

OPERATION AND PARTS MANUAL



WHISPERWATT™ SERIES MODEL DCA125SSIU 50HZ GENERATOR (ISUZU 4HK1X DIESEL ENGINE)

PARTS LIST NO. M3870301204

Revision #0 (12/22/08)

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THIS MANUAL MUST ACCOMPANY THE EQUIPMENT AT ALL TIMES.



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.

REPORTING SAFETY DEFECTS

If you believe that your vehicle has a defect that could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Multiquip at 1-800-421-1244.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Multiquip.

To contact NHTSA, you may either call the Vehicle Safety Hotline toll-free at 1-888-327-4236 (TTY: 1-800-424-9153), go to <http://www.nhtsa.dot.gov>; or write to:

Administrator
NHTSA
1200 New Jersey Avenue S.E.
Washington, DC 20590

You can also obtain information about motor vehicle safety from <http://www.safecar.gov>.

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PARTS ORDERING PROCEDURES

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Effective:
January 1st, 2006

Order via Internet (Dealers Only):

Order parts on-line using Multiquip's SmartEquip website!

- View Parts Diagrams
- Order Parts
- Print Specification Information



If you have an MQ Account, to obtain a Username and Password, E-mail us at: parts@multiquip.com.

To obtain an MQ Account, contact your District Sales Manager for more information.

Goto www.multiquip.com and click on **Order Parts** to log in and save!

Use the **internet** and qualify for a **5% Discount** on *Standard orders* for all orders which include complete part numbers.*

Note: Discounts Are Subject To Change



Order via Fax (Dealers Only):

All customers are welcome to order parts via Fax.

Domestic (US) Customers dial:
1-800-6-PARTS-7 (800-672-7877)

Fax your order in and qualify for a **2% Discount** on *Standard orders* for all orders which include complete part numbers.*

Note: Discounts Are Subject To Change



Order via Phone: Domestic (US) Dealers Call:
1-800-427-1244

Non-Dealer Customers:

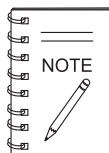
Contact your local Multiquip Dealer for parts or call 800-427-1244 for help in locating a dealer near you.



International Customers should contact their local Multiquip Representatives for Parts Ordering information.

When ordering parts, please supply:

- | | |
|-------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| <input type="checkbox"/> Dealer Account Number | <input type="checkbox"/> Specify Preferred Method of Shipment: |
| <input type="checkbox"/> Dealer Name and Address | <input checked="" type="checkbox"/> UPS/Fed Ex <input checked="" type="checkbox"/> DHL |
| <input type="checkbox"/> Shipping Address (if different than billing address) | <input type="checkbox"/> Priority One <input checked="" type="checkbox"/> Truck |
| <input type="checkbox"/> Return Fax Number | <input type="checkbox"/> Ground |
| <input type="checkbox"/> Applicable Model Number | <input type="checkbox"/> Next Day |
| <input type="checkbox"/> Quantity, Part Number and Description of Each Part | <input type="checkbox"/> Second/Third Day |



All orders are treated as *Standard Orders* and will ship the same day if received prior to 3PM PST.

WE ACCEPT ALL MAJOR CREDIT CARDS!



SAFETY INFORMATION

Do not operate or service the equipment before reading the entire manual. Safety precautions should be followed at all times when operating this equipment. Failure to read and understand the safety messages and operating instructions could result in injury to yourself and others.

SAFETY MESSAGES

The four safety messages shown below will inform you about potential hazards that could injure you or others. The safety messages specifically address the level of exposure to the operator and are preceded by one of four words: **DANGER**, **WARNING**, **CAUTION** or **NOTICE**.

SAFETY SYMBOLS

! DANGER

Indicates a hazardous situation which, if not avoided, **WILL** result in **DEATH** or **SERIOUS INJURY**.

! WARNING

Indicates a hazardous situation which, if not avoided, **COULD** result in **DEATH** or **SERIOUS INJURY**.








! CAUTION

Indicates a hazardous situation which, if not avoided, **COULD** result in **MINOR** or **MODERATE INJURY**.

NOTICE

Addresses practices not related to personal injury.

Potential hazards associated with the operation of this equipment will be referenced with hazard symbols which may appear throughout this manual in conjunction with safety messages.

| Symbol | Safety Hazard |
|-------------------------------------------------------------------------------------|----------------------------|
|  | Lethal exhaust gas hazards |
|  | Explosive fuel hazards |
|  | Burn hazards |
|  | Overspeed hazards |
|  | Rotating parts hazards |
|  | Pressurized fluid hazards |
|  | Electric shock hazards |

SAFETY INFORMATION

GENERAL SAFETY

⚠ CAUTION

- **NEVER** operate this equipment without proper protective clothing, shatterproof glasses, respiratory protection, hearing protection, steel-toed boots and other protective devices required by the job or city and state regulations.



- **NEVER** operate this equipment when not feeling well due to fatigue, illness or when under medication.



- **NEVER** operate this equipment under the influence of drugs or alcohol.



NOTICE

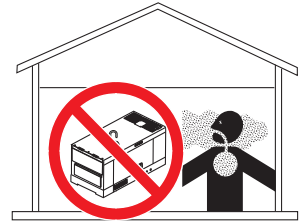
- This equipment should only be operated by trained and qualified personnel 18 years of age and older.
- Whenever necessary, replace nameplate, operation and safety decals when they become difficult to read.
- Manufacturer does not assume responsibility for any accident due to equipment modifications. Unauthorized equipment modification will void all warranties.
- **NEVER** use accessories or attachments that are not recommended by Multiquip for this equipment. Damage to the equipment and/or injury to user may result.
- **ALWAYS** know the location of the nearest **fire extinguisher**.
- **ALWAYS** know the location of the nearest **first aid kit**.
- **ALWAYS** know the location of the nearest phone or **keep a phone on the job site**. Also, know the phone numbers of the nearest **ambulance**, **doctor** and **fire department**. This information will be invaluable in the case of an emergency.



GENERATOR SAFETY

⚠ DANGER

- The engine fuel exhaust gases contain poisonous carbon monoxide. This gas is colorless and odorless, and can cause death if inhaled.
- The engine of this equipment requires an adequate free flow of cooling air. **NEVER** operate this equipment in any enclosed or narrow area where free flow of the air is restricted. If the air flow is restricted it will cause injury to people and property and serious damage to the equipment or engine.



- **NEVER** operate the equipment in an explosive atmosphere or near combustible materials. An explosion or fire could result causing severe **bodily harm or even death**.



⚠ WARNING

- **NEVER** disconnect any **emergency or safety devices**. These devices are intended for operator safety. Disconnection of these devices can cause severe injury, bodily harm or even death. Disconnection of any of these devices will void all warranties.

⚠ CAUTION

- **NEVER** lubricate components or attempt service on a running machine.



NOTICE

- **ALWAYS** ensure generator is on level ground before use.
- **ALWAYS** keep the machine in proper running condition.
- Fix damage to machine and replace any broken parts immediately.
- **ALWAYS** store equipment properly when it is not being used. Equipment should be stored in a clean, dry location out of the reach of children and unauthorized personnel.


SAFETY INFORMATION

ENGINE SAFETY


⚠ WARNING

- **DO NOT** place hands or fingers inside engine compartment when engine is running.
- **NEVER** operate the engine with heat shields or guards removed.
- Keep fingers, hands hair and clothing away from all moving parts to prevent injury. 
- **DO NOT** remove the radiator cap while the engine is hot. High pressure boiling water will gush out of the radiator and severely scald any persons in the general area of the generator.
- **DO NOT** remove the coolant drain plug while the engine is hot. Hot coolant will gush out of the coolant tank and severely scald any persons in the general area of the generator. 
- **DO NOT** remove the engine oil drain plug while the engine is hot. Hot oil will gush out of the oil tank and severely scald any persons in the general area of the generator.

⚠ CAUTION

- **NEVER** touch the hot exhaust manifold, muffler or cylinder. Allow these parts to cool before servicing equipment. 

NOTICE

- **NEVER** run engine without an air filter or with a dirty air filter. Severe engine damage may occur. Service air filter frequently to prevent engine malfunction.
- **NEVER** tamper with the factory settings of the engine or engine governor. Damage to the engine or equipment can result if operating in speed ranges above the maximum allowable. 

- Wet stacking is a common problem with diesel engines which are operated for extended periods with light or no load applied. When a diesel engine operates without sufficient load (less than 40% of the rated output), it will not operate at its optimum temperature. This will allow unburned fuel to accumulate in the exhaust system, which can foul the fuel injectors, engine valves and exhaust system, including turbochargers, and reduce the operating performance.

In order for a diesel engine to operate at peak efficiency, it must be able to provide fuel and air in the proper ratio and at a high enough engine temperature for the engine to completely burn all of the fuel.

Wet stacking does not usually cause any permanent damage and can be alleviated if additional load is applied to relieve the condition. It can reduce the system performance and increase maintenance. Applying an increasing load over a period of time until the excess fuel is burned off and the system capacity is reached usually can repair the condition. This can take several hours to burn off the accumulated unburned fuel.

- State Health Safety Codes and Public Resources Codes specify that in certain locations, spark arresters must be used on internal combustion engines that use hydrocarbon fuels. A spark arrester is a device designed to prevent accidental discharge of sparks or flames from the engine exhaust. Spark arresters are qualified and rated by the United States Forest Service for this purpose. In order to comply with local laws regarding spark arresters, consult the engine distributor or the local Health and Safety Administrator.

SAFETY INFORMATION

FUEL SAFETY

DANGER

- **DO NOT** start the engine near spilled fuel or combustible fluids. Diesel fuel is extremely flammable and its vapors can cause an explosion if ignited.
- **ALWAYS** refuel in a well-ventilated area, away from sparks and open flames.
- **ALWAYS** use extreme caution when working with **flammable** liquids.
- **DO NOT** fill the fuel tank while the engine is running or hot.
- **DO NOT** overfill tank, since spilled fuel could ignite if it comes into contact with hot engine parts or sparks from the ignition system.
- Store fuel in appropriate containers, in well-ventilated areas and away from sparks and flames.
- **NEVER** use fuel as a cleaning agent.
- **DO NOT** smoke around or near the equipment. Fire or explosion could result from fuel vapors or if fuel is spilled on a hot engine.



TOWING SAFETY

CAUTION

- Check with your local county or state safety towing regulations, in addition to meeting **Department of Transportation (DOT) Safety Towing Regulations**, before towing your generator.
- Refer to MQ Power trailer manual for additional safety information.
- In order to reduce the possibility of an accident while transporting the generator on public roads, **ALWAYS** make sure the trailer that supports the generator and the towing vehicle are mechanically sound and in good operating condition.
- **ALWAYS** shutdown engine before transporting



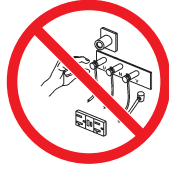
- Make sure the hitch and coupling of the towing vehicle are rated equal to, or greater than the trailer “gross vehicle weight rating.”
- **ALWAYS** inspect the hitch and coupling for wear. **NEVER** tow a trailer with defective hitches, couplings, chains, etc.
- Check the tire air pressure on both towing vehicle and trailer. **Trailer tires should be inflated to 50 psi cold.** Also check the tire tread wear on both vehicles.
- **ALWAYS** make sure the trailer is equipped with a **safety chain**.
- **ALWAYS** properly attach trailer’s safety chains to towing vehicle.
- **ALWAYS** make sure the vehicle and trailer directional, backup, brake and trailer lights are connected and working properly.
- DOT Requirements include the following:
 - Connect and test electric brake operation.
 - Secure portable power cables in cable tray with tie wraps.
- The maximum speed for highway towing is **55 MPH** unless posted otherwise. Recommended off-road towing is not to exceed **15 MPH** or less depending on type of terrain.
- Avoid sudden stops and starts. This can cause skidding, or jack-knifing. Smooth, gradual starts and stops will improve towing.
- Avoid sharp turns to prevent rolling.
- Trailer should be adjusted to a level position at all times when towing.
- Raise and lock trailer wheel stand in up position when towing.
- Place **chock blocks** underneath wheel to prevent **rolling** while parked.
- Place **support blocks** underneath the trailer’s bumper to prevent **tipping** while parked.
- Use the trailer’s swivel jack to adjust the trailer height to a level position while parked.

SAFETY INFORMATION

ELECTRICAL SAFETY

DANGER

- **DO NOT** touch output terminals during operation. Contact with output terminals during operation can cause **electrocution, electrical shock or burn.**



- The electrical voltage required to operate the generator can cause severe injury or even death through physical contact with live circuits. Turn generator and all circuit breakers **OFF** before performing maintenance on the generator or making contact with output terminals.

- **NEVER** insert any objects into the output receptacles during operation. This is extremely dangerous. The possibility exists of **electrical shock, electrocution or death.**



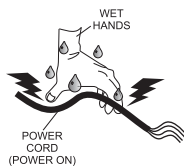
- Backfeed to a utility system can cause **electrocution** and/or property damage. **NEVER** connect the generator to a building's electrical system without a transfer switch or other approved device. All installations should be performed by a **licensed electrician** in accordance with all applicable laws and electrical codes. Failure to do so could result in electrical shock or burn, causing **serious injury or even death.**



Power Cord/Cable Safety

DANGER

- **NEVER** let power cords or cables **lay in water.**
- **NEVER stand in water** while AC power from the generator is being transferred to a load.
- **NEVER** use **damaged** or **worn** cables or cords when connecting equipment to generator. Inspect for cuts in the insulation.
- **NEVER** grab or touch a live power cord or cable with wet hands. The possibility exists of **electrical shock, electrocution or death.**



- Make sure power cables are securely connected to the generator's output receptacles. Incorrect connections may cause electrical shock and damage to the generator.

NOTICE

- **ALWAYS** make certain that proper power or extension cord has been selected for the job. See Cable Selection Chart in this manual.

Grounding Safety

DANGER

- **ALWAYS** make sure that electrical circuits are properly grounded to a suitable earth ground (ground rod) per the National Electrical Code (NEC) and local codes before operating generator. **Severe injury or death by electrocution** can result from operating an ungrounded generator.
- **NEVER** use gas piping as an electrical ground.

SAFETY INFORMATION

BATTERY SAFETY

DANGER

- **DO NOT** drop the battery. There is a possibility that the battery will explode.
- **DO NOT** expose the battery to open flames, sparks, cigarettes, etc. The battery contains combustible gases and liquids. If these gases and liquids come into contact with a flame or spark, an explosion could occur.



WARNING

- **ALWAYS** wear safety glasses when handling the battery to avoid eye irritation. The battery contains acids that can cause injury to the eyes and skin.
- Use well-insulated gloves when picking up the battery.
- **ALWAYS** keep the battery charged. If the battery is not charged, combustible gas will build up.
- **ALWAYS** recharge the battery in a well-ventilated environment to avoid the risk of a dangerous concentration of combustible gasses.
- If the battery liquid (dilute sulfuric acid) comes into contact with **clothing or skin**, rinse skin or clothing immediately with plenty of water.
- If the battery liquid (dilute sulfuric acid) comes into contact with **eyes**, rinse eyes immediately with plenty of water and contact the nearest doctor or hospital to seek medical attention.



CAUTION

- **ALWAYS** disconnect the **NEGATIVE** battery terminal before performing service on the generator.
- **ALWAYS** keep battery cables in good working condition. Repair or replace all worn cables.

ENVIRONMENTAL SAFETY

NOTICE

- Dispose of hazardous waste properly. Examples of potentially hazardous waste are used motor oil, fuel and fuel filters.
- **DO NOT** use food or plastic containers to dispose of hazardous waste.
- **DO NOT** pour waste, oil or fuel directly onto the ground, down a drain or into any water source.

SPECIFICATIONS

| Table 1. Generator Specifications | | |
|------------------------------------------|-----------------------------------------------------------------------------------|---------------|
| Model | DCA-125SSIU | |
| Type | Revolving field, self ventilated, open protected type synchronous generator | |
| Armature Connection | Star with Neutral | Zigzag |
| Phase | 3 | Single |
| Standby Output | 110 kVA (88 kW) | 63 kW |
| Prime Output | 100 kVA (80 KW) | 57 KW |
| Power Factor | 0.8 | 1.0 |
| Voltage | 200 or 400V | 100 or 200V |
| Frequency | 50 Hz | |
| Speed | 1500 rpm | |
| Aux. AC Power | Single Phase, 50 Hz | |
| Aux. Voltage/Output | 4.8 Kw (2.4 kW x 2) | |
| Table 2. Engine Specifications | | |
| Model | ISUZU 4HK1X | |
| Type | 4 cycle, water-cooled, direct injection, turbo-charged with charged air-cooled | |
| No. of Cylinders | 4 cylinders | |
| Bore x Stroke | 4.53 in. x 4.92 in. (115 mm x 125 mm) | |
| Displacement | 317 cu. in. (5,193 cc) | |
| Starting | Electric | |
| Coolant Capacity | 5.30 gal. (20.2 liters) | |
| Lube Oil Capacity | 5.99 gal. (22.7 liters) | |
| Fuel Type | #2 Diesel Fuel | |
| Fuel Tank Capacity | 63 gal. (240 liters) | |
| Fuel Consumption | 5.8 gal. (22.0 L)/hr at full loa | |
| Battery | 12V-128 Ah x 1 | |

DIMENSIONS

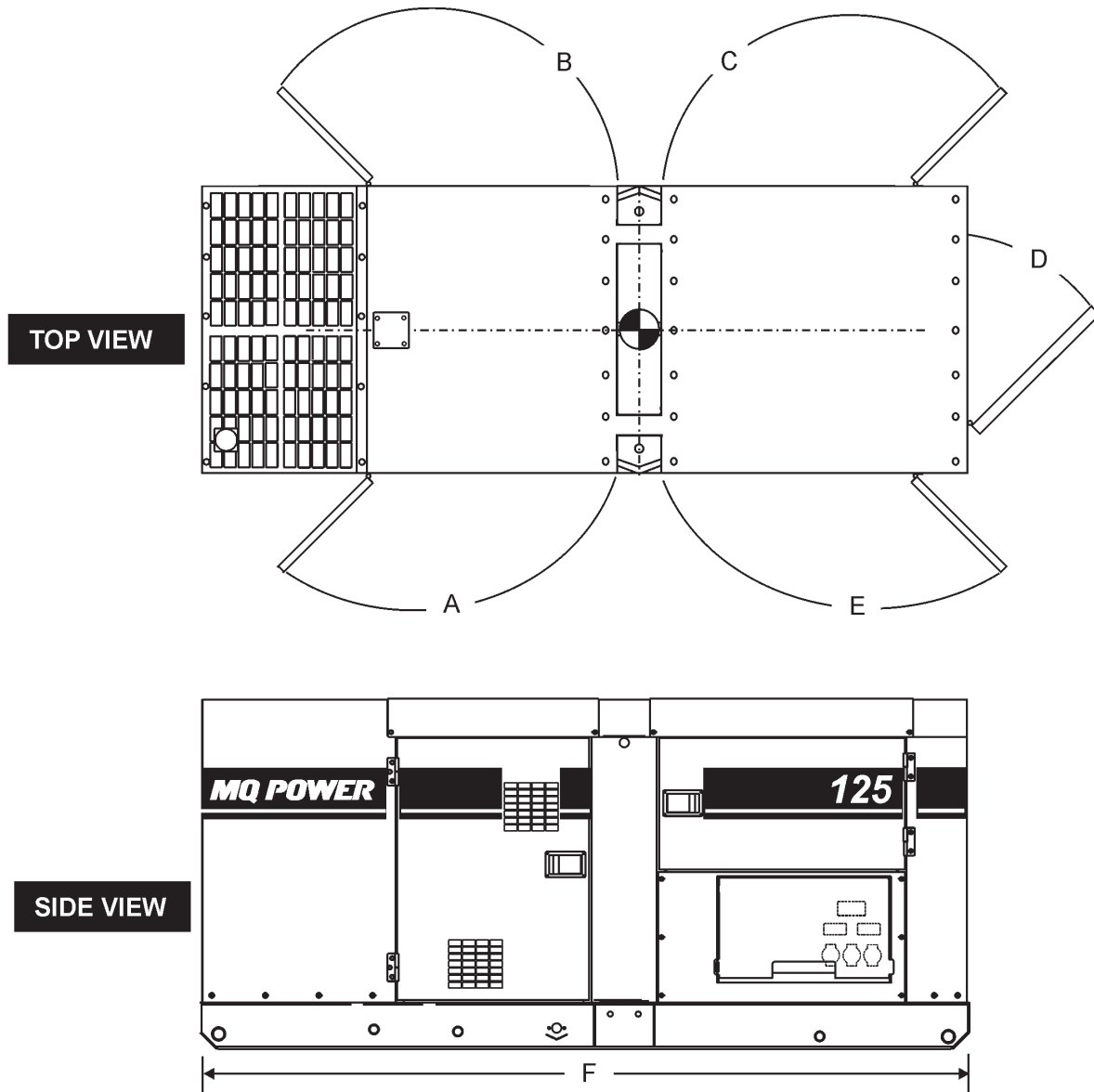
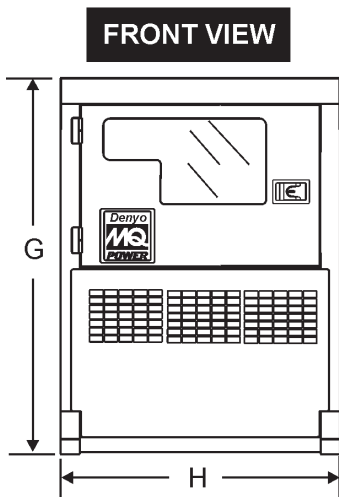


Figure 1. Dimensions



| Table 3. Dimensions | | | |
|---------------------|---------------------|------------------|-----------------------|
| Reference Letter | Dimension in. (mm) | Reference Letter | Dimension in. (mm) |
| A | 34.76 in. (883 mm.) | F | 120 in. (3,050 mm.) |
| B | 34.76 in. (883 mm.) | G | 55.11 in. (1,400 mm.) |
| C | 37.20 in. (945 mm.) | H | 43.30 in. (1,100 mm.) |
| D | 38.18 in. (970 mm.) | | |
| E | 37.20 in. (945 mm.) | | |

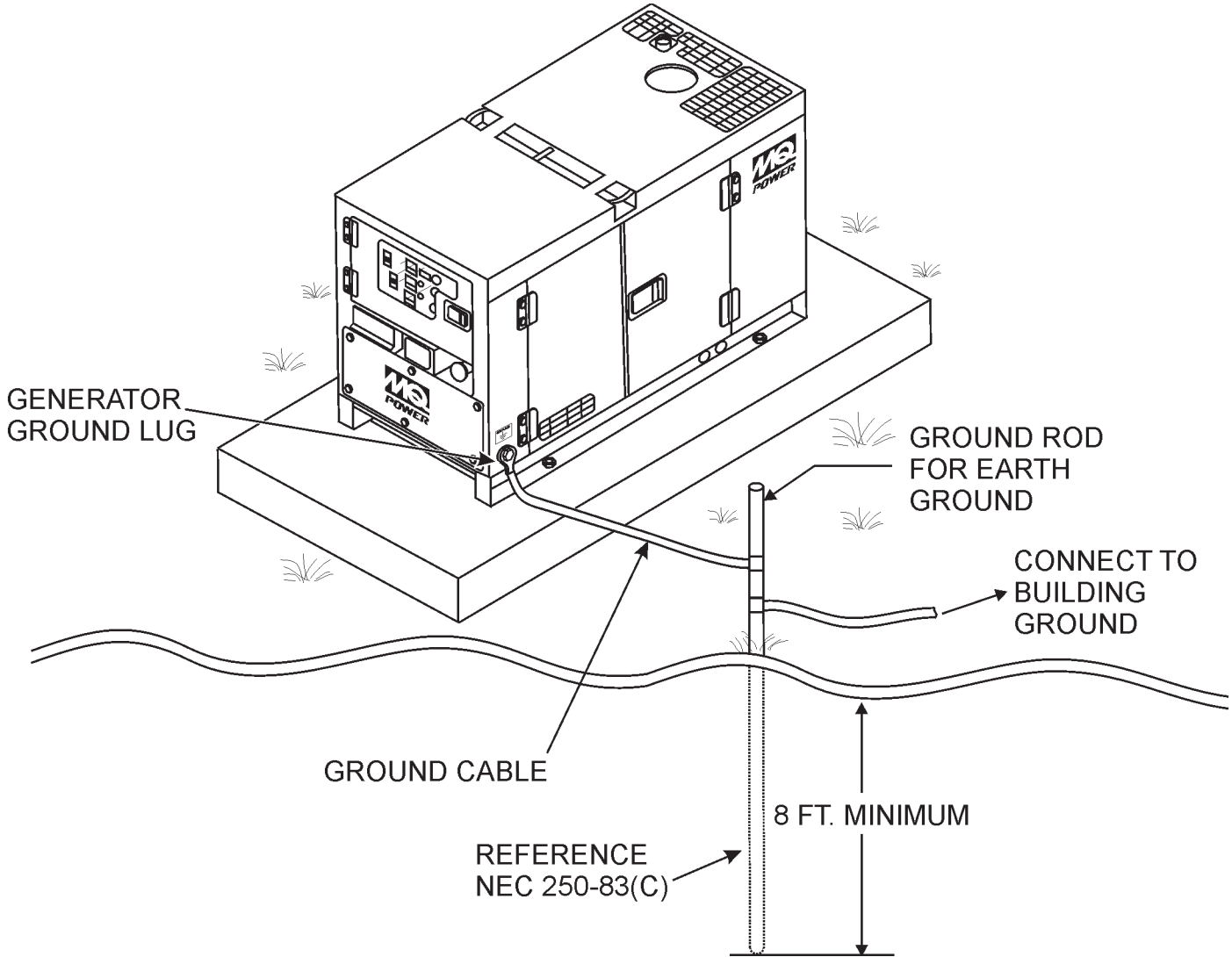


Figure 2. Typical Generator Grounding Application

OUTDOOR INSTALLATION

Install the generator in a area that is free of debris, bystanders, and overhead obstructions. Make sure the generator is on secure level ground so that it cannot slide or shift around. Also install the generator in a manner so that the exhaust will not be discharged in the direction of nearby homes.

The installation site must be relatively free from moisture and dust. All electrical equipment should be protected from excessive moisture. Failure to do will result in deterioration of the insulation and will result in short circuits and grounding.

Foreign materials such as dust, sand, lint and abrasive materials have a tendency to cause excessive wear to engine and alternator parts.

CAUTION

Pay close attention to ventilation when operating the generator inside tunnels and caves. The engine exhaust contains noxious elements. Engine exhaust must be routed to a ventilated area.

INDOOR INSTALLATION

Exhaust gases from diesel engines are extremely poisonous. Whenever an engine is installed indoors the exhaust fumes must be vented to the outside. The engine should be installed at least two feet from any outside wall. Using an exhaust pipe which is too long or too small can cause excessive back pressure which will cause the engine to heat excessively and possibly burn the valves.

MOUNTING

The generator must be mounted on a solid foundation (such as concrete) and set firmly on the foundation to isolate vibration of the generator when it is running. The generator must set at least 6 inches above the floor or grade level (in accordance to NFPA 110, Chapter 5-4.1). **DO NOT** remove the metal skids on the bottom of the generator. They are to resist damage to the bottom of the generator and to maintain alignment.

GENERATOR GROUNDING

To guard against electrical shock and possible damage to the equipment, it is important to provide a good **EARTH** ground.

Article 250 (Grounding) of the National Electrical Code (NEC) provides guide lines for proper grounding and specifies that the cable ground shall be connected to the grounding system of the building as close to the point of cable entry as practical.

NEC articles 250-64(b) and 250-66 set the following grounding requirements:

1. Use one of the following wire types to connect the generator to earth ground.
 - a. Copper - 10 AWG (5.3 mm²) or larger.
 - b. Aluminum - 8 AWG (8.4 mm²) or larger.
2. When grounding the generator (Figure 2) connect the ground cable between the lock washer and the nut on the generator and tighten the nut fully. Connect the other end of the ground cable to earth ground.
3. NEC article 250-52(c) specifies that the earth ground rod should be buried a minimum of 8 ft. into the ground.

NOTICE

When connecting the generator to any buildings electrical system **ALWAYS** consult with a licensed electrician.

GENERAL INFORMATION

GENERATOR

The MQ Power Model DCA125SSIU generator (Figure 3) is a high quality portable (requires a trailer for transport) power source for telecom sites, lighting facilities, power tools, submersible pumps and other industrial and construction machinery.

ENGINE OPERATING PANEL

The “Engine Operating Panel” is provided with the following:

- Tachometer
- Water Temperature Gauge
- Oil Pressure Gauge
- Charging Ammeter Gauge
- Fuel Level Gauge
- Engine Speed Switch
- Auto START/STOP Engine Controller (ECU)
- Panel Light/Panel Light Switch
- Pre-Heat Lamp
- Warning Lamp

GENERATOR CONTROL PANEL

The “Generator Control Panel” is provided with the following:

- Frequency Meter (Hz)
- AC Ammeter (Amps)
- AC Voltmeter (Volts)
- Ammeter Change-Over Switch
- Voltmeter Change-Over Switch
- Voltage Regulator
- 3-Pole, 300 amp Main Circuit Breaker
- “Control Box” (located behind the Gen. Control Panel)
 - Automatic Voltage Regulator
 - Current Transformer
 - Over-Current Relay
 - Starter Relay
 - Engine Controller (Computer Controlled)
 - Voltage Selector Switch

OUTPUT TERMINAL PANEL

The “Output Terminal Panel” is provided with the following:

- Three 100/200V output receptacles (CS-6369), 50A
- Three auxiliary circuit breakers, 50A
- Two 100V output receptacles (GFCI), 20A
- Two GFCI circuit breakers, 20A
- Five output terminal lugs (3Ø power)

OPEN DELTA EXCITATION SYSTEM

The DCA125SSIU generator is equipped with the state of the art “Open-Delta” excitation system. The open delta system consist of an electrically independent winding wound among stationary windings of the AC output section.

There are four connections of the open delta A, B, C and D. During steady state loads, the power from the voltage regulator is supplied from the parallel connections of A to B, A to D, and C to D. These three phases of the voltage input to the voltage regulator are then rectified and are the excitation current for the exciter section.

