--|--|--|
| 77/77a | QCON- 14, QCON- 15 (NG fuel valve) | not used | QCON- 14, QCON- 15 (NG fuel valve) |
| 70H/70T | QCON- 12, QCON- 13 (NG fuel valve) | not used | QCON- 12, QCON- 13 (NG fuel valve) |
| N17 | not used | 49, QCON 10 | LFP2- COM |
| 49 | not used | N17, QCON 9 | not used |
| 49a | not used | not used | LFP2- NC |
| 78/78a | not used | QCON- 17, QCON- 19 (LPG fuel valve) | |
| 70G/70R | not used | QCON- 16, QCON- 18 (LPG fuel valve) | |
| 63 | LFP1- NC, Optional alarm | | |
| N16 | LFP1- COM, Optional alarm | | |

Figure 3-4 Gaseous Fuel Electrical Connections, KG40- KG60

For KG80- KG125, KG80R- KG125R (Kohler Engine KG6208TA), use the following:

Natural Gas Operation

- Disconnect the black fuel connector (J7).
- Disconnect 49 and N17.
- Connect the white fuel connector (J8).

LPG Vapor Operation

- Disconnect the white fuel connector (J8).
- Connect the black fuel connector (J7).
- Connect 49 and N17.

Auto Changeover Natural Gas/LPG Vapor Operation

- Connect the white fuel connector (P8 to J8).
- Connect the black fuel connectors together in series (P7 to J7, P7A to J7A).
- Connect 49 to 49B (QCON10).
- Connect 49B to LFP3, Normally Open Terminal.
- Connect LP1 to LFP3, Common Terminal.
- Connect 49A to LFP2, Normally Closed Terminal.
- Connect N17 to N17B (QCON9).
- Connect N17B and N17A to LFP2, Common Terminal.

| Harness | Natural Gas | LPG Vapor | Auto Changeover |
|-----------------------|--|---------------------|--|
| White Connector (P8) | NG fuel valve (J8) | not used | NG fuel valve (J8) |
| N17 | not used | 49 (QCON 10) | N17B (QCON 9) |
| 49 | not used | N17 (QCON 9) | 49B (QCON 10) |
| 49a | not used | not used | LFP2- NC |
| Black Connector (P7) | not used | LPG fuel valve (J7) | LPG fuel valve (J7) |
| 63 | LFP1- NC, Optional alarm | | LFP1- NC |
| N16 | LFP1- COM, Optional alarm | | LFP1- COM |
| White Connector (P30) | Optional blocking fuel valve for UL requirements | | Required blocking fuel valve for UL requirements |
| 49B | Not used, Auto Changeover Only | | 49 (QCON 10), LFP3 (NO) |
| LP1 | Not used, Auto Changeover Only | | LFP3- COM |
| N17A | Not used, Auto Changeover Only | | LFP2- COM |
| N17B | Not used, Auto Changeover Only | | N17 (QCON 9), LFP2- COM |

Figure 3-5 Gaseous Fuel Electrical Connections, KG80- KG125/KG80R- KG125R

For KG80- KG125, KG80R- KG125R Dual Fuel Operation

The dual fuel system for the KG80–KG125 and KG80R–KG125R includes an LPG indicator light and a reset switch. This LPG indicator light turns on when the NG fuel valve closes and the LP fuel valve opens, indicating that the fuel source has switched. The reset switch resets the fuel source to natural gas. See the operation summary below.

When NG fuel is lost or insufficient

- NG fuel valve closes.
- LP fuel valve opens.
- Indicator light turns on indicating the unit is running on LPG vapor.
- Low fuel pressure warning activates (due to loss of primary fuel supply).

The unit will return to NG fuel if:

- The reset switch is activated (separate box with a switch and light).

Note: The reset switch can be activated while the unit is running.

- LP fuel supply is lost or insufficient.

Note: If NG fuel supply has still not returned, the unit will shut down due to not having an available fuel source.

- The generator set is shut down and restarted.
 - Utility returns.
 - Off button is manually pressed.
 - E- Stop is pressed.

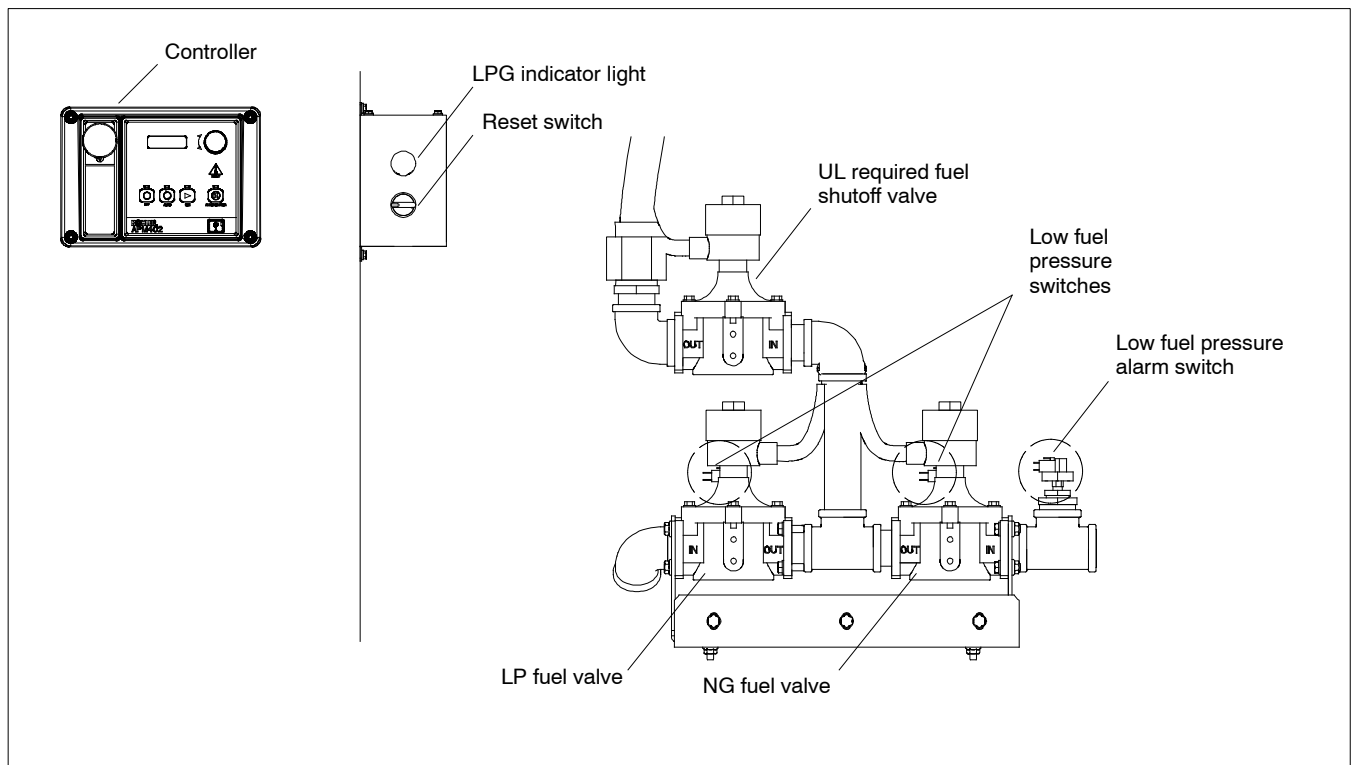


Figure 3-6 Dual Fuel System, KG80- KG125/KG80R- KG125R

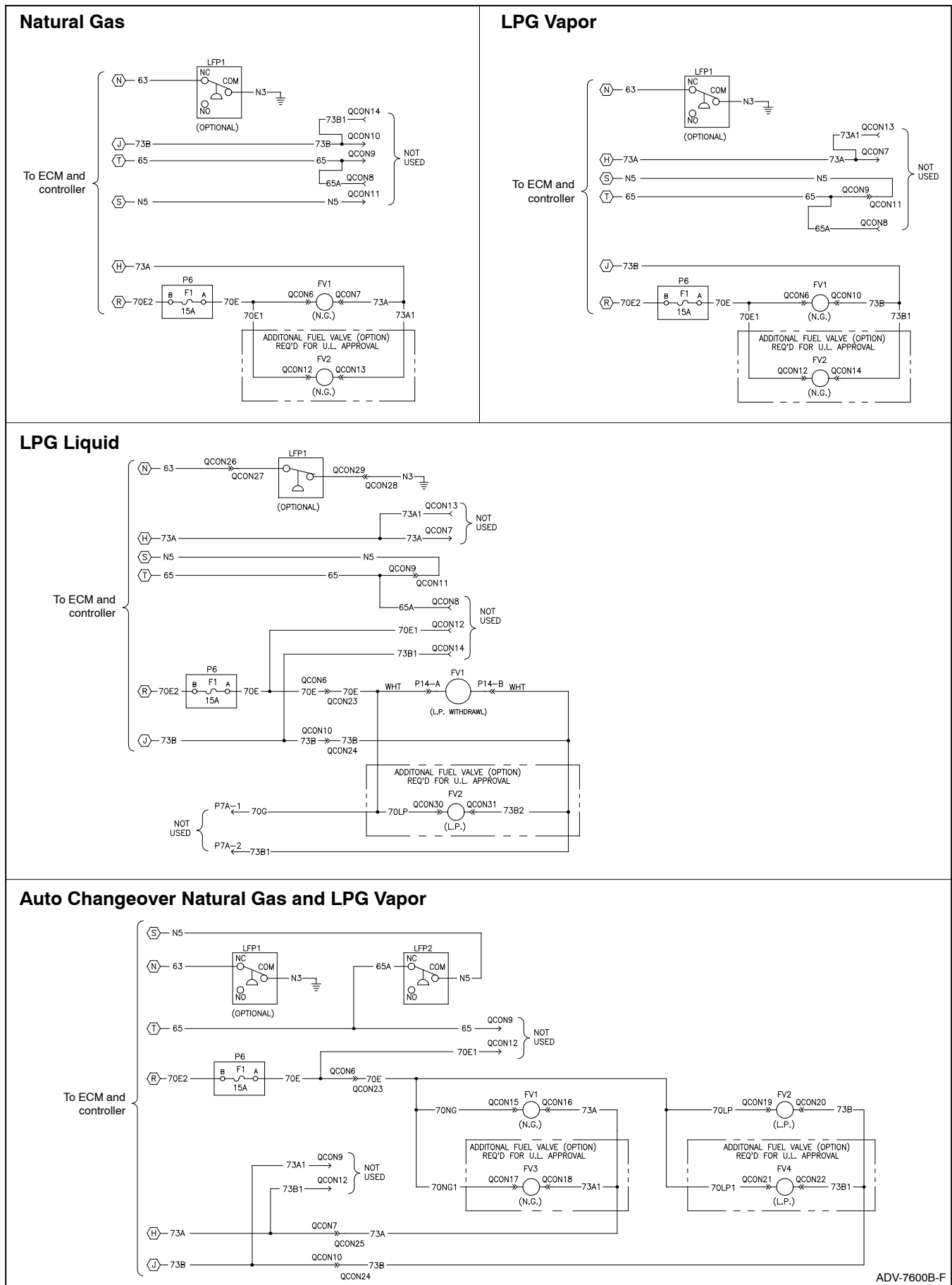


Figure 3-7 Typical models with PSI, GM, Doosan Engines, Gaseous Fuel Connections Wiring Diagram

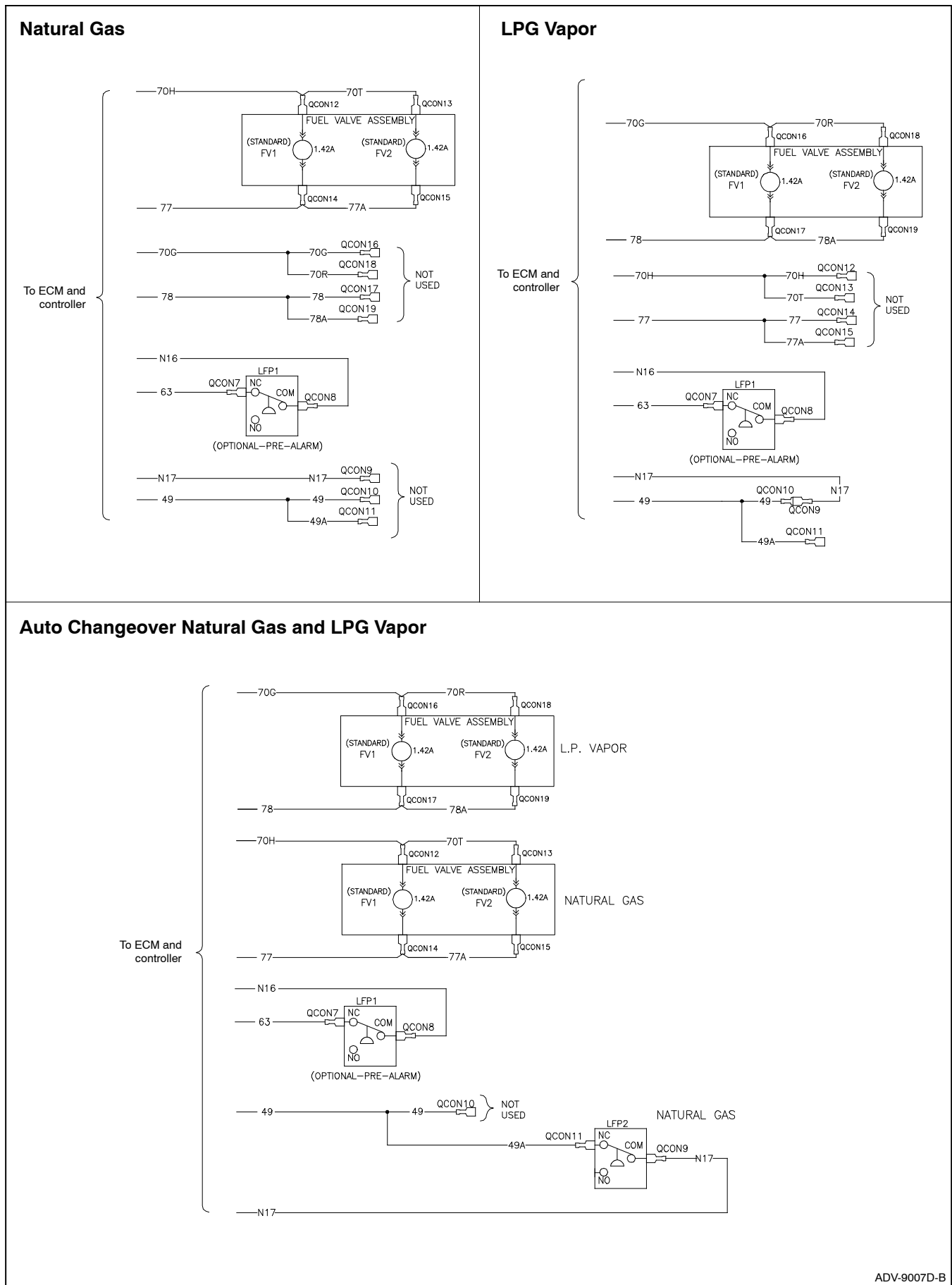
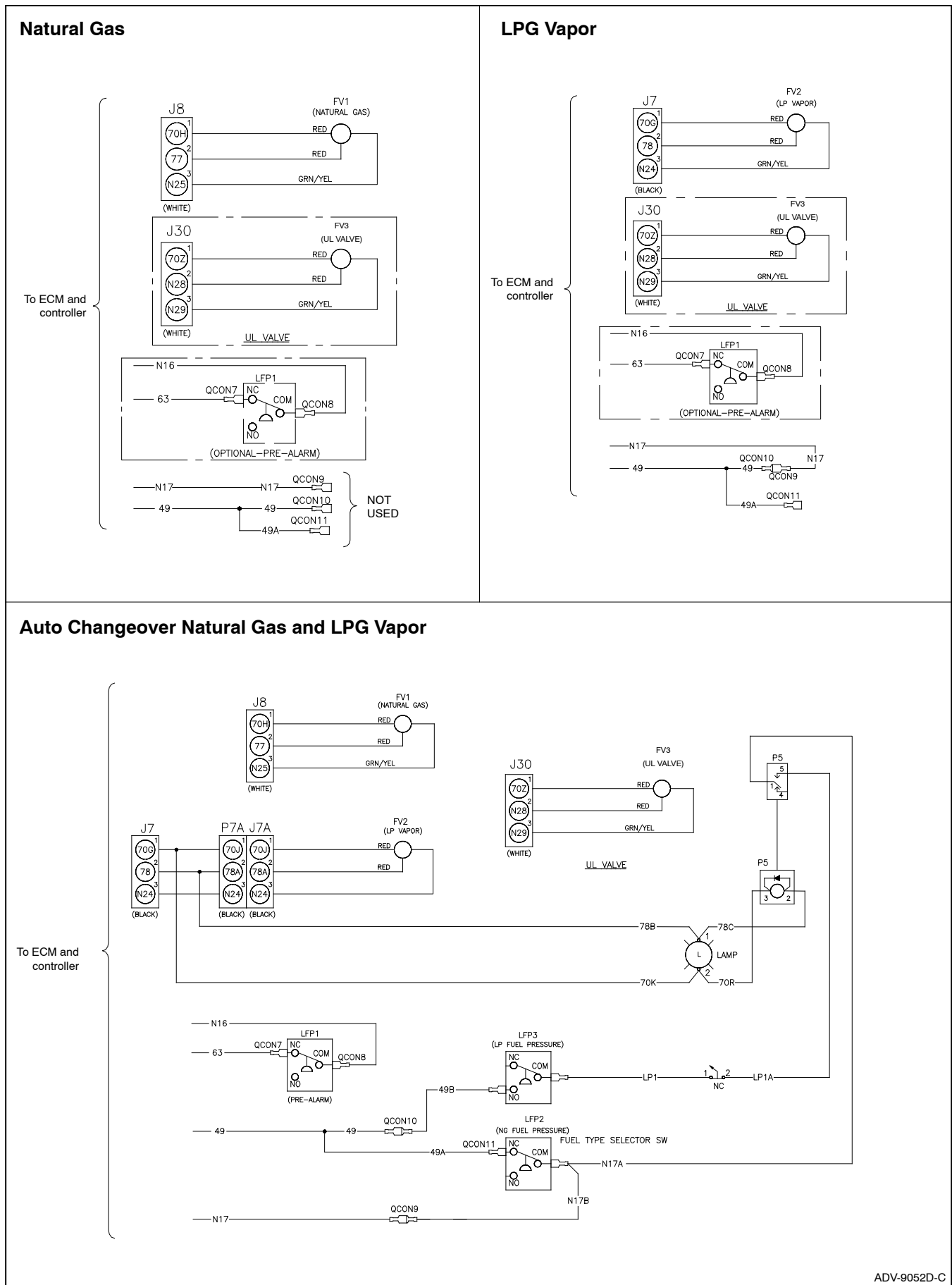


Figure 3-8 KG40- KG60 (KG6208), Gaseous Fuel Connections Wiring Diagram



ADV-9052D-C

Figure 3-9 KG80- KG125/KG80R- KG125R (KG6208TA), Gaseous Fuel Connections Wiring Diagram

3.7 Crankcase Ventilation (CCV) Heater Kit GM78171-KP1

Applies to 125/150 kW, 8.1 L GM- and 8.8 L PSI-powered generator set models. Consult your local generator set distributor/dealer for additional information.

The crankcase ventilation (CCV) heater kit provides a controlled heating source to the crankcase ventilation system preventing freezing water buildup during cold weather. The thermostat turns on at 4°C (40°F) and turns off at 16°C (60°F) reducing energy consumption. See Figure 3-10.

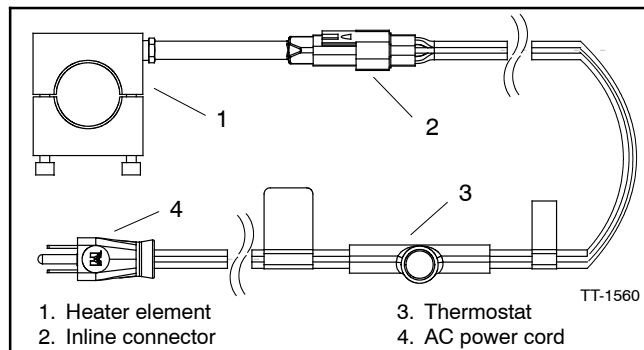


Figure 3-10 Crankcase Ventilation Heater Kit

3.8 Air Cleaner Restrictor Indicator (if equipped)

The air cleaner restriction gauge mounted on the air cleaner(s) helps determine the air cleaner change interval.

The air cleaner restriction gauge monitors air flow and continuously displays restriction readings indicated as vacuum (see Figure 3-11). Increased restriction indicates a clogged air cleaner element.

As maximum allowable restriction is reached, the gauge window turns red indicating the air cleaner element needs replacement. To reset the gauge, push the gauge top down and release.

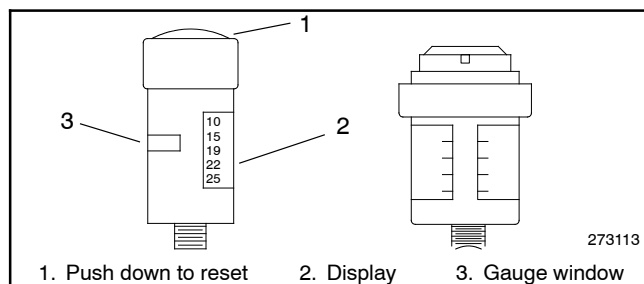
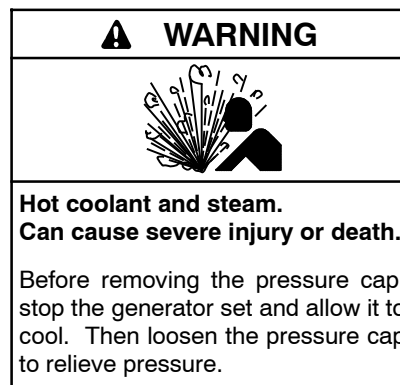


Figure 3-11 Restriction Indicators (styles vary)

3.9 Cooling System

The cooling system maintenance information applies to radiator-cooled models which have a radiator with a pressure cap and coolant recovery tank.



Allow the engine to cool. Release pressure from the cooling system before removing the pressure cap. To release pressure, cover the pressure cap with a thick cloth and then slowly turn the cap counterclockwise to the first stop. Remove the cap after pressure has been completely released and the engine has cooled. Check the coolant level at the tank if the generator set has a coolant recovery tank.

Note: Engine damage. Bleed the air from the cooling system to prevent overheating and subsequent engine damage.

Note: Block heater damage. The block heater will fail if the energized heater element is not immersed in coolant. Fill the cooling system before turning on the block heater. Run the engine until it is warm, and refill the radiator to purge the air from the system before energizing the block heater.

3.9.1 Coolant Level Check

Check the coolant level in the coolant recovery tank. Maintain the coolant level between the high and low marks.

