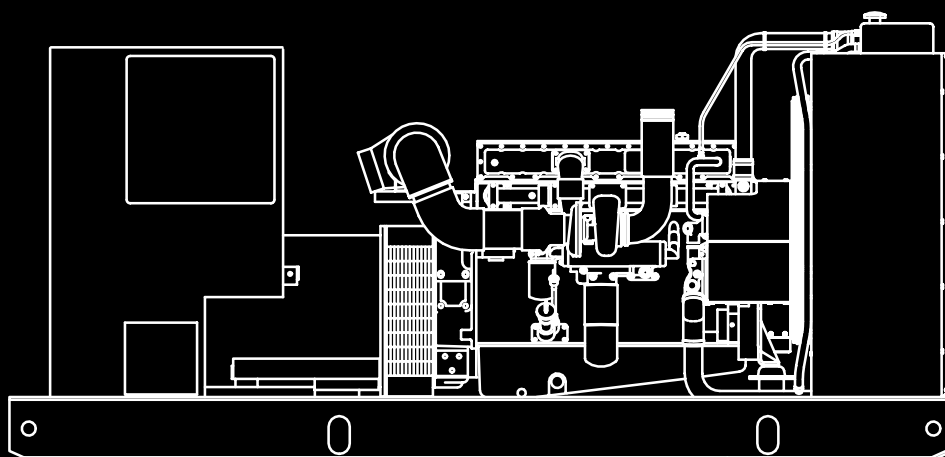


**Caution: This document contains mixed page sizes (8.5 x 11 or 11 x 17), which may affect printing. Please adjust your printer settings according to the size of each page you wish to print.**

# Installation Manual

**PowerCommand<sup>®</sup> Control**  
**2100 Series**  
**Generator Sets**



**Models**  
DFAB, DFAC, DFBF, DFCB, DFCC, DFCE

# Table of Contents

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SECTION	TITLE	PAGE
	<b>IMPORTANT SAFETY INSTRUCTIONS</b> .....	iii
<b>1</b>	<b>INTRODUCTION</b>	
	About this Manual .....	1-1
	Installation Overview .....	1-2
<b>2</b>	<b>SPECIFICATIONS</b> .....	2-1
<b>3</b>	<b>MOUNTING THE GENERATOR SET</b>	
	General .....	3-1
	Location .....	3-1
	Mounting .....	3-2
	Access to Set .....	3-2
	Vibration Isolators .....	3-4
	Aligning Generator with Engine (750 kW Gensets and Larger) .....	3-5
<b>4</b>	<b>MECHANICAL CONNECTIONS</b>	
	General .....	4-1
	Fuel System .....	4-1
	Exhaust System .....	4-4
	Ventilation and Cooling .....	4-6
<b>5</b>	<b>DC CONTROL WIRING</b>	
	Control Wiring .....	5-1
	TB1 Remote Monitor/Control Connections .....	5-2
	TB2 Power Transfer Control (PTC) Connections (Optional) .....	5-2
	Control Relays (K11, K12, K13) .....	5-4

**California**

**Proposition 65 Warning**

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

<b>SECTION</b>	<b>TITLE</b>	<b>PAGE</b>
<b>6</b>	<b>AC ELECTRICAL CONNECTIONS</b>	
	General .....	6-1
	Transfer Switch .....	6-2
	AC Wiring .....	6-3
	Control Heater (Optional) .....	6-5
	Coolant Heater (Optional) .....	6-6
	Generator Heater (Optional) .....	6-7
	Fuel Transfer Pump (Optional) .....	6-8
	Ground Fault Alarm Relay (Optional) .....	6-10
<b>7</b>	<b>ENCLOSURE ELECTRICAL CONNECTIONS</b>	
	General .....	7-1
	Optional AC Distribution Panel .....	7-2
	Optional Motorized Inlet/Outlet Louvers .....	7-3
	Optional Transfer Fuel Pump .....	7-4
<b>8</b>	<b>PRESTART PREPARATION</b>	
	General .....	8-1
	Electrical System .....	8-1
	PCC Options Prestart Checks .....	8-2
	Starting .....	8-6
<b>9</b>	<b>INSTALLATION CHECKLIST</b>	
	General .....	9-1
	Generator Set Support .....	9-1
	Cooling Air Flow .....	9-1
	Diesel Fuel System .....	9-1
	Exhaust System .....	9-2
	AC and DC Wiring .....	9-2
	Generator Set Prestart .....	9-2
<b>10</b>	<b>WIRING DIAGRAMS</b>	
	General .....	10-1

# IMPORTANT SAFETY INSTRUCTIONS

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

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

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

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

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

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

## FUEL AND FUMES ARE FLAMMABLE

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

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

## EXHAUST GASES ARE DEADLY

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

## MOVING PARTS CAN CAUSE SEVERE PERSONAL INJURY OR DEATH

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

## DO NOT OPERATE IN FLAMMABLE AND EXPLOSIVE ENVIRONMENTS

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

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

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

## **GENERAL SAFETY PRECAUTIONS**

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

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

# 1. Introduction

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## ABOUT THIS MANUAL

This manual provides installation instructions for the generator set models listed on the front cover. This includes the following information:

**Mounting Recommendations** - for fastening generator set to base and space requirements for normal operation and service.

**Mechanical and Electrical Connections** - covers most aspects of the generator set installation.

**Prestart** – checklist of items or procedures needed to prepare generator set for operation.

**Initial Startup** – test complete system to ensure proper installation, satisfactory perfor-

mance, and safe operation. Refer to Operators Manual for troubleshooting information.

**Installation Checklist** – reference checks upon completion of installation.

This manual DOES NOT provide application information for selecting a generator set or designing the complete installation. If it is necessary to design the various integrated systems (fuel, exhaust, cooling, etc.), additional information is required. Review standard installation practices. For engineering data specific to the generator set, refer to the *Specification* and *Data Sheets*. For application information, refer to Application Manual T-030, "Liquid Cooled Generator Sets".

## INSTALLATION OVERVIEW

These installation recommendations apply to typical installations with standard model generator sets. Whenever possible, these recommendations also cover factory designed options or modifications. However, because of the many variables in any installation, it is not possible to provide specific recommendations for every situation. If there are any questions not answered by this manual, contact your nearest Cummins Power Generation distributor for assistance.

### Application and Installation

A standby power system must be carefully planned and correctly installed for proper operation. This involves two essential elements: application and installation.

**Application** (as it applies to generator set installations) refers to the design of the complete standby power system that usually includes power distribution equipment, transfer switches, ventilation equipment, mounting pads, and cooling, exhaust, and fuel systems. Each component must be correctly designed so the complete system will function as intended. Application and design is an engineering function generally done by specifying engineers or other trained specialists. Specifying engineers or other trained specialists are responsible for the design of the complete standby system and for selecting the materials and products required.

**Installation** refers to the actual set-up and assembly of the standby power system. The installers set up and connect the various components of the system as specified in the system design plan. The complexity of the standby system normally requires the special skills of qualified electricians, plumbers, sheetmetal workers, etc. to complete the various segments of the installation. This is necessary so all components are assembled using standard methods and practices.

### Safety Considerations

The generator set has been carefully designed to provide safe and efficient service when properly

installed, maintained, and operated. However, the overall safety and reliability of the complete system is dependent on many factors outside the control of the generator set manufacturer. To avoid possible safety hazards, make all mechanical and electrical connections to the generator set exactly as specified in this manual. All systems external to the generator (fuel, exhaust, electrical, etc.) must comply with all applicable codes. Make certain all required inspections and tests have been completed and all code requirements have been satisfied before certifying the installation is complete and ready for service.

### Standby Heating Devices

In accordance with NFPA 110, Cummins Power Generation recommends installing diesel standby generator sets (life safety systems) equipped with engine jacket water coolant heaters in locations where the minimum ambient temperature is above 40°F (4°C). NFPA also requires that the engine jacket water coolant be maintained at a minimum of 90°F (32°C) and, for most applications, accept the emergency load in 10 seconds or less. Although most Cummins Power Generation generator sets will start in temperatures down to -25°F (-32°C) when equipped with engine jacket water coolant heaters, it might take more than 10 seconds to warm the engine up before a load can be applied when ambient temperatures are below 40°F (4°C).

The **Engine Cold (Code 1435)** message, in conjunction with illumination of the Warning LED, is provided to meet the requirements of NFPA 110. The engine cold sensing logic initiates a warning when the engine jacket water coolant temperature falls below 70°F (21°C). In applications where the ambient temperature falls below 40°F (4°C), a cold engine may be indicated even though the coolant heaters are connected. Under these conditions, although the generator set may start, it may not be able to accept load within 10 seconds. When this condition occurs, check the coolant heaters for proper operation. If the coolant heaters are operating properly, other precautions may be necessary to warm the engine before applying a load.



## 2. Specifications

MODEL	DFAB/DFAC	DFBF	DFCB/DFCC	DFCE
Cummins Diesel Series	LTA10	NT855	NTA855	NTA855
Generator kW Rating	See Genset Nameplate for rating information.			
Cooling System Capacity with Standard Radiator	13 Gal (49 L)	13.5 Gal (51 L)	13.5 Gal (51 L)	15 Gal (57 L)
Oil Capacity*	9.5 Gal (36 L)	10.5 Gal (40 L)	10.5 Gal (40 L)	10 Gal (38 L)
Engine Fuel Connection Inlet/Outlet Thread Size	Refer to Generator Outline Drawing			
Fuel Flow Max. Fuel Inlet Restriction Max. Fuel Return Restriction	4 in. Hg. (13.5 kPa) 6.5 in. Hg. (22 kPa)	4 in. Hg. (13.5 kPa) 6 in. Hg. (20.3 kPa)		
Exhaust Outlet Size Max. Allowable Back Pressure H <sub>2</sub> O kPa	4 in. NPT  41 10.2	5 in. NPT  41 10.2	6 in. NPT  41 10.2	6 in. NPT  41 10.2
Electrical System Starting Voltage Battery Group number CCA (minimum) Cold Soak @ 0° F (-18° C)	24 Volts DC Two, 12 Volt 8D  1400			
* Refer to Cummins engine <i>Operation and Maintenance Manual</i> for lubricating oil recommendations/specifications.				

### FUEL CONSUMPTION (STANDBY/FULL LOAD/60HZ)

MODEL	DFAB	DFAC	DFBF	DFCB	DFCC	DFCE
US gph (L/hr)	15.6 (59)	16.8 (63.7)	20.4 (77.3)	22.5 (85.3)	24.4 (92.5)	29.1 (110.3)

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# 3. Mounting the Generator Set

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## GENERAL

Generator set installations must be engineered so the generator set will function properly under the expected load conditions. Use these instructions as a general guide only. Follow the instructions of the consulting engineer when locating or installing any components. The complete installation must comply with all local and state building codes, fire ordinances, and other applicable regulations.

Requirements to be considered prior to installation:

- Level mounting surface
- Adequate cooling air
- Adequate fresh induction air
- Discharge of generator set air
- Non-combustible mounting surface.

- Discharge of exhaust gases
- Electrical connections
- Accessibility for operation and servicing
- Noise levels
- Vibration isolation

## LOCATION

Generator set location is decided mainly by related systems such as ventilation, wiring, fuel, and exhaust. The set should be located as near as possible to the main power service entrance. Exhaust must not be able to enter or accumulate around inhabited areas.

Provide a location away from extreme ambient temperatures and protect the generator set from adverse weather conditions. An optional housing is available for outside operation.

## WARNING

**INCORRECT INSTALLATION, SERVICE OR PARTS REPLACEMENT CAN RESULT IN SEVERE PERSONAL INJURY, DEATH, AND/OR EQUIPMENT DAMAGE. SERVICE PERSONNEL MUST BE TRAINED AND EXPERIENCED TO PERFORM ELECTRICAL AND MECHANICAL COMPONENT INSTALLATION.**

## IMPORTANT

**DEPENDING ON YOUR LOCATION AND INTENDED USE, FEDERAL, STATE OR LOCAL LAWS AND REGULATIONS MAY REQUIRE YOU TO OBTAIN AN AIR QUALITY EMISSIONS PERMIT BEFORE BEGINNING INSTALLATION OF YOUR GENSET. BE SURE TO CONSULT LOCAL POLLUTION CONTROL OR AIR QUALITY AUTHORITIES BEFORE COMPLETING YOUR CONSTRUCTION PLANS.**

## MOUNTING

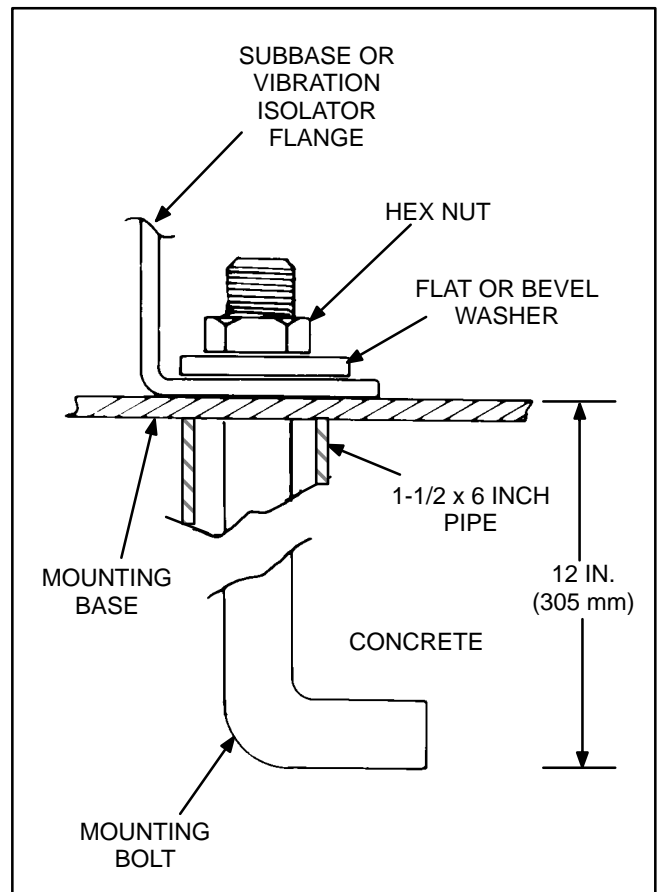
Generator sets are mounted on a steel skid or fuel tank that provides proper support. The engine-generator assembly is isolated from the skid frame by rubber mounts that provide adequate vibration isolation for normal installations. Where required by building codes or special isolation needs, generator sets may be mounted on rubber pads or mechanical spring isolators. The use of unapproved isolators may result in harmful resonances and may void the genset warranty.

For fuel tank mounted generator sets, it is required that the tank be mounted such that an air space is provided between the bottom of the tank and the floor underneath to reduce corrosion and permit visual inspections for leaks.

Mount the generator set on a substantial and level base such as a concrete pad. A non-combustible material must be used for the pad.

Use 5/8 inch or 16 mm anchored mounting bolts to secure the vibration isolators to the base. Secure the vibration isolators using flat or bevel washer and hexagonal nut for each bolt (see Figure 3-1). The 1-1/2 x 6 inch pipe inserted over the mounting bolts allows minor adjustment of the bolts to align them to the holes in the subbase or vibration isolator.

Locate the isolators as shown on the generator set *Outline Drawing* referenced in the *Data Sheet*.



**FIGURE 3-1. BOLT DIAGRAM**

## ACCESS TO SET

Generally, at least 1 meter (3 feet) of clearance should be provided on all sides of the generator set for maintenance and service access. (Increase clearance by width of door if optional housing is used.) A raised foundation or slab of 150 mm (6 inches) or more above floor level will make servicing easier.

Lighting should be adequate for operation, maintenance and service operations and should be connected on the load side of the transfer switch so that it is available at all times.

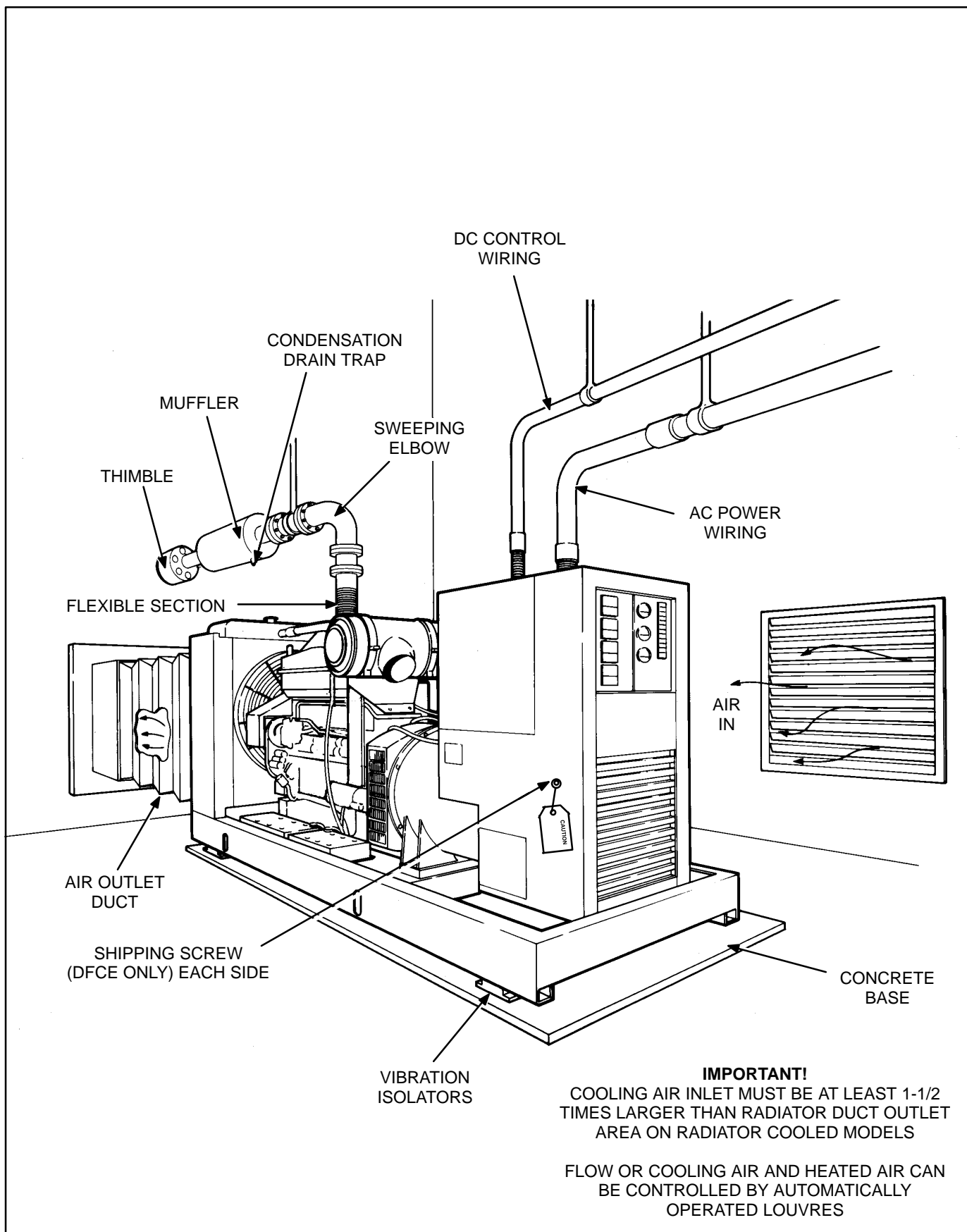


FIGURE 3-2. TYPICAL INSTALLATION

## VIBRATION ISOLATORS

### Installation and Adjustment Procedure

1. Place the vibration isolators (Figure 3-3) on the genset support structure. The isolators should be shimmed or grouted to ensure that all of the isolator bases are within 0.25 inch (6 mm) elevation of each other. The surface that the isolator bases rest on must also be flat and level.
  2. Loosen the side snubber lock nuts so that the top plate of the isolator is free to move vertically and horizontally. Be sure that the top plate is correctly aligned with the base and springs.
  3. Place the genset onto the isolators while aligning the skid's mounting with the threaded isolator hole. The top plates will move down and approach the base of the isolator as load is applied.
  4. Once the genset is in position, the isolators may require adjusting so that the set is level. The isolators are adjusted by inserting the leveling bolt through the skid and into the isolator (the leveling bolt's locking nut should be threaded up towards the bolt head).
  5. The genset may not be level yet; therefore, adjust the leveling bolts until the set is level and sufficient clearance still remains. (Clearance on all isolators should be roughly equal). Once all isolators have been set, lock the leveling bolt in place with the lock nut.
  6. The snubber nuts may remain loose and therefore provide better isolation between the genset and support structure.
  7. Model DFCE only: With the genset in position and secured to the isolators, remove the two controller cabinet shipping screws (see Figure 3-2).
- ⚠ CAUTION** *Remove shipping screws (two) prior to genset operation. Genset operation with shipping screws in place will damage control components.*

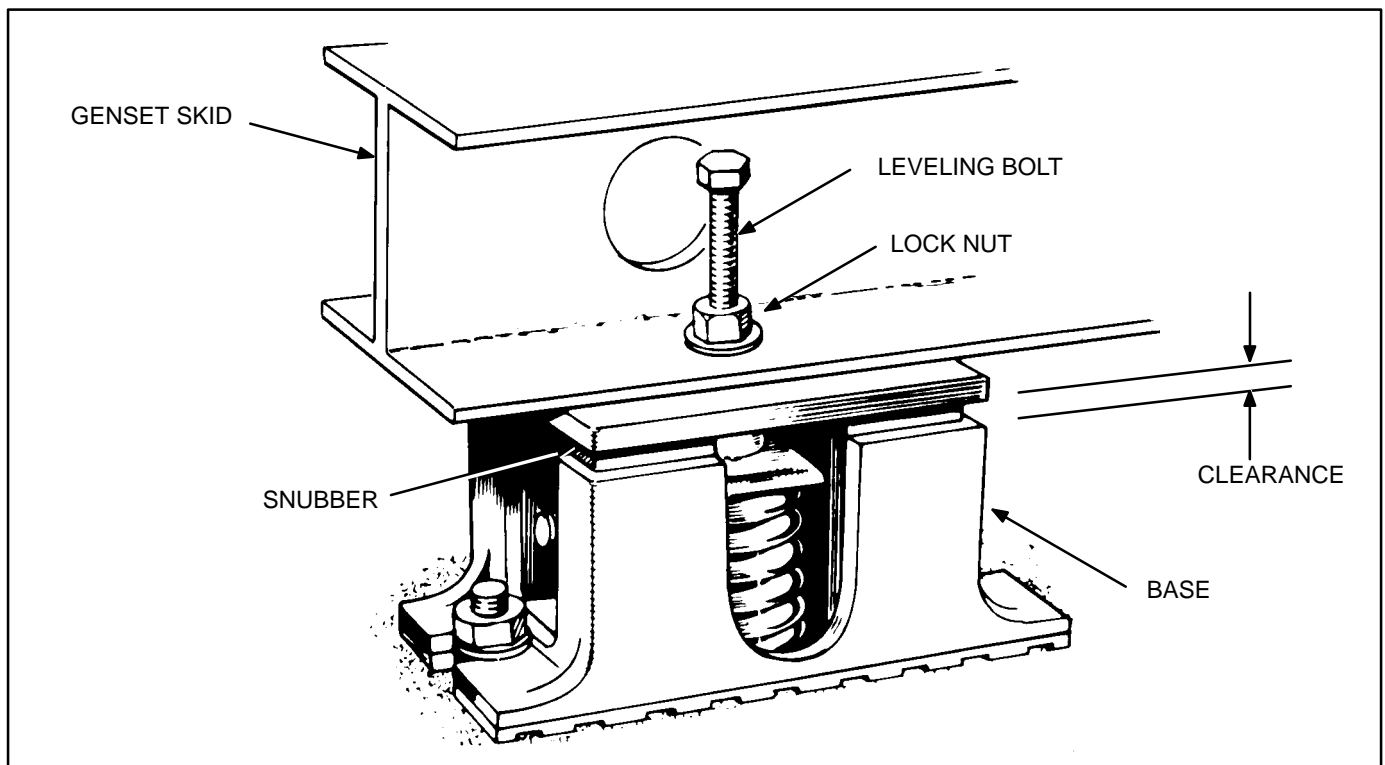


FIGURE 3-3. VIBRATION ISOLATORS

## ALIGNING GENERATOR WITH ENGINE (750 kW GENSETS AND LARGER)

Proper alignment of the generator and engine assemblies is necessary to avoid premature wear and improper operation of the genset. Review the following alignment conditions and procedures for aligning the generator assembly to engine flywheel housing.