When a heavy load, such as a motor starting or a short circuit occurs, the automatic voltage regulator (AVR) switches the configuration of the open delta to the series connection of B to C. This has the effect of adding the voltages of each phase to provide higher excitation to the exciter section and thus better voltage response during the application of heavy loads.

The connections of the AVR to the AC output windings are for sensing only. No power is required from these windings.

The open-delta design provides virtually unlimited excitation current, offering maximum motor starting capabilities. The excitation does not have a “fixed ceiling” and responds according the demands of the required load.

ENGINE

The DCA125SSIU is powered by a 4 cylinder, water cooled, direct injection, turbocharged air-to-air intercooled ISUZU 4HK1X diesel engine. This engine is designed to meet every performance requirement for the generator. Reference Table 2 for engine specifications.

In keeping with MQ Power’s policy of constantly improving its products, the specifications quoted herein are subject to change without prior notice.

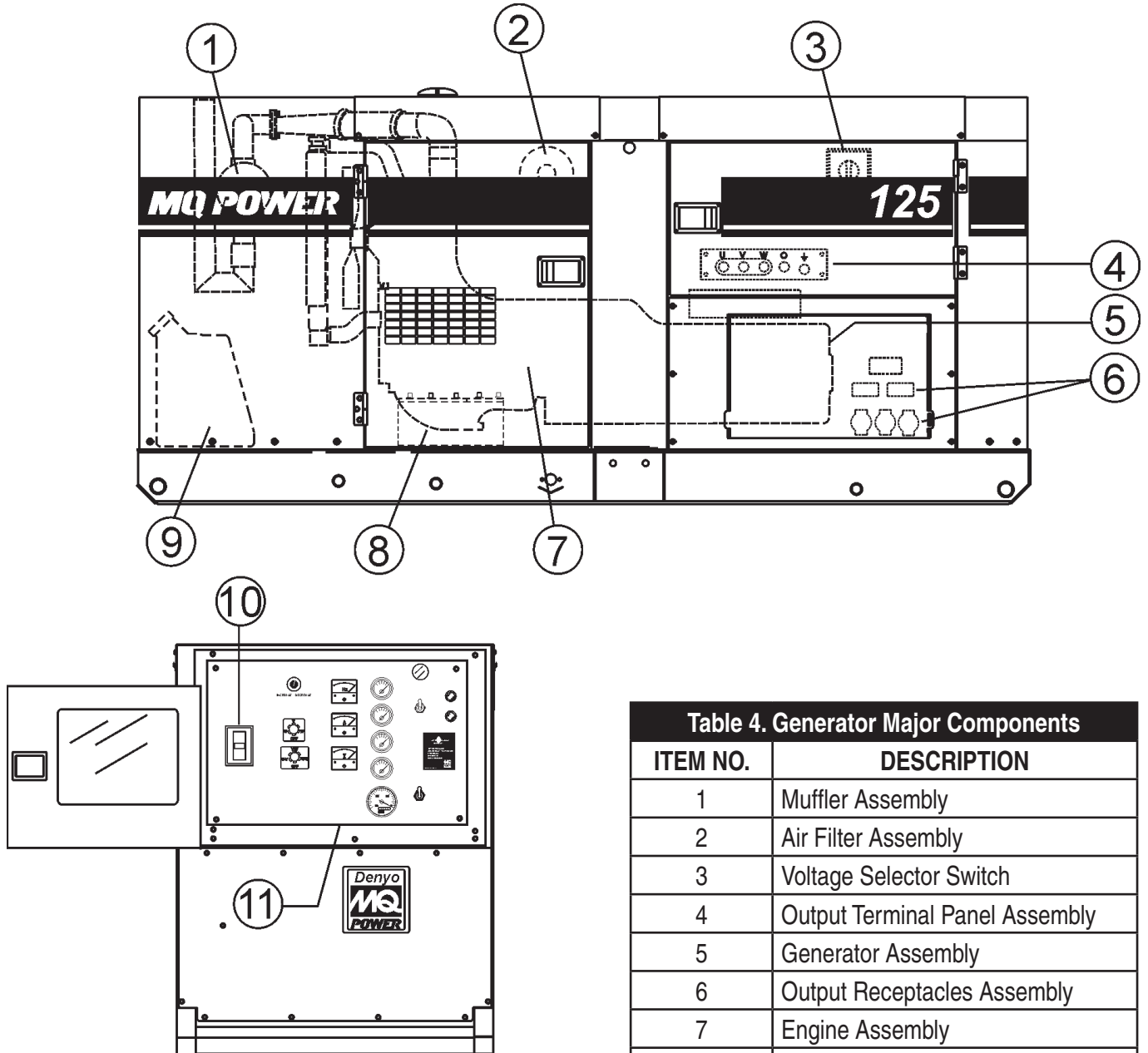
ELECTRIC GOVERNOR SYSTEM

The electric governor system controls the RPMs of the engine. When the engine demand increases or decreases, the governor system regulates the frequency variation to $\pm 0.25\%$.

EXTENSION CABLES

When electric power is to be provided to various tools or loads at some distance from the generator, extension cords are normally used. Cables should be sized to allow for distance in length and amperage so that the voltage drop between the generator and point of use (load) is held to a minimum. Use the cable selection chart (Table 6) as a guide for selecting proper extension cable size.

MAJOR COMPONENTS



| Table 4. Generator Major Components | |
|-------------------------------------|-------------------------------------------|
| ITEM NO. | DESCRIPTION |
| 1 | Muffler Assembly |
| 2 | Air Filter Assembly |
| 3 | Voltage Selector Switch |
| 4 | Output Terminal Panel Assembly |
| 5 | Generator Assembly |
| 6 | Output Receptacles Assembly |
| 7 | Engine Assembly |
| 8 | Battery Assembly |
| 9 | Fuel Tank Assembly |
| 10 | Main Circuit Breaker Assembly |
| 11 | Generator/Engine Operating Panel Assembly |

Figure 3. Major Components

GENERATOR CONTROL PANEL

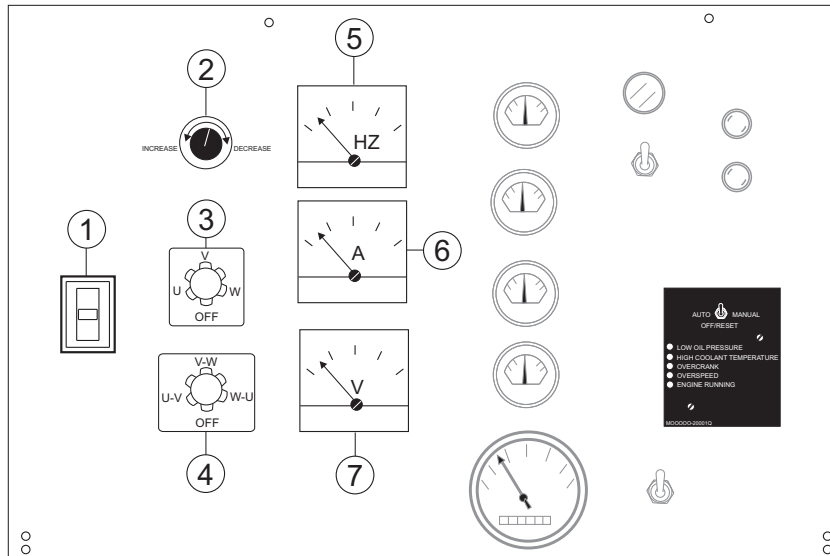


Figure 4. Generator Control Panel

The definitions below describe the controls and functions of the DCA125SSIU Generator Control Panel (Figure 4).

1. **Main Circuit Breaker**—This three-pole, 300A main breaker is provided to protect the the U,V, and W Output Terminal Lugs from overload.
2. **Voltage Regulator Control** — Allows $\pm 15\%$ manual adjustment of the generator's output voltage.
3. **Ammeter Change-Over Switch** — This switch allows the AC ammeter to indicate the current flowing to the load connected to any phase of the output terminals, or to be switched off. This switch does not effect the generator output in any fashion, it is for current reading only.
4. **Voltmeter Change-Over Switch** — This switch allows the AC voltmeter to indicate phase to phase voltage between any two phases of the output terminals or to be switched off.
5. **Frequency Meter** — Indicates the output frequency in hertz (Hz). Normally 50 Hz.
6. **AC Ammeter** — Indicates the amount of current the load is drawing from the generator per leg selected by the ammeter phase-selector switch.
7. **AC Voltmeter** — Indicates the output voltage present at the U,V, and W Output Terminal Lugs.

Located behind the generator control panel is the Generator Control Box. This box contains some of the necessary electronic components required to make the generator function.

The Control Box is equipped with the following major components:

- Over-Current Relay
- Automatic Voltage Regulator (AVR)
- Starter Relay
- Current Transformer
- Voltage Selector Switch
- Main Circuit Breaker

NOTICE

Remember the **overcurrent relay** monitors the current flowing from the **U,V, and W Output Terminal Lugs** to the load.

In the event of a short circuit or over current condition, it will automatically trip the 300 amp main breaker.

To restore power to the **Output Terminal Panel**, press the reset button on the overcurrent relay and place the **main circuit breaker** in the **closed** position (**ON**).

ENGINE OPERATING PANEL

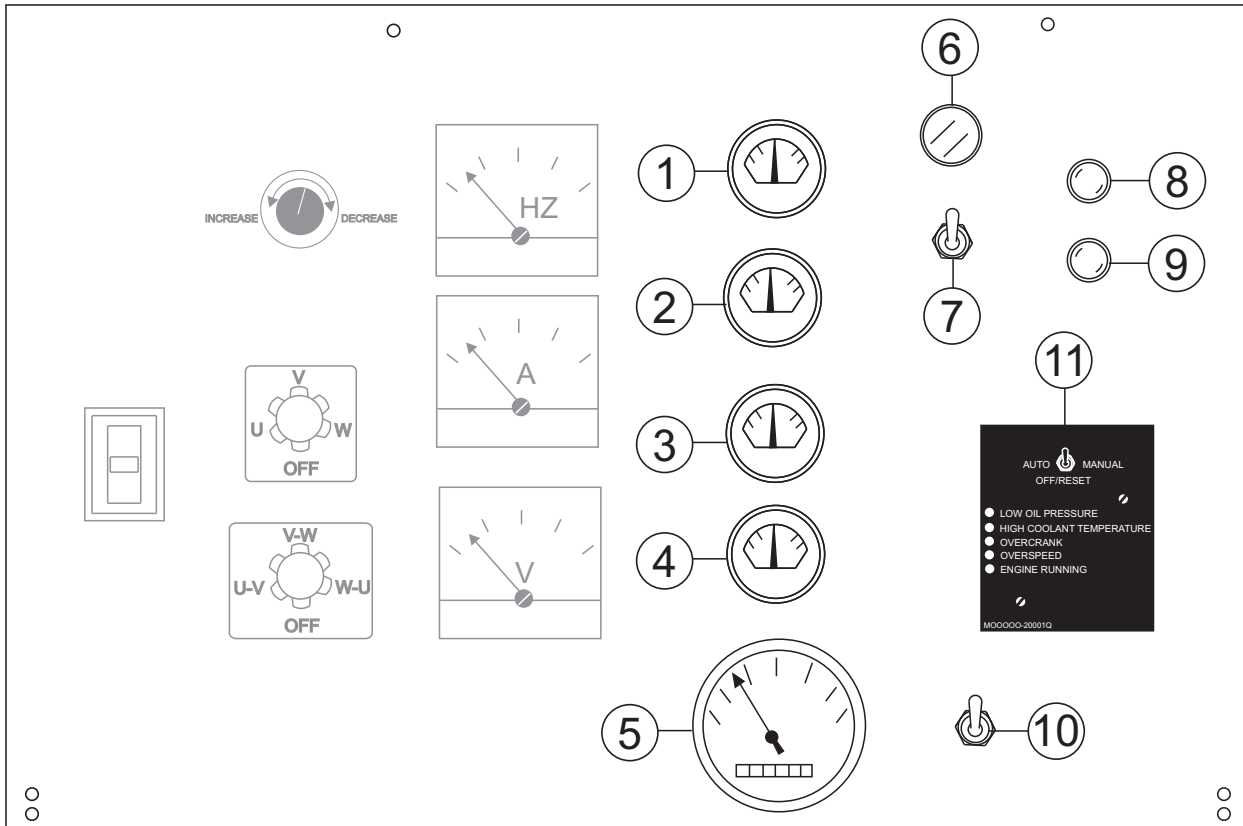
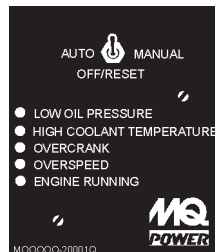


Figure 5. Engine Operating Panel

ENGINE OPERATING PANEL

The definitions below describe the controls and functions of the DCA-125SSIU Engine Operating Panel (Figure 5).

1. **Tachometer** — Indicates engine speed in RPM's for 50 Hz operation. This meter should indicate 1500 RPM's when the rated load is applied. In addition a built in hour meter will record the number of operational hours that the generator has been in use.
2. **Fuel Gauge** — Indicates amount of diesel fuel available.
3. **Charging Ammeter Gauge** — Indicates the current being supplied by the engine's alternator which provides current for generator's control circuits and battery charging system.
4. **Water Temperature Gauge** — During normal operation this gauge should read between 167°~203°F (75°~95°C)
5. **Oil Pressure Gauge** — During normal operation this gauge should read between 42 ~71 psi. (290~490 kPa). When starting the generator the oil pressure may read a little higher, but after the engine warms up the oil pressure should return to the correct pressure range.
6. **Panel Light** — Normally used in dark areas or at night time. When activated, panel lights will illuminate. When the generator is not in use be sure to turn the panel light switch to the OFF position.
7. **Panel Light Switch** — When activated will turn on control panel light.
8. **Pre-Heat Lamp** — As the engine cranks, this lamp will illuminate to indicate automatic preheating of the engine glow plugs. When the lamp turns off, this indicates that the preheat cycle is complete and the engine will start automatically.
9. **Warning Lamp** — Indicates that a failure has occurred in the engine control system.
10. **Engine Speed Switch** — This switch controls the speed
11. **Auto START/STOP Engine Controller (ECU)** — This controller has a vertical row of status LED's (inset), that when lit, indicate that an engine malfunction (fault) has been detected. When a fault has been detected the engine controller will evaluate the fault and all major faults will shutdown the generator. During cranking cycle, the ECU will attempt to crank the engine for 10 seconds before disengaging.



If the engine does not engage (start) by the third attempt, the engine will be shutdown by the engine controller's Over Crank Protection mode. If the engine engages at a speed (RPM's) that is not safe, the controller will shutdown the engine by initializing the Over Speed Protection mode.

Also the engine controller will shut down the engine in the event of low oil pressure, high coolant temperature, low coolant level, and loss of magnetic pickup. These conditions can be observed by monitoring the LED status indicators on the front of the controller module.

- A. **MPEC Control Switch** — This switch controls the running of the unit. If this switch is set to the OFF/RESET position, the unit will not run. When this switch is set to the manual position, the generator will start immediately.

If the generator is to be connected to a building's AC power source via an automatic transfer switch (isolation), place the switch in the AUTO position. In this position, should an outage occur, the automatic transfer switch (ATS) will start the generator automatically via the generator's auto-start contacts connected to the ATS's start contacts. Please refer to your ATS installation manual for further instructions for the correct installation of the auto-start contacts of the generator to the ATS.

- B. **Low Oil Pressure** — Indicates the engine pressure has fallen below 15 psi (103 kPa). The oil pressure is detected using variable resistive values from the oil pressure sending unit. This is considered a major fault.
- C. **High Coolant Temperature** — Indicates the engine temperature has exceeded 230°F (110°C). The engine temperature is detected using variable resistive values from the temperature sending unit. This is considered a major fault.
- D. **Overcrank Shutdown** — Indicates the unit has attempted to start a pre-programmed number of times, and has failed to start. The number of cycles and duration are programmable. It is pre-set at 3 cycles with a 10 second duration. This is considered a major fault.
- E. **Overspeed Shutdown** — Indicates the engine is running at an unsafe speed. This is considered a major fault.
- F. **Engine Running** — Indicates that engine is running at a safe operating speed.

OUTPUT TERMINAL PANEL FAMILIARIZATION

OUTPUT TERMINAL PANEL

The Output Terminal Panel (Figure 6) shown below is located on the right-hand side (left from control panel) of the generator. Lift up on the cover to gain access to receptacles and terminal lugs.

NOTICE

Terminal legs "O" and "Ground" are considered bonded grounds.

OUTPUT TERMINAL FAMILIARIZATION

The "Output Terminal Panel" (Figure 6) is provided with the following:

- Three (3) 100/200V output receptacles @ 50 amp
- Three (3) Circuit Breakers @ 50 amps
- Two (2) 100V GFCI receptacles @ 20 amp
- Two (2) GFCI Circuit Breakers @ 20 amps
- Eight (8) Output Terminal Lugs (U, V, W, O, Ground)

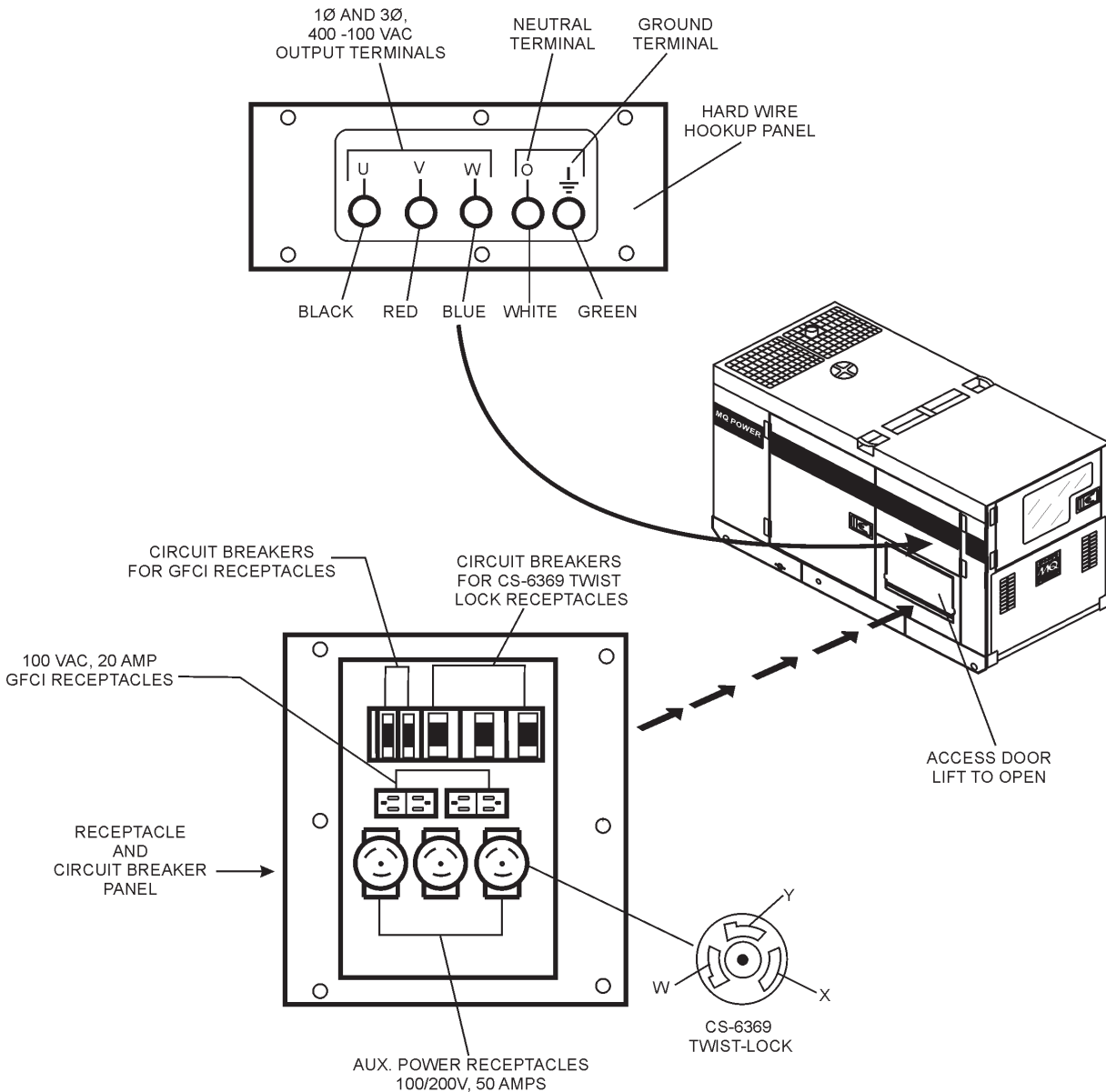


Figure 6. Output Terminal Panel

OUTPUT TERMINAL PANEL FAMILIARIZATION

100 VAC GFCI Receptacles

There are two 100 VAC, 20 amp GFCI (Duplex Nema 5-20R) receptacles provided on the output terminal panel. These receptacles can be accessed in **any voltage selector switch** position. Each receptacle is protected by a 20 amp circuit breaker. These breakers are located directly above the GFCI receptacles. Remember the load output (current) of both GFCI receptacles is dependent on the load requirements of the U, V, and W output terminal lugs.

Pressing the **reset** button resets the GFCI receptacle after being tripped. Pressing the **test button** (See Figure 7) in the center of the receptacle will check the GFCI function. Both receptacles should be tested at least once a month.

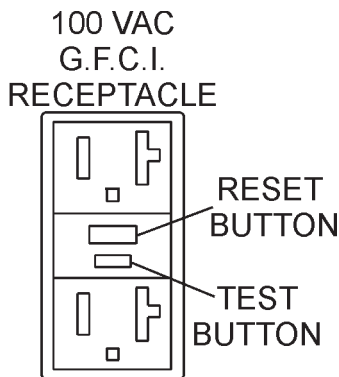


Figure 7. G.F.C.I. Receptacle

Twist Lock Dual Voltage 100/200 VAC Receptacles

There are three 100/200V, 50 amp auxiliary twist-lock (CS-6369) receptacles (Figure 8) provided on the output terminal panel. These receptacles can **only** be accessed when the voltage selector switch is placed in the **single-phase 240/120 position**.

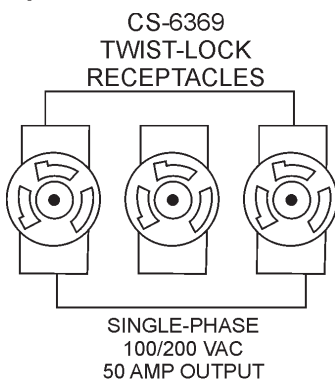


Figure 8. 100/200V Twist-Lock Auxiliary Receptacles

Each auxiliary receptacle is protected by a 50 amp circuit breaker. These breakers are located directly above the GFCI receptacles. Remember the load output (current) on all three receptacles is dependent on the load requirements of the **Output Terminal Lugs**.

Turn the **voltage regulator control knob** (Figure 9) on the control panel to obtain the desired voltage. Turning the knob clockwise will **increase** the voltage, turning the knob counter-clockwise will **decrease** the voltage.



Figure 9. Voltage Regulator Control Knob

OUTPUT TERMINAL PANEL FAMILIARIZATION

Connecting Loads

Loads can be connected to the generator by the **Output Terminal Lugs** or the convenience receptacles (Figure 10). Make sure to read the operation manual before attempting to connect a load to the generator.

To protect the output terminals from overload, a 3-pole, 300A **main** circuit breaker is provided. Make sure to switch **ALL** circuit breakers to the **OFF** position prior to starting the engine.

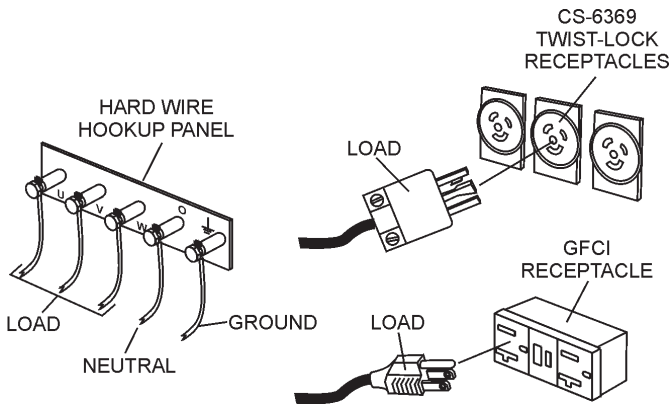


Figure 10. Connecting Loads

Over Current Relay

An **over current relay** (Figure 11) is connected to the main circuit breaker. In the event of an overload, both the circuit breaker and the over current relay may trip. If the circuit breaker can not be reset, the **reset button** on the over current relay must be pressed. The over current relay is located in the control box.

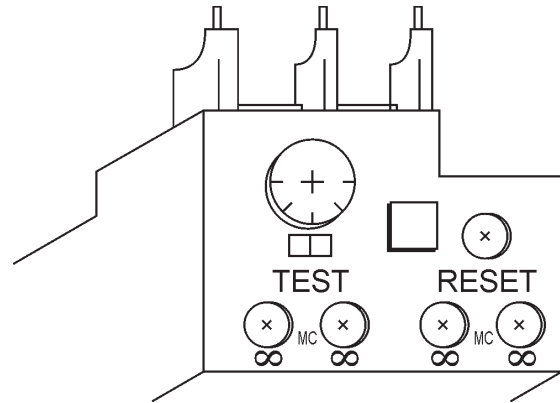


Figure 11. Over Current Relay

LOAD APPLICATION

SINGLE PHASE LOAD

Always be sure to check the nameplate on the generator and equipment to insure the wattage, amperage, frequency, and voltage requirements are satisfactorily supplied by the generator for operating the equipment.

Generally, the wattage listed on the nameplate of the equipment is its rated output. Equipment may require 130—150% more wattage than the rating on the nameplate, as the wattage is influenced by the efficiency, power factor and starting system of the equipment.

NOTICE

If wattage is not given on the equipment's name plate, approximate wattage may be determined by multiplying nameplate voltage by the nameplate amperage.

$$\text{WATTS} = \text{VOLTAGE} \times \text{AMPERAGE}$$

The power factor of this generator is 0.8. See Table 5 below when connecting loads.

Table 5. Power Factor By Load

| Type of Load | Power Factor |
|---------------------------------------------|--------------|
| Single-phase induction motors | 0.4-0.75 |
| Electric heaters, incandescent lamps | 1.0 |
| Fluorescent lamps, mercury lamps | 0.4-0.9 |
| Electronic devices, communication equipment | 1.0 |
| Common power tools | 0.8 |

Table 6. Cable Selection (60 Hz, Single Phase Operation)

| Current in Amperes | Load in Watts | | Maximum Allowable Cable Length | | | |
|--------------------|---------------|--------------|--------------------------------|----------|----------|----------|
| | At 100 Volts | At 200 Volts | #10 Wire | #12 Wire | #14 Wire | #16 Wire |
| 2.5 | 300 | 600 | 1000 ft. | 600 ft. | 375 ft. | 250 ft. |
| 5 | 600 | 1200 | 500 ft. | 300 ft. | 200 ft. | 125 ft. |
| 7.5 | 900 | 1800 | 350 ft. | 200 ft. | 125 ft. | 100 ft. |
| 10 | 1200 | 2400 | 250 ft. | 150 ft. | 100 ft. | |
| 15 | 1800 | 3600 | 150 ft. | 100 ft. | 65 ft. | |
| 20 | 2400 | 4800 | 125 ft. | 75 ft. | 50 ft. | |

CAUTION: Equipment damage can result from low voltage

THREE PHASE LOAD

When calculating the power requirements for 3-phase power use the following equation:

$$\text{KVA} = \frac{\text{VOLTAGE} \times \text{AMPERAGE} \times 1.732}{1000}$$

NOTICE

If 3Ø load (kVA) is not given on the equipment nameplate, approximate 3Ø load may be determined by multiplying voltage by amperage by 1.732.

NOTICE

Motors and motor-driven equipment draw much greater current for starting than during operation.

An inadequate size connecting cable which cannot carry the required load can cause a voltage drop which can burn out the appliance or tool and overheat the cable. See Table 6.

- When connecting a resistance load such as an incandescent lamp or electric heater, a capacity of up to the generating set's rated output (kW) can be used.
- When connecting a fluorescent or mercury lamp, a capacity of up to the generating set's rated output (kW) multiplied by 0.6 can be used.
- When connecting an electric drill or other power tools, pay close attention to the required starting current capacity.

When connecting ordinary power tools, a capacity of up to the generating set's rated output (kW) multiplied by 0.8 can be used.

DANGER

Before connecting this generator to any building's electrical system, a **licensed electrician** must install an **isolation (transfer) switch**. Serious damage to the building's electrical system may occur without this transfer switch.

GENERATOR OUTPUTS

GENERATOR OUTPUT VOLTAGES

A wide range of voltages are available to supply voltage for many different applications. Voltages are selected by using the **voltage selector** switch (Figure 12). To obtain some of the voltages as listed in Table 7 (see below) will require a fine adjustment using the **voltage regulator (VR) control knob** located on the control panel.

Voltage Selector Switch

The voltage selector switch (Figure 12) is located above the output terminal panel's Hard Wire Hook-up Panel. It has been provided for ease of voltage selection.

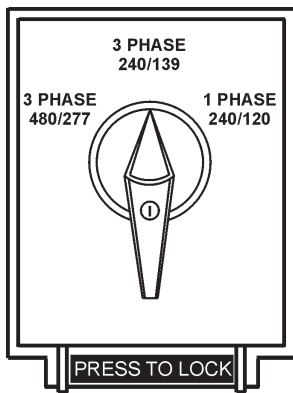


Figure 12. Voltage Change-Over Board

Voltage Selector Switch Locking Button

The voltage selector switch has a locking button to protect the generator and load from being switched while the engine is running. To lock the voltage selector switch, press and hold the red button located at the bottom of the switch.

CAUTION

NEVER change the position of the **voltage selector switch** while the engine is running. **ALWAYS** place circuit breaker in the **OFF** position before selecting voltage.