Note: Periodically check the coolant level by removing the pressure cap. Do not rely solely on the level in the coolant recovery tank. Add fresh coolant until the level is just below the overflow tube opening of the filler neck.

3.9.2 Cooling System Component Inspection

To prevent generator set shutdown or damage caused by overheating:

- Keep the cooling air inlets clean and unobstructed.
- Inspect the radiator's exterior for obstructions. Remove dirt and foreign material using a soft brush or cloth to avoid damaging the radiator fins.
- Check the hoses and connections for leaks. Replace any cracked, frayed, or spongy hoses.
- Check the condition and tension of the radiator fan and water pump belt(s). Follow the belt tension procedure in this manual and/or the engine operation manual.
- Check the pressure cap seal and replace a cracked or deteriorated cap. Remove dirt and other debris from the pressure cap and filler neck. The pressure cap raises the boiling point of the coolant, enabling higher operating temperatures. Replace a leaking pressure cap with one rated for the same pressure. The pressure cap rating usually appears on the pressure cap.

3.9.3 Procedure to Drain Cooling System

For optimum protection, drain, flush, and refill the cooling system at the intervals listed in the service schedule.

Note: Dispose of all waste materials (oil, fuel, coolant, filters, and gaskets) in an environmentally safe manner.

1. Deenergize the block heater, if equipped.
2. Remove the pressure cap to allow the entire system to drain and prevent air pockets from restricting coolant flow through the engine block.
3. Open the radiator and/or engine block coolant drain valve(s) and allow the system to drain.
4. If the inside of the radiator has mineral deposits or the used coolant contains dirt or grease, refer to Section 3.9.4, Procedure to Flush and Clean the Cooling System. If the cooling system does not have mineral deposits, go to Section 3.9.5, Procedure to Refill the Cooling System.

3.9.4 Procedure to Flush and Clean Cooling System

Use the instructions in the engine operation manual when available to flush and clean the cooling system. Otherwise, use the following procedure and the cooling system cleaner manufacturer's instructions.

1. Flush the cooling system with clean water.
2. If the inside of the radiator still has mineral deposits, use a radiator cleaner to remove the remaining deposits following the manufacturer's instructions.
3. Drain, clean, and flush the coolant recovery tank.

3.9.5 Procedure to Refill Cooling System


See the generator set spec sheet for coolant capacity.

Note: Do not add coolant to a hot engine. Adding coolant to a hot engine can cause the cylinder block or cylinder head to crack. Wait until the engine has cooled.

1. Remove the pressure cap.
2. Close the radiator and/or engine block coolant drain valve(s) and tighten the cooling system hose clamps.
3. Open the air-bleed petcocks, if equipped. Close the air-bleed petcocks when coolant begins to flow from them.
4. Add coolant additives or water pump lubricants according to the engine manufacturer's recommendations in the engine operation manual.
5. Fill the cooling system with a coolant/antifreeze mixture based on the engine manufacturer's recommendation.
6. Replace the pressure cap.
7. Fill the coolant recovery tank to the low mark.
8. Operate generator set until the thermostat opens when the upper cooling system hose warms.
9. Stop the engine and allow it to cool.
10. Check and repair any coolant leaks.
11. Remove the pressure cap.
12. Add coolant to bring the coolant level to just below the overflow tube opening of the filler neck.
13. Replace the pressure cap.
14. Maintain the coolant level in the coolant recovery tank between the high and low marks.

Air pockets often form in the engine water jacket when the coolant system is refilled. Check the coolant level in the coolant recovery tank after each generator set operation and add coolant as necessary until the coolant level stabilizes. Then check the coolant at the interval specified in the service schedule.
15. Reenergize the block heater, if equipped.

3.10 Battery

| |
|---|
| ⚠ WARNING |
|  |
| Sulfuric acid in batteries. Can cause severe injury or death. |
| Wear protective goggles and clothing. Battery acid may cause blindness and burn skin. |

Battery electrolyte is a diluted sulfuric acid. Battery acid can cause severe injury or death. Battery acid can cause blindness and burn skin. Always wear splashproof safety goggles, rubber gloves, and boots when servicing the battery. Do not open a sealed battery or mutilate the battery case. If battery acid splashes in the eyes or on the skin, immediately flush the affected area for 15 minutes with large quantities of clean water. Seek immediate medical aid in the case of eye contact. Never add acid to a battery after placing the battery in service, as this may result in hazardous spattering of battery acid.

Battery acid cleanup. Battery acid can cause severe injury or death. Battery acid is electrically conductive and corrosive. Add 500 g (1 lb.) of bicarbonate of soda (baking soda) to a container with 4 L (1 gal.) of water and mix the neutralizing solution. Pour the neutralizing solution on the spilled battery acid and continue to add the neutralizing solution to the spilled battery acid until all evidence of a chemical reaction (foaming) has ceased. Flush the resulting liquid with water and dry the area.

Battery gases. Explosion can cause severe injury or death. Battery gases can cause an explosion. Do not smoke or permit flames or sparks to occur near a battery at any time, particularly when it is charging. Do not dispose of a battery in a fire. To prevent burns and sparks that could cause an explosion, avoid touching the battery terminals with tools or other metal objects. Remove all jewelry before servicing the equipment. Discharge static electricity from your body before touching batteries by first touching a grounded metal surface away from the battery. To avoid sparks, do not disturb the battery charger connections while the battery is charging. Always turn the battery charger off before disconnecting the battery connections. Ventilate the compartments containing batteries to prevent accumulation of explosive gases.

Battery short circuits. Explosion can cause severe injury or death. Short circuits can cause bodily injury and/or equipment damage. Disconnect the battery before generator set installation or maintenance. Remove all jewelry before servicing the equipment. Use tools with insulated handles. Remove the negative (-) lead first when disconnecting the battery. Reconnect the negative (-) lead last when reconnecting the battery. Never connect the negative (-) battery cable to the positive (+) connection terminal of the starter solenoid. Do not test the battery condition by shorting the terminals together.

Refer to this section for general battery information and maintenance. All generator set models use a negative ground with a 12-volt or 24-volt engine electrical system. Consult the generator set nameplate for the engine electrical system voltage. Consult the generator set spec sheet for battery capacity recommendations for replacement purposes. The wiring diagrams provide battery connection information. See Figure 3-12, Figure 3-13, and Figure 3-14 for typical battery configurations, including multiple battery configurations.

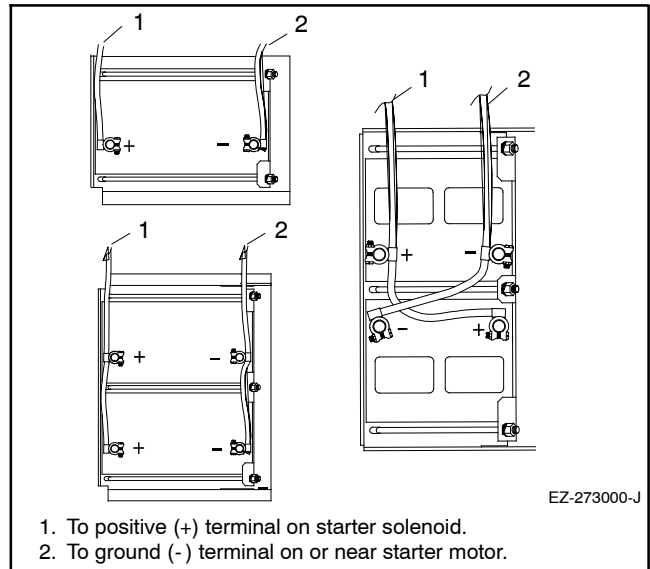


Figure 3-12 12-Volt Engine Electrical System Single Starter Motor Typical Battery Connection

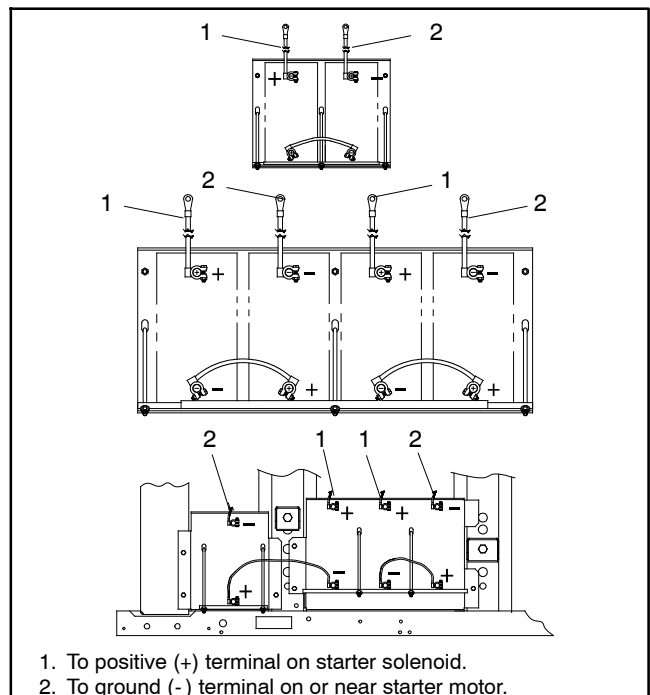


Figure 3-13 24-Volt Engine Electrical System Single Starter Motor Typical Battery Connection

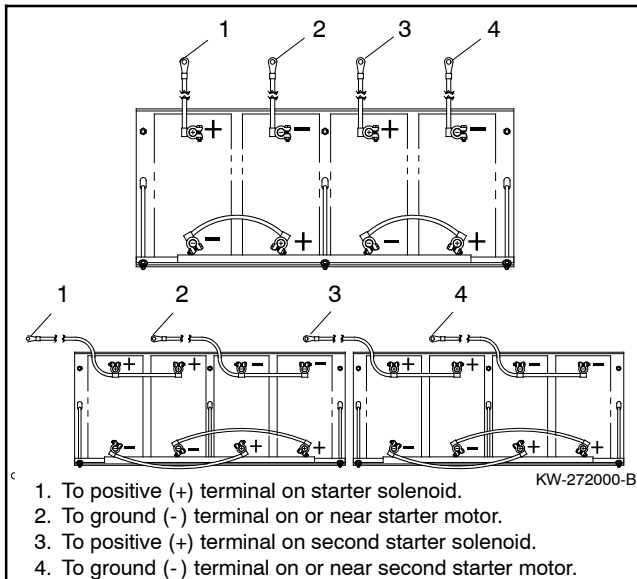


Figure 3-14 24-Volt Engine Electrical System Dual Starter Motors Typical Battery Connections

3.10.1 Clean Battery

Clean the battery and cables and tighten the battery terminals according to the service schedule recommendations. Clean the battery by wiping it with a damp cloth. Keep the electrical connections dry and tight.

If corrosion exists, disconnect the cables from the battery and remove the corrosion with a wire brush. Clean the battery and cables with a solution of baking soda and water. Do not allow the cleaning solution to enter battery cells. Flush the battery and cables with clean water and wipe the battery with a dry cloth.

After reconnecting the battery cables, coat the terminals with petroleum jelly, silicon grease, or other nonconductive grease.

3.10.2 Electrolyte Level Inspection

Check the electrolyte level and specific gravity of batteries that have filler caps. Maintenance-free batteries do not require electrolyte level checking or specific gravity testing.

Check the electrolyte level at the specified interval. Remove the filler caps and verify that the electrolyte level reaches the bottom of each filler hole. See Figure 3-15. Refill as necessary with distilled water or clean tap water. Do not add fresh electrolyte. Tighten the filler caps. After adding water during freezing temperatures, run the generator set 20-30 minutes to mix the electrolyte and the water to prevent battery damage from freezing.

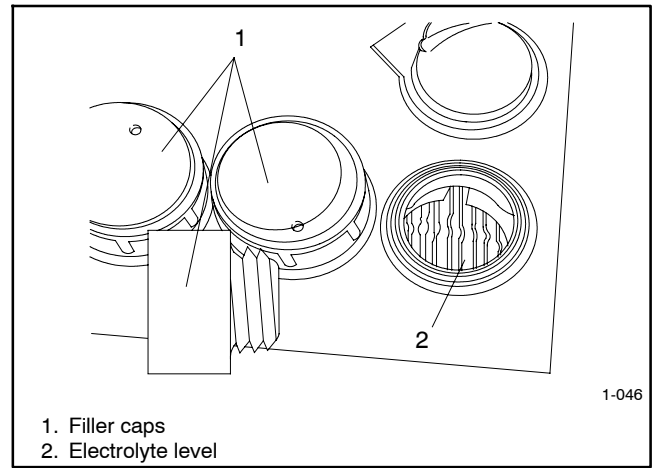


Figure 3-15 Battery Electrolyte Level Inspection

3.10.3 Specific Gravity Check

Use a battery hydrometer to check the specific gravity of the electrolyte in each battery cell of batteries with filler caps. Holding the hydrometer vertically, read the number on the glass bulb at the top of the electrolyte level or the number adjacent to the pointer. If the hydrometer used does not have a correction table, consult Figure 3-17. Determine the specific gravity and electrolyte temperature of the battery cells. Locate the temperature in Figure 3-17 and correct the specific gravity by the amount shown. The battery is fully charged if the specific gravity is 1.260 at an electrolyte temperature of 26.7°C (80°F). Maintain the specific gravities between cells within ± 0.01 of each other. Charge the battery if the specific gravity is below 1.215 at an electrolyte temperature of 26.7°C (80°F).

Note: Some battery testers have four or five beads in a test tube. Draw electrolyte into the tube as with the battery hydrometer described in this section or use the manufacturer's instructions. Use Figure 3-16 to interpret typical test results.

| Number of Floating Beads | Battery Condition |
|--------------------------|-------------------|
| 5 | Overcharged |
| 4 | Fully charged |
| 3 | A good charge |
| 1 or 2 | A low charge |
| 0 | A dead battery |

Figure 3-16 Bead-Type Test Interpretation

3.10.4 Charge Battery

Use a battery charger to maintain a fully charged battery when the generator set is used in a standby application. The engine battery-charging alternator charges the battery while the generator set is running.

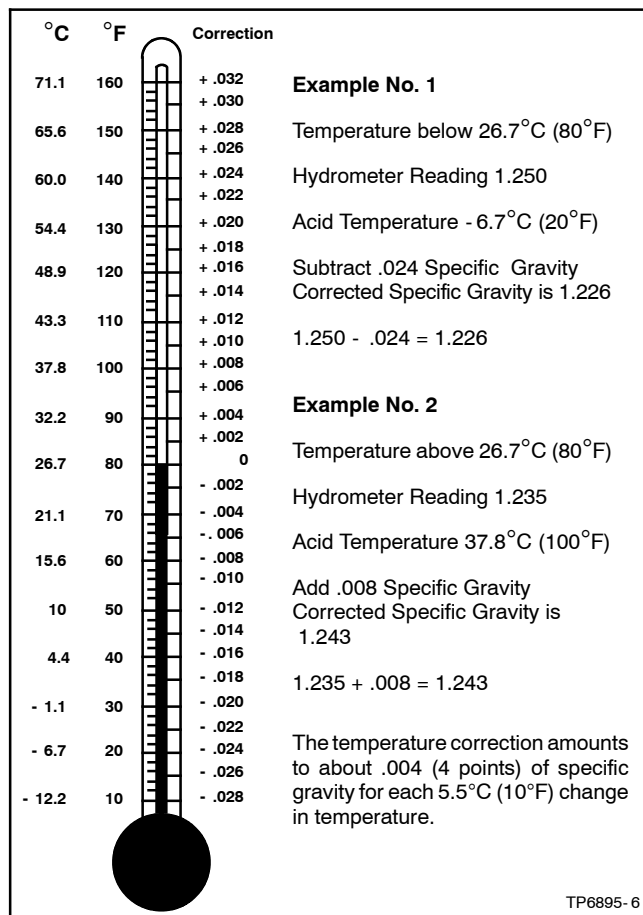


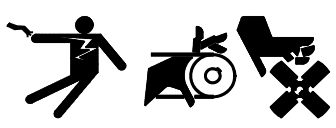
Figure 3-17 Specific Gravity Temperature Correction

Note: If the generator set is in a temporary prime power application in which the generator set has periods of inactivity, the controller circuitry may drain the battery. If there is no power source for a battery charger, place the controller in the prime power mode, if equipped, or disconnect the battery from the generator set.

3.11 Storage Procedure

Perform the following storage procedure before taking a generator set out of service for three months or longer. Follow the engine manufacturer's recommendations, if available, for fuel system and internal engine component storage.

⚠ WARNING




Accidental starting.
Can cause severe injury or death.

Disconnect the battery cables before working on the generator set. Remove the negative (-) lead first when disconnecting the battery. Reconnect the negative (-) lead last when reconnecting the battery.

Disabling the generator set. Accidental starting can cause severe injury or death. Before working on the generator set or equipment connected to the set, disable the generator set as follows: (1) Move the generator set master switch to the OFF position. (2) Disconnect the power to the battery charger. (3) Remove the battery cables, negative (-) lead first. Reconnect the negative (-) lead last when reconnecting the battery. Follow these precautions to prevent starting of the generator set by an automatic transfer switch, remote start/stop switch, or engine start command from a remote computer.

⚠ WARNING

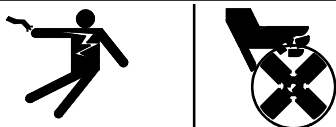


Hot engine and exhaust system.
Can cause severe injury or death.

Do not work on the generator set until it cools.

Servicing the exhaust system. Hot parts can cause severe injury or death. Do not touch hot engine parts. The engine and exhaust system components become extremely hot during operation.

⚠ DANGER



Hazardous voltage. Moving parts.
Will cause severe injury or death.

Operate the generator set only when all guards and electrical enclosures are in place.

Servicing the generator set when it is operating. Exposed moving parts will cause severe injury or death. Keep hands, feet, hair, clothing, and test leads away from the belts and pulleys when the generator set is running. Replace guards, screens, and covers before operating the generator set.

3.11.1 Lubricating System

Prepare the engine lubricating system for storage as follows:

1. Run the generator set for a minimum of 30 minutes to bring it to normal operating temperature.
2. Stop the generator set.
3. With the engine still warm, drain the oil from the crankcase.
4. Remove and replace the oil filter.
5. Refill the crankcase with oil suited to the climate.
6. Run the generator set for two minutes to distribute the clean oil.
7. Stop the generator set.
8. Check the oil level and adjust, if needed.

3.11.2 Cooling System

Prepare the cooling system for storage as follows:

1. Check the coolant freeze protection using a coolant tester.
2. Add or replace coolant as necessary to ensure adequate freezing protection. Use the guidelines included in the engine operation manual.
3. Run the generator set for 30 minutes to redistribute added coolant.

3.11.3 Fuel System

Prepare the fuel system for storage as follows:

Diesel-Fueled Engines

1. Fill the fuel tank with #2 diesel fuel.
2. Condition the fuel system with compatible additives to control microbial growth.
3. Change the fuel filter/separator and bleed the fuel system. See the engine owner's manual.

Gaseous-Fueled Engines

1. Start the generator set.
2. With the generator set running, shut off the gas supply.
3. Run the generator set until the engine stops.
4. Stop the generator set.

3.11.4 Internal Engine Components (Gaseous-Fueled Engines)

If you have access to a fogging agent or SAE 10 oil prepare the pistons and cylinders for storage as follows:

1. Start the generator set.
2. While the engine is running, spray a fogging agent or SAE 10 engine oil into the air intake for about two minutes until the engine stops.
3. Stop the generator set.

If a fogging agent is not available perform the following:

1. Remove the spark plugs.
2. Pour 15 cc (0.5 oz.) of engine oil into each spark plug hole.

Ignition System Damage. Refer to the engine operation manual for ignition system precautions before cranking the engine while the spark plug wires are disconnected.

3. Crank the engine two or three revolutions to lubricate the cylinders.
4. Reinstall the spark plugs and torque them to specifications.

3.11.5 Exterior

1. Clean the exterior surface of the generator set.
2. Seal all engine openings except for the air intake with nonabsorbent adhesive tape.
3. To prevent impurities from entering the air intake and to allow moisture to escape from the engine, secure a cloth over the air intake.
4. Mask electrical connections.
5. Spread a light film of oil over unpainted metallic surfaces to inhibit rust and corrosion.

3.11.6 Battery

Perform battery storage after all other storage procedures.

1. Confirm that the generator set is stopped.
2. Disconnect the battery(ies), negative (-) lead first.
3. Clean the battery. Refer to Section 3.10.1 for the battery cleaning procedure.

4. Place the battery in a cool, dry location.

5. Connect the battery to a battery charger or charge it monthly with a trickle battery charger. Refer to the battery charger manufacturer's recommendations.

Maintain a full charge to extend battery life.

Section 4 General Troubleshooting

This section contains generator set troubleshooting, diagnostic, and repair information.

Use the following charts to diagnose and correct common problems. First check for simple causes such as a dead engine starting battery or an open circuit breaker. The charts include a list of common problems, possible causes of the problem, recommended corrective actions, and references to detailed information or repair procedures.

Maintain a record of repairs and adjustments performed on the equipment. If the procedures in this manual do not explain how to correct the problem, contact an authorized distributor/dealer. Use the record to help describe the problem and repairs or adjustments made to the equipment.

4.1 General Troubleshooting Chart

| Trouble Symptoms | | | | | | | | | | | | Probable Causes | Recommended Actions | Section or Publication Reference* |
|------------------|---------------------------|-------------|--------------------------|----------------|-------------|-----------|------------------|-----------------------|-----------------------------|---------------------------------|--|--|--|---|
| Does not crank | Cranks but does not start | Starts hard | No or low output voltage | Stops suddenly | Lacks power | Overheats | Low oil pressure | High fuel consumption | Excessive or abnormal noise | Displays error message/locks up | Exercise run time and/or event records inoperative | | | |
| Controller | | | | | | | | | | | | | | |
| x | x | | | | | | | | | | | Controller circuit board(s) inoperative | Replace the controller. | Gen. S/M |
| x | x | | | | | | | | | | | Controller circuit board(s) wiring fault | Check the wiring. | W/D |
| | | | | x | | | | | | | | Controller fault | Troubleshoot the controller.† | Gen. S/M |
| x | x | | | x | | | | | | | | Controller fuse blown | Check for continuity across fuse. If fuse is blown, troubleshoot the controller wiring and replace circuit board.† | Section 1, W/D |
| x | | | | | | | | | | | | Controller master control buttons inoperative | Replace the controller master control button circuit board. | — |
| x | | | | | | | | | | | | Controller master control button in the OFF/RESET mode | Press the controller master control RUN or AUTO button. | Section 2 |
| x | | | | | | | | | | | | Engine start circuit open | Press the controller master control RUN button to test the generator set. Troubleshoot the auto start circuit and time delays. | Section 2, W/D, Gen. I/M, S/M, ATS O/M, S/M |
| | | | x | x | | | | | | | | Voltage regulation inoperative | Replace the junction box sensing fuses. If the fuse blows again, troubleshoot the controller. | W/D, Gen. S/M |
| | | | | | | | | | | x | | Controller firmware error | Review the controller display troubleshooting chart. | Section 4.2 |
| Alternator | | | | | | | | | | | | | | |
| | | | x | | | | | | | | | AC output circuit breaker open | Reset the breaker and check for AC voltage at the generator set side of the circuit breaker. | — |
| x | | | | | | | | | | | | Transfer switch test switch in the OFF position | Move the transfer switch test switch to the AUTO position. | ATS O/M |
| | | | x | | | | | | | | | Transfer switch fails to transfer load | Move the ATS test switch to the AUTO position. Troubleshoot the transfer circuit and time delays. | ATS O/M, S/M |
| | | | x | | | | | | | | | Wiring, terminals, or pin in the exciter field open | Check for continuity. | Gen. S/M, W/D |
| | | | x | | | | | | | | | Main field (rotor) inoperative (open or grounded) | Test and/or replace the rotor.† | Gen. S/M |
| | | | x | | | | | | | | | Stator inoperative (open or grounded) | Test and/or replace the stator.† | Gen. S/M |
| | | | | | | | | | x | | | Vibration excessive | Tighten loose components.† | — |
| | | | x | | | | | | | | | Voltage regulator settings incorrect | Adjust the voltage regulator. | Section 1.3.3, SiteTech O/M |

* Sec./Section—numbered section of this manual; ATS—Automatic Transfer Switch; Eng.—Engine; Gen.—Generator Set; I/M—Installation Manual; O/M—Operation Manual; S/M—Service Manual; S/S—Spec Sheet; W/D—Wiring Diagram Manual

† Have an authorized service distributor/dealer perform this service.