### Angular Misalignment

Angular misalignment is the result of the generator bearing center axis not aligning with axis of the engine crankshaft. This condition creates an angle between the generator shaft axis and the crankshaft axis. The cause of this type of misalignment is usually shimming error.

### Axial Misalignment

Axial misalignment is the result of the generator shaft axis not aligning with engine crankshaft axis. The tolerances in the bolted flywheel and drive disc connection may add up to displace the generator axially relative to the crankshaft axis.

### Misalignment Symptoms

If the assembly is allowed to run under these conditions, the discs must flex in alternate directions twice for each engine revolution. It is important to minimize the amount of disc flexing since, if it is excessive, the drive disc will crack. Although perfect bearing alignment is desirable, it is more important to keep disc deflection to the very minimum possible. This procedure assumes that the pilot bore of the drive discs are in the exact center and the flywheel counterbore (pilot) has no practical runout. Under these conditions, perfect Angular alignment will be attained when no deflection of the discs is measured.

Excessive Axial alignment will cause more generator vibration than Angular misalignment.

**Axial misalignment needs to be checked only when an objectionable vibration is present.**

Either type off misalignment may be present in a generator set assembly, with angular misalignment being the most common problem. Angular alignment may also be effected by set installation conditions and/or mishandling during shipping of the genset.

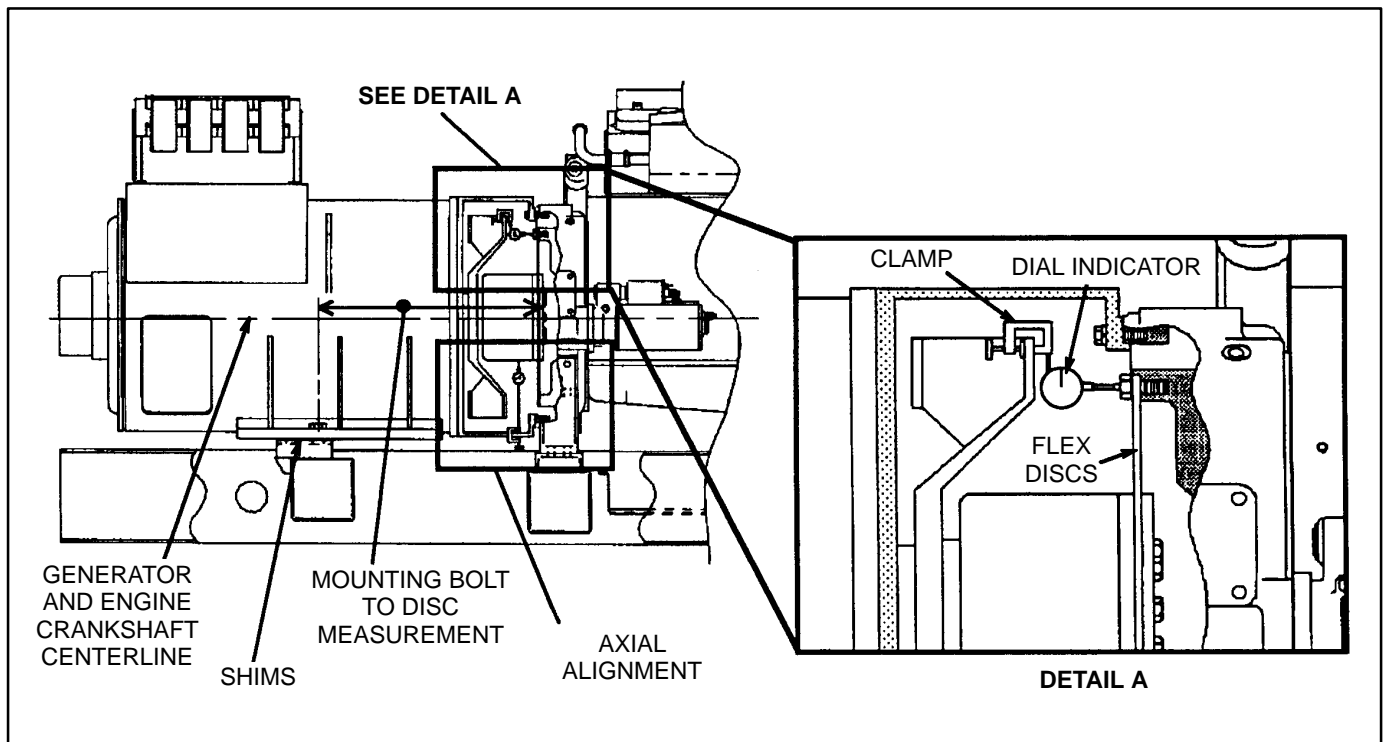


FIGURE 3-4. ANGULAR ALIGNMENT MEASUREMENT

## Angular Alignment Procedure

**⚠ WARNING** *Accidental starting of the generator set during this procedure presents the hazard of severe personal injury or death. Make sure to disconnect the negative (-) battery cable(s) before beginning.*

Fasten a dial indicator to either the generator shaft or the cooling fan with the sensing point resting on the capscrew head or the flat surface of the drive disc at the bolt circle diameter, see Figure 3-4. Bar the engine over in a clockwise rotation as viewed from engine flywheel. Do not allow it to roll back on compression at the end of the travel of each reading. It is unnecessary to zero the indicator since the total indicator reading (T.I.R.) of the deflection measurement to the bolt heads is what is required. T.I.R. will be the sum of the maximum positive and negative dial indicator readings as the engine completes one revolution.

**⚠ CAUTION** *Do not bar engine over by prying on fan blade. This may damage the blade and result in premature, sudden blade failure.*

Sample Generator Runout Readings: When taking the deflection readings described, make a diagram similar to the example shown in Figure 3-5, with a total indicator reading of .025". (The highest positive value of +.010" and the largest negative value of

-.015".) The indicator is closer to the top and further away at the bottom. This example indicates that the generator bearing is high. Since the side readings are equal, the generator is centered side to side. To lower the generator, remove equal shims from under both generator mounting feet. To approximate the amount of shims to remove or add:

1. Measure the distance between the center of the generator shaft to the point the indicator is measuring at. (For example; a SAE 18 Disc coupling distance is 10.7").
2. Measure the distance from the generator side of the flex discs to the center of the generator mounting bolt, refer to Figure 3-4. (For example; a HC6 Frame's distance is 28.4".)
3. Compare the distance measured in steps 1 and 2. (28.4" vs 10.7" or a 2.65 to 1 ratio.) Multiply this ratio times one half the T.I.R. (In our example, .025" divided by 2 is .0125". This, times 2.65 equals .033". Therefore, remove .033" of shims from under both mounting feet.)

In general, the T.I.R. should not be more than .001" for each inch of radius (center of shaft to indicator axis). If we use our example of 10.7 inches, then the maximum T.I.R. would be .011". This would only require a correction of .014" from the T.I.R. of .025". (A reading of +.002 at the top and -.009 at the bottom would fall within the satisfactory range.)

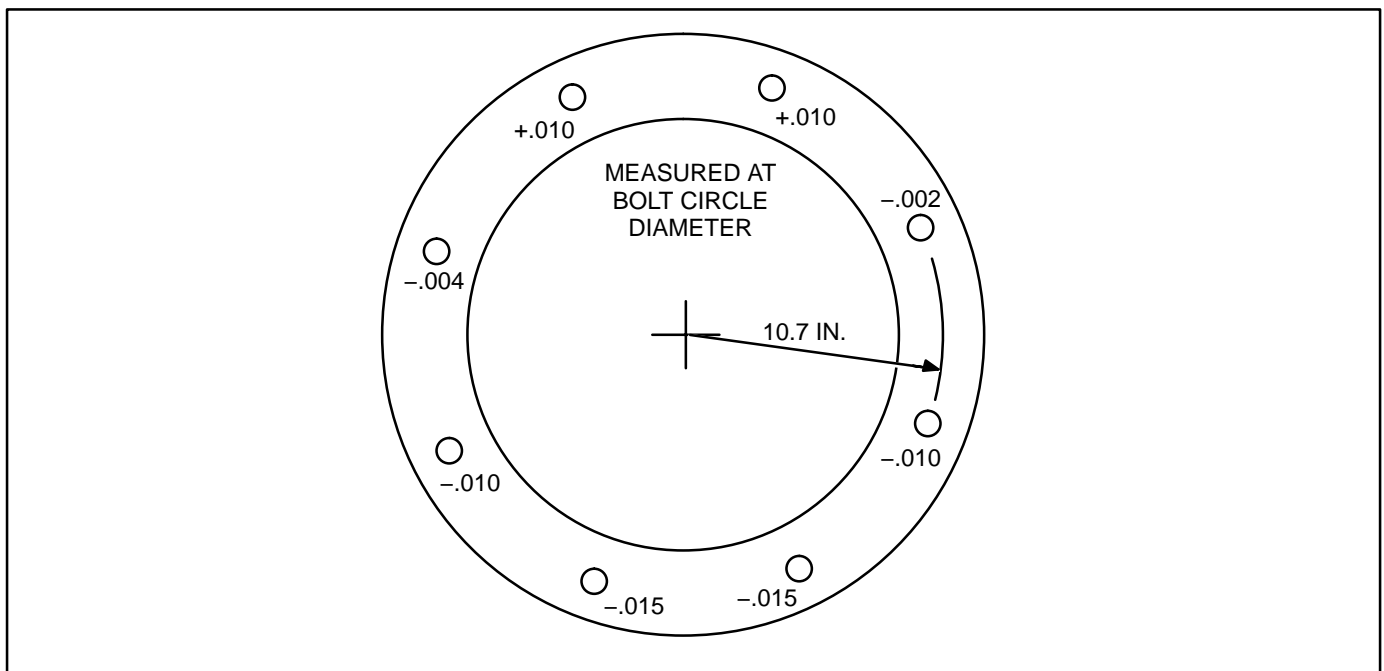


FIGURE 3-5. ANGULAR ALIGNMENT MEASUREMENT READINGS (EXAMPLE)



## Axial Alignment Procedure

**Axial misalignment needs to be checked only when an objectionable vibration is present.**

If excessive vibration remains after the angular alignment, check for concentric alignment of the generator shaft/engine crankshaft axis.

Fasten dial indicator holding device to skid base, engine block, or generator shell with a magnetic base or clamp and position so the sensor point of indicator rests on the generator shaft hub, see Figure 3-6. Bar the engine over in a clockwise rotation as viewed from engine flywheel, through a couple of rotations. Record indicator readings in eight equally spaced points around the shaft diameter. This will provide a T.I.R. for Axial shaft misalignment.

The maximum allowable T.I.R. runout is subjective, the optimal T.I.R. for runout would be .000 inches, however that may not be attainable. The recommendation of this procedure will be to reduce the measured T.I.R. runout by one half. Specific out-of-tolerance runout levels are difficult to establish due

to the varying surface quality of the generator shaft's drive disc mounting hub.

The goal of the Axial alignment is to reduce the vibration level of the genset while it is operating. A small improvement in the T.I.R. runout may have dramatic effects in the mechanically measured or physically observed vibration levels.

To correct for an out-of-tolerance T.I.R. indication, remove the capscrews connecting drive discs and flywheel. Mark the drive discs and flywheel with respect to each other. Rotate either the engine or generator so that drive discs holes are repositioned 180 degrees from their original location. Put the drive discs capscrews back in and retorque. Recheck shaft alignment as before. If shaft T.I.R. runout remains unchanged then discs should be rotated to either 30, 60 or 90 degrees from original location to correct the out-of-tolerance condition. If the T.I.R. does not improve after repositioning, a closer inspection of the flywheel pilot and drive disc runouts is required. This will help determine the cause of the Axial misalignment.

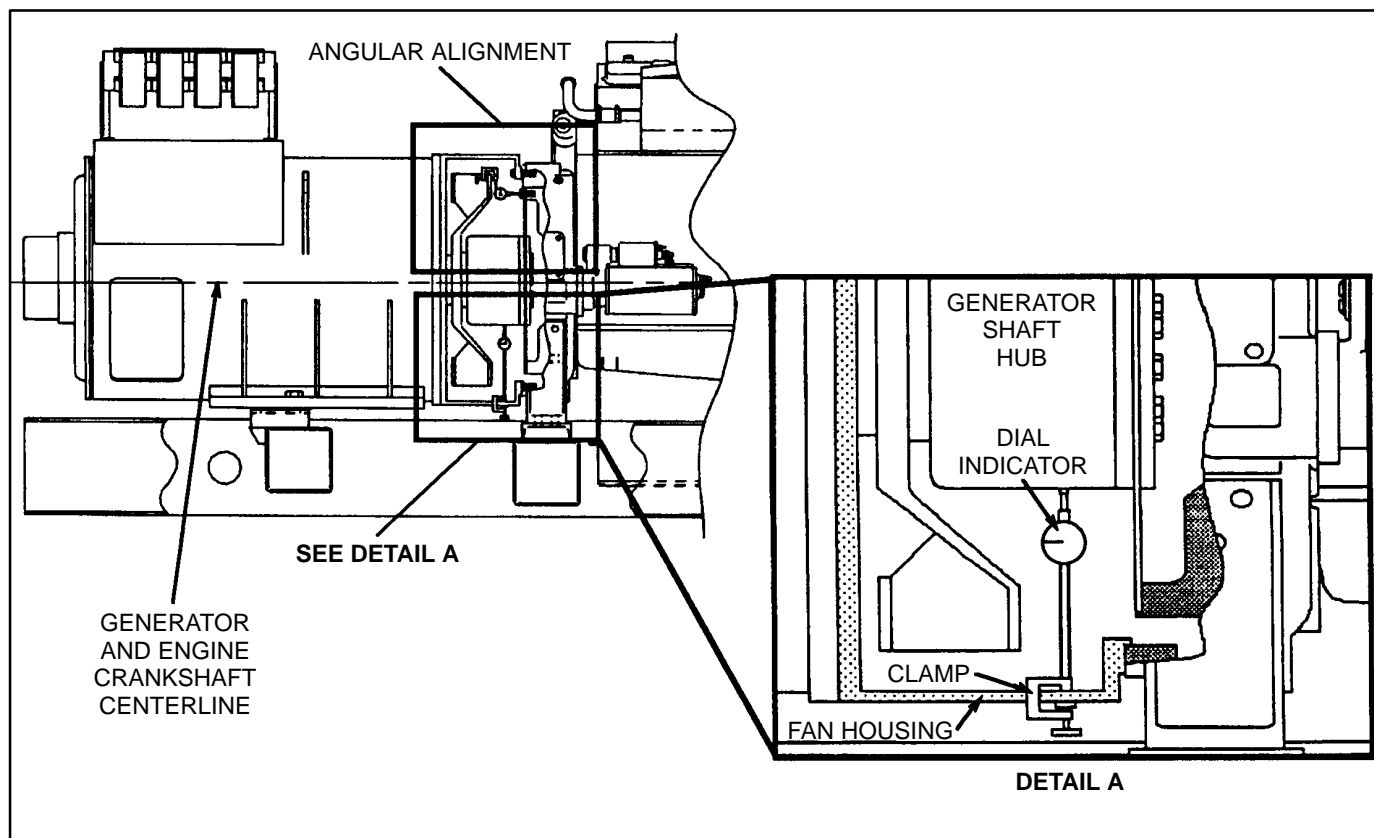


FIGURE 3-6. AXIAL ALIGNMENT MEASUREMENT

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## 4. Mechanical Connections

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### GENERAL

The generator set mechanical system installation includes connecting the fuel, exhaust, ventilation and cooling systems. Before starting any type of fuel installation, all pertinent state and local codes must be complied with and the installation must be inspected before the unit is put in service.

### FUEL SYSTEM

Cummins engines normally use ASTM No. 2 diesel fuel. They will, however, operate on alternate diesel fuels within the specifications shown in the Cummins engine *Operation and Maintenance Manual*.

In all fuel system installations, cleanliness is of the upmost importance. Make every effort to prevent entrance of moisture, dirt or contaminants of any kind into the fuel system. Clean all fuel system components before installing.

**A fuel filter/strainer/water separator of 100-120 mesh or equivalent (approximately 150 microns nominal) must be fitted between either the main tank and day tank or between the main tank and the engine.**

Use only compatible metal fuel lines to avoid electrolysis when fuel lines must be buried. Buried fuel lines must be protected from corrosion.

**⚠ CAUTION** *Never use galvanized or copper fuel lines, fittings or fuel tanks. Condensation in the tank and lines combines with the sulfur in diesel fuel to produce sulfuric acid. The molecular structure of the copper or galvanized lines or tanks reacts with the acid and contaminates the fuel.*

An electric solenoid valve in the supply line is recommended for all installations and required for indoor automatic or remote starting installations. Connect the solenoid wires to the genset “Switched B+” circuit to open the valve during generator set operation.

Separate fuel return lines to the day tank or supply tank must be provided for each generator set in a multiple-set installation to prevent the return lines of idle sets from being pressurized. Fuel return lines must not contain a shutoff device. Engine damage will occur if the engine is run with the return fuel lines blocked or restricted.

**⚠ CAUTION** *Never install shutoff device in fuel return line(s). If fuel return line(s) is blocked or exceeds fuel restriction limit, engine damage will occur.*

**Fuel Return Restriction (or Pressure) Limit:** Fuel return drain restriction (consisting of friction head and static head) between the engine injector return line connection and the fuel tank must not exceed the limit stated in the *Specification* section.

## Fuel Lines – Routing

A flexible fuel hose(s) or section of flexible fuel hose(s) must be used between the engine's fuel system and fuel supply and return line(s) to protect the fuel system from damage caused by vibration, expansion and contraction. Flexible lines for connecting between the engine and the stationary fuel lines are supplied as standard equipment.

Installation of the fuel hose must be done according to all applicable codes and standards, and installation recommendations provided by the manufacturer. The supplied flexible hose is approved by the hose manufacture for use with the genset fuel type and product application.

Support fuel lines to restrain movement and prevent chaffing or contact with sharp edges, electrical wiring and hot exhaust parts.

**⚠WARNING** *Sparks and hot surfaces can ignite fuel, leading to severe personal injury or death. Do not route fuel lines near electrical wiring or hot exhaust parts.*

Fuel lines must be routed and secured to maintain a 1/2 inch (12.7 mm) minimum clearance from electrical wiring and a 2 inch (51 mm) minimum clearance from hot exhaust parts.

## Engine Fuel Connections

Identification tags are attached to the fuel supply line and fuel return line connections.

## Supply Tank

Locate the fuel tank as close as possible to the generator set and within the restriction limitations of the fuel pump.

Install a fuel tank that has sufficient capacity to supply the genset operating continuously at full rated load for the planned period of operation or power outage. Refer to *Data Sheet* for fuel consumption data.

**⚠WARNING** *Fuel leaks create fire and explosion hazards which can result in severe personal injury or death. Always use flexible tubing between engine and fuel supply and return to avoid line failure and leaks due to vibration. The fuel system must meet applicable codes.*

If the fuel inlet restriction exceeds the defined limit due to the distance/customer-supplied plumbing between the genset and the main fuel tank, a transfer tank (referred to as a day tank) and auxiliary pump will also be required. If an overhead main fuel tank is installed, a transfer tank and float valve will be required to prevent fuel head pressures from being placed on the fuel system components.

For critical start applications, where generator sets are paralleled or must satisfy emergency start-time requirements, it is recommended that a fuel tank or reservoir be located such that the lowest possible fuel level is not less than 6 inches (150 mm) above the fuel pump inlet. This will prevent air from accumulating in the fuel line while the set is in standby, eliminating the period during startup when it has to be purged.

**Fuel Inlet Pressure/Restriction Limit::** Engine performance and fuel system durability will be compromised if the fuel inlet pressure or restriction limits are not adhered to. Fuel inlet pressure or restriction must not exceed the limits stated in the *Specification* section.

## Day Tank (If Used)

Fuel day tanks are used when fuel inlet restriction limits can not be met, or the supply tank is overhead and presents problems of high fuel head pressure for the fuel inlet and return lines.

