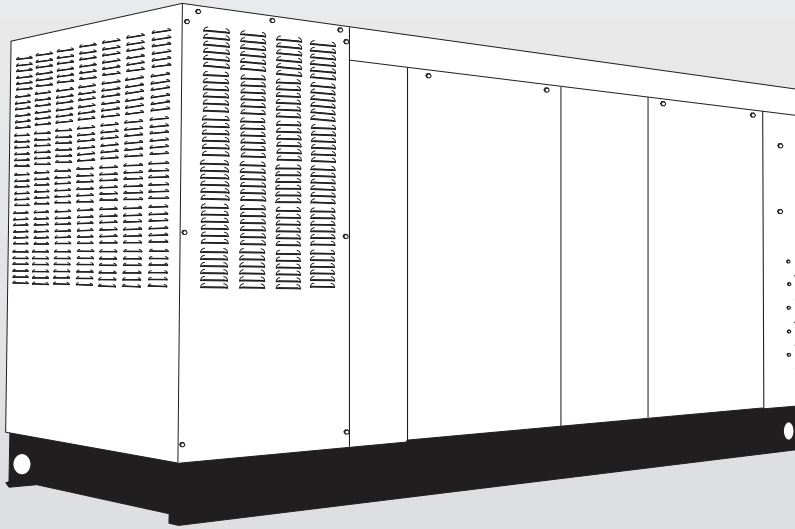


# Owner's Manual

## Stationary Emergency Generator



**⚠ Not intended for use in critical life support applications.**

**⚠ Only qualified electricians or contractors should attempt installation! Deadly exhaust fumes. Outdoor installation only!**

**6.8L**


**100/130/150kW Models**  
**EPA Certified with Catalyst**

**This manual should remain with the unit.**

# Table of Contents

<b><u>SECTION</u></b>	<b><u>PAGE</u></b>		
<b>INTRODUCTION</b> .....	1-1	<b>OPERATION</b> .....	9-1
<b>SAFETY RULES</b> .....	1-2	Stationary Emergency Generator Control and Operation.....	9-1
<b>IDENTIFICATION RECORD</b> .....	2-1	Operating Unit with Manual Transfer Switch.....	9-1
<b>EQUIPMENT DESCRIPTION</b> .....	3-1	Operating Unit with Automatic Transfer Switch.....	9-1
Equipment Description.....	3-1	<b>MAINTENANCE</b> .....	10-1
Engine Oil Recommendations.....	3-1	Maintenance Performed by Authorized Service Dealers.....	10-1
Coolant Recommendations.....	3-1	Cooling System.....	10-1
<b>ENGINE PROTECTIVE DEVICES</b> .....	4-1	Checking Fluid Levels.....	10-1
Engine Protective Devices.....	4-1	Maintenance Owner/Operator Can Perform.....	10-2
<b>FUEL SYSTEMS</b> .....	5-1	Miscellaneous Maintenance.....	10-3
<b>SPECIFICATIONS</b> .....	6-1	<b>SERVICE SCHEDULE</b> .....	11-1
<b>GENERAL INFORMATION</b> .....	7-1	<b>TROUBLESHOOTING</b> .....	12-1
Alternator AC Lead Connections.....	7-1	Troubleshooting Guide.....	12-1
Alternator Power Winding Connections.....	7-1	<b>EMISSIONS WARRANTY</b> .....	13-1
<b>CONTROL PANEL</b> .....	8-1	<b>NOTES</b>	
Control Panel Interface.....	8-1	<b>EXPLODED VIEWS &amp; PARTS LISTS</b>	
Activate the Generator.....	8-1	<b>WIRING DIAGRAMS &amp; SCHEMATICS</b>	
Display Interface Menus.....	8-1		
Setting the Exercise Timer.....	8-3		
User Adjustable Settings.....	8-3		
Fuel Conversion.....	8-3		
Operation.....	8-3		
Auto Start.....	8-4		
Manual Start.....	8-4		
Alarm and Warning Messages.....	8-4		
Common Alarm Relay.....	8-6		
Maintenance Alerts.....	8-6		
Menu System.....	8-7		

# Safety Instructions

 **SAVE THESE INSTRUCTIONS** – The manufacturer suggests that these rules for safe operation be copied and posted in potential hazard areas. Safety should be stressed to all operators, potential operators, and service and repair technicians for this equipment.

## INTRODUCTION

Thank you for purchasing this model of the stationary emergency generator product line.

Every effort was expended to make sure that the information and instructions in this manual were both accurate and current at the time the manual was written. However, the manufacturer reserves the right to change, alter or otherwise improve this product(s) at any time without prior notice.

### READ THIS MANUAL THOROUGHLY

If any portion of this manual is not understood, contact the nearest Service Dealer for starting, operating and servicing procedures.

Throughout this publication, and on tags and decals affixed to the generator, DANGER, WARNING, CAUTION and NOTE blocks are used to alert personnel to special instructions about a particular service or operation that may be hazardous if performed incorrectly or carelessly. Observe them carefully. Their definitions are as follows:

#### **DANGER!**

**INDICATES A HAZARDOUS SITUATION OR ACTION WHICH, IF NOT AVOIDED, WILL RESULT IN DEATH OR SERIOUS INJURY.**

#### **WARNING!**

**Indicates a hazardous situation or action which, if not avoided, could result in death or serious injury.**

#### **CAUTION!**

**Indicates a hazardous situation or action which, if not avoided, could result in minor or moderate injury.**

#### **NOTE:**

**Notes contain additional information important to a procedure and will be found within the regular text body of this manual.**

These safety warnings cannot eliminate the hazards that they indicate. Common sense and strict compliance with the special instructions while performing the service are essential to preventing accidents.

Four commonly used safety symbols accompany the DANGER, WARNING and CAUTION blocks. The type of information each indicates is as follows:

 **This symbol points out important safety information that, if not followed, could endanger personal safety and/or property of others.**

 **This symbol points out potential explosion hazard.**

 **This symbol points out potential fire hazard.**

 **This symbol points out potential electrical shock hazard.**

The operator is responsible for proper and safe use of the equipment. The manufacturer strongly recommends that the operator read this Owner's Manual and thoroughly understand all instructions before using this equipment. The manufacturer also strongly recommends instructing other users to properly start and operate the unit. This prepares them if they need to operate the equipment in an emergency.

**For safety reasons, the manufacturer recommends that this equipment be installed, serviced and repaired by a Service Dealer or other competent, qualified electrician or installation technician who is familiar with applicable codes, standards and regulations. The operator also must comply with all such codes, standards and regulations.**

### OPERATION AND MAINTENANCE

It is the operator's responsibility to perform all safety checks, to make sure that all maintenance for safe operation is performed promptly, and to have the equipment checked periodically by a Service Dealer. Normal maintenance service and replacement of parts are the responsibility of the owner/operator and, as such, are not considered defects in materials or workmanship within the terms of the warranty. Individual operating habits and usage contribute to the need for maintenance service.

Proper maintenance and care of the generator ensure a minimum number of problems and keep operating expenses at a minimum. See a Service Dealer for service aids and accessories.

Operating instructions presented in this manual assume that the generator electric system has been installed by a Service Dealer or other competent, qualified contractor. Installation of this equipment is not a "do-it-yourself" project.

### HOW TO OBTAIN SERVICE

When the generator requires servicing or repairs, simply contact a Service Dealer for assistance. Service technicians are factory-trained and are capable of handling all service needs.

When contacting a dealer about parts and service, always supply the complete Model Number, Serial Number and Type Code (where applicable) from the DATA LABEL that is affixed to the unit.

# Safety Instructions

## SAFETY RULES

Study these SAFETY RULES carefully before installing, operating or servicing this equipment. Become familiar with this Owner's Manual and with the unit. The generator can operate safely, efficiently and reliably only if it is properly installed, operated and maintained. Many accidents are caused by failing to follow simple and fundamental rules or precautions.

The manufacturer cannot anticipate every possible circumstance that might involve a hazard. The warnings in this manual, and on tags and decals affixed to the unit are, therefore, not all inclusive. If a procedure, work method or operating technique is used that the manufacturer does not specifically recommend, ensure that it is safe for others. Also make sure the procedure, work method or operating technique utilized does not render the generator unsafe.

### **⚠ DANGER!**

**⚠ Despite the safe design of this generator, operating this equipment imprudently, neglecting its maintenance or being careless can cause possible injury or death. Permit only responsible and capable persons to install, operate or maintain this equipment.**

**⚠ Potentially lethal voltages are generated by these machines. Ensure all steps are taken to render the machine safe before attempting to work on the generator.**

**⚠ Parts of the generator are rotating and/or hot during operation. Exercise care near running generators.**

## GENERAL HAZARDS

- For safety reasons, the manufacturer recommends that this equipment be installed, serviced and repaired by a Service Dealer or other competent, qualified electrician or installation technician who is familiar with applicable codes, standards and regulations. The operator also must comply with all such codes, standards and regulations.
- Installation, operation, servicing and repair of this (and related) equipment must always comply with applicable codes, standards, laws and regulations. Adhere strictly to local, state and national electrical and building codes. Comply with regulations the Occupational Safety and Health Administration (OSHA) has established. Also, ensure that the generator is installed, operated and serviced in accordance with the manufacturer's instructions and recommendations. Following installation, do nothing that might render the unit unsafe or in noncompliance with the aforementioned codes, standards, laws and regulations.

- The engine exhaust fumes contain carbon monoxide gas, which can be DEADLY. This dangerous gas, if breathed in sufficient concentrations, can cause unconsciousness or even death. For that reason, adequate ventilation must be provided. This should be considered prior to installing the generator. The unit should be positioned to direct exhaust gasses safely away from any building where people, animals, etc., will not be harmed. Any exhaust stacks that ship loose with the unit must be installed properly per the manufacturer's instruction, and in strict compliance with applicable codes and standards.
- Keep hands, feet, clothing, etc., away from drive belts, fans, and other moving or hot parts. Never remove any drive belt or fan guard while the unit is operating.
- Adequate, unobstructed flow of cooling and ventilating air is critical in any room or building housing the generator to prevent buildup of explosive gases and to ensure correct generator operation. Do not alter the installation or permit even partial blockage of ventilation provisions, as this can seriously affect safe operation of the generator.
- Keep the area around the generator clean and uncluttered. Remove any materials that could become hazardous.
- When working on this equipment, remain alert at all times. Never work on the equipment when physically or mentally fatigued.
- Inspect the generator regularly, and promptly repair or replace all worn, damaged or defective parts using only factory-approved parts.
- Before performing any maintenance on the generator, disconnect its battery cables to prevent accidental start-up. Disconnect the cable from the battery post indicated by a NEGATIVE, NEG or (-) first. Reconnect that cable last.
- Never use the generator or any of its parts as a step. Stepping on the unit can stress and break parts, and may result in dangerous operating conditions from leaking exhaust gases, fuel leakage, oil leakage, etc.

## ELECTRICAL HAZARDS

- All stationary emergency generators covered by this manual produce dangerous electrical voltages and can cause fatal electrical shock. Utility power delivers extremely high and dangerous voltages to the transfer switch as well as the generator. Avoid contact with bare wires, terminals, connections, etc., on the generator as well as the transfer switch, if applicable. Ensure all appropriate covers, guards and barriers are in place before operating the generator. If work must be done around an operating unit, stand on an insulated, dry surface to reduce shock hazard.
- Do not handle any kind of electrical device while standing in water, while barefoot, or while hands or feet are wet. DANGEROUS ELECTRICAL SHOCK MAY RESULT.

# Safety Instructions

- If personnel must stand on metal or concrete while installing, operating, servicing, adjusting or repairing this equipment, place insulative mats over a dry wooden platform. Work on the equipment only while standing on such insulative mats.
- The National Electrical Code (NEC) requires the frame and external electrically conductive parts of the generator to be connected to an approved earth ground. This grounding will help prevent dangerous electrical shock that might be caused by a ground fault condition in the generator or by static electricity. Never disconnect the ground wire.
- Wire gauge sizes of electrical wiring, cables and cord sets must be adequate to handle the maximum electrical current (ampacity) to which they will be subjected.
- Before installing or servicing this (and related) equipment, make sure that all power voltage supplies are positively turned off at their source. Failure to do so will result in hazardous and possibly fatal electrical shock.
- Connecting this unit to an electrical system normally supplied by an electric utility shall be by means of a transfer switch so as to isolate the generator electric system from the electric utility distribution system when the generator is operating. Failure to isolate the two electric system power sources from each other by such means will result in damage to the generator and may also result in injury or death to utility power workers due to backfeed of electrical energy.
- Stationary emergency generators installed with an automatic transfer switch will crank and start automatically when normal (utility) source voltage is removed or is below an acceptable preset level. To prevent such automatic start-up and possible injury to personnel, disable the generator's automatic start circuit (battery cables, etc.) before working on or around the unit. Then, place a "Do Not Operate" tag on the generator control panel and on the transfer switch.
- In case of accident caused by electric shock, immediately shut down the source of electrical power. If this is not possible, attempt to free the victim from the live conductor. **AVOID DIRECT CONTACT WITH THE VICTIM.** Use a nonconducting implement, such as a dry rope or board, to free the victim from the live conductor. If the victim is unconscious, apply first aid and get immediate medical help.
- Never wear jewelry when working on this equipment. Jewelry can conduct electricity resulting in electric shock, or may get caught in moving components causing injury.

## **FIRE HAZARDS**

- Keep a fire extinguisher near the generator at all times. Do NOT use any carbon tetra-chloride type extinguisher. Its fumes are toxic, and the liquid can deteriorate wiring insulation. Keep the extinguisher properly charged and be familiar with its use. If there are any questions pertaining to fire extinguishers, consult the local fire department.

## **EXPLOSION HAZARDS**

- Properly ventilate any room or building housing the generator to prevent build-up of explosive gas.
- Do not smoke around the generator. Wipe up any fuel or oil spills immediately. Ensure that no combustible materials are left in the generator compartment, or on or near the generator, as FIRE or EXPLOSION may result. Keep the area surrounding the generator clean and free from debris.
- These generators may operate using one of several types of fuels. All fuel types are potentially FLAMMABLE and/or EXPLOSIVE and should be handled with care. Comply with all laws regulating the storage and handling of fuels. Inspect the unit's fuel system frequently and correct any leaks immediately. Fuel supply lines must be properly installed, purged and leak tested according to applicable fuel-gas codes before placing this equipment into service.
- Diesel fuels are highly FLAMMABLE. Gaseous fluids such as natural gas and liquid propane (LP) gas are extremely EXPLOSIVE. Natural gas is lighter than air, and LP gas is heavier than air; install leak detectors accordingly.

### **CALIFORNIA PROPOSITION 65 WARNING**

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

### **CALIFORNIA PROPOSITION 65 WARNING**

This product contains or emits chemicals known to the State of California to cause cancer, birth defects and other reproductive harm.

# General Information

## IDENTIFICATION RECORD

### DATA LABEL

Every generator set includes DATA LABEL that contains important information pertinent to the generator. The data label is attached to the lower connection box on the generator and lists the unit serial number, rated voltage, amps, wattage capacity, phase, frequency, rpm, power factor, and production date.

**NOTE:**

For actual information related to this particular model, please refer to the Manual Drawing Listing located at the end of this manual, or to the data label affixed to the unit.

### **Stationary Emergency Generator Model and Serial Number**

This number is the key to numerous engineering and manufacturing details pertaining to your unit. Always supply this number when requesting service, ordering parts or seeking information.

*Data Label*

<b><u>GENERATOR UNIT</u></b>					
GEN MODEL:					
MODEL:					
SERIAL:					
ALTERNATE					
PROD DATE:					
COUNTRY OF ORIGIN:					
<b><u>GENERATOR DATA</u></b>					
KW	KVA	HZ	PF		
UPSIZE	ALT	KW	KVA		
VOLT		/	AMP		
ENG RPM			ALT RPM		
BREAKER	KW	AMP			
X'D			X"D		
3 PHASE DELTA					
UNBALANCED LOAD CAPACITY-25%					
ROTOR	STATOR	CLASS			
WINDINGS @		AMBIENT		TEMP	
MANUF. LOC.					
WAUKESHA, WI USA			OK0876		

## EQUIPMENT DESCRIPTION

This equipment is a revolving field, alternating current Stationary Emergency Generator set. It is powered by a gaseous fueled engine operating at 1800 rpm for 4-pole direct drive units, 3600 rpm for 2-pole direct drive units and 2300 - 3000 rpm for quiet drive gear units. See the Specifications section for exact numbers. The unit comes complete with a sound attenuated enclosure, internally mounted muffler, control console, mainline circuit breaker, battery charger, and protective alarms as explained in the following paragraph.

All AC connections, including the power leads from the alternator, 120 volt battery charger input and control connections to the transfer switch are available in the main connection box.

The Stationary Emergency Generator incorporates the following generator features:

- Rotor and Stator insulation is Class H rated as defined by NEMA MG1-32.6, MG1-1.66. The generator is self ventilated and drip-proof constructed.
- The voltage waveform deviation, total harmonic content of the AC waveform and telephone influence factor have been evaluated and are acceptable according to NEMA MG1-32.

## ENGINE OIL RECOMMENDATIONS

The unit has been filled with 5W-20 engine oil at the factory. Use a high-quality detergent oil classified "For Service SJ or SH." Detergent oils keep the engine cleaner and reduce carbon deposits. When changing the engine oil, be sure to use 5W-30 engine oil (synthetic oil is recommended).

### ⚠ CAUTION!

⚠ Any attempt to crank or start the engine before it has been properly serviced with the recommended oil may result in an engine failure.

### NOTE:

For temperatures below 32° F, it is strongly recommended to use the optional Cold Weather Start Kit. The oil grade for temperatures below 32° F is 5W-30 synthetic oil.

## COOLANT RECOMMENDATIONS

Use a mixture of half low silicate ethylene glycol base anti-freeze and deionized water. Cooling system capacity is listed in the specifications. Use only deionized water and only low silicate anti-freeze. If desired, add a high quality rust inhibitor to the recommended coolant mixture. When adding coolant, always add the recommended 50-50 mixture.

### ⚠ CAUTION!

⚠ Do not use any chromate base rust inhibitor with ethylene glycol base anti-freeze or chromium hydroxide ("green slime") forms and will cause overheating. Engines that have been operated with a chromate base rust inhibitor must be chemically cleaned before adding ethylene glycol base anti-freeze. Using any high silicate anti-freeze boosters or additives will also cause overheating. The manufacturer also recommends that any soluble oil inhibitor is NOT used for this equipment.

### ⚠ DANGER!

⚠ Do not remove the radiator pressure cap while the engine is hot or serious burns from boiling liquid or steam could result.

⚠ Ethylene glycol base antifreeze is poisonous. Do not use mouth to siphon coolant from the radiator, recovery bottle or any container. Wash hands thoroughly after handling. Never store used antifreeze in an open container because animals are attracted to the smell and taste of antifreeze even though it is poisonous to them.

# Engine Protective Devices

## ENGINE PROTECTIVE DEVICES

The Stationary Emergency Generator may be required to operate for long periods of time without an operator on hand to monitor such engine conditions as coolant temperature, oil pressure or rpm. For that reason, the engine has several devices designed to protect it against potentially damaging conditions by automatically shutting down the unit when the oil pressure is too low, the coolant temperature is too high, the coolant level is too low, or the engine is running too fast.

### NOTE:

Engine protective switches and sensors are mentioned here for the reader's convenience. Also refer to the applicable control panel manual for additional automatic engine shutdown information.

### HIGH COOLANT TEMPERATURE SENDER

An analog coolant temperature sender, located in the engine's cooling system will cause an engine shutdown if the temperature should exceed approximately 125° C (257° F). The generator will automatically restart once the temperature has returned to a safe operating level.

### LOW COOLANT LEVEL SENSOR

To prevent overheating, the engine has a low coolant level sensor. If the level of engine coolant drops below the level of the low coolant level sensor, the engine automatically shuts down.

### LOW OIL PRESSURE SWITCH

This switch has normally closed contacts that are held open by engine oil pressure during cranking and operating. Should oil pressure drop below the 8 psi range, switch contacts close, and the engine shuts down. The unit should not be restarted until oil is added, and the AUTO/OFF/MANUAL switch must be turned to OFF and then back to AUTO.

### OVERCRANK SHUTDOWN

After a prespecified duration of cranking, this function ends the cranking if the engine has failed to start. The overcrank message will turn ON. Turn OFF the AUTO/OFF/MANUAL switch, then turn switch back to AUTO to reset the generator control board.

### NOTE:

**If the fault is not corrected, the overcrank feature will continue to activate.**

### Approximate Crank Cycle Times

- 15 seconds ON
- 7 seconds OFF
- 7 seconds ON
- 7 seconds OFF
- Repeat for 45 seconds
- Approximately 90 seconds total.