* Sec./Section—numbered section of this manual; ATS—Automatic Transfer Switch; Eng.—Engine; Gen.—Generator Set; I/M—Installation Manual; O/M—Operation Manual; S/M—Service Manual; S/S—Spec Sheet; W/D—Wiring Diagram Manual

† Have an authorized service distributor/dealer perform this service.

| Trouble Symptoms | | | | | | | | | | | | Probable Causes | Recommended Actions | Section or Publication Reference* |
|--|---------------------------|-------------|--------------------------|----------------|-------------|-----------|------------------|-----------------------|-----------------------------|---------------------------------|--|---|--|-----------------------------------|
| Does not crank | Cranks but does not start | Starts hard | No or low output voltage | Stops suddenly | Lacks power | Overheats | Low oil pressure | High fuel consumption | Excessive or abnormal noise | Displays error message/locks up | Exercise run time and/or event records inoperative | | | |
| Electrical System (DC Circuits) | | | | | | | | | | | | | | |
| x | x | | | | | | | | | | | Battery connections loose, corroded, or incorrect | Verify that the battery connections are correct, clean, and tight. | Section 3 |
| x | x | | | | | | | | | | | Battery weak or dead | Recharge or replace the battery. The spec sheet provides recommended battery CCA rating. | Section 3, S/S |
| x | x | | | | | | | | | | | Starter/starter solenoid inoperative | Replace the starter or starter solenoid. | Eng. S/M |
| x | x | | | x | | | | | | | | Engine harness connector(s) not locked tight | Disconnect the engine harness connector(s) then reconnect it to the controller. | W/D |
| | | | | x | | | | | | | | Fault shutdown | Reset the fault switches and troubleshoot the controller. | Section 2 |
| Engine | | | | | | | | | | | | | | |
| | | | | | | | | | | | | Air cleaner clogged | Clean or replace the filter element. | Eng. O/M |
| | x | x | | x | | x | | x | x | | | Compression weak | Check the compression.† | Eng. S/M |
| | | | x | x | | x | | x | x | | | Engine overload | Reduce the electrical load. See the generator set spec sheet for wattage specifications. | S/S |
| | | | | | | | | | x | | | Exhaust system leak | Inspect the exhaust system. Replace the inoperative exhaust system components.† | I/M |
| | | | | | | | | | x | | | Exhaust system not securely installed | Inspect the exhaust system. Tighten the loose exhaust system components.† | I/M |
| | | x | x | x | | | | x | | | | Governor inoperative | Adjust the governor.† | Eng. S/M |
| | | | | x | | | | | x | | | Valve clearance incorrect | Adjust the valves.† | Eng. S/M |
| | | | | | | | | | x | | | Vibration excessive | Tighten all loose hardware. | — |
| | x | x | | | x | | | | | | | Ignition system inoperative (gas models only) | Check the ignition system (spark plugs, spark plug wires, etc.). | Eng. O/M, Eng. S/M |
| x | x | | x | x | | | | | | x | x | Engine ECM and/or sensors | Troubleshoot the engine ECM and/or sensors. | Eng. O/M, Eng. S/M |
| * Sec./Section—numbered section of this manual; ATS—Automatic Transfer Switch; Eng.—Engine; Gen.—Generator Set; I/M—Installation Manual; O/M—Operation Manual; S/M—Service Manual; S/S—Spec Sheet; W/D—Wiring Diagram Manual | | | | | | | | | | | | | | |
| † Have an authorized service distributor/dealer perform this service. | | | | | | | | | | | | | | |

| Trouble Symptoms | | | | | | | | | | | | Probable Causes | Recommended Actions | Section or Publication Reference* |
|------------------|---------------------------|-------------|--------------------------|----------------|-------------|-----------|------------------|-----------------------|-----------------------------|---------------------------------|--|--|---------------------|-----------------------------------|
| Does not crank | Cranks but does not start | Starts hard | No or low output voltage | Stops suddenly | Lacks power | Overheats | Low oil pressure | High fuel consumption | Excessive or abnormal noise | Displays error message/locks up | Exercise run time and/or event records inoperative | | | |
| Cooling System | | | | | | | | | | | | | | |
| | | | | | | x | | x | | | Air openings clogged | Clean the air openings. | — | |
| | | | | | | x | | | | | Coolant level low | Restore the coolant to normal operating level. | Section 3 | |
| | | | | | | x | | | | | Cooling water pump inoperative | Tighten or replace the belt. Replace the water pump. | Eng. O/M or S/M | |
| | | | | x | | | | | | | High temperature shutdown | Allow the engine to cool down. Then troubleshoot the cooling system. | Sec. 3, Eng. O/M | |
| | | | | x | | | | | | | Low coolant level shutdown, if equipped | Restore the coolant to normal operating level. | Section 3 | |
| | | | | | x | | | | | | Thermostat inoperative | Replace the thermostat. | Eng. S/M | |
| Fuel System | | | | | | | | | | | | | | |
| | x | x | | | x | | | | | | Air in fuel system (diesel only) | Bleed the diesel fuel system. | Eng. O/M | |
| | x | x | | | | | | | | | Either canister empty or system inoperative, if equipped (diesel only) | Replace or repair the ether starting system. | Eng. O/M | |
| | x | | | x | | | | | | | Fuel tank empty or fuel valve shut off | Add fuel and move the fuel valve to the ON position. | — | |
| | x | | | | x | | | x | | | Fuel feed or injection pump inoperative (diesel only) | Rebuild or replace the injection pump.† | Eng. S/M | |
| | x | x | | | x | | | | | | Fuel or fuel injectors dirty or faulty (diesel only) | Clean, test, and/or replace the inoperative fuel injector.† | Eng. S/M | |
| | x | x | | | x | | | | | | Fuel filter restriction | Clean or replace the fuel filter. | Eng. O/M | |
| | x | | | | | | | | | | Fuel solenoid inoperative | Troubleshoot the fuel solenoid.† | Eng. S/M | |
| | x | | | | x | | | | | | Fuel pressure insufficient (gas only) | Check the fuel supply and valves.† | S/S, Gen. O/M | |
| | x | x | | | x | | | x | | | Fuel injection timing out of adjustment (diesel only) | Adjust the fuel injection timing.† | Eng. S/M | |
| Lube System | | | | | | | | | | | | | | |
| | x | x | | | | | x | | x | | Crankcase oil type incorrect for ambient temperature | Change the oil. Use oil with a viscosity suitable for the operating climate. | Eng. O/M | |
| | | | | | | x | x | | x | | Oil level low | Restore the oil level. Inspect the generator set for oil leaks. | Eng. O/M | |
| | | | | x | | | | | | | Low oil pressure shutdown | Check the oil level. | Eng. O/M | |

* Sec./Section—numbered section of this manual; ATS—Automatic Transfer Switch; Eng.—Engine; Gen.—Generator Set; I/M—Installation Manual; O/M—Operation Manual; S/M—Service Manual; S/S—Spec Sheet; W/D—Wiring Diagram Manual

† Have an authorized service distributor/dealer perform this service.

* Sec./Section—numbered section of this manual; ATS—Automatic Transfer Switch; Eng.—Engine; Gen.—Generator Set; I/M—Installation Manual; O/M—Operation Manual; S/M—Service Manual; S/S—Spec Sheet; W/D—Wiring Diagram Manual

† Have an authorized service distributor/dealer perform this service.

4.2 Controller Display and Voltage Regulation Troubleshooting Chart

| Trouble Symptoms | Probable Causes | Recommended Actions | Section or Publication Reference* |
|--|--|--|--|
| Controller Display and Voltage Regulator | | | |
| Display is black | No/low battery charge | Recharge/replace battery | Section 3, Battery |
| Display shows single segment | Low battery voltage | Recharge battery | Section 3, Battery |
| Display shows an error message | Controller firmware or pushbutton/rotary selector dial entry error | Review the Error Message Section | Section 2.7.1 |
| Display locks up | No/low battery charge | Recharge/replace battery | Section 3, Battery |
| Output voltage ramps | Defective exciter winding | Troubleshoot alternator components † | Generator Service Manual |
| Output voltage unstable | Voltage regulation calibration incorrect | Readjust voltage regulation † | Section 1.3.3, SiteTech O/M |
| Unable to change voltage and current calibrations | Calibration not enabled | Enable calibration in Generator Metering section | Section 1.2.3 Digital Display, Section 2.6.4 |
| Unable to find volt select menu | Volt select not enabled | Enable volt select in SiteTech | SiteTech O/M |
| <p>* Sec./Section—numbered section of this manual; ATS—Automatic Transfer Switch; Eng.—Engine; Gen.—Generator Set; I/M—Installation Manual; O/M—Operation Manual; S/M—Service Manual; S/S—Spec Sheet; W/D—Wiring Diagram Manual</p> <p>† Have an authorized service distributor/dealer perform this service.</p> | | | |

Notes

Section 5 Voltage Reconnection

5.1 Introduction

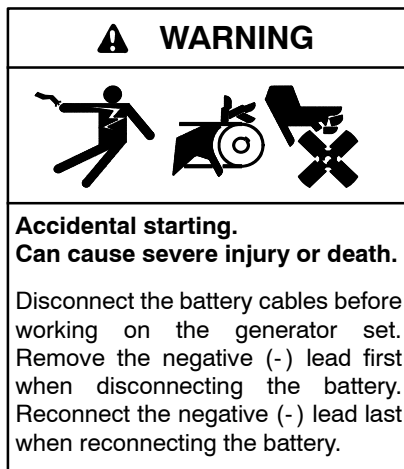
Use the following voltage reconnection procedure to change the voltage of 10- and 12-lead generator sets. Frequency changes require voltage regulator *and* governor adjustments. Refer to the respective spec sheet to determine if frequency is fixed or field-convertible. If frequency is adjustable, refer to the engine service manual and/or governor literature for conversion information.

Refer to the following procedure and the connection schematics. Follow the safety precautions at the front of this manual and in the procedure text and observe National Electrical Code (NEC) guidelines.

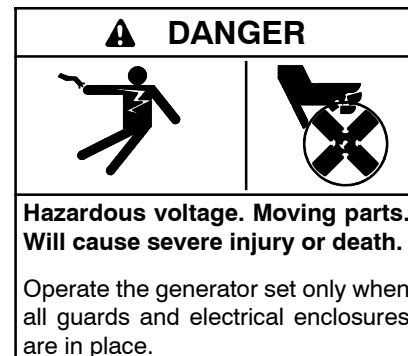
NOTICE

Voltage reconnection. Affix a notice to the generator set after reconnecting the set to a voltage different from the voltage on the nameplate. Order voltage reconnection decal 246242 from an authorized service distributor/dealer.

Note: Equipment damage. Verify that the voltage ratings of the transfer switch, line circuit breakers, and other accessories match the selected line voltage.



Disabling the generator set. Accidental starting can cause severe injury or death. Before working on the generator set or equipment connected to the set, disable the generator set as follows: (1) Press the generator set off/reset button to shut down the generator set. (2) Disconnect the power to the battery charger, if equipped. (3) Remove the battery cables, negative (-) lead first. Reconnect the negative (-) lead last when reconnecting the battery. Follow these precautions to prevent the starting of the generator set by the remote start/stop switch.



Grounding electrical equipment. Hazardous voltage will cause severe injury or death. Electrocutation is possible whenever electricity is present. Ensure you comply with all applicable codes and standards. Electrically ground the generator set, transfer switch, and related equipment and electrical circuits. Turn off the main circuit breakers of all power sources before servicing the equipment. Never contact electrical leads or appliances when standing in water or on wet ground because these conditions increase the risk of electrocution.

Short circuits. Hazardous voltage/current will cause severe injury or death. Short circuits can cause bodily injury and/or equipment damage. Do not contact electrical connections with tools or jewelry while making adjustments or repairs. Remove all jewelry before servicing the equipment.

5.2 Voltage Reconnection Procedure

Note: For Decision-Maker® 3000 Controllers with software versions before 2.8, go to Section 5.3.

1. Press the generator set master control OFF/RESET button.

2. Turn the controller pushbutton/rotary selector dial until it stops at the Volt Select menu. See Figure 5-1.

Note: If the Volt Select menu does not appear, the controller voltage selection feature was not activated using SiteTech™ software.

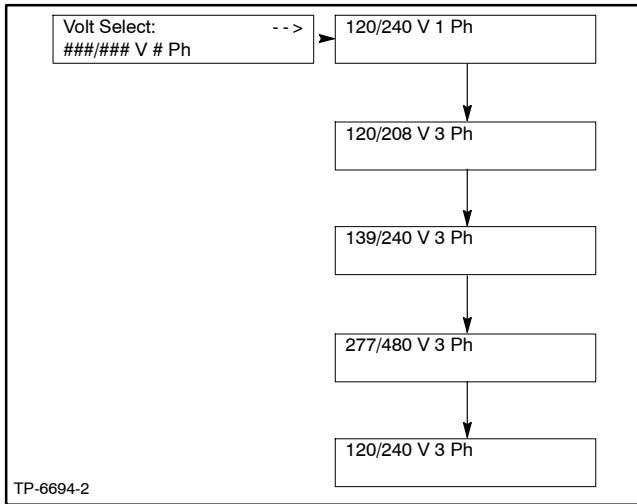


Figure 5-1 Volt Select Menu

3. Press the selector dial and the voltage selection option (second line on the display) will start to flash.
 4. Turn the selector dial clockwise or counterclockwise until the desired voltage selection option appears.
 5. Press the selector dial. The second line on the display will stop flashing and the new voltage will appear.
 6. Rotate the generator set voltage selector switch (if equipped) to match the desired voltage shown on the controller display. Skip steps 7-9 and go to step 10.
- If the generator set does not have a voltage selection switch, continue to step 7
7. Disconnect the generator set engine starting battery, negative (-) lead first. Disconnect power to the battery charger (if equipped).
 8. Use Figure 5-2, Figure 5-3, or Figure 5-5 to determine the generator set voltage configuration. Note the original voltage and reconnect as needed. Route leads through current transformers (CTs) and connect them according to the diagram for the desired phase and voltage.

Note: Position current transformers CT1, CT2, and CT3 with the dot or HI side CT marking toward the generator set.

9. Reconnect the battery, negative lead last.
10. Press the generator set master control RUN button to start the generator set. Check the digital display for correct voltages using 2.7.4 Generator Metering.
11. Press the generator set master control OFF/RESET button to stop the generator set after completing the voltage adjustments.

5.3 Voltage Reconnection Procedure

Note: This procedure applies to Decision-Maker® 3000 Controllers with software versions before 2.8 only.

1. Press the generator set master control OFF/RESET button.
 2. Disconnect the generator set engine starting battery, negative (-) lead first. Disconnect power to the battery charger (if equipped).
 3. Use Figure 5-2, Figure 5-3, Figure 5-4, or Figure 5-5 to determine the generator set voltage configuration. Note the original voltage and reconnect as needed. Route leads through current transformers (CTs) and connect them according to the diagram for the desired phase and voltage.
- Note:** Position current transformers CT1, CT2, and CT3 with the dot or HI side CT marking toward the generator set.
4. Reconnect the battery, negative lead last.
 5. Use SiteTech™ software to update the information.
 6. Refer to 2.7.8 for generator set calibration at the controller.
 7. Press the generator set master control RUN button to start the generator set. Check the digital display for correct voltages using 2.7.4 Generator Metering.
 8. Press the generator set master control OFF/RESET button to stop the generator set after completing the voltage adjustments.