**Supply Tank Lower Than Engine:** With this installation, the day tank is installed near the generator set, below the fuel injection system and within the fuel inlet restriction limit. Install an auxiliary fuel pump, to pump fuel from the supply tank to the day tank. A float switch in the day tank controls operation of the auxiliary fuel pump.

**The supply tank top must be below the day tank top to prevent siphoning from the fuel supply to the day tank.**

Provide a return line from the engine injection system return connection to the day tank. Plumb the re-

turn line to the bottom of day tank as shown in Figure 4-1. Provide a day tank overflow line to the supply tank in case the float switch fails to shut off the fuel transfer pump. Also, the overflow line should be one pipe diameter larger than the supply line.

**⚠ WARNING** *Spilled fuel presents the hazard of fire or explosion which can result in severe personal injury or death. Provide an overflow line to the supply tank from the day tank.*

**Supply Tank Higher Than Engine:** Install the day tank near the generator set, but below the fuel injection system. Use fuel line at least as large as the fuel pump inlet. The engine fuel return line must enter the day tank.

Include a shutoff valve in the fuel line between the fuel supply tank and the day tank to stop fuel flow when the generator set is off.

**⚠ WARNING** *Spilled fuel can create environmental hazards. Check local requirements for containment and prevention of draining to sewer and ground water.*

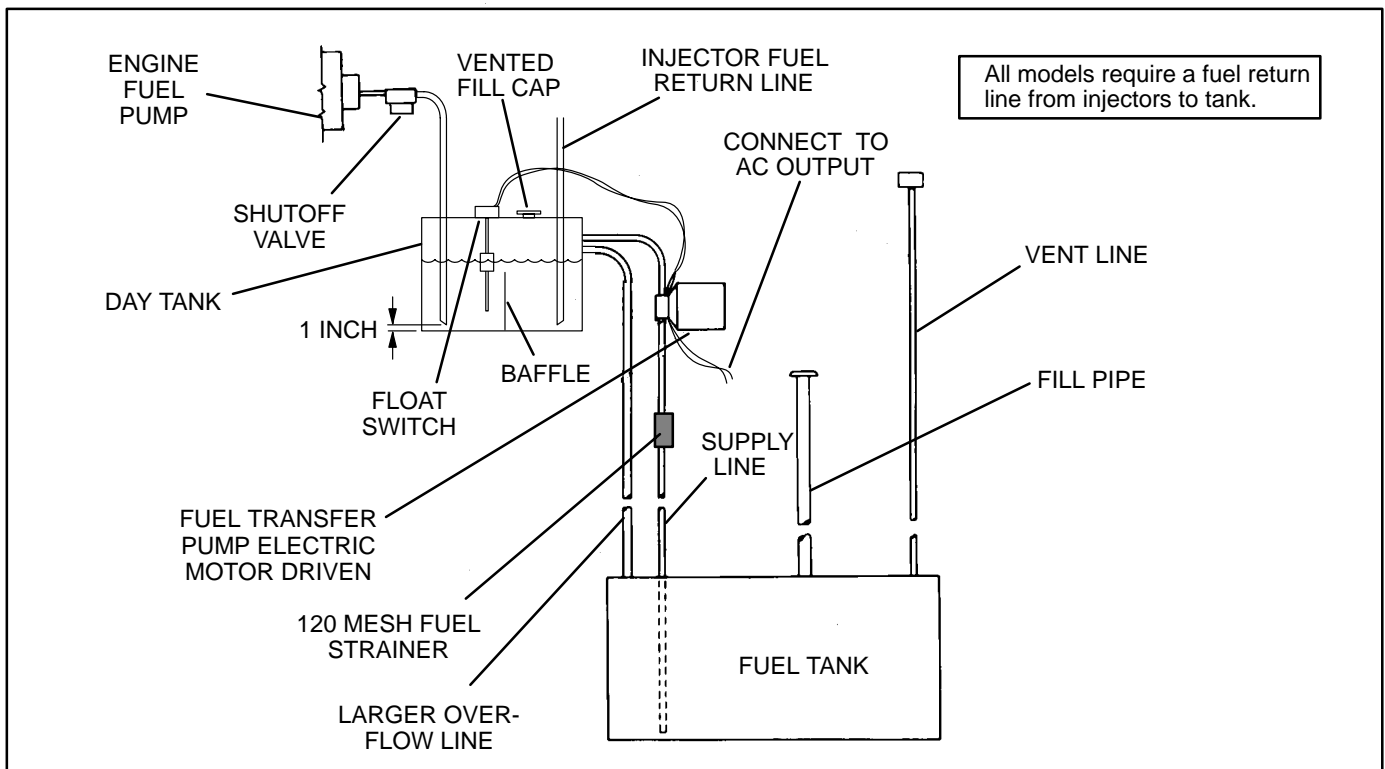


FIGURE 4-1. TYPICAL FUEL SUPPLY INSTALLATION

## EXHAUST SYSTEM

Pipe exhaust gases to the outside of any enclosure. Locate the exhaust outlets away from any air inlets to avoid gases re-entering the enclosure. Exhaust installations are subject to various detrimental conditions such as extreme heat, infrequent operation and light loads. Regularly inspect the exhaust system both visually and audibly to see that the entire system remains fume tight and safe for operation.

**⚠️WARNING** *Inhalation of exhaust gases can result in severe personal injury or death. Use extreme care during installation to provide a tight exhaust system. Terminate exhaust pipe away from enclosed or sheltered areas, windows, doors and vents.*

For indoor installation, the exhaust system must use sealed joint type fittings, (for example NPT fittings) to provide a tighter exhaust system. Use of slip type fittings (secured with a muffler clamp) may allow leakage of exhaust gases into the building.

**⚠️WARNING** *Inhalation of exhaust gases can result in severe personal injury or death. Use extreme care during installation to provide a tight exhaust system. Use NPT or equivalent type fittings for all indoor installations.*

Use an approved thimble (Figure 4-2) where exhaust pipes pass through wall or partitions. Insulated wall/roof thimbles are used where exhaust pipes pass through a combustible roof or wall. This includes structures, such as wood framing or insulated steel decking, etc. Uninsulated wall/roof thimbles are used where exhaust pipes pass through a non-combustible wall or roof, such as concrete. Refer to NFPA 37, Section 6-3. "Stationary Combustion Engines and Gas Turbines" for ac-

cepted design practices. Build according to the code requirements in effect at the installation site.

**⚠️WARNING** *Hot exhaust pipes can start a fire and cause severe injury or death if improperly routed through walls. Use an approved thimble where exhaust pipes pass through walls or partitions.*

**⚠️WARNING** *Inhalation of exhaust gases can result in severe personal injury or death. Do not use exhaust heat to warm a room, compartment or storage area.*

Rain caps are available for the discharge end of vertical exhaust pipes. The rain cap clamps onto the end of the pipe and opens due to exhaust discharge force from the generator set. When the generator set is stopped, the rain cap automatically closes, protecting the exhaust system from rain, snow, etc.

Use a section of flexible exhaust pipe between the engine and remainder of exhaust system. Support exhaust system to prevent weight from being applied to engine exhaust outlet elbow/turbocharger connection.

**⚠️CAUTION** *Weight applied to the engine manifold can result in turbocharger damage. Support the muffler and exhaust piping so no weight or stress is applied to engine exhaust elbow.*

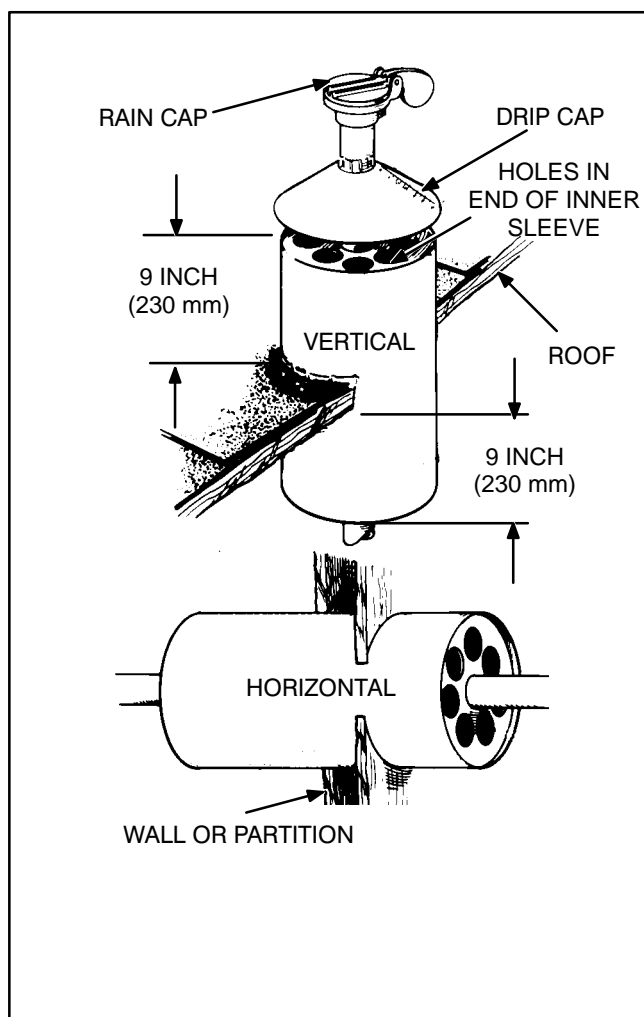
The exhaust system design should meet local code requirements.

**Liability for injury, death, damage, and warranty expense due to use of unapproved mufflers or modifications becomes the responsibility of the person installing the unapproved muffler or performing the modification. Contact a Cummins Power Generation distributor for approved exhaust system parts.**

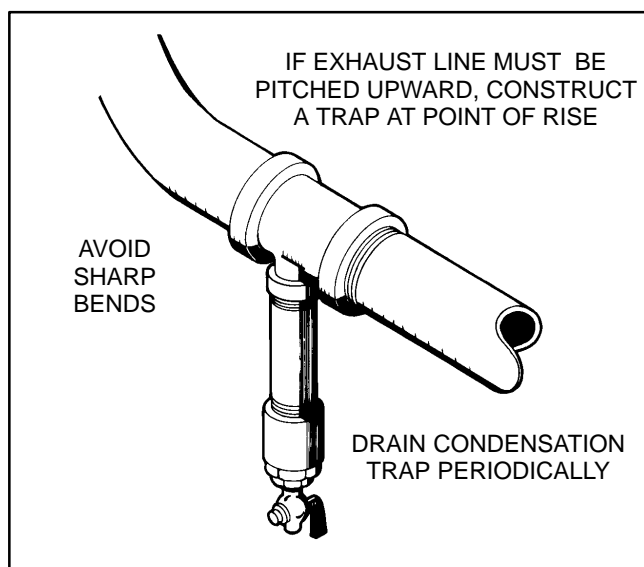
Avoid sharp bends by using sweeping, long radius elbows and provide adequate support for muffler and tailpipe. Pitch a horizontal run of exhaust pipe **DOWNWARD** (away from engine) to allow any moisture condensation to drain away from the engine. If an exhaust pipe must be turned upward, install a condensation trap at the point where the rise begins (Figure 4-3).

Shield or insulate exhaust lines if there is danger of personal contact. Allow at least 12 inches (305 mm) of clearance if the pipes pass close to a combustible wall or partition. Before installing insulation on exhaust system components, check the exhaust system for leaks while operating the genset under full load and correct all leaks.

**⚠ WARNING** *Exhaust pipes are very hot and they can cause severe personal injury or death from direct contact or from fire hazard. Shield or insulate exhaust pipes if there is danger of personal contact or when routed through walls or near other combustible materials.*



**FIGURE 4-2. MOUNTING EXHAUST THIMBLE**



**FIGURE 4-3. CONDENSATION TRAP**

## VENTILATION AND COOLING

Generator sets dissipate heat and fumes that must be removed by proper cooling and ventilation.

Generator sets in factory-mounted housings for outdoor installation are designed for proper cooling and ventilation.

Indoor installations require careful design with respect to cooling and ventilation. In an indoor installation, all radiator cooling air must be discharged to the out-of-doors. Duct adapter kits are available. See Figure 4-5 for a typical indoor installation.

**⚠WARNING** *Engine or radiator cooling air may carry deadly carbon monoxide gas which can cause asphyxiation and death. All engine or radiator cooling air must be discharged to the out-of-doors. Do not use it for heating a room or compartment.*

### Vents and Ducts

For indoor installations, locate vents so incoming air passes through the immediate area of the installation before exhausting. Install the air outlet higher than the air inlet to allow for convection air movement.

Size the vents and ducts so they are large enough to allow the required flow rate of air. The "free area" of ducts must be as large as the exposed area of the radiator. Refer to the genset *Data Sheet* for the air-flow requirements and allowed airflow restriction.

Wind will restrict free airflow if it blows directly into the air outlet vent. Locate the outlet vent so the effects of wind are eliminated. See Figure 4-4.

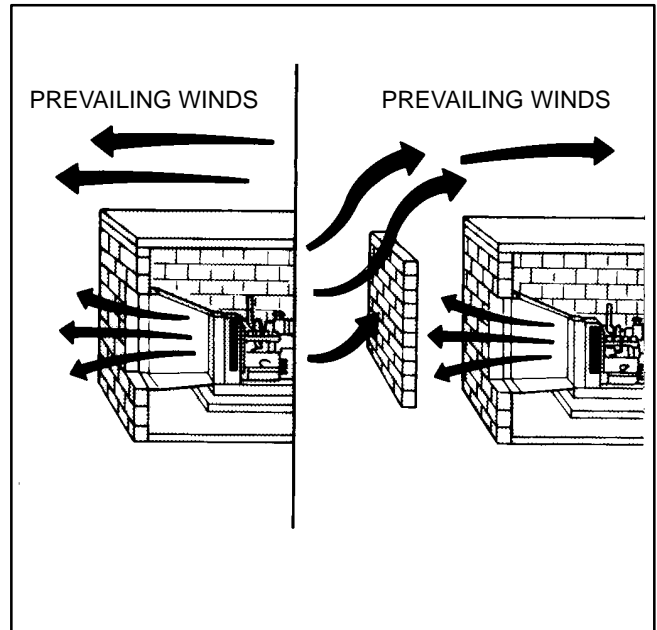


FIGURE 4-4. WIND BARRIER



## Dampers

Dampers or louvers protect the genset and equipment room from the outside environment. Their operation of opening and closing should be controlled by operation of the genset.

In cooler climates movable or discharge dampers are used. These dampers allow the air to be recirculated back to the equipment room. This enables the equipment room to be heated while the genset engine is still cold, increasing the engine efficiency.

## Radiator Set Requirements

Radiator set cooling air is drawn past the control end of the set by a pusher fan that blows air through the radiator (Figure 4-5). Locate the air inlet to the rear of the set. Make the inlet vent opening 1-1/2 to 2 times larger than the radiator area.

Louvers and screens over air inlet and outlet openings restrict air flow and vary widely in performance. A louver assembly with narrow vanes, for example, tends to be more restrictive than one with wide vanes. The effective open area specified by the louver or screen manufacturer should be used.

Locate the cooling air outlet directly in front of the radiator and as close as possible. The outlet opening must be at least as large as the radiator area. Length and shape of the air outlet duct should offer minimum restriction to airflow.

Attach a canvas or sheet metal duct to the flange and the air outlet opening using screws and nuts so duct can be removed for maintenance purposes. The duct prevents circulation of heated air. Before installing the duct, remove the radiator core guard.

**Standard Radiator Cooling** uses a set mounted radiator and engine pusher fan to cool engine water jacket. Air travels from the generator end of the set, across the engine and out through the radiator. An integral discharge duct adapter flange surrounds the radiator grille.]

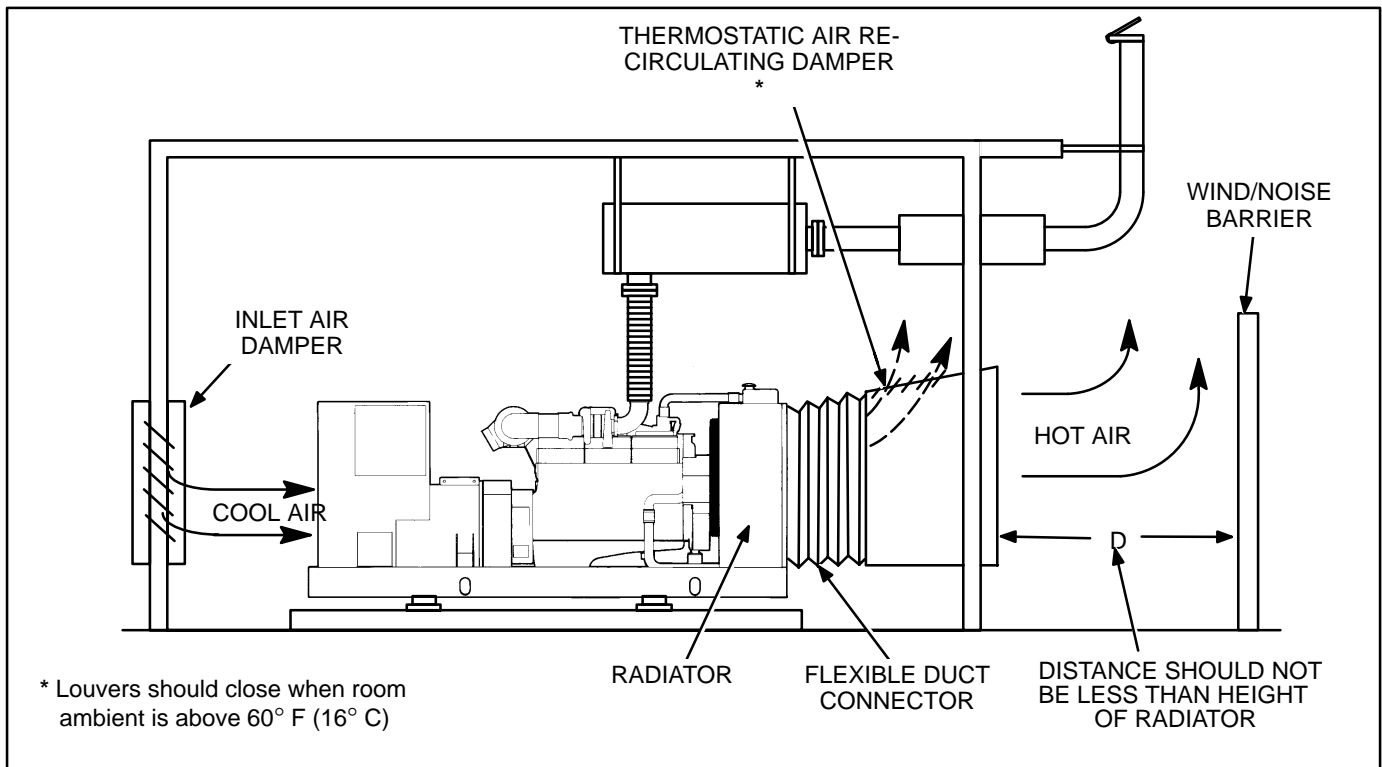


FIGURE 4-5. TYPICAL RADIATOR SET INSTALLATION

**Remote Radiator Cooling (Optional)** substitutes a remote mounted radiator and an electrically driven fan in place of mounted components. Removal of the radiator and the fan from the set reduces noise levels without forcing dependence on a continuous cooling water supply (necessary with heat exchanger cooling). The remote radiator installation must be completely protected against freezing.

Remote radiator plumbing will vary with installation. Follow recommendations given in Application Manual T-030. See product *Data Sheet* for friction head and static head limits.

**Before filling cooling system, check all hardware for security. This includes hose clamps, capscrews, fittings and connections. Use flexible coolant lines with heat exchanger or remote mounted radiator.**

### Engine Coolant Heater (Optional)

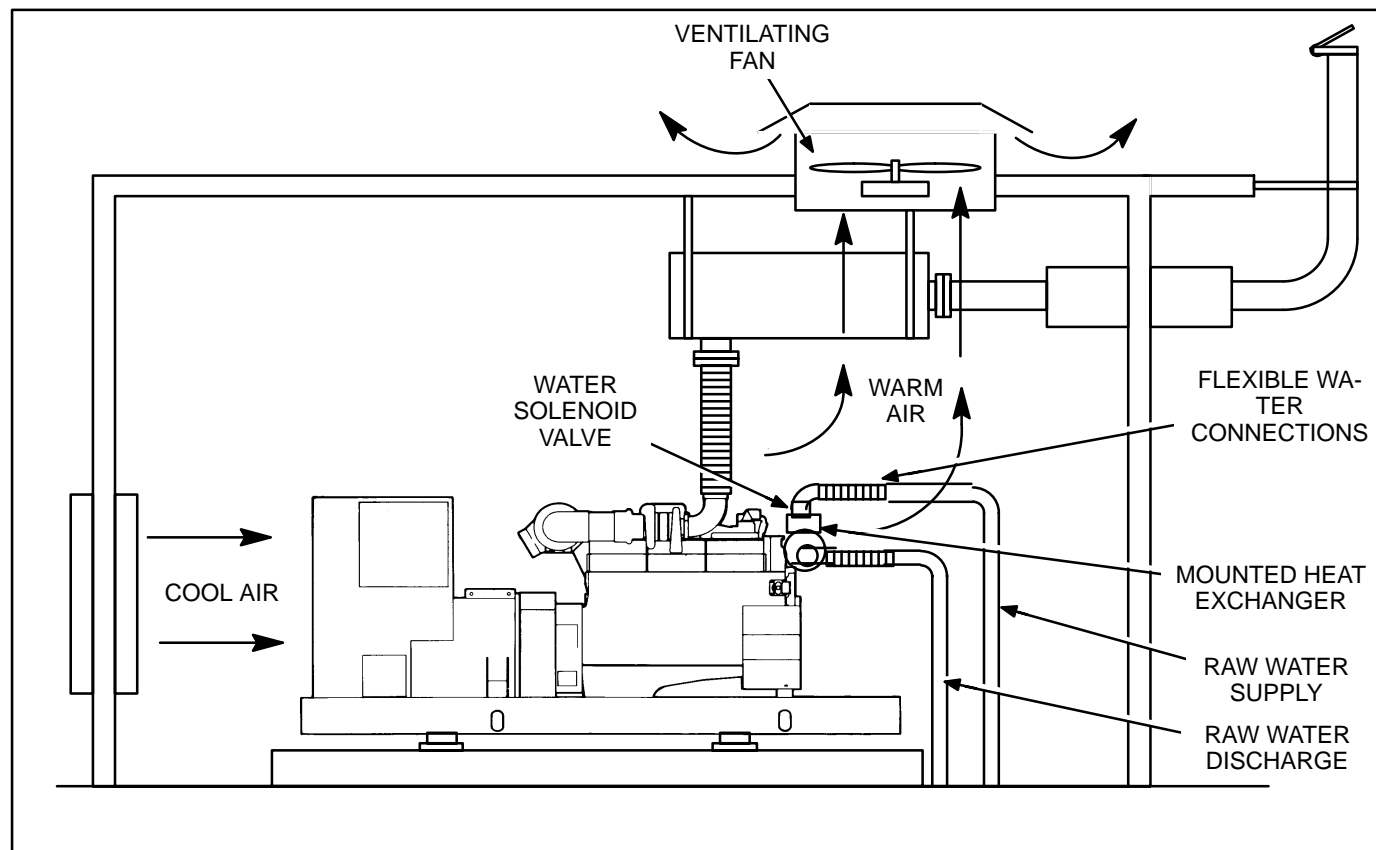
An optional coolant heater is available to keep the

engine warm for improved starting and code compliance. Connect the heater to a power source that will be energized when the engine is NOT running.