### OVERSPEED SHUTDOWN

A speed circuit controls engine cranking, start-up, operation and shutdown. Engine speed signals are delivered to the circuit board whenever the unit is running. Should the engine overspeed above a safe, preset value, the circuit board initiates an automatic engine shutdown. Contact the nearest Authorized Dealer if this failure occurs.

### RPM SENSOR LOSS SHUTDOWN

If the speed signal to the control panel is lost, engine shutdown will occur.

### DC FUSES

A fuse (7.5 amp) is located on the control panel. It protects the panel components from damaging overload. **Always remove this fuse before commencing work on the generator.** The unit will not start or crank if the fuse is blown.

A fuse (25 amp) is located in the engine wire harness adjacent to the DC alternator. It is used to prevent circuit failure due to DC alternator failure. It will also protect the system in the event of a wiring short-circuit. If this fuse is blown, the generator will not operate. Replace these fuses with the same size, type, and rating.



## FUEL SYSTEM

### FUEL REQUIREMENTS

The Stationary Emergency Generator may be equipped with one of the following fuel systems:

- Natural gas fuel system
- Propane vapor (LPV) fuel system

Recommended fuels should have a Btu content of at least 1,000 Btu's per cubic foot for natural gas; or at least 2,520 Btu's per cubic foot for LP gas. Ask the fuel supplier for the Btu content of the fuel.

#### NOTE:

**The fuel consumption requirements are identified in the Specifications section of the Owner's Manual. Refer to the Installation Manual if assistance is required for the sizing of the pipe diameter for the generator. Any piping used to connect the generator to the fuel supply should be of adequate size to achieve the 100% load fuel consumption requirements identified in the Specifications section regardless of actual load.**

#### NOTE:

**The recommended fuel pressure is identified in the Specifications section this manual.**

#### NOTE:

**It is the responsibility of the installer to make sure that only the correct recommended fuel is supplied to the generator fuel system. Thereafter, the owner/operator must make certain that only the proper fuel is supplied.**

### NATURAL GAS FUEL SYSTEM

Natural gas is supplied in its vapor state. In most cases, the gas distribution company provides piping from the main gas distribution line to the standby generator site. The following information applies to natural gas fuel systems.

- Gas pressure in a building is usually regulated by national, state and local codes.
- To reduce gas pressure to a safe level before the gas enters a building, a primary regulator is needed. The natural gas supplier may or may not supply such a regulator.
- It is the responsibility of the gas supplier to make sure sufficient gas pressure is available to operate the primary regulator.
- Gas pressure at the inlet to the fuel shutoff solenoid must never exceed approximately 14 inches water column (0.5 psi).

### PROPANE VAPOR WITHDRAWAL FUEL SYSTEM

This type of system utilizes the vapors formed above the liquid fuel in the supply tank. Approximately 10 to 20 percent of the tank capacity is needed for fuel expansion from the liquid to the vapor state. The vapor withdrawal system is generally best suited for smaller engines that require less fuel. The installer should be aware of the following:

- When ambient temperatures are low and engine fuel consumption is high, the vapor withdrawal system may not function efficiently.
- Ambient temperatures around the supply tank must be high enough to sustain adequate vaporization, or the system will not deliver the needed fuel volume.
- In addition to the cooling effects of ambient air, the vaporization process itself provides an additional cooling effect.

# Specifications

## SPECIFICATIONS

### GENERATOR

Type.....Synchronous  
 Total Harmonic Distortion..... < 3.5%  
 Telephone Interference Factor (TIF) ..... < 50  
 Alternator Output Leads 1-phase ..... 4-wire  
 Alternator Output Leads 3-phase (150 kW) ..... 6-wire  
 Alternator Output Leads 3-phase (100/130 kW) ..... 12-wire  
 Bearings ..... Sealed Ball  
 Coupling  
     100/130 kW ..... Gear Drive  
     150 kW ..... Flexible Disk  
 Excitation System ..... Brushless

Generator Locked Rotor kVA Available @ Voltage Dip of 35%			
	100 kW	130 kW	150 kW
240 V, 1-phase	200	270	320
240 V, 3-phase			
208 V, 3-phase			
480 V, 3-phase	240	320	350

Refer to the Data Label on the generator for rated watts, amperes, frequency, voltage, phase and other pertinent information.

NOTE: Generator rating and performance in accordance with ISO8528-5, BS5514, SAE J1349, ISO3046 and DIN 6271 Standards. kW rating is based on LPG fuel and may derate with natural gas.

### ENGINE

Make ..... Generac  
 Model ..... V-type  
 Cylinders and Arrangement ..... 10  
 Displacement ..... 6.8 Liter  
 Bore ..... 90.2 mm (3.55 in.)  
 Stroke ..... 105.9 mm (4.17 in.)  
 Compression Ratio ..... 9-to-1  
 Air Intake System ..... Naturally Aspirated  
 Valve Seats ..... Hardened  
 Lifter Type ..... Hydraulic

#### Engine Parameters

Rated Synchronous rpm.....60 Hz, See Data Label

#### Exhaust System

Exhaust Flow at Rated Output 60Hz.....See Chart 1  
 Exhaust Temperature at Rated Output.....See Chart 1

#### Combustion Air Requirements (Natural Gas)

Flow at rated power, 60 Hz.....See Chart 1

Chart 1			
kW	Exhaust Flow cfm	Exhaust Temp °F	Combustion Air Flow cfm
100	888	960	262
130	1119	970	336
150	1535	1100	410

### LP Circuit Breaker Size (Amps)

Voltage	100 kW			130 kW			150 kW		
	Amps	CB	kW	Amps	CB	kW	Amps	CB	kW
120/240 V - 1 $\phi$	417	500	100	542	600	130	625	700	144
120/208 V - 3 $\phi$	347	400	100	451	500	130	520	600	150
120/240 V - 3 $\phi$	301	350	100	391	450	130	451	500	150
277/480 V - 3 $\phi$	150	175	100	195	225	130	225	250	150

### NG Circuit Breaker Size (Amps)

Voltage	100 kW			130 kW			150 kW		
	Amps	CB	kW	Amps	CB	kW	Amps	CB	kW
120/240 V - 1 $\phi$	371	500	89	488	600	117	567	700	136
120/208 V - 3 $\phi$	326	400	94	423	500	122	493	600	142
120/240 V - 3 $\phi$	283	350	94	367	450	122	427	500	142
277/480 V - 3 $\phi$	141	175	94	183	225	122	214	250	142

# Specifications

## Governor

Type.....Electronic  
 Frequency Regulation.....Isochronous  
 Steady State Regulation ..... ± 0.25 %

## Engine Lubrication System

Type of Oil Pump .....Gear  
 Oil Filter .....Full Flow, Cartridge  
 Crankcase Oil Capacity ..... 5 U.S. qts.

## COOLING SYSTEM

Type..... Closed  
 Water Pump..... Belt Driven  
 Fan Speed.....See Chart 2  
 Fan Diameter.....26 inches  
 Fan Mode..... Puller  
 Air Flow (inlet air including alternator and  
 combustion air) .....See Chart 2  
 Coolant Capacity..... (4.5 U.S. gal.)  
 Heat Rejection to Coolant.....See Chart 2  
 Maximum Operating Air Temp. on Radiator..... 60 °C (150 °F)  
 Maximum Ambient Temperature ..... 50 °C (140 °F)

**Chart 2**

kW	Cooling Airflow ft <sup>3</sup> /min	Fan Speed rpm	Heat Rejection BTU/hr
100	5500	1670	342,000
130	6450	1950	496,000
150	7800	2200	568,000

## FUEL SYSTEM

Type of Fuel .....Liquid Propane or Natural Gas\*  
 Carburetor..... Down Draft  
 Secondary Fuel Regulator..... Standard  
 Fuel Shut-off Solenoid ..... Standard  
 Operating Fuel Pressure ..... 11 in. - 14 in. Water Column  
Recommended

\* Engine is not field convertible between natural gas and propane. Jet size and ignition timing are factory set for the specific fuel.

## Fuel Consumption - ft<sup>3</sup>/hr (Natural Gas/LPV) @ 11 in H<sub>2</sub>O/68 °F

kW	Exercise Cycle	25% Load	50% Load	75% Load	100% Load
100	130/52	371/149	713/287	991/400	1260/507
130	135/54.5	482/193	927/373	1292/520	1786/719
150	155/63	556/224	1070/431	1491/600	2061/830

## ELECTRICAL SYSTEM

Battery Charge Alternator ..... 12 V, 30 Amp  
 Smart Charger ..... 12 V, 2 Amp  
 Recommended Battery  
 100/130 kW ..... 27F, 700 CCA @ 0 °F  
 150 kW ..... 24F, 525 CCA @ 0 °F  
 System Voltage..... 12 Volts

### NOTE:

**Battery dimensions (L x W x H) for the Group 27 battery should not exceed 12 1/2" x 6 13/16" x 8 15/16" (318 mm x 173 mm x 227 mm). Dimensions for the Group 24 battery should not exceed 10 3/4" x 6 13/16" x 9" (273 mm x 173 mm x 229 mm).**

## Voltage Regulator

Type.....Electronic  
 Regulation.....± 1%

## Power Adjustment for Ambient Conditions

Temperature Deration  
 3% for every 10 °C above °C .....25  
 1.65% for every 10 °F above °F .....77  
 Altitude Deration  
 1% for every 100 m above m.....183  
 3% for every 1000 ft. above ft. ....600

Controller ..... Nexus

## WEATHER AND MAINTENANCE KITS

To keep the generator running at its peak, the following kits are offered:

- Cold Weather Kit
  - ~ Recommended for climates with temperatures below 32 °F.
- Scheduled Maintenance Kit
  - ~ Kit includes the recommended parts to maintain the generator. Refer to the Service Schedule for regular maintenance intervals.

For additional information, or to order any of these kits, please contact an Authorized Service Dealer or Customer Service Representative.

## ALTERNATOR AC LEAD CONNECTIONS

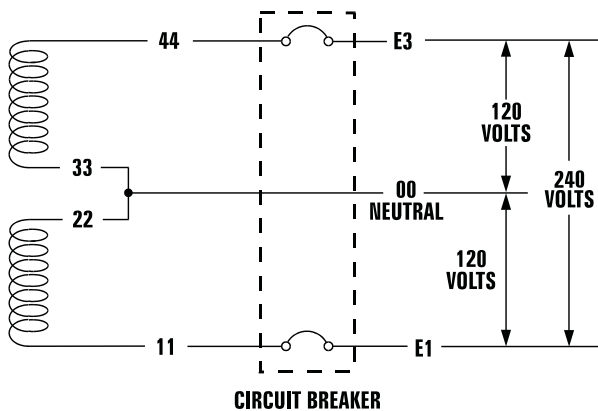
The electrical wires in the unit's AC connection (lower) panel should be installed according to the number of leads and the voltage/phase required for the application. The voltage and phase are described on the generator data label. The number of lead wires can be identified using the Specifications section and the power output rating on the generator data label. For example, if the generator produces 130kW, 277/480 Volt, 3-phase power, the generator has 12 alternator output leads. Figure 7.3 describes the stator power winding connection for the generator.

### FOUR-LEAD, SINGLE-PHASE STATOR

Four-lead alternators (see Figure 7.1) are designed to supply electrical loads with voltage code "A" (240V, 1-phase, 60 Hz). Electrical power is produced in the stator power windings. These windings were connected at the factory to the main circuit breaker as shown in Figure 7.1.

The rated voltage between each circuit breaker terminal is 240V. The rated voltage between each circuit breaker terminal and the neutral point 00 is 120V.

**Figure 7.1 — Four-lead, Single-phase Stator**



## ALTERNATOR POWER WINDING CONNECTIONS

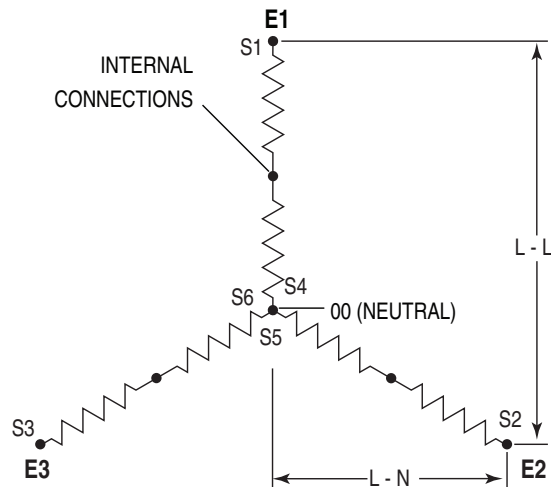
### 3-PHASE ALTERNATORS ("Y" CONFIGURATION)

The Stationary Emergency Generator is designed to supply 3-phase electrical loads. Electric power is produced in the alternator power windings. These windings were connected at the factory to the main circuit breaker with a "Y" configuration as shown in Figures 7.2 through 7.6.

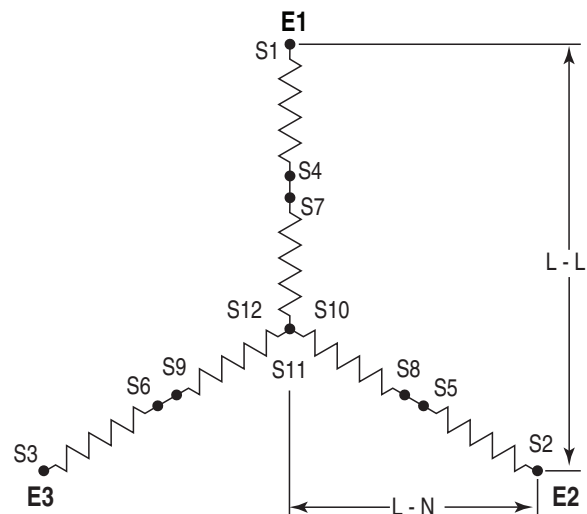
The rated voltage between circuit breaker terminals E1-E2, E1-E3 and E2-E3 is 480V, 208V or 600V depending on the model.

The rated voltage between each circuit breaker terminal and the neutral point 00 is 277V, 120V, or 346V depending on the model.

**Figure 7.2 — Stator Power Winding Connections - 3-phase, 277/480V (6 Lead)**

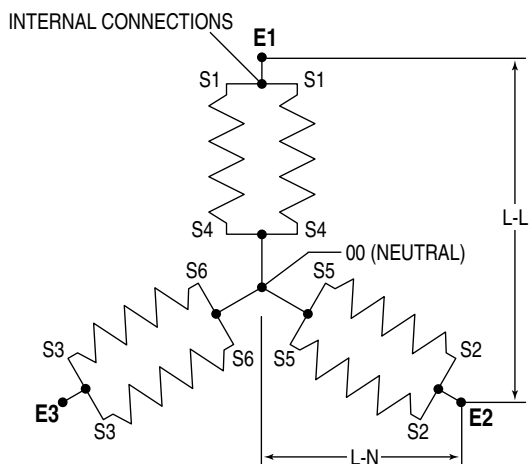


**Figure 7.3 — Stator Power Winding Connections - 3-phase, 277/480V (12 Lead)**

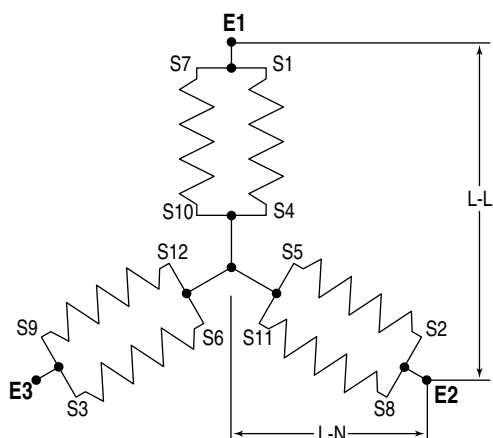


# General Information

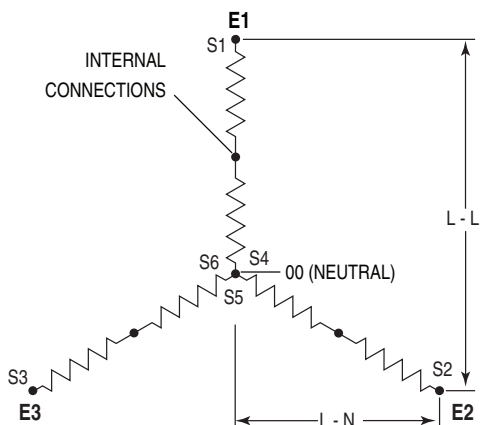
**Figure 7.4 — Stator Power Winding Connections - 3-phase, 120/208V (6 Lead)**



**Figure 7.5 — Stator Power Winding Connections - 3-phase, 120/208V (12 Lead)**



**Figure 7.6 — Stator Power Winding Connections - 3-phase, 346/600V (6 Lead)**



## 3-PHASE ALTERNATORS ("DELTA" CONFIGURATION)

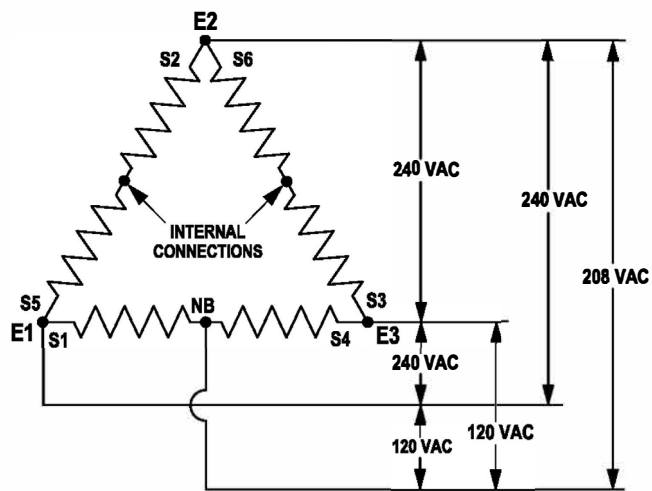
The Stationary Emergency Generator is designed to supply 3-phase electrical loads. Electric power is produced in the alternator power windings. These windings were connected at the factory to the main circuit breaker with a "Delta" configuration as shown in Figures 7.7 and 7.8.

The rated voltage between circuit breaker terminals E1-E2, E1-E3 and E2-E3 is 240V.

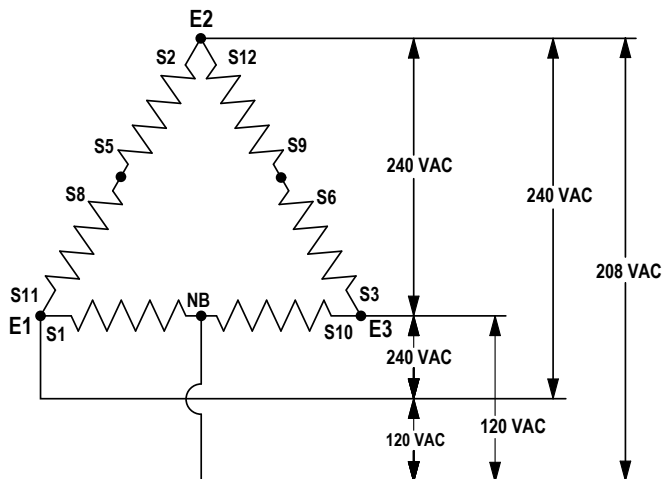
The rated voltage between E2 and the neutral point 00 is 208V. The rated voltage E1-00 and E3-00 is approximately 120V.

**NOTE:** The voltage measured from E2 to 00 can greatly vary when single phase load is placed on alternator.

**Figure 7.7 — Stator Power Winding Connections - 3-phase, 120/240V (6 Lead)**



**Figure 7.8 — Stator Power Winding Connections - 3-phase, 120/240V (12 Lead)**



## CONTROL PANEL INTERFACE

### USING THE AUTO/OFF/MANUAL SWITCH

#### **⚠ WARNING!**

**⚠ With the switch set to AUTO, the engine may crank and start at any time without warning. Such automatic starting occurs when utility power source voltage drops below a preset level or during the normal exercise cycle. To prevent possible injury that might be caused by such sudden starts, always set the switch to OFF and remove the fuse before working on or around the generator or transfer switch. Then, place a “DO NOT OPERATE” tag on the generator panel and on the transfer switch.**

1. “AUTO” Position – Selecting this switch activates fully automatic system operation. It also allows the unit to automatically start and exercise the engine every seven days with the setting of the exercise timer (see the Setting the Exercise Timer section).
2. “OFF” Position – This switch position shuts down the engine. This position also prevents automatic operation.
3. “MANUAL” Position – Set the switch to MANUAL to crank and start the engine. Transfer to standby power will not occur unless there is a utility failure.

## ACTIVATE THE GENERATOR

When battery power is applied to the generator during the installation process, the controller will turn ON and the LCD screen will illuminate. However, the generator still needs to be activated before it will automatically run in the event of a power outage.