Maximum Amps

Table 8 shows the **maximum** amps the generator can provide. **DO NOT** exceed the maximum amps as listed..

| Rated Voltage | Maximum Amps |
|-----------------------|-------------------|
| Single Phase 100 Volt | 266 amps (4 wire) |
| Single Phase 200 Volt | 133 amps (4 wire) |
| Three Phase 200 Volt | 288 amps |
| Three Phase 400 Volt | 144 amps |

Table 7. Voltages Available

| Three Phase (Switchable) | 200V | 220V | 416V | 440V |
|---------------------------|------|------|------|------|
| Single Phase (Switchable) | 115V | 127V | 240V | 254V |

GENERATOR OUTPUTS/GAUGE READING

HOW TO READ THE OUTPUT TERMINAL GAUGE

The AC ammeter and AC voltmeter change-over switches on the control panel **DO NOT** effect the generator output. They are provided to help observe how much power is being supplied, produced at the UVWO terminals lugs.

Before taking a reading from either gauge, set the **Voltage Selector Switch** (Figure 13) to the position which produces the required voltage (For example, for 3 \emptyset 200V, choose the center 3 \emptyset 240/139V position on the voltage selector switch.)

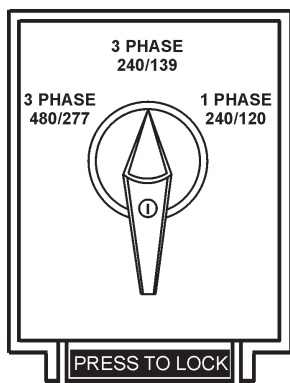


Figure 13. Voltage Selector Switch
240/139V 3 \emptyset Positio

NOTICE

For 3 \emptyset 200V/1 \emptyset ,115V, place the Voltage Selector Switch in the 3 Phase 340/139 position.

Reading Amperage

To determine the amperage at a terminal lug, set the **AC Ammeter Change-Over Switch** to the appropriate setting (Figure 16) to activate the AC Ammeter Gauge (Figure 17) and read the available amperage at the terminal lug.

For example, to measure the amperage at the U terminal lug, set the **AC Ammeter Change-Over Switch** to U and read the **AC Ammeter Gauge**.

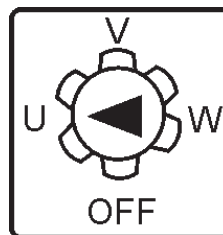


Figure 16. AC Ammeter
Change-Over Switch

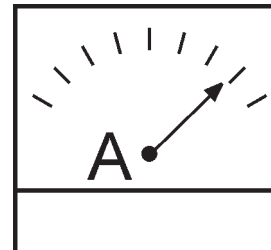


Figure 17. AC Ammeter
(Amp Reading on U Lug)

NOTICE

The *ammeter* gauge will only show a reading when the **Output Terminal Lugs** are connected to a load and in use.

Reading Voltage

To determine the voltage between two terminal lugs, set the **AC Voltmeter Change-Over Switch** to the appropriate setting (Figure 14) to activate the **AC Voltmeter Gauge** (Figure 15) and read the available voltage between the two lugs.

For example, to measure the voltage between the W and U terminal lugs, set the **AC Voltmeter Change-Over Switch** to W-U and read the **AC Voltmeter Gauge**.

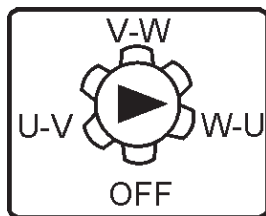


Figure 14. AC Voltmeter
Change-Over Switch

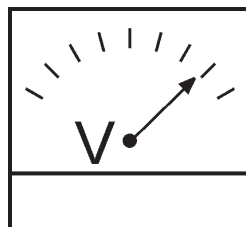


Figure 15. AC Voltmeter
Gauge

OUTPUT TERMINAL PANEL CONNECTIONS

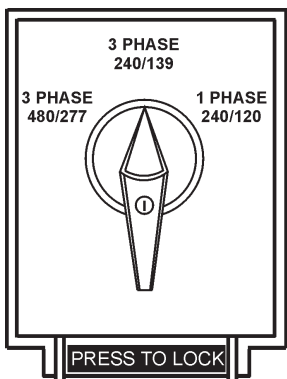
UVWO TERMINAL OUTPUT VOLTAGES

Various output voltages can be obtained using the UVWO output terminal lugs. The voltages at the terminals are dependent on the position of the **Voltage Selector Switch** and the adjustment of the **Voltage Regulator Control Knob**.

Remember the voltage selector switch determines the **range** of the output voltage. The voltage regulator (VR) allows the user to increase or decrease the selected voltage.

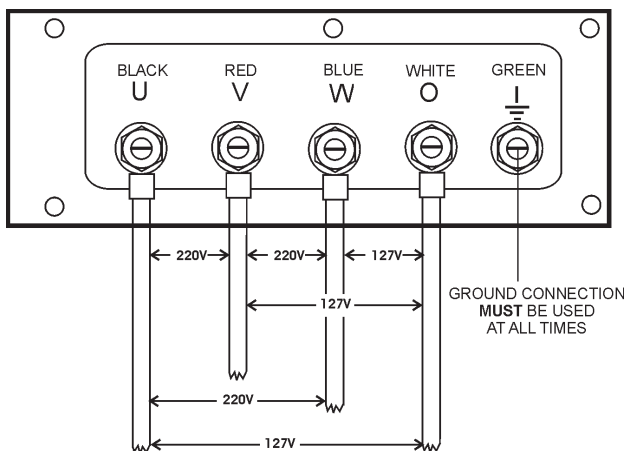
3Ø-220/127 UVWO Terminal Output Voltages

1. Place the voltage selector switch in the 3Ø 240/139 position as shown in Figure 18..



**Figure 18. Voltage Selector Switch
3Ø-240/139V Position**

2. Connect the load wires to the UVWO terminals as shown in Figure 19.



**Figure 19. UVWO Terminal Lugs
3Ø-220/127V Connections**

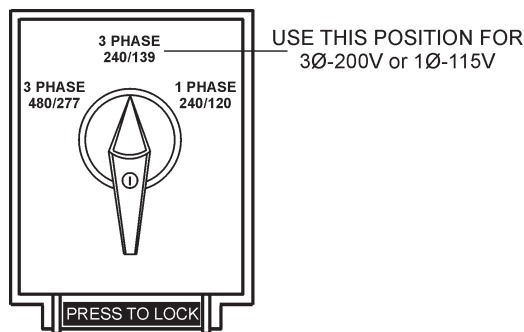
3. Turn the voltage regulator knob (Figure 20) clockwise to increase voltage output, turn counterclockwise to decrease voltage output. Use voltage regulator adjustment knob whenever fine tuning of the output voltage is required.



Figure 20. Voltage Regulator Knob

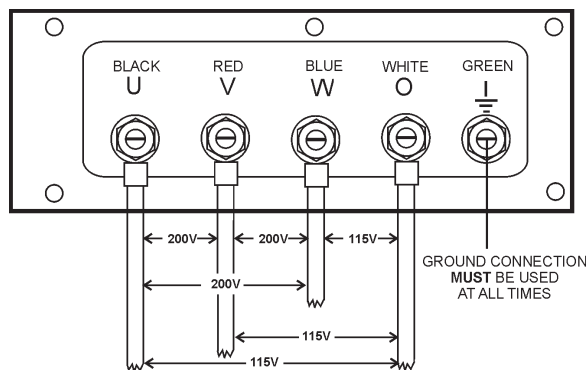
3Ø-200V/1Ø-115V UVWO Terminal Output Voltages

1. Place the voltage selector switch in the 3Ø 240/139 position as shown in Figure 21.



**Figure 21. Voltage Selector Switch
3Ø-240/139V Position**

2. Connect the load wires to the UVWO terminals as shown in Figure 22.



**Figure 22. UVWO Terminal Lugs
3Ø-200V/1Ø-115V Connections**

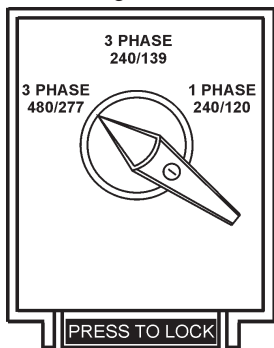
NOTICE

To achieve a 3Ø 200V output the voltage selector switch must be in the 3Ø-240/139 position and the voltage regulator must be adjusted to 200V..

OUTPUT TERMINAL PANEL CONNECTIONS

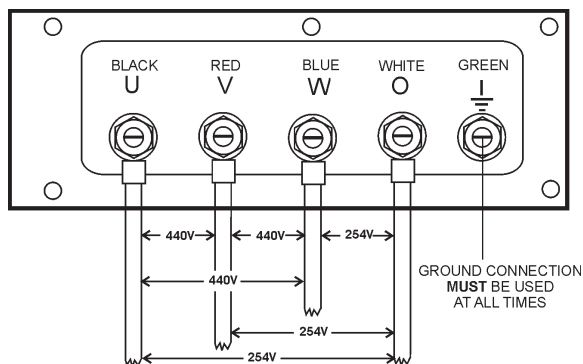
3Ø-440/254V UVWO Terminal Output Voltages

1. Place the voltage selector switch in the 3Ø 480/277 position as shown in Figure 23.



**Figure 23. Voltage Selector Switch
3Ø-480/277V Position**

2. Connect the load wires to the UVWO terminals as shown in Figure 24.

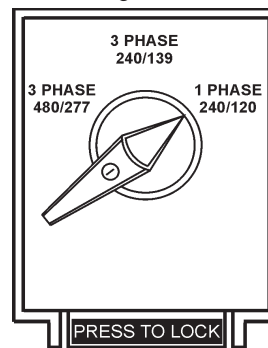


**Figure 24. UVWO Terminal Lugs
3Ø-440/254V Connections**

3. Turn the voltage regulator knob (Figure 20) clockwise to increase voltage output, turn counterclockwise to decrease voltage output. Use voltage regulator adjustment knob whenever fine tuning of the output voltage is required.

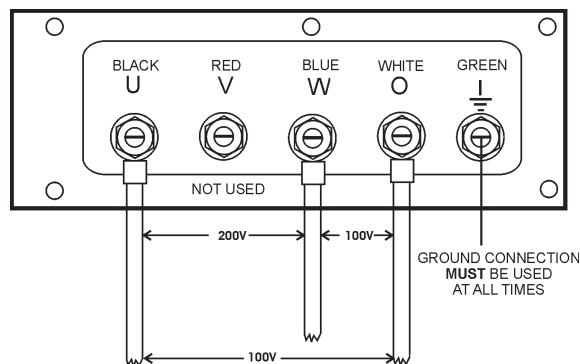
1Ø-200/100V UVWO Terminal Output Voltages

1. Place the voltage selector switch in the 1Ø 240/120 position as shown in Figure 25.



**Figure 25. Voltage Selector Switch
1Ø-240/120V Position**

2. Connect the load wires to the UVWO terminals as shown in Figure 26.



**Figure 26. UVWO Terminal Lugs
1Ø-200/100V Connections**

3. Turn the voltage regulator knob (Figure 20) clockwise to increase voltage output, turn counterclockwise to decrease voltage output. Use voltage regulator adjustment knob whenever fine tuning of the output voltage is required.

NOTICE

ALWAYS make sure that the connections to the UVWO terminals are **secure** and **tight**. The possibility of arcing exists, that could cause a fire.

CIRCUIT BREAKERS

To protect the generator from an overload, a 3-pole, 300 amp, main circuit breaker is provided to protect the **U, V, and W Output Terminals** from overload. In addition two single-pole, 20 amp **GFCI** circuit breakers are provided to protect the GFCI receptacles from overload. Three 50 amp **load** circuit breakers have also been provided to protect the auxiliary receptacles from overload. Make sure to switch **ALL** circuit breakers to the **OFF** position prior to starting the engine.

LUBRICATION OIL

Fill the engine crankcase with lubricating oil through the filler hole, but **DO NOT** overfill. Make sure the generator is level and verify that the oil level is maintained between the two notches (Figure 27) on the dipstick. See Table 9 for proper selection of engine oil.

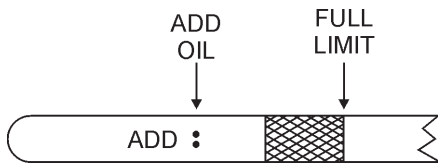
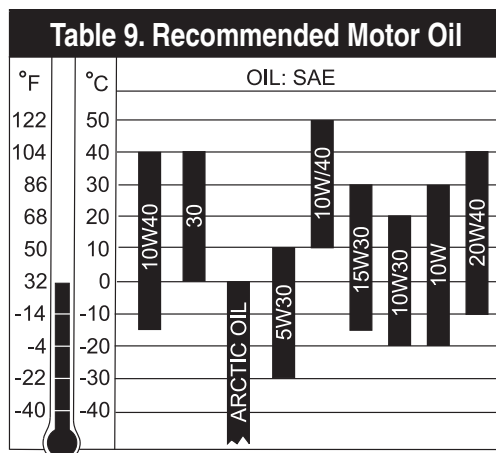


Figure 27. Engine Oil Dipstick

When checking the engine oil, be sure to check if the oil is clean. If the oil is not clean, drain the oil by removing the oil drain plug, and refill with the specified amount of oil as outlined in the **ISUZU Engine Owner's Manual**. Oil should be warm before draining.

Other types of motor oils may be substituted if they meet the following requirements:

- API Service Classification CC/SC
- API Service Classification CC/SD
- API Service Classification CC/SE
- API Service Classification CC/SF



FUEL CHECK

! DANGER



Fuel spillage on a **hot** engine can cause a **fire** or **explosion**. If fuel spillage occurs, wipe up the spilled fuel completely to prevent fire hazards. **NEVER** smoke around or near the generator.

Refilling the Fuel System

! CAUTION

ONLY properly trained personnel who have read and understand this section should refill the fuel tank system.

This generator has an internal fuel tank located inside the trailer frame and may also be equipped with an environmental fuel tank (Figure 28). **ALWAYS** fill the fuel tanks with clean fresh **#2 diesel fuel**. **DO NOT** fill the fuel tanks beyond their capacities.

Pay attention to the fuel tank capacity when replenishing fuel. The fuel tank cap must be closed tightly after filling. Handle fuel in a safety container. If the container does not have a spout, use a funnel. Wipe up any spilled fuel immediately.

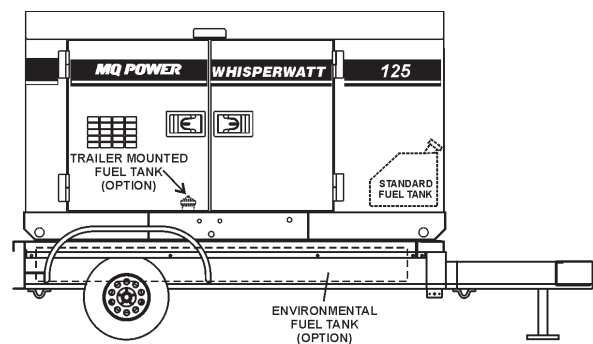



Figure 28. Internal Fuel Tank System

Refueling Procedure:

WARNING



Diesel fuel and its vapors are dangerous to your health and the surrounding environment. Avoid skin contact and/or inhaling fumes.

1. **Level Tanks** — Make sure fuel cells are level with the ground. Failure to do so will cause fuel to spill from the tank before reaching full capacity (Figure 29).

CAUTION

ALWAYS place trailer on firm level ground before refueling to prevent spilling and maximize the amount of fuel that can be pumped into the tank.

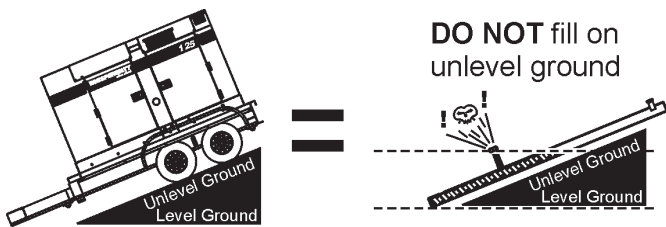


Figure 29. Only Fill on Level Ground

NOTICE

ONLY use #2 diesel fuel when refueling.

2. Open cabinet doors on the “right side” of the generator (from generator control panel position). Remove fuel cap and fill tank (Figure 30).

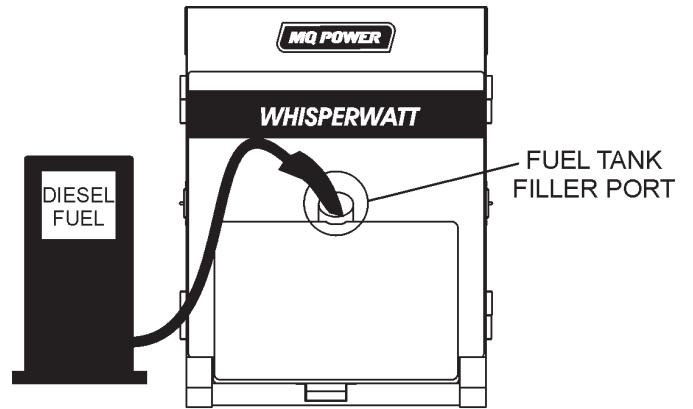


Figure 30. Fueling the Generator

3. **NEVER overfill fuel tank** — It is important to read the fuel gauge when filling trailer fuel tank. **DO NOT** wait for fuel to rise in filler neck (Figure 31).

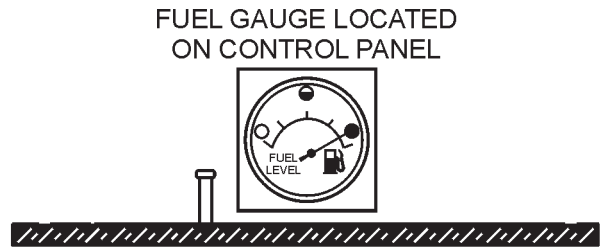


Figure 31. Full Fuel Tank

CAUTION

DO NOT OVERFILL fuel system. Leave room for fuel expansion. Fuel expands when heated (Figure 32).




Figure 32. Fuel Expansion

COOLANT (ANTIFREEZE/SUMMER COOLANT/WATER)

ISUZU recommends ISUZU antifreeze/summer coolant for use in their engines, which can be purchased in concentrate (and mixed with 50% demineralized water) or pre-diluted. See the **ISUZU Engine Owner's Manual** for further details.

WARNING



If adding coolant/antifreeze mix to the radiator, **DO NOT** remove the radiator cap until the unit has completely cooled. The possibility of **hot!** coolant exists which can cause severe burns.

Day-to-day addition of coolant is done from the recovery tank. When adding coolant to the radiator, **DO NOT** remove the radiator cap until the unit has completely cooled. See Table 10 for engine, radiator, and recovery tank coolant capacities. Make sure the coolant level in the recovery tank is always between the "H" and the "L" markings.

| Table 10. Coolant Capacity | |
|----------------------------|-----------------------|
| Engine and Radiator | 5.3 gal (20.2 liters) |
| Reserve Tank | 2 quarts (1.9 liters) |

Operation in Freezing Weather

When operating in freezing weather, be certain the proper amount of antifreeze (Table 11) has been added.

| Table 11. Anti-Freeze Operating Temperatures | | |
|----------------------------------------------|----------------|-----|
| Vol % Anti-Freeze | Freezing Point | |
| | °C | °F |
| 50 | -37 | -34 |

NOTICE

When the antifreeze is mixed with water, the antifreeze mixing ratio **must be** less than 50%.

CLEANING THE RADIATOR

The engine may overheat if the radiator fins become overloaded with dust or debris. Periodically clean the radiator fins with compressed air. Cleaning inside the machine is dangerous, so clean only with the engine turned off and the **negative** battery terminal disconnected.

AIR CLEANER

Periodic cleaning/replacement is necessary. Inspect it in accordance with the **ISUZU Engine Owner's Manual**.

FAN BELT TENSION

A slack fan belt may contribute to overheating, or to insufficient charging of the battery. Inspect the fan belt for damage and wear and adjust it in accordance with the **ISUZU Engine Owner's Manual**.

The fan belt tension is proper if the fan belt bends 10 to 15 mm (Figure 33) when depressed with the thumb as shown below.

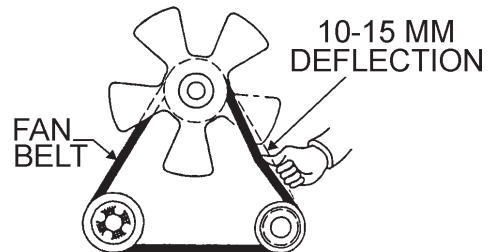



Figure 33. Fan Belt Tension

CAUTION



NEVER place hands near the belts or fan while the generator set is running.

BATTERY

This unit is of negative ground **DO NOT** connect in reverse. Always maintain battery fluid level between the specified marks. Battery life will be shortened, if the fluid level are not properly maintained. Add only distilled water when replenishment is necessary.

DO NOT over fill. Check to see whether the battery cables are loose. Poor contact may result in poor starting or malfunctions. **Always** keep the terminals firmly tightened. Coating the terminals with an approved battery terminal treatment compound. Replace battery with only recommended type battery. The battery is sufficiently charged if the specific gravity of the battery fluid is 1.28 (at 68° F). If the specific gravity should fall to 1.245 or lower, it indicates that the battery is dead and needs to be recharged or replaced.

Before charging the battery with an external electric source, be sure to disconnect the battery cables.

Battery Cable Installation

ALWAYS be sure the battery cables (Figure 34) are properly connected to the battery terminals as shown below. The **red cable** is connected to the positive terminal of the battery, and the **black cable** is connected to the negative terminal of the battery.

CAUTION
ALWAYS disconnect the negative terminal **FIRST** and reconnect negative terminal **LAST**.

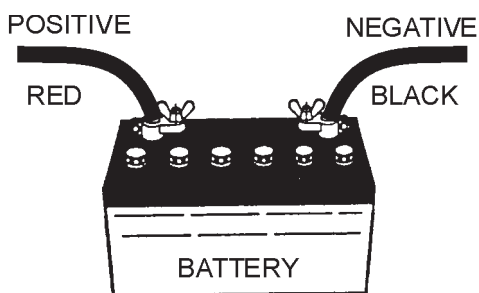


Figure 34. Battery Connections

When connecting battery do the following:

1. **NEVER** connect the battery cables to the battery terminals when the **MPEC Control Switch** is in either the **MANUAL** position. **ALWAYS** make sure that the **MPEC Control Switch** is in the **OFF/RESET** position when connecting the battery.
2. Place a small amount of battery terminal treatment compound around both battery terminals. This will ensure a good connection and will help prevent corrosion around the battery terminals.

NOTICE

If the battery cable is connected incorrectly, electrical damage to the generator will occur. Pay close attention to the polarity of the battery when connecting the battery.

CAUTION

Inadequate battery connections may cause poor starting of the generator, and create other malfunctions.

ALTERNATOR

The polarity of the alternator is negative grounding type. When an inverted circuit connection takes place, the circuit will be in short circuit instantaneously resulting the alternator failure.

DO NOT put water directly on the alternator. Entry of water into the alternator can cause corrosion and damage the alternator.

WIRING

Inspect the entire generator for bad or worn electrical wiring or connections. If any wiring or connections are exposed (insulation missing) replace wiring immediately.

PIPING AND HOSE CONNECTION

Inspect all piping, oil hose, and fuel hose connections for wear and tightness. Tighten all hose clamps and check hoses for leaks.

If any hose (**fuel or oil**) lines are defective replace them immediately.

GENERATOR START-UP PROCEDURE (MANUAL)

BEFORE STARTING

CAUTION

The engine's exhaust contains harmful emissions. **ALWAYS** have adequate ventilation when operating. Direct exhaust away from nearby personnel.

WARNING

NEVER manually start the engine with the **main, GFCI or auxiliary** circuit breakers in the **ON** (closed) position.

1. Place the **main, G.F.C.I., and aux.** circuit breakers (Figure 35) in the **OFF** position prior to starting the engine.

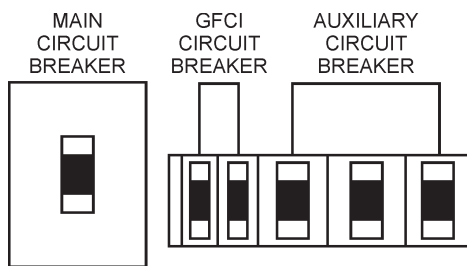


Figure 35. Main, Aux. and GFCI Circuit Breakers (OFF)

2. Make sure the **voltage change-over board** has been configured for the desired output voltage.
3. Connect the load to the **receptacles** or the **output terminal lugs** as shown in Figure 10. These load connection points can be found on the output terminal panel and the output terminal panel's hard wire hookup panel.
4. Tighten terminal nuts securely to prevent load wires from slipping out.
5. Close all engine enclosure doors (Figure 36).

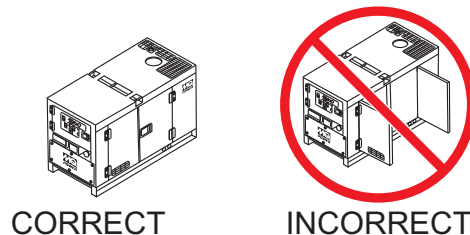


Figure 36. Engine Enclosure Doors

STARTING (MANUAL)

1. Place the engine speed switch (Figure 37) in the **LOW** (down) position.



Figure 37. Engine Speed Switch (Low)

2. Place the **MPEC control switch** in the **MANUAL** position to start the engine (Figure 38).



Figure 38. MPEC Control Switch (Manual Position)

3. Depending on the temperature of the coolant (cold weather conditions), the pre-heat lamp (Figure 39) will light (ON) and remain on until the pre-heating cycle has been completed. After completion of the pre-heating cycle, the light will go OFF and the engine will start up automatically.

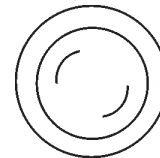


Figure 39. Pre-Heat Lamp

4. Once the engine starts, let the engine run for 1-2 minutes. Listen for any abnormal noises. If any abnormalities exist, shut down the engine and correct the problem. If the engine is running smoothly, place the engine speed switch (Figure 40) in the **HIGH** (up) position.



Figure 40. Engine Speed Switch (High)

5. Verify that the **engine running status LED** on the MPEC unit (Figure 41) is **ON** (lit) after the engine has been started.



Figure 41. Engine Running LED (ON)

GENERATOR START-UP PROCEDURE (MANUAL)

6. The generator's frequency meter (Figure 42) should be displaying the 50 cycle output frequency in **HERTZ**.

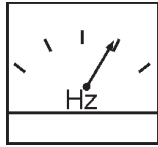


Figure 42. Frequency Meter

7. The generator's AC-voltmeter (Figure 43) will display the generator's output in **VOLTS**. If the voltage is not within the specified tolerance, use the voltage adjustment control knob (Figure 44) to increase or decrease the desired voltage.

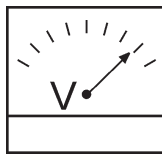


Figure 43. Voltmeter



Figure 44. Voltage Adjust Control Knob

8. The ammeter (Figure 45) will indicate **zero amps** with no load applied. When a load is applied, the ammeter will indicate the amount of current that the load is drawing from the generator.

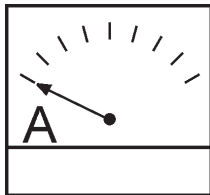


Figure 45. Ammeter (No Load)

9. The engine oil pressure gauge (Figure 46) will indicate the oil pressure of the engine. Under normal operating conditions the oil pressure is approximately 42 to 71 psi. (290~490 kPa).

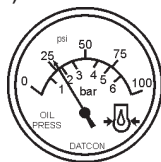


Figure 46. Oil Pressure Gauge

10. The **coolant temperature gauge** (Figure 47) will indicate the coolant temperature. Under normal operating conditions the coolant temperature should be between 167°~203°F (75°~95°C) (**Green Zone**).

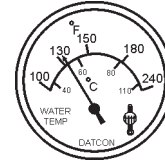


Figure 47. Coolant Temperature Gauge

11. The **tachometer gauge** (Figure 48) will indicate the speed of the engine when the generator is operating. Under normal operating conditions this speed is approximately 1500 RPM's.

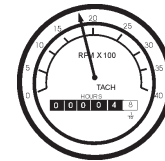


Figure 48. Engine Tachometer Gauge

12. Place the **main, GFCI, and aux.** circuit breakers in the **ON** position (Figure 49).

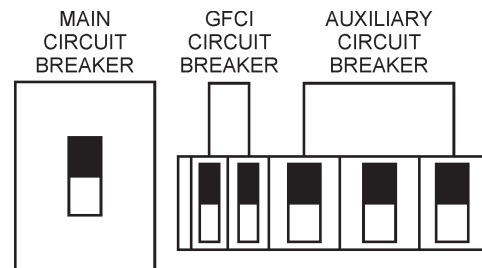


Figure 49. Main, Aux. and GFCI Circuit Breakers (ON)

13. Observe the generator's ammeter (Figure 50) and verify it reads the anticipated amount of current with respect to the load. The ammeter will only display a current reading if a load is in use.

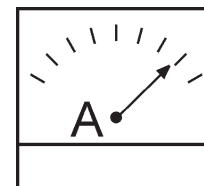


Figure 50. Ammeter (Load)

14. The generator will run until manually stopped or an abnormal condition occurs.

GENERATOR START-UP PROCEDURE (AUTO MODE)

STARTING (AUTO MODE)

DANGER



Before connecting this generator to any building's electrical system, a **licensed electrician** must install an **isolation (transfer) switch**. Serious damage to the building's electrical system may occur without this transfer switch.

CAUTION

When connecting the generator to a isolation (transfer) switch, **ALWAYS** have power applied to the generator's internal battery charger. This will ensure that the engine will not fail due to a dead battery.

NOTICE

When the generator is set in the **AUTO** mode, the generator will **automatically start** in the event of commercial power falling below a prescribed level by means of a contact closure that is generated automatically by a transfer switch.

WARNING

When running the generator in the **AUTO** mode, remember the generator can start up at any time without warning. **NEVER** attempt to perform any maintenance when the generator is in the auto mode.

CAUTION

The engine speed switch **must** be set to the "High" position when running in the **auto-start** mode. Failing to set the switch in the proper position can result in damage to your generator when it turns on.

NOTICE

When the MPEC control switch is placed in the **AUTO** position, the engine glow plugs will be warmed and the engine will start automatically.

When starting generator in **AUTO** mode use the "Manual Start-up" procedure except where noted (see below).

1. Perform steps 1 through 5 in the Before Starting section as outlined in the Manual Starting Procedure.
2. Place the **engine speed switch** (Figure 51) in the **HIGH** position



Figure 51. Engine Speed Switch (High)

3. Place the **MPEC Control Switch** (Figure 52) in the **AUTO** position.



Figure 52. MPEC Control Switch (AUTO)

4. Continue operating the generator as outlined in the Manual Start-up procedure (start at step 5).

GENERATOR SHUT-DOWN PROCEDURES

WARNING

NEVER stop the engine suddenly except in an emergency.