### Heat Exchanger (Optional)

The optional heat exchanger (Figure 4-6) uses a shell and tube type heat exchanger instead of the standard radiator and fan. Engine jacket coolant circulates through the shell side of the heat exchanger while the cooling water is pumped through the tubes. Engine coolant and raw water do not mix.

This system may reduce set enclosure airflow requirements and noise levels. Proper operation depends on a constant supply of raw water for heat removal. Adjust the flow to maintain engine coolant temperature between 165° F and 195° F (74° C and 91° C) while viewing the water temperature gauge. The engine coolant side of the system can be protected from freezing; the raw water side cannot be protected.



**FIGURE 4-6. TYPICAL HEAT EXCHANGER INSTALLATION**

# 5. DC Control Wiring

## CONTROL WIRING

The generator set control panel box contains connection points for remote control and monitor options.

**⚠ CAUTION** *Stranded copper wire must be used for all customer connections to the control panel. Solid copper wire may break due to genset vibration.*

Use flexible conduit for all wiring connections to the generator set. All conduit used for control wiring is attached to the control housing.

Route the control wiring through the control housing and into the access holes on the bottom of the control panel box. Figure 5-1 also shows the access holes that should be used according to where the wires are terminated inside the control box.

A compression type strain-relief connector should be used to prevent dust, insects, etc. from entering control box.

Use cable ties to keep control wiring away from sharp edges and AC power cables within the control housing.

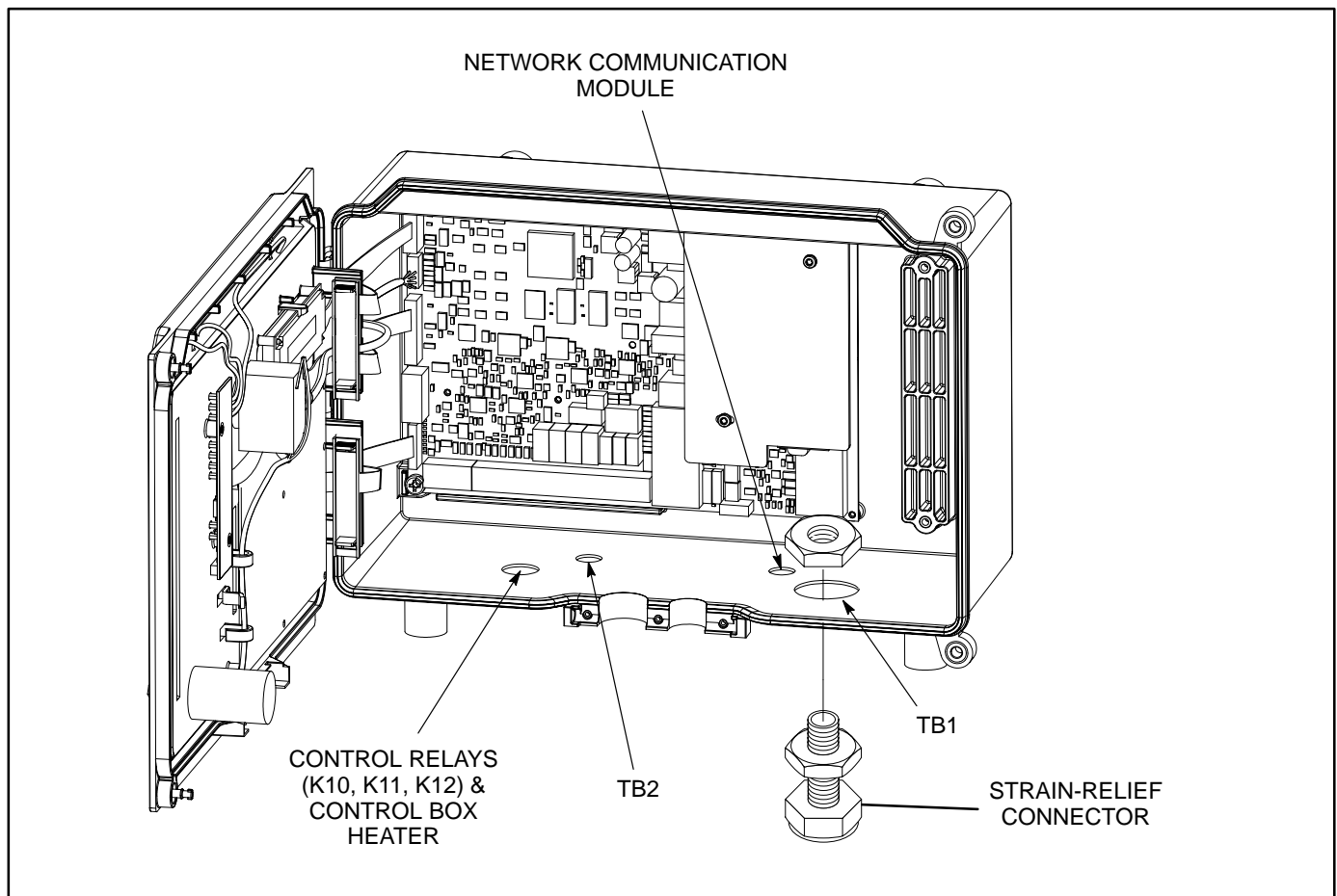


FIGURE 5-1. SUGGESTED CUSTOMER WIRE ROUTING

## TB1 REMOTE MONITOR/CONTROL CONNECTIONS

Customer monitor/control connections are attached to terminal block TB1 (Figure 5-2). Optional equipment such as a remote annunciator panel, sensing devices used to monitor genset operation, remote start/stop switches, battery charger, etc. are attached to TB1. Refer to Customer Connections diagram in Section 9.

### TB1 Wiring

**⚠ CAUTION** *Always run control circuit wiring in a separate metal conduit from AC power cables to avoid inducing currents that could cause problems within the control.*

**Digital Connections:** Connection points, other than relayed outputs, network, switched B+ and B+ are considered digital connections to terminal strip TB1. The type/gauge wire to use for these connections are:

- Less than 1000 feet (305m), use 20 gauge stranded copper wire.
- 1000 to 2000 feet (305 to 610m), use 18 gauge stranded copper wire.

**Relay Connections:** Due to the wide variety of devices that can be attached to the relay outputs of TB1, the electrical contractor must determine the gauge of the **stranded copper** wire that is used at this installation site. Refer to PCC Customer Connections diagram in Section 9 for the relay specifications.

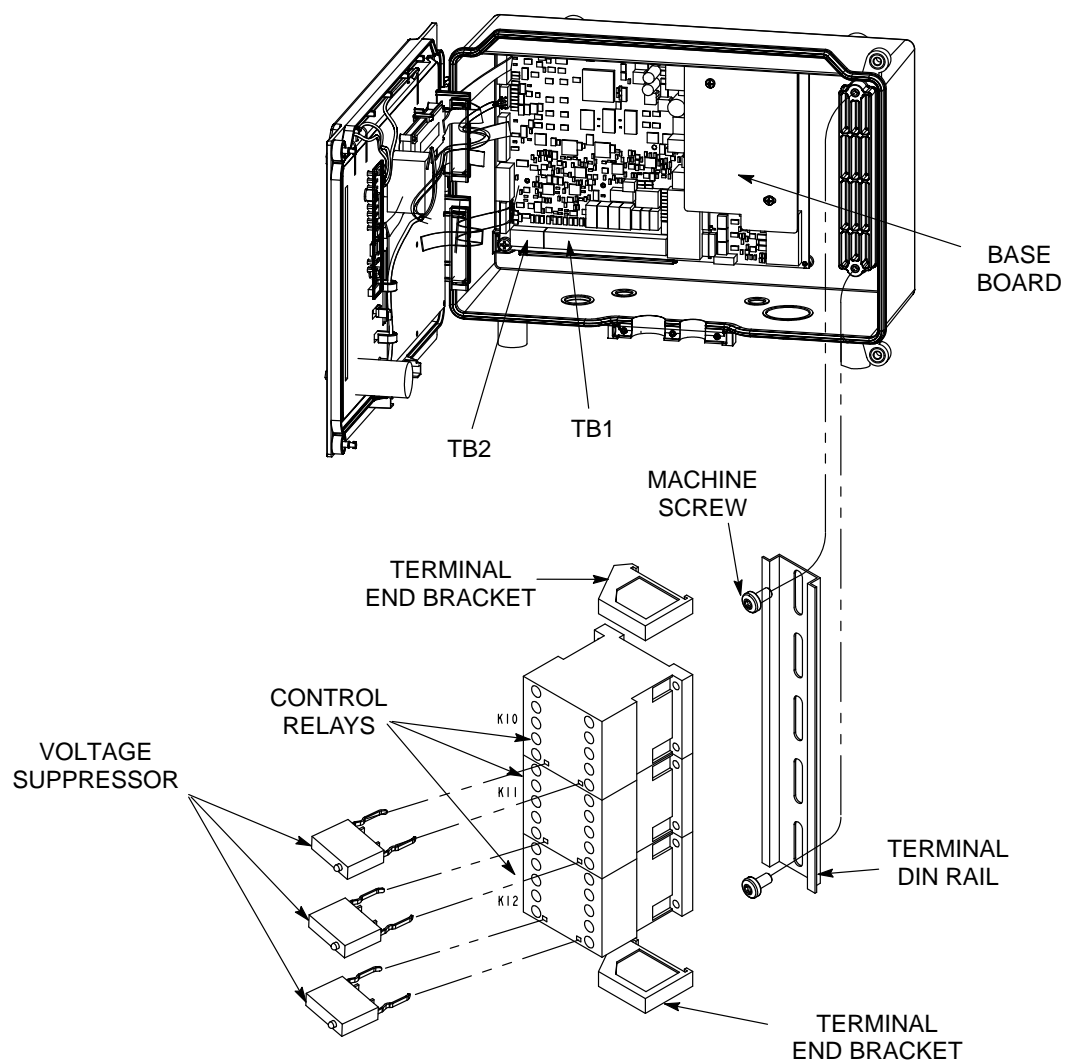
**Network Connections:** Refer to 900-0366 *Power-Command Network Installation and Operation* manual for the type/gauge wire to use for these connections.

**Switched B+:** (Fused at 5 amps.) Same as Relay Connection description.

**B+:** (Fused at 10 amps.) Same as Relay Connection description.

## TB2 POWER TRANSFER CONTROL (PTC) CONNECTIONS (OPTIONAL)

TB2 is used to connect the optional PTC module to the control. With this option installed, the control will monitor the utility voltage (mains) and frequency for failure. If power fails, the PTC control will start the generator, open the mains circuit breakers and close the generator circuit breakers. Refer to Customer Connections diagram in Section 9 and installation instructions sent with the PTC Module Kit.



**FIGURE 5-2. CONTROL PANEL BOX**

## CONTROL RELAYS (K11, K12, K13)

**⚠ CAUTION** *Damage to the Base board can occur if the voltage suppressors (Figures 5-2 and 5-3) are not installed across relay coils (A1/A2) of control relays K11, K12 and K13 before connecting genset battery cables.*

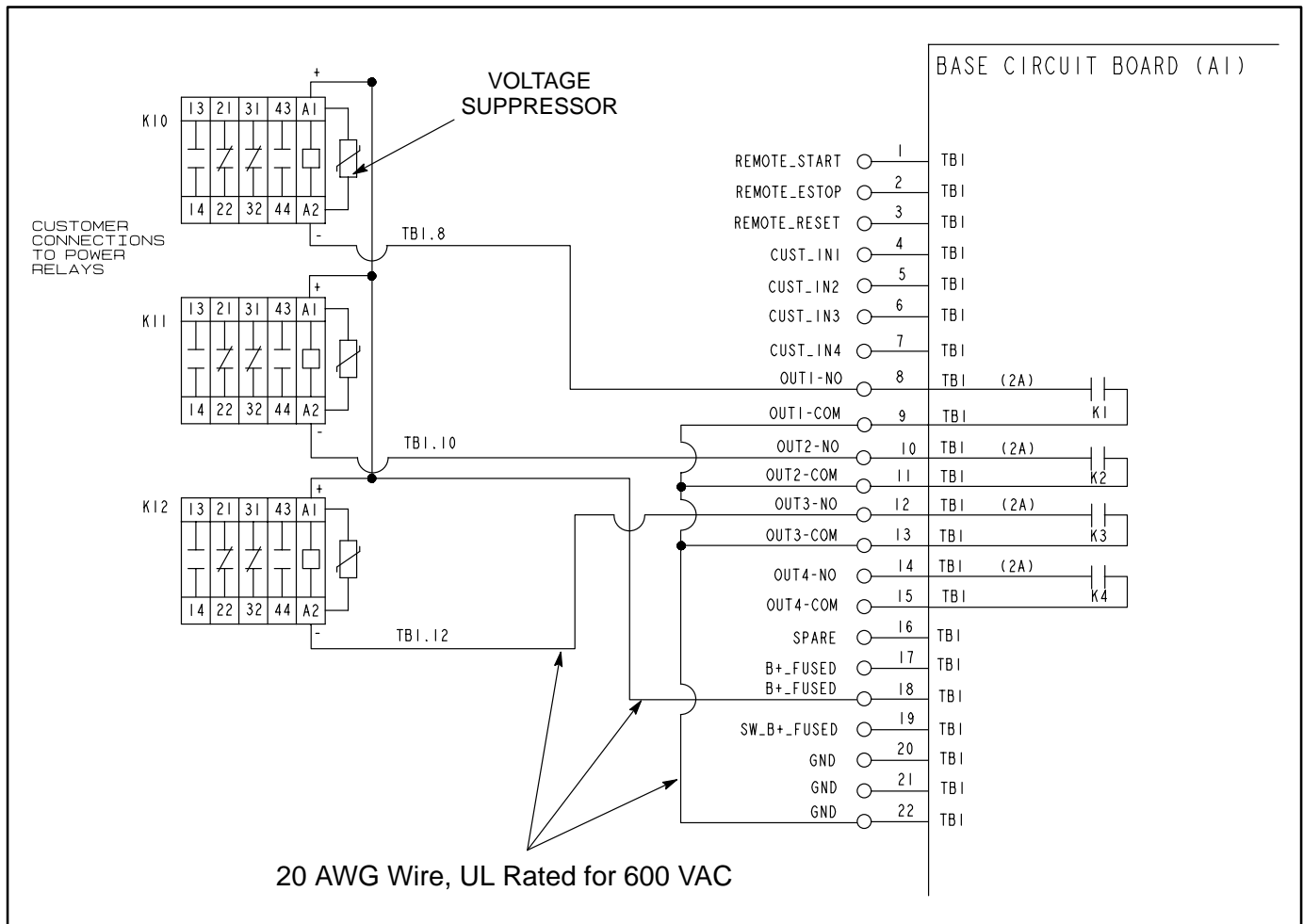
The three optional control relays are rail mounted inside the control panel housing. Each relay is a

4-pole relay with 2 poles normally open and two poles normally closed.

These relays (Figure 5-3) are used to control auxiliary equipment, such as fans, pumps and motorized air dampers. Energizing of the relays is user definable.

The contacts are rated at 10 amps at 600 VAC.

Refer to Customer Connections diagram in Section 9.



**FIGURE 5-3. OPTIONAL CONTROL RELAYS (K10, K11, K12)**

# 6. AC Electrical Connections

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## GENERAL

This section provides the procedure that is used to connect the AC electrical system of the genset.

Before making any AC electrical connections, make certain the generator set cannot be accidentally started. Place the control panel run switch in the OFF position. Turn off or remove AC power from the battery charger and then remove the negative (–) battery cable from the set starting battery.

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

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

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

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

**⚠WARNING** *Each of the operations described in this section should be done only by persons trained and experienced in electrical maintenance. Improper procedures may result in property damage, bodily injury or death.*

Connecting the genset AC electrical system involves:

- Generator insulation check
- Installation of transfer switch
- Generator output voltage selection
- Load cable connection
- Standard and optional AC equipment connections (e.g., control box heater, coolant heater, etc.
- Optional enclosure electrical connections (refer to Section 7).

Local regulations often require that wiring connections be made by a licensed electrician, and that the installation be inspected and approved before operation. All connections, wire sizes, materials used, etc. must conform to the requirements of electrical codes in effect at the installation site.

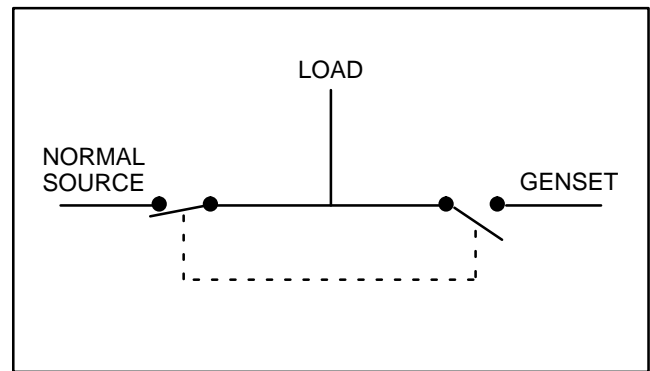
**⚠WARNING** *Improper wiring can cause a fire or electrocution, resulting in severe personal injury or death and/or property and equipment damage.*

Before starting the genset, check to make sure that all electrical connections are secure, and that all wiring is complete. Replace and secure any access panels that have been removed during installation. Check that the load cables from the genset are properly connected.

**⚠WARNING** *Backfeed to utility system can cause electrocution or property damage. Do not connect to any building electrical system except through an approved device and after building main switch is opened.*

## TRANSFER SWITCH

If the installation is for standby service, a transfer switch must be used for switching the load from the normal power source to the genset (see Figure 6-1). Follow the installation instructions provided with the transfer switch when connecting the load and control wiring.



**FIGURE 6-1. TYPICAL LOAD TRANSFER FUNCTION**



## AC WIRING

### Generator Voltage Connections

The available generator output voltages and maximum current ratings are specified on the generator set nameplate. Line-to-neutral voltage is always the lower voltage shown and line-to-line voltage is the higher rating.

These generators can be configured to the nameplate voltages as shown on the Reconnection Diagram located on the side access cover of the control housing. Many of the voltages listed will require reconfiguration of the generator output leads on the connection terminal block. This reconfiguration must only be done by service personnel that are trained and experienced to perform electrical installation. The generator set was adjusted to produce a specified voltage during production verification testing prior to shipment. The installer must always check the stator lead terminal block connections and perform any necessary reconnect to obtain the voltage required.

Some generator sets are capable of producing a wide range of voltages and connection configurations, others have specific limited capabilities. Refer to wiring diagram and generator voltages (from the nameplate) when reviewing the voltage connection information and use the wiring diagram supplied with your generator set when actually performing load connections.

**⚠ CAUTION** *Reconfiguring generator sets to higher voltages can exceed the voltage capability of the specific generator windings and damage the generator and also decrease line current, rendering line circuit breakers too large. Consult with your distributor before performing reconnection for a different voltage.*

**⚠ CAUTION** *Reconfiguring generator sets to lower voltages can reduce generator set ratings, and also increase line current, rendering line circuit breakers too small. Consult with your distributor before performing reconnection for a different voltage.*

### Load Connections

Flexible conduit and stranded conductors must be used for connections to take up movement of the generator set.

All loads are connected to the generator by bolting **stranded** load wires to the appropriate terminals on the generator reconnection terminal block or circuit breaker lugs. The terminals are stamped U, V, W and N to indicate the line and neutral connections. (Reference: U, V, and W correspond with L1, L2 and L3; and N with L0 respectively).

### Load Balancing

When connecting loads to the generator set, balance the loads so the current flow from each line terminal (L1, L2 and L3) is about the same. This is especially important if both single phase and three phase loads are connected. Any combination of single phase and three phase loading can be used as long as each line current is about the same, within 10 percent of median value and no line current exceeds the nameplate rating of the generator. Check the current flow from each line after connections by observing the control panel ammeter.

### Current Transformers

Current transformers (CT's) are required on gensets that contain AC meters. The CT's must be installed as noted in the following CT Installation Requirements.

Refer to the Reconnection Diagram to identify the output leads/phase that must be routed through each CT, and also appropriate transformer post selection for meter sensing leads. The transformers are labeled CT1, CT2 and CT3 on the reconnection wiring diagram. (The Reconnection Diagram is located on the upper side cover of the control housing.)

#### CT Installation Requirements:

- A. The CT has a dot on one side. This dot must be facing toward the generator (conventional current flowing into the dot). A dot is also used to indicate pin 1 of the CT.
- B. CT1 – U load leads (A phase),  
CT2 – V load leads (B phase)  
CT3 – W load leads (C phase)
- C. Route the appropriate load wires through each CT.
- D. The CT's have dual secondaries (3 pins). The CT secondary wire marked 1 is connected to pin 1 of the CT. CT secondary wire marked 2/3 is connected to pin 2 for high voltage gensets or to pin 3 for low voltage gensets. (Refer to Reconnection Diagram.)

## Grounding

The following is a brief description of system and equipment grounding of permanently installed AC generators within a facility wiring system. It is important to follow the requirements of the local electrical code.