Activating the generator is a simple one time process that is guided by the controller screen prompts. Once the product is activated, the controller screen will not prompt you again, even if you disconnect the generator battery.

To obtain the activation code, record the generator serial number and log onto [www.activategen.com](http://www.activategen.com) or call 1-888-9ACTIVATE and follow the steps to retrieve the activation code.

After obtaining your activation code, please complete the following steps at the generator’s control panel in the Activation Chart on the following page.

#### **NOTE:**

**The generator will only run in manual until the passcode has been entered.**

Upon power up, this controller will go through a system self test which will check for the presence of utility voltage on the DC circuits. This is done to prevent damage if the installer mistakenly connects AC utility power sense wires into the DC terminal block. If utility voltage is detected, the controller will display a warning message and lock out the generator, preventing damage to the controller. Power to the controller must be removed to clear this warning.

Utility voltage must be turned on and present at the N1 and N2 terminals inside the generator control panel for this test to be performed and pass.

#### **NOTE:**

#### **DAMAGE CAUSED BY MISWIRING OF THE INTERCONNECT WIRES IS NOT WARRANTABLE!**

This test will be performed each time the controller is powered up.

Next, the user must enter the minimum settings to operate. These settings are current date and time and exercise day and time. The maintenance intervals will be initialized (i.e. started) the first time the clock is set. If the clock is never set at power up, the maintenance intervals will be reset every time power is applied.

If a subsequent power loss (loss of battery power) occurs the Installation assistant will operate upon power restoration. The self test routine will be run and then the customer will be required to re-enter the time and date, as this is not retained during a power loss. The unit will not require re-activation.

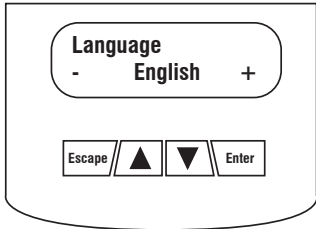
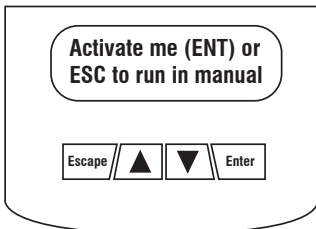

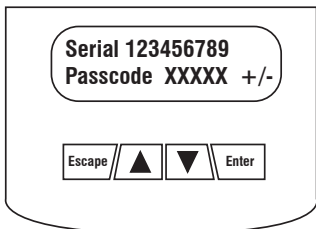
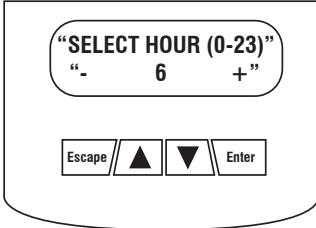
## DISPLAY INTERFACE MENUS

The LCD display is organized as detailed below:

- The “Home” page, this page is the default page which will be displayed if no keys are pressed for 30 seconds. This page normally shows the current Status message and the current date and time. The highest priority active Alarm and/or Warning will be automatically posted on this page as well as flashing the backlight when such an event is detected. In the case of multiple Alarms or Warnings, only the first message will be displayed. To clear an Alarm or Warning, see the Protection Systems section - Clear Alarm.
- The display backlight is normally off. If the user presses any key, the backlight will come on automatically and remain on for 30 seconds after the last key was pressed.
- The “Main Menu” page will allow the user to navigate to all other pages or sub-menus by using the Left/Right and Enter keys. This page can be accessed at any time with several presses of the dedicated Escape key. Each press of the Escape key takes you back to the previous menu until the main menu is reached. This page displays the following options: HISTORY; STATUS; EDIT; AND DEBUG. (See the Appendix - “Menu System”.)

# Control Panel

## ACTIVATION CHART

CHOOSE LANGUAGE		TROUBLESHOOTING
<p>Display Reads:</p> 	<p>Use ARROW keys to scroll to desired language. Press ENTER to select.</p>	<p>If the wrong language is chosen, it can be changed later using the “edit” menu.</p>
<p>Display Reads:</p> 	<p>Press ENTER to begin the activation process.</p>	<p>If ESCAPE is pressed instead of ENTER, your generator will only run in manual mode (for test purposes) and NOT ACTIVATED will be displayed. You will need to remove the generator control panel fuse AND disconnect the T1, N1 and N2 connector in the external connection box (if equipped); or disconnect utility input (main breaker) to the transfer switch for 3-5 seconds and reconnect, then begin with Step 1.</p>
<p>Display Reads:</p> 	<p>If you do not have your activation code, go to <a href="http://www.activategen.com">www.activategen.com</a> or call 1-888-9ACTIVATE (922-8482). If you already have your activation code, wait 3-5 seconds for the next display.</p>	
ENTER ACTIVATION CODE (Passcode)		TROUBLESHOOTING
<p>Display Reads:</p> 	<p>Use ARROW keys to scroll and find the first number of your Activation Code. Press ENTER to select. Repeat this step until all digits have been entered. Use ESCAPE to correct previous digits.</p>	
<p>Display Reads:</p> 	<p>Activation is complete when all digits are entered above and your screen shows this display. Follow the controller prompts to continue setting the time function. Refer to your Owner’s Manual with questions.</p>	<p>What happens if “Wrong Passcode Try Again” appears? Re-enter the activation code. If a second attempt is unsuccessful, check the number against the code given on <a href="http://activategen.com">activategen.com</a>. If it is correct and the generator will not accept it, contact 1-888-9ACTIVATE (922-8482).</p>

# Control Panel

## INSTALLATION ASSISTANT

**Interconnect System Self Test Feature** (follow the on-screen prompts).

Upon power up, this controller will go through a system self test which will check for the presence of utility voltage on the DC circuits. This is done to prevent damage if the installer mistakenly connects AC utility power sense wires into the DC terminal block. If utility voltage is detected, the controller will display a warning message and lock out the generator, preventing damage to the controller. Power to the controller must be removed to clear this warning.

Utility voltage must be turned on and present at the N1 and N2 terminals inside the generator control panel for this test to be performed and pass.

### NOTE:

### **DAMAGE CAUSED BY MISWIRING OF THE INTERCONNECT WIRES IS NOT WARRANTABLE!**

This test will be performed each time the controller is powered up.

Upon first power up of the generator, the display interface will begin an installation assistant. The assistant will prompt the user to set the minimum settings to operate. These settings are simply: Current Date/Time and Exercise Day/Time. The maintenance intervals will be initialized when the exercise time is entered.

The exercise settings can be changed at any time via the "EDIT" menu (see Appendix, "Menu System").

If the 12 volt battery is disconnected or the fuse removed, the Installation Assistant will operate upon power restoration. The only difference is the display will only prompt the customer for the current Time and Date.

**IF THE INSTALLER TESTS THE GENERATOR PRIOR TO INSTALLATION, PRESS THE "ENTER" KEY TO AVOID SETTING UP THE EXERCISE TIME. THIS WILL ENSURE THAT WHEN THE CUSTOMER POWERS UP THE UNIT, HE WILL STILL BE PROMPTED TO ENTER AN EXERCISE TIME.**

## SETTING THE EXERCISE TIMER

This generator is equipped with an exercise timer. Once it is set, the generator will start and exercise every seven days, on the day of the week and at the time of day specified. During this exercise period, the unit runs for approximately 12 minutes and then shuts down. Transfer of loads to the generator output does not occur during the exercise cycle unless utility power is lost.

### **LOW SPEED EXERCISE**

The standard start sequence will be initiated.

- All 1800 rpm units will exercise at 1400 RPM
- All 3600 rpm units will exercise at 1800 RPM

If utility is lost during exercise the controller will do the following:

- Wait for the "line interrupt period" for utility to return. If utility returns within the "line interrupt period", continue to exercise at low RPM.

- If utility is still lost after the "line interrupt period", run the engine up to normal RPM and transfer the load. At this time the controller will exit the exercise routine and assume full automatic operation.

## USER ADJUSTABLE SETTINGS

Setting	Factory Default	Minimum Setting	Maximum Setting	Increment
Exercise time	2 pm	00:00 (12 am)	23:59 (11:59 pm)	1 min
Exercise day	Wed	Sun	Sat	1 day
Current Time	12 am	00:00 (12 am)	23:59 (11:59 pm)	1 min
Current Day	Sun	Sun	Sat	1 day
Current Month	Jan	Jan	Dec	1 month
Current Year	2008	2008	2100	1 year
Language	English	French	Spanish	N/A
Contrast	80%	0%	100%	1%

## FUEL CONVERSION

For fuel conversion steps, refer to the GenSpec section, RECONFIGURING THE FUEL SYSTEM.

## OPERATION

This system is intended to supply standby power in the event of a utility failure. The control system will monitor the utility voltage to determine if stand-by power is required. Should the utility voltage fail, the generator will start and run normally, detaching from the utility and supplying the customer load from the generator. When utility power returns, the controller will re-transfer the customer load back to utility and shut down the generator.

### **AUTOMATIC TRANSFER OPERATION**

To select automatic operation, do the following:

1. Make sure the transfer switch main contacts are set to their UTILITY position, i.e., loads connected to the utility power source.
2. Be sure that normal UTILITY power source voltage is available to transfer switch terminal lugs N1 and N2 (Refer to the Electrical Data section).
3. Set the generator's AUTO/OFF/MANUAL switch to AUTO.
4. Set the generator's main circuit breaker to its ON (or CLOSED) position.

With the preceding steps complete, the generator will start automatically when utility source voltage drops below a preset level. After the unit starts, loads are transferred to the standby power source. Refer to the Sequence of Automatic Operation section.



## **SEQUENCE OF AUTOMATIC OPERATION**

Initial Conditions: Generator in Auto ready to run, load being supplied by the Utility Source through the transfer switch.

1. When the utility voltage fails (falls below 60% of nominal), a 10-30 second (programmable) "line interrupt" delay timer is started. The factory set time delay is 10 seconds. If at the end of the line interrupt time the utility voltage is above 60% the engine will not crank. If the utility voltage is still below the 60% of nominal at the end of the line interrupt time, the unit will crank and start. If the unit cranks for more than 10 seconds and the utility voltage rises above 80% of nominal (programmed pickup voltage) and the unit has not started, the crank cycle will abort.
2. As soon as the unit starts a 5 second "warm-up" timer is initiated. When the warm-up timer expires the control will transfer the load to the generator (through the RTS switch) if the utility voltage is less than 80% of nominal. If the utility voltage is greater than the 80% of nominal at the end of the warm-up time the load will not be transferred to the generator and a one minute low-speed cool down period will start. At the end of the one minute cool down period the generator will stop.
3. Once the unit is running and the switch has transferred the load to the generator the unit will monitor utility voltage. When utility voltage returns (above the programmable pickup voltage, normally 80% of nominal), a 15 second "Return to Utility" timer will start. At the end of the return to utility time, if the utility voltage is still above the pickup voltage, the unit will transfer the load back to the utility source and run the unit through a one minute cool down period. When the cool down period is over the unit will shut down and be ready for the next outage.
4. If during the cool down period utility voltage should fall below 60% of nominal the 5 second warm-up timer is initiated and the unit will transfer the load back to the generator and continue to monitor the utility.

## **CRANK CYCLES AND OVERCRANK SHUTDOWN**

If the unit fails to start during a cranking period it will display the Overcrank Shutdown Alarm. The system will control the cranking cycles as follows:

The first crank cycle is a 16 second crank time followed by a 7 second rest. The next 5 cycles will be 7 seconds of cranking time each followed by a 7 second rest time.

If the unit fails to start by the end of the 6 crank/rest cycles the Overcrank Shutdown Alarm will display and the unit will not attempt to crank until the alarm is reset.

## **AUTO START**

This unit is designed to automatically start in the event of a utility failure or brown out condition. Brown out is defined as utility voltage less than 60% nominal, while utility is considered good when it is restored to at least the pickup value, 80% of nominal. These levels are fixed. The "Line Interrupt period" is an adjustable parameter by the dealer. If 2-wire start mode is activated, the unit will start when 2-wire start is active.

## **MANUAL START**

Allows the user to start and run the generator manually.

Transfer of the load to the generator will occur if utility is lost while the unit is running in the manual mode (only if activated).

## **ALARM AND WARNING MESSAGES**

Alarms are defined as "Latching" which means they must be cleared before the alarm message on the screen will clear. They can be of type "Shutdown" or not and are logged in the alarm log. Alarms are all annunciated on the display).

Warnings are "Non Latching" meaning the message automatically clears when the warning condition goes away. Warnings can not be of type "Shutdown" but they are logged in the alarm log. Warnings are all annunciated on the display.

### **LOW OIL PRESSURE SHUTDOWN ALARM**

There is a 10 second delay before oil pressure is monitored.

### **HIGH COOLANT TEMPERATURE SHUTDOWN ALARM**

There is a 10 second delay before engine temperature is monitored.

Once running there is a 1/4 second delay before shut down. The limit is set at 125° C or 257° F.

### **OVERCRANK SHUTDOWN ALARM**

Occurs if the engine has not started within the specified crank cycle.

### **OVERSPEED SHUTDOWN ALARM**

Warning indicator is measured and calculated by the microprocessor. Overspeed is defined as +20% of nominal engine speed for 3 seconds, or +25% immediate.

Nominal engine speed = 60.0 Hz

### **RPM SENSOR FAILURE SHUTDOWN ALARM**

During cranking: If the board does not see a valid RPM signal within four (4) seconds of cranking it will shut down and lock out on RPM sensor loss.

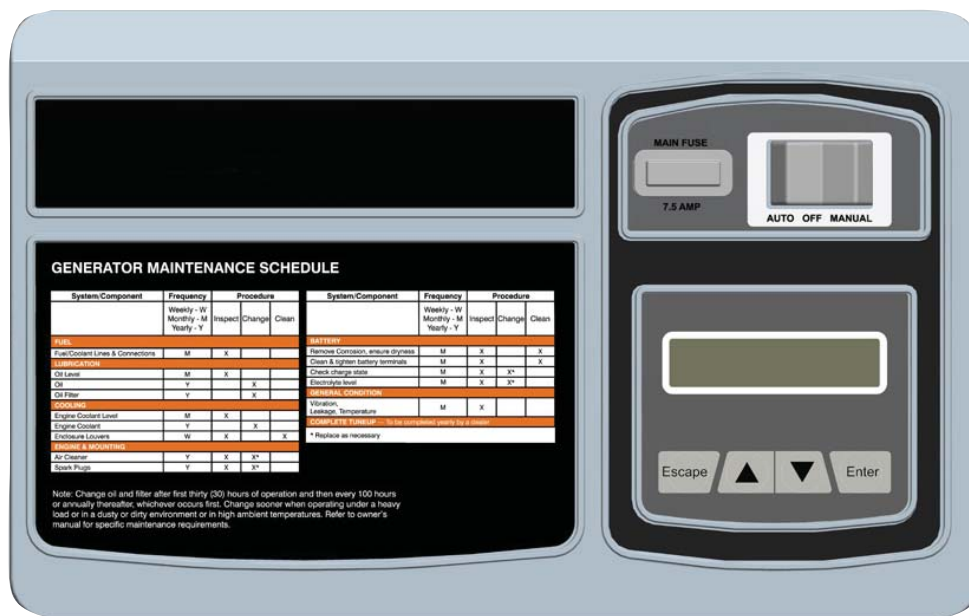
During running: If the RPM signal is lost for one full second the board will shut the engine down, wait 15 seconds, then re-crank the engine if in AUTO, it will not re-crank in MANUAL.

If no RPM signal is detected within the first four (4) seconds of cranking, the control board will shut the engine down and latch out on RPM sensor loss.

If the RPM signal is detected the engine will start and run normally. If the RPM signal is subsequently lost the control board will try two more re-cranks before latching out and flashing the RPM Sensor Failure message (if it is in AUTO).

# Control Panel

Figure 1 – Generator Control Panel



### GENERATOR MAINTENANCE SCHEDULE

System/Component	Frequency			Procedure			System/Component	Frequency			Procedure		
	Weekly - W	Monthly - M	Yearly - Y	Inspect	Change	Clear		Weekly - W	Monthly - M	Yearly - Y	Inspect	Change	Clear
<b>FILTER</b>													
Exhaust/Control Lines & Connections	M	X					Replace	M	X				
Lubrication	M	X					Remove Corrosion, ensure dryness	M	X			X	
Oil Level	M	X					Clean & tighten battery terminals	M	X			X	
Oil	Y		X				Check charge state	M	X	X			
Oil Filter	Y		X				Electrolyte level	M	X	X			
<b>COOLANT</b>													
Engine Coolant Level	M	X					Water level	M	X				
Engine Coolant	Y		X				Leakage, Temperature	M	X				
Engine Oil Level	W	X	X				* COMPLETE TUNEUP - To be completed yearly by a dealer						
<b>EMERGENCY MAINTENANCE</b>													
Air Cleaner	Y	X	X				* Reduce as necessary						
Spark Plugs	Y	X	X										

Note: Change oil and filter after first thirty (30) hours of operation and then every 100 hours or annually thereafter, whichever occurs first. Change sooner when operating under a heavy load or in a dusty or dirty environment or in high ambient temperatures. Refer to owner's manual for specific maintenance requirements.

## CHECK ENGINE MESSAGE

The control system has detected an emissions related fault. This fault cannot be cleared using the control panel interface. The unit will continue to operate in automatic mode. Contact your local servicing dealer.

## UNDER-FREQUENCY SHUTDOWN ALARM

After starting, if the generator stays under frequency for more than 30 seconds, it will shutdown.

## LOW BATTERY ALARM

While running, if the average battery voltage falls below 11.9 volts for one (1) minute, the low battery alarm will be displayed.

## LOW BATTERY WARNING

The microprocessor will continually monitor the battery voltage and display the Low Battery Voltage message if the battery voltage falls below 12.2 Volts for one (1) minute.

No other action is taken on a low battery warning condition. The warning will automatically clear if the battery voltage rises above 12.2 volts.

### NOTE:

The battery sentinel is a separate feature that monitors battery condition.

## LOW COOLANT LEVEL ALARM

This is a shutdown alarm. The sensor will be continuously monitored. If an error condition is seen for five (5) consecutive seconds, the alarm will be displayed.

## MISSING CAM PULSE ALARM

This is a shutdown alarm. The alarm will activate after five (5) seconds of continuously missing cam pulses.

## MISSING CRANK PULSE ALARM

This is a shutdown alarm. The alarm will activate after 12 consecutive revs where crank pulses are missing.

## LOW FUEL PRESSURE WARNING

Fuel pressure is monitored by a digital sensor with a fixed setpoint of below five (5) inches water column.

## GOVERNOR SENSOR FAULT ALARM

The governor position is monitored by an analog feedback signal. If the throttle position is seen outside of the normal operating range, a shutdown alarm is displayed. If the throttle is commanded to move, and no movement is seen, a shutdown alarm is displayed.

## WIRING ERROR ALARM

When power is first applied to the controller, the software will perform a check on the wiring of the transfer output, and ensure it does not have high voltage on the wire. If this is the case, it will signal a miswire alarm and will not run. The test can be skipped by use of the escape key.

## UNDERVOLTAGE ALARM

If the generator voltage falls below 60% for >5 seconds, an alarm will be issued.

# Control Panel

## **OVERVOLTAGE ALARM**

If the generator voltage rises above 110% for >3 seconds, an alarm will be issued.

If the generator voltage rises above 130% for >0.2 seconds, an alarm will be issued.

## **INTERNAL FAILURE SHUTDOWN ALARM**

Any internal failure that can be detected such as corrupted firmware will cause this shutdown alarm. This alarm cannot be cleared.

## **CANBUS ALARM**

Where applicable, if the Canbus communications link fails to communicate, a “Canbus Alarm” will be generated. This only applies to systems with external ignition modules. The alarm may be generated if:

1. The physical link is broken.
2. The Ignition Module fails or resets.
3. The Nexus Controller fails or resets.
4. Having the Battery Chargers 120 VAC connected without a battery installed.
5. A blown 10 amp Ignition Module fuse (approximately 12 inches away from the starter).
6. A blown 25 amp system fuse (located approximately 12 inches away from the DC alternator).

### **NOTE:**

The “Canbus Alarm” will not clear on its own. To clear the alarm, press the “enter” key to acknowledge the alarm. The alarm will clear and if the fault is still present, the alarm will reoccur.

## **IGNITION ALARM**

When an ignition alarm occurs, a generic message “Ignition Fault” will be displayed as the fault code.

## **MAINTENANCE WARNING**

When a maintenance period expires, a warning message will be posted. The warning can be reset by hitting the Enter key. Resetting will clear the warning and reset the maintenance counters for the condition annunciated. The history log will reflect the maintenance warning.