NORMAL SHUTDOWN PROCEDURE

To shutdown the generator, use the following procedure:

1. Place both the **MAIN, GFCI and LOAD** circuit breakers as shown in Figure 35 to the **OFF** position.
2. Place the engine speed switch (Figure 53) in the “LOW” (down) position.



Figure 53. Engine Speed Switch (Low)

3. Let the engine cool by running it at low speed for 3-5 minutes with no load applied.
4. Place the **MPEC Control Switch** (Figure 54) to the **OFF/RESET** position.



Figure 54. MPEC Control Switch (Off/Reset)

5. Verify that **all** the status LEDs on the MPEC display are **OFF** (not lit).
6. Remove all loads from the generator.
7. Inspect entire generator for any damage or loosening of components that may have occurred during operation.

EMERGENCY SHUTDOWN PROCEDURE

1. Place the ECU Control Switch switch (Figure 54) to the OFF/Reset position.
2. To shut-down the engine in the event of an emergency, switch the MAIN, GFCI and LOAD (Figure 35) circuit breakers to OFF position.

| Table 12. Inspection/Maintenance | | 10 Hrs DAILY | 250 Hrs | 500 Hrs | 1000 Hrs |
|----------------------------------|-----------------------------------------------------|-----------------|---------|---------|-------------|
| Engine | Check Engine Fluid Levels | X | | | |
| | Check Air Cleaner | X | | | |
| | Check Battery Acid Level | X | | | |
| | Check Fan Belt Condition | X | | | |
| | Check for Leaks | X | | | |
| | Check for Loosening of Parts | X | | | |
| | Replace Engine Oil and Filter * 1 | | X | | |
| | Clean Air Filter | | X | | |
| | Check Fuel Filter/Water Separator Bowl | X | | | |
| | Clean Unit, Inside and Outside | | X | | |
| | Change Fuel Filter | | | X | |
| | Clean Radiator and Check Coolant Protection Level*2 | | | X | |
| | Replace Air Filter Element * 3 | | | X | |
| | Check all Hoses and Clamps * 4 | | | | X |
| | Clean Inside of Fuel Tank | | | | X |
| Generator | Measure Insulation Resistance Over 3M ohms | | X | | |
| | Check Rotor Rear Support Bearing | | | X | |

*1 Replace engine oil and filter at 100 hours, first time only.

*2 Add "Supplemental Coolant Additives (SCA'S)" to recharge the engine coolant.

*3 Replace primary air filter element when restriction indicator shows a vacuum of 625 mm (25 in. H2O).

*4 If blowby hose needs to be replaced, ensure that the slope of the blowby hose is at least a 1/2 inch per foot, with no sags or dips that could collect moisture and/or oil.

GENERAL INSPECTION

Prior to each use, the generator should be cleaned and inspected for deficiencies. Check for loose, missing or damaged nuts, bolts or other fasteners. Also check for fuel, oil, and coolant leaks. Use Table 12 as a general maintenance guideline **Engine Side** (Refer to the Engine Instruction Manual)

AIR CLEANER

Every 250 hours: Remove air cleaner element (Figure 55) and clean the heavy duty paper element with light spray of compressed air. Replace the air cleaner as needed.

Air Cleaner with Dust Indicator

This indicator (Figure 55) is attached to the air cleaner. When the air cleaner element is clogged, air intake restriction becomes greater and the dust indicator signal shows **RED** meaning the element needs changing or service. After changing the air element, press the dust indicator button to reset the indicator.

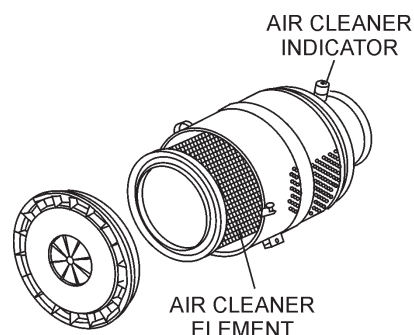


Figure 55. Air Cleaner/Indicator

NOTICE

The air filter should not be changed until the indicator reads "**RED**". Dispose of old air filter. It may not be cleaned or reused.

If the engine is operating in very **dusty** or **dry grass** conditions, a clogged air cleaner will result. This can lead to a loss of power, excessive carbon buildup in the combustion chamber and high fuel consumption. Change air cleaner more **frequently** if these conditions exist.

FUEL ADDITION

Add diesel fuel (the grade may vary according to season and locations).

Removing Water from the Fuel Tank

After prolonged use, water and other impurities accumulate in the bottom of the tank. Occasionally inspect the fuel tank for water contamination and drain the contents if required.

During cold weather, the more empty volume inside the tank, the easier it is for water to condense. This can be reduced by keeping the tank full with diesel fuel.

Cleaning Inside the Fuel Tank

If necessary, drain the fuel inside the fuel tank completely. Using a spray washer (Figure 56) wash out any deposits or debris that have accumulated inside the fuel tank.

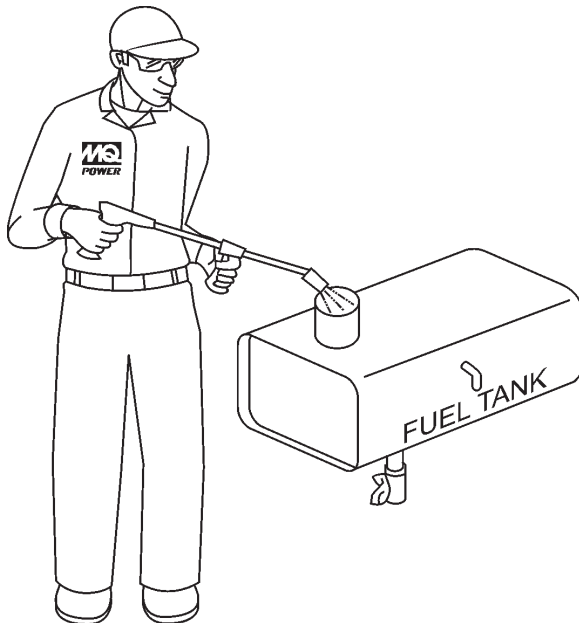


Figure 56. Fuel Tank Cleaning

FUEL TANK INSPECTION

In addition to cleaning the fuel tank, the following components should be inspected for wear:

- **Rubber Suspension** — look for signs of wear or deformity due to contact with oil. Replace the rubber suspension if necessary.
- **Fuel Hoses** — inspect nylon and rubber hoses for signs of wear, deterioration and hardening.
- **Fuel Tank Lining** — inspect the fuel tank lining for signs of excessive amounts of oil or other foreign matter.

Replacing Fuel Filter

- Replace the fuel filter cartridge with new one every 500 hours or so.
- Loosen the drain plug at the lower top of the fuel filter. Drain the fuel in the fuel body together with the mixed water. **DO NOT** spill the fuel during disassembly.
- Vent any air

AIR REMOVAL

If air enters the fuel injection system of a diesel engine, starting becomes impossible. After running out of fuel, or after disassembling the fuel system, bleed the system according to the following procedure. See the **ISUZU Engine Manual** for details.

To restart after running out of fuel, turn the switch to the "ON" position for 15-30 seconds. Try again, if needed.

CHECK OIL LEVEL

Check the crankcase oil level prior to each use, or when the fuel tank is filled. Insufficient oil may cause severe damage to the engine. Make sure the generator is level. The oil level must be between the two notches on the dipstick as shown in Figure 27.

Replacing Oil Filter

- Remove the old oil filter.
- Apply a film of oil to the gasket on the new oil filter.
- Install the new oil filter.
- After the oil cartridge has been replaced, the engine oil will drop slightly. Run the engine for a while and check for leaks before adding more oil if needed. Clean excessive oil from engine.

FLUSHING OUT RADIATOR AND REPLACING COOLANT

- Open both cocks located at the crankcase side and at the lower part of the radiator and drain coolant. Open the radiator cap while draining. Remove the overflow tank and drain.
- Check hoses for softening and kinks. Check clamps for signs of leakage.
- Tighten both cocks and replace the overflow tank.
- Replace with coolant as recommended by the engine manufacturer.
- Close radiator cap tightly.
- Flush the radiator by running clean tap water through radiator until signs of rust and dirt are removed. **DO NOT** clean radiator core with any objects, such as a screwdriver.

WARNING



Allow engine to **cool** when flushing out radiator. Flushing the radiator while hot could cause serious burns from water or steam.

RADIATOR CLEANING

The radiator (Figure 57) should be sprayed (cleaned) with a high pressure washer when excessive amounts of dirt and debris have accumulated on the cooling fins or tube. When using a high pressure washer, stand at least 5 feet (1.5 meters) away from the radiator to prevent damage to the fins and tube.

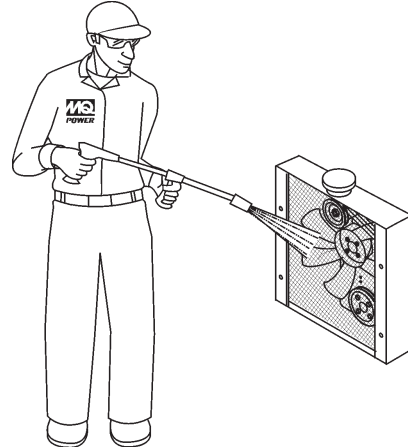


Figure 57. Radiator Cleaning

GENERATOR STORAGE

For long term storage of the generator the following is recommended:

- Drain the fuel tank completely. Treat with a fuel stabilizer if necessary.
- Completely drain the oil from the crankcase and refill if necessary with fresh oil.
- Clean the entire generator, internal and external.
- Cover the generating set and store in a clean, dry place.
- Disconnect the battery.
- Make sure engine coolant is at proper level.
- If generator is mounted on a trailer, jack trailer up and place on blocks so tires do not touch the ground or block and completely remove the tires.

TRAILER MAINTENANCE

TRAILER MAINTENANCE

This section is intended to provide the user with generic trailer service and maintenance information. The service and maintenance guidelines referenced in this section refer to a wide range of trailers.

Remember periodic inspection of the trailer will ensure safe towing of the generator and will prevent personal injury and damage to the equipment.

The definitions below describe some of the major components of a typical trailer that would be used with generator.

1. **Fuel Cell** — Provides an adequate amount of fuel for the equipment in use. Fuel cells must be empty when transporting equipment.
2. **Braking System** — System employed in stopping the trailer. Typical braking systems are electric, surge, hydraulic, hydraulic-surge and air.
3. **GVWR** — Gross Vehicle Weight Rating (GVWR) is the maximum number of pounds the trailer can carry, including the fuel cell (empty).
4. **Frame Length** — Measurement is from the ball hitch to the rear bumper (reflector).
5. **Frame Width** — Measurement is from fender to fender
6. **Jack Stand** — Trailer support device with maximum pound requirement from the tongue of the trailer.
7. **Coupler** — Type of hitch used on the trailer for towing.
8. **Tire Size** — Indicates the diameter of the tire in inches (10,12,14, etc.), and the width in millimeters (175,185,205, etc.). The tire diameter must match the diameter of the tire rim.
9. **Tire Ply** — The tire ply (layers) number is rated in letters; 2-ply,4-ply,6-ply, etc.
10. **Wheel Hub** — The wheel hub is connected to the trailer's axle.
11. **Tire Rim** — Tires mounted on a tire rim. The tire rim must match the size of the tire.
12. **Lug Nuts** — Used to secure the wheel to the wheel hub. Always use a torque wrench to tighten down the lug nuts. See Table 16 and Figure 60 for lug nut tightening and sequence.
13. **Axle** — Indicates the maximum weight the axle can support in pounds, and the diameter of the axle expressed in inches. Please note that some trailers have a double axle. This will be shown as 2-6000 lbs., meaning two axles with a total weight capacity of 6000 pounds.
14. **Suspension** — Protects the trailer chassis from shocks transmitted through the wheels. Types of suspension used are leaf, Q-flex, and air ride.
15. **Electrical** — Electrical connectors (looms) are provided with the trailer so the brake lights and turn signals can be connected to the towing vehicle.
16. **Application** — Indicates which units can be employed on a particular trailer.

TRAILER MAINTENANCE

BRAKES

Trailer brakes should be inspected the **first 200 miles** of operation. This will allow the brake shoes and drums to seat properly. After the first 200 mile interval, inspect the brakes **every 3,000 miles**. If driving over rough terrain, inspect the brakes more frequently.

Figure 58 displays the major hydraulic surge brake components that will require inspection and maintenance. Please inspect these components as required using steps 1 through 8 and Table 13 as listed below:

Brake Adjustment

1. Place the trailer on jack stands. Make sure the jack stands are placed on secure level ground.
2. Check the wheel and drum for free rotation.
3. Remove the adjusting hole cover from the adjusting slot at the bottom brake backing plate.
4. With a screwdriver or standard adjusting tool, rotate the star wheel of the adjuster assembly to expand the brake shoes.
5. Adjust the brake shoes outward until the pressure of the lining against the wheel drum makes the wheel difficult to turn.
6. Adjust, rotate the star wheel in the opposite direction until the wheel rotates freely with slight lining drag.
7. Replace the adjusting hole cover and lower the trailer to the ground.
8. Repeat steps 1 through 7 on the remaining brakes.

Hydraulic Surge Brakes

Hydraulic surge brakes (Figure 58) should not require any special attention with the exception of routine maintenance such as shoe and lining replacement. Brake lines should be periodically checked for cracks, kinks, or blockage.

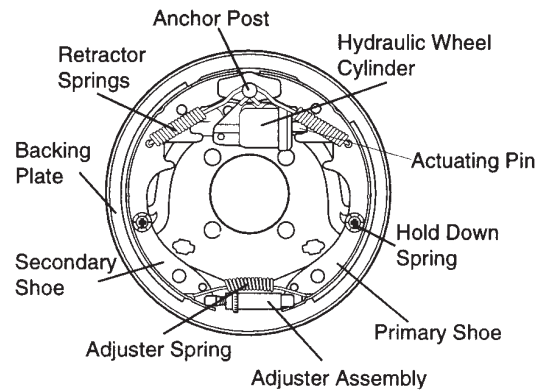


Figure 58. Hydraulic Brake Components

Actuator

Hydraulic surge braking requires the installation of an actuator at the tongue of the trailer. Remember the **surge or push** of the trailer toward the tow vehicle automatically synchronizes the trailer brakes with the tow vehicle brakes. As the trailer pushes against the tow vehicle the actuator telescopes together and applies force to the master cylinder, supplying hydraulic pressure to the trailer brakes.

Periodically check and test the surge “actuator” to make sure that it is functioning correctly. Never use an undersize actuator.

Table 13. Hydraulic Brake Troubleshooting

| Symptom | Possible Cause | Solution |
|----------------------------------------|-------------------------------------------------------------|---------------------------------------------|
| No Brakes | Brake line broken or kinked? | Repair or replace. |
| Weak Brakes or Brakes Pull to One Side | Brake lining glazed? | Reburnish or replace. |
| | Trailer overloaded? | Correct weight. |
| | Brake drums scored or grooved? | Machine or replace. |
| | Tire pressure correct? | Inflate all tires equally. |
| | Tires unmatched on the same axle? | Match tires. |
| Locking Brakes | Brake components loose, bent or broken? | Replace components. |
| | Brake drums out-of-round? | Replace. |
| Noisy Brakes | System lubricated? | Lubricate. |
| | Brake components correct? | Replace and correct. |
| Dragging Brakes | Brake lining thickness incorrect or not adjusted correctly? | Install new shoes and linings. |
| | Enough brake fluid or correct fluid? | Replace rubber parts fill with dot 4 fluid. |

TRAILER MAINTENANCE

TIRES/WHEELS/LUG NUTS


Tires and wheels are a very important and critical components of the trailer. When specifying or replacing the trailer wheels it is important the wheels, tires, and axle are properly matched.

CAUTION



ALWAYS wear safety glasses when removing or installing force fitted parts. Failure to comply may result in serious injury.

CAUTION









DO NOT attempt to repair or modify a wheel. **DO NOT** install in inner tube to correct a leak through the rim. If the rim is cracked, the air pressure in the inner tube may cause pieces of the rim to explode (break off) with great force and cause serious eye or bodily injury.

Tire Wear/Inflation

Tire inflation pressure is the most important factor in tire life. Pressure should be checked cold before operation **DO NOT** bleed air from tires when they are **hot!** Check inflation pressure weekly during use to insure the maximum tire life and tread wear.

Table 14 (Tire Wear Troubleshooting) will help pinpoint the causes and solutions of tire wear problems.

| Table 14. Tire Wear Troubleshooting | | | |
|-------------------------------------------------------------------------------------|-------------|---------------------------------|-----------------------------------------------------------|
| Wear Pattern | | Cause | Solution |
|  | Center Wear | Over inflation. | Adjust pressure to particular load per tire manufacturer. |
|  | Edge Wear | Under inflation. | Adjust pressure to particular load per tire manufacturer. |
|  | Side Wear | Loss of camber or overloading. | Make sure load does not exceed axle rating. Align wheels. |
|  | Toe Wear | Incorrect toe-in. | Align wheels. |
|  | Cupping | Out-of-balance. | Check bearing adjustment and balance tires. |
|  | Flat Spots | Wheel lockup and tire skidding. | Avoid sudden stops when possible and adjust brakes. |

Suspension

The **leaf suspension** springs and associated components (Figure 59) should be visually inspected every 6,000 miles for signs of excessive wear, elongation of bolt holes, and loosening of fasteners. Replace all damaged parts (suspension) immediately. Torqued suspension components as detailed in Table 15.

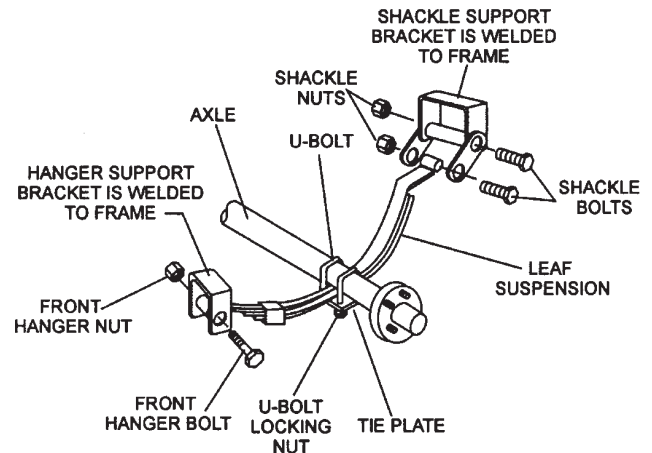


Figure 59. Major Suspension Components

| Table 15. Suspension Torque Requirements | |
|------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| Item | Torque (Ft.-Lbs.) |
| 3/8" U-Bolt | Min-30 Max-35 |
| 7/16" U-Bolt | Min-45 Max-60 |
| 1/2" U-Bolt | Min-45 Max-60 |
| Shackle Bolt Spring Eye Bolt | Snug fit only. Parts must rotate freely. Locking nuts or cotter pins are provided to retain nut-bolt assembly. |
| Shoulder Type Shackle Bolt | Min-30 Max-50 |

TRAILER MAINTENANCE

Lug Nut Torque Requirements

It is extremely important to apply and maintain proper wheel mounting torque on the trailer. Be sure to use only the fasteners matched to the cone angle of the wheel. Proper procedure for attachment of the wheels is as follows:

1. Start all wheel lug nuts by hand.
2. Torque all lug nuts in sequence (see Figure 60). **DO NOT** torque the wheel lug nuts all the way down. Tighten each lug nut in 3 separate passes as defined by Table 16.
3. After first road use, retorque all lug nuts in sequence. Check all wheel lug nuts periodically.

| Table 16. Tire Torque Requirements | | | |
|------------------------------------|-------------------|--------------------|-------------------|
| Wheel Size | First Pass FT-LBS | Second Pass FT-LBS | Third Pass FT-LBS |
| 12" | 20-25 | 35-40 | 50-65 |
| 13" | 20-25 | 35-40 | 50-65 |
| 14" | 20-25 | 50-60 | 90-120 |
| 15" | 20-25 | 50-60 | 90-120 |
| 16" | 20-25 | 50-60 | 90-120 |

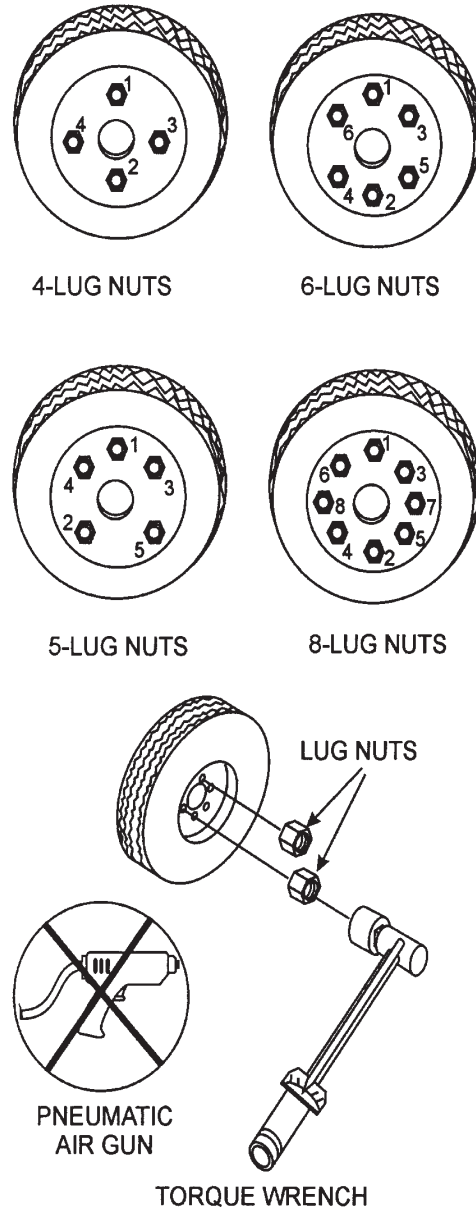


Figure 60. Wheel Lug Nuts Tightening Sequence

NOTICE

NEVER use an pneumatic air gun to tighten wheel lug nuts.

TRAILER WIRING DIAGRAM

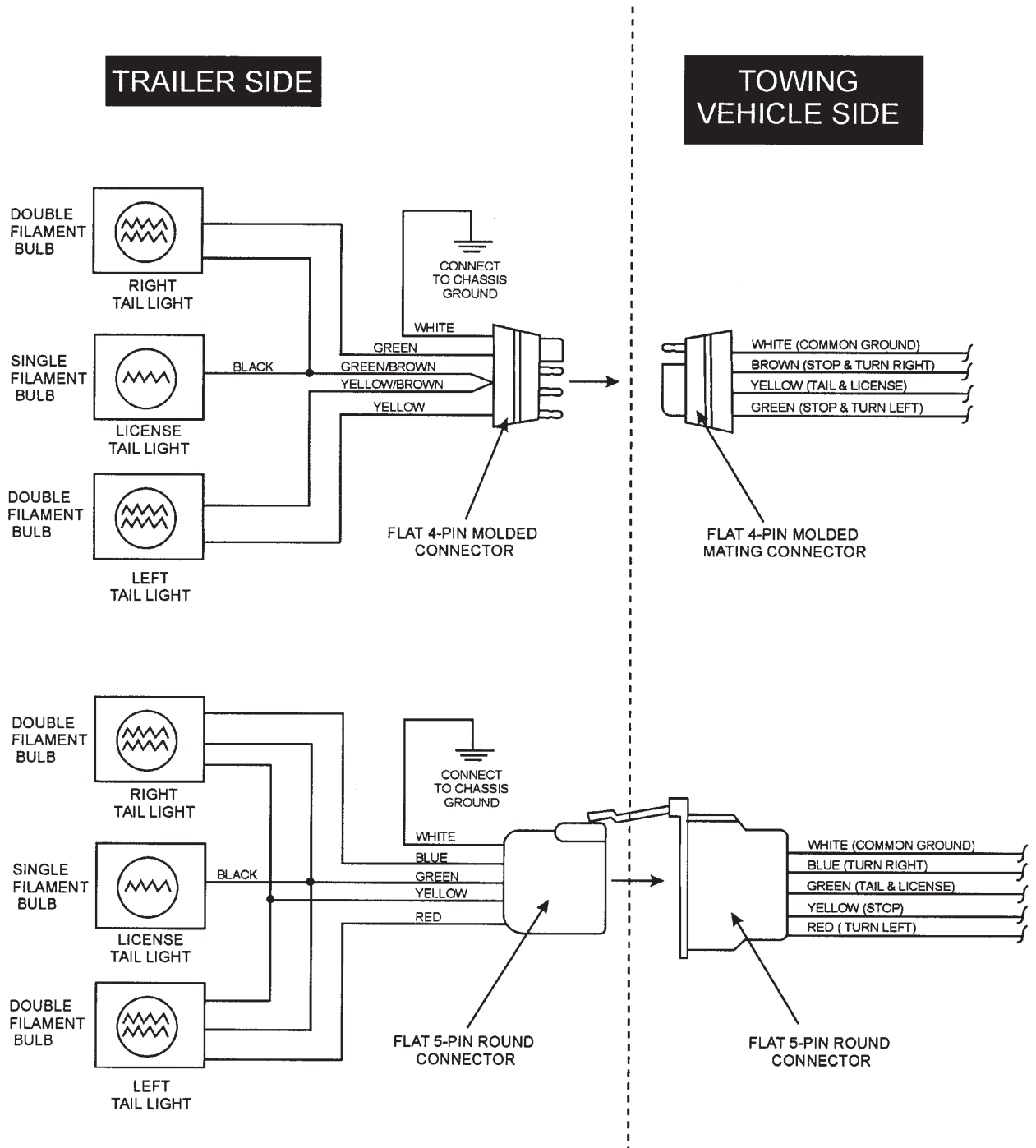
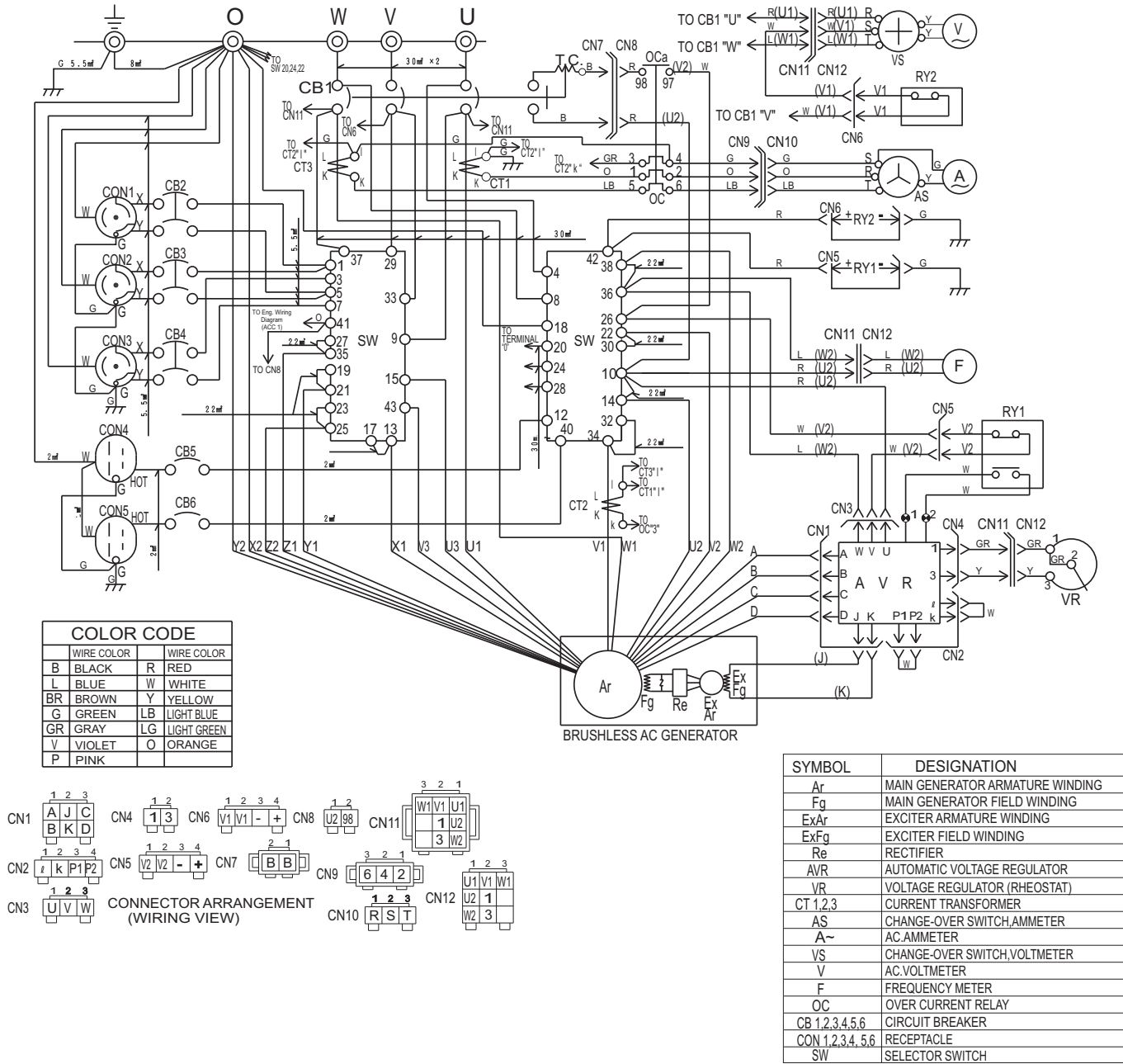