Figure 6-2 illustrates typical system grounding for a 3-pole and a 4-pole automatic transfer switch (ATS). In the 3-pole ATS, note that the generator neutral is connected to the ATS and is NOT bonded to ground at the generator. In the 4-pole ATS system, a grounding electrode conductor and a bonding jumper are used to connect the generator neutral to ground.

Make sure the genset is grounded to earth in one location only. On generators without a circuit breaker, ground to the point indicated on the top of the generator. On gensets with circuit breakers, use the ground lug provided in the circuit breaker box.

**⚠WARNING** *Electric current can cause severe personal injury or death. Bonding and grounding must be done properly. All metallic parts that could become energized under abnormal conditions must be properly grounded.*

Typical requirements for bonding and grounding are given in the National Electrical Code, Article 250. All connections, wire sizes, etc. must conform to the requirements of the electrical codes in effect at the installation site.

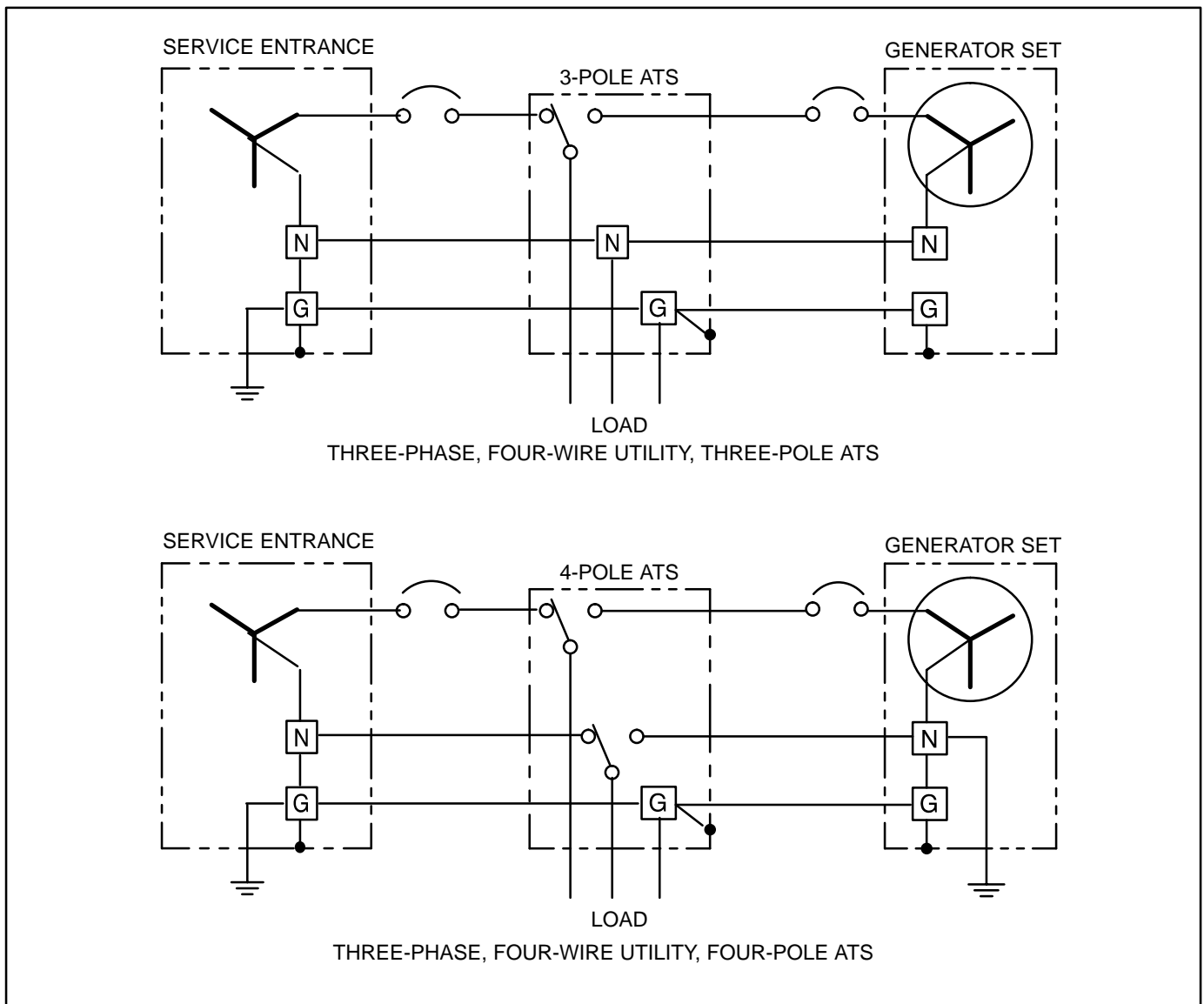
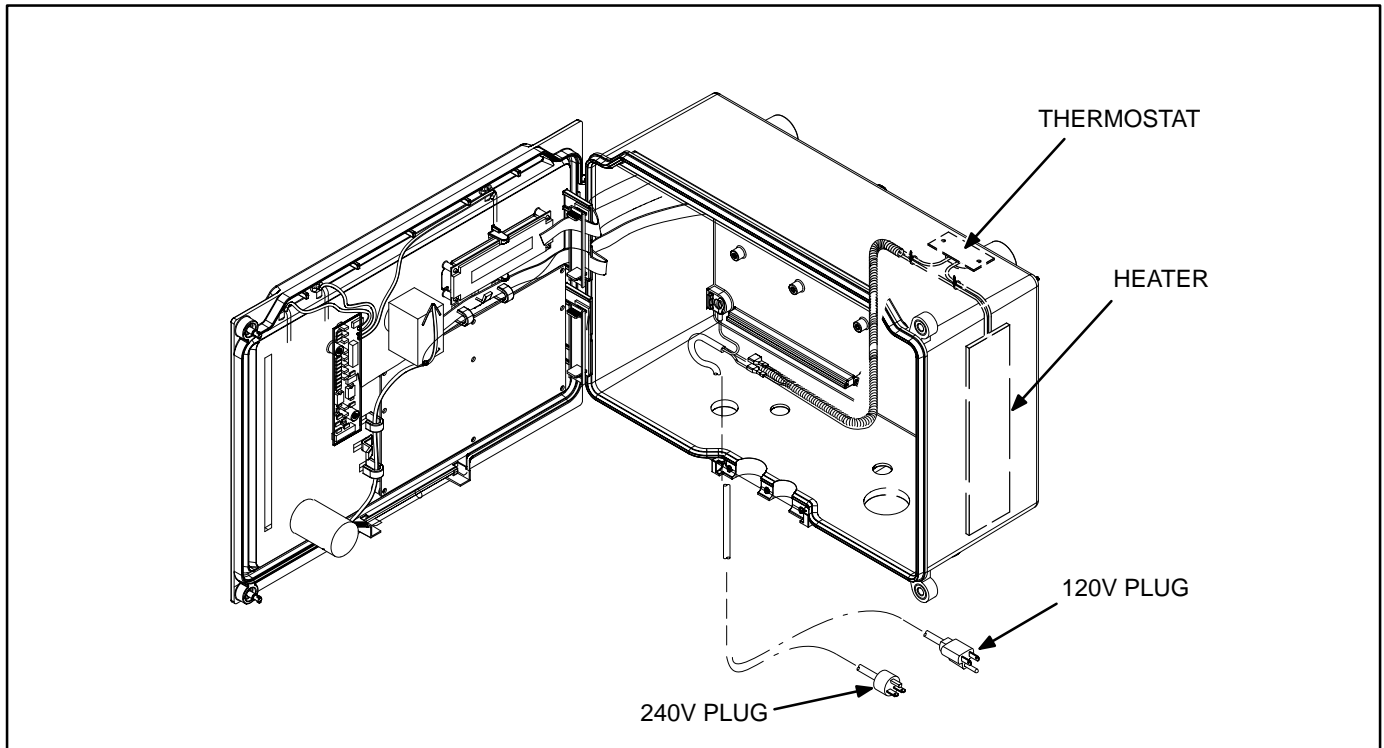


FIGURE 6-2. TYPICAL SYSTEM GROUNDING ONE-LINE DIAGRAMS

### CONTROL HEATER (OPTIONAL)

A control heater (Figure 6-3) provides a means of humidity/temperature control of the control box inte-

rior. It protects the components when the generator set is subjected to varying ambient air conditions during extended periods of non-use.



**FIGURE 6-3. OPTIONAL CONTROL HEATER**

## COOLANT HEATER

The coolant heater keeps engine coolant warm when the engine is shut down. It heats and circulates the coolant within the engine. This reduces startup time and lessens engine wear caused by cold starts. It is electrically operated and thermostatically controlled.

**⚠ CAUTION** *The coolant heater must not be operated while the cooling system is empty or damage to the heater will occur.*

Figure 6-4 shows a typical coolant heater. Connect the heater to a source of power that will be on during

the time the engine is not running. Be sure the supply voltage and circuit amperage is correct for the heater element rating.

**A battery charger is required to prevent battery discharge. The heater control relay draws 83 mA of current when the heater(s) is off. The heater is off when the engine has reached the proper temperature or the engine is running.**

**⚠ CAUTION** *Do not connect AC power to the heater before connecting battery cables. Heater will run continuously without DC power and can overheat and damage heater.*

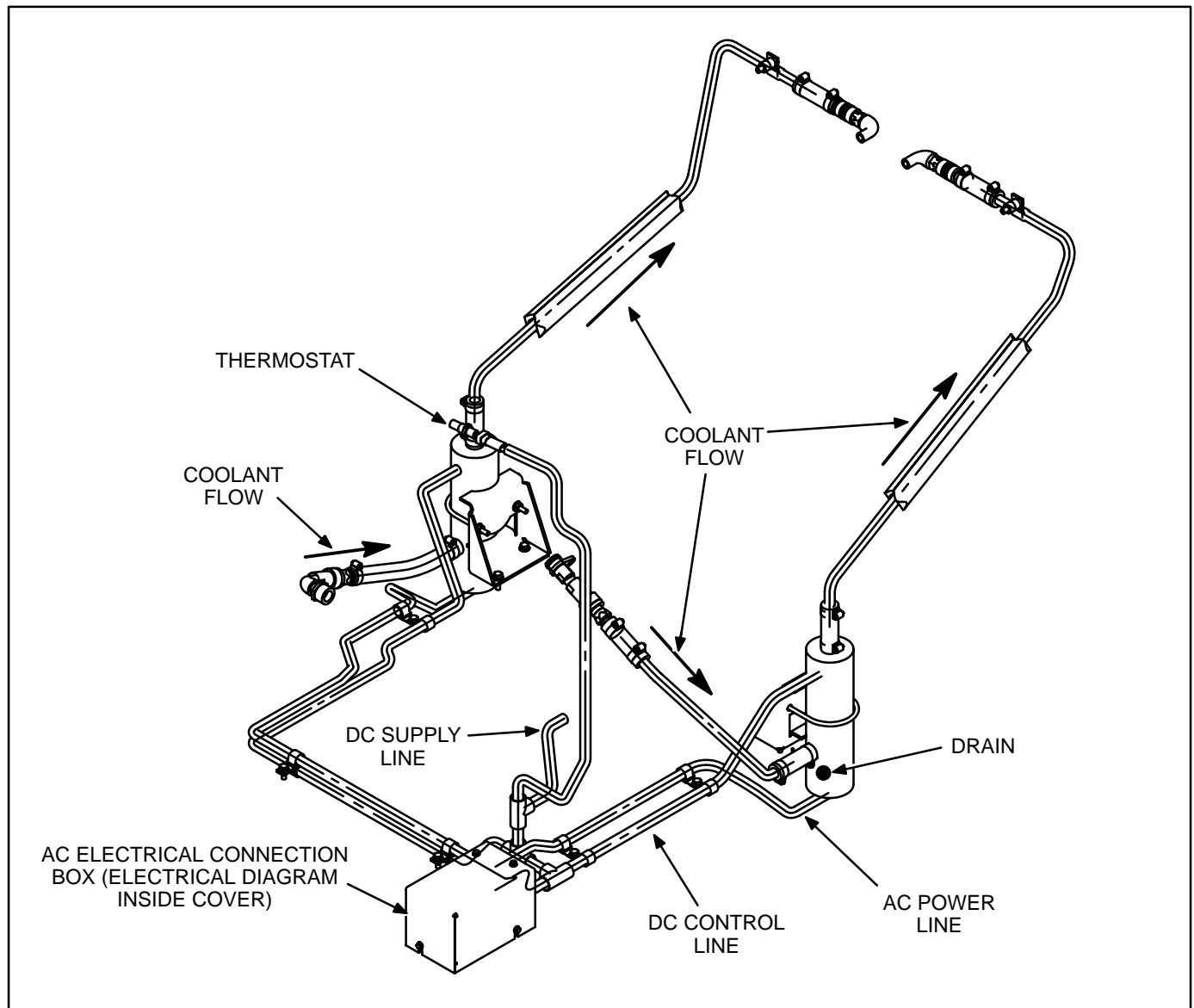


FIGURE 6-4. TYPICAL COOLANT HEATER

## GENERATOR HEATER

A generator heater(s) is used to help keep the generator free of condensation when the generator set is not running. During cool and humid conditions, condensation can form within a generator, creating flashing and a shock hazard.

**⚠ WARNING** *Water or moisture inside a generator increases the possibility of flashing and electrical shock, which can cause equipment damage and severe personal injury or death. Do not use a generator which is not dry inside and out.*

Figure 6-5 illustrates the installation of two heater elements. Connect the heater(s) terminals to a source of power that will be on during the time the engine is not running. Be sure the supply voltage and circuit amperage is correct for the heater element rating.

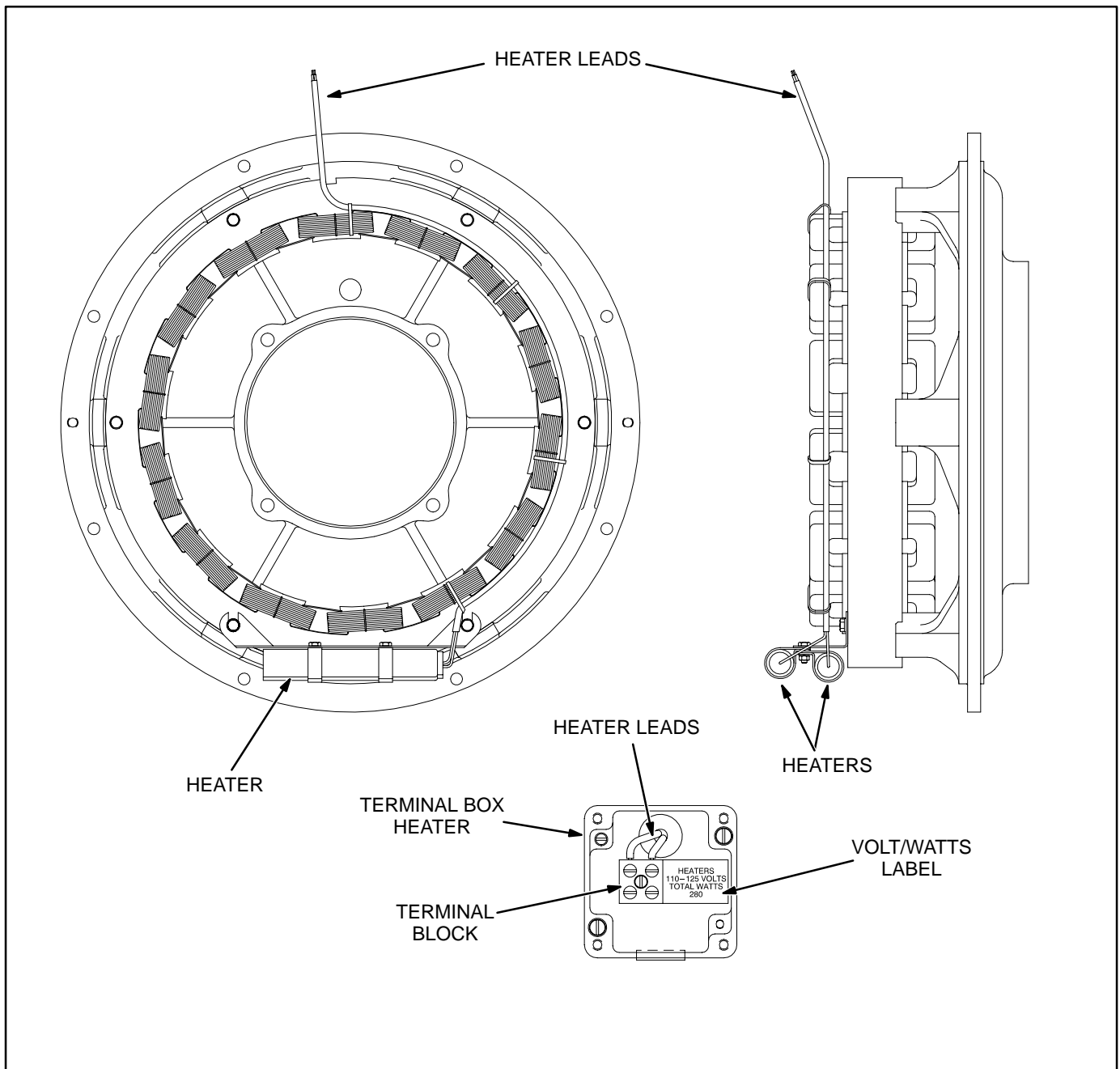


FIGURE 6-5. TYPICAL GENERATOR HEATER INSTALLATION

## FUEL TRANSFER PUMP

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

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

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

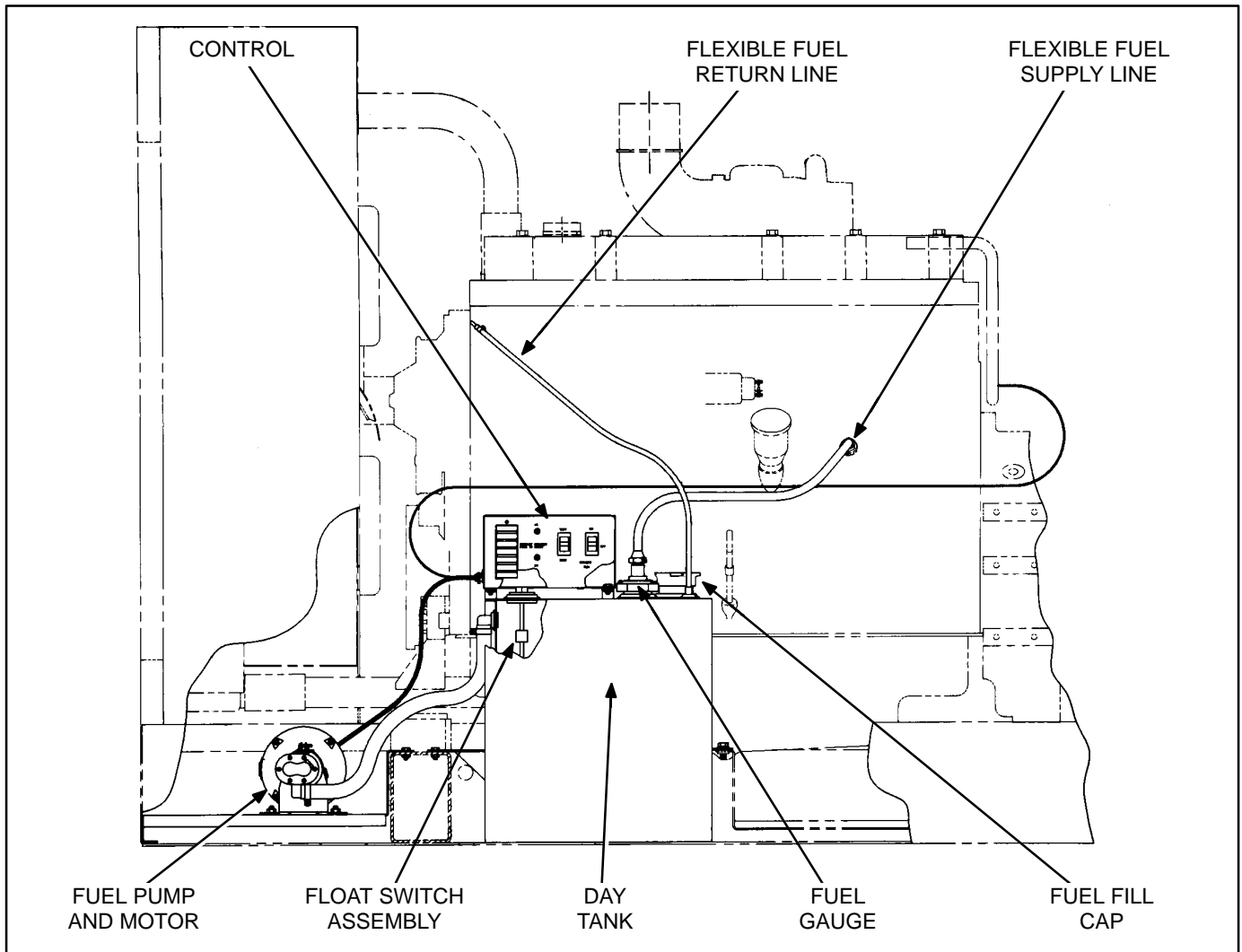


FIGURE 6-6. TYPICAL IN-SKID DAY TANK INSTALLATION

## Fuel Pump Control AC Connections

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

1. To convert the day tank controller from 240 VAC to 120 VAC, perform the following steps.
  - A. Remove the two jumpers between terminals **TB1-6** and **TB1-7** in the control box and connect one between terminals **TB1-5** and **TB1-6** and the other between terminals **TB1-7** and **TB1-8**.
  - B. Move selector switch **S103** on the control PCB to the up position for 120V.
  - C. If the control is equipped with a transformer, remove the two jumpers between terminals **H2** and **H3** and connect one between **H1** and **H3** and the other between **H2** and **H4**.
2. To convert the day tank controller from 120 VAC to 240 VAC, perform the following steps.
  - A. Remove the jumpers between terminals **TB1-5** and **TB1-6**, and **TB1-7** and **TB1-8** in the control box and connect the two jumpers between terminals **TB1-6** and **TB1-7**.
  - B. Move selector switch **S103** on the control PCB to the down position for 240 VAC.
  - C. If the control is equipped with a transformer, remove the jumpers between terminals **H1** and **H3**, and **H2** and **H4** and connect the two jumpers between **H2** and **H3**.
3. Attach a tag to the control box indicating the supply voltage.
4. Terminals **TB1-8** and **TB1-5** are available for connection of a 120 or 240 VAC electric fuel shutoff valve rated not more than 0.5 amps. The voltage rating of the valve must correspond with the voltage utilized for the pump. See Item 2 above.