## **ALARM CANCEL**

When the generator is shut down due to a latching alarm, the Auto /Off/ Manual switch must be set to the off position and the ENTER key pressed to unlatch any active fault and clear the corresponding fault alarm message.

## **COMMON ALARM RELAY**

The common alarm relay will be activated if there is a shutdown alarm. It will not activate on warnings or indicate that the Auto/Off/ Manual switch is in the OFF position. The OFF position will clear the alarms and the relay. The relay will not be used to indicate a generator is not activated.

The common alarm connections are wired to a set of potential-free (dry) contacts on the Nexus controller board. These Normally Open (N.O.) contacts close when an alarm condition occurs and are used to activate a remote signaling device. The circuit is rated for a maximum of 130mA at 24 VDC. The connections are a short set of free hanging wires that exit the engine harness loom directly behind the Nexus Control Panel and are labeled numbers 209 and 210.

## **MAINTENANCE ALERTS**

Maintenance alerts will be provided for these conditions.

### **SERVICE SCHEDULE ‘A’**

Inspect Accessory Drive Alert	1yr / 100hrs*
Coolant Change & Flush	1yr / 100hrs
Inspect Spark Plugs Alert	1yr / 100hrs
Change Oil & Filter Alert	1yr / 100hrs*
Inspect Battery Alert	1yr / 100hrs
Change / Inspect Air Filter Alert	1yr / 100hrs
Clean/Inspect Air Inlet & Exhaust	6mo / 50hrs*
* Items require a 3 month / 30 hour break-in change or check.	

### **SERVICE SCHEDULE ‘B’**

Change / Inspect spark plugs alert	2yr/ 250hr
------------------------------------	------------



## STATIONARY EMERGENCY GENERATOR CONTROL AND OPERATION

Refer to the appropriate control panel operator's manual for this unit.

### OPERATING UNIT WITH MANUAL TRANSFER SWITCH

If the Stationary Emergency Generator was installed in conjunction with a transfer switch capable of manual operation only, the following procedure applies. A manually operated transfer switch is one that will not provide automatic start-up and does not include an intelligence circuit.

#### ENGINE START-UP AND TRANSFER

For additional information, refer to the applicable control panel manual for this unit, as well as any literature pertaining to the specific transfer switch.

#### **⚠ DANGER!**

**⚠ The Maintenance Disconnect Switch and the AUTO/OFF/MANUAL switches (if so equipped) must be set properly, or the generator will crank and start as soon as the utility power to the transfer switch is turned off. Refer to applicable control panel and transfer switch manuals for more information.**

**⚠ Do not proceed until certain that utility source voltage is available to the transfer switch and the transfer switch main contacts are set to UTILITY.**

**⚠ Do not attempt manual operation until all power supplies to the transfer switch have been positively turned off, or extremely dangerous - possibly lethal - electrical shock will result.**

**⚠ Transfer switch enclosure doors should be kept closed and locked. Only authorized personnel should be allowed access to the transfer switch interior. Extremely high and dangerous voltages are present in the transfer switch.**

In order to transfer load from the utility source to the generator, follow these directions:

- Turn OFF or disconnect the utility power circuit to the transfer switch, using the means provided (such as the utility source main line circuit breaker).
- Set the transfer handle to its UTILITY (NORMAL) position with load circuits connected to the utility power supply.
- Set the generator's main line circuit breaker to its OFF (or OPEN) position.
- Start the generator.

#### **⚠ CAUTION!**

**⚠ Do not crank the engine continuously for longer than 30 seconds, or the heat may damage the starter motor.**

- Let engine stabilize and warm up.
- Check all applicable instrument and gauge readings. When certain that all readings are correct, move the transfer switch manual handle to the STANDBY (or EMERGENCY STANDBY) position, i.e., load circuits supplied by the generator.
- Set the generator's main line circuit breaker to its ON (or CLOSED) position.
- Load circuits are now powered by the generator.

#### RETRANSFER AND SHUTDOWN

For additional information, refer to the applicable control panel manual for this unit, as well as any literature pertaining to the specific transfer switch.

To transfer the load back to the utility power source and shut down the generator, follow these directions:

- Set the generator's main line circuit breaker to its OFF (or OPEN) position.
- Manually move the transfer switch handle to its UTILITY (NORMAL) position, i.e., load circuits connected to the utility.
- Turn ON the utility power supply to the transfer switch, using the means provided (such as the utility power source main line circuit breaker).
- Let the generator run at no-load for a few minutes to stabilize internal temperatures.
- Shut down the generator.

### OPERATING UNIT WITH AUTOMATIC TRANSFER SWITCH

If the Stationary Emergency Generator has been installed with an automatic transfer switch, the engine may be started and stopped automatically or manually.

#### NOTE:

**Refer to the applicable manual for your transfer switch and to "Transfer Switch Start Signal Connections". In addition, please note the dangers under "Engine Start-up and Transfer."**

## GENERAL MAINTENANCE

### ⚠ WARNING!

⚠ Before working on the Stationary Emergency Generator, ensure the following:

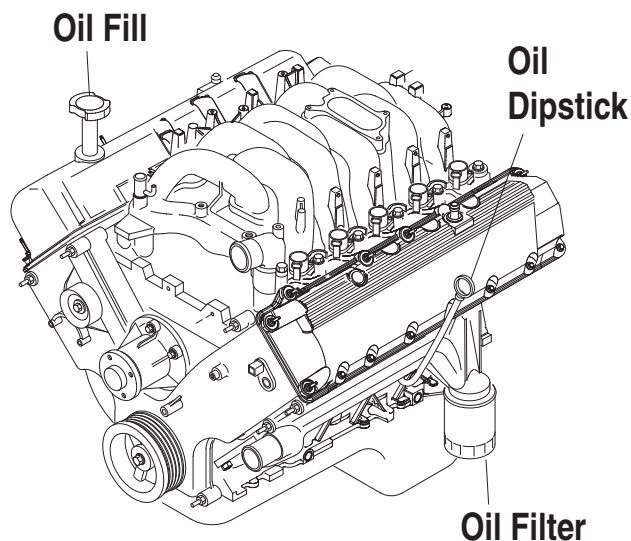
- The AUTO/OFF/MANUAL switch is in the OFF position.
- The control panel fuse has been removed from the control box.
- The 120VAC supply to the battery charger is switched OFF.
- The negative battery cable has been removed.

### CHECK ENGINE OIL

Check engine crankcase oil level (Figure 10.1) according to the Service Schedule and SIB10-10-L24G.

- Remove oil dipstick and wipe dry with a clean, lint-free cloth.
- Install oil dipstick, then remove again.
- Oil should be between FULL and ADD marks.
- If oil level is below the dipstick ADD mark, remove oil fill cap. Add the recommended oil to bring oil level up to the FULL mark. DO NOT FILL ABOVE THE "FULL" MARK. See "Engine Oil Recommendations" for recommended oils.

Figure 10.1 - Oil Dipstick and Oil Fill Cap



### CHANGING ENGINE OIL

#### ⚠ CAUTION!

- ⚠ Hot oil may cause burns. Allow engine to cool before draining oil. Avoid prolonged or repeated skin exposure with used oil. Thoroughly wash exposed areas with soap.

Refer to the Service Schedule for engine oil and filter change frequencies.

Drain the oil while the engine is still warm from running. This means warm up the engine, shut it down and drain immediately as follows:

1. Remove the drain hose from its retaining clip or cut the zip-tie securing the oil drain hose.
2. Loosen and remove OIL DRAIN HOSE CAP. Drain oil completely into suitable container.
3. When all oil has drained, install and tighten OIL DRAIN HOSE CAP and secure drain hose with a new zip-tie, or place the hose in its retaining clip.
4. Turn OIL FILTER (Figure 10.1) counterclockwise and remove. Properly dispose of old filter.
5. Apply light coating of new engine oil to seal of new oil filter. Install FILTER and tighten by hand only. DO NOT OVER TIGHTEN.
6. Remove OIL FILL CAP and add recommended oil. Crankcase oil capacity is listed in the "Specifications" section.

#### ⚠ CAUTION!

⚠ After refilling the crankcase with oil, always check oil level on dipstick. NEVER OPERATE ENGINE WITH OIL BELOW THE DIPSTICK "ADD" MARK.

7. Start engine and check for oil leaks.
8. Shut OFF engine and wait 10 minutes for the oil to settle down into the oil pan. Recheck oil level on dipstick. DO NOT fill above the dipstick "FULL" mark.
9. Dispose of used oil at a proper collection center.

### COOLING INTAKE/OUTLET

Air intake and outlet openings in the generator compartment must be open and unobstructed for continued proper operation. This includes such obstructions as high grass, weeds, brush, leaves and snow.

Without sufficient cooling and ventilating air flow, the engine/generator quickly overheats, which causes it to shut down. (See the installation diagram.)

#### ⚠ WARNING!

⚠ The exhaust system parts from this product get extremely hot and remains hot after shut-down. High grass, weeds, brush, leaves, etc. must remain clear of the exhaust. Such materials may ignite and burn from the heat of the exhaust system.

### INSPECT COOLING SYSTEM

- Inspect engine cooling system. See the Service Schedule.
- Check hoses for damage, deterioration, leaks, etc. Correct any discrepancies found.
- Check hose clamps for tightness.

# Maintenance

## **ENGINE COOLANT**

Check coolant level in coolant recovery bottle. See the Specifications and Service Schedule sections.

- Add recommended coolant mixture as necessary.
- Periodically remove radiator pressure cap (only when engine has cooled down) to make sure the coolant recovery system is functioning properly. Coolant should be at bottom of radiator filler neck. If coolant level is low, inspect gasket in radiator pressure cap. Replace cap, if necessary. To have pressure cap tested, contact a Service Facility. Inspect cooling system and coolant recovery system for leaks.

## **COOLANT CHANGE**

Every year, have a service facility drain, flush and refill the cooling system. See the Specifications and Service Schedule for cooling system recommendations.

## **OVERLOAD PROTECTION FOR ENGINE DC ELECTRICAL SYSTEM**

Engine cranking, start up and running are controlled by a solid state Engine Controller circuit board. Battery voltage is delivered to that circuit board via the control panel fuse. This overcurrent protection device will open if the circuit is overloaded.

### **▲ CAUTION!**

- ▲ If a circuit breaker opens or a fuse element melts, find the cause of the overload before resetting the circuit breaker or replacing the fuse.**

## **EXERCISE SYSTEM**

Starts the Stationary Emergency Generator engine once every seven days and lets it run for 12 minutes.

## **PERFORM VISUAL INSPECTION**

Complete a thorough visual inspection of the entire engine-generator monthly. Look for obvious damage, loose, missing or corroded nuts, bolts and other fasteners. Look for fuel, oil or coolant leaks.

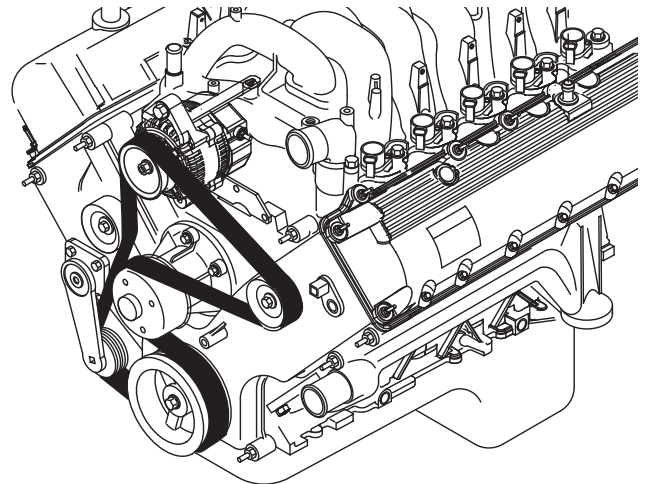
## **INSPECT EXHAUST SYSTEM**

Inspect the exhaust system at least once every year. Check all exhaust system pipes, mufflers, clamps, etc. for condition, tightness, leaks, security, damage.

## **CHECK FAN BELT**

- Inspect fan belts every year. Replace any damaged, deteriorated, worn or otherwise defective belt.
- Check fan belt tension. Thumb pressure, exerted midway between pulleys, should deflect about 3/8 to 5/8 of an inch. Adjust belt tension as required.
- Check fan belt alignment (see Figure 10.2).

**Figure 10.2 – Fan Belt**



## **INSPECT ENGINE GOVERNOR**

Visually inspect electronic governor.

### **▲ DANGER!**

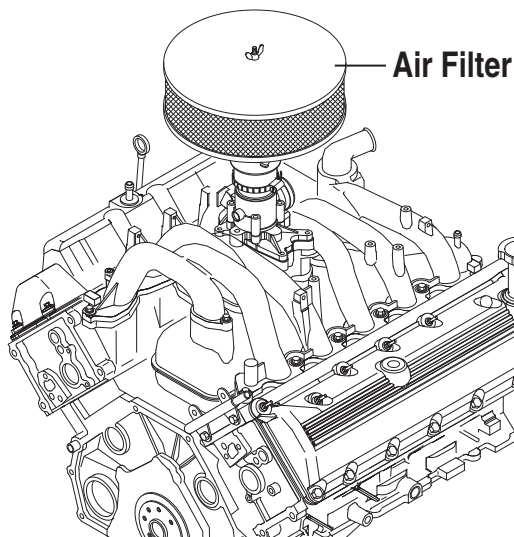
- ▲ Do not attempt to adjust the governor. Only qualified service facilities should adjust the governor. Excessively high operating speeds are dangerous and increase the risk of personal injury. Low speeds impose a heavy load on the engine when adequate engine power is not available and may shorten engine life. Correct rated frequency and voltage are supplied only at the proper governed speed. Some connected electrical load devices may be damaged by incorrect frequency and/or voltage. Only qualified service technicians should adjust the governed speed.**

## **CHANGING THE ENGINE AIR FILTER**

To replace the engine air filter, remove the air filter cover and replace the air filter making sure it is positioned properly before reattaching the cover (Figure 10.3).

See the Service Schedule for air filter maintenance.

Figure 10.3 – Engine Air Filter



## SPARK PLUGS

Reset the spark plug gap or replace the spark plugs as necessary.

1. Clean the area around the base of the spark plugs to keep dirt and debris out of the engine. Clean by scraping or washing using a wire brush and commercial solvent. Do not blast the spark plugs to clean.
2. Remove the spark plugs and check the condition. Replace the spark plugs if worn or if reuse is questionable. See the "Service Schedule" section for recommended inspection.
3. Check the spark plug gap using a wire feeler gauge. See the Specifications section for the required spark plug gap.

## BATTERY MAINTENANCE

The battery should be inspected per the Service Schedule section. The following procedure should be followed for inspection:

1. Inspect the battery posts and cables for tightness and corrosion. Tighten and clean as necessary.
2. Check the battery fluid level of unsealed batteries and, if necessary, fill with DISTILLED WATER ONLY. DO NOT USE TAP WATER IN BATTERIES.
3. Have the state of charge and condition checked. This should be done with an automotive-type battery hydrometer.

### **⚠ DANGER!**

**⚠ Storage batteries give off explosive hydrogen gas. This gas can form an explosive mixture around the battery for several hours after charging. The slightest spark can ignite the gas and cause an explosion. Such an explosion can shatter the battery and cause blindness or other injury. Any area that houses a storage battery must be properly ventilated. Do not allow smoking, open flame, sparks or any spark producing tools or equipment near the battery.**

**⚠ Battery electrolyte fluid is an extremely corrosive sulfuric acid solution that can cause severe burns. Do not permit fluid to contact eyes, skin, clothing, painted surfaces, etc. Wear protective goggles, protective clothing and gloves when handling a battery. If fluid is spilled, flush the affected area immediately with clear water.**

**⚠ Do not use any jumper cables or booster battery to crank and start the generator engine. If the battery has completely discharged, remove it from the generator for recharging.**

### **⚠ WARNING!**

**⚠ Be sure the AUTO/OFF/MANUAL switch is set to the OFF position, before connecting the battery cables. If the switch is set to AUTO or MANUAL, the generator can crank and start as soon as the battery cables are connected.**

**⚠ Be sure the 120VAC power supply to the battery is turned OFF, or sparking may occur at the battery posts as the cables are attached and cause an explosion.**

## BATTERY REPLACEMENT

### NOTE:

Unit **DOES NOT** include battery.

When supplying or replacing the battery, the recommended number and type of battery is listed in the Specifications Section.

### NOTE:

The BCI number should be located directly on the battery.

## BATTERY FLUID

Check battery electrolyte fluid based on the Service Schedule. Fluid should cover separators in all battery cells. If fluid level is low, add distilled water to cover tops of separators. **DO NOT USE TAP WATER IN BATTERY.**

## CLEANING THE STATIONARY EMERGENCY GENERATOR

Keep the generator as clean and as dry as possible. Dirt and moisture that accumulates on internal generator windings have an adverse effect on insulation resistance.

Periodically clean generator exterior surfaces. A soft brush may be used to loosen caked on dirt. Use a vacuum system or dry, low pressure air to remove any accumulations of dirt. The generator is housed inside an all-weather enclosure, clean the enclosure with a soft, damp cloth or sponge and water.

Once each year have the generator cleaned and inspected by a Service Dealer. That dealer will use dry, low pressure air to clean internal windings.

Finally, have the insulation resistance of stator and rotor windings checked. If insulation resistances are excessively low, the generator may require drying.



# Service Schedule

## SERVICE SCHEDULE

System / Component	Frequency	Procedure		
		Inspect	Change	Clean
	Weekly - W Monthly - M Yearly - Y			
<b>Fuel</b>				
Fuel Lines & Connections	M	X		
<b>Lubrication</b>				
Oil Level	M	X*		
Oil	Y		X**	
Oil Filter	Y		X**	
<b>Cooling</b>				
Engine Coolant Lines & Connections	M	X		
Engine Coolant Level	M	X		
Engine Coolant	Y		X	
Enclosure Louvers	W	X		X
<b>Engine</b>				
Air Cleaner	Y	X	X***	
Spark Plugs	Y	X	X***	
<b>Battery</b>				
Remove Corrosion, Ensure Dryness	M	X		X
Clean & Tighten Battery Terminals	M	X		X
Check Charge State	M	X	X***	
Check Electrolyte Level	M	X	X***	
<b>General Condition</b>				
Vibration, Noise, Leakage, Temperature	M	X		
<b>Generator System</b>				
Complete Tune-up and System Inspection	Y	To be completed by an Authorized Service Dealer.		
<b>Footnotes</b>				
* Inspect the oil level monthly or every 12 hours during continuous operation.				
** Change oil and oil filter after the first 30 hours of operation and then every 100 hours or annually thereafter, whichever occurs first. Change sooner when operating under heavy load or in a dusty or dirty environment or in high ambient temperatures.				
*** Replace as necessary.				