Figure 61. Trailer/Towing Vehicle Wiring Diagram

GENERATOR WIRING DIAGRAM



Notice :
 1. No designation lead size : 1.25

Figure 62. Generator Wiring Diagram

ENGINE WIRING DIAGRAM

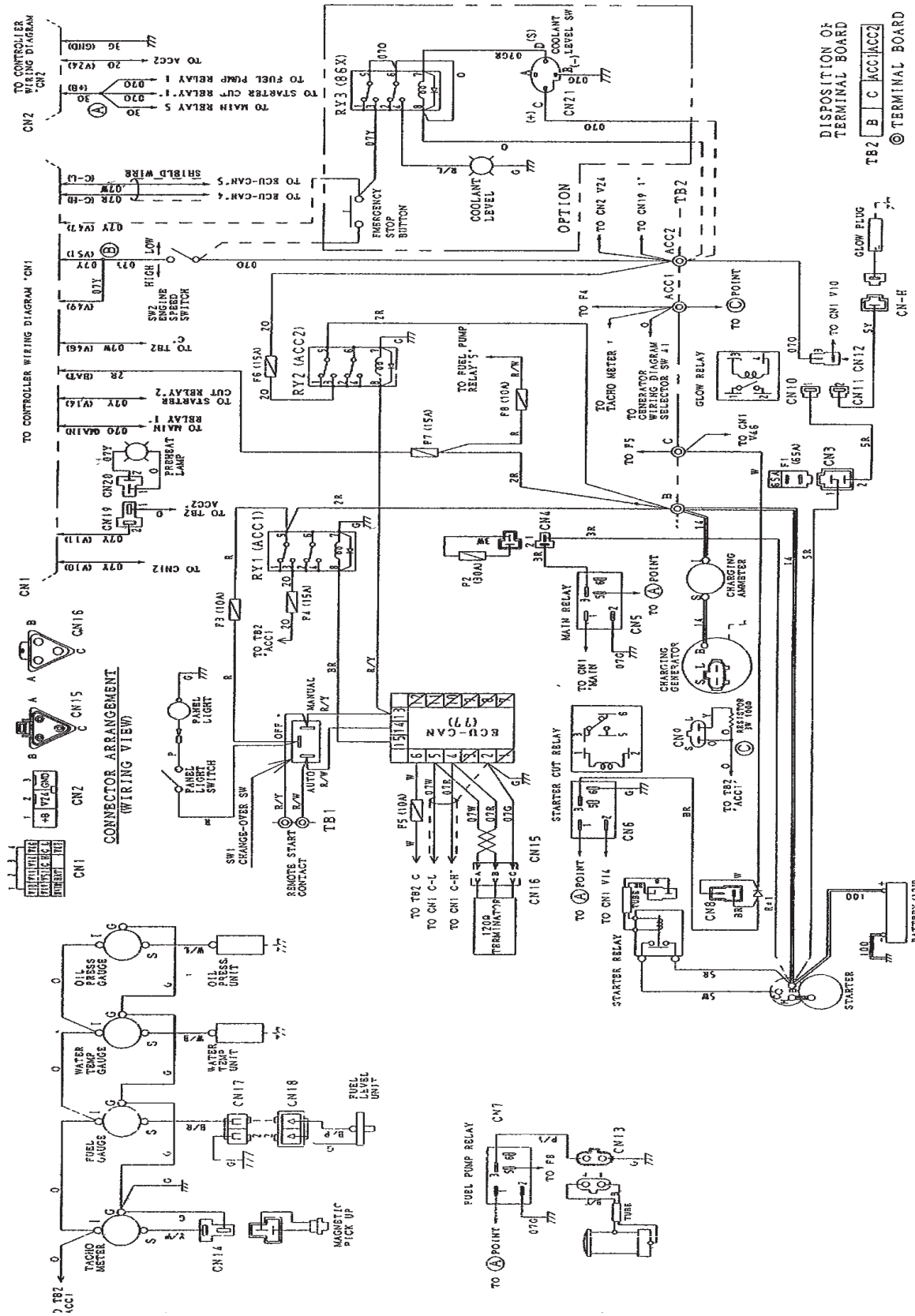


Figure 63. Engine Wiring Diagram

CONTROLLER WIRING DIAGRAM

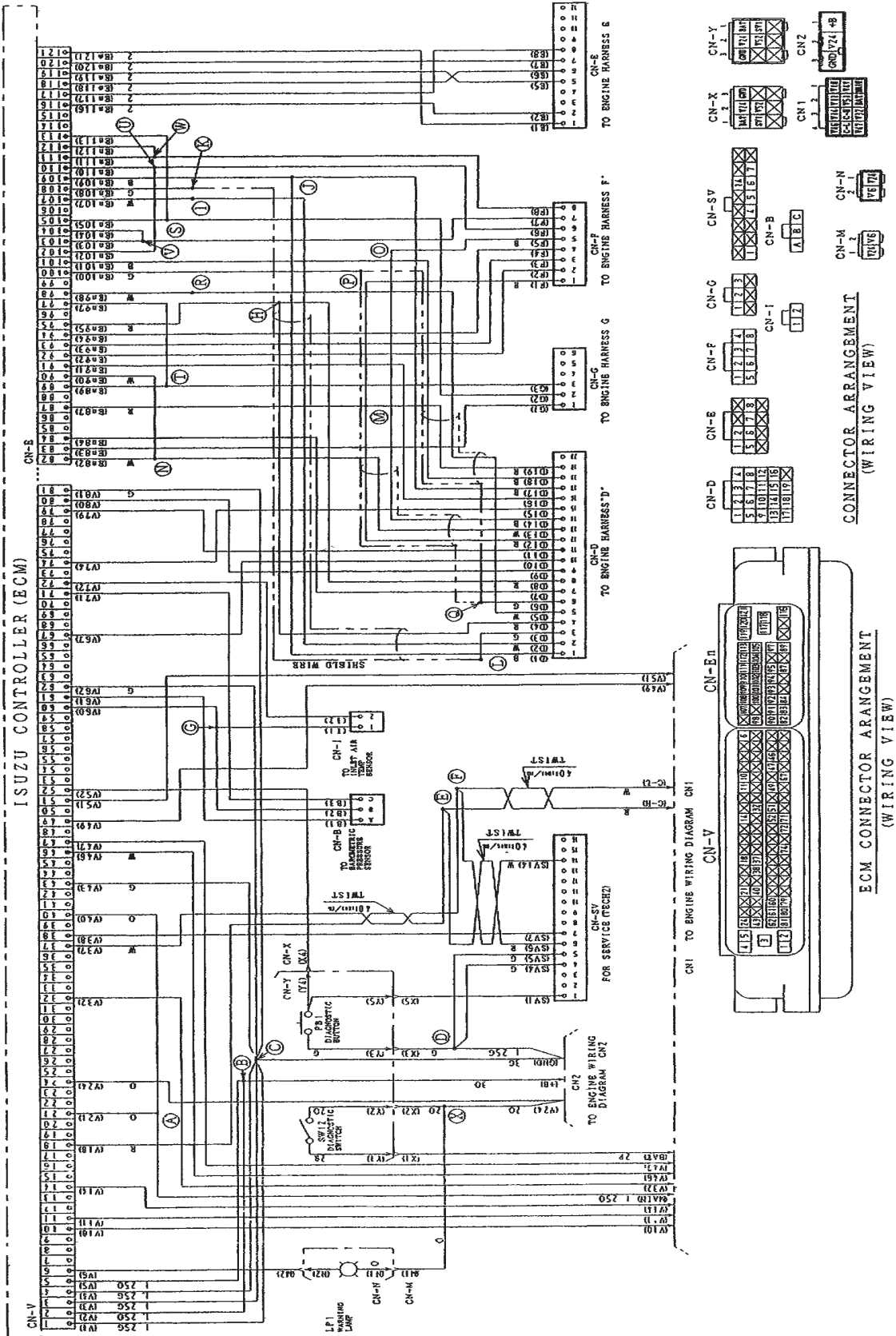


Figure 64. Controller Wiring Diagram

TROUBLESHOOTING (GENERATOR)

Practically all breakdowns can be prevented by proper handling and maintenance inspections, but in the event of a breakdown, use Table 19 shown below for diagnosis of the Generator. If the problem cannot be remedied, consult our company's business office or service plant.

| Table 17. Generator Troubleshooting | | |
|--------------------------------------------|-------------------------------|-------------------------------------------------------|
| Symptom | Possible Problem | Solution |
| No Voltage Output | AC Voltmeter defective? | Check output voltage using a voltmeter. |
| | Is wiring connection loose? | Check wiring and repair. |
| | Is AVR defective? | Replace if necessary. |
| | Defective Rotating Rectifier? | Check and replace. |
| | Defective Exciter Field? | Check for approximately 17.3 ohms across J & K on CN1 |
| Low Voltage Output | Is engine speed correct? | Turn engine throttle lever to "High". |
| | Is wiring connections loose? | Check wiring and repair. |
| | Defective AVR? | Replace if necessary. |
| High Voltage Output | Is wiring connections loose? | Check wiring and repair. |
| | Defective AVR? | Replace if necessary. |
| Circuit Breaker Tripped | Short Circuit in load? | Check load and repair. |
| | Over current? | Confirm load requirements and reduce. |
| | Defective circuit breaker? | Check and replace. |
| | Over current Relay actuated? | Confirm load requirement and replace. |

TROUBLESHOOTING (ENGINE CONTROLLER)

Practically all breakdowns can be prevented by proper handling and maintenance inspections, but in the event of a breakdown, use Table 20 (Engine Controller Troubleshooting) as a basic guideline for troubleshooting the Microprocessor Engine Controller unit (MPEC). If the problem cannot be remedied, consult our company's business office or service plant.

Table 18. Engine Controller Troubleshooting (MPEC)

| Symptom | Possible Problem | Solution |
|---------------------------------------------------------|-----------------------------------------------|-----------------------------------------------------------|
| Low oil pressure light is on. | Low oil level? | Fill oil level. |
| | Oil pressure sending unit failure? | Replace oil pressure sending unit. |
| | Time delay malfunction in controller? | Refer to dealer. |
| | Wire shorted? | Inspect/repair wire. |
| High coolant temperature light is on. | Fan belt tension incorrect? | Tighten/replace fan belt. |
| | Air flow is not circulating through radiator? | Clean/repair radiator grill. |
| | Doors open? | Close doors. |
| | Exhaust leaking? | Replace/repair gaskets or faulty part. |
| | Generator being overloaded? | Check/reduce load. |
| | Thermostat failure? | Replace thermostat. |
| | Air intake blocked? | Clean all air intakes. |
| Overcrank light is on. | Temperature switch failure | Replace temperature switch. |
| | No or low fuel? | Fill fuel level. |
| Overspeed light is on. | Controller needs to be calibrated? | Refer to dealer. |
| | RPM engine speed too high? | Adjust RPM. |
| | Governor actuator needs to be adjusted? | Adjust governor actuator. |
| | Governor controller needs to be adjusted? | Adjust governor controller. |
| Overspeed and engine start lights are on at same time.. | Engine controller needs to be calibrated? | Refer to dealer. |
| | Magnetic pickup out of adjustment? | Adjust magnetic pickup. |
| | Magnetic pickup dirty? | Clean magnetic pickup. |
| | Is magnetic pickup cable connected? | Inspect magnetic pickup cable and connect cable securely. |

TROUBLESHOOTING (DIAGNOSTIC LAMP)

The engine controller of this generator diagnoses problems that arise from the engine control system and the engine itself. Press the diagnostic button (Figure 67) on the diagnostic panel to determine if an engine malfunction has occurred.

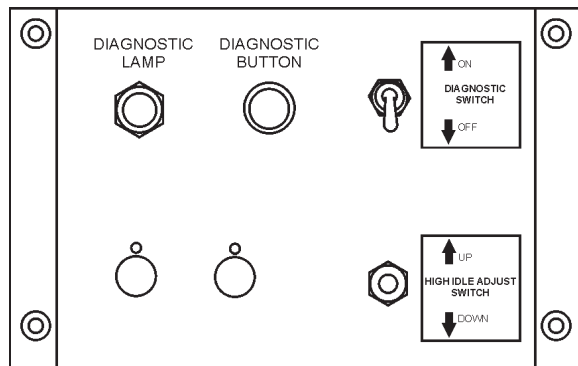


Figure 65. Diagnostic Panel

METHOD OF OPERATION

1. Normally, the diagnostic lamp will be **dimly** lit when the **MPEC Control Switch** is placed in the **MANUAL** position.
2. If engine trouble occurs, the diagnostic lamp will be **brightly** lit as long as the control switch is left in the manual position.
3. The diagnostic lamp will indicate that an engine malfunction has occurred.

NOTICE

For a complete understanding of error codes and troubleshooting procedures, refer to the enclosed engine instruction manual.

NOTICE

If the engine is cranked while the diagnostic switch is in the "ON" position, the engine will not be stopped even if the starter switch is turned to the "OFF" position. In such case, turn the diagnostic switch to the "OFF" position.

EXPLANATION OF CODE IN REMARKS COLUMN

The following section explains the different symbols and remarks used in the Parts section of this manual. Use the help numbers found on the back page of the manual if there are any questions.

The contents and part numbers listed in the parts section are subject to change **without notice**. Multiquip does not guarantee the availability of the parts listed.

Sample Parts List:

| NO. | PART NO. | PART NAME | QTY. | REMARKS |
|-----|----------|-----------------------|------|---------------------|
| 1 | 12345 | BOLT | 1 | INCLUDES ITEMS W/* |
| 2* | | WASHER, 1/4 IN. | | NOT SOLD SEPARATELY |
| 2* | 12347 | WASHER, 3/8 IN. ... 1 | | MQ-45T ONLY |
| 3 | 12348 | HOSE | A/R | MAKE LOCALLY |
| 4 | 12349 | BEARING | 1 | S/N 2345B AND ABOVE |

NO. Column

Unique Symbols - All items with same unique symbol (*, #, +, %, or >) in the number column belong to the same assembly or kit, which is indicated by a note in the "Remarks" column.

Duplicate Item Numbers - Duplicate numbers indicate multiple part numbers are in effect for the same general item, such as different size saw blade guards in use or a part that has been updated on newer versions of the same machine.



When ordering a part that has more than one item number listed, check the remarks column for help in determining the proper part to order.

PART NO. Column

Numbers Used - Part numbers can be indicated by a number, a blank entry, or TBD.

TBD (To Be Determined) is generally used to show a part that has not been assigned a formal part number at time of publication.

A blank entry generally indicates that the item is not sold separately or is not sold by Multiquip. Other entries will be clarified in the "Remarks" Column.

QTY. Column

Numbers Used - Item quantity can be indicated by a number, a blank entry, or A/R.

A/R (As Required) is generally used for hoses or other parts that are sold in bulk and cut to length.

A blank entry generally indicates that the item is not sold separately. Other entries will be clarified in the "Remarks" Column.

REMARKS Column

Some of the most common notes found in the "Remarks" Column are listed below. Other additional notes needed to describe the item can also be shown.

Assembly/Kit - All items on the parts list with the same unique symbol will be included when this item is purchased.

Indicated by:

"INCLUDES ITEMS W/(unique symbol)"

Serial Number Break - Used to list an effective serial number range where a particular part is used.

Indicated by:

"S/N XXXXX AND BELOW"

"S/N XXXX AND ABOVE"

"S/N XXXX TO S/N XXX"

Specific Model Number Use - Indicates that the part is used only with the specific model number or model number variant listed. It can also be used to show a part is NOT used on a specific model or model number variant.

Indicated by:

"XXXXX ONLY"

"NOT USED ON XXXX"

"Make/Obtain Locally" - Indicates that the part can be purchased at any hardware shop or made out of available items. Examples include battery cables, shims, and certain washers and nuts.

"Not Sold Separately" - Indicates that an item cannot be purchased as a separate item and is either part of an assembly/kit that can be purchased, or is not available for sale through Multiquip.

SUGGESTED SPARE PARTS

DCA125SSIU WHISPERWATT GENERATOR WITH ISUZU 4HK1X DIESEL ENGINE

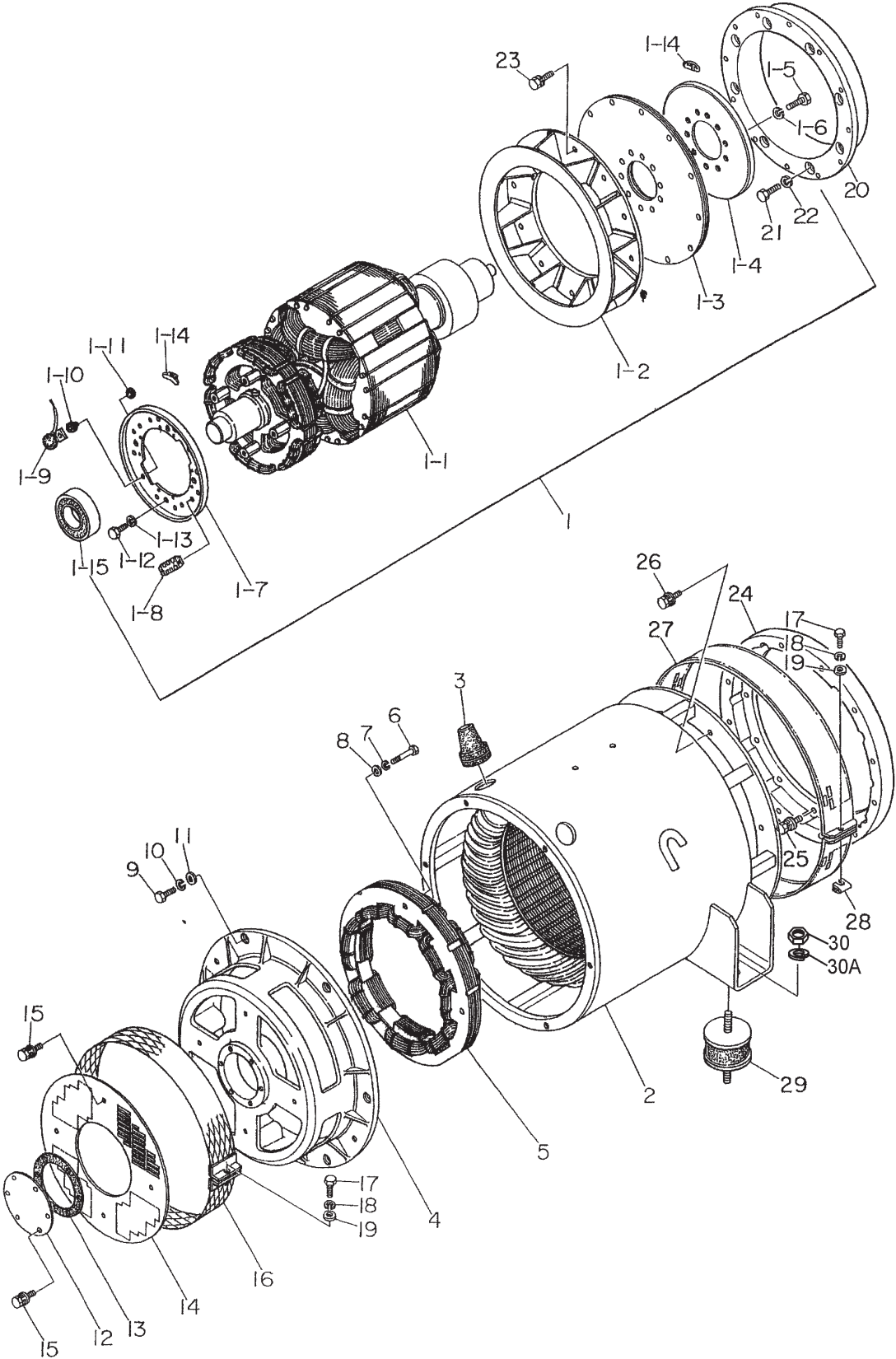
1 to 3 units

| QTY. | P/N | DESCRIPTION |
|------|------------------|--------------------------------|
| 1 |0601820671 | AUTOMATIC VOLTAGE REGULATOR |
| 1 |0601840073 | RHEOSTAT VOLTAGE REGULATOR |
| 1 |0601840121 | KNOB, RHEOSTAT |
| 1 |M3310502203 | RADIATOR HOSE, UPPER |
| 1 |M3310502303 | RADIATOR HOSE, LOWER |
| 5 |1132402322 | FILTER, OIL |
| 5 |0602042590 | FILTER, FUEL (MAIN) |
| 5 |8980088400 | ELEMENT, FUEL (MAIN) |
| 5 |8980758550 | ELEMENT, FUEL (PRE) |
| 5 |8980714010 | FILTER, FUEL (FEED PUMP) |
| 2 |0605505070 | CAP, FUEL |
| 5 |0602046684 | ELEMENT, AIR CLEANER |
| 5 |0602046685 | ELEMENT, AIR CLEANER |
| 1 |0602122272 | UNIT, OIL PRESSURE |
| 1 |0602123260 | UNIT, WATER TEMPERATURE |
| 1 |0601810245 | BULB, ALARM LAMP |
| 1 |8980527130 | FAN BELT |
| 1 |0602202641 | CONTROLLER ECU |
| 1 |0601870440 | CIRCUIT BREAKER, 1P, 120V@ 20A |
| 1 |0601870441 | CIRCUIT BREAKER, 2P, 250V@ 50A |
| 1 |LY2DUS12VDC | RELAY |

NOTICE

Part number on this Suggested Spare Parts list may supersede/replace the P/N shown in the text pages of this book.

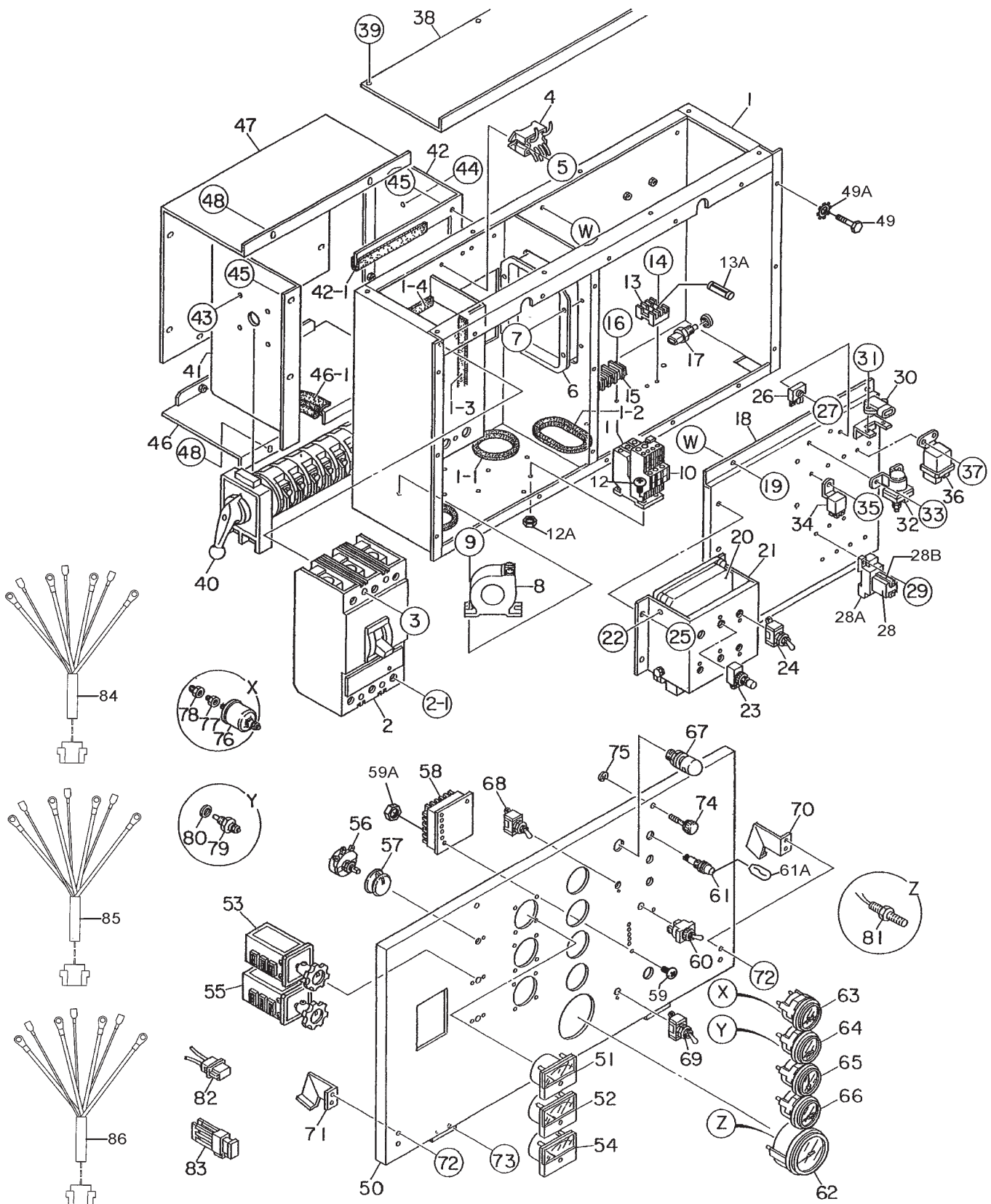
GENERATOR ASSY.



GENERATOR ASSY.

| <u>NO.</u> | <u>PART NO.</u> | <u>PART NAME</u> | <u>QTY.</u> | <u>REMARKS</u> |
|------------|-----------------|---------------------------|-------------|------------------------------|
| 1 | C0110001002 | ROTOR ASSY | 1 | |
| *1-1 | | FIELD ASSY | 1 | |
| 1-2 | 8131070013 | FAN | 1 | |
| 1-3 | 8131611014 | COUPLING DISK | 8 | |
| 1-4 | 8131015003 | BALANCING PLATE..... | 1 | PURCHASE ITEMS 1-14 AS A SET |
| 1-5 | 0012112035 | HEX HEAD BOLT | 10 | |
| 1-6 | 0042612000 | WASHER, LOCK | 10 | |
| 1-7 | 8101026013 | RECTIFIER SET PLATE | 1 | PURCHASE ITEMS 1-14 AS A SET |
| 1-8 | 0601821349 | RECTIFIER | 2 | |
| 1-9 | 0601822601 | SURGE ABSORBER | 1 | |
| 1-10 | 8001020004 | INSULATOR WASHER | 1 | |
| 1-11 | 8001020504 | INSULATOR WASHER | 1 | |
| 1-12 | 0010110020 | HEX HEAD BOLT | 4 | |
| 1-13 | 0040010000 | WASHER, LOCK | 4 | |
| 1-14 | 0601000209 | BALANCING WEIGHT KIT | 1 | |
| 1-15 | 0071906312 | BEARING | 1 | |
| 2 | C0130000503 | STARTER ASSY | 1 | |
| 3 | 0845041804 | GROMMET | 2 | |
| 4 | 8131315202 | END BRACKET | 1 | |
| 5 | 8101350013 | EXCITER FIELD ASSY | 1 | |
| 6 | 0012110060 | HEX HEAD BOLT | 4 | |
| 7 | 0042610000 | WASHER, LOCK | 4 | |
| 8 | 0041210000 | WASHER, FLAT | 4 | |
| 9 | 0010112035 | HEX HEAD BOLT | 6 | |
| 10 | 0040012000 | WASHER, LOCK | 6 | |
| 11 | 0041212000 | WASHER, FLAT | 6 | |
| 12 | 8131310104 | BEARING COVER | 1 | |
| 13 | 8131312204 | BEARING GASKET | 1 | |
| 14 | 8131331003 | END BRACKET COVER | 1 | |
| 15 | 0017106012 | HEX HEAD BOLT | 10 | |
| 16 | 8101333003 | END BRACKET COVER | 1 | |
| 17 | 0010106030 | HEX HEAD BOLT | 2 | |
| 18 | 0040006000 | WASHER, LOCK | 2 | |
| 19 | 0041206000 | WASHER, FLAT | 2 | |
| 20 | M3163400503 | COUPLING RING | 1 | |
| 21 | 0010310075 | HEX HEAD BOLT | 8 | |
| 22 | 0042510000 | WASHER, LOCK | 8 | |
| 23 | 0012810030 | HEX HEAD BOLT | 12 | |
| 24 | M3163600003 | COUPLING ADAPTER | 1 | |
| 25 | 0012810030 | HEX HEAD BOLT | 12 | |
| 26 | 0012810030 | HEX HEAD BOLT | 12 | |
| 27 | 8131332014 | FAN COVER | 1 | |
| 28 | 0600815000 | NUT | 1 | |
| 29 | 0605000063 | RUBBER SUSPENSION | 2 | |
| 30 | 0030016000 | HEX NUT | 2 | |
| 30A | 0040016000 | WASHER, LOCK | 2 | |

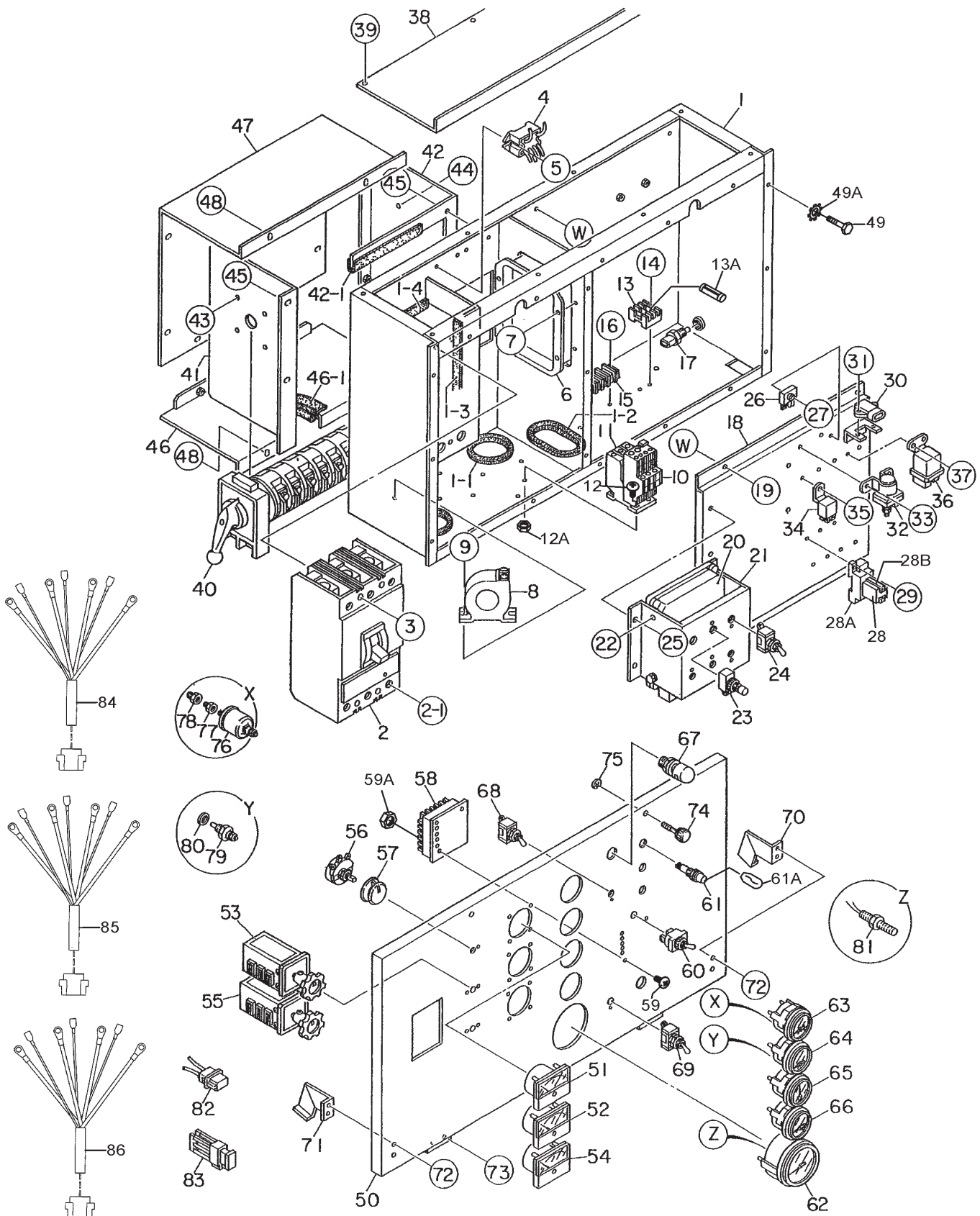
CONTROL BOX ASSY.