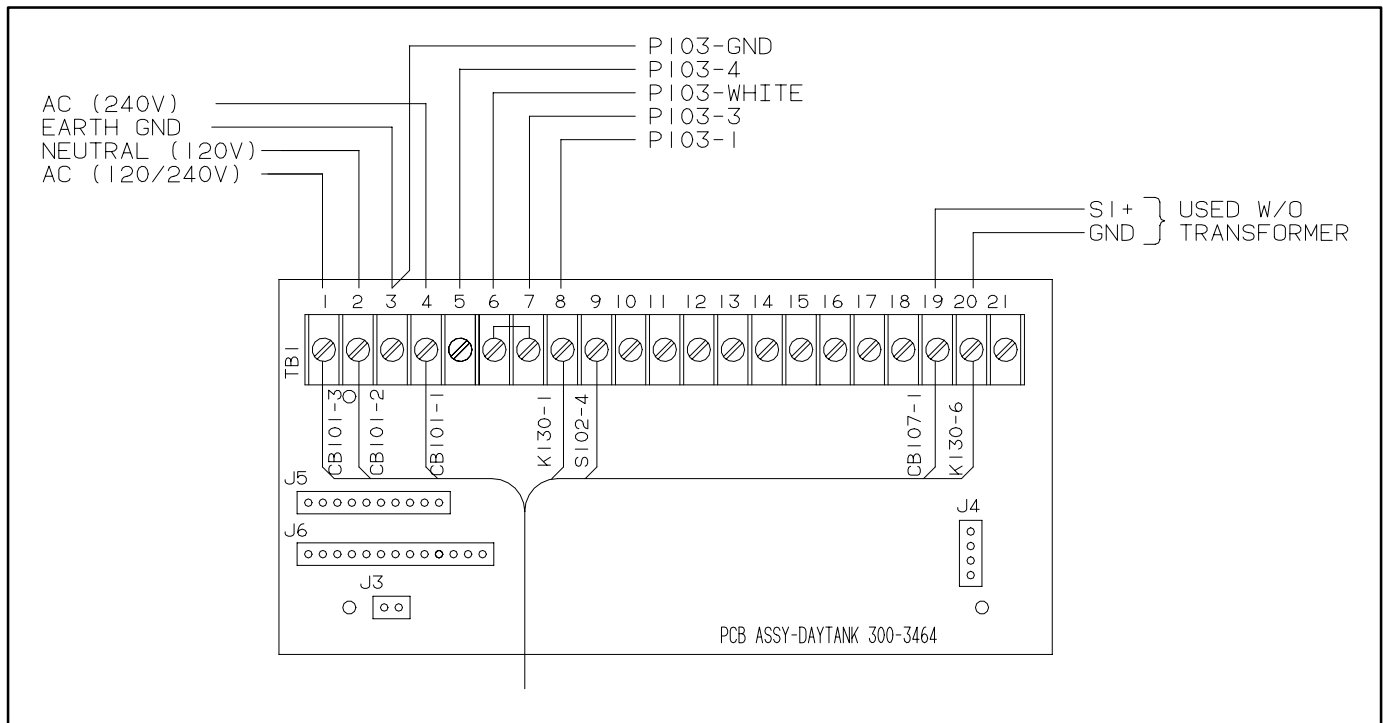


FIGURE 6-7. FUEL PUMP CONTROL TERMINAL BOARD

## GROUND FAULT ALARM RELAY (OPTIONAL)

The optional Ground Fault Relay (GFR) (Figure 6-8) is typically located behind the lower control housing grille. The ground fault relay continuously monitors the neutral to ground connection and activates a fault alarm when the connection is broken. During genset operation, the relay continuously monitors the line to neutral and activates a fault alarm when a ground fault is sensed.

The relay alarm contacts are typically connected to the genset control to provide a "Ground Fault Alarm" indication.

A control reset will clear the fault at the control panel and will also reset the ground fault relay.

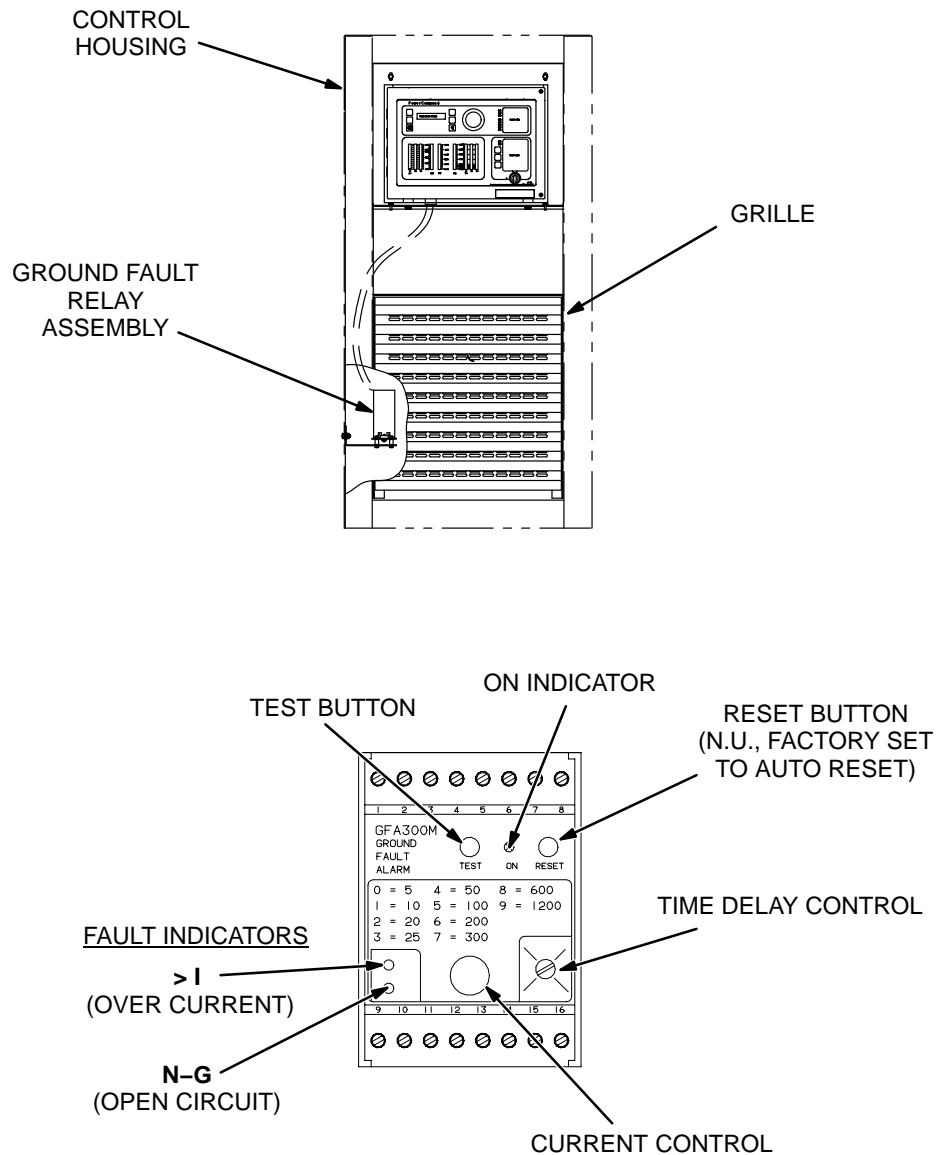
The relay has a time delay setting of zero to one second and a current setting of 5 to 1200 amperes.

Adjust the Current and the Time Delay controls on the ground fault relay to the customers specifications.

After the installation of the genset is complete, perform the following procedure to test the operation of the ground fault relay.

- A. Verify that the **N-G** Fault Indicator on the GFR is not lit. If lit, it indicates that the bonding jumper circuit (neutral to ground) is open. If genset does not require bonding jumper, a bonding jumper must be installed at the facility service entrance.
- B. Move the control switch to the Run position.
- C. Press the TEST switch on the ground fault relay.
- D. Verify that the control panel warning message is displayed and the Fault Indicator (**>I**) on the GFR is lit.
- E. Reset the control panel fault (this will also reset the ground fault relay).





**FIGURE 6-8. GROUND FAULT ALARM RELAY**

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# 7. Enclosure Electrical Connections

## GENERAL

Generator sets configured with an enclosure can contain one or more optional features. The optional features that require electrical connections when installing the generator set are described in this section. For wiring diagrams of enclosure options, refer to Section 10, *Enclosure/Options Wiring*.

**⚠ CAUTION** *Flexible conduit and stranded conductors must be used for connections to take up movement of the genset. Solid copper wire may break due to genset vibration.*

Figure 7-1 shows the location of the optional features within the enclosure.

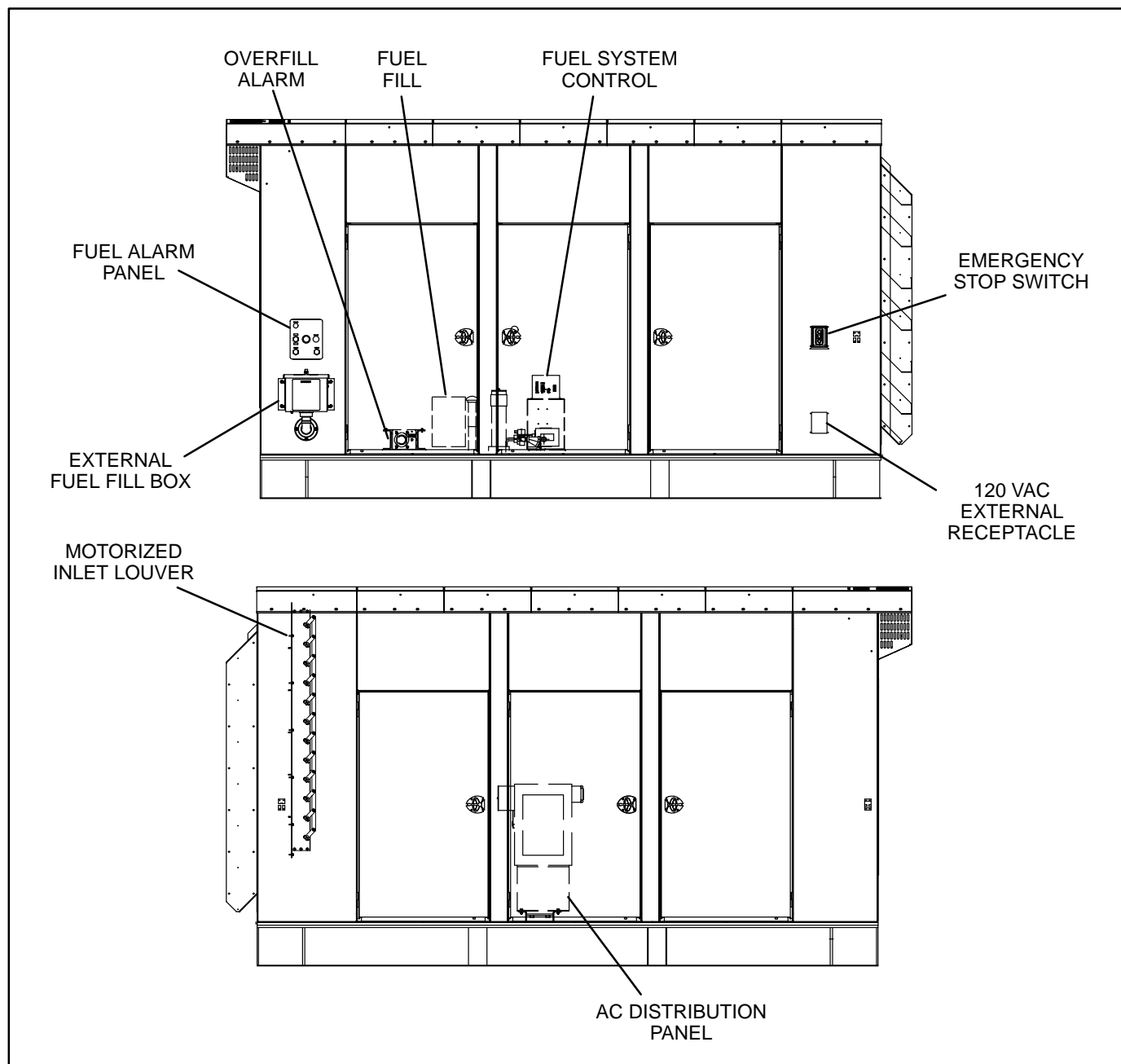


FIGURE 7-1. OPTIONAL ENCLOSURE FEATURES (WEATHER ENCLOSURE SHOWN)

## OPTIONAL AC DISTRIBUTION PANEL

The AC distribution panel (Figure 7-2) provides a centralized power source (120/220VAC) for all optional enclosure features.

**⚠ CAUTION** *Make sure all circuit breakers are in the OFF position before applying power to the AC distribution panel. Other options may require additional installation before connecting to power.*

**⚠ CAUTION** *When the generator set contains the fuel transfer pump option, power to the AC distribution panel must be fed from a transfer switch and step-down transformer to maintain 120V power to the pump when utility power is interrupted. If the transfer pump option is not installed, power to the AC distribution panel can be fed from a non-emergency source. (Other optional features connected to the AC distribution*

*panel are not needed for generator set operation.)*

All connections to the AC distribution panel are to be done in compliance with the National Electric Code and all applicable local codes and standards using 60 or 75 degree conductors.

The AC distribution panel is designed to be fed with a 100AMP, 120/240VAC, single phase feeder. The two line conductors connect into the 100AMP main breaker that is listed for #4 to 2/0 conductors, AL or CU when torqued to 50 in-lbs.

The neutral conductor connects into the neutral bus which is listed for #5 to 300KCMIL conductors, AL or CU when torqued to 21 ft-lbs.

The grounding conductor, if used, connects into the ground bar which is listed for #1 to 2/0 conductors, AL or CU when torqued to 17 ft-lbs.

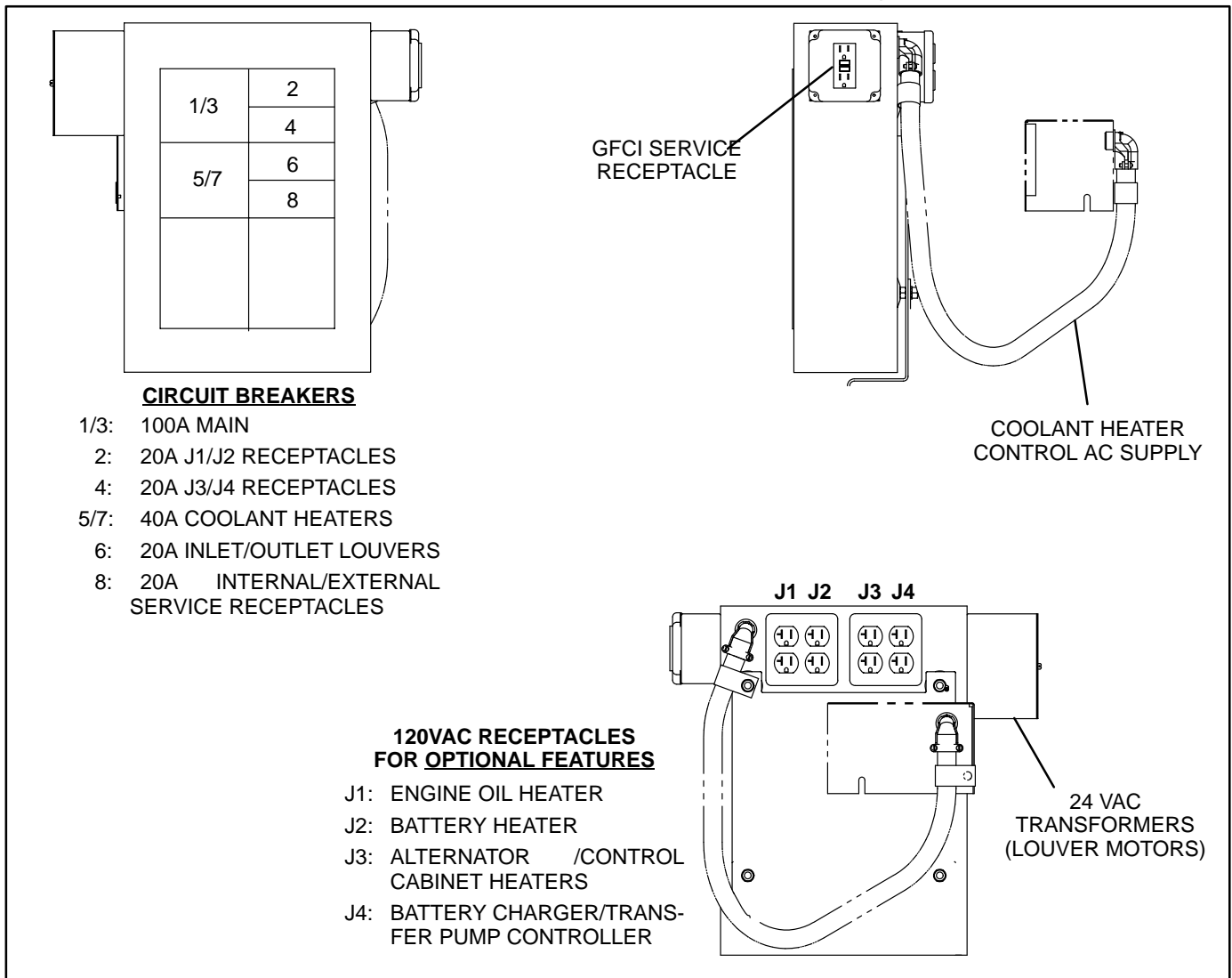


FIGURE 7-2. AC DISTRIBUTION PANEL FEATURES

## OPTIONAL MOTORIZED INLET/OUTLET LOUVERS

Louvers (inlet and/or outlet) are powered by either 24VDC supplied by genset control switched B+ or 24VAC transformer connected to shore power.

With switched B+ or gensets having the AC distribution panel, the motorized louvers are prewired and require no further installation (Figure 7-3).

Without the AC distribution panel, the 24VAC louvers are not prewired. Louvers operating on 24VAC require 30VAC, 24 volt class 2 transformer(s). (Transformers are not supplied with genset that does not contain an AC distribution panel.) Mount and connect the transformer(s) to the 18 gauge wires terminated at the AC distribution panel location. Connect the transformer(s) to a source of power that will be on during the time the engine is not running.

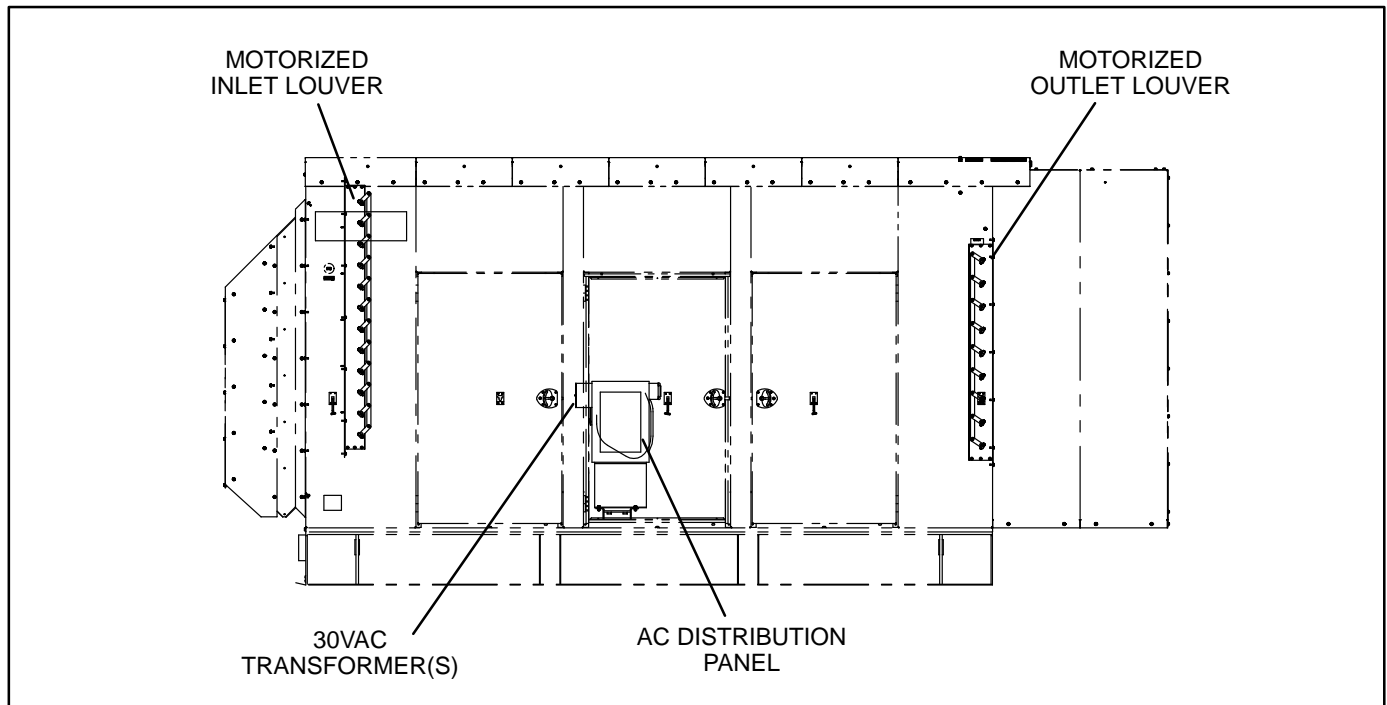


FIGURE 7-3. MOTORIZED LOUVER

## OPTIONAL FUEL TRANSFER PUMP

A fuel transfer pump and control are available when a sub-base fuel tank is provided. The automatic control operates the fuel pump to maintain a reservoir of fuel in the sub-base tank.

**CAUTION** *Power to the fuel transfer pump must be fed from a transfer switch and step-down transformer to maintain 120V power to the pump when utility power is interrupted. Power must be supplied to the transfer pump during the time the genset is running or not running.*

The fuel transfer pump/controller is prewired and ready to connect to a 120VAC source.