# Troubleshooting

## TROUBLESHOOTING GUIDE

<b>PROBLEM</b>	<b>CAUSE</b>	<b>CORRECTION</b>
Engine won't crank.	<ol style="list-style-type: none"> <li>1. Control panel 7.5 amp fuse blown.</li> <li>2. Loose or corroded or defective battery cables.</li> <li>3. Defective starter contactor.</li> <li>4. Defective starter motor.</li> <li>5. Dead or Defective Battery.</li> </ol>	<ol style="list-style-type: none"> <li>1. Replace fuse.*</li> <li>2. Tighten, clean or replace battery cables as necessary.*</li> <li>3. Replace contactor.*</li> <li>4. Replace starter motor.*</li> <li>5. Remove, change or replace battery.*</li> </ol>
Engine cranks but won't start.	<ol style="list-style-type: none"> <li>1. Out of fuel.</li> <li>2. Fuel solenoid (FS) is defective</li> <li>3. Spark plugs defective.</li> </ol>	<ol style="list-style-type: none"> <li>1. Replenish fuel/turn on fuel valve.</li> <li>2. Replace solenoid.*</li> <li>3. Clean, regap or replace plugs.</li> </ol>
Engine starts hard, runs rough.	<ol style="list-style-type: none"> <li>1. Air cleaner plugged or damaged.</li> <li>2. Defective spark plugs.</li> <li>3. Fuel pressure incorrect.</li> <li>4. Insufficient fuel supply.</li> <li>5. Fuel system set to wrong fuel type.</li> </ol>	<ol style="list-style-type: none"> <li>1. Clean or replace as needed.</li> <li>2. Clean, regap or replace plugs.</li> <li>3. Confirm fuel pressure to regulator is as recommended in SPECIFICATIONS.*</li> <li>4. Confirm fuel pressure to regualtor is as recommended in SPECIFICATIONS.*</li> <li>5. Reconfigure the fuel system. (See RECONFIGURING THE FUEL SYSTEM in manual.*</li> </ol>
Engine starts then shuts down.	<ol style="list-style-type: none"> <li>1. Engine oil level is low.</li> <li>2. Engine is overheated.</li> <li>3. Defective Low Oil Pressure Switch</li> <li>4. Defective Coolant Temperature Switch</li> <li>5. Defective Control Module circuit board.</li> <li>6. Coolant Level is Low.</li> <li>7. Defective Low Coolant Level Switch</li> </ol>	<ol style="list-style-type: none"> <li>1. Check oil and add oil as needed.</li> <li>2. Check cooling system for leaks.</li> <li>3. Replace switch.*</li> <li>4. Replace switch.*</li> <li>5. Replace board.*</li> <li>6. Repair leak - Add coolant.</li> <li>7. Replace Switch.*</li> </ol>
AUTO/OFF/MANUAL Switch at OFF, engine continues to run.	<ol style="list-style-type: none"> <li>1. Defective AUTO/OFF/MANUAL switch</li> <li>2. Defective Control Module circuit board</li> </ol>	<ol style="list-style-type: none"> <li>1. Replace board.*</li> <li>2. Replace board.*</li> </ol>
No AC output from generator.	<ol style="list-style-type: none"> <li>1. Main line circuit breaker is tripped/open.</li> <li>2. Generator internal failure.</li> <li>3. Thermal circuit breaker open.</li> </ol>	<ol style="list-style-type: none"> <li>1. Reset to ON/CLOSED.</li> <li>2. *</li> <li>3. Auto-reset - Wait 5 min. and attempt restart.</li> </ol>

**\*Contact the nearest Dealer for assistance.**

# United States Environmental Protection Agency Warranty Statement (Stationary Emergency Spark-Ignited Generators)

## Warranty Rights, Obligations and Coverage

The United States Environmental Protection Agency (EPA) and Generac Power Systems, Inc. (Generac) are pleased to explain the Emission Control System Warranty on your new stationary emergency engine. If during the warranty period, any emission control system or component on your engine is found defective in materials or workmanship, Generac will repair your engine at no cost to you for diagnosis, replacement parts and labor provided it be done by a Generac Authorized Warranty Service Facility. Your emission control system may include parts such as the fuel metering, ignition, and exhaust systems and other related emission related components listed below. Generac will warrant the emissions control systems on your 2009 and later model year engines provided there has been no abuse, neglect, unapproved modification, or improper maintenance of your engine. For engines less than 130 HP the warranty period is two years from the date of sale to the ultimate purchaser. For engines greater than or equal to 130 HP the warranty period is three years or 2500 hours of operation, whichever comes first, from the date of the engine being placed into service. For high-cost warranted components, the Emission Control System warranty is valid for 5 years or 3500 hours of operation, whichever comes first.

## Purchaser's/Owner's Warranty Responsibilities

As the engine purchaser/owner you are responsible for the following: 1) The engine must be installed and configured in accordance to Generac's installation specifications. 2) The completion of all maintenance requirements listed in your Owner's Manual. 3) Any engine setting adjustment must be done in accordance and consistent with the instructions in the Owner's Manual. 4) Any emission control system or component must be maintained and operated appropriately in order to ensure proper operation of the engine and control system to minimize emissions at all times.

Generac may deny any/or all Emission Control System Warranty coverage or responsibility of the engine, or an emission control system or component on your engine thereof, if it has failed due to abuse, neglect, unapproved modification or improper maintenance, or the use of counterfeit and/or "gray market" parts not made, supplied or approved by Generac. Warranty service can be arranged by contacting either your selling dealer or a Generac Authorized Warranty Service dealer, 1-800-333-1322 for the dealer nearest you. The purchaser/owner shall be responsible for any expenses or other charges incurred for service calls and/or transportation of the product to/from the inspection or repair facilities. The purchaser/owner shall be responsible for any and/or all damages or losses incurred while the engine is being transported/shipped for inspection or warranty repairs. Contact Generac Power Systems Inc. for additional Emission Control System Warranty related information, Generac Power Systems, Inc., PO. Box 8, Waukesha, WI 53187, or call 1-800-333-1322 or [www.generac.com](http://www.generac.com).

## Important Note

This warranty statement explains your rights and obligations under the Emission Control System Warranty, which is provided to you by Generac pursuant to federal law. Note that this warranty shall not apply to any incidental, consequential, or indirect damages caused by defects in materials or workmanship or any delay in repair or replacement of the defective part(s). This warranty is in place of all other warranties, expressed or implied. Specifically, Generac makes no other warranties as to the merchantability or fitness for a particular purpose. Any implied warranties which are allowed by law, shall be limited in duration to the terms of the express warranty provided herein. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

## Emission Related Parts Include the Following (if so equipped)

- |  |   |
|--|---|
| 1) Fuel Metering System  | 3) Ignition System Including A) Spark Plug, B) Ignition Module, C) Ignition Coil, D) Spark Plug Wires           |
| 1.1) Gasoline Carburetor Assembly and Internal Components<br>A) Fuel Filter, B) Carburetor, C) Fuel Pump   | 4) Exhaust System<br>A) Catalyst Assembly*, B) Exhaust Manifold, C) Muffler, D) Exhaust Pipe, E) Muffler Gasket |
| 1.2) Carburetion Assembly and Its Components<br>A) Fuel Controller, B) Carburetor and Its Gaskets, C) Mixer and Its Gaskets, D) Primary Gas Regulator, E) Liquid Vaporizer | 5) Crankcase Breather Assembly Including<br>A) Breather Connection Tube, B) PCV Valve                           |
| 1.3) Fuel Regulator  | 6) Oxygen Sensor  |
| 2) Air Induction System Including A) Intake Pipe/Manifold, B) Air Cleaner  | 7) Diagnostic Emission-Control System   |

\*High-Cost Warranted Component

# **United States Environmental Protection Agency Compliance Requirements (Stationary Emergency Spark-Ignited Generators)**

## **Purchaser's/Owner's Record Keeping Responsibilities**

The United States Environmental Protection Agency (EPA) and Generac Power Systems, Inc. (Generac) are pleased to explain your record keeping requirements for compliance with Subpart JJJJ- Standards of Performance for Stationary Spark Ignition Internal Combustion Engines as listed in the Electronic Code of Federal Regulations Title 40 Part 60. As the engine purchaser/owner who operates and maintains their certified emergency stationary engine and emission control system according to applicable emission related guidelines as specified in this Owner's Manual, you are required to meet the following notification and record keeping requirements to demonstrate compliance: 1) Maintain documentation that the engine is certified to meet emission standards. 2) Record keeping of maintenance conducted. 3) Record keeping of the provision allowing natural gas engines to operate using propane for a maximum of 100 hours per year as an alternate fuel solely during emergency operations provided the engine is not certified to operate on propane. 4) Meet all compliance notifications submitted to the purchaser/owner and maintain all supporting documentation. 5) Record keeping of hours of operation, including what classified the operation as emergency and how many hours are spent for non-emergency operation. For emergency engines greater than or equal to 130 HP, record keeping of hours of operation begins January 1, 2011. For emergency engines less than 130 HP, record keeping of hours of operation begins January 1, 2009; engines are equipped with non-resettable hour meters to facilitate record keeping.

Specific Air Quality Management or Air Pollution Control Districts may have different and additional record keeping/reporting requirements. Your permit to construct and/or operate the engine may be contingent upon compliance with those requirements. Check with your local Air Quality Management or Air Pollution Control District for specific requirements.

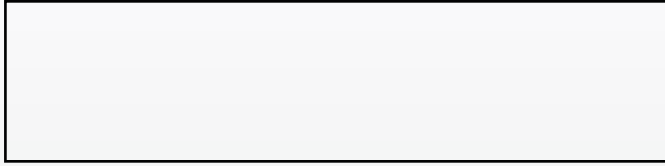
Emergency stationary internal combustion engines (ICE) may be operated for the purpose of maintenance checks and readiness testing, provided that the tests are recommended by Federal, State or local government, Generac, or the insurance company associated with the engine. Maintenance checks and readiness testing of such units is limited to 100 hours per year. There is no time limit on the use of emergency stationary ICE in emergency situations. The purchaser/owner may petition the Administrator for approval of additional hours to be used for maintenance checks and readiness testing, but a petition is not required if the owner maintains records indicating that Federal, State, or local standards require maintenance and testing of emergency ICE beyond 100 hours per year. Emergency stationary ICE may operate up to 50 hours per year in non-emergency situations, but those 50 hours are counted towards the 100 hours per year provided for maintenance and testing.

The 50 hours per year for non-emergency situations cannot be used for peak shaving or to generate income for a facility to supply power to an electric grid or otherwise supply power as part of a financial arrangement with another entity. For purchaser/owner of emergency engines, any operation other than emergency operation, maintenance and testing, and operation in non-emergency situations for 50 hours per year, as permitted in this section is prohibited.

If you operate and maintain your certified emergency stationary SI internal combustion engine and emissions control systems in accordance to the specifications and guidelines in this Owner's Manual, EPA will not require engine performance testing. If not, your engine will be considered non-certified and you must demonstrate compliance according to Subpart JJJJ - Standards of Performance for Stationary Spark Ignition Internal Combustion Engines as listed in the Electronic Code of Federal Regulations Title 40 Part 60.

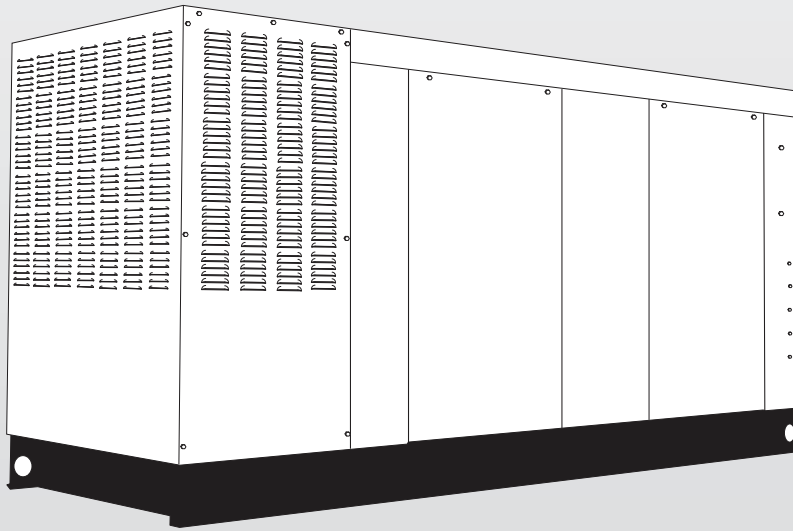
## **Emission-Related Installation Instructions**

Your certified emergency stationary engine has pre-set emission control systems or components that require no adjustment. Inspection and replacement of an emissions related component is required to be done so in accordance with the requirements cited in the United States Environmental Protection Agency Warranty Statement or can be arranged by contacting either your selling dealer or a Generac Authorized Warranty Service dealer, 1-800-333-1322 for the dealer nearest you. Failing to follow these instructions when installing a certified engine in a piece of non-road equipment violates federal law 40 CFR 1068.105 (b), subject to fines or penalties as described in the Clean Air Act.



# Owner's Manual

## Stationary Emergency Generator



**⚠ Not intended for use in critical life support applications.**

**⚠ Only qualified electricians or contractors should attempt installation! Deadly exhaust fumes. Outdoor installation only!**

**6.8L**


**100/130/150kW Models**  
**EPA Certified with Catalyst**

**This manual should remain with the unit.**

# Table of Contents

<b><u>SECTION</u></b>	<b><u>PAGE</u></b>		
<b>INTRODUCTION</b> .....	<b>1-1</b>	<b>OPERATION</b> .....	<b>9-1</b>
<b>SAFETY RULES</b> .....	<b>1-2</b>	Stationary Emergency Generator Control and Operation.....	9-1
<b>IDENTIFICATION RECORD</b> .....	<b>2-1</b>	Operating Unit with Manual Transfer Switch.....	9-1
<b>EQUIPMENT DESCRIPTION</b> .....	<b>3-1</b>	Operating Unit with Automatic Transfer Switch.....	9-1
Equipment Description.....	3-1	<b>MAINTENANCE</b> .....	<b>10-1</b>
Engine Oil Recommendations.....	3-1	Maintenance Performed by Authorized Service Dealers.....	10-1
Coolant Recommendations.....	3-1	Cooling System.....	10-1
<b>ENGINE PROTECTIVE DEVICES</b> .....	<b>4-1</b>	Checking Fluid Levels.....	10-1
Engine Protective Devices.....	4-1	Maintenance Owner/Operator Can Perform.....	10-2
<b>FUEL SYSTEMS</b> .....	<b>5-1</b>	Miscellaneous Maintenance.....	10-3
<b>SPECIFICATIONS</b> .....	<b>6-1</b>	<b>SERVICE SCHEDULE</b> .....	<b>11-1</b>
<b>GENERAL INFORMATION</b> .....	<b>7-1</b>	<b>TROUBLESHOOTING</b> .....	<b>12-1</b>
Alternator AC Lead Connections.....	7-1	Troubleshooting Guide.....	12-1
Alternator Power Winding Connections.....	7-1	<b>EMISSIONS WARRANTY</b> .....	<b>13-1</b>
<b>CONTROL PANEL</b> .....	<b>8-1</b>	<b>NOTES</b>	
Control Panel Interface.....	8-1	<b>EXPLODED VIEWS &amp; PARTS LISTS</b>	
Activate the Generator.....	8-1	<b>WIRING DIAGRAMS &amp; SCHEMATICS</b>	
Display Interface Menus.....	8-1		
Setting the Exercise Timer.....	8-3		
User Adjustable Settings.....	8-3		
Fuel Conversion.....	8-3		
Operation.....	8-3		
Auto Start.....	8-4		
Manual Start.....	8-4		
Alarm and Warning Messages.....	8-4		
Common Alarm Relay.....	8-6		
Maintenance Alerts.....	8-6		
Menu System.....	8-7		

# Safety Instructions

 **SAVE THESE INSTRUCTIONS** – The manufacturer suggests that these rules for safe operation be copied and posted in potential hazard areas. Safety should be stressed to all operators, potential operators, and service and repair technicians for this equipment.

## INTRODUCTION

Thank you for purchasing this model of the stationary emergency generator product line.

Every effort was expended to make sure that the information and instructions in this manual were both accurate and current at the time the manual was written. However, the manufacturer reserves the right to change, alter or otherwise improve this product(s) at any time without prior notice.

### READ THIS MANUAL THOROUGHLY

If any portion of this manual is not understood, contact the nearest Service Dealer for starting, operating and servicing procedures.

Throughout this publication, and on tags and decals affixed to the generator, DANGER, WARNING, CAUTION and NOTE blocks are used to alert personnel to special instructions about a particular service or operation that may be hazardous if performed incorrectly or carelessly. Observe them carefully. Their definitions are as follows:

#### **DANGER!**

**INDICATES A HAZARDOUS SITUATION OR ACTION WHICH, IF NOT AVOIDED, WILL RESULT IN DEATH OR SERIOUS INJURY.**

#### **WARNING!**

**Indicates a hazardous situation or action which, if not avoided, could result in death or serious injury.**

#### **CAUTION!**

**Indicates a hazardous situation or action which, if not avoided, could result in minor or moderate injury.**

#### **NOTE:**

**Notes contain additional information important to a procedure and will be found within the regular text body of this manual.**

These safety warnings cannot eliminate the hazards that they indicate. Common sense and strict compliance with the special instructions while performing the service are essential to preventing accidents.

Four commonly used safety symbols accompany the DANGER, WARNING and CAUTION blocks. The type of information each indicates is as follows:

 **This symbol points out important safety information that, if not followed, could endanger personal safety and/or property of others.**

 **This symbol points out potential explosion hazard.**

 **This symbol points out potential fire hazard.**

 **This symbol points out potential electrical shock hazard.**

The operator is responsible for proper and safe use of the equipment. The manufacturer strongly recommends that the operator read this Owner's Manual and thoroughly understand all instructions before using this equipment. The manufacturer also strongly recommends instructing other users to properly start and operate the unit. This prepares them if they need to operate the equipment in an emergency.

**For safety reasons, the manufacturer recommends that this equipment be installed, serviced and repaired by a Service Dealer or other competent, qualified electrician or installation technician who is familiar with applicable codes, standards and regulations. The operator also must comply with all such codes, standards and regulations.**

### OPERATION AND MAINTENANCE

It is the operator's responsibility to perform all safety checks, to make sure that all maintenance for safe operation is performed promptly, and to have the equipment checked periodically by a Service Dealer. Normal maintenance service and replacement of parts are the responsibility of the owner/operator and, as such, are not considered defects in materials or workmanship within the terms of the warranty. Individual operating habits and usage contribute to the need for maintenance service.

Proper maintenance and care of the generator ensure a minimum number of problems and keep operating expenses at a minimum. See a Service Dealer for service aids and accessories.

Operating instructions presented in this manual assume that the generator electric system has been installed by a Service Dealer or other competent, qualified contractor. Installation of this equipment is not a "do-it-yourself" project.

### HOW TO OBTAIN SERVICE

When the generator requires servicing or repairs, simply contact a Service Dealer for assistance. Service technicians are factory-trained and are capable of handling all service needs.

When contacting a dealer about parts and service, always supply the complete Model Number, Serial Number and Type Code (where applicable) from the DATA LABEL that is affixed to the unit.

# Safety Instructions

## SAFETY RULES

Study these SAFETY RULES carefully before installing, operating or servicing this equipment. Become familiar with this Owner's Manual and with the unit. The generator can operate safely, efficiently and reliably only if it is properly installed, operated and maintained. Many accidents are caused by failing to follow simple and fundamental rules or precautions.

The manufacturer cannot anticipate every possible circumstance that might involve a hazard. The warnings in this manual, and on tags and decals affixed to the unit are, therefore, not all inclusive. If a procedure, work method or operating technique is used that the manufacturer does not specifically recommend, ensure that it is safe for others. Also make sure the procedure, work method or operating technique utilized does not render the generator unsafe.

### **⚠ DANGER!**

**⚠ Despite the safe design of this generator, operating this equipment imprudently, neglecting its maintenance or being careless can cause possible injury or death. Permit only responsible and capable persons to install, operate or maintain this equipment.**

**⚠ Potentially lethal voltages are generated by these machines. Ensure all steps are taken to render the machine safe before attempting to work on the generator.**

**⚠ Parts of the generator are rotating and/or hot during operation. Exercise care near running generators.**

## GENERAL HAZARDS

- For safety reasons, the manufacturer recommends that this equipment be installed, serviced and repaired by a Service Dealer or other competent, qualified electrician or installation technician who is familiar with applicable codes, standards and regulations. The operator also must comply with all such codes, standards and regulations.
- Installation, operation, servicing and repair of this (and related) equipment must always comply with applicable codes, standards, laws and regulations. Adhere strictly to local, state and national electrical and building codes. Comply with regulations the Occupational Safety and Health Administration (OSHA) has established. Also, ensure that the generator is installed, operated and serviced in accordance with the manufacturer's instructions and recommendations. Following installation, do nothing that might render the unit unsafe or in noncompliance with the aforementioned codes, standards, laws and regulations.

- The engine exhaust fumes contain carbon monoxide gas, which can be DEADLY. This dangerous gas, if breathed in sufficient concentrations, can cause unconsciousness or even death. For that reason, adequate ventilation must be provided. This should be considered prior to installing the generator. The unit should be positioned to direct exhaust gasses safely away from any building where people, animals, etc., will not be harmed. Any exhaust stacks that ship loose with the unit must be installed properly per the manufacturer's instruction, and in strict compliance with applicable codes and standards.
- Keep hands, feet, clothing, etc., away from drive belts, fans, and other moving or hot parts. Never remove any drive belt or fan guard while the unit is operating.
- Adequate, unobstructed flow of cooling and ventilating air is critical in any room or building housing the generator to prevent buildup of explosive gases and to ensure correct generator operation. Do not alter the installation or permit even partial blockage of ventilation provisions, as this can seriously affect safe operation of the generator.
- Keep the area around the generator clean and uncluttered. Remove any materials that could become hazardous.
- When working on this equipment, remain alert at all times. Never work on the equipment when physically or mentally fatigued.
- Inspect the generator regularly, and promptly repair or replace all worn, damaged or defective parts using only factory-approved parts.
- Before performing any maintenance on the generator, disconnect its battery cables to prevent accidental start-up. Disconnect the cable from the battery post indicated by a NEGATIVE, NEG or (-) first. Reconnect that cable last.
- Never use the generator or any of its parts as a step. Stepping on the unit can stress and break parts, and may result in dangerous operating conditions from leaking exhaust gases, fuel leakage, oil leakage, etc.