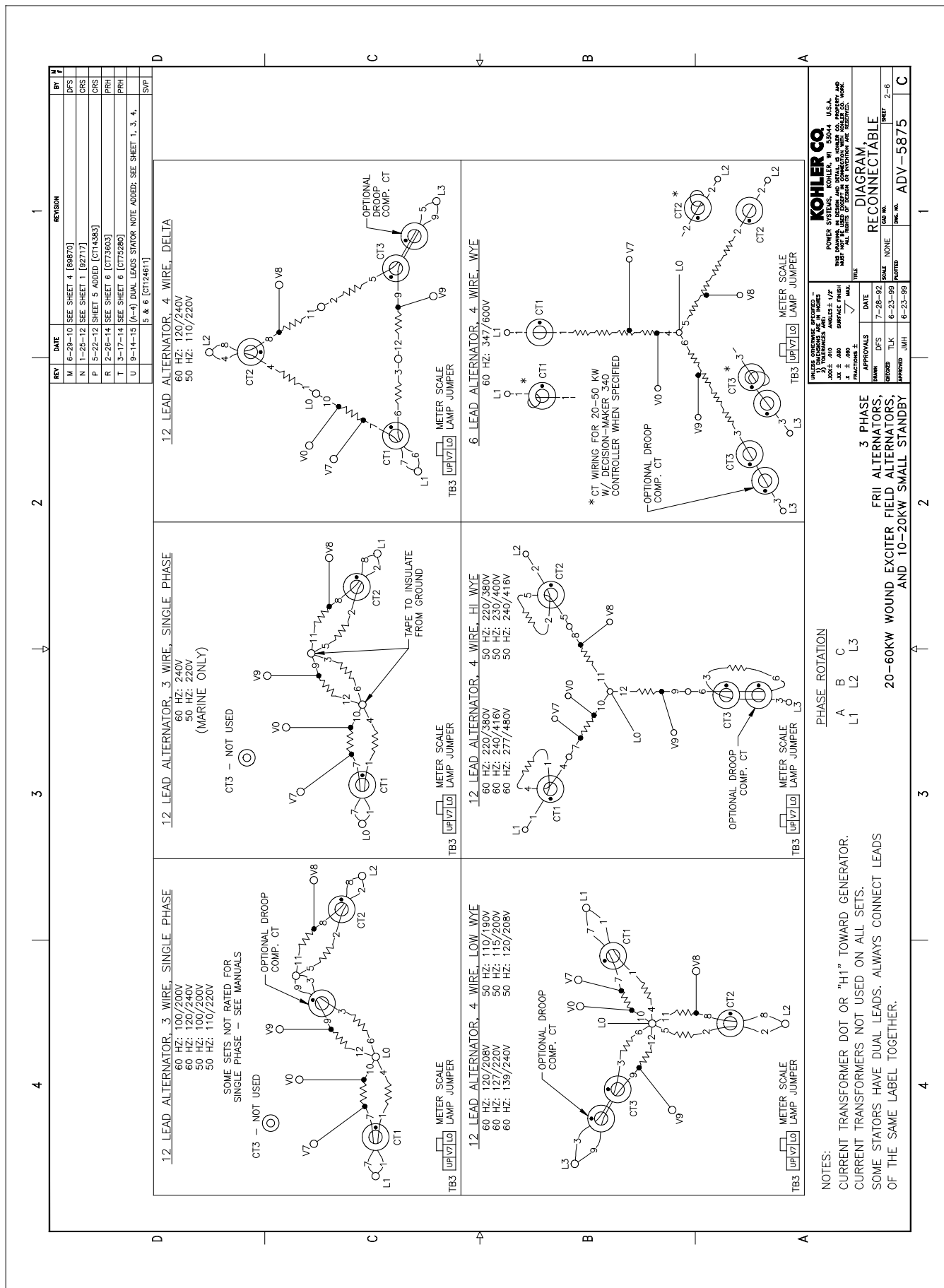


Figure 5-3 20- 300 kW Permanent Magnet Alternators, ADV-5875U-2

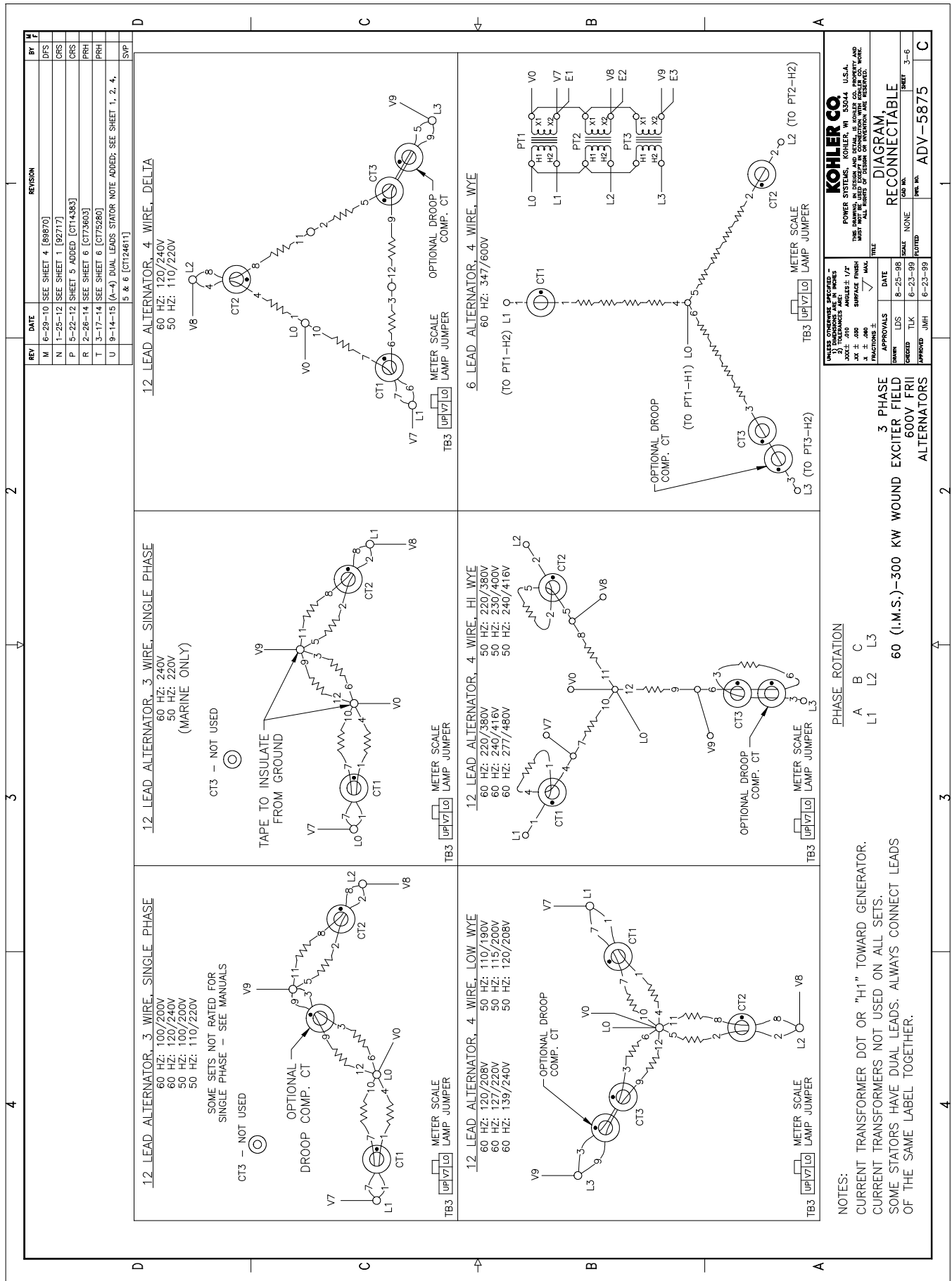
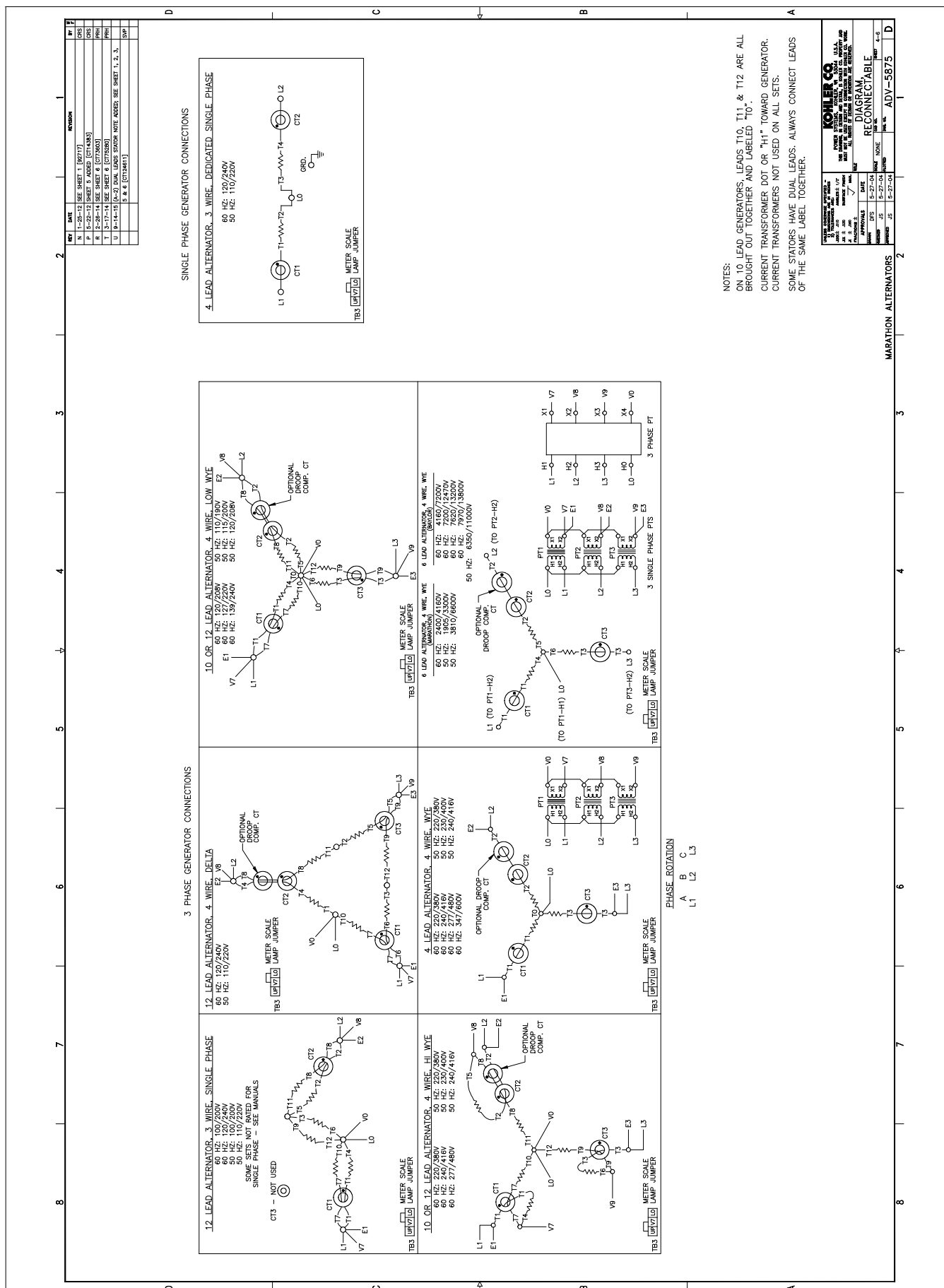


Figure 5-4 60 IMS- 300 kW Wound Exciter Field & 20- 300 kW, 600 V Perm. Magnet Alternators, ADV-5875U-3



6.1 Accessories and Connections

Several accessories help finalize installation, add convenience to operation and service, and establish state and local code compliance.

Accessories vary with each generator set model and controller. Select factory-installed and/or shipped-loose accessories. See Figure 6-1 for a list of available kits. Obtain the most current accessory information from your local authorized service distributor/dealer.

This section illustrates several accessories available at print time of this publication. Accessory kits generally include installation instructions. See wiring diagrams manual for electrical connections not shown in this section. See the installation instructions and drawings supplied with kit for information on kit mounting location.

The instructions provided with the accessory kit supersede these instructions where there are differences. In general, run AC and DC wiring in separate conduit. Use shielded cable for all analog inputs. Observe all applicable national, state, and local electrical codes during accessory installation.

See Section 6.2, Accessory Connections, for terminal identification.

| Kit Description |
|---|
| Battery Charger (with alarms) |
| Common Fault/Failure (32A) Connections |
| Fifteen-Relay Dry Contact Board with NO and NC Contacts |
| Gas Fuel Valve |
| Input/Output Module Board |
| Key Switch |
| Low Fuel (Level) Switch |
| Low Fuel (Pressure) Switch |
| Manual Speed Adjust |
| Prime Power Switch |
| Remote Emergency Stop |
| Remote Reset Feature |
| Remote Serial Annunciator |
| Run Relay |
| Shunt-Trip Line Circuit Breaker |

Figure 6-1 Optional Accessories

6.1.1 Battery Charger Kit with Alarm Option

The battery charger with alarm option provides battery charging to the engine starting battery(ies) and connects to the controller for fault detection. Battery chargers for 12- or 24-volt models are available as a generator set accessory. See Figure 6-2 and Figure 6-3 and the battery charger manual for battery charger fault connections.

Note: On charger GM87448, the Battery Charger Fault is communicated through CAN communication and the connection on TB1 is not used.

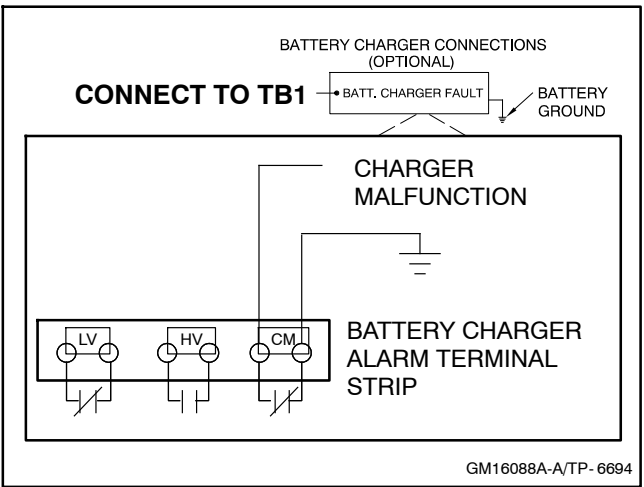


Figure 6-2 Battery Charger Connections

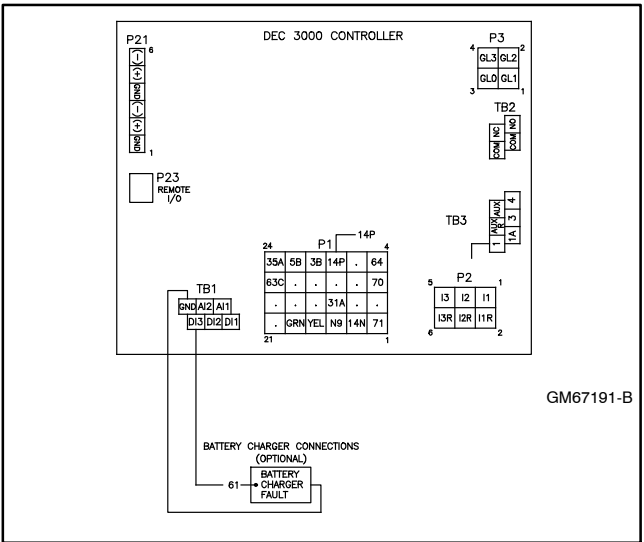


Figure 6-3 Battery Charger to Controller Connection

6.1.2 Common Fault/Failure (32A) Relay Kit

The common fault relay is standard on the controller circuit board and located at the TB2 terminal strip connections. Contacts are rated at 2 amps at 32 VDC or 0.5 amps at 120 VAC max. See Figure 6-4 and Figure 6-5.

The optional common fault relay shown in Figure 6-5 as DCB2 has contacts rated at 10 amps at 28 VDC or 120 VAC and can be connected to user-supplied accessories.

The optional common fault relay shown in Figure 6-5 as DCB1 has contacts rated at 10 amps at 28 VDC or 120 VAC and is used to trigger the shunt-trip line circuit breaker kit (mentioned later in this section).

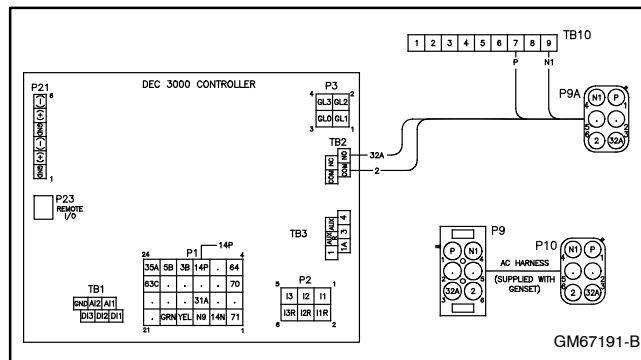


Figure 6-4 Common Fault Relay Wiring (Standard)

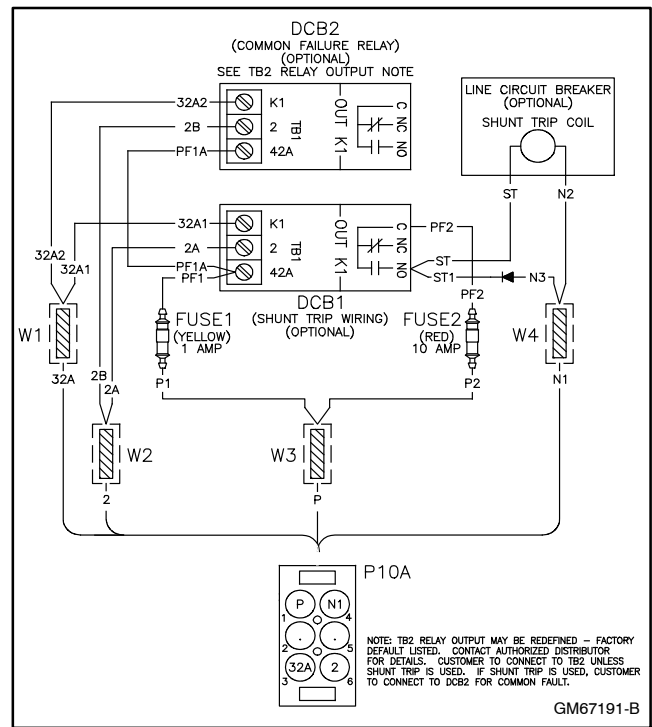


Figure 6-5 Common Fault Relay Kit and Shunt-Trip Relay Kit Wiring

6.1.3 Fifteen-Relay Dry Contact Kit

The optional 15-relay dry contact kit is available for selected models. The 15-relay dry contact kit is not available with the input/output module (2-input/5-output board) described in Section 6.1.5.

Introduction

The optional 15-relay dry contact kit (see Figure 6-6 and Figure 6-7) provides normally open and normally closed contacts to activate warning devices and other user-provided accessories allowing remote monitoring of the generator set. Connect any controller fault output to the dry contact kit. Typically, lamps, audible alarms, or other devices signal the fault conditions.

The 15-relay dry contact board has four digital inputs and two analog inputs. There are fourteen programmable relay outputs (K1-K14) and one common fault relay output (K15).

When a generator fault condition occurs, the contact kit relay energizes. The relay energization corresponds to the controller output being activated.

Check the electrical requirements of the user-supplied accessories prior to installation of the relay dry contact kit. User-supplied accessories require their own electrical source and must not exceed the relay contact ratings.

Connect to the normally open (NO) or normally closed (NC) terminals as required for each accessory. The relay contacts (K1 to K14) are rated:

- 10 amp @ 120 VAC
- 10 amp @ 28 VDC (max.)
- 0.01 amp @ 28 VDC (min.)

The common fault relay contact (K15) is rated:

- 500 mA @ 125 VAC
- 2 amp @ 30 VDC

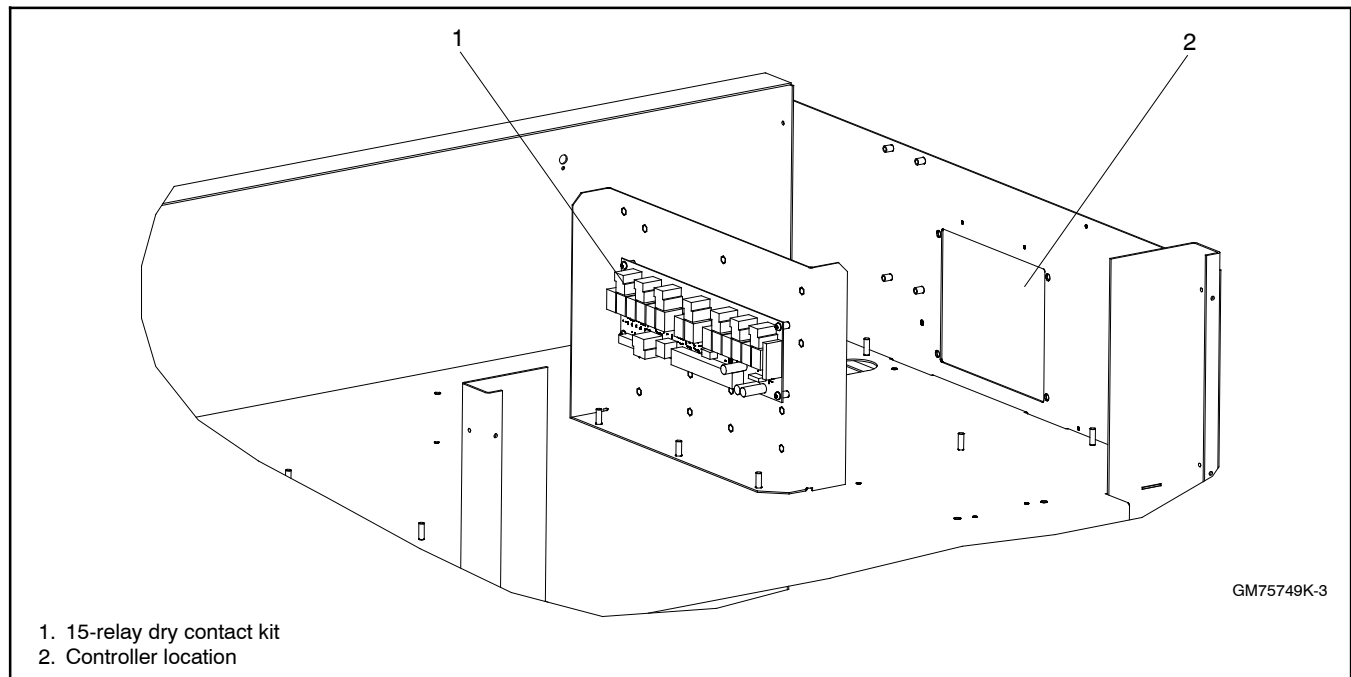


Figure 6-6 Optional 15-Relay Dry Contact Kit

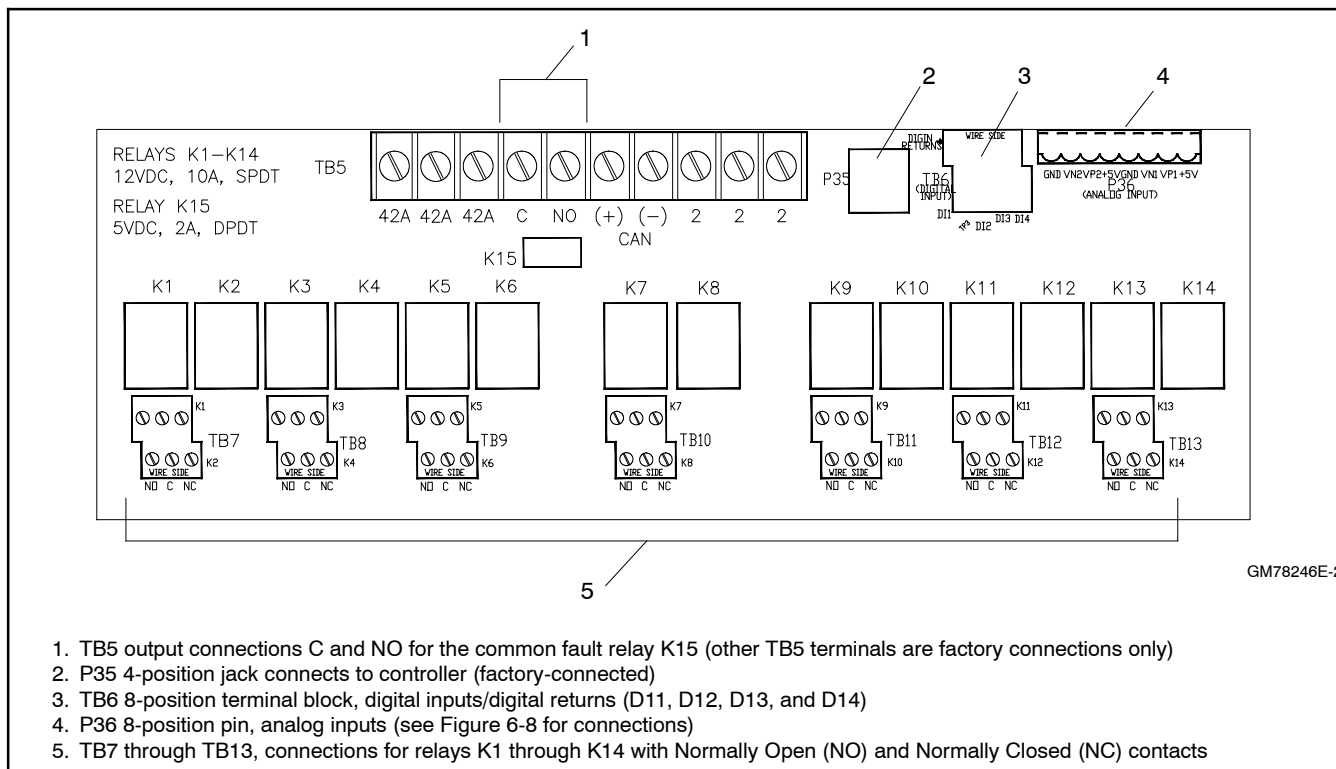


Figure 6-7 15-Relay Dry Contact Board

Connections

For field connections, read the entire Electrical Connection procedure and perform the steps in the order shown. Observe applicable local and national electrical codes when installing the wiring system.

Observe the following safety precautions while making connections to the kit.

⚠ WARNING

**Accidental starting.
Can cause severe injury or death.**

Disconnect the battery cables before working on the generator set. Remove the negative (–) lead first when disconnecting the battery. Reconnect the negative (–) lead last when reconnecting the battery.

Disabling the generator set. Accidental starting can cause severe injury or death. Before working on the generator set or equipment connected to the set, disable the generator set as follows: (1) Press the generator set off/reset button to shut down the generator set. (2) Disconnect the power to the battery charger, if equipped. (3) Remove the battery cables, negative (–) lead first. Reconnect the negative (–) lead last when reconnecting the battery. Follow these precautions to prevent the starting of the generator set by the remote start/stop switch.

Battery short circuits. Explosion can cause severe injury or death. Short circuits can cause bodily injury and/or equipment damage. Disconnect the battery before generator set installation or maintenance. Remove all jewelry before servicing the equipment. Use tools with insulated handles. Remove the negative (–) lead first when disconnecting the battery. Reconnect the negative (–) lead last when reconnecting the battery. Never connect the negative (–) battery cable to the positive (+) connection terminal of the starter solenoid. Do not test the battery condition by shorting the terminals together.

Leads 42A and 2 provide power to the relays. Do not use terminals 42A (+) or 2 (GND) on the controller connection kit terminal strip to supply voltage to user-supplied accessories. User-supplied DC

accessories require separate leads connected directly to the battery for the voltage supply. Attach user-supplied 12/24-volt DC accessories to the battery positive (+) connection at the starter solenoid and to the battery negative (-) connection at the engine ground. The 120 VAC accessories require a user-supplied voltage source.

Note: A maximum of three inputs may be connected to a single relay driver output. Inputs include dry contacts, remote annunciator, common failure alarm, A/V alarm, and shunt trip line circuit breaker.

Note: Only one 15-relay dry contact kit can be connected to the controller.

Electrical Connection Procedure

1. Press the generator set master control OFF/RESET button.
2. Disconnect the power to the battery charger, if equipped.
3. Disconnect the generator set engine starting battery(ies), negative (-) lead first.
4. Remove the top panel of the controller connection box. See Figure 6-6 for location of the relay board.
5. See Figure 6-8 for connections of analog inputs.
6. Select the normally open (NO) contacts of the relay, Form A dry contact, depending upon the application. Use a two-wire harness for the NO connections.

7. Supply two lengths of stranded wire to make leads long enough to connect the user-supplied device to the dry contact terminals and power supply. Use color-coded wire for easy identification. Make leads long enough to allow for walls, ductwork, and other obstructions. Use separate conduit for the dry contact wiring.