CONTROL BOX ASSY.

| <u>NO.</u> | <u>PART NO.</u> | <u>PART NAME</u> | <u>QTY.</u> | <u>REMARKS</u> |
|------------|-----------------|----------------------------------|-------------|-------------------------|
| 1 | M3213001702 | CONTROL BOX | 1 | |
| 1-1 | 0330000210 | EDGING | 2 | |
| 1-2 | 0330000280 | EDGING | 1 | |
| 1-3 | 0330000180 | EDGING | 1 | |
| 1-4 | 0330000160 | EDGING | 2 | |
| 2 | 0601808823 | CIRCUIT BREAKER, 3P 300A | 1 | |
| 2-1 | 0342604120 | HEX SOCKET HEAD CAP SCREW | 6 | |
| 3 | 0021006080 | MACHINE SCREW | 4 | |
| 4 | 0601823863 | RELAY UNIT | 2 | |
| 5 | 0027104016 | MACHINE SCREW | 4 | |
| 6 | 0601820671 | AUTOMATIC VOLTAGE REGULATOR | 1 | |
| 7 | 0027105016 | MACHINE SCREW | 4 | |
| 8 | 0601801124 | CURRENT TRANSFORMER | 3 | |
| 9 | 0027106020 | MACHINE SCREW | 6 | |
| 10 | 0601820847 | OVER CURRENT RELAY | 1 | |
| 11 | 0601820848 | OVER CURRENT RELAY | 1 | |
| 12 | 0027104016 | MACHINE SCREW | 2 | |
| 12A | 0207004000 | HEX NUT | 2 | |
| 13 | 0601802218 | FUSE HOLDER | 1 | |
| 13A | 0601806671 | FUSE, 15A | 3 | |
| 14 | 0027103016 | MACHINE SCREW | 2 | |
| 15 | 0601815153 | TERMINAL | 1 | |
| 16 | 0027104016 | MACHINE SCREW | 2 | |
| 17 | 8121468300 | INLET AIR TEMP. SENSOR | 1 | REPLACES P/N 0603210240 |
| 18 | M3260500503 | ELECTRIC PARTS SET PANEL | 1 | |
| 19 | 0016906016 | HEX HEAD BOLT | 4 | |
| 20 | 8980710280 | CONTROLLER..... | 1 | REPLACES P/N 0602202686 |
| 21 | M3206500604 | BRACKET | 1 | |
| 22 | 0066906016 | HEX HEAD BOLT | 4 | |
| 23 | 0601831205 | PUSH BUTTON SWITCH | 1 | |
| 24 | 0601831330 | DIAGNOSTIC SWITCH | 1 | |
| 25 | 0016906016 | HEX HEAD BOLT | 4 | |
| 26 | 0601823240 | RECTIFIER | 1 | |
| 27 | 0027104030 | MACHINE SCREW | 1 | |
| 28 | LY2DUS12VDC | RELAY | 2 | REPLACES P/N 0601827656 |
| 28A | PTF08A | BASE..... | 2 | REPLACES P/N 0601823109 |
| 28B | PYCA1 | CLIP | 4 | REPLACES P/N 0601824400 |
| 29 | 0027104020 | MACHINE SCREW | 3 | |
| 30 | 8972177780 | BAROMETRIC PRESSURE SENSOR | 1 | REPLACES P/N 0602130220 |
| 31 | 0027104016 | MACHINE SCREW | 2 | |
| 32 | 5825530444 | RELAY STARTER..... | 1 | REPLACES P/N 0602201402 |

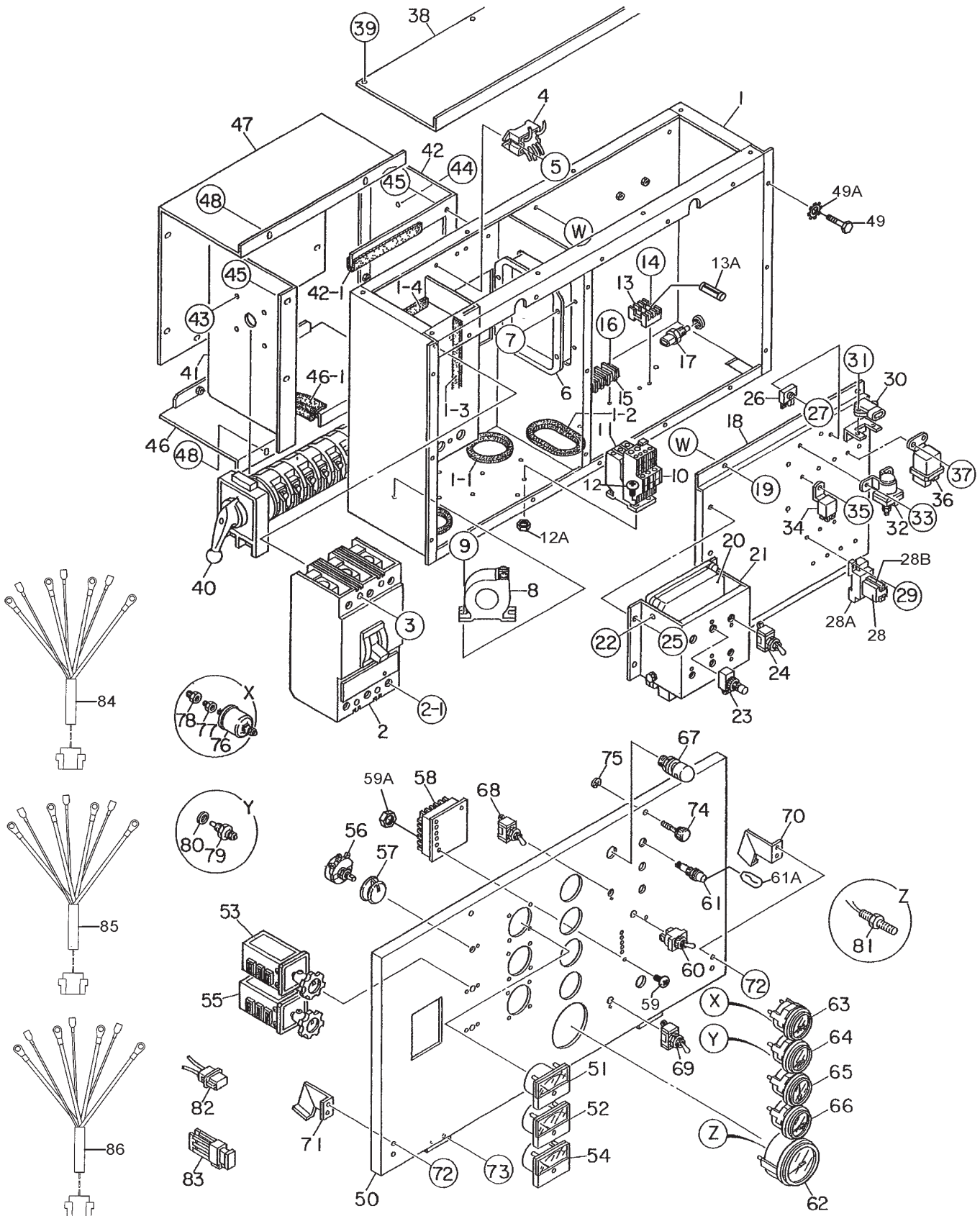
CONTROL BOX ASSY.



CONTROL BOX ASSY.

| <u>NO.</u> | <u>PART NO.</u> | <u>PART NAME</u> | <u>QTY.</u> | <u>REMARKS</u> |
|------------|-----------------|-------------------------------|-------------|-------------------------|
| 33 | 0027106016 | MACHINE SCREW | 2 | |
| 34 | 5825500290 | RELAY | 3 | REPLACES P/N 0602201400 |
| 35 | 0027105016 | MACHINE SCREW | 3 | |
| 36 | 8970119490 | GLOW PLUG RELAY | 1 | REPLACES P/N 0602202685 |
| 37 | 0027105016 | MACHINE SCREW | 2 | |
| 38 | M3213500604 | CONTROL BOX COVER | 1 | |
| 39 | 0016906016 | HEX HEAD BOLT | 8 | |
| 40 | M3270100404 | SELECTOR SWITCH | 1 | |
| 41 | M3213601504 | SWITCH BRACKET | 1 | |
| 42 | M3213601604 | SWITCH BRACKET | 1 | |
| 42-1 | 0330000170 | EDGING | 2 | |
| 43 | 0027104035 | MACHINE SCREW | 4 | |
| 43A | 0207004000 | HEX NUT | 4 | |
| 44 | 0027104016 | MACHINE SCREW | 4 | |
| 44A | 0207004000 | HEX NUT | 4 | |
| 45 | 0016906016 | HEX HEAD BOLT | 6 | |
| 46 | M3213602404 | SWITCH COVER | 1 | |
| 46-1 | 0317700180 | WEATHER STRIP | 1 | |
| 47 | M3213602304 | SWITCH COVER | 1 | |
| 48 | 0016906016 | HEX HEAD BOLT | 10 | |
| 49 | 0016906016 | HEX HEAD BOLT | 19 | |
| 49A | 0040506000 | TOOTHED WASHER | 1 | |
| 50 | M3223001103 | CONTROL PANEL | 1 | |
| 51 | 0601807641 | FREQUENCY METER, 45~65Hz 240V | 1 | |
| 52 | 0601808988 | AC AMMETER, 0~200A/400 | 1 | |
| 53 | 0601801040 | AMMETER CHANGE- OVER SWITCH | 1 | |
| 54 | 0601806859 | AC VOLTMETER, 0~600V | 1 | |
| 55 | 0601801041 | VOLTMETER CHANGE- OVER SWITCH | 1 | |
| 56 | 0601840073 | RHEOSTAT VR, 2W 1k OHM | 1 | |
| 57 | 0601840121 | KNOB | 1 | |
| 58 | 0602202641 | CONTROLLER | 1 | |
| 59 | 0027104040 | MACHINE SCREW | 2 | |
| 59A | 0207004000 | HEX NUT | 2 | |
| 60 | 0601831340 | SWITCH | 1 | |
| 61 | 0602103092 | ALARM LAMP | 2 | |
| 61A | 0601810245 | BULB, ALARM LAMP | 2 | |
| 62 | 0602120095 | TACHOMETER | 1 | |
| 63 | 0602122093 | OIL PRESSURE GAUGE | 1 | |
| 64 | 0602123090 | WATER TEMPERATURE GAUGE | 1 | |
| 65 | 0602121081 | CHARGING AMMETER | 1 | |
| 66 | 0602125090 | FUEL GAUGE | 1 | |
| 67 | 0601810141 | PANEL LIGHT | 1 | |
| 68 | 0601831330 | PANEL LIGHT SWITCH | 1 | |
| 69 | 0601831395 | ENGINE SPEED SWITCH | 1 | |
| 70 | M1223100004 | STOPPER | 1 | |
| 71 | M3223100004 | STOPPER | 1 | |

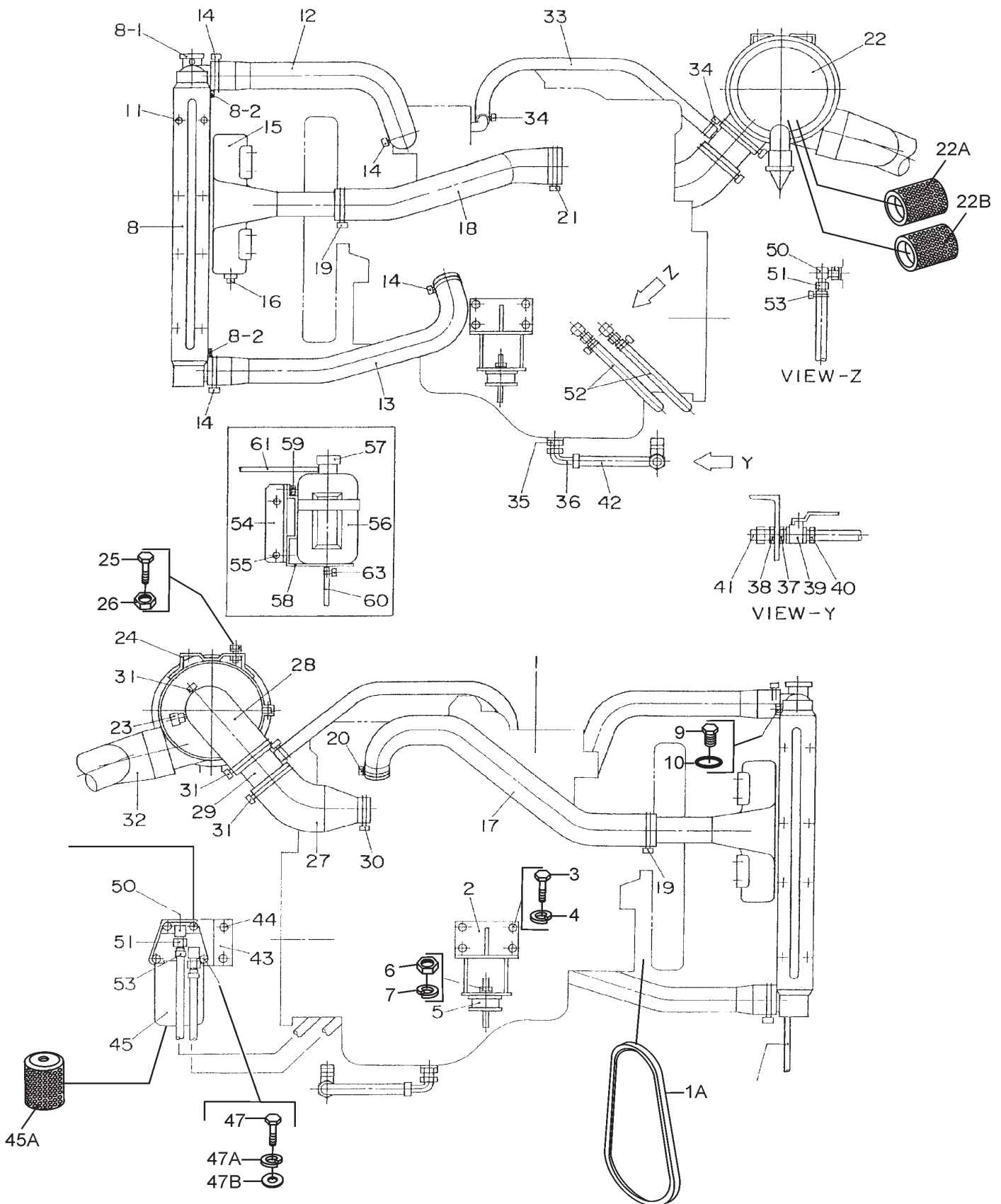
CONTROL BOX ASSY.



CONTROL BOX ASSY.

| <u>NO.</u> | <u>PART NO.</u> | <u>PART NAME</u> | <u>QTY.</u> | <u>REMARKS</u> |
|------------|-----------------|-------------------------|-------------|-------------------------|
| 72 | 0027105010 | MACHINE SCREW | 4 | |
| 73 | 0027105010 | MACHINE SCREW | 4 | |
| 74 | M9220100004 | SET SCREW | 2 | |
| 75 | 0080200007 | SNAP RING | 2 | |
| 76 | 0602122272 | OIL PRESSURE UNIT | 1 | |
| 77 | M9200100004 | ADAPTER | 1 | |
| 78 | 8943998582 | ADAPTER..... | 1 | REPLACES P/N 0602020220 |
| 79 | 0602123260 | WATER TEMPERATURE UNIT | 1 | |
| 80 | 9095720140 | PACKING..... | 1 | REPLACES P/N 0602021109 |
| 81 | 0602120465 | TACHOMETER PICK UP | 1 | |
| 82 | 0601806644 | FUSE, 30A | 1 | |
| 83 | 0601806640 | FUSE, 65A | 1 | |
| 84 | M3246702804 | WIRE HARNESS GENERATOR | 1 | |
| 85 | M3257201702 | WIRE HARNESS ENGINE | 1 | |
| 86 | M3357201802 | WIRE HARNESS CONTROLLER | 1 | |

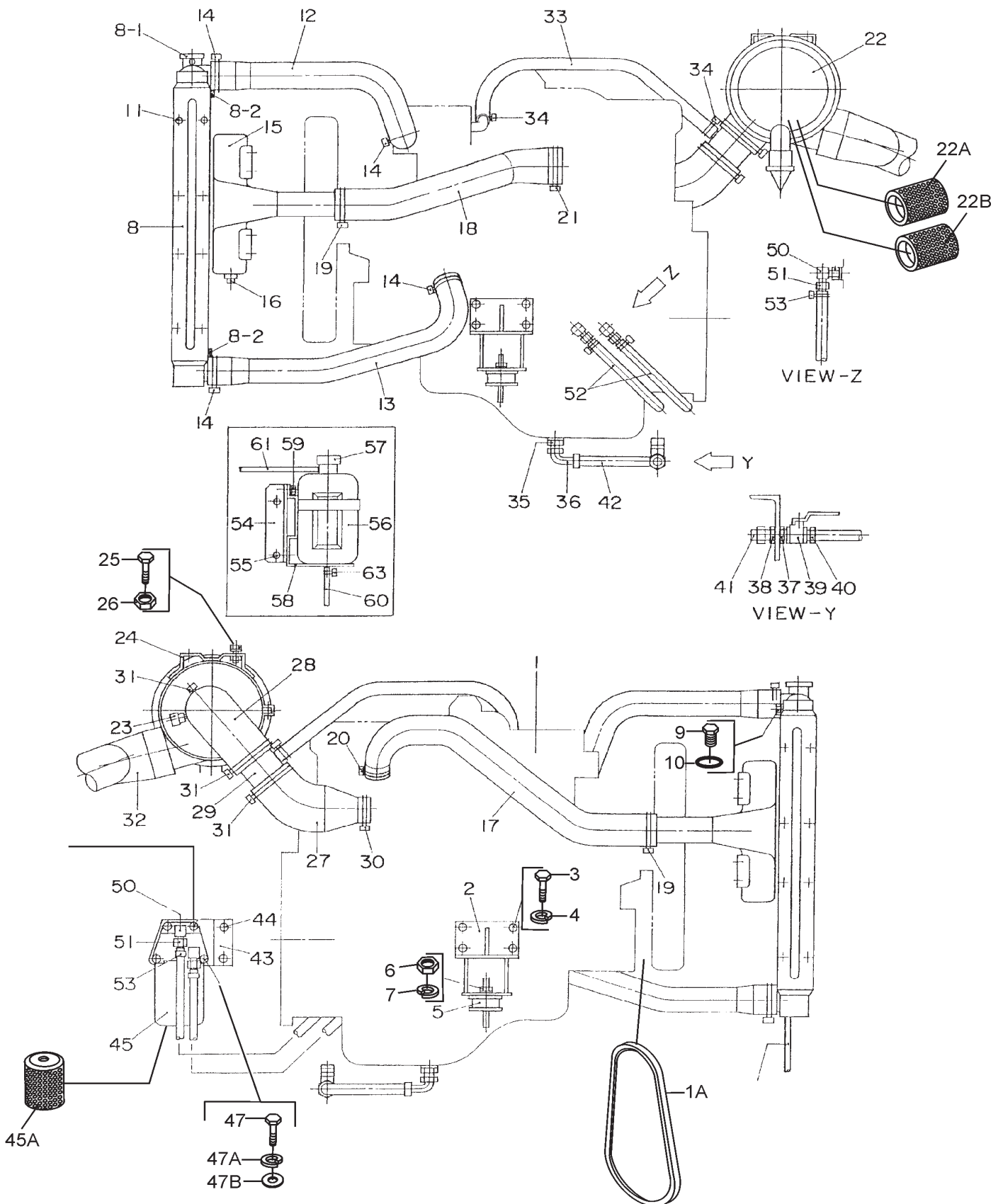
ENGINE AND RADIATOR ASSY.



ENGINE AND RADIATOR ASSY.

| <u>NO.</u> | <u>PART NO.</u> | <u>PART NAME</u> | <u>QTY.</u> | <u>REMARKS</u> |
|------------|-----------------|-----------------------|-------------|-------------------------|
| 1 | M3923200134 | ENGINE, ISUZU 4HK1X | 1 | |
| 1A | 8980527130 | FAN BELT | 1 | REPLACES P/N 0602015253 |
| 2 | M3303200603 | ENGINE FOOT | 2 | |
| 3 | 0010310025 | HEX HEAD BOLT | 8 | |
| 4 | 0040010000 | WASHER, LOCK | 6 | |
| 5 | 0605000060 | RUBBER SUSPENSION | 2 | |
| 6 | 0030012000 | HEX NUT | 2 | |
| 7 | 0040012000 | WASHER, LOCK | 2 | |
| 8 | M3923200114 | RADIATOR | 1 | |
| 8-1 | 0602011029 | CAP | 1 | |
| 8-2 | M4492601304 | RUBBER SEAL | 2 | |
| 9 | M9200100904 | PLUG | 1 | |
| 10 | 0150000016 | O-RING | 1 | |
| 11 | 0016908020 | HEX HEAD BOLT | 16 | |
| 12 | M3310502203 | RADIATOR HOSE | 1 | |
| 13 | M3310502303 | RADIATOR HOSE | 1 | |
| 14 | 0605515148 | HOSE BAND | 4 | |
| 15 | M3923200124 | INTER COOLER | 1 | |
| 16 | 0132004000 | PLUG | 1 | |
| 17 | M3310502403 | COOLER HOSE | 1 | |
| 18 | M3310502503 | COOLER HOSE | 1 | |
| 19 | 0605515208 | HOSE BAND | 2 | |
| 20 | 0605515204 | HOSE BAND | 1 | |
| 21 | 0605515207 | HOSE BAND | 1 | |
| 22 | 0602046258 | AIR CLEANER | 1 | |
| 22A | 0602046684 | AIR CLEANER ELEMENT | 1 | |
| 22B | 0602046685 | AIR CLEANER ELEMENT | 1 | |
| 23 | 0602040650 | AIR CLEANER INDICATOR | 1 | |
| 24 | 0602040596 | AIR CLEANER BAND | 2 | |
| 25 | 0016908020 | HEX HEAD BOLT | 4 | |
| 26 | 0207008000 | HEX NUT | 4 | |
| 27 | M3373101003 | AIR CLEANER HOSE | 1 | |
| 28 | M3373101103 | AIR CLEANER HOSE | 1 | |
| 29 | M3326100104 | BLOWBY PIPE | 1 | |
| 30 | 0605515199 | HOSE BAND | 1 | |
| 31 | 0605515197 | HOSE BAND | 3 | |
| 32 | M3373100703 | AIR DUCT HOSE | 1 | |
| 33 | 0191701200 | BLOWBY HOSE | 1 | |
| 34 | 0605515149 | HOSE BAND | 2 | |
| 35 | 0602022581 | ADAPTER | 1 | |
| 36 | 0602022561 | 90 DEGREE ELBOW | 1 | |
| 37 | 0603306590 | CONNECTOR | 1 | |
| 38 | 0603300285 | ROCKNUT | 1 | |
| 39 | 0605511395 | VALVE | 1 | |
| 40 | 0603306395 | HOSE JOINT | 1 | |

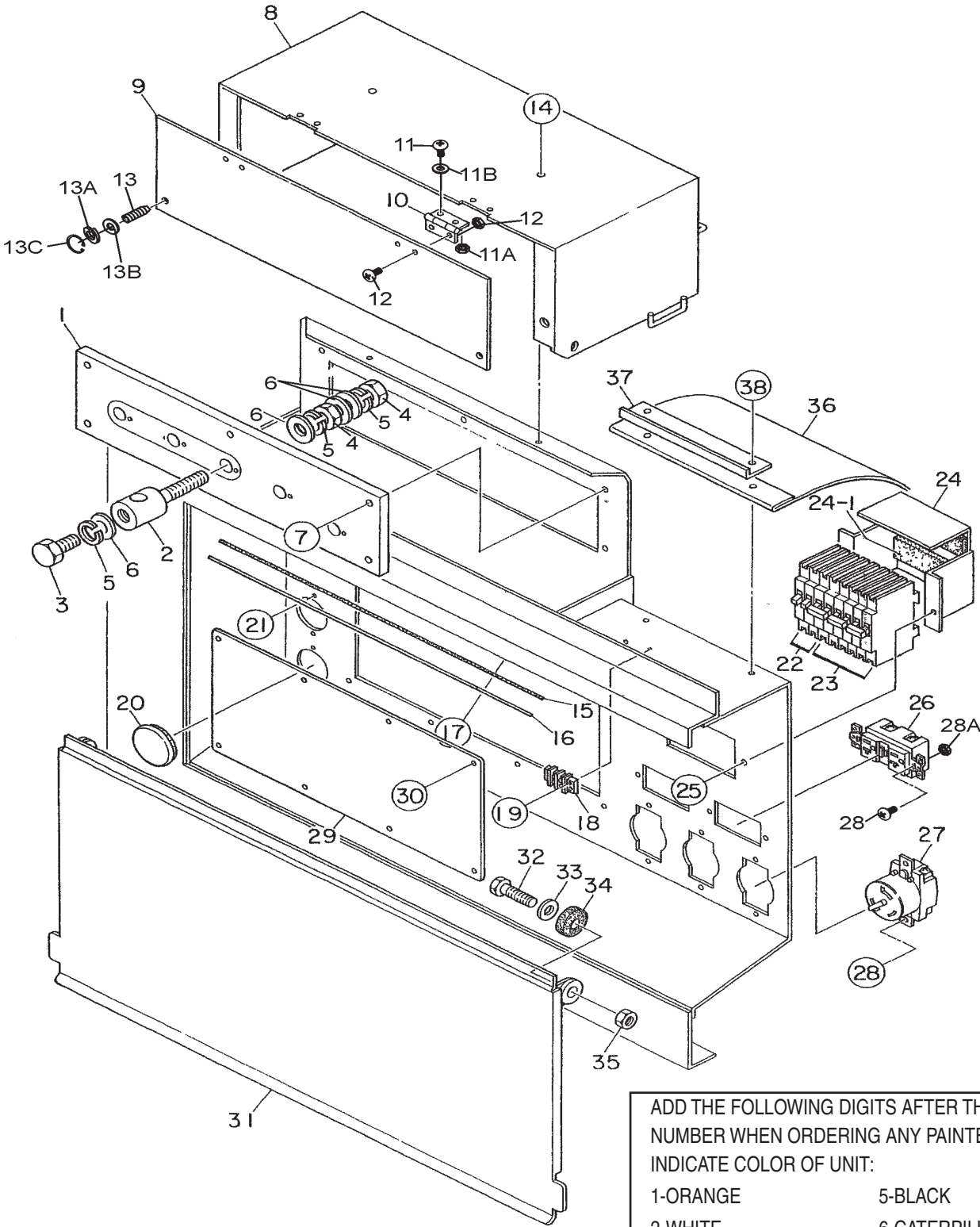
ENGINE AND RADIATOR ASSY. (CONTINUED)



ENGINE AND RADIATOR ASSY. (CONTINUED)

| <u>NO.</u> | <u>PART NO.</u> | <u>PART NAME</u> | <u>QTY.</u> | <u>REMARKS</u> |
|------------|-----------------|----------------------------|-------------|-------------------------|
| 41 | 0602021070 | CAP | 1 | |
| 42 | 0269200600 | DRAIN HOSE | 1 | |
| 43 | M3323500004 | OIL FILTER BRACKET | 1 | |
| 44 | 0016910025 | HEX HEAD BOLT | 2 | |
| 45 | 8973243861 | OIL FILTER..... | 1 | REPLACES P/N 0602041007 |
| 45A | 1132402322 | OIL FILTER CARTRIDGE | 1 | REPLACES P/N 0602041221 |
| 46 | 0010110120 | HEX HEAD BOLT | 2 | |
| 46A | 0040010000 | WASHER, LOCK | 2 | |
| 46B | 0041210000 | WASHER, FLAT | 2 | |
| 47 | 0010110150 | HEX HEAD BOLT | 2 | |
| 47A | 0040010000 | WASHER, LOCK | 2 | |
| 47B | 0041210000 | WASHER, FLAT | 2 | |
| 50 | 0602022535 | ADAPTER | 4 | |
| 51 | 0602022930 | HOSE JOINT | 4 | |
| 52 | 0192101250 | HOSE | 2 | |
| 53 | 0605515198 | HOSE BAND | 4 | |
| 54 | M3316200004 | RESERVE TANK BRACKET | 1 | |
| 55 | 0016908020 | HEX HEAD BOLT | 2 | |
| 56 | M9300000203 | RESERVE TANK | 1 | |
| 57 | 0602010900 | RESERVE TANK CAP | 1 | |
| 58 | M3316100504 | RESERVE TANK BRACKET | 1 | |
| 59 | 0016908020 | HEX HEAD BOLT | 2 | |
| 60 | 0199901050 | HOSE | 1 | |
| 61 | 0193601200 | HOSE | 1 | |
| 62 | 0193600450 | HOSE | 1 | |
| 63 | 0605515106 | HOSE BAND | 3 | |

OUTPUT TERMINAL ASSY.