## ELECTRICAL HAZARDS

- All stationary emergency generators covered by this manual produce dangerous electrical voltages and can cause fatal electrical shock. Utility power delivers extremely high and dangerous voltages to the transfer switch as well as the generator. Avoid contact with bare wires, terminals, connections, etc., on the generator as well as the transfer switch, if applicable. Ensure all appropriate covers, guards and barriers are in place before operating the generator. If work must be done around an operating unit, stand on an insulated, dry surface to reduce shock hazard.
- Do not handle any kind of electrical device while standing in water, while barefoot, or while hands or feet are wet. DANGEROUS ELECTRICAL SHOCK MAY RESULT.



# Safety Instructions

- If personnel must stand on metal or concrete while installing, operating, servicing, adjusting or repairing this equipment, place insulative mats over a dry wooden platform. Work on the equipment only while standing on such insulative mats.
- The National Electrical Code (NEC) requires the frame and external electrically conductive parts of the generator to be connected to an approved earth ground. This grounding will help prevent dangerous electrical shock that might be caused by a ground fault condition in the generator or by static electricity. Never disconnect the ground wire.
- Wire gauge sizes of electrical wiring, cables and cord sets must be adequate to handle the maximum electrical current (ampacity) to which they will be subjected.
- Before installing or servicing this (and related) equipment, make sure that all power voltage supplies are positively turned off at their source. Failure to do so will result in hazardous and possibly fatal electrical shock.
- Connecting this unit to an electrical system normally supplied by an electric utility shall be by means of a transfer switch so as to isolate the generator electric system from the electric utility distribution system when the generator is operating. Failure to isolate the two electric system power sources from each other by such means will result in damage to the generator and may also result in injury or death to utility power workers due to backfeed of electrical energy.
- Stationary emergency generators installed with an automatic transfer switch will crank and start automatically when normal (utility) source voltage is removed or is below an acceptable preset level. To prevent such automatic start-up and possible injury to personnel, disable the generator's automatic start circuit (battery cables, etc.) before working on or around the unit. Then, place a "Do Not Operate" tag on the generator control panel and on the transfer switch.
- In case of accident caused by electric shock, immediately shut down the source of electrical power. If this is not possible, attempt to free the victim from the live conductor. **AVOID DIRECT CONTACT WITH THE VICTIM.** Use a nonconducting implement, such as a dry rope or board, to free the victim from the live conductor. If the victim is unconscious, apply first aid and get immediate medical help.
- Never wear jewelry when working on this equipment. Jewelry can conduct electricity resulting in electric shock, or may get caught in moving components causing injury.

## **FIRE HAZARDS**

- Keep a fire extinguisher near the generator at all times. Do NOT use any carbon tetra-chloride type extinguisher. Its fumes are toxic, and the liquid can deteriorate wiring insulation. Keep the extinguisher properly charged and be familiar with its use. If there are any questions pertaining to fire extinguishers, consult the local fire department.

## **EXPLOSION HAZARDS**

- Properly ventilate any room or building housing the generator to prevent build-up of explosive gas.
- Do not smoke around the generator. Wipe up any fuel or oil spills immediately. Ensure that no combustible materials are left in the generator compartment, or on or near the generator, as FIRE or EXPLOSION may result. Keep the area surrounding the generator clean and free from debris.
- These generators may operate using one of several types of fuels. All fuel types are potentially FLAMMABLE and/or EXPLOSIVE and should be handled with care. Comply with all laws regulating the storage and handling of fuels. Inspect the unit's fuel system frequently and correct any leaks immediately. Fuel supply lines must be properly installed, purged and leak tested according to applicable fuel-gas codes before placing this equipment into service.
- Diesel fuels are highly FLAMMABLE. Gaseous fluids such as natural gas and liquid propane (LP) gas are extremely EXPLOSIVE. Natural gas is lighter than air, and LP gas is heavier than air; install leak detectors accordingly.

### **CALIFORNIA PROPOSITION 65 WARNING**

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

### **CALIFORNIA PROPOSITION 65 WARNING**

This product contains or emits chemicals known to the State of California to cause cancer, birth defects and other reproductive harm.



## EQUIPMENT DESCRIPTION

This equipment is a revolving field, alternating current Stationary Emergency Generator set. It is powered by a gaseous fueled engine operating at 1800 rpm for 4-pole direct drive units, 3600 rpm for 2-pole direct drive units and 2300 - 3000 rpm for quiet drive gear units. See the Specifications section for exact numbers. The unit comes complete with a sound attenuated enclosure, internally mounted muffler, control console, mainline circuit breaker, battery charger, and protective alarms as explained in the following paragraph.

All AC connections, including the power leads from the alternator, 120 volt battery charger input and control connections to the transfer switch are available in the main connection box.

The Stationary Emergency Generator incorporates the following generator features:

- Rotor and Stator insulation is Class H rated as defined by NEMA MG1-32.6, MG1-1.66. The generator is self ventilated and drip-proof constructed.
- The voltage waveform deviation, total harmonic content of the AC waveform and telephone influence factor have been evaluated and are acceptable according to NEMA MG1-32.

## ENGINE OIL RECOMMENDATIONS

The unit has been filled with 5W-20 engine oil at the factory. Use a high-quality detergent oil classified "For Service SJ or SH." Detergent oils keep the engine cleaner and reduce carbon deposits. When changing the engine oil, be sure to use 5W-30 engine oil (synthetic oil is recommended).

### ⚠ CAUTION!

⚠ Any attempt to crank or start the engine before it has been properly serviced with the recommended oil may result in an engine failure.

### NOTE:

For temperatures below 32° F, it is strongly recommended to use the optional Cold Weather Start Kit. The oil grade for temperatures below 32° F is 5W-30 synthetic oil.

## COOLANT RECOMMENDATIONS

Use a mixture of half low silicate ethylene glycol base anti-freeze and deionized water. Cooling system capacity is listed in the specifications. Use only deionized water and only low silicate anti-freeze. If desired, add a high quality rust inhibitor to the recommended coolant mixture. When adding coolant, always add the recommended 50-50 mixture.

### ⚠ CAUTION!

⚠ Do not use any chromate base rust inhibitor with ethylene glycol base anti-freeze or chromium hydroxide ("green slime") forms and will cause overheating. Engines that have been operated with a chromate base rust inhibitor must be chemically cleaned before adding ethylene glycol base anti-freeze. Using any high silicate anti-freeze boosters or additives will also cause overheating. The manufacturer also recommends that any soluble oil inhibitor is NOT used for this equipment.

### ⚠ DANGER!

⚠ Do not remove the radiator pressure cap while the engine is hot or serious burns from boiling liquid or steam could result.

⚠ Ethylene glycol base antifreeze is poisonous. Do not use mouth to siphon coolant from the radiator, recovery bottle or any container. Wash hands thoroughly after handling. Never store used antifreeze in an open container because animals are attracted to the smell and taste of antifreeze even though it is poisonous to them.

# Engine Protective Devices

## ENGINE PROTECTIVE DEVICES

The Stationary Emergency Generator may be required to operate for long periods of time without an operator on hand to monitor such engine conditions as coolant temperature, oil pressure or rpm. For that reason, the engine has several devices designed to protect it against potentially damaging conditions by automatically shutting down the unit when the oil pressure is too low, the coolant temperature is too high, the coolant level is too low, or the engine is running too fast.

### NOTE:

Engine protective switches and sensors are mentioned here for the reader's convenience. Also refer to the applicable control panel manual for additional automatic engine shutdown information.

### HIGH COOLANT TEMPERATURE SENDER

An analog coolant temperature sender, located in the engine's cooling system will cause an engine shutdown if the temperature should exceed approximately 125° C (257° F). The generator will automatically restart once the temperature has returned to a safe operating level.

### LOW COOLANT LEVEL SENSOR

To prevent overheating, the engine has a low coolant level sensor. If the level of engine coolant drops below the level of the low coolant level sensor, the engine automatically shuts down.

### LOW OIL PRESSURE SWITCH

This switch has normally closed contacts that are held open by engine oil pressure during cranking and operating. Should oil pressure drop below the 8 psi range, switch contacts close, and the engine shuts down. The unit should not be restarted until oil is added, and the AUTO/OFF/MANUAL switch must be turned to OFF and then back to AUTO.

### OVERCRANK SHUTDOWN

After a prespecified duration of cranking, this function ends the cranking if the engine has failed to start. The overcrank message will turn ON. Turn OFF the AUTO/OFF/MANUAL switch, then turn switch back to AUTO to reset the generator control board.

### NOTE:

**If the fault is not corrected, the overcrank feature will continue to activate.**

### Approximate Crank Cycle Times

- 15 seconds ON
- 7 seconds OFF
- 7 seconds ON
- 7 seconds OFF
- Repeat for 45 seconds
- Approximately 90 seconds total.

### OVERSPEED SHUTDOWN

A speed circuit controls engine cranking, start-up, operation and shutdown. Engine speed signals are delivered to the circuit board whenever the unit is running. Should the engine overspeed above a safe, preset value, the circuit board initiates an automatic engine shutdown. Contact the nearest Authorized Dealer if this failure occurs.

### RPM SENSOR LOSS SHUTDOWN

If the speed signal to the control panel is lost, engine shutdown will occur.

### DC FUSES

A fuse (7.5 amp) is located on the control panel. It protects the panel components from damaging overload. **Always remove this fuse before commencing work on the generator.** The unit will not start or crank if the fuse is blown.

A fuse (25 amp) is located in the engine wire harness adjacent to the DC alternator. It is used to prevent circuit failure due to DC alternator failure. It will also protect the system in the event of a wiring short-circuit. If this fuse is blown, the generator will not operate. Replace these fuses with the same size, type, and rating.

## FUEL SYSTEM

### FUEL REQUIREMENTS

The Stationary Emergency Generator may be equipped with one of the following fuel systems:

- Natural gas fuel system
- Propane vapor (LPV) fuel system

Recommended fuels should have a Btu content of at least 1,000 Btu's per cubic foot for natural gas; or at least 2,520 Btu's per cubic foot for LP gas. Ask the fuel supplier for the Btu content of the fuel.

#### NOTE:

**The fuel consumption requirements are identified in the Specifications section of the Owner's Manual. Refer to the Installation Manual if assistance is required for the sizing of the pipe diameter for the generator. Any piping used to connect the generator to the fuel supply should be of adequate size to achieve the 100% load fuel consumption requirements identified in the Specifications section regardless of actual load.**

#### NOTE:

**The recommended fuel pressure is identified in the Specifications section this manual.**

#### NOTE:

**It is the responsibility of the installer to make sure that only the correct recommended fuel is supplied to the generator fuel system. Thereafter, the owner/operator must make certain that only the proper fuel is supplied.**

### NATURAL GAS FUEL SYSTEM

Natural gas is supplied in its vapor state. In most cases, the gas distribution company provides piping from the main gas distribution line to the standby generator site. The following information applies to natural gas fuel systems.

- Gas pressure in a building is usually regulated by national, state and local codes.
- To reduce gas pressure to a safe level before the gas enters a building, a primary regulator is needed. The natural gas supplier may or may not supply such a regulator.
- It is the responsibility of the gas supplier to make sure sufficient gas pressure is available to operate the primary regulator.
- Gas pressure at the inlet to the fuel shutoff solenoid must never exceed approximately 14 inches water column (0.5 psi).

### PROPANE VAPOR WITHDRAWAL FUEL SYSTEM

This type of system utilizes the vapors formed above the liquid fuel in the supply tank. Approximately 10 to 20 percent of the tank capacity is needed for fuel expansion from the liquid to the vapor state. The vapor withdrawal system is generally best suited for smaller engines that require less fuel. The installer should be aware of the following:

- When ambient temperatures are low and engine fuel consumption is high, the vapor withdrawal system may not function efficiently.
- Ambient temperatures around the supply tank must be high enough to sustain adequate vaporization, or the system will not deliver the needed fuel volume.
- In addition to the cooling effects of ambient air, the vaporization process itself provides an additional cooling effect.

# Specifications

## SPECIFICATIONS

### GENERATOR

Type.....Synchronous  
 Total Harmonic Distortion..... < 3.5%  
 Telephone Interference Factor (TIF) ..... < 50  
 Alternator Output Leads 1-phase ..... 4-wire  
 Alternator Output Leads 3-phase (150 kW) ..... 6-wire  
 Alternator Output Leads 3-phase (100/130 kW) ..... 12-wire  
 Bearings ..... Sealed Ball  
 Coupling  
     100/130 kW ..... Gear Drive  
     150 kW ..... Flexible Disk  
 Excitation System ..... Brushless

Generator Locked Rotor kVA Available @ Voltage Dip of 35%			
	100 kW	130 kW	150 kW
240 V, 1-phase	200	270	320
240 V, 3-phase 208 V, 3-phase			
480 V, 3-phase	240	320	350

Refer to the Data Label on the generator for rated watts, amperes, frequency, voltage, phase and other pertinent information.

NOTE: Generator rating and performance in accordance with ISO8528-5, BS5514, SAE J1349, ISO3046 and DIN 6271 Standards. kW rating is based on LPG fuel and may derate with natural gas.

### ENGINE

Make ..... Generac  
 Model ..... V-type  
 Cylinders and Arrangement ..... 10  
 Displacement ..... 6.8 Liter  
 Bore ..... 90.2 mm (3.55 in.)  
 Stroke ..... 105.9 mm (4.17 in.)  
 Compression Ratio ..... 9-to-1  
 Air Intake System ..... Naturally Aspirated  
 Valve Seats ..... Hardened  
 Lifter Type ..... Hydraulic

#### Engine Parameters

Rated Synchronous rpm.....60 Hz, See Data Label

#### Exhaust System

Exhaust Flow at Rated Output 60Hz.....See Chart 1  
 Exhaust Temperature at Rated Output.....See Chart 1

#### Combustion Air Requirements (Natural Gas)

Flow at rated power, 60 Hz.....See Chart 1

Chart 1			
kW	Exhaust Flow cfm	Exhaust Temp °F	Combustion Air Flow cfm
100	888	960	262
130	1119	970	336
150	1535	1100	410

### LP Circuit Breaker Size (Amps)

Voltage	100 kW			130 kW			150 kW		
	Amps	CB	kW	Amps	CB	kW	Amps	CB	kW
120/240 V - 1 $\phi$	417	500	100	542	600	130	625	700	144
120/208 V - 3 $\phi$	347	400	100	451	500	130	520	600	150
120/240 V - 3 $\phi$	301	350	100	391	450	130	451	500	150
277/480 V - 3 $\phi$	150	175	100	195	225	130	225	250	150

### NG Circuit Breaker Size (Amps)

Voltage	100 kW			130 kW			150 kW		
	Amps	CB	kW	Amps	CB	kW	Amps	CB	kW
120/240 V - 1 $\phi$	371	500	89	488	600	117	567	700	136
120/208 V - 3 $\phi$	326	400	94	423	500	122	493	600	142
120/240 V - 3 $\phi$	283	350	94	367	450	122	427	500	142
277/480 V - 3 $\phi$	141	175	94	183	225	122	214	250	142

# Specifications

## Governor

Type.....Electronic  
 Frequency Regulation.....Isochronous  
 Steady State Regulation ..... ± 0.25 %

## Engine Lubrication System

Type of Oil Pump .....Gear  
 Oil Filter .....Full Flow, Cartridge  
 Crankcase Oil Capacity ..... 5 U.S. qts.

## COOLING SYSTEM

Type..... Closed  
 Water Pump..... Belt Driven  
 Fan Speed.....See Chart 2  
 Fan Diameter.....26 inches  
 Fan Mode..... Puller  
 Air Flow (inlet air including alternator and combustion air) .....See Chart 2  
 Coolant Capacity..... (4.5 U.S. gal.)  
 Heat Rejection to Coolant.....See Chart 2  
 Maximum Operating Air Temp. on Radiator..... 60 °C (150 °F)  
 Maximum Ambient Temperature ..... 50 °C (140 °F)

**Chart 2**

kW	Cooling Airflow ft <sup>3</sup> /min	Fan Speed rpm	Heat Rejection BTU/hr
100	5500	1670	342,000
130	6450	1950	496,000
150	7800	2200	568,000

## FUEL SYSTEM

Type of Fuel .....Liquid Propane or Natural Gas\*  
 Carburetor..... Down Draft  
 Secondary Fuel Regulator..... Standard  
 Fuel Shut-off Solenoid ..... Standard  
 Operating Fuel Pressure ..... 11 in. - 14 in. Water Column  
Recommended

\* Engine is not field convertible between natural gas and propane. Jet size and ignition timing are factory set for the specific fuel.

## Fuel Consumption - ft<sup>3</sup>/hr (Natural Gas/LPV) @ 11 in H<sub>2</sub>O/68 °F

kW	Exercise Cycle	25% Load	50% Load	75% Load	100% Load
100	130/52	371/149	713/287	991/400	1260/507
130	135/54.5	482/193	927/373	1292/520	1786/719
150	155/63	556/224	1070/431	1491/600	2061/830

## ELECTRICAL SYSTEM

Battery Charge Alternator ..... 12 V, 30 Amp  
 Smart Charger ..... 12 V, 2 Amp  
 Recommended Battery  
     100/130 kW ..... 27F, 700 CCA @ 0 °F  
     150 kW ..... 24F, 525 CCA @ 0 °F  
 System Voltage..... 12 Volts

### NOTE:

**Battery dimensions (L x W x H) for the Group 27 battery should not exceed 12 1/2" x 6 13/16" x 8 15/16" (318 mm x 173 mm x 227 mm). Dimensions for the Group 24 battery should not exceed 10 3/4" x 6 13/16" x 9" (273 mm x 173 mm x 229 mm).**

## Voltage Regulator

Type.....Electronic  
 Regulation.....± 1%

## Power Adjustment for Ambient Conditions

Temperature Deration  
     3% for every 10 °C above °C .....25  
     1.65% for every 10 °F above °F .....77  
 Altitude Deration  
     1% for every 100 m above m.....183  
     3% for every 1000 ft. above ft. ....600

Controller ..... Nexus

## WEATHER AND MAINTENANCE KITS

To keep the generator running at its peak, the following kits are offered:

- Cold Weather Kit
  - ~ Recommended for climates with temperatures below 32 °F.
- Scheduled Maintenance Kit
  - ~ Kit includes the recommended parts to maintain the generator. Refer to the Service Schedule for regular maintenance intervals.

For additional information, or to order any of these kits, please contact an Authorized Service Dealer or Customer Service Representative.

## ALTERNATOR AC LEAD CONNECTIONS

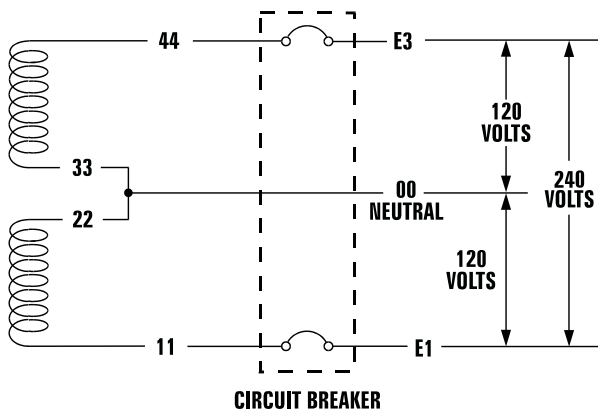
The electrical wires in the unit's AC connection (lower) panel should be installed according to the number of leads and the voltage/phase required for the application. The voltage and phase are described on the generator data label. The number of lead wires can be identified using the Specifications section and the power output rating on the generator data label. For example, if the generator produces 130kW, 277/480 Volt, 3-phase power, the generator has 12 alternator output leads. Figure 7.3 describes the stator power winding connection for the generator.

### FOUR-LEAD, SINGLE-PHASE STATOR

Four-lead alternators (see Figure 7.1) are designed to supply electrical loads with voltage code "A" (240V, 1-phase, 60 Hz). Electrical power is produced in the stator power windings. These windings were connected at the factory to the main circuit breaker as shown in Figure 7.1.

The rated voltage between each circuit breaker terminal is 240V. The rated voltage between each circuit breaker terminal and the neutral point 00 is 120V.

**Figure 7.1 — Four-lead, Single-phase Stator**



## ALTERNATOR POWER WINDING CONNECTIONS

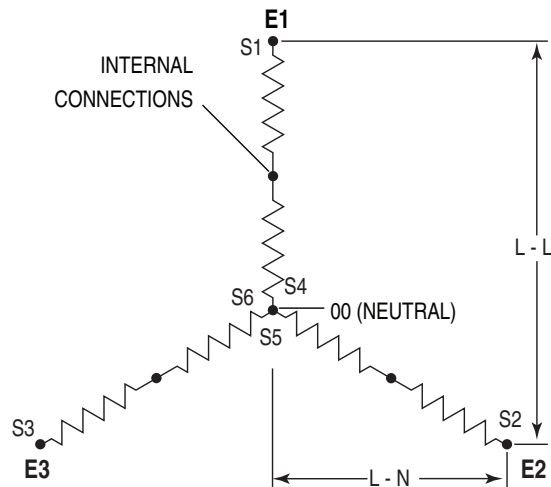
### 3-PHASE ALTERNATORS ("Y" CONFIGURATION)

The Stationary Emergency Generator is designed to supply 3-phase electrical loads. Electric power is produced in the alternator power windings. These windings were connected at the factory to the main circuit breaker with a "Y" configuration as shown in Figures 7.2 through 7.6.