8. **12/24-Volt DC Devices.** Attach the user-supplied 12/24-volt DC accessories to the starting battery positive (+) connection at the starter solenoid and to the battery negative (-) connection at the engine ground. Otherwise, use a separate 12/24-volt DC supply. Do not use terminals 42A and 2 on the controller connection kit terminal strip to supply the voltage to the relay contacts. Supply separate leads connected directly to the battery for the supply voltage. The circuit must include fuse or circuit breaker protection.

9. **120-Volt AC Devices.** Connect the user-supplied accessories to a separate 120-volt AC power supply. The circuit must include fuse or circuit breaker protection.

10. Connect the user-supplied device per the Instructions and/or schematic supplied with the device to a power source and to the dry contact terminals. Cut the user-supplied leads to length, strip lead ends, crimp on spade terminals (not supplied), and connect the leads to the relay contact screw terminals. Route the wiring for the relay dry contacts away from the generator set output leads.

11. Repeat Step 6 for the remaining dry contact relays.

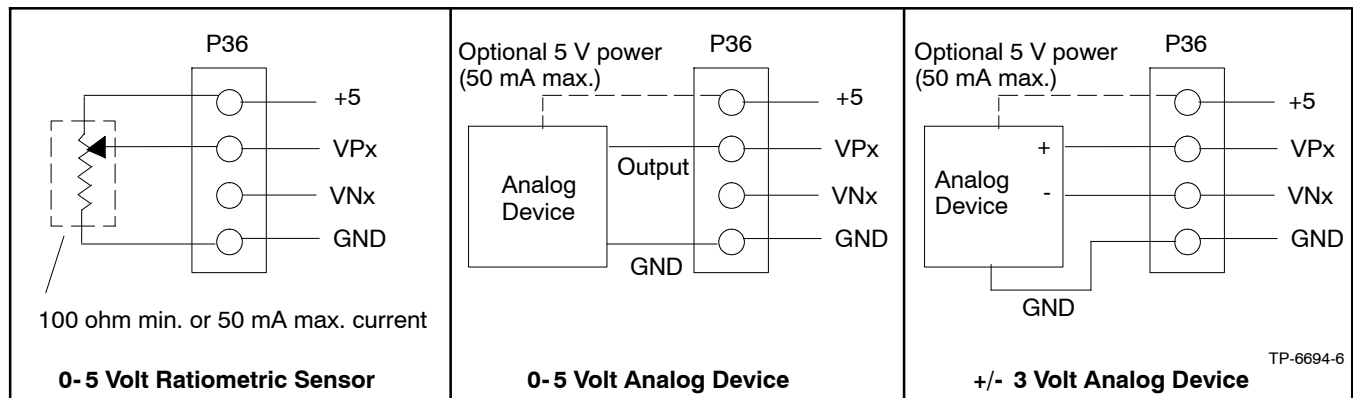


Figure 6-8 Dry Contact Kit Analog Input Connections P36

12. Replace the cover on the controller connection box.
13. Check that the generator set is in the OFF mode.
14. Reconnect the generator set engine starting battery, negative (-) lead last.
15. Reconnect power to the battery charger, if equipped.

The relay kit is factory-installed and connected to the controller. See Figure 6-36 for connections to the controller, if necessary.

Program the inputs and outputs using SiteTech™

Use a computer with Kohler SiteTech™ software to assign functions to digital and analog inputs and outputs. Each input and output corresponds to a controller connection. Verify that the settings are appropriate for the connected sensor, switch, or equipment. Do not change factory-set inputs and outputs without verifying the input and output connections.

Refer to Introduction—List of Related Materials for the SiteTech™ Software Operation Manual part no.

SiteTech™ input and output parameters C1 through C14 are designated for use on the optional 15-relay dry contact board. See Figure 6-9.

Note: See Figure 6-7 for P36 and TB7- TB13 locations.

Test Dry Contact Relays

Verify the dry contact relay function by using the following procedure when troubleshooting.

1. Remove the user-supplied device wiring from the relay dry contact terminals.
2. Test the relay operation by connecting an ohmmeter across the NO and C terminals on the relay terminal strip.
3. Use a jumper wire to ground the selected fault terminal on the controller connection terminal strip. The relay contacts should close and the ohmmeter should display a low resistance reading (continuity).
4. Install the user-supplied device wiring on the relay dry contact output terminals.

| SiteTech I/O Name | Optional Dry Contact Board Connection |
|--------------------|---------------------------------------|
| Analog Input C1 | P36 Analog Input VN1/VP1 |
| Analog Input C2 | P36 Analog Input VN2/VP2 |
| Digital Input C1 | TB6 DI1 |
| Digital Input C2 | TB6 DI2 |
| Digital Input C3 | TB6 DI3 |
| Digital Input C4 | TB6 DI4 |
| Digital Output C1 | TB7 K1 |
| Digital Output C2 | TB7 K2 |
| Digital Output C3 | TB8 K3 |
| Digital Output C4 | TB8 K4 |
| Digital Output C5 | TB9 K5 |
| Digital Output C6 | TB9 K6 |
| Digital Output C7 | TB10 K7 |
| Digital Output C8 | TB10 K8 |
| Digital Output C9 | TB11 K9 |
| Digital Output C10 | TB11 K10 |
| Digital Output C11 | TB12 K11 |
| Digital Output C12 | TB12 K12 |
| Digital Output C13 | TB13 K13 |
| Digital Output C14 | TB13 K14 |

Figure 6-9 Optional Inputs and Outputs with Dry Contact Kit

6.1.4 Gas Fuel Valve Kit

This section provides the wiring information for an *additional* gas fuel valve kit required for UL Approval. See Figure 6-10. Refer to the respective generator set wiring diagrams for additional information and for LP liquid applications.

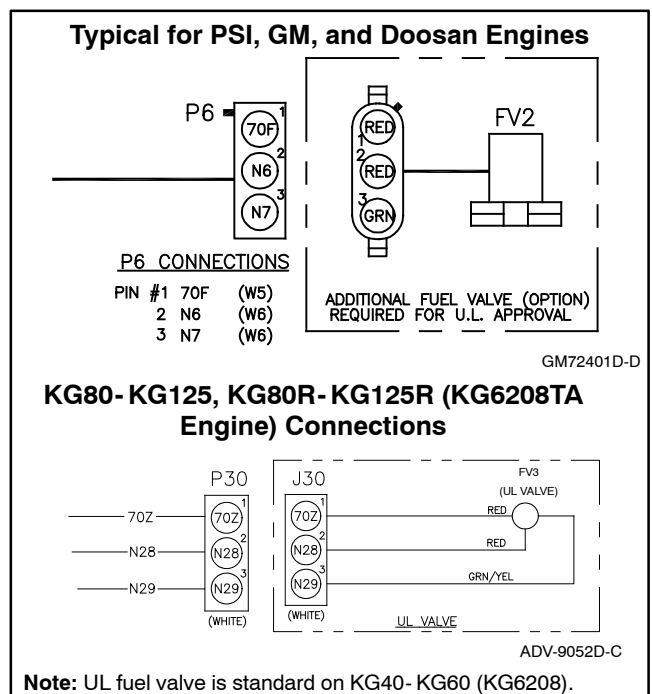


Figure 6-10 Gas Fuel Valve Kit Connections

6.1.5 Input/Output (I/O) Module Board

The I/O module board provides a generator set mounted panel with two analog inputs and five digital outputs. The I/O module is not available with the 15-relay board described in Section 6.1.3.

See Figure 6-12 for circuit board components and electrical connections to the controller.

See Figure 6-13 for connections of analog inputs. Refer to Figure 6-34 for accessory connections.

See Section 6.2, Accessory Connections, for terminal identification.

Use a computer with Kohler SiteTech™ software to assign functions to digital outputs. Each input and output corresponds to a controller connection. Verify that the settings are appropriate for the connected sensor, switch, or equipment.

Refer to Introduction—List of Related Materials for the SiteTech™ Software Operation Manual part no.

SiteTech™ analog inputs B1 and B2 and digital outputs B1 through B5 are designated for use on the optional I/O Module. See Figure 6-11.

| SiteTech I/O Name | Optional I/O Module Board Connection |
|-------------------|--------------------------------------|
| Analog Input B1 | P28 Analog Input VN1/VP1 |
| Analog Input B2 | P28 Analog Input VN2/VP2 |
| Digital Output B1 | P29 (K1) |
| Digital Output B2 | P30 (K2) |
| Digital Output B3 | P31 (K3) |
| Digital Output B4 | P32 (K4) |
| Digital Output B5 | P32 (K5) |

Figure 6-11 I/O Module Input/Output Assignments

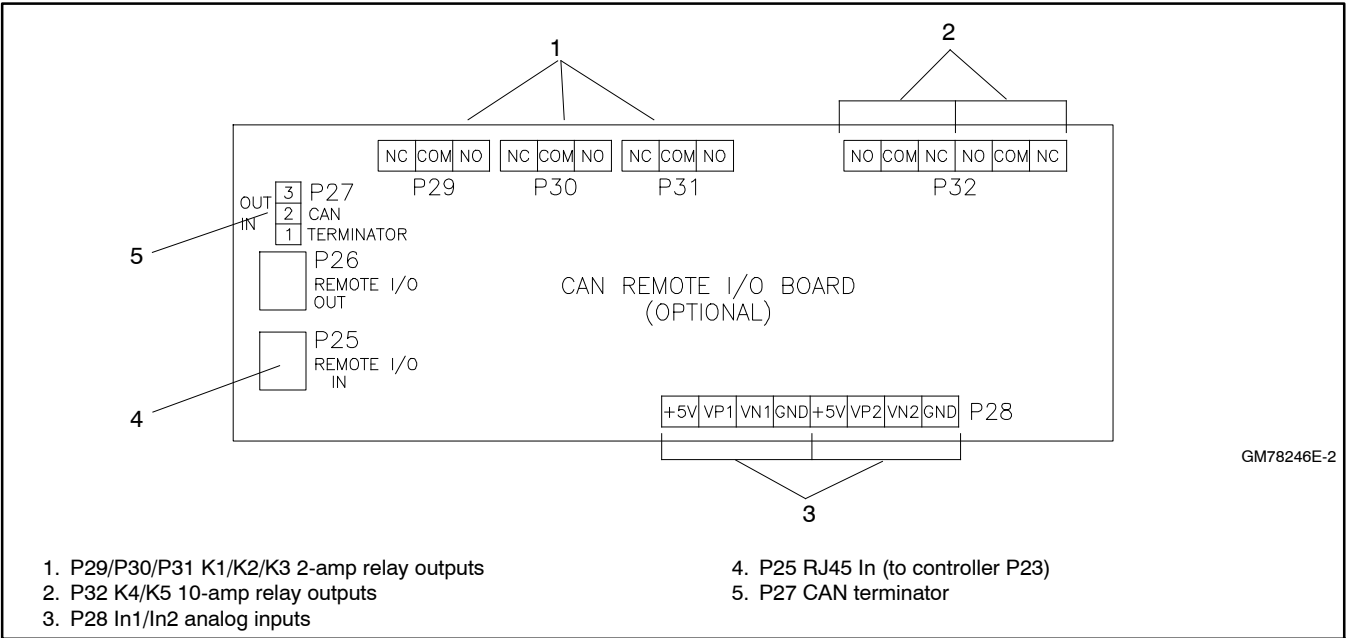


Figure 6-12 Input/Output (I/O) Module Board Kit

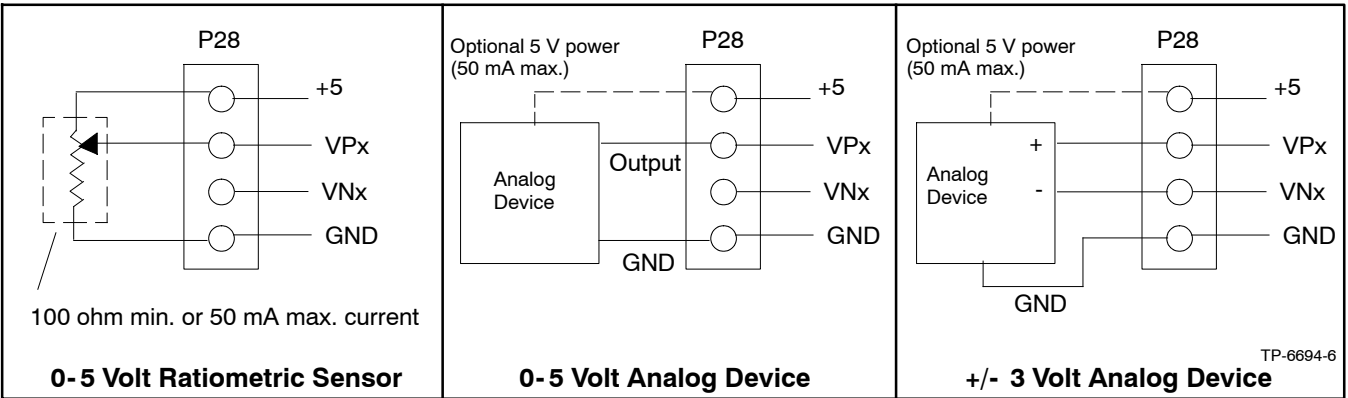


Figure 6-13 I/O Module Analog Input Connections P28

6.1.6 Key Switch

A two-position key switch is available for selected models. Turn the key to the ON position to lock the controller in AUTO mode. The key can be removed when the switch is in the ON position.

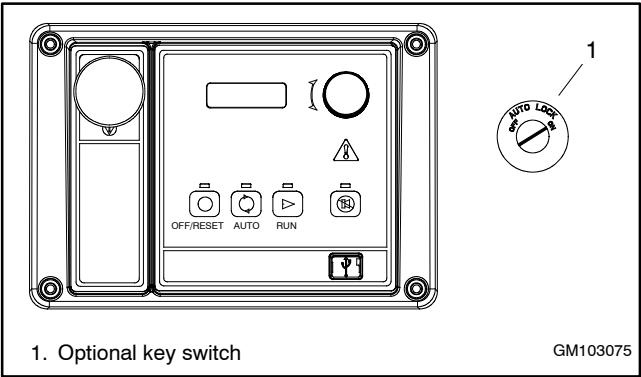


Figure 6-14 Optional Key Switch

6.1.7 Low Fuel (Level/Pressure) Switch

Some gas-fueled models offer a low fuel pressure switch. The low fuel pressure switch connects to the same controller terminal as the low fuel *level* switch on diesel-fueled models. See Figure 6-15, Figure 6-16, and Figure 6-17.

Note: The main tank or the transfer/day tank includes the low fuel level switch. The fuel tank supplier typically provides the low fuel level switch.

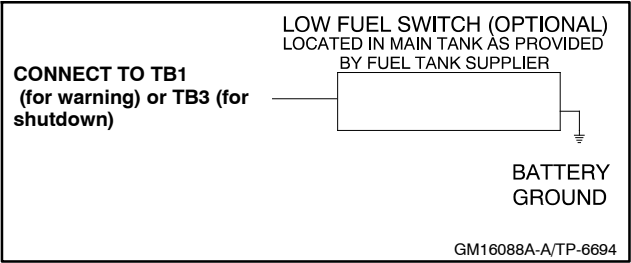


Figure 6-15 Low Fuel Switch (Level or Pressure)

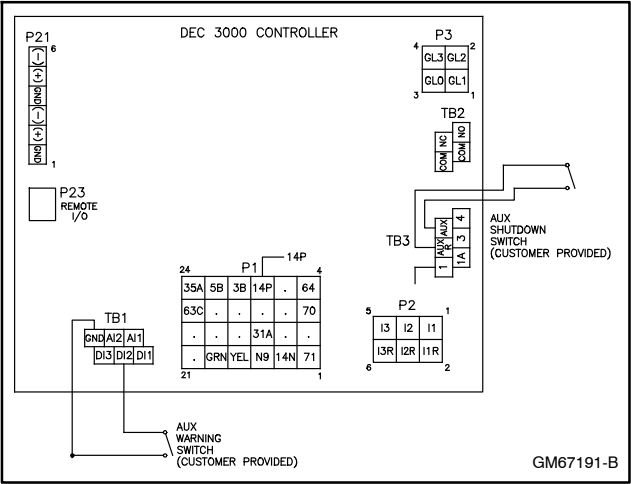


Figure 6-16 Low Fuel Switch Connection to Controller Connection

| Switch Rating | 12 volts DC minimum, 0.5 amp minimum |
|-----------------------|--------------------------------------|
| Wiring Recommendation | |
| Gauge | mm (ft.) |
| 18- 20 | 30.5 (100) |
| 14 | 153 (500) |
| 10 | 305 (1000) |

Figure 6-17 Switch Rating & Wiring Recommendation

6.1.8 Manual Speed Adjust (Engine RPM Menu)

Note: Not available for Decision-Maker® 3000 controllers with software versions before 3.10.3.

The control allows varying the engine speed for applications using closed transition ATS. The user can set the nominal running frequency slightly above or below the utility frequency to ensure that synchronization occurs. Available as a factory-installed option or requires a new factory personality profile. Additional information is shown in 2.7.7 GenSet System.

6.1.9 Prime Power Switch Kit

The prime power switch kit prevents battery drain during generator set non-operation periods and when the generator set battery cannot be maintained by an AC battery charger. See Figure 6-18 for an illustration of the kit and Figure 6-19 for the electrical connections.

Stop the generator set using the stopping procedures in Section 2.4.2, Stopping, before placing the generator set in the prime power mode. Move the prime power switch located on the junction box to the *DOWN* position. The controller including the digital display, LEDs, and alarm horn does not function when the generator set is in the prime power mode.

Move the prime power switch located on the junction box to the *UP* position. The generator set is now ready for starting.

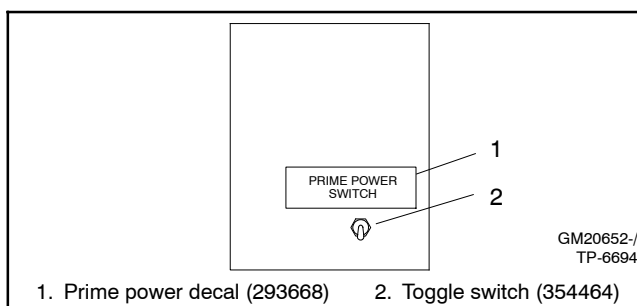


Figure 6-18 Prime Power Switch

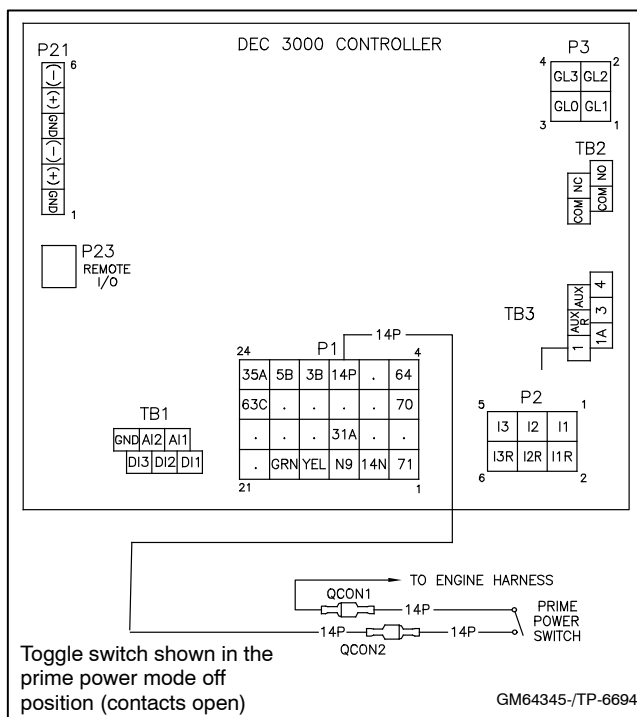


Figure 6-19 Prime Power Switch Connections

6.1.10 Remote Emergency Stop Kit

The emergency stop kit allows immediate shutdown of the generator set from a remote location. See Figure 6-20 and Figure 6-21. If the emergency stop switch activates, the EMERGENCY STOP lamp lights and the unit shuts down. Before attempting to restart the generator set, reset the emergency stop switch (by replacing the glass piece) and reset the generator set by pressing the master control switch OFF/RESET button.

Use the single glass piece located inside the switch for replacement and order additional glass pieces as service parts. See Section 2.4.3, Emergency Stop Switch Resetting.

See Section 6.2, Accessory Connections, for terminal identifications.

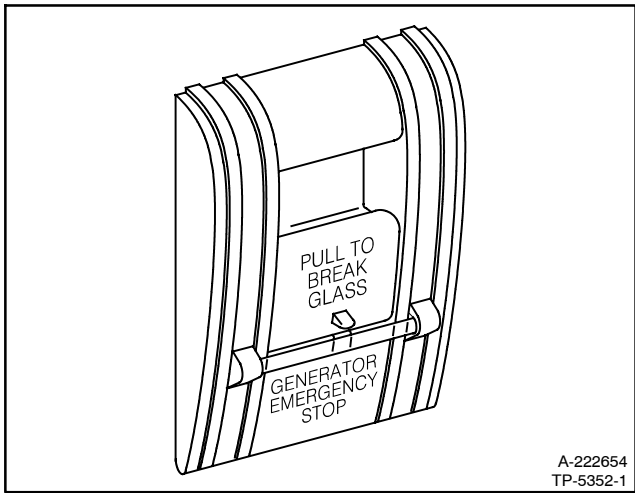


Figure 6-20 Emergency Stop Kit

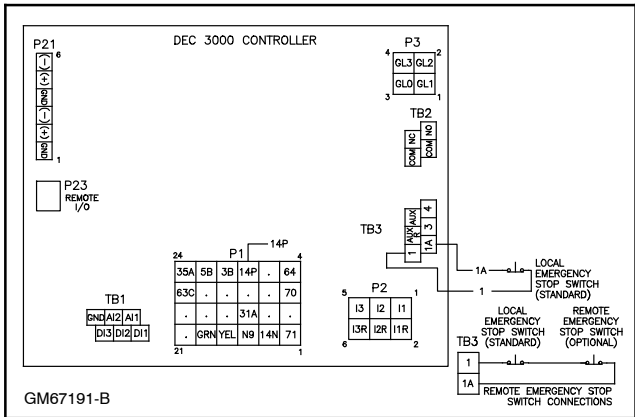


Figure 6-21 Remote Emergency Stop Kit Connections

6.1.11 Remote Reset Feature

The remote reset switch provides generator set controller resetting after a fault shutdown at a remote location. See Figure 6-22 and Figure 6-23 for user-supplied switch connection.

Press and hold the switch for 2-3 seconds and release to reset the generator set controller.

See Section 6.2, Accessory Connections, for terminal identifications.