**NOTE:** When power is applied to the control or is restored after a power interruption, the control will au-

tomatically go to the power on mode (functions the same as pressing the ON switch). The pump will start if the control detects low fuel in sub-base tank.

**CAUTION** *Do not connect AC power to the fuel transfer pump control without having fuel in the supply tank. Damage to the pump can occur if pump operates with no fuel in supply tank.*

### Supply Tank

Refer to *Section 4* for information regarding the installation/plumping of the supply tank to the sub-base fuel tank.

The fuel transfer pump has a maximum inlet restriction capability of 16 inch Hg (which is approximately equivalent to 20 feet of diesel).

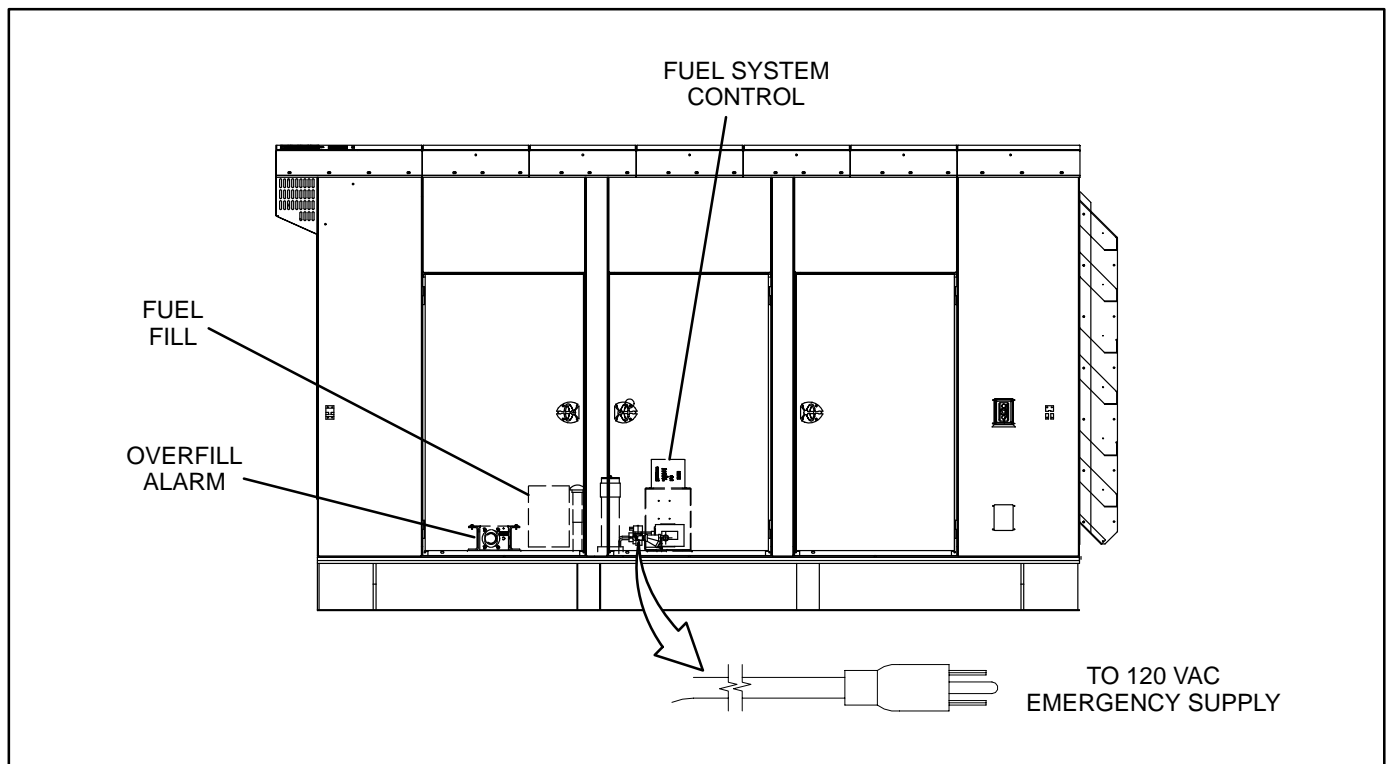


FIGURE 7-4. FUEL TRANSFER PUMP/CONTROL LOCATION

# 8. Prestart Preparation

---

## GENERAL

Before attempting the initial start of the generator set, be sure to complete the *Installation Checklist* in *Section 9*.

### INPOWER SERVICE TOOL GENERAL INFORMATION

InPower is a PC based service tool for the PowerCommand® 2100 Control (PCC). Use InPower to:

- Make adjustments to the controls trims and settings.
- Perform diagnostics and monitoring.
- Create a capture file of the controls trims and settings.
- Update control calibrations (InPower PRO version).

Refer to INPOWER User's Guide for specifics.

### InPower Adjust Mode

The adjustment feature allows you to make adjustments to genset parameters, calibrations and settings. There are several groups of adjustment parameters; note that not all gensets will have the same adjustments available.

### InPower Capture File Description

InPower provides a method of extracting (capturing) a device's parameter values. Capturing saves device information in a file that is identified with a .CAP extension.

Capture files are used to store a copy of the genset's parameter values. During genset installation, it is suggested that a capture file be made before and after changes are made to the genset operating parameters. This information can be a very useful

when troubleshooting the genset (determine if parameters/settings have been modified after installation) and when replacement of the Base board is necessary. The capture file can be used as a template to write the previous settings to the new Base board software.

## ELECTRICAL SYSTEM

Verify all electrical connections are secure and all wiring is complete and inspected. Replace and secure any access panels that may have been removed during installation.

### Battery Connections

**⚠WARNING** *Accidental starting of the generator set can cause severe personal injury or death. Make sure that the Run/Off/Auto switch on the control panel is set to the Off position before connecting the battery cables.*

Starting the unit requires a 12 volt battery. Connect positive battery cable before connecting negative battery cable to prevent arcing.

Service the batteries as necessary. If an automatic transfer switch is installed without a built-in charge circuit, connect a separate battery charger. A battery charger is required when the PowerCommand control is set to the Awake mode.

**⚠WARNING** *Ignition of explosive battery gases can cause severe personal injury or death. Always connect negative (-) battery cable last to prevent arcing.*

**⚠WARNING** *Ventilate battery area before working on or near battery. Arcing at battery terminals, light switch or other equipment, flame, pilot lights and sparks can ignite battery gas. Do not smoke, or switch trouble light ON or OFF near battery. Discharge static electricity from body before touching batteries by first touching a grounded metal surface.*

## PCC OPTIONS PRESTART CHECKS

All generator set configuration options are set at the factory except for site related options, (e.g., Language, Start/Stop Time Delays, Idle Start, Cycle Crank, Customer Fault 1 and 2, etc..

Adjustment of these options are divided into two categories within the menu driven system. These two categories are *Setup* and *Controller Configuration/Adjust*.

The *Setup* submenus are intended for qualified service personnel only and require a password to modify these submenus. The *Controller Configuration* and *Adjust* submenus are intended for service personnel and site personnel.

The *Controller Configuration*, submenus are used to change the default language, temperature units, and pressure units to be displayed in menus.

The *Adjust* submenus allow site personnel to calibrate the generator set voltage/frequency, idle speed and start/stop time delays. For the prestart checks, adjustment of only the start/stop delays is required.

## Controller Configuration

Figure 8-1 shows a block representation of the Controller Configuration menus.

To view the first Controller Configuration menu, make sure Main Menu 1 is displayed and simultaneously press the Home Menu and Previous Main Menu buttons.

As shown in the diagram, the Controller Configuration menu has three submenus.

Press the buttons next to the ↓ and ↑ symbols in the digital display to navigate between the menus.

Press the button next to the ► symbol in the display until the + and – symbols are displayed.

Press the button next to the + or – symbol to select the desired option.

After selecting option, pressing the ► symbol results in the changes being saved. If the Home button or Previous Main Menu button is pressed before pressing the ► symbol, the changes are not saved.

**Language Selected submenu:** Used to select desired language (default = English).

**Temperature Units submenu:** Used to select Fahrenheit or Centigrade for temperature readings.

**Fluid Pressure Units submenu:** Used to select PSI or kPA for pressure readings.



# CONTROLLER CONFIGURATION MENU

## Main Menu 1

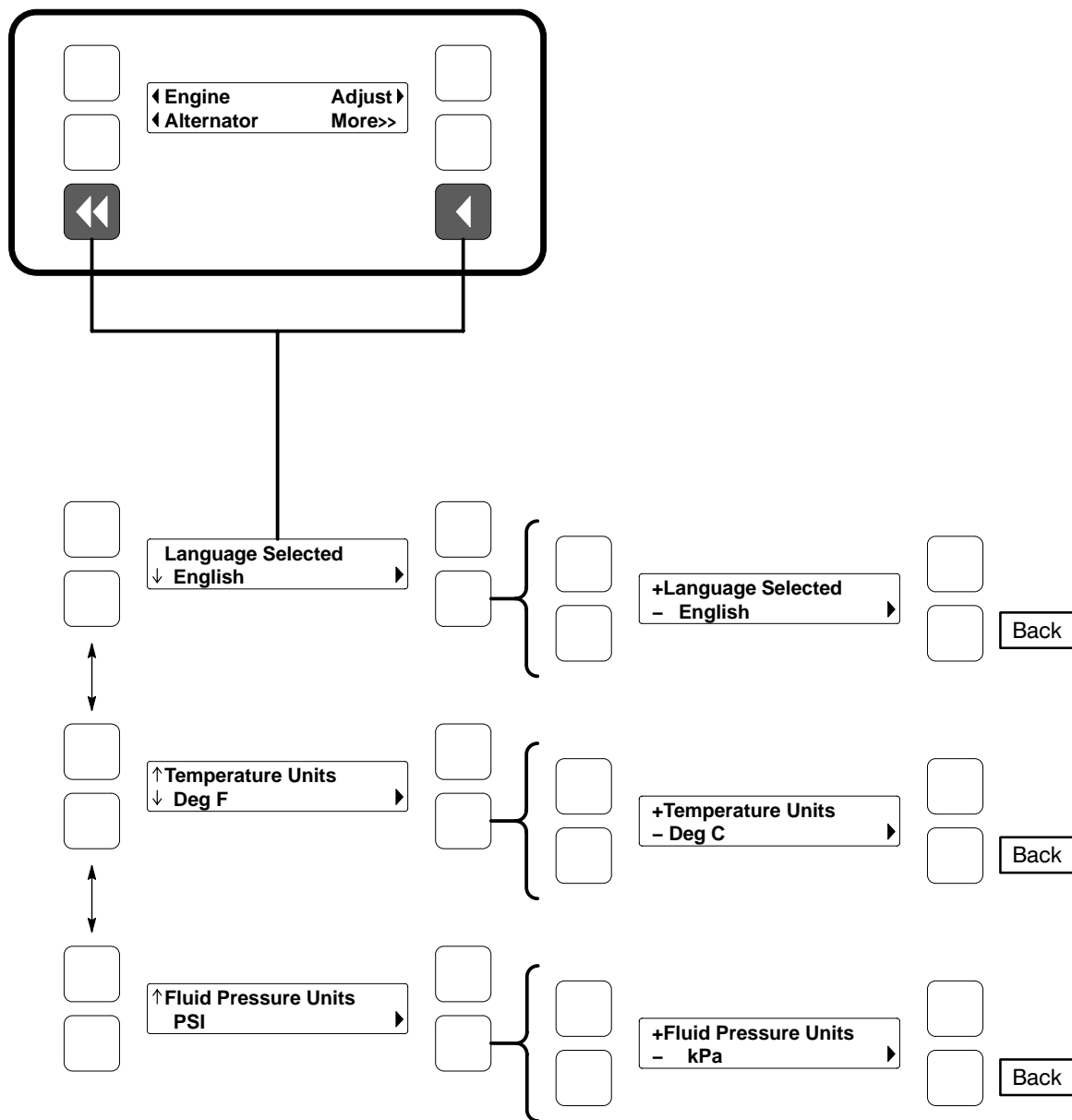


FIGURE 8-1. CONTROLLER CONFIGURATION MENU

## Adjust Menu

Figure 8-2 shows a block representation of the Adjust menu. If you press the button next to the word “Adjust” in the display, the first Adjust submenu is displayed.

As shown in the diagram, the Adjust menu has five submenus. Each submenu includes a parameter or value that can be changed.

Press the buttons next to the ↓ and ↑ symbols in the digital display to navigate between the menus. Press the Home button or the Previous Main Menu button to return to Main Menu 1.

### **Adjusting Values/Parameters:**

- 1.. Press the button next to the ► symbol in the display until the + and – symbols are displayed.
- 2.. If necessary, press the button next to the < or > symbols to move to the numeric character you wish to change.
- 3.. Press the button next to the + symbol to increase the value or select parameter; press the button next to the – symbol to decrease the value or select parameter.
- 4.. After adjusting values/selecting parameters, pressing the ► symbol results in the changes being saved. (When adjusting values, make sure the cursor is on the last numeric character before pressing the ► symbol).

If the Home button or Previous Main Menu button is pressed before pressing the ► symbol, the changes are not saved.

**Voltage Adjust submenu:** Voltage can be adjusted to  $\pm 5$  percent of the nominal voltage. For example, if genset output voltage is 208 volts, the voltage can be adjusted from 197 to 218 volts.

**If the revised value is greater or less than the allowed (5%) range, the control will round off the displayed value (up or down). For example, if changing the value by –5% (maximum) equals 197.6, the display will show 197, but will display and change the output to 198 when saved.**

**Frequency Adjust submenu:** Frequency can be adjusted to  $\pm 5$  percent of the nominal frequency. For example, if the genset frequency is 60.0 Hz, the frequency can be adjusted from 57.0 to 63.0 Hz.

**Start Delay submenu:** Start Delay can be set from 0 to 300 seconds (default = 0). This function is bypassed during a manual start/stop sequence.

**Stop Delay submenu:** Stop Delay can be set from 0 to 600 seconds (default = 0). This function is bypassed during a manual start/stop sequence and engine shutdown faults.

**Rated To Idle (Beginning Version 2.303):** Rated To Idle delay can be set from 0 to 10 seconds (default = 0). (Enter 1 or more to enable.) Entering a non-zero delay will cause the genset to delay the transition to Cooldown At Idle.

**Idle Start submenu (Only available on some models):** Idle Start can be enabled or disabled (default = Disable). This function is only enabled when the genset is started in manual mode. Idle Start can also be enabled while the set is running in manual mode.

Enabling Idle Start will cause the genset to run in idle mode until Idle Start is disabled. A warning is displayed if genset is left in idle more than 10 minutes. Long periods of engine idling can eventually affect engine performance and may void engine warranty.

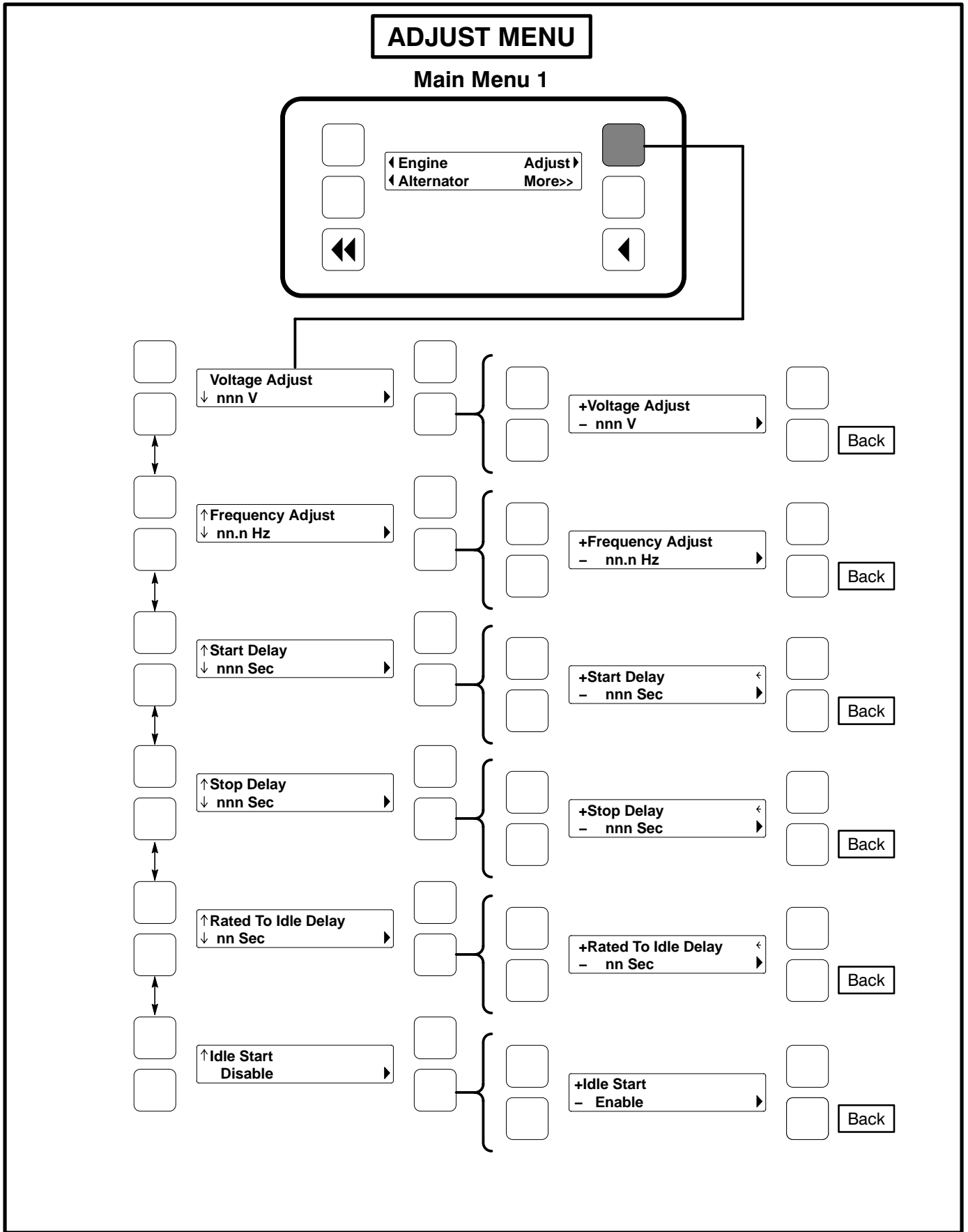


FIGURE 8-2. ADJUST MENU

## STARTING

Refer to the generator set *Operator's* manual for important safety precautions and recommended procedures for starting the genset and verifying proper operation. Start the generator set and verify all engine and generator menus are displaying the correct values.

# 9. Installation Checklist

---

## GENERAL

- ☐ Generator set wattage capacity is sufficient to handle maximum anticipated load.
- ☐ At least 3 feet of clearance (or greater for housing door) is provided around entire generator set for servicing and ventilation.
- ☐ Generator set is located in an area not subject to flooding.
- ☐ All operating personnel have read and are familiar with Operator's Manual.
- ☐ All operators have been thoroughly briefed on preventive maintenance procedures.
- ☐ All operators have read and understand all Important Safety Instructions in Operator's Manual.

## GENERATOR SET SUPPORT

- ☐ Floor, roof or earth on which the generator set rests is strong enough and will not allow shifting or movement. Observe local codes on soil bearing capacity due to freezing and thawing.
- ☐ Generator set is properly supported and retained to approved base.
- ☐ Supporting base is large enough and is of non-combustible material – extends 6-inches all around set.

## COOLING AIR FLOW

- ☐ Generator set air inlet is faced into direction of strongest, prevailing winds.
- ☐ Air inlet openings are unrestricted and at least 1–1/2 times larger than air outlet area.
- ☐ Cooling air outlet is on downwind side of building (if not, wind barrier is constructed).
- ☐ Proper ducting material (sheet metal, canvas) is used between radiator and air outlet.

## DIESEL FUEL SYSTEM

- ☐ Fuel tanks meet or exceed all Local, State or National codes.
- ☐ Fuel lines are properly installed, supported and protected against damage.
- ☐ Approved flexible fuel line is installed between main fuel supply line and generator set's fuel system, near the generator set, to protect the fuel system from damage caused by vibration, expansion and contraction.
- ☐ Strainer or fuel screen (100 to 120 mesh) is installed in the fuel supply line to protect the fuel lift pump, day tank transfer pump or float valve seat from fuel supply tank debris.
- ☐ Fuel supply line shutoff valves are installed to prevent fuel flow in case of leaks.
- ☐ No shutoff valves are installed on engine fuel return line.
- ☐ External fuel pumps are connected and operational at all times (generator set started or shut down).
- ☐ Fuel system is properly primed.
- ☐ No fuel leaks are found in supply line or engine fuel system.

## **EXHAUST SYSTEM**

- ☐ Operators are thoroughly briefed on the dangers of carbon monoxide gas.
- ☐ Areas around set are well ventilated. No possibility of exhaust fumes entering building doors, windows, or intake fans.
- ☐ Exhaust gases are piped safely outside and away from building.
- ☐ The correct length of approved rigid pipe is connected to the generator set flexible pipe using approved securing methods with no weight resting on engine exhaust components. There are no bends in flex section.
- ☐ Condensation drain is provided in lowest section of exhaust piping.
- ☐ Exhaust piping is insulated to guard against burns to personnel.
- ☐ Exhaust piping passing through walls or ceilings have approved fire-proof materials and are in compliance with all codes.
- ☐ Exhaust piping is large enough in diameter to prevent excessive back pressure on engine.

## **AC AND DC WIRING**

- ☐ Wire sizes, insulation, conduits and connection methods all meet applicable codes.
- ☐ AC and DC wires are separated in their own conduit to prevent electrical induction.
- ☐ All load, line and generator connections are proper and correct.
- ☐ Flexible conduit between generator set and building or surrounding structure.

## **GENERATOR SET PRESTART**

- ☐ Generator set engine is properly serviced with oil and coolant.
- ☐ Batteries are properly installed, serviced and charged.
- ☐ Battery charger and engine coolant heater are connected and operational.
- ☐ All generator set covers and safety shields are installed properly.
- ☐ All fuel and coolant shutoff valves are operational.
- ☐ Created capture file of the genset's parameter values before and after modifications.