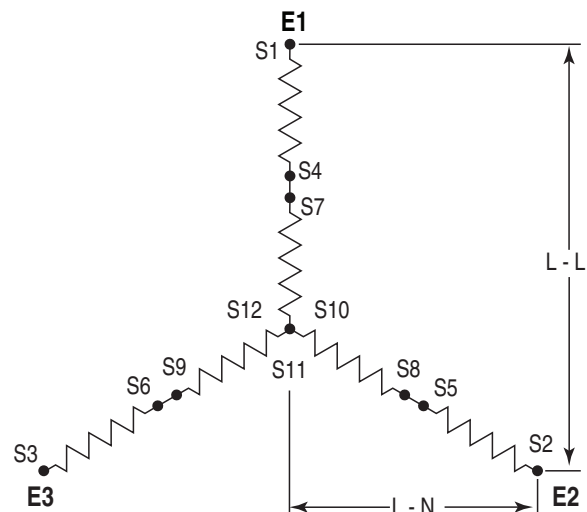
The rated voltage between circuit breaker terminals E1-E2, E1-E3 and E2-E3 is 480V, 208V or 600V depending on the model.

The rated voltage between each circuit breaker terminal and the neutral point 00 is 277V, 120V, or 346V depending on the model.

**Figure 7.2 — Stator Power Winding Connections - 3-phase, 277/480V (6 Lead)**



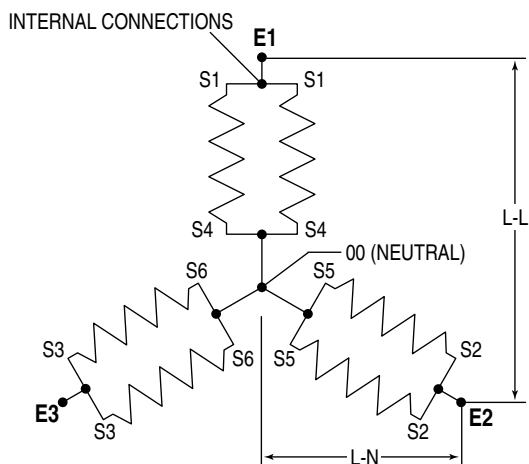
**Figure 7.3 — Stator Power Winding Connections - 3-phase, 277/480V (12 Lead)**



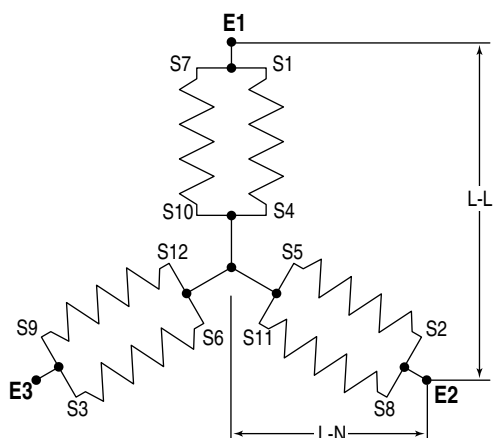


# General Information

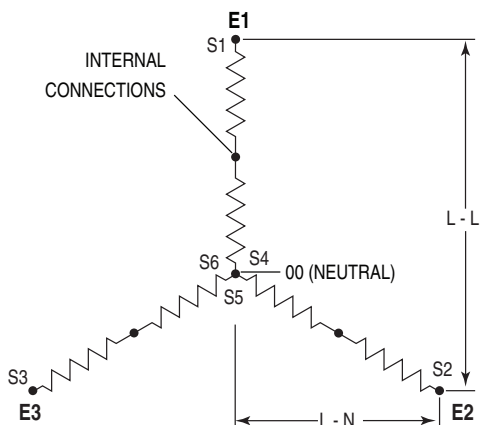
**Figure 7.4 — Stator Power Winding Connections - 3-phase, 120/208V (6 Lead)**



**Figure 7.5 — Stator Power Winding Connections - 3-phase, 120/208V (12 Lead)**



**Figure 7.6 — Stator Power Winding Connections - 3-phase, 346/600V (6 Lead)**



## 3-PHASE ALTERNATORS ("DELTA" CONFIGURATION)

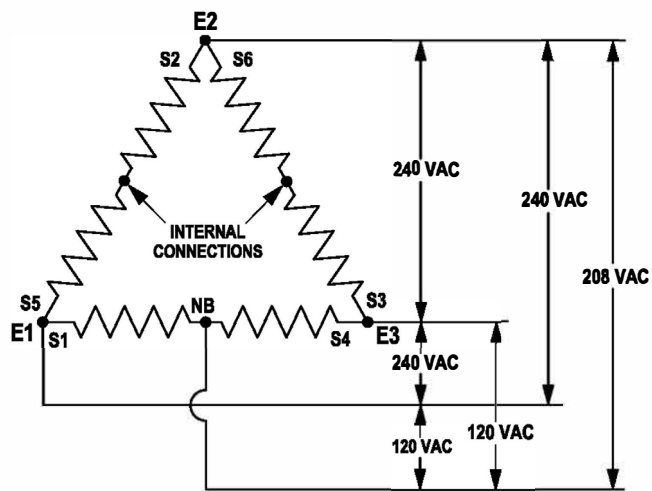
The Stationary Emergency Generator is designed to supply 3-phase electrical loads. Electric power is produced in the alternator power windings. These windings were connected at the factory to the main circuit breaker with a "Delta" configuration as shown in Figures 7.7 and 7.8.

The rated voltage between circuit breaker terminals E1-E2, E1-E3 and E2-E3 is 240V.

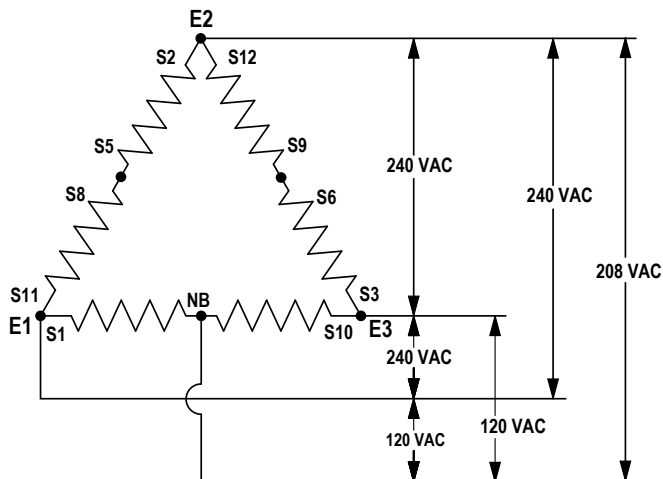
The rated voltage between E2 and the neutral point 00 is 208V. The rated voltage E1-00 and E3-00 is approximately 120V.

**NOTE:** The voltage measured from E2 to 00 can greatly vary when single phase load is placed on alternator.

**Figure 7.7 — Stator Power Winding Connections - 3-phase, 120/240V (6 Lead)**



**Figure 7.8 — Stator Power Winding Connections - 3-phase, 120/240V (12 Lead)**



## CONTROL PANEL INTERFACE

### USING THE AUTO/OFF/MANUAL SWITCH

#### **⚠ WARNING!**

**⚠ With the switch set to AUTO, the engine may crank and start at any time without warning. Such automatic starting occurs when utility power source voltage drops below a preset level or during the normal exercise cycle. To prevent possible injury that might be caused by such sudden starts, always set the switch to OFF and remove the fuse before working on or around the generator or transfer switch. Then, place a “DO NOT OPERATE” tag on the generator panel and on the transfer switch.**

1. “AUTO” Position – Selecting this switch activates fully automatic system operation. It also allows the unit to automatically start and exercise the engine every seven days with the setting of the exercise timer (see the Setting the Exercise Timer section).
2. “OFF” Position – This switch position shuts down the engine. This position also prevents automatic operation.
3. “MANUAL” Position – Set the switch to MANUAL to crank and start the engine. Transfer to standby power will not occur unless there is a utility failure.

## ACTIVATE THE GENERATOR

When battery power is applied to the generator during the installation process, the controller will turn ON and the LCD screen will illuminate. However, the generator still needs to be activated before it will automatically run in the event of a power outage.

Activating the generator is a simple one time process that is guided by the controller screen prompts. Once the product is activated, the controller screen will not prompt you again, even if you disconnect the generator battery.

To obtain the activation code, record the generator serial number and log onto [www.activategen.com](http://www.activategen.com) or call 1-888-9ACTIVATE and follow the steps to retrieve the activation code.

After obtaining your activation code, please complete the following steps at the generator’s control panel in the Activation Chart on the following page.

#### **NOTE:**

**The generator will only run in manual until the passcode has been entered.**

Upon power up, this controller will go through a system self test which will check for the presence of utility voltage on the DC circuits. This is done to prevent damage if the installer mistakenly connects AC utility power sense wires into the DC terminal block. If utility voltage is detected, the controller will display a warning message and lock out the generator, preventing damage to the controller. Power to the controller must be removed to clear this warning.

Utility voltage must be turned on and present at the N1 and N2 terminals inside the generator control panel for this test to be performed and pass.

#### **NOTE:**

#### **DAMAGE CAUSED BY MISWIRING OF THE INTERCONNECT WIRES IS NOT WARRANTABLE!**

This test will be performed each time the controller is powered up.

Next, the user must enter the minimum settings to operate. These settings are current date and time and exercise day and time. The maintenance intervals will be initialized (i.e. started) the first time the clock is set. If the clock is never set at power up, the maintenance intervals will be reset every time power is applied.

If a subsequent power loss (loss of battery power) occurs the Installation assistant will operate upon power restoration. The self test routine will be run and then the customer will be required to re-enter the time and date, as this is not retained during a power loss. The unit will not require re-activation.

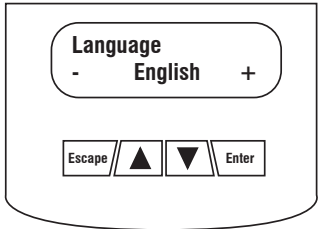
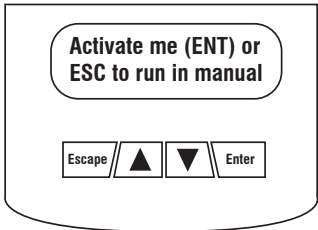


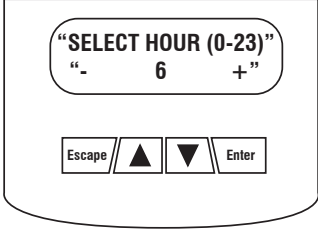
## DISPLAY INTERFACE MENUS

The LCD display is organized as detailed below:

- The “Home” page, this page is the default page which will be displayed if no keys are pressed for 30 seconds. This page normally shows the current Status message and the current date and time. The highest priority active Alarm and/or Warning will be automatically posted on this page as well as flashing the backlight when such an event is detected. In the case of multiple Alarms or Warnings, only the first message will be displayed. To clear an Alarm or Warning, see the Protection Systems section - Clear Alarm.
- The display backlight is normally off. If the user presses any key, the backlight will come on automatically and remain on for 30 seconds after the last key was pressed.
- The “Main Menu” page will allow the user to navigate to all other pages or sub-menus by using the Left/Right and Enter keys. This page can be accessed at any time with several presses of the dedicated Escape key. Each press of the Escape key takes you back to the previous menu until the main menu is reached. This page displays the following options: HISTORY; STATUS; EDIT; AND DEBUG. (See the Appendix - “Menu System”.)

# Control Panel

## ACTIVATION CHART

CHOOSE LANGUAGE		TROUBLESHOOTING
<p>Display Reads:</p> 	<p>Use ARROW keys to scroll to desired language. Press ENTER to select.</p>	<p>If the wrong language is chosen, it can be changed later using the "edit" menu.</p>
<p>Display Reads:</p> 	<p>Press ENTER to begin the activation process.</p>	<p>If ESCAPE is pressed instead of ENTER, your generator will only run in manual mode (for test purposes) and NOT ACTIVATED will be displayed. You will need to remove the generator control panel fuse AND disconnect the T1, N1 and N2 connector in the external connection box (if equipped); or disconnect utility input (main breaker) to the transfer switch for 3-5 seconds and reconnect, then begin with Step 1.</p>
<p>Display Reads:</p> 	<p>If you do not have your activation code, go to <a href="http://www.activategen.com">www.activategen.com</a> or call 1-888-9ACTIVATE (922-8482). If you already have your activation code, wait 3-5 seconds for the next display.</p>	
ENTER ACTIVATION CODE (Passcode)		TROUBLESHOOTING
<p>Display Reads:</p> 	<p>Use ARROW keys to scroll and find the first number of your Activation Code. Press ENTER to select. Repeat this step until all digits have been entered. Use ESCAPE to correct previous digits.</p>	
<p>Display Reads:</p> 	<p>Activation is complete when all digits are entered above and your screen shows this display. Follow the controller prompts to continue setting the time function. Refer to your Owner's Manual with questions.</p>	<p>What happens if "Wrong Passcode Try Again" appears? Re-enter the activation code. If a second attempt is unsuccessful, check the number against the code given on <a href="http://activategen.com">activategen.com</a>. If it is correct and the generator will not accept it, contact 1-888-9ACTIVATE (922-8482).</p>

# Control Panel

## INSTALLATION ASSISTANT

**Interconnect System Self Test Feature** (follow the on-screen prompts).

Upon power up, this controller will go through a system self test which will check for the presence of utility voltage on the DC circuits. This is done to prevent damage if the installer mistakenly connects AC utility power sense wires into the DC terminal block. If utility voltage is detected, the controller will display a warning message and lock out the generator, preventing damage to the controller. Power to the controller must be removed to clear this warning.

Utility voltage must be turned on and present at the N1 and N2 terminals inside the generator control panel for this test to be performed and pass.

### NOTE:

### **DAMAGE CAUSED BY MISWIRING OF THE INTERCONNECT WIRES IS NOT WARRANTABLE!**

This test will be performed each time the controller is powered up.

Upon first power up of the generator, the display interface will begin an installation assistant. The assistant will prompt the user to set the minimum settings to operate. These settings are simply: Current Date/Time and Exercise Day/Time. The maintenance intervals will be initialized when the exercise time is entered.

The exercise settings can be changed at any time via the "EDIT" menu (see Appendix, "Menu System").

If the 12 volt battery is disconnected or the fuse removed, the Installation Assistant will operate upon power restoration. The only difference is the display will only prompt the customer for the current Time and Date.

**IF THE INSTALLER TESTS THE GENERATOR PRIOR TO INSTALLATION, PRESS THE "ENTER" KEY TO AVOID SETTING UP THE EXERCISE TIME. THIS WILL ENSURE THAT WHEN THE CUSTOMER POWERS UP THE UNIT, HE WILL STILL BE PROMPTED TO ENTER AN EXERCISE TIME.**

## SETTING THE EXERCISE TIMER

This generator is equipped with an exercise timer. Once it is set, the generator will start and exercise every seven days, on the day of the week and at the time of day specified. During this exercise period, the unit runs for approximately 12 minutes and then shuts down. Transfer of loads to the generator output does not occur during the exercise cycle unless utility power is lost.

### **LOW SPEED EXERCISE**

The standard start sequence will be initiated.

- All 1800 rpm units will exercise at 1400 RPM
- All 3600 rpm units will exercise at 1800 RPM

If utility is lost during exercise the controller will do the following:

- Wait for the "line interrupt period" for utility to return. If utility returns within the "line interrupt period", continue to exercise at low RPM.

- If utility is still lost after the "line interrupt period", run the engine up to normal RPM and transfer the load. At this time the controller will exit the exercise routine and assume full automatic operation.

## USER ADJUSTABLE SETTINGS

Setting	Factory Default	Minimum Setting	Maximum Setting	Increment
Exercise time	2 pm	00:00 (12 am)	23:59 (11:59 pm)	1 min
Exercise day	Wed	Sun	Sat	1 day
Current Time	12 am	00:00 (12 am)	23:59 (11:59 pm)	1 min
Current Day	Sun	Sun	Sat	1 day
Current Month	Jan	Jan	Dec	1 month
Current Year	2008	2008	2100	1 year
Language	English	French	Spanish	N/A
Contrast	80%	0%	100%	1%

## FUEL CONVERSION

For fuel conversion steps, refer to the GenSpec section, RECONFIGURING THE FUEL SYSTEM.

## OPERATION

This system is intended to supply standby power in the event of a utility failure. The control system will monitor the utility voltage to determine if stand-by power is required. Should the utility voltage fail, the generator will start and run normally, detaching from the utility and supplying the customer load from the generator. When utility power returns, the controller will re-transfer the customer load back to utility and shut down the generator.

### **AUTOMATIC TRANSFER OPERATION**

To select automatic operation, do the following:

1. Make sure the transfer switch main contacts are set to their UTILITY position, i.e., loads connected to the utility power source.
2. Be sure that normal UTILITY power source voltage is available to transfer switch terminal lugs N1 and N2 (Refer to the Electrical Data section).
3. Set the generator's AUTO/OFF/MANUAL switch to AUTO.
4. Set the generator's main circuit breaker to its ON (or CLOSED) position.

With the preceding steps complete, the generator will start automatically when utility source voltage drops below a preset level. After the unit starts, loads are transferred to the standby power source. Refer to the Sequence of Automatic Operation section.

## **SEQUENCE OF AUTOMATIC OPERATION**

Initial Conditions: Generator in Auto ready to run, load being supplied by the Utility Source through the transfer switch.

1. When the utility voltage fails (falls below 60% of nominal), a 10-30 second (programmable) "line interrupt" delay timer is started. The factory set time delay is 10 seconds. If at the end of the line interrupt time the utility voltage is above 60% the engine will not crank. If the utility voltage is still below the 60% of nominal at the end of the line interrupt time, the unit will crank and start. If the unit cranks for more than 10 seconds and the utility voltage rises above 80% of nominal (programmed pickup voltage) and the unit has not started, the crank cycle will abort.
2. As soon as the unit starts a 5 second "warm-up" timer is initiated. When the warm-up timer expires the control will transfer the load to the generator (through the RTS switch) if the utility voltage is less than 80% of nominal. If the utility voltage is greater than the 80% of nominal at the end of the warm-up time the load will not be transferred to the generator and a one minute low-speed cool down period will start. At the end of the one minute cool down period the generator will stop.
3. Once the unit is running and the switch has transferred the load to the generator the unit will monitor utility voltage. When utility voltage returns (above the programmable pickup voltage, normally 80% of nominal), a 15 second "Return to Utility" timer will start. At the end of the return to utility time, if the utility voltage is still above the pickup voltage, the unit will transfer the load back to the utility source and run the unit through a one minute cool down period. When the cool down period is over the unit will shut down and be ready for the next outage.
4. If during the cool down period utility voltage should fall below 60% of nominal the 5 second warm-up timer is initiated and the unit will transfer the load back to the generator and continue to monitor the utility.

## **CRANK CYCLES AND OVERCRANK SHUTDOWN**

If the unit fails to start during a cranking period it will display the Overcrank Shutdown Alarm. The system will control the cranking cycles as follows:

The first crank cycle is a 16 second crank time followed by a 7 second rest. The next 5 cycles will be 7 seconds of cranking time each followed by a 7 second rest time.

If the unit fails to start by the end of the 6 crank/rest cycles the Overcrank Shutdown Alarm will display and the unit will not attempt to crank until the alarm is reset.

## **AUTO START**

This unit is designed to automatically start in the event of a utility failure or brown out condition. Brown out is defined as utility voltage less than 60% nominal, while utility is considered good when it is restored to at least the pickup value, 80% of nominal. These levels are fixed. The "Line Interrupt period" is an adjustable parameter by the dealer. If 2-wire start mode is activated, the unit will start when 2-wire start is active.

## **MANUAL START**

Allows the user to start and run the generator manually.

Transfer of the load to the generator will occur if utility is lost while the unit is running in the manual mode (only if activated).

## **ALARM AND WARNING MESSAGES**

Alarms are defined as "Latching" which means they must be cleared before the alarm message on the screen will clear. They can be of type "Shutdown" or not and are logged in the alarm log. Alarms are all annunciated on the display).

Warnings are "Non Latching" meaning the message automatically clears when the warning condition goes away. Warnings can not be of type "Shutdown" but they are logged in the alarm log. Warnings are all annunciated on the display.

### **LOW OIL PRESSURE SHUTDOWN ALARM**

There is a 10 second delay before oil pressure is monitored.