ADD THE FOLLOWING DIGITS AFTER THE PART NUMBER WHEN ORDERING ANY PAINTED PANEL TO INDICATE COLOR OF UNIT:

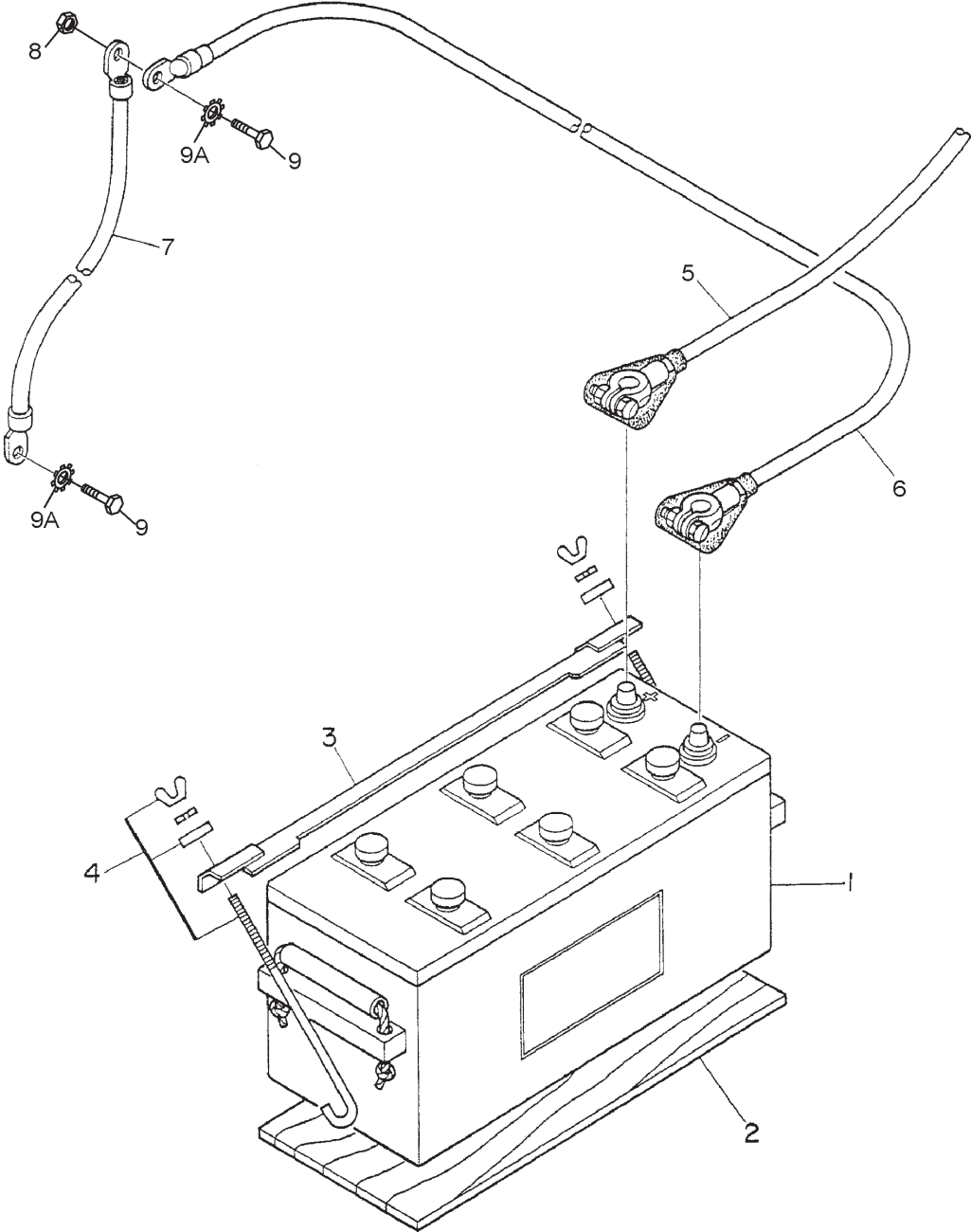
| | |
|-----------------|----------------------|
| 1-ORANGE | 5-BLACK |
| 2-WHITE | 6-CATERPILLAR YELLOW |
| 3-SPECTRUM GREY | 7-CATO GOLD |
| 4-SUNBELT GREEN | 8-RED |

THE SERIAL NUMBER MAY BE REQUIRED.

OUTPUT TERMINAL ASSY.

| <u>NO.</u> | <u>PART NO.</u> | <u>PART NAME</u> | <u>QTY.</u> | <u>REMARKS</u> |
|------------|-----------------|------------------------------|-------------|----------------|
| 1 | M3230700003 | TERMINAL BOARD | 1 | |
| 2 | M9220100304 | OUTPUT TERMINAL BOLT | 5 | |
| 3 | M9220100404 | TIE BOLT | 5 | |
| 4 | 0039316000 | HEX NUT | 10 | |
| 5 | 004001600 | WASHER, LOCK | 15 | |
| 6 | 0041416000 | WASHER, FLAT | 20 | |
| 7 | 0016908035 | HEX HEAD BOLT | 5 | |
| 8 | M3236100903 | TERMANAL COVER | 1 | |
| 9 | M3236100104 | OUTPUT WINDOW | 1 | |
| 10 | 0605010040 | HINGE | 2 | |
| 11 | 0027103010 | MACHINE SCREW | 4 | |
| 11A | 0030003000 | HEX NUT | 4 | |
| 11B | 0041203000 | WASHER, FLAT | 4 | |
| 12 | 0027103010 | MACHINE SCREW | 4 | |
| 12A | 0030003000 | HEX NUT | 4 | |
| 13 | M9220100804 | SET SCREW | 2 | |
| 13A | 0040006000 | WASHER, LOCK | 2 | |
| 13B | 0041206000 | WASHER, FLAT | 2 | |
| 13C | 0080200005 | RETAINING RING | 2 | |
| 14 | 0016906016 | HEX HEAD BOLT | 4 | |
| 15 | M3236400004 | OUTLET COVER CABLE | 1 | |
| 16 | M3236300004 | CABLE OUTLET COVER SUPPORTER | 1 | |
| 17 | 0016906020 | HEXHEAD BOLT | 6 | |
| 18 | 0601815194 | TERMINAL BLOCK | 1 | |
| 19 | 0027104016 | MACHINE SCREW | 2 | |
| 20 | 0603306775 | BLIND PLUG | 2 | |
| 21 | 0027104016 | MACHINE SCREW | 4 | |
| 22 | 0601870440 | CIRCUIT BREAKER, 1P 20A | 3 | |
| 23 | 0601870441 | CIRCUIT BREAKER, 2P 50A | 3 | |
| 24 | M1260700504 | BREAKER COVER FITTING | 1 | |
| 24-1 | 0222100100 | RUBBER CUSHION | 2 | |
| 25 | 0016906020 | HEX HEAD BOLT | 2 | |
| 26 | 0601812598 | RECEPTACLE, GFCI 125V 20AX2 | 2 | |
| 27 | 0601812538 | RECEPTACLE, CS6369 250V 50A | 3 | |
| 28 | 0027104016 | MACHINE SCREW | 10 | |
| 28A | 0207004000 | HEX NUT | 10 | |
| 29 | M3236400204 | COVER | 1 | |
| 30 | 0016906016 | HEX HEAD BOLT | 8 | |
| 31 | M3236100213 | TERMINAL COVER | 1 | |
| 32 | 0010112045 | HEX HEAD BOLT | 2 | |
| 33 | 0041212000 | WASHER, FLAT | 2 | |
| 34 | M9310200004 | RUBBER STAY | 2 | |
| 35 | 0030012000 | HEX NUT | 2 | |
| 36 | M4236100604 | COVER | 1 | |
| 37 | M4236400304 | BRACKET | 1 | |
| 38 | 0019206015 | HEX HEAD BOLT | 2 | |

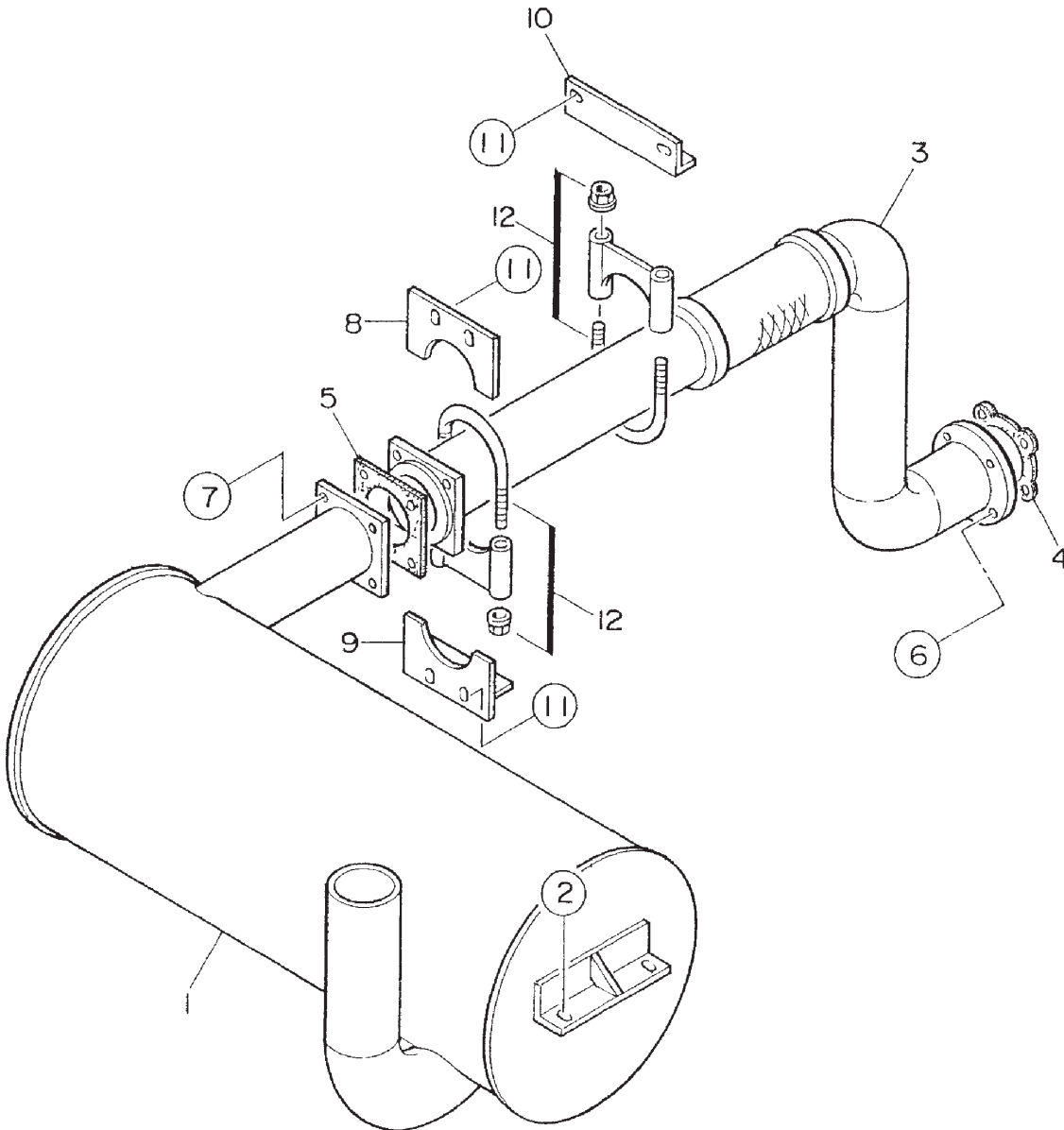
BATTERY ASSY.



BATTERY ASSY.

| <u>NO.</u> | <u>PART NO.</u> | <u>PART NAME</u> | <u>QTY.</u> | <u>REMARKS</u> |
|------------|-----------------|------------------|-------------|-------------------|
| 1 | 0602220198 | BATTERY | 1 | |
| 2 | M9310500404 | BATTERY SHEET | 1 | |
| 3 | M9103000504 | BATTERY BAND | 1 | |
| 4 | 0602220921 | BATTERY BOLT SET | 2 | |
| 5 | M3346901404 | BATTERY CABLE | 1 | |
| 5 | M3346901504 | BATTERY CABLE | 1 | |
| 7 | | CABLE..... | 1 |MAKE LOCALLY |
| 8 | 0030010000 | HEX NUT | 1 | |
| 8A | 0040010000 | WASHER, LOCK | 1 | |
| 9 | 0017110030 | HEX HEAD BOLT | 2 | |
| 9A | 0040510000 | TOOTHED WASHER | 2 | |

MUFFLER ASSY.



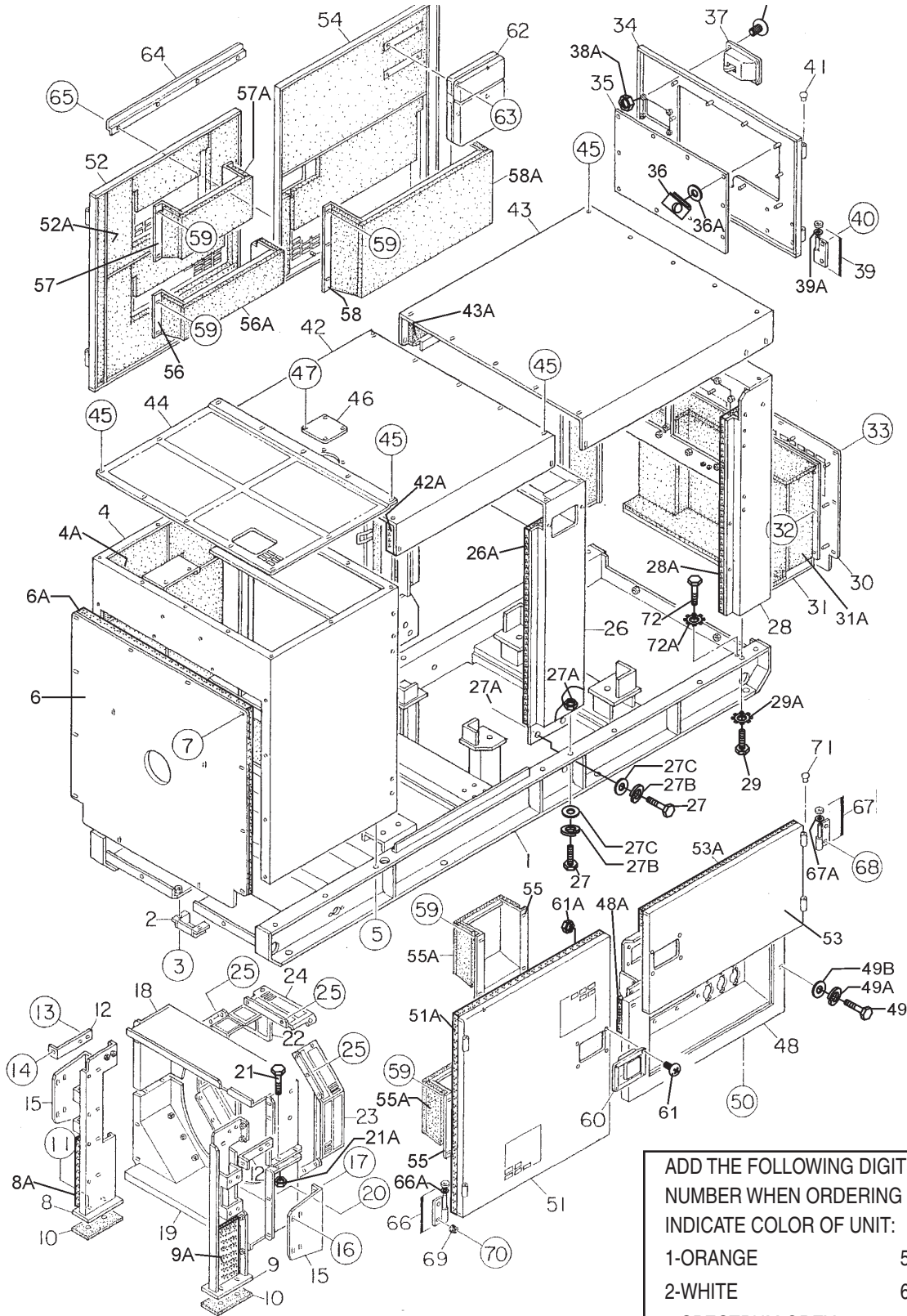
MUFFLER ASSY.

| <u>NO.</u> | <u>PART NO.</u> | <u>PART NAME</u> | <u>QTY.</u> | <u>REMARKS</u> |
|------------|-----------------|------------------|-------------|-------------------------|
| 1 | M3330100902 | MUFFLER | 1 | |
| 2 | 0016910025 | HEX HEAD BOLT | 4 | |
| 3 | M3333001403 | EXHAUST PIPE | 1 | |
| 4 | 1141451840 | GASKET | 1 | REPLACES P/N 0602320108 |
| 5 | M3333200004 | GASKET | 1 | |
| 6 | 0039308000 | HEX NUT | 8 | |
| 7 | 0017110040 | HEX HEAD BOLT | 4 | |
| 8 | M3330400304 | COVER | 1 | |
| 9 | M3330400403 | BRACKET | 1 | |
| 10 | M3333300304 | BRACKET | 1 | |
| 11 | 0016908020 | HEX HEAD BOLT | 6 | |
| 12 | 0602326061 | U-BOLT SET | 2 | |

FUEL TANK ASSY.

| <u>NO.</u> | <u>PART NO.</u> | <u>PART NAME</u> | <u>QTY.</u> | <u>REMARKS</u> |
|------------|-----------------|---------------------------|-------------|-------------------------|
| 1 | M3363002002 | FUEL TANK | 1 | |
| 1-1 | 0605505070 | FUEL TANK CAP | 1 | |
| 1-2 | 0605501076 | FUEL SENDER UNIT | 1 | |
| 1-3 | 0605516090 | GASKET | 1 | |
| 1-4 | 0027104015 | MACHINE SCREW | 5 | |
| 2 | M3363200204 | TANK BAND | 4 | |
| 3 | M9310500104 | SUPPORTER SHEET | 4 | |
| 4 | 0016908020 | HEX HEAD BOLT | 2 | |
| 5 | 0207308000 | SUPER LOCK NUT | 2 | |
| 6 | 0222100150 | RUBBER SHEET | 4 | |
| 7 | M9200000003 | DRAIN JOINT | 1 | |
| 8 | M9200200004 | DRAIN BOLT | 1 | |
| 9 | 0150000018 | O RING | 1 | |
| 10 | 0016906020 | HEX HEAD BOLT | 2 | |
| 11 | M1363400104 | DRAIN HOSE | 1 | |
| 12 | 0605515198 | HOSE BAND | 2 | |
| 14 | 0016908020 | HEX HEAD BOLT | 4 | |
| 15 | 8980139861 | MAIN FUEL FILTER | 1 | REPLACES P/N 0602042426 |
| 15A | 8980088400 | FUEL FILTER ELEMENT | 1 | REPLACES P/N 0602042515 |
| 16 | 8980758550 | PRE. FUEL FILTER | 1 | REPLACES P/N 0602042405 |
| 16A | 8980758540 | FUEL FILTER ELEMENT | 1 | REPLACES P/N 0602042516 |
| 17 | 8973834270 | JOINT PIPE | 4 | REPLACES P/N 0602042661 |
| 18 | 1096750951 | JOINT BOLT | 4 | REPLACES P/N 0602042621 |
| 19 | 1096300860 | PACKING | 8 | REPLACES P/N 0602042641 |
| 20 | 0017110040 | HEX HEAD BOLT | 4 | |
| 21 | 0010110070 | HEX HEAD BOLT | 2 | |
| 21A | 0040010000 | WASHER, LOCK | 2 | |
| 21B | 0041210000 | WASHER, FLAT | 2 | |
| 22 | 8980682750 | FUEL FEED PUMP | 1 | REPLACES P/N 0602023240 |
| 22A | 8980714010 | FILTER, FUEL FEED PUMP | 1 | |
| 23 | 0016906025 | HEX HEAD BOLT | 2 | |
| 24 | 0191301400 | SUCTION HOSE | 1 | |
| 25 | 0191300800 | SUCTION HOSE | 1 | |
| 26 | 0191300280 | SUCTION HOSE | 1 | |
| 27 | 0191300500 | SUCTION HOSE | 1 | |
| 28 | 0191303400 | RETURN HOSE | 1 | |
| 29 | 0605515109 | HOSE BAND | 10 | |

ENCLOSURE ASSY.



ADD THE FOLLOWING DIGITS AFTER THE PART NUMBER WHEN ORDERING ANY PAINTED PANEL TO INDICATE COLOR OF UNIT:

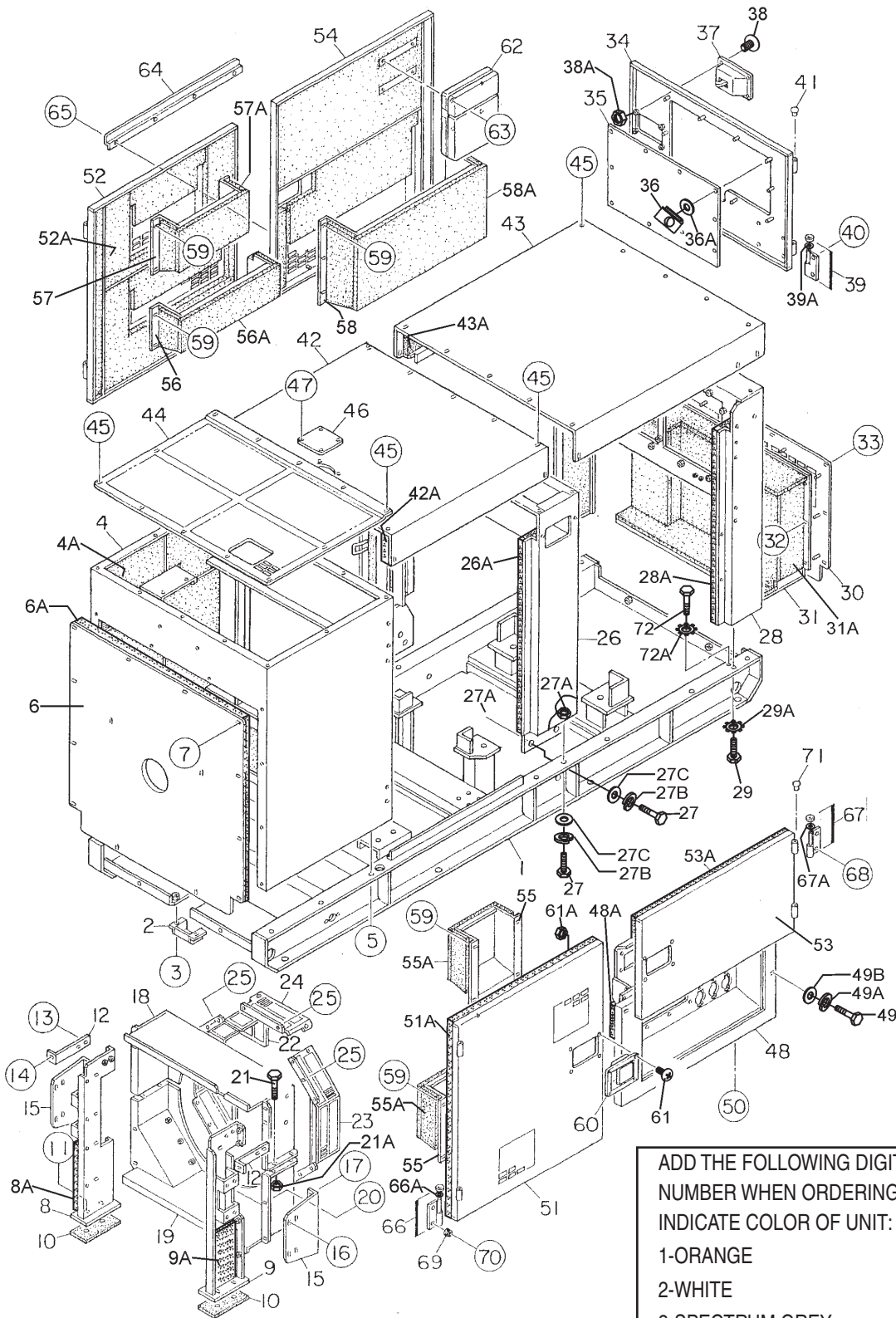
| | |
|-----------------|----------------------|
| 1-ORANGE | 5-BLACK |
| 2-WHITE | 6-CATERPILLAR YELLOW |
| 3-SPECTRUM GREY | 7-CATO GOLD |
| 4-SUNBELT GREEN | 8-RED |

THE SERIAL NUMBER MAY BE REQUIRED.

ENCLOSURE ASSY.

| <u>NO.</u> | <u>PART NO.</u> | <u>PART NAME</u> | <u>QTY.</u> | <u>REMARKS</u> |
|------------|-----------------|----------------------|-------------|----------------|
| 1 | M3413002402 | BASE | 1 | |
| 2 | M1413400004 | COVER | 1 | |
| 3 | 0016908020 | HEX HEAD BOLT | 2 | |
| 4 | M3423002702 | FRONT FRAME | 1 | |
| 4A | M3493114303 | ACOUSTIC SHEET | 1 | |
| 5 | 0016910025 | HEX HEAD BOLT | 6 | |
| 6 | M3423200104 | FRONT FRAME COVER | 1 | |
| 6A | M3493100304 | ACOUSTIC SHEET | 1 | |
| 7 | 0019208020 | HEX HEAD BOLT | 14 | |
| 8 | M3310202203 | RADIATOR SUPPORTER | 1 | |
| 8A | M3493600504 | ACOUSTIC SHEET | 1 | |
| 9 | M3310202303 | RADIATOR SUPPORTER | 1 | |
| 9A | M3493600504 | ACOUSTIC SHEET | 1 | |
| 10 | M4310600304 | RUBBER SHEET | 2 | |
| 11 | 0017112055 | HEX HEAD BOLT | 4 | |
| 12 | M3310202504 | RADIATOR BRACKET | 2 | |
| 13 | 0016910025 | HEX HEAD BOLT | 4 | |
| 14 | 0016910025 | HEX HEAD BOLT | 2 | |
| 15 | M3310202403 | INTER COOLER BRACKET | 2 | |
| 16 | 0016910025 | HEX HEAD BOLT | 8 | |
| 17 | 0017110020 | HEX HEAD BOLT | 8 | |
| 18 | M3310303303 | FAN SHROUD | 1 | |
| 19 | M3310303403 | FAN SHROUD | 1 | |
| 20 | 0016908020 | HEX HEAD BOLT | 8 | |
| 21 | 0016908020 | HEX HEAD BOLT | 4 | |
| 21A | 0207008000 | HEX NUT | 4 | |
| 22 | M3310303603 | FAN GUARD | 1 | |
| 23 | M3310303503 | FAN GUARD | 1 | |
| 24 | M3310303703 | FAN GUARD | 1 | |
| 25 | 0016908020 | HEX HEAD BOLT | 16 | |
| 26 | M3433001302 | CENTER FRAME | 1 | |
| 26A | M3493200004 | ACOUSTIC SHEET | 1 | |
| 27 | 0010114040 | HEX HEAD BOLT | 12 | |
| 27A | 0030014000 | HEX NUT | 12 | |
| 27B | 0040014000 | WASHER, LOCK | 24 | |
| 27C | 0031214000 | WASHER, FLAT | 24 | |
| 28 | M3443001802 | REAR FRAME | 1 | |
| 28A | M3493300204 | ACOUSTIC SHEET | 1 | |
| 29 | 0016910030 | HEX HEAD BOLT | 4 | |
| 29A | 0040510000 | TOOTHED WASHER | 1 | |
| 30 | M3443301603 | REAR COVER | 1 | |
| 31 | M3443301703 | REAR COVER DUCT | 2 | |
| 31A | M3493308503 | ACOUSTIC SHEET | 1 | |
| 32 | 0207006000 | HEX NUT | 9 | |

ENCLOSURE ASSY. (CONTINUED)



ADD THE FOLLOWING DIGITS AFTER THE PART NUMBER WHEN ORDERING ANY PAINTED PANEL TO INDICATE COLOR OF UNIT:

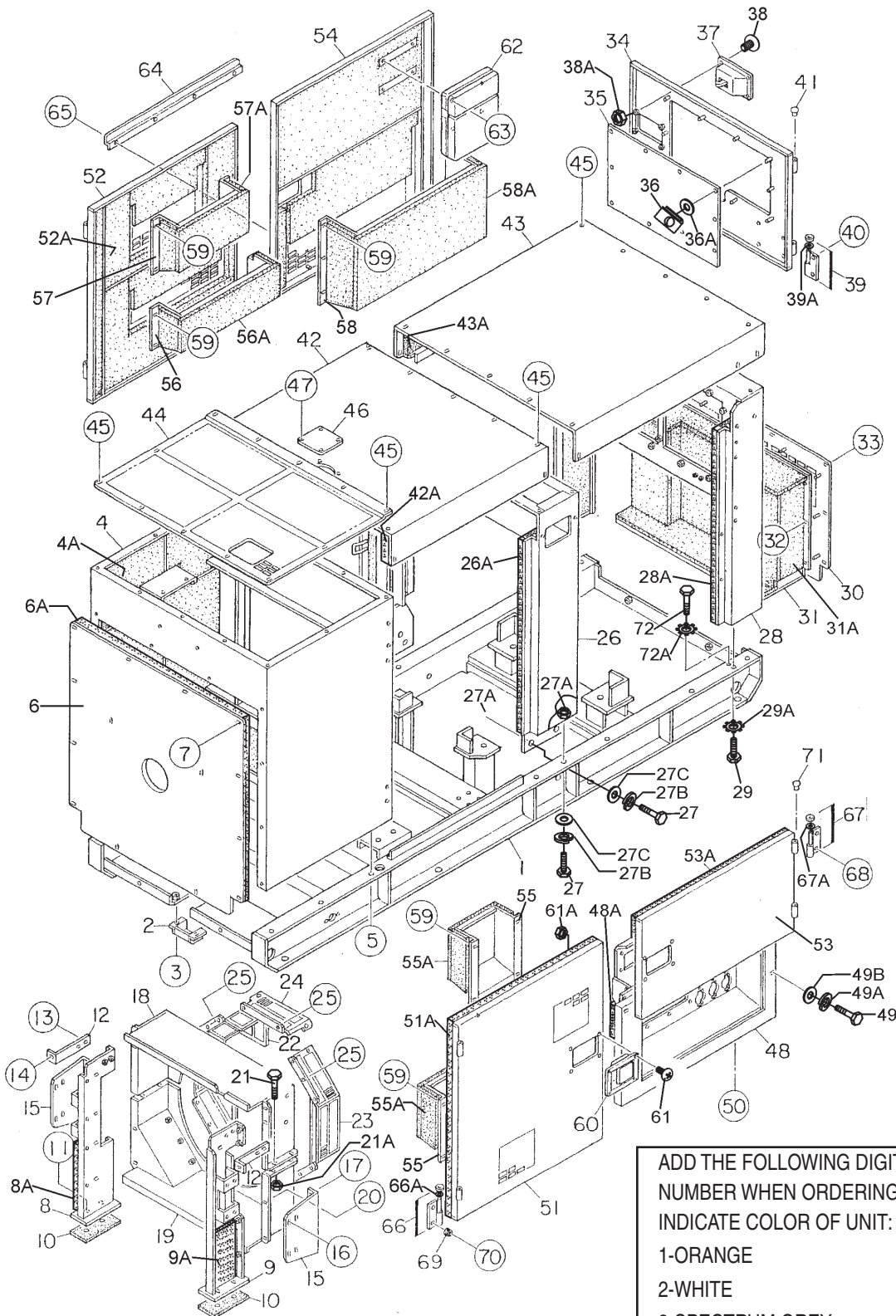
| | |
|-----------------|----------------------|
| 1-ORANGE | 5-BLACK |
| 2-WHITE | 6-CATERPILLAR YELLOW |
| 3-SPECTRUM GREY | 7-CATO GOLD |
| 4-SUNBELT GREEN | 8-RED |

THE SERIAL NUMBER MAY BE REQUIRED.