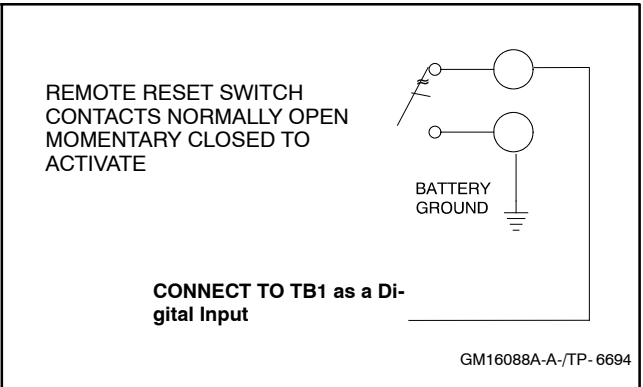


Figure 6-22 Remote Reset Switch Connections

| Switch Rating | 12 volts DC minimum, 1 amp minimum |
|-----------------------|------------------------------------|
| Wiring Recommendation | |
| Gauge | m (ft.) |
| 18- 20 | 30.5 (100) |
| 14 | 153 (500) |
| 10 | 305 (1000) |

Figure 6-23 Switch Rating and Wiring Recommendations

6.1.12 Remote Serial Annunciator

RSA III is an annunciator panel offered in several kit configurations to support Kohler power equipment. The RSA III is a remote serial annunciator (Figure 6-24, Figure 6-25, and Figure 6-26) that monitors the condition of the generator set and/or ATS from a remote location. The RSA III alerts the operator through visual and audible signals using LED indication and a horn. An alarm silence and lamp test switch are included.

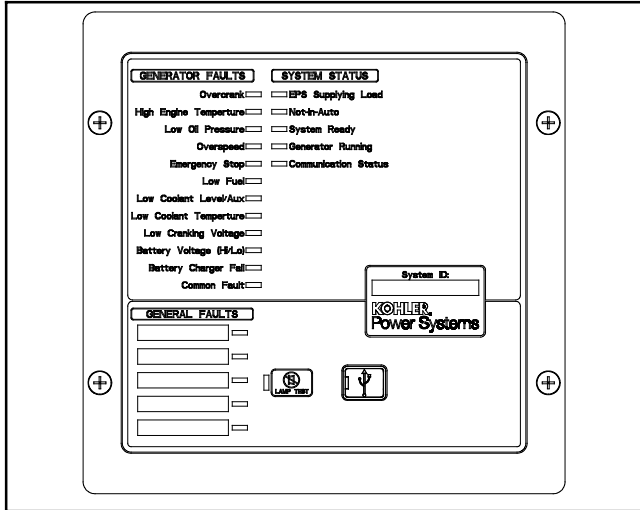


Figure 6-24 Remote Serial Annunciator (RSA III)

The RSA III meets NFPA 110, Level 1 (2005) applications that require remote controls and alarms be powered by a storage battery such as the engine starting battery. AC adaptor kit GM62466-KP1 is available when NFPA is not required.

The front panel decals include areas that can be used to identify user-selected fault inputs and identify associated power system equipment.

An RSA III annunciator can be used for a single generator set or with a combination of a generator set and automatic transfer switch. In systems using more than a single RSA III, one must be designated as the master device to broadcast to additional RSA III annunciators, designated as slave devices. Up to five RSA III slave devices can be used with an RSA III master device. All RSA III annunciators are factory set as the master device, but can be changed to a slave device using a PC and SiteTech™ software that connects to the RSA III front panel via a universal serial bus (USB) connection.

The RSA II and RSA 1000 can be connected with the RSA III provided that the master remote annunciator is an RSA III.

Refer to TT-1625 Remote Serial Annunciator (RSA III) Kits for operation and installation instructions.

See Section 6.2, Accessory Connections, for terminal identifications.

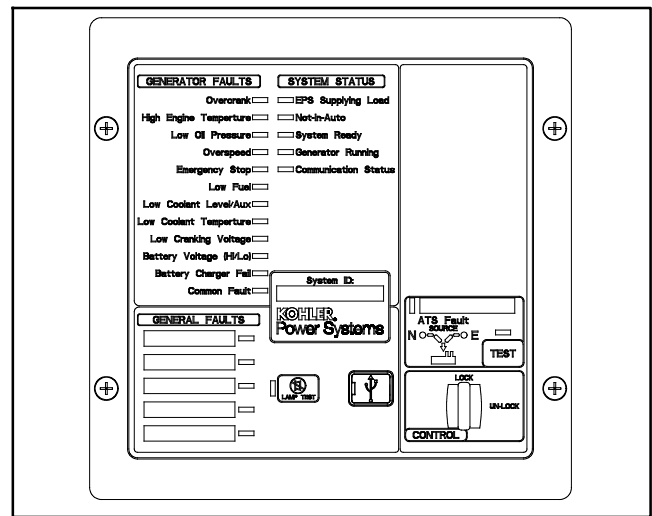


Figure 6-25 RSA III with Single ATS Control

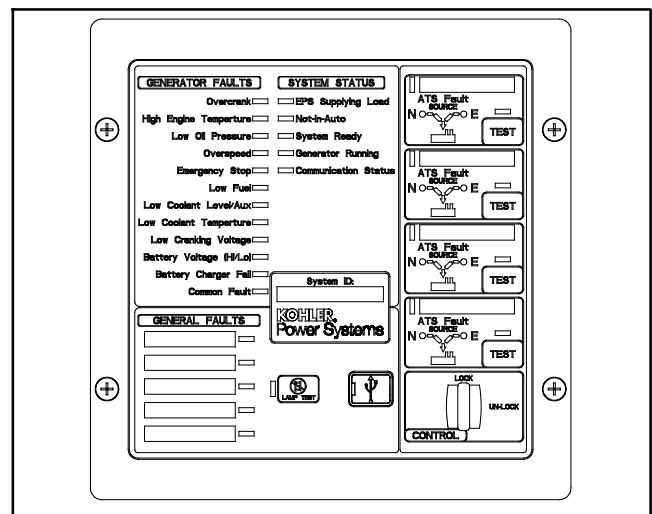


Figure 6-26 RSA III with Four ATS Controls

A PC with SiteTech™ software is required to make the RSA III functional. Use your SecurID to access KOHLERnet, click on the TechTools button, and follow the instructions to download the files. See SiteTech™ Software Settings and refer to TP-6701 SiteTech™ Software Operation Manual for more information.

The RSA III kits include components for surface mounting or flush mounting.

Figure 6-27 shows the status of the system ready LED, generator set running LED, communication status LED, common fault LED, common fault output, and horn for each fault or status condition.

If a fault occurs, the RSA III horn activates and the corresponding LED illuminates.

If the RSA III is used with an Ethernet communication network, order Modbus® Ethernet converter GM41143-KP2 and refer to TT-1405 Converters, Connections, and Controller Setup for Network Communication for system installation.

| Fault and Status Condition | Fault LED | System Monitoring LEDs and Functions | | | | | |
|---|-----------|--------------------------------------|-----------------------|---------------------------|------------------|---------------------|------|
| | | System Ready LED | Generator Running LED | Communications Status LED | Common Fault LED | Common Fault Output | Horn |
| Overcrank (Shutdown) | Red SF | Red SF | Off | Green | Red SF | On | On |
| High Engine Temperature (Warning) | Yellow SF | Red SF | Green | Green | Red SF | On | On |
| High Engine Temperature (Shutdown) | Red SF | Red SF | Off | Green | Red SF | On | On |
| Low Oil Pressure (Warning) | Yellow SF | Red SF | Green | Green | Red SF | On | On |
| Low Oil Pressure (Shutdown) | Red SF | Red SF | Off | Green | Red SF | On | On |
| Overspeed (Shutdown) | Red SF | Red SF | Off | Green | Red SF | On | On |
| Emergency Stop | Red SF | Red SF | Off | Green | Off | On | On |
| Low Coolant Level/Aux (Shutdown) | Red SF | Red SF | Off | Green | Red SF | On | On |
| Low Coolant Temperature | Yellow SF | Red SF | Green or Off | Green | Red SF | On | On |
| Low Fuel | Yellow SF | Red SF | Green or Off | Green | Red SF | On | On |
| Low Cranking Voltage | Yellow SF | Red SF | Off | Green | Red SF | On | On |
| Battery Charger Fail | Yellow SF | Green | Green or Off | Green | Off | On | On |
| Battery Voltage (Hi) | Yellow SF | Green | Green or Off | Green | Off | On | On |
| Battery Voltage (Lo) | Yellow SF | Green | Green or Off | Green | Off | Off | Off |
| Common Fault (Warning) | Yellow SF | Green | Green or Off | Green | Red SF | On | Off |
| Common Fault (Shutdown) | Red SF | Green | Green or Off | Green | Red SF | On | On |
| User Input #1 (Warning) | Yellow SF | Green | Green or Off | Green | Off | Off | Off |
| User Input #1 (Shutdown) | Red FF | Green | Green or Off | Green | Off | On | On |
| User Input #2 (Warning) | Yellow SF | Green | Green or Off | Green | Off | Off | Off |
| User Input #2 (Shutdown) | Red FF | Green | Green or Off | Green | Off | On | On |
| User Input #3 (Warning) | Yellow SF | Green | Green or Off | Green | Off | Off | Off |
| User Input #3 (Shutdown) | Red FF | Green | Green or Off | Green | Off | On | On |
| User Input #4 (Warning) | Yellow SF | Green | Green or Off | Green | Off | Off | Off |
| User Input #4 (Shutdown) | Red FF | Green | Green or Off | Green | Off | On | On |
| User Input #5 (Warning) | Yellow SF | Green | Green or Off | Green | Off | Off | Off |
| User Input #5 (Shutdown) | Red FF | Green | Green or Off | Green | Off | On | On |
| ATS Position N (RSA III with ATS only) | Green | Green | Green or Off | Green | Off | Off | Off |
| ATS Position E (RSA III with ATS only) | Red | Red SF | Green or Off | Green | Off | Off | Off |
| ATS Available N (RSA III with ATS only) | Green | Green | Green or Off | Green | Off | Off | Off |
| ATS Available E (RSA III with ATS only) | Red | Red SF | Green or Off | Green | Off | Off | Off |
| ATS Test (RSA III with ATS only, Test initiated at ATS) | Yellow | Green | Green or Off | Green | Off | Off | On |
| ATS Test (RSA III with ATS only, Test initiated at RSA) | Green | Green | Green or Off | Green | Off | Off | On |
| ATS Fault (RSA III with ATS only, No fault) | Green | Green | Green or Off | Green | Off | Off | On |
| ATS Fault (RSA III with ATS only, With fault) | Red FF | Red SF | Green or Off | Green | Off | Off | On |
| EPS Supplying Load | Green | Green | Green or Off | Green | Off | Off | Off |
| Not-In-Auto | Red FF | Red SF | Off | Green | Red SF | On | On |
| Communication Status (Loss - Master) | Red FF | Off | Off | Red FF | Off | On | On |
| Communication Status (Loss - Slave) | Red SF | Off | Off | Red SF | Off | On | On |

Note: SF = Slow Flash (once per second), FF = Fast Flash (five times per second)

Figure 6-27 System Monitoring LEDs and Functions

6.1.13 Run Relay Kit

The run relay kit energizes only when the generator set runs. Use the run relay kit to control air intake and radiator louvers, alarms, and/or other signalling devices. See Figure 6-28 and Figure 6-29.

See Section 6.2, Accessory Connections, for terminal identifications.

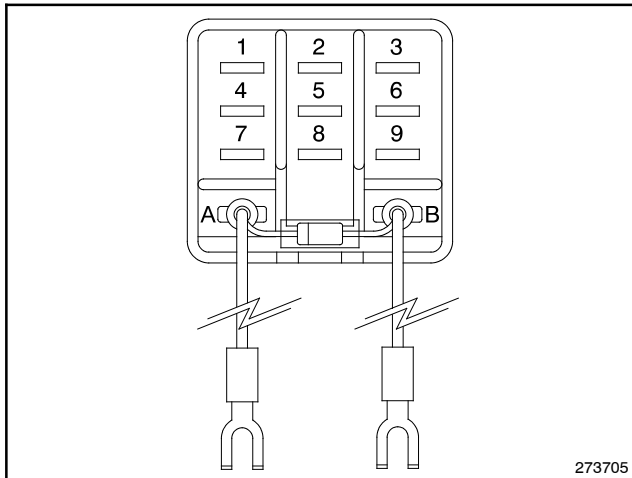


Figure 6-28 Run Relay Kit

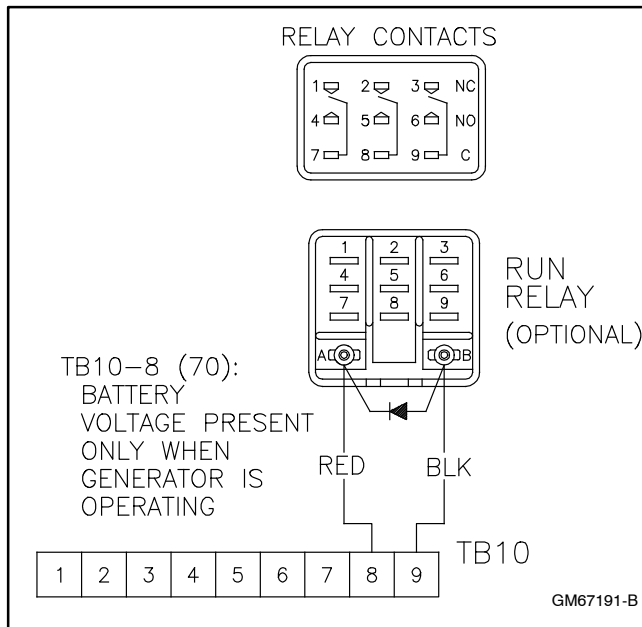


Figure 6-29 Run Relay Connections

6.1.14 Shunt-Trip Line Circuit Breaker

A shunt-trip line circuit breaker provides a 12- or 24-DC volt solenoid within the line circuit breaker case that can energize the trip mechanism. This feature allows the circuit breaker to be tripped by the common fault (32A). Connection requires a shunt-trip wiring kit and a dry contact kit. See Figure 6-30 and Figure 6-31.

The optional common fault relay shown in Figure 6-31 as DCB1 has contacts rated at 10 amps at 28 VDC or 120 VAC and is used to trigger the shunt-trip line circuit breaker kit.

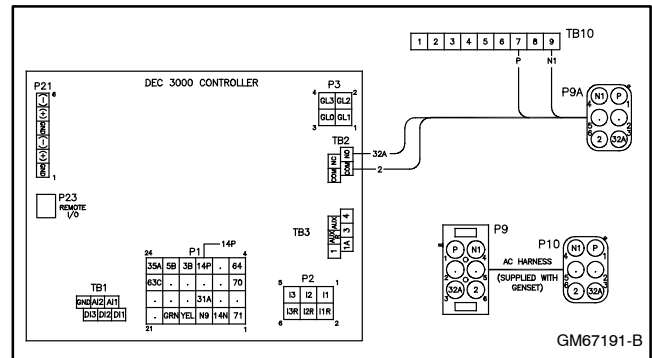


Figure 6-30 Shunt-Trip Wiring (Standard)

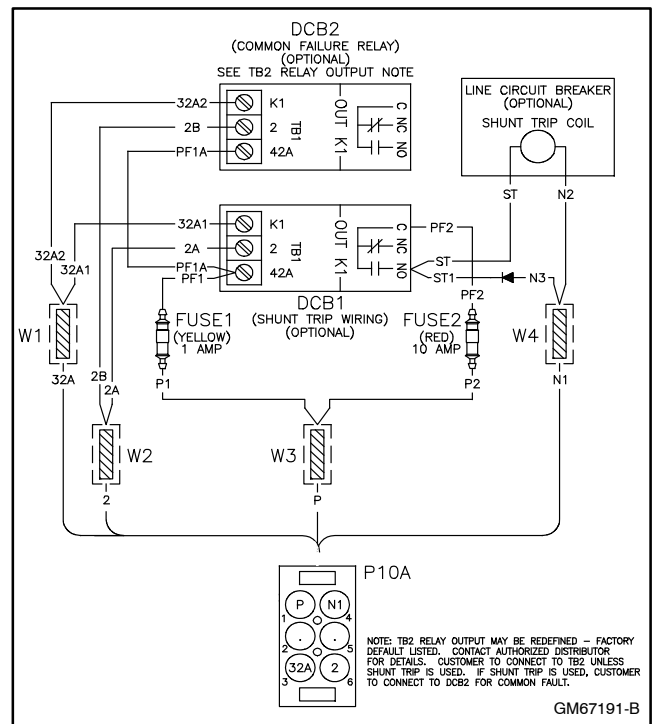


Figure 6-31 Shunt-Trip Relay Kit and Line Circuit Breaker Wiring (Shown with Common Fault/Failure Relay Kit)

6.2 Accessory Connections

The controller contains a circuit board equipped with terminal strip(s) for use in connecting external optional accessories including alarms, battery chargers, and remote switches. The optional I/O board provides an additional two analog or digital inputs and five digital outputs.

For specific information on accessory connections, refer to the accessory wiring diagrams in the wiring diagram manual and the instruction sheet accompanying the kit. See Figure 6-32, Figure 6-33, and Figure 6-35 for controller circuit board connections.

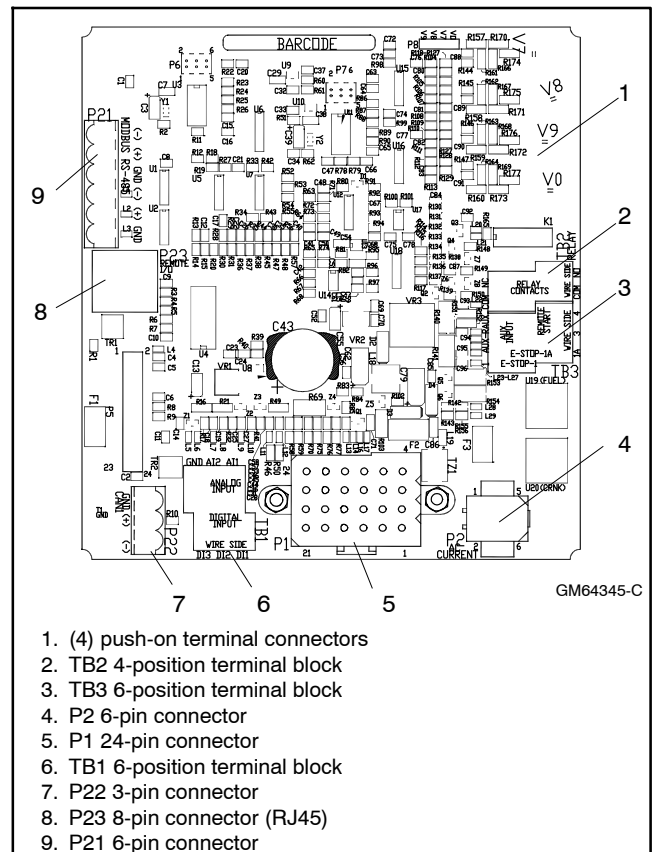


Figure 6-32 Controller Circuit Board Connections

| TB1 Terminal Strip | | |
|--------------------------------------|-----------------|---------------------|
| Analog and Digital Input Connections | | |
| Terminal | Description | Connection |
| TB1- DI 1 | DCH1 | No Function |
| TB1- DI 2 | DCH2 | Aux. Warning Switch |
| TB1- DI 3 | DCH3 | (see Note below) |
| TB1- AI 1 | ACH1 | No Function |
| TB1- AI 2 | ACH2 | No Function |
| TB1- GND | Ground | Common A/D Ground |
| TB2 Terminal Strip | | |
| KI Relay Outputs | | |
| Terminal | Description | Connection |
| TB2- COM | Common | User- Defined |
| TB2- COM | Common | Common Fault (2) |
| TB2- NO | Normally Open | Common Fault (32A) |
| TB2- NC | Normally Closed | User- Defined |
| TB3 Terminal Strip | | |
| Accessory Power Output Connections | | |
| Terminal | Description | Connection |
| TB3- 1 | E- Stop | E- Stop Ground |
| TB3- 1A | E- Stop | E- Stop |
| TB3- 3 | Remote Start | Remote Start |
| TB3- 4 | Remote Start | Remote Start |
| TB3- AUX | Auxiliary | Aux. Shutdown Sw. |
| TB3- AUXR | Auxiliary- R | Aux. Shutdown Sw. |

| P1 24-Pin Connector | | |
|--------------------------------------|------------------------|----------------------|
| Engine Wiring Harness | | |
| Terminal | Description | Connection |
| P1- 12 | 14P +12VDC | Prime Power Switch |
| P21 6-Pin Connector | | |
| RS-485 (RSA II) | | |
| Terminal | Description | Connection |
| P21- 1 | GND | Shield |
| P21- 2 | (+) | Red |
| P21- 3 | (-) | Black |
| P21- 4 | GND | Shield |
| P21- 5 | (+) | Red |
| P21- 6 | (-) | Black |
| TB1 Terminal Strip Designations | | |
| Analog and Digital Input Connections | | |
| Terminals on Board | Controller Designation | SiteTech Designation |
| TB1- DI 1 | DIn A1 | A1 |
| TB1- DI 2 | DIn A2 | A2 |
| TB1- DI 3 | DIn A3 | A3 |
| TB1- AI 1 | AIn A1 | — |
| TB1- AI 2 | AIn A2 | A1 |
| TB1- GND | — | — |

Figure 6-33 Controller Connections

Note: When battery charger GM87448 is used, the Battery Charger Fault is communicated through CAN communication and the connection on TB1 is not used. Also, this connection is factory reserved for Enclosure Temperature: High Shutdown on select Telecom units.

| P25 Connector | |
|---|-----------------------------------|
| RJ45 Remote I/O In | |
| Connects to controller P23 | |
| P26 Connector | |
| RJ45 Remote I/O Out | |
| Open | |
| P27 Connector | |
| CAN Terminator | |
| Place the P27 jumper on the IN pins | |
| P28 Connector | |
| Single-Ended (0- 5 V) Analog Input Connections | |
| Terminal | Description |
| P28- GND | AGND Analog Return |
| P28- VN1 | NO Connection |
| P28- VP1 | ACH1 Signal |
| P28- +5V | Supply (.05 amp max.) |
| P28- GND | AGND Analog Return |
| P28- VN2 | NO Connection |
| P28- VP2 | ACH2 Signal |
| P28- +5V | Supply (0.05 amp max.) |
| P28 Connector | |
| Differential (+/- 3 V) Analog Input Connections | |
| Terminal | Description |
| P28- GND | AGND Analog Reference |
| P28- VN1 | ACH1 Negative Differential Signal |
| P28- VP1 | ACH1 Positive Differential Signal |
| P28- +5V | Supply (.05 amp max.) |
| P28- GND | AGND Analog Reference |
| P28- VN2 | ACH2 Negative Differential Signal |
| P28- VP2 | ACH2 Positive Differential Signal |
| P28- +5V | Supply (0.05 amp max.) |
| P29 Connector | |
| 2 Amp. K1 Relay Output (2.1) Connections | |
| Terminal | Description |
| P29- NC | Normally Closed |
| P29- COM | Common |
| P29- NO | Normally Open |

| P30 Connector | |
|---|-----------------|
| 2 Amp. K2 Relay Output (2.2) Connections | |
| Terminal | Description |
| P30- NC | Normally Closed |
| P30- COM | Common |
| P30- NO | Normally Open |
| P31 Connector | |
| 2 Amp. K3 Relay Output (2.3) Connections | |
| Terminal | Description |
| P31- NC | Normally Closed |
| P31- COM | Common |
| P31- NO | Normally Open |
| P32 Connector | |
| 10 Amp. K4 Relay Output (2.4) Connections | |
| Terminal | Description |
| P32- NC | Normally Closed |
| P32- COM | Common |
| P32- NO | Normally Open |
| 10 Amp. K5 Relay Output (2.5) Connections | |
| Terminal | Description |
| P32- NC | Normally Closed |
| P32- COM | Common |
| P32- NO | Normally Open |

| P28 Connector Designations | | |
|----------------------------|------------------------|----------------------|
| Terminals on Board | Controller Designation | SiteTech Designation |
| P28- GND | DIn B1 | B1 |
| P28- VN1 | | |
| P28- VP1 | | |
| P28- +5V | | |
| P28- GND | Din B2 | B2 |
| P28- VN2 | | |
| P28- VP2 | | |
| P28- +5V | | |