# 10. Wiring Diagrams

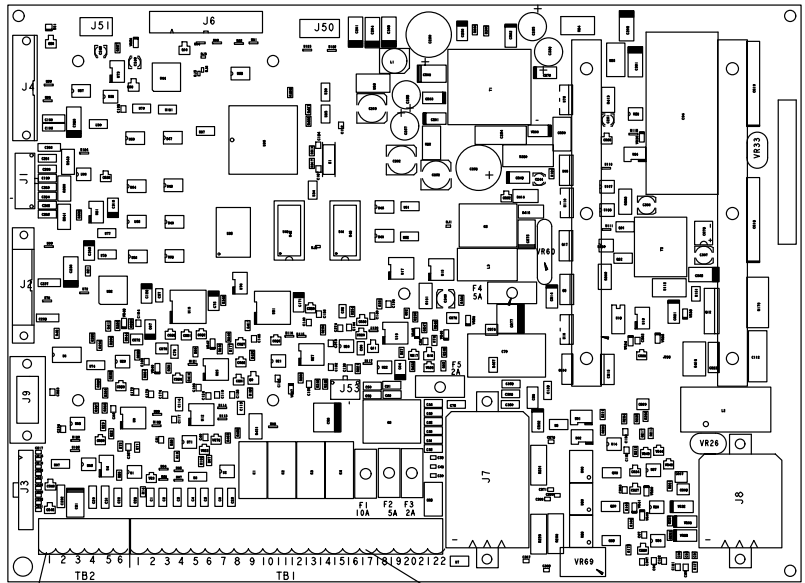
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## GENERAL

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

- Page 10-2 – Customer Connections Diagram
- Page 10-3 and 4 – Enclosure/Options Wiring

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



TB2

1	RS485+
2	RS485-
3	PTC B+
4	PTC GND
5	PTC STATUS
6	COM

TO REMOTE  
UTILITY VOLTAGE  
SENSING MODULE.

DEFAULT SETTING

TB1-CUSTOMER FAULTS:

- 1 CUSTOMER FAULT 1
- 2 GROUND FAULT
- 3 LOW FUEL
- 4 RUPTURE BASIN FAULT

TB1-CUSTOMER RELAYS:

- 1 COMMON WARNING
- 2 COMMON SHUTDOWN
- 3 NOT IN AUTO
- 4 READY TO LOAD

TERMINAL SPECIFICATION

- 1) TORQUE TERMINALS TO 4.4 IN/LBS (0.5 Nm)
- 2) USE FLAT-BLADED SCREWDRIVER WITH 2.5MM BLADE

TB1

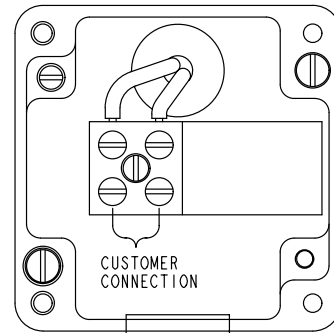
1	REMOTE START
2	REMOTE E-STOP
3	REMOTE RESET
4	CUSTOMER FAULT 1
5	CUSTOMER FAULT 2
6	CUSTOMER FAULT 3
7	CUSTOMER FAULT 4
8	CUSTOMER RELAY 1
9	COM
10	CUSTOMER RELAY 2
11	COM
12	CUSTOMER RELAY 3
13	COM
14	CUSTOMER RELAY 4
15	COM
16	(NOT USED)
17	B+ FUSED OUT
18	B+ FUSED OUT
19	SWITCHED B+
20	GND
21	GND
22	GND

APPLY  
GROUND  
TO  
ACTIVATE

RATED  
2A  
30VDC  
(MAX)

10A  
FUSED  
5A  
FUSED

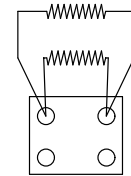
ALTERNATOR HEATER



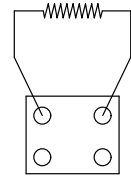
TERMINAL SPECIFICATIONS

1. TORQUE TO 7.7 IN-Lb (0.9 Nm)
2. USE SLOTTED SCREWDRIVER WITH 3.0 mm BLADE

DUAL HEATER

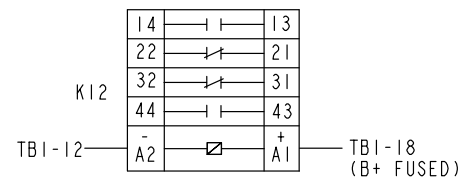
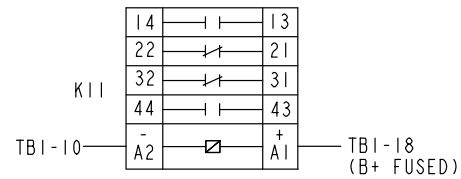
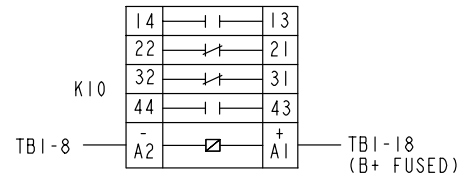


SINGLE HEATER



HEATER RATING	
100 WATT	110 -125VAC 220 -260VAC
150 WATT	110 -125VAC 220 -260VAC
300 WATT	110 -125VAC 220 -260VAC

CUSTOMER RELAYS



TERMINAL SPECIFICATIONS

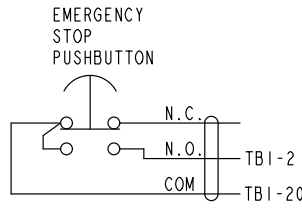
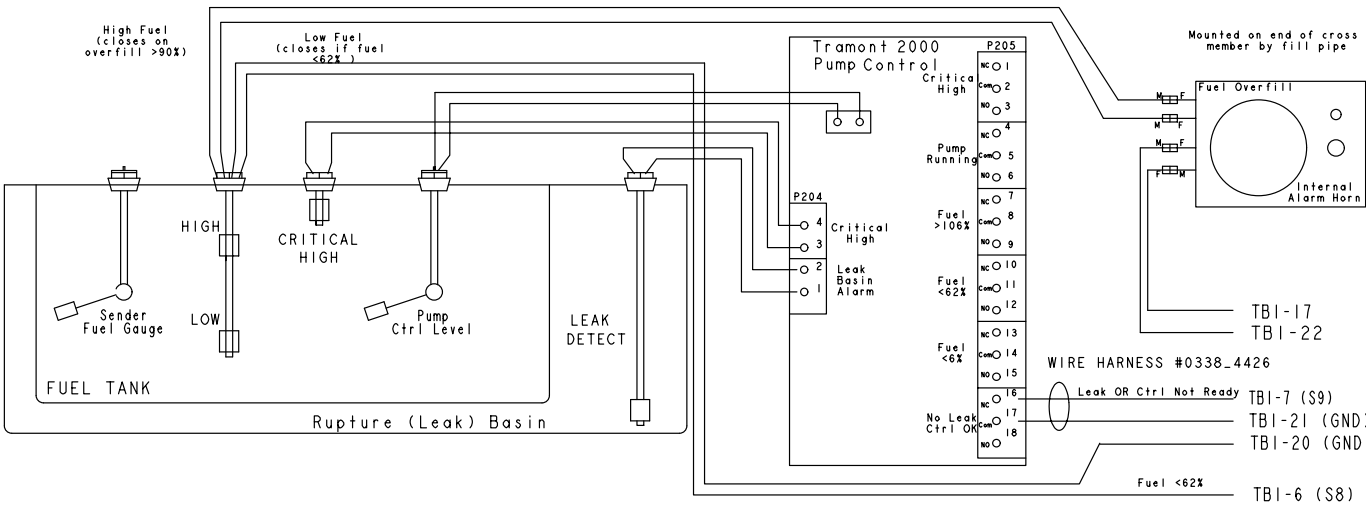
- 1) NORMALLY OPEN (NO) TERMINALS: 13,14 43,44  
NORMALLY CLOSED (NC) TERMINALS: 21,22 31,32
- 2) TORQUE TERMINALS TO 7 INCH LBS (0.8Nm)
- 3) TERMINAL SCREWS ARE PHIL SLOT
- 4) USE SLOTTED SCREWDRIVER WITH 5.0 MM BLADE OR NO. 2 PHILIPS
- 5) CONTACT RATINGS: 600VAC, 10 AMPS MAX

No. 620-0247 sh 1 of 1  
Rev. A  
Modified 4-18-02

CUSTOMER CONNECTIONS DIAGRAM



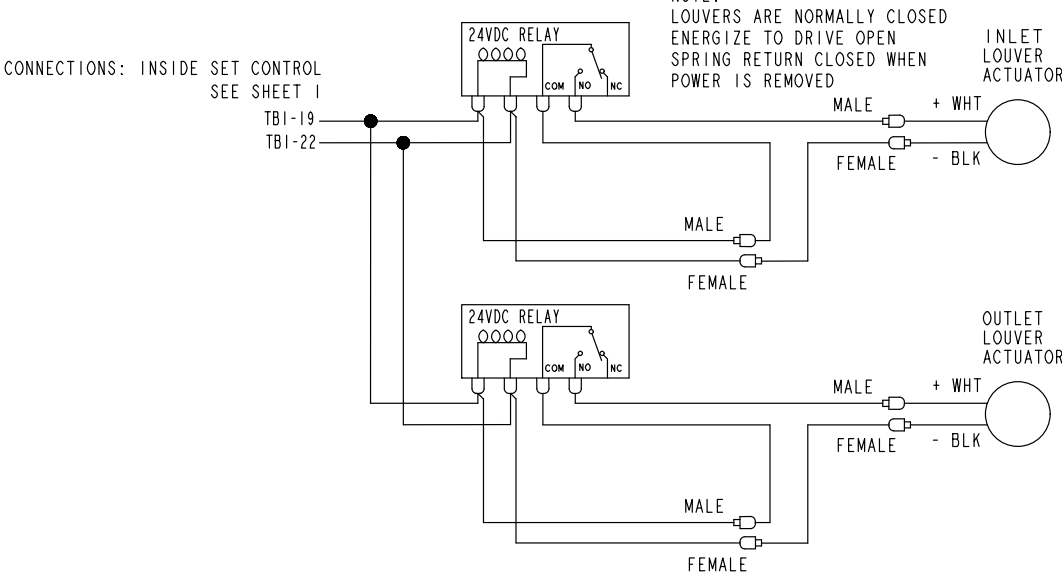
FUEL OVERFILL ALARM WITH  
TRANSFER PUMP CONTROLLER W/ CRITICAL ALARM AND LEAK BASIN ALARM



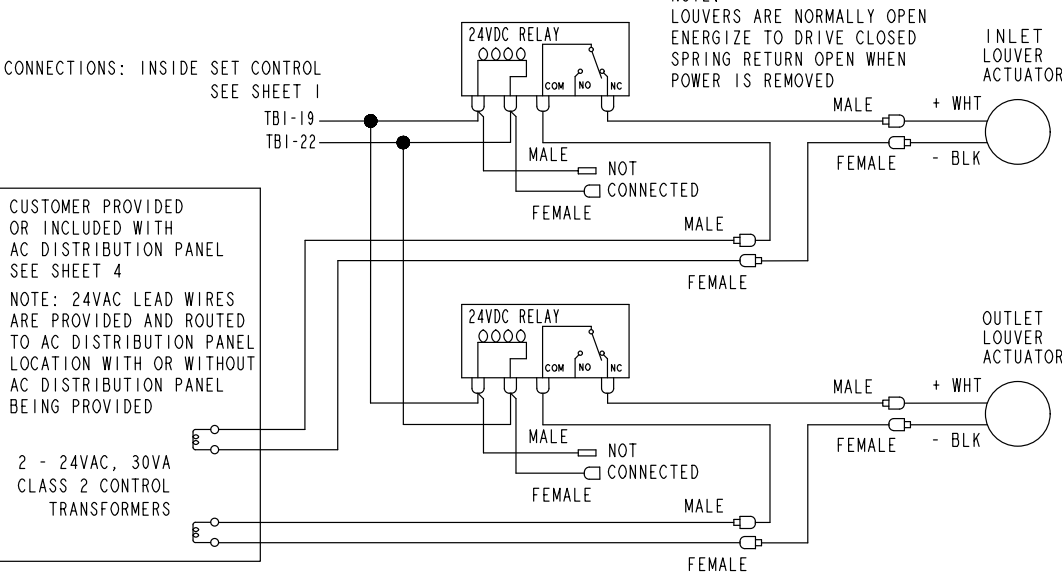
THIS IS A REPRESENTATIVE (GENERIC) SCHEMATIC/WIRING DIAGRAM. FOR TROUBLESHOOTING, REFER TO THE WIRING DIAGRAM PACKAGE THAT WAS INCLUDED WITH YOUR GENSET.

CONNECTIONS: INSIDE SET CONTROL  
SEE SHEET 1  
NOTE:  
WIRE N.C. NOT CONNECTED

INLET AND OUTLET LOUVER CONNECTIONS (DC)



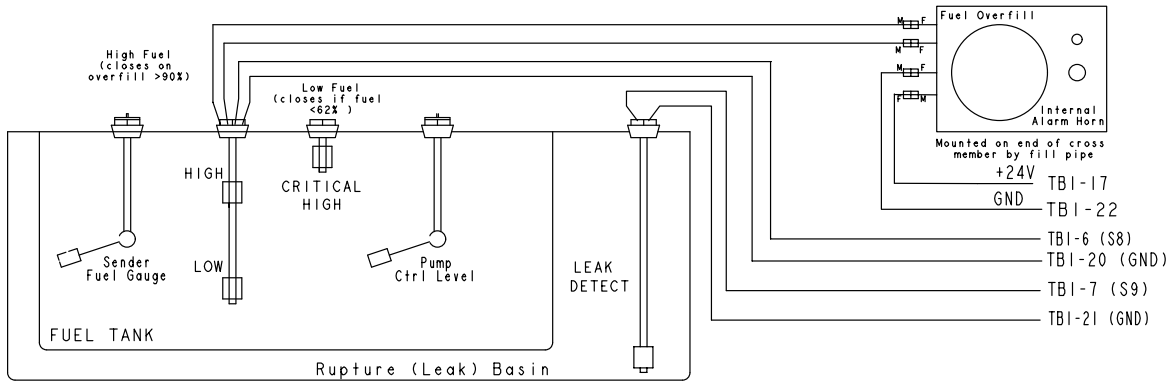
INLET AND OUTLET LOUVER CONNECTIONS (AC)



CUSTOMER PROVIDED OR INCLUDED WITH AC DISTRIBUTION PANEL SEE SHEET 4  
NOTE: 24VAC LEAD WIRES ARE PROVIDED AND ROUTED TO AC DISTRIBUTION PANEL LOCATION WITH OR WITHOUT AC DISTRIBUTION PANEL BEING PROVIDED

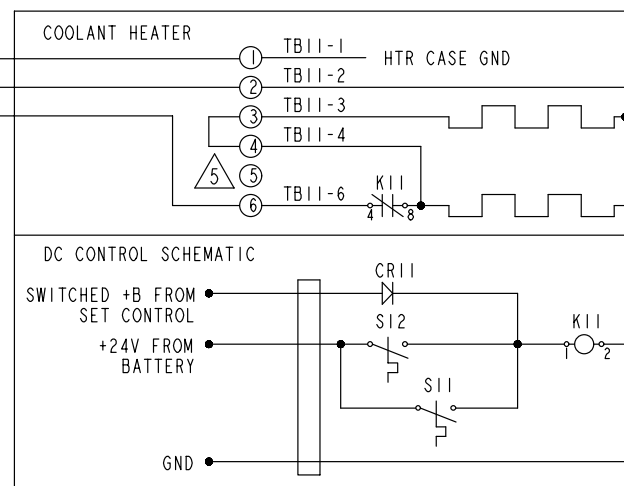
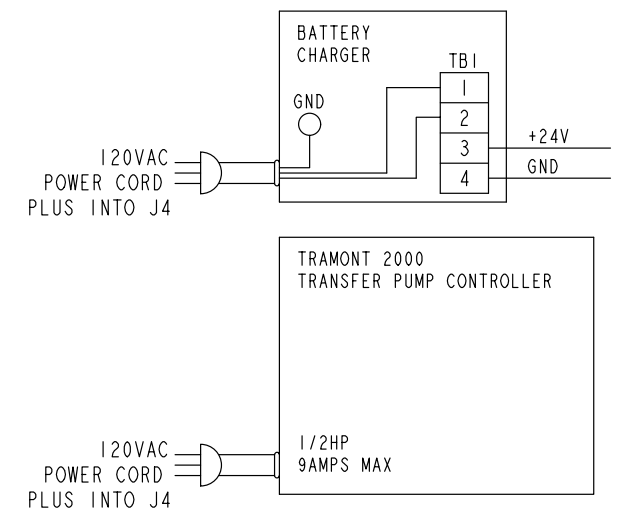
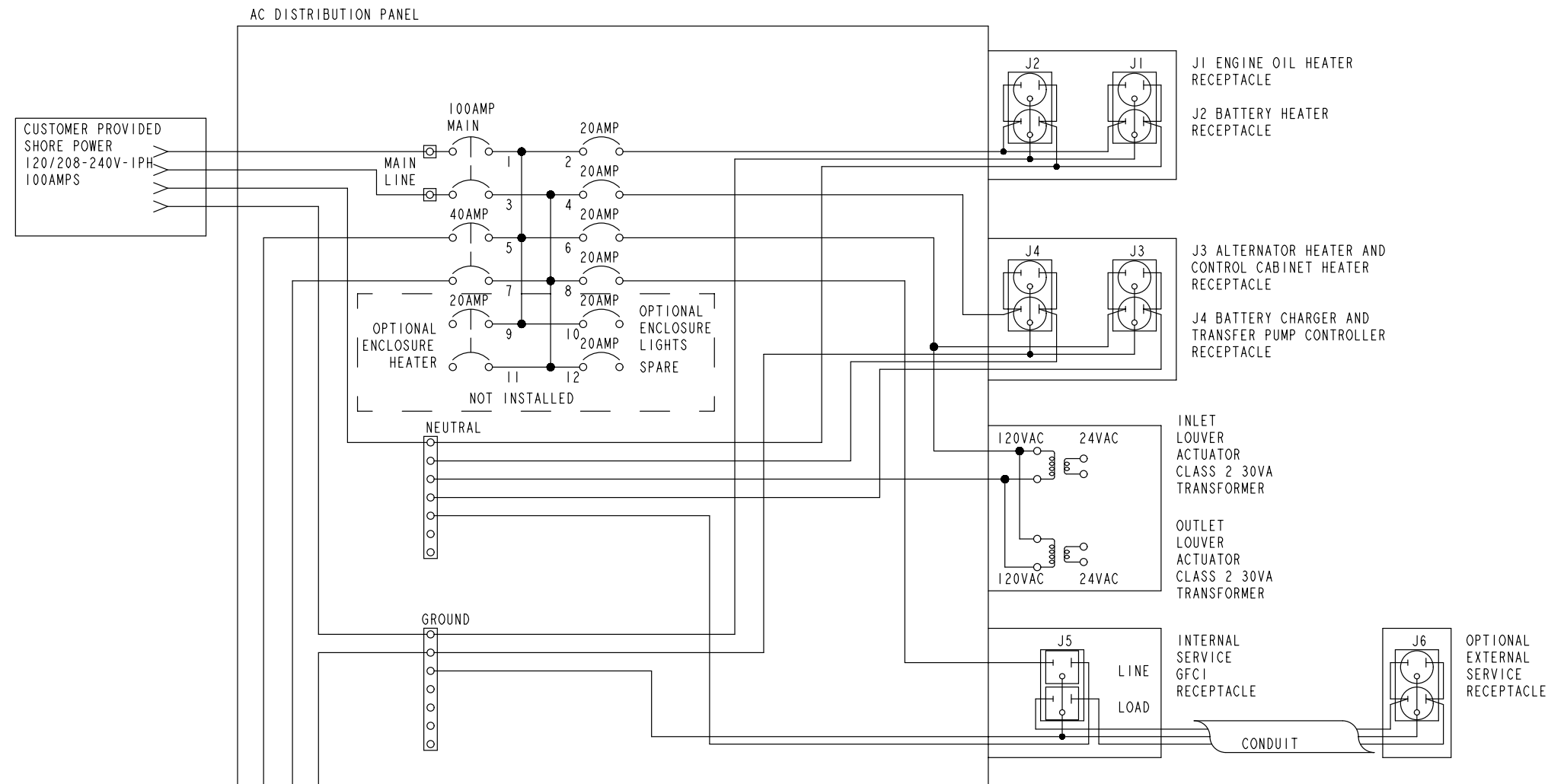
2 - 24VAC, 30VA CLASS 2 CONTROL TRANSFORMERS


FUEL OVERFILL ALARM WITHOUT  
TRANSFER PUMP CONTROLLER





CONNECTIONS:  
INSIDE SET  
CONTROL  
SEE SHEET 1

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



- COOLANT HEATER NOTES:
1. S11 130F ENGINE THERMOSTAT
  2. S12 260F HEATER THERMOSTAT
  3. THE HEATER CONTROL RELAY K11  
DRAWS 83mA OF CURRENT WHEN  
THE HEATERS ARE OFF.  
HEATERS ARE OFF WHEN EITHER:  
1) THE ENGINE HAS REACHED STAND-BY  
TEMPERATURE OR  
2) THE ENGINE IS RUNNING
  4. FOR COOLANT HEATER MOUNTING  
SEE OUTLINE DRAWING 500-3138
-  5. MOVE JUMPER (IF REQUIRED) TO CONNECT  
TB11-4 TO TB11-3 TO CONFIGURE COOLANT  
HEATER FOR 240 VOLT OPERATION.

-  A BATTERY CHARGER IS REQUIRED  
TO PREVENT BATTERY DISCHARGE
-  DO NOT ENERGIZE BATTERY CHARGER  
WITHOUT BATTERY BEING CONNECTED

COOLANT HEATER AMPERAGE TABLE				
SINGLE PHASE HEATER VOLTAGE	FEATURE CODE H556 ONE HEATER		FEATURE CODE H557 ONE HEATER	
	HEATER	TOTAL	HEATER	TOTAL
	AMPS	WATTS	AMPS	WATTS
	208	18.0	3744	23.2
240	20.8	4990	26.75	6420

No. 630-2672 sh 4 of 4  
Rev. B  
Modified 10-03

**Cummins Power Generation**  
**1400 73rd Avenue N.E.**  
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