ENCLOSURE ASSY. (CONTINUED)

| <u>NO.</u> | <u>PART NO.</u> | <u>PART NAME</u> | <u>QTY.</u> | <u>REMARKS</u> |
|------------|-----------------|------------------------|-------------|----------------|
| 33 | 0019208020 | HEX HEAD BOLT | 10 | |
| 34 | M3443200703 | REAR DOOR | 1 | |
| 35 | M3443600104 | WINDOW PLATE | 1 | |
| 36 | 0037906000 | SELF- LOCKING U NUT | 10 | |
| 36A | 0041206000 | WASHER, FLAT | 10 | |
| 37 | M9113000002 | DOOR HANDLE ASSY | 1 | |
| 38 | 0021806016 | MACHINE SCREW | 4 | |
| 38A | 0030006000 | HEX NUT | 4 | |
| 39 | M9110100204 | HINGE | 2 | |
| 39A | M9116100004 | WASHER | 2 | |
| 40 | 0019208020 | HEX HEAD BOLT | 3 | |
| 41 | M9310000004 | BLIND PLUG | 2 | |
| 42 | M3463101403 | ROOF PANEL | 1 | |
| 42A | M3493508803 | ACOUSTIC SHEET | 1 | |
| 43 | M3463201902 | ROOF PANEL | 1 | |
| 44 | M3423202503 | FRONT FRAME OVER COVER | 1 | |
| 45 | 0019208020 | HEX HEAD BOLT | 37 | |
| 46 | M3310600004 | COVER | 1 | |
| 47 | 0019208020 | HEX HEAD BOLT | 4 | |
| 48 | M3453201602 | SPLASHER PANEL | 1 | |
| 48A | M3493426404 | ACOUSTIC SHEET | 1 | |
| 49 | 0019108055 | HEX HEAD BOLT | 4 | |
| 49A | 0042308000 | WASHER, LOCK | 4 | |
| 49B | 0042408000 | WASHER, FLAT | 4 | |
| 50 | 0016910025 | HEX HEAD BOLT | 2 | |
| 51 | M3453004903 | SIDE DOOR | 1 | |
| 51A | M3493425703 | ACOUSTIC SHEET | 1 | |
| 52 | M3453005003 | SIDE DOOR | 1 | |
| 52A | M3493425903 | ACOUSTIC SHET | 1 | |
| 53 | M3453005103 | SIDE DOOR | 1 | |
| 53A | M3493426104 | ACOUSTIC SHEET | 1 | |
| 54 | M3453005203 | SIDE DOOR | 1 | |
| 54A | M3493426203 | ACOUSTIC SHEET | 1 | |
| 55 | M3453303103 | DUCT | 2 | |
| 55A | M3493425804 | ACOUSTIC SHEET | 2 | |
| 56 | M3453303203 | DUCT | 1 | |
| 56A | M3493426004 | ACOUSTIC SHEET | 1 | |
| 57 | M3453302903 | DUCT | 1 | |
| 57A | M3493423904 | ACOUSTIC SHEET | 1 | |
| 58 | M3453303303 | DUCT | 1 | |
| 58A | M3493426304 | ACOUSTIC SHEET | 1 | |
| 59 | 0207006000 | HEX NUT | 27 | |
| 60 | M9113000002 | DOOR HANDLE ASSY | 4 | |
| 61 | 0021806016 | MACHINE SCREW | 16 | |
| 61A | 0030006000 | HEX NUT | 16 | |

ENCLOSURE ASSY. (CONTINUED)



ADD THE FOLLOWING DIGITS AFTER THE PART NUMBER WHEN ORDERING ANY PAINTED PANEL TO INDICATE COLOR OF UNIT:

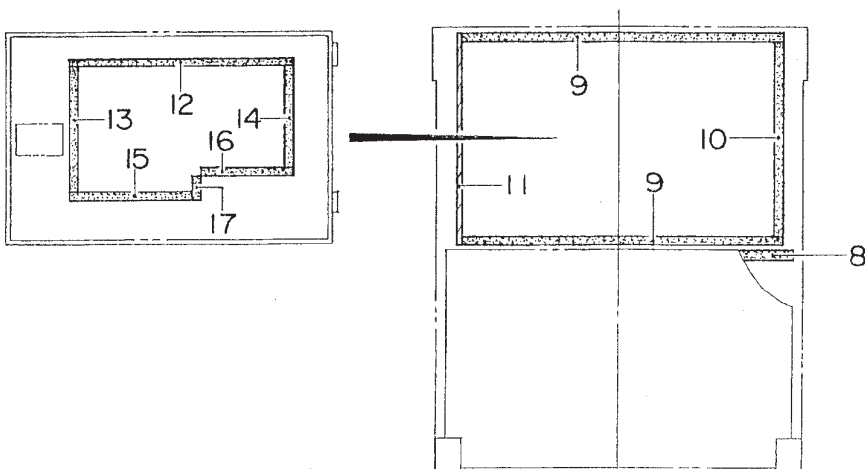
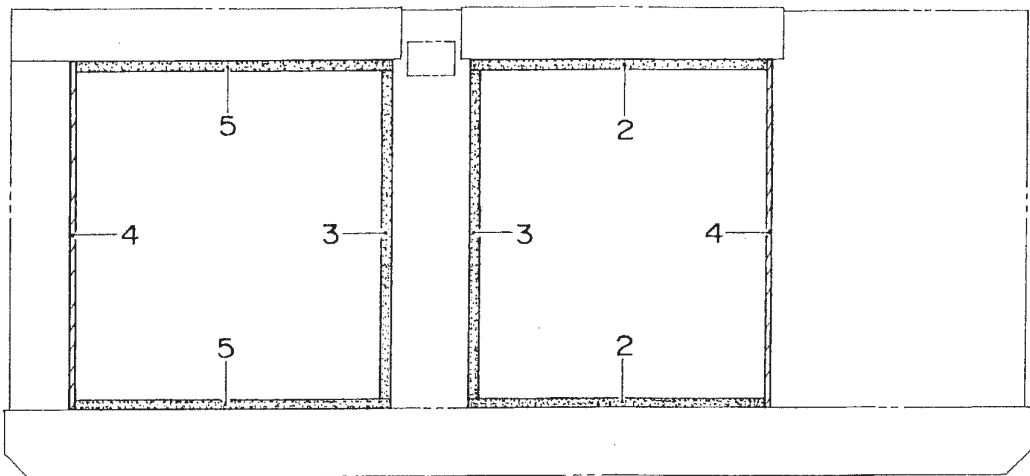
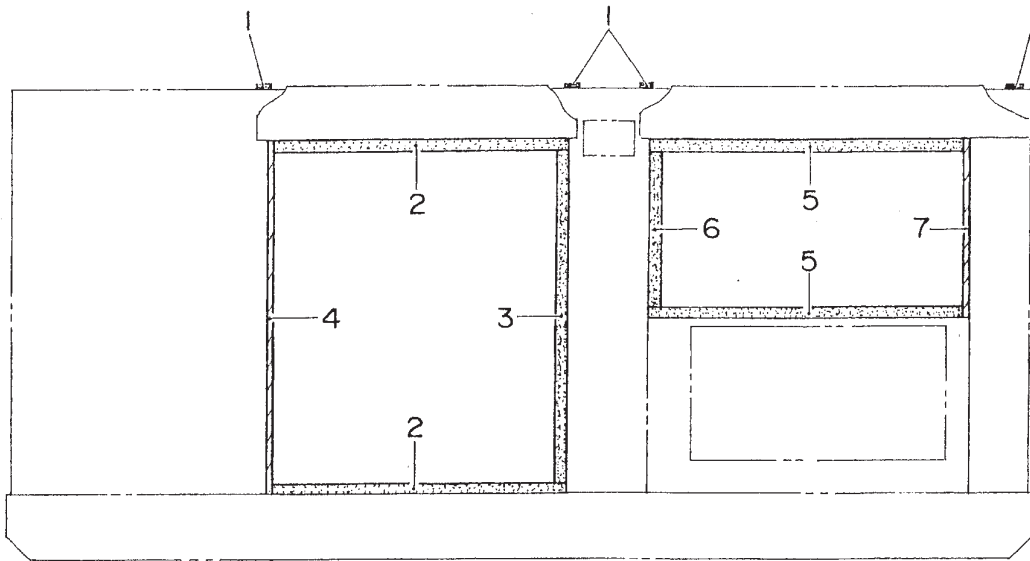
- | | |
|-----------------|----------------------|
| 1-ORANGE | 5-BLACK |
| 2-WHITE | 6-CATERPILLAR YELLOW |
| 3-SPECTRUM GREY | 7-CATO GOLD |
| 4-SUNBELT GREEN | 8-RED |

THE SERIAL NUMBER MAY BE REQUIRED.

ENCLOSURE ASSY. (CONTINUED)

| <u>NO.</u> | <u>PART NO.</u> | <u>PART NAME</u> | <u>QTY.</u> | <u>REMARKS</u> |
|------------|-----------------|------------------|-------------|----------------|
| 62 | 0600800320 | MANUAL PAK | 1 | |
| 63 | 0021806016 | MACHINE SCREW | 4 | |
| 64 | M3453700004 | GUTTER | 1 | |
| 65 | 0019206015 | HEX HEAD BOLT | 4 | |
| 66 | M9110100204 | HINGE | 4 | |
| 66A | M9116100004 | WASHER | 4 | |
| 67 | M9110100304 | HINGE | 4 | |
| 67A | M9116100004 | WASHER | 4 | |
| 68 | 0019208020 | HEX HEAD BOLT | 9 | |
| 69 | 0601850097 | STOPPER | 8 | |
| 70 | 0027208025 | MACHINE SCREW | 8 | |
| 71 | M9310000004 | BLIND PLUG | 8 | |
| 72 | 0016908020 | HEX HEAD BOLT | 1 | |
| 72A | 0040508000 | TOOTHED WASHER | 1 | |

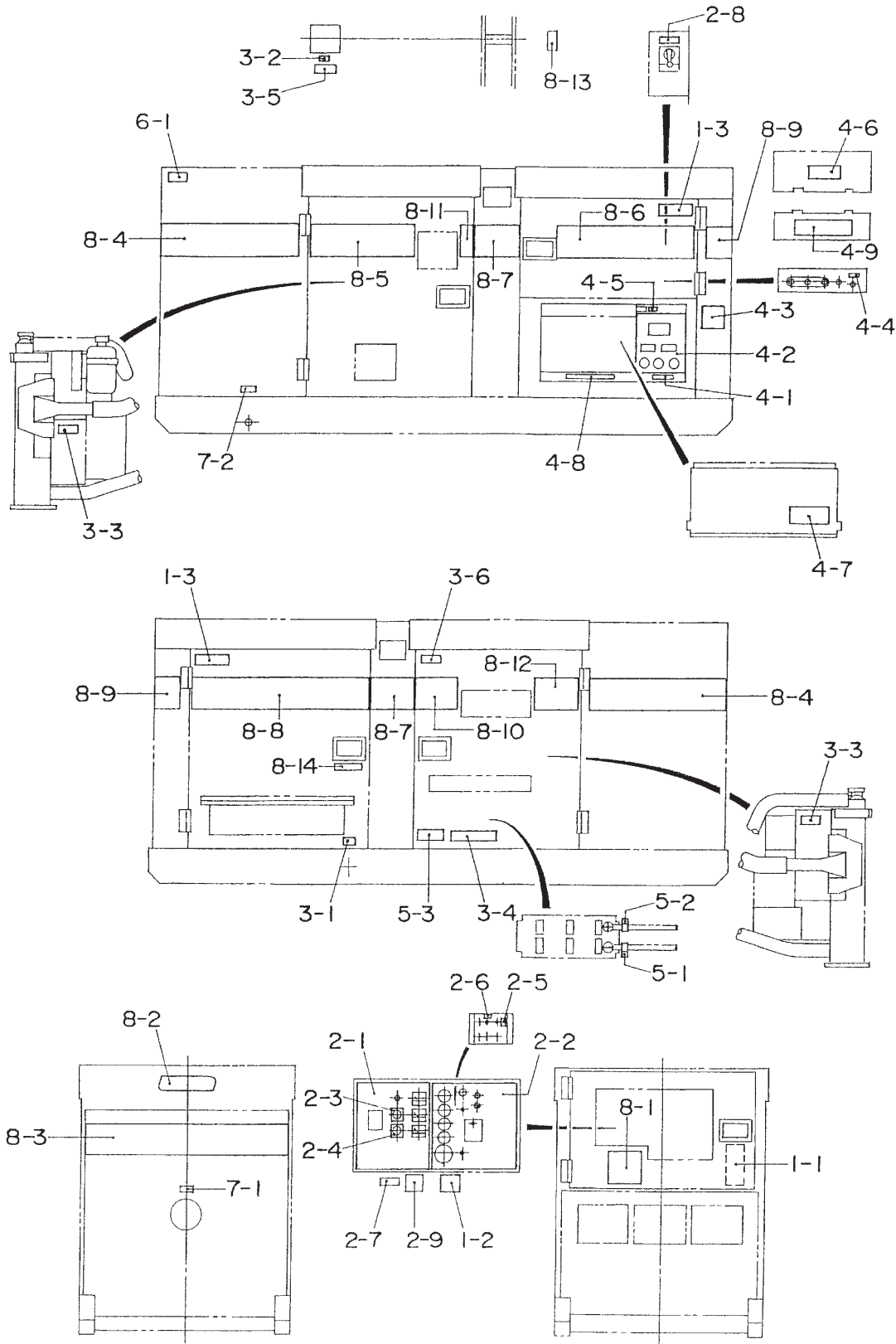
RUBBER SEALS ASSY.



RUBBER SEALS ASSY.

| <u>NO.</u> | <u>PART NO.</u> | <u>PART NAME</u> | <u>QTY.</u> | <u>REMARKS</u> |
|------------|-----------------|------------------|-------------|----------------|
| 1 | 0229201100 | RUBBER SEAL | 4 | |
| 2 | 0228900880 | RUBBER SEAL | 4 | |
| 3 | 0228900990 | RUBBER SEAL | 3 | |
| 4 | 0228901050 | RUBBER SEAL | 3 | |
| 5 | 0228900904 | RUBBER SEAL | 4 | |
| 6 | 0228900470 | RUBBER SEAL | 1 | |
| 7 | 0228900530 | RUBBER SEAL | 1 | |
| 8 | 0229201040 | RUBBER SEAL | 1 | |
| 9 | 0228800970 | RUBBER SEAL | 2 | |
| 10 | 0228800590 | RUBBER SEAL | 1 | |
| 11 | 0228800630 | RUBBER SEAL | 1 | |
| 12 | 0228100665 | RUBBER SEAL | 1 | |
| 13 | 0228100370 | RUBBER SEAL | 1 | |
| 14 | 0228100300 | RUBBER SEAL | 1 | |
| 15 | 0228100365 | RUBBER SEAL | 1 | |
| 16 | 0228100280 | RUBBER SEAL | 1 | |
| 17 | 0228100070 | RUBBER SEAL | 1 | |

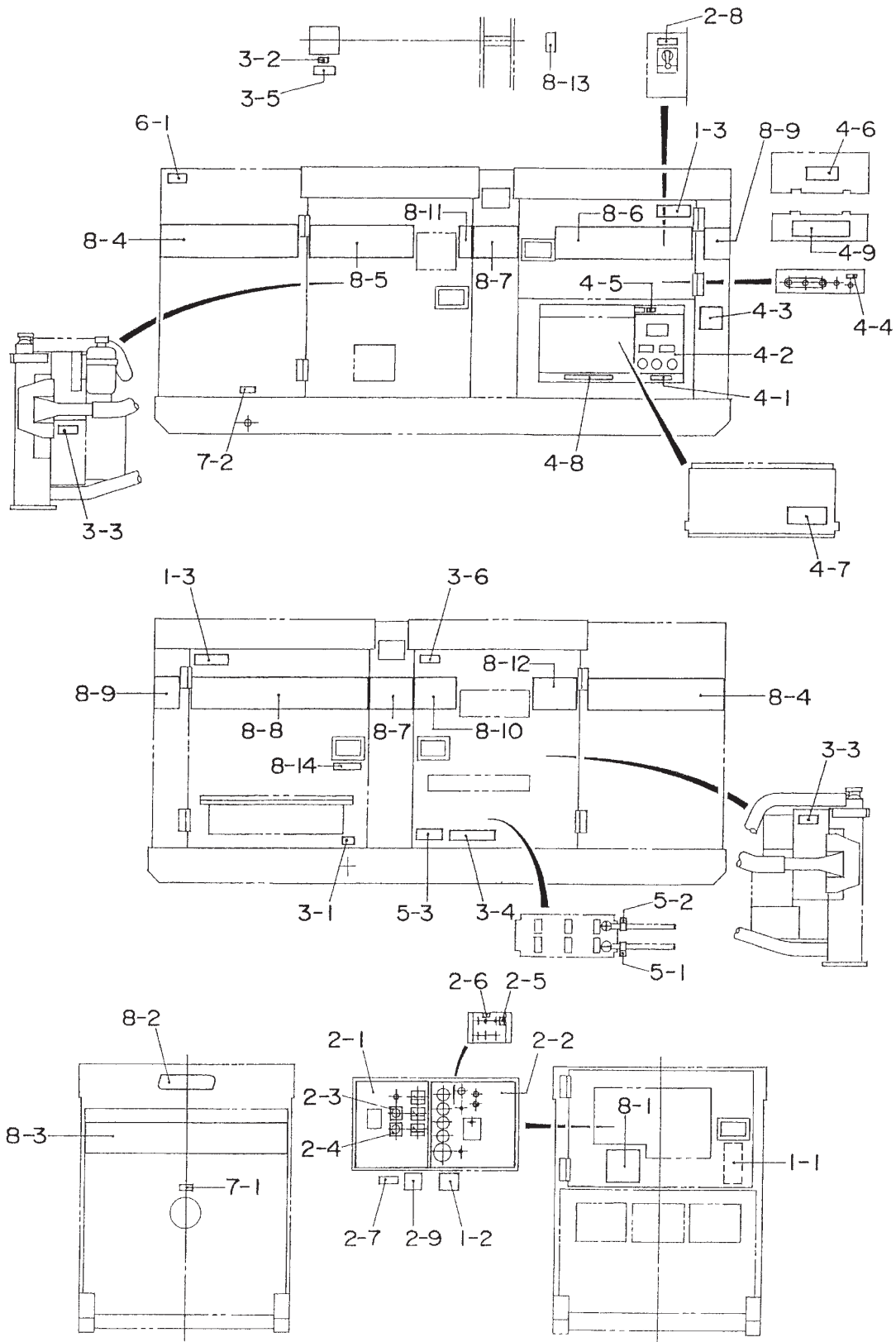
NAMEPLATE AND DECALS ASSY.



NAMEPLATE AND DECALS ASSY.

| <u>NO.</u> | <u>PART NO.</u> | <u>PART NAME</u> | <u>QTY.</u> | <u>REMARKS</u> |
|-------------------------|-----------------|---------------------------------------|-------------|----------------|
| 1-1 | M3550003003 | DECAL : OPERATING PROCEDURES | 1 | M35000300A |
| 1-2 | M9520100304 | DECAL : SAFETY INSTRUCTIONS | 1 | M92010030 |
| 1-3 | M9520100603 | DECAL : CAUTION | 2 | M92010060 |
| CONTROL BOX GROUP | | | | |
| 2-1 | M3550003303 | DECAL : CONTROL PANEL | 1 | M35000330 |
| 2-2 | M3550003403 | DECAL : OPERATING PANEL | 1 | M35000340 |
| 2-3 | M9520000104 | PLATE : AMMETER CHANGE- OVER SWITCH | 1 | M92000010 |
| 2-4 | M9520000204 | PLATE : VOLTMETER CHANGE- OVER SWITCH | 1 | M92000020 |
| 2-5 | M9520000904 | DECAL : DIAGNOSTIC SWITCH | 1 | M92000090 |
| 2-6 | M9520001104 | DECAL : DIAGNOSTIC BUTTON | 1 | M92000110 |
| 2-7 | M9520100004 | DECAL : WARNING ELECTRIC SHOCK HAZARD | 1 | M92010000 |
| 2-8 | M9520100204 | DECAL : CAUTION | 1 | M92010020A |
| 2-9 | M9520200404 | DECAL : OVER CURRENT RELAY | 1 | M92020040 |
| ENGINE & RADIATOR GROUP | | | | |
| 3-1 | M9500000004 | DECAL : OIL DRAIN PLUG | 1 | M90000000 |
| 3-2 | M9500100004 | DECAL : WATER | 1 | M90010000 |
| 3-3 | M9503000004 | DECAL : WARNING MOVING PARTS | 2 | M90300000 |
| 3-4 | M9503000103 | DECAL : WATER - OIL CHECK | 1 | M90300010 |
| 3-5 | M9503100004 | DECAL : WARNING HOT COOLANT | 1 | M90310000 |
| 3-6 | M9510100004 | DECAL : CAUTION HOT PARTS | 1 | M91010000 |
| OUTPUT TERMINAL GROUP | | | | |
| 4-1 | M1550000204 | DECAL : NOTE | 1 | M15000020 |
| 4-2 | M1550002203 | DECAL : RECEPTACLE & CIRCUIT BREAKER | 1 | M15000220 |
| 4-3 | M3550000004 | DECAL : NOTE | 1 | M35000000 |
| 4-4 | M9520000004 | DECAL : GROUND | 1 | M92000000 |
| 4-5 | M9520000504 | DECAL : START CONTACT | 1 | M92000050 |
| 4-6 | M9520100004 | DECAL : WARNING ELECTRIC SHOCK HAZARD | 1 | M92010000 |
| 4-7 | M9520100404 | DECAL : DANGER HIGH VOLTAGE | 1 | M92010040 |
| 4-8 | M9520100503 | DECAL : WARNING | 1 | M92010050 |
| 4-9 | M9520200003 | DECAL : OUTPUT TERMINAL | 1 | M92020000 |
| BATTERY GROUP | | | | |
| 5-1 | M9500300004 | DECAL : - | 1 | M90030000 |
| 5-2 | M9500300104 | DECAL : + | 1 | M90030010 |
| 5-3 | M9510100403 | DECAL : CAUTION | 1 | M91010040 |
| MUFFLER GROUP | | | | |
| 6-1 | M9503200004 | DECAL : WARNING ENGINE EXHAUST | 1 | M90320000 |

NAMEPLATE AND DECALS ASSY. (CONTINUED)



NAMEPLATE AND DECALS ASSY. (CONTINUED)

| <u>NO.</u> | <u>PART NO.</u> | <u>PART NAME</u> | <u>QTY.</u> | <u>REMARKS</u> |
|------------|-----------------|-----------------------------------|-------------|----------------|
| | | FUEL TANK GROUP | | |
| 7-1 | M9500500004 | DECAL : DIESEL FUEL..... | 1 | M90050000 |
| 7-2 | M9500500104 | DECAL : FUEL DRAIN PLUG | 1 | M90050010 |
| | | ENCLOSURE GROUP | | |
| 8-1 | M9510200002 | DECAL : MQ..... | 1 | M91020000 |
| 8-2 | 060050090 | EMBLEM | 1 | |
| 8-2A | 0021106016 | MACHINE SCREW | 2 | |
| 8-3 | M3560100003 | STRIPE | 1 | |
| 8-4 | M3560100103 | STRIPE | 2 | |
| 8-5 | M3560103804 | STRIPE | 1 | |
| 8-6 | M3560100303 | STRIPE | 1 | |
| 8-7 | M3560100404 | STRIPE | 2 | |
| 8-8 | M3560100503 | STRIPE | 1 | |
| 8-9 | M3560100604 | STRIPE | 2 | |
| 8-10 | M3560103504 | STRIPE | 1 | |
| 8-11 | M3560103604 | STRIPE | 1 | |
| 8-12 | M3560103704 | STRIPE | 1 | |
| 8-13 | M3550002204 | DECAL : CAUTION..... | 1 | M35000220 |
| 8-14 | M9510000104 | DECAL : DOCUMENT BOX LOCATED..... | 1 | M91000010 |

TERMS AND CONDITIONS OF SALE — PARTS

PAYMENT TERMS

Terms of payment for parts are net 30 days.

FREIGHT POLICY

All parts orders will be shipped collect or prepaid with the charges added to the invoice. All shipments are F.O.B. point of origin. Multiquip's responsibility ceases when a signed manifest has been obtained from the carrier, and any claim for shortage or damage must be settled between the consignee and the carrier.

MINIMUM ORDER

The minimum charge for orders from Multiquip is \$15.00 net. Customers will be asked for instructions regarding handling of orders not meeting this requirement.

RETURNED GOODS POLICY

Return shipments will be accepted and credit will be allowed, subject to the following provisions:

1. A Returned Material Authorization must be approved by Multiquip prior to shipment.
2. To obtain a Return Material Authorization, a list must be provided to Multiquip Parts Sales that defines item numbers, quantities, and descriptions of the items to be returned.
 - a. The parts numbers and descriptions must match the current parts price list.
 - b. The list must be typed or computer generated.
 - c. The list must state the reason(s) for the return.
 - d. The list must reference the sales order(s) or invoice(s) under which the items were originally purchased.
 - e. The list must include the name and phone number of the person requesting the RMA.
3. A copy of the Return Material Authorization must accompany the return shipment.
4. Freight is at the sender's expense. All parts must be returned freight prepaid to Multiquip's designated receiving point.

5. Parts must be in new and resalable condition, in the original Multiquip package (if any), and with Multiquip part numbers clearly marked.
6. The following items are not returnable:
 - a. Obsolete parts. (If an item is in the price book and shows as being replaced by another item, it is obsolete.)
 - b. Any parts with a limited shelf life (such as gaskets, seals, "O" rings, and other rubber parts) that were purchased more than six months prior to the return date.
 - c. Any line item with an extended dealer net price of less than \$5.00.
 - d. Special order items.
 - e. Electrical components.
 - f. Paint, chemicals, and lubricants.
 - g. Decals and paper products.
 - h. Items purchased in kits.
7. The sender will be notified of any material received that is not acceptable.
8. Such material will be held for five working days from notification, pending instructions. If a reply is not received within five days, the material will be returned to the sender at his expense.
9. Credit on returned parts will be issued at dealer net price at time of the original purchase, less a 15% restocking charge.
10. In cases where an item is accepted, for which the original purchase document can not be determined, the price will be based on the list price that was effective twelve months prior to the RMA date.
11. Credit issued will be applied to future purchases only.

PRICING AND REBATES

Prices are subject to change without prior notice. Price changes are effective on a specific date and all orders received on or after that date will be billed at the revised price. Rebates for price declines and added charges for price increases will not be made for stock on hand at the time of any price change.

Multiquip reserves the right to quote and sell direct to Government agencies, and to Original Equipment Manufacturer accounts who use our products as integral parts of their own products.

SPECIAL EXPEDITING SERVICE

A \$35.00 surcharge will be added to the invoice for special handling including bus shipments, insured parcel post or in cases where Multiquip must personally deliver the parts to the carrier.

LIMITATIONS OF SELLER'S LIABILITY

Multiquip shall not be liable hereunder for damages in excess of the purchase price of the item with respect to which damages are claimed, and in no event shall Multiquip be liable for loss of profit or good will or for any other special, consequential or incidental damages.

LIMITATION OF WARRANTIES

No warranties, express or implied, are made in connection with the sale of parts or trade accessories nor as to any engine not manufactured by Multiquip. Such warranties made in connection with the sale of new, complete units are made exclusively by a statement of warranty packaged with such units, and Multiquip neither assumes nor authorizes any person to assume for it any other obligation or liability whatever in connection with the sale of its products. Apart from such written statement of warranty, there are no warranties, express, implied or statutory, which extend beyond the description of the products on the face hereof.

Effective: February 22, 2006

OPERATION AND PARTS MANUAL

HERE'S HOW TO GET HELP

PLEASE HAVE THE MODEL AND SERIAL
NUMBER ON-HAND WHEN CALLING

MQ Power

1800 Water Ridge Rd. Tel. (800) 883-2551
Suite 500/600 Fax (972) 315-1847
Lewisville, TX 75057
Contact: mqpower@multiquip.com
Web: www.mqpower.com

MQ Parts Department

800-427-1244 Fax: 800-672-7877
310-537-3700 Fax: 310-637-3284

Service/Tech Support/Warranty

800-835-2551 Fax: 310-638-8046

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This manual MUST accompany the equipment at all times. This manual is considered a permanent part of the equipment and should remain with the unit if resold.

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