Figure 6-34 Input/Output Module Board Connections

Figure 6-35 Controller Wiring Connections GM78246E-1

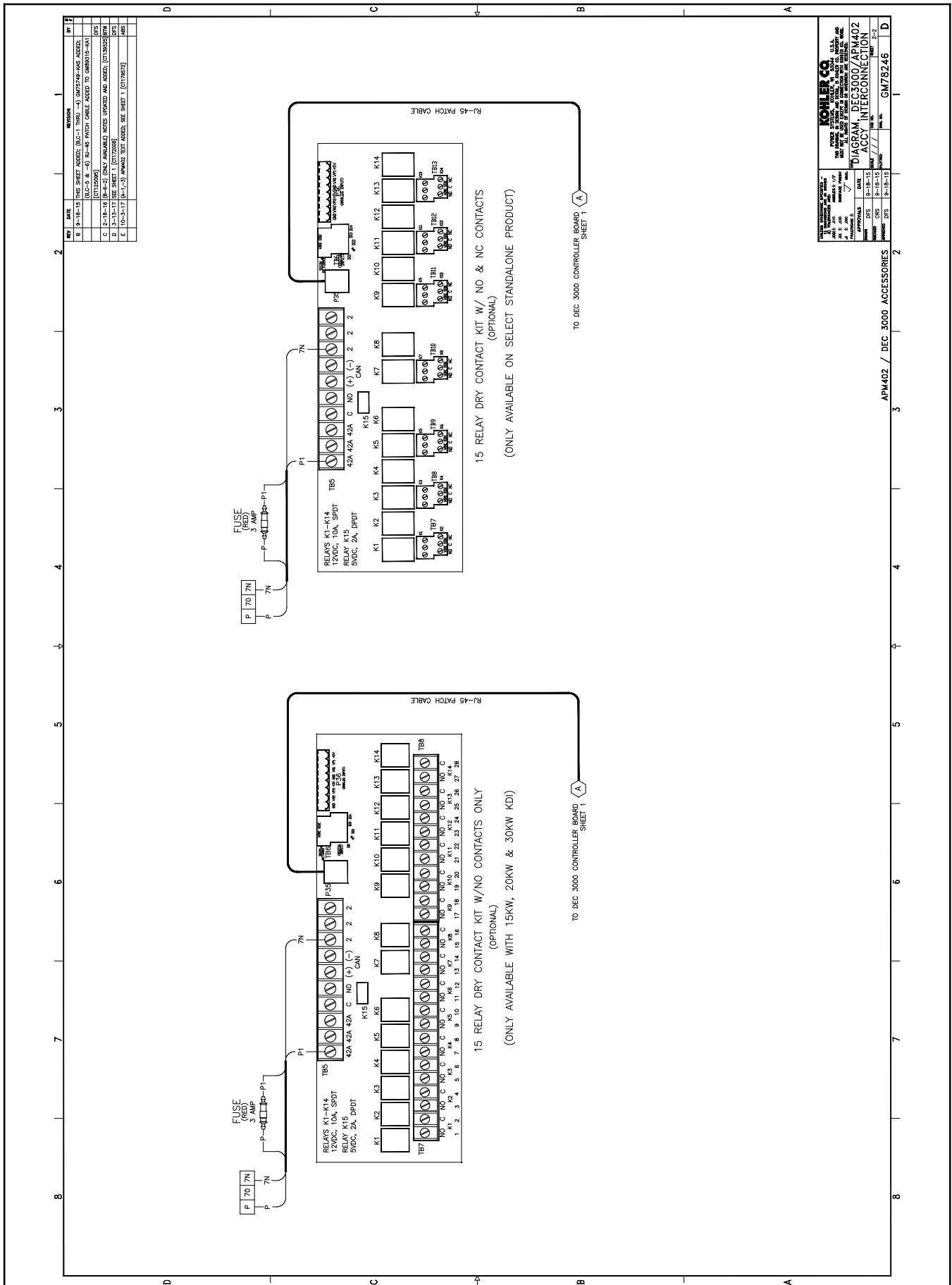


Figure 6-36 Controller Wiring Connections GM78246E-2

Appendix A Abbreviations

The following list contains abbreviations that may appear in this publication.

| | | | | | |
|-----------|--|-----------------------------|--|----------------------|--|
| A, amp | ampere | cfm | cubic feet per minute | exh. | exhaust |
| ABDC | after bottom dead center | CG | center of gravity | ext. | external |
| AC | alternating current | CID | cubic inch displacement | F | Fahrenheit, female |
| A/D | analog to digital | CL | centerline | FHM | flat head machine (screw) |
| ADC | advanced digital control; analog to digital converter | cm | centimeter | fl. oz. | fluid ounce |
| adj. | adjust, adjustment | CMOS | complementary metal oxide substrate (semiconductor) | flex. | flexible |
| ADV | advertising dimensional drawing | com | communications (port) | freq. | frequency |
| Ah | amp-hour | coml | commercial | FS | full scale |
| AHWT | anticipatory high water temperature | Coml/Rec | Commercial/Recreational | ft. | foot, feet |
| AISI | American Iron and Steel Institute | conn. | connection | ft. lb. | foot pounds (torque) |
| ALOP | anticipatory low oil pressure | cont. | continued | ft./min. | feet per minute |
| alt. | alternator | CPVC | chlorinated polyvinyl chloride | ftp | file transfer protocol |
| Al | aluminum | crit. | critical | g | gram |
| ANSI | American National Standards Institute (formerly American Standards Association, ASA) | CSA | Canadian Standards Association | ga. | gauge (meters, wire size) |
| AO | anticipatory only | CT | current transformer | gal. | gallon |
| APDC | Air Pollution Control District | Cu | copper | gen. | generator |
| API | American Petroleum Institute | cUL | Canadian Underwriter's Laboratories | genset | generator set |
| approx. | approximate, approximately | CUL | Canadian Underwriter's Laboratories | GFI | ground fault interrupter |
| APU | Auxiliary Power Unit | cu. in. | cubic inch | GND, ⊕ | ground |
| AQMD | Air Quality Management District | cw. | clockwise | gov. | governor |
| AR | as required, as requested | CWC | city water-cooled | gph | gallons per hour |
| AS | as supplied, as stated, as suggested | cyl. | cylinder | gpm | gallons per minute |
| ASE | American Society of Engineers | D/A | digital to analog | gr. | grade, gross |
| ASME | American Society of Mechanical Engineers | DAC | digital to analog converter | GRD | equipment ground |
| assy. | assembly | dB | decibel | gr. wt. | gross weight |
| ASTM | American Society for Testing Materials | dB(A) | decibel (A weighted) | H x W x D | height by width by depth |
| ATDC | after top dead center | DC | direct current | HC | hex cap |
| ATS | automatic transfer switch | DCR | direct current resistance | HCHT | high cylinder head temperature |
| auto. | automatic | deg., ° | degree | HD | heavy duty |
| aux. | auxiliary | dept. | department | HET | high exhaust temp., high engine temp. |
| avg. | average | dia. | diameter | hex | hexagon |
| AVR | automatic voltage regulator | DI/EO | dual inlet/end outlet | Hg | mercury (element) |
| AWG | American Wire Gauge | DIN | Deutsches Institut für Normung e. V. (also Deutsche Industrie Normenausschuss) | HH | hex head |
| AWM | appliance wiring material | DIP | dual inline package | HHC | hex head cap |
| bat. | battery | DPDT | double-pole, double-throw | HP | horsepower |
| BBDC | before bottom dead center | DPST | double-pole, single-throw | hr. | hour |
| BC | battery charger, battery charging | DS | disconnect switch | HS | heat shrink |
| BCA | battery charging alternator | DVR | digital voltage regulator | hsg. | housing |
| BCI | Battery Council International | E ² PROM, EEPROM | electrically-erasable programmable read-only memory | HVAC | heating, ventilation, and air conditioning |
| BDC | before dead center | E, emer. | emergency (power source) | HWT | high water temperature |
| BHP | brake horsepower | ECM | electronic control module, engine control module | Hz | hertz (cycles per second) |
| blk. | black (paint color), block (engine) | EDI | electronic data interchange | IBC | International Building Code |
| blk. htr. | block heater | EFR | emergency frequency relay | IC | integrated circuit |
| BMEP | brake mean effective pressure | e.g. | for example (<i>exempli gratia</i>) | ID | inside diameter, identification |
| bps | bits per second | EG | electronic governor | IEC | International Electrotechnical Commission |
| br. | brass | EGSA | Electrical Generating Systems Association | IEEE | Institute of Electrical and Electronics Engineers |
| BTDC | before top dead center | EIA | Electronic Industries Association | IMS | improved motor starting |
| Btu | British thermal unit | EI/EO | end inlet/end outlet | in. | inch |
| Btu/min. | British thermal units per minute | EMI | electromagnetic interference | in. H ₂ O | inches of water |
| C | Celsius, centigrade | emiss. | emission | in. Hg | inches of mercury |
| cal. | calorie | eng. | engine | in. lb. | inch pounds |
| CAN | controller area network | EPA | Environmental Protection Agency | Inc. | incorporated |
| CARB | California Air Resources Board | EPS | emergency power system | ind. | industrial |
| CAT5 | Category 5 (network cable) | ER | emergency relay | int. | internal |
| CB | circuit breaker | ES | engineering special, engineered special | int./ext. | internal/external |
| CC | crank cycle | ESD | electrostatic discharge | I/O | input/output |
| cc | cubic centimeter | est. | estimated | IP | internet protocol |
| CCA | cold cranking amps | E-Stop | emergency stop | ISO | International Organization for Standardization |
| ccw. | counterclockwise | etc. | et cetera (and so forth) | J | joule |
| CEC | Canadian Electrical Code | | | JIS | Japanese Industry Standard |
| cert. | certificate, certification, certified | | | k | kilo (1000) |
| cfh | cubic feet per hour | | | K | kelvin |
| | | | | kA | kiloampere |
| | | | | KB | kilobyte (2 ¹⁰ bytes) |
| | | | | KBus | Kohler communication protocol |
| | | | | kg | kilogram |

| | | | | | |
|----------------------|--|-----------|---|---------|---|
| kg/cm ² | kilograms per square centimeter | NBS | National Bureau of Standards | RTU | remote terminal unit |
| kgm | kilogram-meter | NC | normally closed | RTV | room temperature vulcanization |
| kg/m ³ | kilograms per cubic meter | NEC | National Electrical Code | RW | read/write |
| kHz | kilohertz | NEMA | National Electrical Manufacturers Association | SAE | Society of Automotive Engineers |
| kJ | kilojoule | NFPA | National Fire Protection Association | scfm | standard cubic feet per minute |
| km | kilometer | Nm | newton meter | SCR | silicon controlled rectifier |
| kOhm, kΩ | kilo-ohm | NO | normally open | s, sec. | second |
| kPa | kilopascal | no., nos. | number, numbers | SI | <i>Système international d'unités</i> , International System of Units |
| kph | kilometers per hour | NPS | National Pipe, Straight | SI/EO | side in/end out |
| kV | kilovolt | NPSC | National Pipe, Straight-coupling | sil. | silencer |
| kVA | kilovolt ampere | NPT | National Standard taper pipe thread per general use | SMTP | simple mail transfer protocol |
| kVAR | kilovolt ampere reactive | NPTF | National Pipe, Taper-Fine | SN | serial number |
| kW | kilowatt | NR | not required, normal relay | SNMP | simple network management protocol |
| kWh | kilowatt-hour | ns | nanosecond | SPDT | single-pole, double-throw |
| kWm | kilowatt mechanical | OC | overcrank | SPST | single-pole, single-throw |
| kWth | kilowatt-thermal | OD | outside diameter | spec | specification |
| L | liter | OEM | original equipment manufacturer | specs | specification(s) |
| LAN | local area network | OF | overfrequency | sq. | square |
| L x W x H | length by width by height | opt. | option, optional | sq. cm | square centimeter |
| lb. | pound, pounds | OS | oversize, overspeed | sq. in. | square inch |
| lbm/ft ³ | pounds mass per cubic feet | OSHA | Occupational Safety and Health Administration | SMS | short message service |
| LCB | line circuit breaker | OV | overvoltage | SS | stainless steel |
| LCD | liquid crystal display | oz. | ounce | std. | standard |
| LED | light emitting diode | p., pp. | page, pages | stl. | steel |
| Lph | liters per hour | PC | personal computer | tach. | tachometer |
| Lpm | liters per minute | PCB | printed circuit board | TB | terminal block |
| LOP | low oil pressure | pF | picofarad | TCP | transmission control protocol |
| LP | liquefied petroleum | PF | power factor | TD | time delay |
| LPG | liquefied petroleum gas | ph., ∅ | phase | TDC | top dead center |
| LS | left side | PHC | Phillips® head Crimptite® (screw) | TDEC | time delay engine cooldown |
| L _{wa} | sound power level, A weighted | PHH | Phillips® hex head (screw) | TDEN | time delay emergency to normal |
| LWL | low water level | PHM | pan head machine (screw) | TDES | time delay engine start |
| LWT | low water temperature | PLC | programmable logic control | TDNE | time delay normal to emergency |
| m | meter, milli (1/1000) | PLG | programmable logic control | TDOE | time delay off to emergency |
| M | mega (10 ⁶ when used with SI units), male | POT | potentiometer, potential | TDON | time delay off to normal |
| m ³ | cubic meter | ppm | parts per million | temp. | temperature |
| m ³ /hr. | cubic meters per hour | PROM | programmable read-only memory | term. | terminal |
| m ³ /min. | cubic meters per minute | psi | pounds per square inch | THD | total harmonic distortion |
| mA | milliampere | psig | pounds per square inch gauge | TIF | telephone influence factor |
| man. | manual | pt. | pint | tol. | tolerance |
| max. | maximum | PTC | positive temperature coefficient | turbo. | turbocharger |
| MB | megabyte (2 ²⁰ bytes) | PTO | power takeoff | typ. | typical (same in multiple locations) |
| MCCB | molded-case circuit breaker | PVC | polyvinyl chloride | UF | underfrequency |
| MCM | one thousand circular mils | qt. | quart, quarts | UHF | ultrahigh frequency |
| megggar | megohmmeter | qty. | quantity | UIF | user interface |
| MHz | megahertz | R | replacement (emergency) | UL | Underwriter's Laboratories, Inc. |
| mi. | mile | rad. | power source | UNC | unified coarse thread (was NC) |
| mil | one one-thousandth of an inch | RAM | radiator, radius | UNF | unified fine thread (was NF) |
| min. | minimum, minute | RDO | random access memory | univ. | universal |
| misc. | miscellaneous | ref. | relay driver output | URL | uniform resource locator (web address) |
| MJ | megajoule | rem. | reference | US | undersize, underspeed |
| mJ | millijoule | Res/Coml | remote | UV | ultraviolet, undervoltage |
| mm | millimeter | RFI | Residential/Commercial radio frequency interference | V | volt |
| mOhm, mΩ | milliohm | RH | round head | VAC | volts alternating current |
| MOhm, MΩ | megohm | RHM | round head machine (screw) | VAR | voltampere reactive |
| MOV | metal oxide varistor | rly. | relay | VDC | volts direct current |
| MPa | megapascal | rms | root mean square | VFD | vacuum fluorescent display |
| mpg | miles per gallon | rnd. | round | VGA | video graphics adapter |
| mph | miles per hour | RO | read only | VHF | very high frequency |
| MS | military standard | ROM | read only memory | W | watt |
| ms | millisecond | rot. | rotate, rotating | WCR | withstand and closing rating |
| m/sec. | meters per second | rpm | revolutions per minute | w/ | with |
| mtg. | mounting | RS | right side | WO | write only |
| MTU | Motoren-und Turbinen-Union | RTDs | Resistance Temperature Detectors | w/o | without |
| MW | megawatt | | | wt. | weight |
| mW | milliwatt | | | xfrm | transformer |
| μF | microfarad | | | | |
| N, norm. | normal (power source) | | | | |
| NA | not available, not applicable | | | | |
| nat. gas | natural gas | | | | |

Appendix B Programmer-Defined Settings

Use the table below to record programmer-defined settings during the generator set controller setup and calibration. The controller default settings and ranges provide guidelines. The table contains all faults with ranges and time delays including items that do not have adjustments. Some notices give the programmer a choice to make them active. Not adjustable programmer-defined settings result when the controller logic does not allow changes or the values are engine limited.

SiteTech™ setup software is required for programming the controller. Contact your local distributor/dealer for assistance.

Note: Inhibit time delay is the time delay period after crank disconnect.

Note: The engine ECM may limit the crank cycle even if the controller is set to a longer time period.

Programmer-Defined Settings

| Description | Controller Display Message | Write Access Display SiteTech | GenSet Mode Always Running Stopped | Range Setting | Default Selection | Time Delay Range (sec.) | Default Time Delay (sec.) | Programmer-Defined Settings |
|---|----------------------------|-------------------------------------|---|---------------------------------------|----------------------------|-------------------------|---------------------------|-----------------------------|
| Engine Functions | | | | | | | | |
| Critically high fuel level (diesel-powered models only) * | Fuel Level Critically High | | | 0- 100% | 95% | 0- 10 | 5 | |
| ECM communications loss | ECM Comm Err Shutdwn | | | | | Fixed | 10 | Not adjustable |
| ECM diagnostics (multiple inputs) † | ECM xxxxxx Warning | | | | | | | Not adjustable |
| ECM diagnostics (multiple inputs) † | ECM xxxxxx Shutdwn | | | | | | | Not adjustable |
| ECM faults (address conflict) | ECM Addr Err Shutdwn | | | | | | | Not adjustable |
| ECM faults (model mismatch) | ECM Mismatch Shutdwn | | | 0- 255 | 0 | | | |
| Engine over speed | Eng Speed High Shutdwn | S | A | 105- 120% | 115% | | | |
| Engine RPM (manual speed adjust) Version 3.10.3 or higher | Engine RPM Display | DS | A | 60 Hz: 1751- 1849 50Hz: 1451- 1549 | 60 Hz: 1800 50 Hz: 1500 | | | |
| Engine start aid active | Starting Aid Notice | | | | | | | |
| Engine under speed | Eng Speed Low Shutdwn | S | A | 75- 95% | 85% | | | |
| Fuel tank leak * | Fuel Leak Warning | | | | | | | Not adjustable |
| Fuel tank leak * | Fuel Leak Shutdwn | | | | | | | Not adjustable |
| High battery voltage | Battery High Warning | S | A | 110- 135% | 125% | Fixed | 10 | Not adjustable |
| High coolant temperature | Coolnt Temp High Warning | | | | | 0- 10 (0- 30 inhibit) | 5 (0 inhibit) | |
| High coolant temperature | Coolnt Temp High Shutdwn | | | | | 0- 10 (0- 30 inhibit) | 5 (0 inhibit) | |
| High fuel level (diesel-powered models only) * | Fuel Level High Warning | | | 0- 100% | 90% | 0- 10 | 5 | |
| Loss of fuel | Loss of fuel | | | | | | | Not adjustable |
| Low battery voltage | Battery Low Warning | S | A | 80- 105% | 100% | Fixed | 90 | Not adjustable |
| Low coolant level * | Coolant Lvl Low Shutdwn | | | | | Fixed | 5 | Not adjustable |
| Low coolant temperature | Coolant Temp Low Warning | | | Fixed | 16° C (60° F) | 0- 10 (0- 30 inhibit) | 5 (0 inhibit) | |
| Low cranking voltage | Lo Crank Vlt Warning | | | Fixed | 60% | Fixed | 6 | Not adjustable |
| Low engine oil level * | Oil Level Low Warning | | | | | | | Not adjustable |

| Description | Controller Display Message | Write Access Display SiteTech | GenSet Mode Always Running Stopped | Range Setting | Default Selection | Time Delay Range (sec.) | Default Time Delay (sec.) | Programmer-Defined Settings |
|--|----------------------------|-------------------------------------|---|---------------|-------------------|-------------------------|---------------------------|-----------------------------|
| Low engine oil level * | Oil Level Low Shutdwn | | | | | | | Not adjustable |
| Low fuel level (diesel models) * | Fuel Level Low Warning | | | 0- 100% | 35% | 0- 10 | 10 | |
| Low fuel level (diesel models) * | Fuel Level Low Shutdwn | | | 0- 100% | 5% | 0- 10 | 0 | |
| Low fuel pressure (gas models) * | Fuel Press Low Warning | | | | | | | Not adjustable |
| Low oil pressure | Oil Press Low Warning | | | | | Fixed (Fixed inhibit) | 5 (5 inhibit) | Not adjustable |
| Low oil pressure | Oil Press Low Shutdwn | | | | | Fixed (Fixed inhibit) | 5 (5 inhibit) | Not adjustable |
| No coolant temperature signal | Temp Sig Loss Shutdwn | | | | | | | Not adjustable |
| No oil pressure signal | Press Sig Loss Shutdwn | | | | | Fixed | 5 | Not adjustable |
| Overcrank | Over Crank Shutdwn | | | | | Fixed | (30 inhibit) | Not adjustable |
| Speed sensor fault | Spd Sens Flt Warning | | | | | | | Not adjustable |
| General Functions | | | | | | | | |
| Alarm silence, 0- Auto only (NFPA 110), 1- Always | AlarmSilenceMode | S | A | 0- 1 | 1 | | | |
| Aux. inputs 0- 5 VDC, 1 analog | Aux Input Warning | | | 0- 100% | 100% | 0- 10 | 0 | |
| Aux. inputs 0- 5 VDC, 1 analog | Aux Input Shutdwn | | | 0- 100% | 100% | 0- 10 | 0 | |
| Auxiliary inputs, up to 3 digital (2 additional digital inputs available with I/O module option) | Aux Input Warning | | | | | 0- 10 (0-30 inhibit) | 0 (0 inhibit) | |
| Auxiliary inputs, up to 3 digital (2 additional digital inputs available with I/O module option) | Aux Input Shutdwn | | | | | 0- 10 (0-30 inhibit) | 0 (0 inhibit) | |
| Backup parameters loaded | Backup Pars Status | | | | | | | Not adjustable |
| Battery charger 1 communication loss | Bat1CommLoss | | | | | | | Not adjustable |
| Battery charger 2 communication loss | Bat2CommLoss | | | | | | | Not adjustable |
| Battery charger fault * (* does not apply to charger GM87448) | Batt Chg Flt Warning | | | | | | | Not adjustable |
| Battery charger identity conflict | BatIdErr | | | | | | | Not adjustable |
| Battery charger parameter mismatch | ParMisatch | | | | | | | Not adjustable |
| Battery fault | Battery Flt | | | | | | | Not adjustable |
| Chicago code active * | Auto Locked Notice | | | | | | | |
| Common fault | Common Fault Shutdwn | | | | | | | Not adjustable |
| Common warning | Common Warng | | | | | | | Not adjustable |
| Contrast (see 2.7.7 GenSet System) | Contrast Display | D | A | 1- 10 | 5 | | | |
| Default parameters loaded | Default Pars Warning | | | | | | | Not adjustable |
| Emergency stop | Emerg Stop Shutdwn | | | | | | | Not adjustable |
| Enclosure temperature: high shutdown | Enclsr Temp: High Shutdwn | S | R | Fixed | Active | Fixed | 5 (20 inhibit) | Not adjustable |
| Engine cooldown (delay) active | Eng Cooldown Notice | | | | | | | |
| Engine start delay active | Start Delay Notice | | | | | | | |

| Description | Controller Display Message | Write Access Display SiteTech | GenSet Mode Always Running Stopped | Range Setting | Default Selection | Time Delay Range (sec.) | Default Time Delay (sec.) | Programmer-Defined Settings |
|--|--|-------------------------------------|---|---------------|--------------------------|-------------------------|---------------------------|-----------------------------|
| Engine started | Engine Start Status | | | | | | | Not adjustable |
| Engine stopped | Engine Stop Status | | | | | | | Not adjustable |
| EPS supplying load | Emerg Pwr On Notice | | | | | | | Not adjustable |
| File system error (controller fault) | File Error Shutdwn | | | | | | | Not adjustable |
| Generator running | Gen Running Notice | | | | | | | Not adjustable |
| Input/output (optional module board) communication loss | OB1 Com Loss | | | | | | | Not adjustable |
| Internal failure | Intern Error Shutdwn | | | | | | | Not adjustable |
| Measurement Units, 0- English, 1- Metric | Measurement Display | DS | A | 0- 1 | 1 | | | |
| Metering communication loss | MeterCommLos Shutdwn | | | | | | | Not adjustable |
| NFPA 110 alarm active | NFPA Alarm Notice | | | | | | | |
| Not in auto (master control buttons) | Not In Auto Warning | | | | | | | Not adjustable |
| Prime power application, 0- Standby, 1- Prime | Power Type | DS | A | 0- 1 | 0 | | | |
| Remote start | Remote Start Status | | | | | | | Not adjustable |
| System ready | System Ready Status | | | | | | | Not adjustable |
| System timer failed | Timer Error Notice | | | | | | | Not adjustable |
| Generator Functions | | | | | | | | |
| AC sensing loss | AC Sens Loss Warning | | | | | | | Not adjustable |
| AC sensing loss | AC Sens Loss Shutdwn | | | | | Fixed | 3 | Not adjustable |
| Alternator protection | Alt Protect Shutdwn | | | | | | | Not adjustable |
| Ground fault input * | Ground Fault Warning | | | | | | | Not adjustable |
| kW overload | Total Power High Shutdwn | | | Fixed | 102% standby, 112% prime | Fixed | 60 | Not adjustable |
| Locked rotor (failed to crank) | Locked Rotor Shutdwn | S | A | | | 1- 5 | 5 | |
| Overfrequency | Freq High Shutdwn | | | 102- 140% | 110% | Fixed | 10 | Not adjustable |
| Overvoltage (each phase) | Volts (L1- L2, L2- L3, or L3- L1) High Shutdwn | S | A | 105- 135% | 120% | 2- 10 | 2 | |
| Power rating | Pwr Rating | DS | S | 10- 5000 | 275 | | | |
| System frequency | System Freq | DS | S | 50- 60 | 60 | | | |
| System voltage | System Volt | DS | S | 110- 600 | 208 | | | |
| Underfrequency | Frequency Low Shutdwn | | | 80- 95% | 90% | Fixed | 10 ST 60 LT | Not adjustable |
| Undervoltage (each phase) | Volts (L1- L2, L2- L3, or L3- L1) Low Shutdwn | S | A | 70- 95% | 80% | 5- 30 | 10 | |
| Voltage/phase configuration, 0- Single phase, 1- Single phase dogleg, 2- three phase wye, 3- three phase delta | SystemPhase | DS | S | 0- 3 | 2 | | | |
| Voltage regulator average voltage adjustment | VR Volt Adj | DS | R | 108- 600 | 208 | | | |
| (Voltage) regulator communication loss | RegCommLoss Shutdwn | | | | | | | Not adjustable |
| SiteTech Read/Write Display Only | | | | | | | | |
| Charger Absorption Current Termination Target (A) | | S | A | 1 – 5 | 2 | | | |

| Description | Controller Display Message | Write Access Display SiteTech | GenSet Mode Always Running Stopped | Range Setting | Default Selection | Time Delay Range (sec.) | Default Time Delay (sec.) | Programmer-Defined Settings |
|--|----------------------------|-------------------------------------|---|--|----------------------------|-------------------------|---------------------------|---|
| Charger Automatic Equalize Enable Note: Equalize is only available with FLA/VRLA topology selected. | | S | A | Active Inactive | Inactive | | | |
| Charger Charge Cycles Between Auto Equalize Cycles Note: Equalize is only available with FLA/VRLA topology selected. | | S | A | 0 – 99 | | | | Adjustable with Charger Custom Profile enabled. |
| Charger Custom Profile Enable | | S | A | Active Inactive | Inactive | | | |
| Charger Depleted Battery Current Limit | | S | A | 1 – 5 | 2 | | | |
| Charger Depleted Battery Voltage Target | | S | A | 4 – 12 (12 V) 18 – 24 (24 V) | 10 (12 V) 20 (24 V) | | | Adjustable with Charger Custom Profile enabled. |
| Charger Equalize Stage Duration (Min) Note: Equalize is only available with FLA/VRLA topology selected. | | S | A | 60 – 480 | | | | |
| Charger Manual Equalize Cycle Activation Note: Equalize is only available with FLA/VRLA topology selected. | | S | A | Active Inactive | Inactive | | | |
| Charger Maximum Absorption Time Threshold (Min.) | | S | A | 60 – 360 60 – 600 (NiCad only) | 240 | | | Adjustable with Charger Custom Profile enabled. |
| Charger Maximum Bulk Time Threshold (Min) | | S | A | 60 – 600 | 480 | | | Adjustable with Charger Custom Profile enabled. |
| Charger Refresh Charge Cycle Time (Hr) | | S | A | 0, 23 – 672 | 335 | | | |
| Charger Return To Bulk State Voltage Threshold (V) | | S | A | 10 – 13 (12 V)** 20 – 26 (24 V)** | 12.8 (12 V) 25.6 (24 V) | | | Adjustable with Charger Custom Profile enabled. |
| Charger Starter Battery Topology Note: Verify that the battery topology is set correctly for the battery type that is used. Incorrect charger output system voltage may cause irreversible damage to the battery and abnormal out gassing. | | S | A | Default FLA/VRLA AGM Gel NiCad | Default | | | |
| Charger System Battery Voltage Note: Verify that the system voltage is set correctly for the battery type that is used. Incorrect charger output system voltage may cause irreversible damage to the battery and abnormal out gassing. | | S | A | System 12 VDC System 24 VDC | 12 VDC | | | |
| Charger Temperature Compensation Enable | | S | A | Active Inactive | Inactive | | | |

| Description | Controller Display Message | Write Access Display SiteTech | GenSet Mode Always Running Stopped | Range Setting | Default Selection | Time Delay Range (sec.) | Default Time Delay (sec.) | Programmer-Defined Settings |
|--|----------------------------|-------------------------------------|---|--|-----------------------------------|-------------------------|---------------------------|---|
| Charger Temperature Compensation Slope (mV/°C) | | S | A | -40 – 0 (12 V) -80 – 0 (24 V) | -30 (12 V) -60 (24 V) | | | Adjustable with Charger Custom Profile enabled. |
| Charger Voltage Absorption (V) | | S | A | 13 – 15 (12 V)** 26 – 30 (24 V)** | 14.25 (12 V) 28.5 (24 V) | | | Adjustable with Charger Custom Profile enabled. |
| Charger Voltage Bulk (V) | | S | A | 13 – 15 (12 V)** 26 – 30 (24 V)** | 14.25 (12 V) 28.5 (24 V) | | | Adjustable with Charger Custom Profile enabled. |
| Charger Voltage Equalize (V) Note: Equalize is only available with FLA/VRLA topology selected. | | S | A | 14 – 16 (12 V) 28 – 32 (24 V) | | | | Adjustable with Charger Custom Profile enabled. |
| Charger Voltage Float (V) | | S | A | 13 – 14 (12 V)** 26 – 28 (24 V)** | 13.25 (12 V) 26.5 (24 V) | | | Adjustable with Charger Custom Profile enabled. |
| Current transformer ratio ‡ | | S | S | 1- | 1200 | | | |
| ECM power | | S | S | 0- 1 | 0 | | | |
| Engine cooldown delay | | S | A | | | 0- 600 | 300 | |
| Engine (cyclic) crank on | | S | A | | | 10- 30 | 15 | |
| Engine (cyclic) crank pause | | S | A | | | 1- 60 | 15 | |
| Engine ECM start delay | | S | A | | | 0- 300 | 0 | |
| Engine idle duration | | S | A | | | 0- 60 | 60 | |
| Engine no. of (cyclic) crank cycles | | S | S | 1- 6 | 3 | | | |
| Engine restart delay | | S | A | | | 1- 10 | 10 | |
| Engine start aid delay | | S | A | | | 0- 10 | 0 | |
| Engine start delay | | S | A | | | 0- 300 | 0 | |
| Equalize Current Limit (A) Note: Equalize is only available with FLA/VRLA topology selected. | | S | A | 1-5 | | | | Adjustable with Charger Custom Profile enabled. |
| Forced Charge Cycle Reset | | S | A | Active Inactive | Inactive | | | |
| Output Enable | Reduced Out | S | A | Fixed | Active | | | |
| Voltage regulator gain | | S | R | 1- 255 | 128 | | | |
| Voltage regulator stability adjust | | S | R | 1- 255 | 128 | | | |
| Voltage regulator, volts per Hertz slope | | S | R | 1- 10 | 5 | | | |
| Voltage regulator, volts per Hertz cutin frequency | | S | R | 42- 62 | 57.5 | | | |

* Some functions require optional input sensors or are engine ECM dependent on some generator set models.

† ECM inputs are engine manufacturer dependent.

‡ Changeable only by resetting the controller with a personality profile (SiteTech 1.4 or higher).

** Denotes the default parameter range. Typically, ranges for the NiCad battery topology are slightly wider. For more details, refer to the battery charger operation manual.

ST- Short Term, LT- Long Term

Notes

Appendix C Voltage Regulator Definitions and Adjustments

The following definitions and adjustment/setting specifications are intended for users planning to adjust the voltage regulator beyond the default settings in order to customize the alternator for a specific application.

This information is not intended to be a comprehensive explanation of all the terms mentioned. There are numerous documents available that define these terms more completely than described herein. Any user planning to change the generator set controller adjustment settings or to apply the generator set to these types of applications should understand these terms.

This appendix contains references to other sections of this manual. Please refer to these sections for further information and explanation.

Paralleling generator sets can be a complicated and dangerous exercise. Application programming must be performed by appropriately skilled and suitably-trained personnel.

Definitions

Underfrequency Unloading

Underfrequency unloading is a function used in the alternator excitation control system to improve the overall generator set system (engine and alternator) response. In particular, underfrequency unloading relates to large-block load applications. When applied to engine-driven alternators, large-block loads cause a subsequent transient torque load on the engine. This torque load can reduce the engine's speed below the normal operating point. Typically, the engine speed controller or governor will compensate for this by commanding an increase in fuel. If, however, the fuel system is inadequate to recover from a relatively large load, the speed may never recover. In these instances, other measures must be taken. This is where the underfrequency unloading occurs.

When the excitation control system detects a drop in the speed or electrical frequency below some predetermined point, the control system enters an unloading condition. This can be described as moving to a lower voltage regulation point. By reducing the output voltage of the alternator, the load on the generator set is reduced. This can be shown

mathematically by Ohm's law, which states that power is equal to the voltage squared divided by the impedance. As the voltage is reduced, the power delivered by the alternator decreases by a squared relationship. Since it is the power in the alternator that translates into engine torque, the engine load is also reduced.

By changing various parameters of this compensation technique, the controlling system can be tailored to match the performance capabilities of most engine and alternator combinations. The point at which the unloading begins to act or how much unloading occurs can be adjusted to impact maximum voltage droop, maximum speed droop, or time to recover. Some applications may not need unloading and, in these cases, set the unloading parameter to disable the function. These parameters are further described below. An example is provided to help clarify the relationship between these parameters.

Underfrequency Unload Slope

Underfrequency unload slope is the term used to describe the amount that the voltage is reduced, per-cycle-per-second or per-hertz (Hz), when in an underfrequency condition. The slope or schedule is sometimes called the volts-per-hertz slope. When the electrical frequency drops below the cut-in point (see below), the excitation control system temporarily reduces the regulated voltage to reduce the subsequent torque on the engine. The amount that the control system reduces voltage is defined as the product or multiplication of the slope and the amount of frequency or speed below the cut-in point. For every Hz below the cut-in point, the control system reduces the line-to-line voltage by an amount equal to the slope.

Because each engine responds differently to the various loads encountered, the slope may be adjusted to improve the system response. If, when large loads are applied to the generator set, the engine speed drops below the acceptable limit (as determined by the particular loads applied), the slope may need to be increased. Increasing the slope will cause the voltage to droop more during load applications, consequently reducing the load torque on the engine and allowing the speed to increase. If, however, the voltage drops below an acceptable lower limit (as determined by the particular loads connected to the generator set), a lower slope may work better. The underfrequency unloading function may be disabled by setting the slope to zero.

Frequency Setpoint or Cut-In Point

The point at which the underfrequency unloading begins to take effect is adjustable, allowing the system to be tailored for each application. Because the characteristics of the engine have the largest effect on the system's performance, the engine's response should determine the unloading point. The unloading setpoint is the frequency below which the excitation control will reduce the voltage so that the engine may begin to recover.

The cut-in point, or frequency setpoint, should be set 0.5- 3.0 Hz lower than the normal steady-state band of operation. If the engine normally operates within a very narrow range of speeds close to the nominal, a setpoint of 0.5 to 1.0 Hz below nominal should be suitable. If the engine normally operates over a wide range of speeds, the setpoint may need to be 2.0-3.0 Hz from the nominal. The underfrequency unloading function can be eliminated by setting the cut-in point below the minimum expected operating frequency.

Example

A 90 kW load is applied to a 100 kW, 60 Hz generator set driven by a turbocharged diesel engine with an electronic control module (ECM). The speed drops 10% and takes 20 seconds to recover to at least 59.5 Hz. The voltage, meanwhile, drops from 480 to 460 and recovers to 480 within 15 seconds. Therefore, some underfrequency unloading should be provided. A good starting point would be a frequency setpoint or cut-in of 59 Hz. A slope of 15 volts per-cycle-per-second is appropriate as well. If after these adjustments the speed recovers very quickly, in about 5 seconds, but the voltage drops below 440 volts, the slope should be reduced to 12 volts per cycle. More adjusting may be required to get the most desirable compromise between speed and voltage.

Three-Phase Sensing

Three-phase sensing describes how the excitation control or voltage regulator determines the condition of the alternator output voltage. Early types of regulators sensed the voltage on just one phase of the alternator. Single-phase sensing is not uncommon today as most alternators are designed to produce balanced, equal voltage on all three phases. If the loads applied to the generator set including no load are equal and balanced, the output voltage on each phase will be nearly equal.

However, in some applications, individual phases may have unequal or unbalanced loads. In these cases, the output voltages will not be equal on each phase. In

general, the phase with the greatest load will have the lowest voltage while the phase with the least load will have the highest voltage. This is true regardless of the type of sensing used in the regulator system. A single-phase sensing excitation controller will keep the voltage of the sensed phase at the voltage adjustment value. A three-phase sensing system will average the three phases and hold the average to the adjustment setting. The average is the sum of the voltages of three phases divided by 3.

As stated above, three-phase sensing does not eliminate the unequal voltage phenomenon. Three-phase sensing balances the inequality of voltage between the phases to the desired value. In other words, if a system with unbalanced loads uses a single-phase control feedback, the voltage on the sensed phase would be at the setpoint while the other two phases would vary by their proportional loads. For example, if the sensed phase had rated load while the two other phases were only loaded at half the rated value, those two phases would have higher-than-rated voltage which may be undesirable. If a three-phase sensing feedback were utilized, the phase with rated load would be regulated to a voltage slightly below the rated voltage while the other two phases would be slightly above the rated voltage (but lower than in the previous case). The sum of the three, divided by 3, would be equal to the regulation setpoint.

In a single-phase system, line-to-line voltage is held equal to the line-to-line voltage adjust setting. In a three-phase system, the average of the three line-to-line voltage is regulated to the voltage adjust setting. In some cases, it may be desirable to keep one phase at a particular value. Modify the voltage adjust setting higher or lower accordingly for any unique requirements for the particular application.

Adjustment and Setting Specifications

Voltage Adjust

The voltage adjust is entered as the rated or otherwise desired line-to-line voltage. The average of the line-to-line voltages is then regulated to the corresponding value as previously described. The setting may be as fine as tenths of volts. The voltage adjust defaults to the rated system voltage whenever the system voltage is changed. The voltage adjust may be set to any value within $\pm 10\%$ of the system voltage. The upper limit is $\pm 10\%$ above the system voltage and the lower limit is $\pm 10\%$ below the system voltage.

As a reference, the present voltage adjust setting is displayed as well as the average value of the line-to-line voltages. The individual line-to-line voltages are also displayed on the subsequent menu screens. This allows the user to monitor any individual phase, if desired.

The voltage adjust setting may be changed by means other than the menu including user-defined digital input or remote communications. If voltage adjustment occurs, the new value will be displayed accordingly in the voltage adjust menu.

Underfrequency Unload Enable

The underfrequency unload enable menu is used to turn the underfrequency unload on or off. A YES entry will turn the feature on and the display will show ENABLED YES. A NO entry will turn the feature off and the display will show ENABLED NO. The underfrequency unload defaults to an enabled (ON) condition.

Frequency Setpoint

The frequency setpoint is the cut-in point for underfrequency unloading. At any operating frequency below the frequency setpoint, the output voltage will be reduced. The frequency may be entered with resolution to tenths of a Hz. The range of acceptable entries is 30 to 70 Hz. The default value is one cycle-per-second (or two for non-ECM engines) below the normal system frequency. The frequency setpoint changes to the default value if the system frequency changes. A setting of 30 Hz essentially disables the underfrequency unload feature because most engines do not normally drop to speeds this low, even during load applications.

Underfrequency Unload Slope

The slope determines how much voltage is reduced during an unloading condition. The line-to-line voltage is regulated to a value less than the voltage adjust setting by this amount for every cycle below the frequency setpoint. The voltage may be entered with resolution as fine as one-tenth of one volt. The default value is 2.0 volts per-cycle-per-second. A zero entry for the slope in effect turns the underfrequency unload feature off.

Notes

Appendix D Alternator Protection

The controller has built-in thermal protection for the alternator. This feature functions similarly to a thermal circuit breaker. When the output current exceeds the nominal rating for a short period of time the condition causes the fault shutdown. The amount of time at which current is over the rating is inversely related to the amount of current above the nominal rating. In other words, the higher the current, the shorter the acceptable time.

The current and time limits are defined by actual test data and are maintained in the personality parameter file. Although the equation for detecting a fault is proprietary, some of the important limits are shown below for informational purposes.

| Rated Current | Time Delay |
|---------------|------------|
| 200% | 40 seconds |
| 300% | 10 seconds |
| 425% | 5 seconds |
| 950% | 1 second |

Notes

Appendix E Controller Displays from the Engine ECM

The controller display showing engine information is dependent upon the engine manufacturer and the corresponding Engine Control Module (ECM). The following list indicates which engine displays are available by the engine manufacturer. This information is subject to change by the engine manufacturer.

Some engines do not have an ECM and in some cases the ECM information is not available as a controller display. In these situations, critical information like oil pressure and coolant temperature are displayed by the controller using independent engine sensors not used by the ECM.

Note: See the generator set specification sheet for engine model identification.

| Controller Displays as Provided by the Engine ECM | Engine Manufacturer (and model) | | | | | | | |
|--|---------------------------------|-------------------------|------------------------------|---|--------|--------|------------|-------|
| | Kohler Diesel (KDI M, TM*) | Kohler Diesel (KDI TCR) | Kohler Gas (KG2204, KG2204T) | GM/PSI and Kohler Gas (KG6208, KG6208T) | DD/MTU | Doosan | John Deere | Volvo |
| Intake air pressure | | | | | S/D | | | D |
| Intake air Temperature | | D | | D | S/D | D | D | D |
| Coolant level | | | D | D | D | D | D | D |
| Coolant temperature | | D | C/S/D | C/S/D | C/S/D | C/S/D | C/S/D | C/S/D |
| Crankcase pressure | | | | | | | | D |
| ECM battery voltage | S | | S/D | S | S | S | | |
| Engine model number | S | S | | S | S | S | S | S |
| Engine serial number | S | S | | S | S | S | S | S |
| Engine speed | C/S/D | C/S/D | C/S/D | C/S/D | C/S/D | C/S/D | C/S/D | C/S/D |
| Fuel pressure | | D | | C/S/D | C/S | C/S/D | C/S† | C/S/D |
| Fuel rate | | | S | S | | S | S | S |
| Fuel temperature | | D | | | S | | S/D | S |
| Oil level | | | | S† | S/D† | S† | S† | S† |
| Oil pressure | | C/S/D | D | C/S/D | C/S/D | C/S/D | C/S/D | C/S/D |
| Oil temperature | | | S | | D | | | SD |
| C = Value displayed on controller, S = Value displayed in Site Tech, D = ECU diagnostic is supported | | | | | | | | |
| * Electronic governor and ECM are optional on KDI M and TM engines. | | | | | | | | |
| † Controller uses local analog input to obtain this information | | | | | | | | |

NOTE: REOZMD/ROZMC (Mitsubishi engines) have an ECM but do not send signals to the generator set controller.

Notes

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Original Instructions (English)

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