### **HIGH COOLANT TEMPERATURE SHUTDOWN ALARM**

There is a 10 second delay before engine temperature is monitored.

Once running there is a 1/4 second delay before shut down. The limit is set at 125° C or 257° F.

### **OVERCRANK SHUTDOWN ALARM**

Occurs if the engine has not started within the specified crank cycle.

### **OVERSPEED SHUTDOWN ALARM**

Warning indicator is measured and calculated by the microprocessor. Overspeed is defined as +20% of nominal engine speed for 3 seconds, or +25% immediate.

Nominal engine speed = 60.0 Hz

### **RPM SENSOR FAILURE SHUTDOWN ALARM**

During cranking: If the board does not see a valid RPM signal within four (4) seconds of cranking it will shut down and lock out on RPM sensor loss.

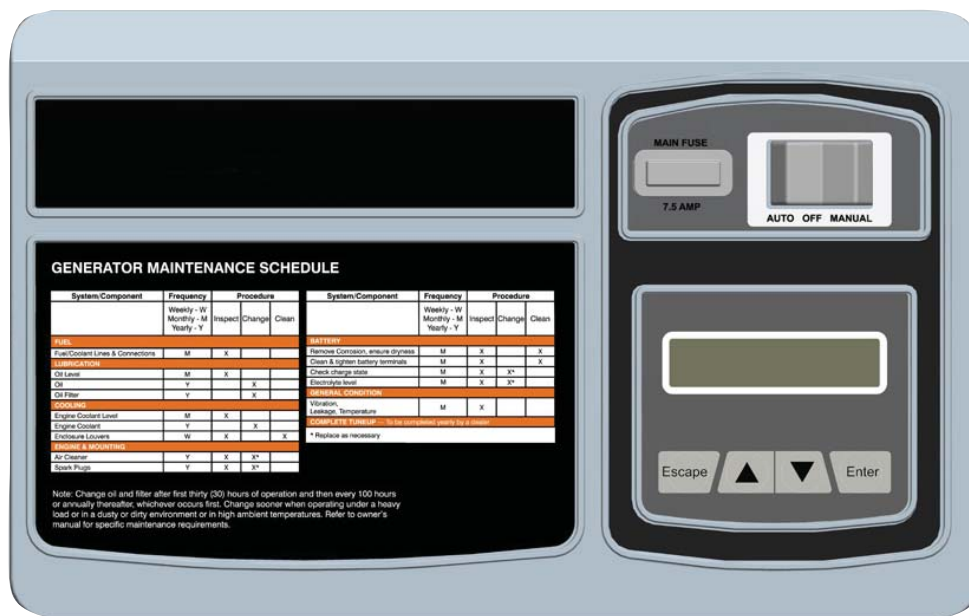
During running: If the RPM signal is lost for one full second the board will shut the engine down, wait 15 seconds, then re-crank the engine if in AUTO, it will not re-crank in MANUAL.

If no RPM signal is detected within the first four (4) seconds of cranking, the control board will shut the engine down and latch out on RPM sensor loss.

If the RPM signal is detected the engine will start and run normally. If the RPM signal is subsequently lost the control board will try two more re-cranks before latching out and flashing the RPM Sensor Failure message (if it is in AUTO).

# Control Panel

Figure 1 – Generator Control Panel



### GENERATOR MAINTENANCE SCHEDULE

System/Component	Frequency			Procedure			System/Component	Frequency			Procedure		
	Weekly - W	Monthly - M	Yearly - Y	Inspect	Change	Clear		Weekly - W	Monthly - M	Yearly - Y	Inspect	Change	Clear
<b>FUEL</b>													
Fuel/Control Lines & Connections	M	X					<b>WATERING</b>						
LUBRICATION							Remove Corrosion, ensure dryness	M	X		X		
Oil Level	M	X					Clean & tighten battery terminals	M	X		X		
Oil	Y		X				Check charge state	M	X	X			
Oil Filter	Y		X				Electrolyte level	M	X	X			
<b>COOLANT</b>													
Engine Coolant Level	M	X					<b>WATER/ALCOHOL CONCENTRATION</b>						
Engine Coolant	Y		X				Water/Alcohol Temperature	M	X				
Enclosure Lubricate	W	X	X				<b>COMPLETE TUNEUP</b> * To be completed yearly by a dealer						
<b>EMERGENCY MAINTENANCE</b>													
Air Cleaner	Y	X	X				* Reduce as necessary						
Spark Plugs	Y	X	X										

Note: Change oil and filter after first thirty (30) hours of operation and then every 100 hours or annually thereafter, whichever occurs first. Change sooner when operating under a heavy load or in a dusty or dirty environment or in high ambient temperatures. Refer to owner's manual for specific maintenance requirements.

### CHECK ENGINE MESSAGE

The control system has detected an emissions related fault. This fault cannot be cleared using the control panel interface. The unit will continue to operate in automatic mode. Contact your local servicing dealer.

### UNDER-FREQUENCY SHUTDOWN ALARM

After starting, if the generator stays under frequency for more than 30 seconds, it will shutdown.

### LOW BATTERY ALARM

While running, if the average battery voltage falls below 11.9 volts for one (1) minute, the low battery alarm will be displayed.

### LOW BATTERY WARNING

The microprocessor will continually monitor the battery voltage and display the Low Battery Voltage message if the battery voltage falls below 12.2 Volts for one (1) minute.

No other action is taken on a low battery warning condition. The warning will automatically clear if the battery voltage rises above 12.2 volts.

#### NOTE:

**The battery sentinel is a separate feature that monitors battery condition.**

### LOW COOLANT LEVEL ALARM

This is a shutdown alarm. The sensor will be continuously monitored. If an error condition is seen for five (5) consecutive seconds, the alarm will be displayed.

### MISSING CAM PULSE ALARM

This is a shutdown alarm. The alarm will activate after five (5) seconds of continuously missing cam pulses.

### MISSING CRANK PULSE ALARM

This is a shutdown alarm. The alarm will activate after 12 consecutive revs where crank pulses are missing.

### LOW FUEL PRESSURE WARNING

Fuel pressure is monitored by a digital sensor with a fixed setpoint of below five (5) inches water column.

### GOVERNOR SENSOR FAULT ALARM

The governor position is monitored by an analog feedback signal. If the throttle position is seen outside of the normal operating range, a shutdown alarm is displayed. If the throttle is commanded to move, and no movement is seen, a shutdown alarm is displayed.

### WIRING ERROR ALARM

When power is first applied to the controller, the software will perform a check on the wiring of the transfer output, and ensure it does not have high voltage on the wire. If this is the case, it will signal a miswire alarm and will not run. The test can be skipped by use of the escape key.

### UNDERVOLTAGE ALARM

If the generator voltage falls below 60% for >5 seconds, an alarm will be issued.

# Control Panel

## **OVERVOLTAGE ALARM**

If the generator voltage rises above 110% for >3 seconds, an alarm will be issued.

If the generator voltage rises above 130% for >0.2 seconds, an alarm will be issued.

## **INTERNAL FAILURE SHUTDOWN ALARM**

Any internal failure that can be detected such as corrupted firmware will cause this shutdown alarm. This alarm cannot be cleared.

## **CANBUS ALARM**

Where applicable, if the Canbus communications link fails to communicate, a “Canbus Alarm” will be generated. This only applies to systems with external ignition modules. The alarm may be generated if:

1. The physical link is broken.
2. The Ignition Module fails or resets.
3. The Nexus Controller fails or resets.
4. Having the Battery Chargers 120 VAC connected without a battery installed.
5. A blown 10 amp Ignition Module fuse (approximately 12 inches away from the starter).
6. A blown 25 amp system fuse (located approximately 12 inches away from the DC alternator).

### **NOTE:**

The “Canbus Alarm” will not clear on its own. To clear the alarm, press the “enter” key to acknowledge the alarm. The alarm will clear and if the fault is still present, the alarm will reoccur.

## **IGNITION ALARM**

When an ignition alarm occurs, a generic message “Ignition Fault” will be displayed as the fault code.

## **MAINTENANCE WARNING**

When a maintenance period expires, a warning message will be posted. The warning can be reset by hitting the Enter key. Resetting will clear the warning and reset the maintenance counters for the condition annunciated. The history log will reflect the maintenance warning.

## **ALARM CANCEL**

When the generator is shut down due to a latching alarm, the Auto /Off/ Manual switch must be set to the off position and the ENTER key pressed to unlatch any active fault and clear the corresponding fault alarm message.

## **COMMON ALARM RELAY**

The common alarm relay will be activated if there is a shutdown alarm. It will not activate on warnings or indicate that the Auto/Off/ Manual switch is in the OFF position. The OFF position will clear the alarms and the relay. The relay will not be used to indicate a generator is not activated.

The common alarm connections are wired to a set of potential-free (dry) contacts on the Nexus controller board. These Normally Open (N.O.) contacts close when an alarm condition occurs and are used to activate a remote signaling device. The circuit is rated for a maximum of 130mA at 24 VDC. The connections are a short set of free hanging wires that exit the engine harness loom directly behind the Nexus Control Panel and are labeled numbers 209 and 210.

## **MAINTENANCE ALERTS**

Maintenance alerts will be provided for these conditions.

### **SERVICE SCHEDULE ‘A’**

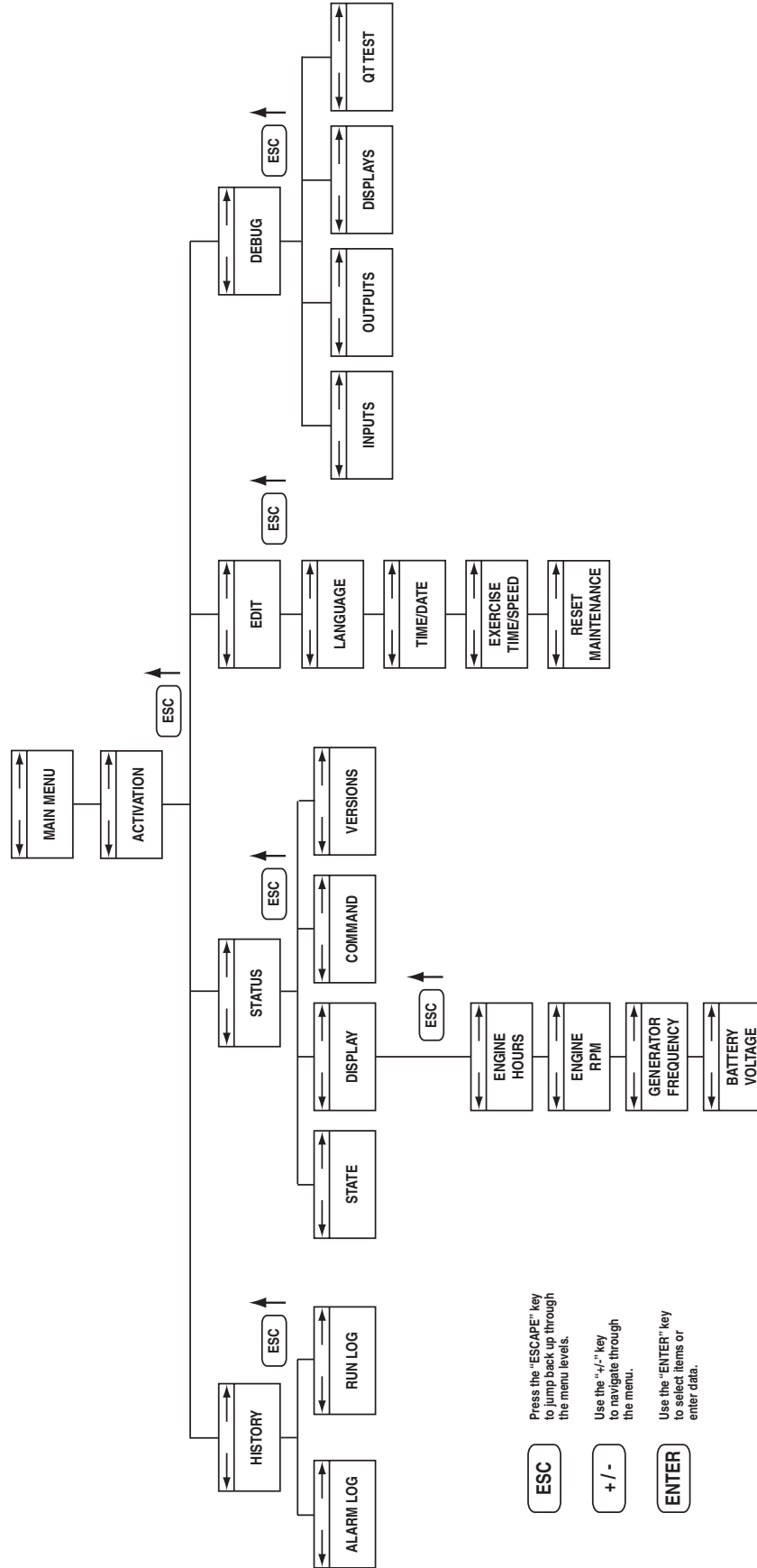
Inspect Accessory Drive Alert	1yr / 100hrs*
Coolant Change & Flush	1yr / 100hrs
Inspect Spark Plugs Alert	1yr / 100hrs
Change Oil & Filter Alert	1yr / 100hrs*
Inspect Battery Alert	1yr / 100hrs
Change / Inspect Air Filter Alert	1yr / 100hrs
Clean/Inspect Air Inlet & Exhaust	6mo / 50hrs*
* Items require a 3 month / 30 hour break-in change or check.	

### **SERVICE SCHEDULE ‘B’**

Change / Inspect spark plugs alert	2yr/ 250hr
------------------------------------	------------

# MENU SYSTEM

## Control Panel





## STATIONARY EMERGENCY GENERATOR CONTROL AND OPERATION

Refer to the appropriate control panel operator's manual for this unit.

### OPERATING UNIT WITH MANUAL TRANSFER SWITCH

If the Stationary Emergency Generator was installed in conjunction with a transfer switch capable of manual operation only, the following procedure applies. A manually operated transfer switch is one that will not provide automatic start-up and does not include an intelligence circuit.

#### ENGINE START-UP AND TRANSFER

For additional information, refer to the applicable control panel manual for this unit, as well as any literature pertaining to the specific transfer switch.

#### **⚠ DANGER!**

**⚠ The Maintenance Disconnect Switch and the AUTO/OFF/MANUAL switches (if so equipped) must be set properly, or the generator will crank and start as soon as the utility power to the transfer switch is turned off. Refer to applicable control panel and transfer switch manuals for more information.**

**⚠ Do not proceed until certain that utility source voltage is available to the transfer switch and the transfer switch main contacts are set to UTILITY.**

**⚠ Do not attempt manual operation until all power supplies to the transfer switch have been positively turned off, or extremely dangerous - possibly lethal - electrical shock will result.**

**⚠ Transfer switch enclosure doors should be kept closed and locked. Only authorized personnel should be allowed access to the transfer switch interior. Extremely high and dangerous voltages are present in the transfer switch.**

In order to transfer load from the utility source to the generator, follow these directions:

- Turn OFF or disconnect the utility power circuit to the transfer switch, using the means provided (such as the utility source main line circuit breaker).
- Set the transfer handle to its UTILITY (NORMAL) position with load circuits connected to the utility power supply.
- Set the generator's main line circuit breaker to its OFF (or OPEN) position.
- Start the generator.

#### **⚠ CAUTION!**

**⚠ Do not crank the engine continuously for longer than 30 seconds, or the heat may damage the starter motor.**

- Let engine stabilize and warm up.
- Check all applicable instrument and gauge readings. When certain that all readings are correct, move the transfer switch manual handle to the STANDBY (or EMERGENCY STANDBY) position, i.e., load circuits supplied by the generator.
- Set the generator's main line circuit breaker to its ON (or CLOSED) position.
- Load circuits are now powered by the generator.

#### RETRANSFER AND SHUTDOWN

For additional information, refer to the applicable control panel manual for this unit, as well as any literature pertaining to the specific transfer switch.

To transfer the load back to the utility power source and shut down the generator, follow these directions:

- Set the generator's main line circuit breaker to its OFF (or OPEN) position.
- Manually move the transfer switch handle to its UTILITY (NORMAL) position, i.e., load circuits connected to the utility.
- Turn ON the utility power supply to the transfer switch, using the means provided (such as the utility power source main line circuit breaker).
- Let the generator run at no-load for a few minutes to stabilize internal temperatures.
- Shut down the generator.

### OPERATING UNIT WITH AUTOMATIC TRANSFER SWITCH

If the Stationary Emergency Generator has been installed with an automatic transfer switch, the engine may be started and stopped automatically or manually.

#### NOTE:

**Refer to the applicable manual for your transfer switch and to "Transfer Switch Start Signal Connections". In addition, please note the dangers under "Engine Start-up and Transfer."**

## GENERAL MAINTENANCE

### ⚠ WARNING!

⚠ Before working on the Stationary Emergency Generator, ensure the following:

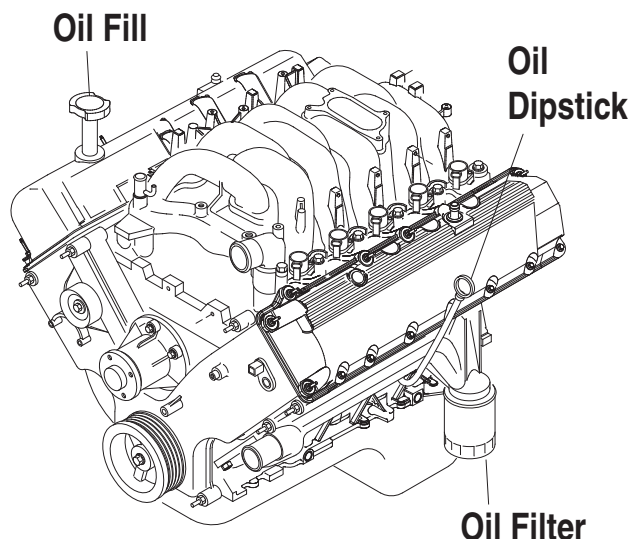
- The AUTO/OFF/MANUAL switch is in the OFF position.
- The control panel fuse has been removed from the control box.
- The 120VAC supply to the battery charger is switched OFF.
- The negative battery cable has been removed.

### CHECK ENGINE OIL

Check engine crankcase oil level (Figure 10.1) according to the Service Schedule and SIB10-10-L24G.

- Remove oil dipstick and wipe dry with a clean, lint-free cloth.
- Install oil dipstick, then remove again.
- Oil should be between FULL and ADD marks.
- If oil level is below the dipstick ADD mark, remove oil fill cap. Add the recommended oil to bring oil level up to the FULL mark. DO NOT FILL ABOVE THE "FULL" MARK. See "Engine Oil Recommendations" for recommended oils.

Figure 10.1 - Oil Dipstick and Oil Fill Cap



### CHANGING ENGINE OIL

#### ⚠ CAUTION!

⚠ Hot oil may cause burns. Allow engine to cool before draining oil. Avoid prolonged or repeated skin exposure with used oil. Thoroughly wash exposed areas with soap.

Refer to the Service Schedule for engine oil and filter change frequencies.

Drain the oil while the engine is still warm from running. This means warm up the engine, shut it down and drain immediately as follows:

1. Remove the drain hose from its retaining clip or cut the zip-tie securing the oil drain hose.
2. Loosen and remove OIL DRAIN HOSE CAP. Drain oil completely into suitable container.
3. When all oil has drained, install and tighten OIL DRAIN HOSE CAP and secure drain hose with a new zip-tie, or place the hose in its retaining clip.
4. Turn OIL FILTER (Figure 10.1) counterclockwise and remove. Properly dispose of old filter.
5. Apply light coating of new engine oil to seal of new oil filter. Install FILTER and tighten by hand only. DO NOT OVER TIGHTEN.
6. Remove OIL FILL CAP and add recommended oil. Crankcase oil capacity is listed in the "Specifications" section.

#### ⚠ CAUTION!

⚠ After refilling the crankcase with oil, always check oil level on dipstick. NEVER OPERATE ENGINE WITH OIL BELOW THE DIPSTICK "ADD" MARK.

7. Start engine and check for oil leaks.
8. Shut OFF engine and wait 10 minutes for the oil to settle down into the oil pan. Recheck oil level on dipstick. DO NOT fill above the dipstick "FULL" mark.
9. Dispose of used oil at a proper collection center.

### COOLING INTAKE/OUTLET

Air intake and outlet openings in the generator compartment must be open and unobstructed for continued proper operation. This includes such obstructions as high grass, weeds, brush, leaves and snow.

Without sufficient cooling and ventilating air flow, the engine/generator quickly overheats, which causes it to shut down. (See the installation diagram.)

#### ⚠ WARNING!

⚠ The exhaust system parts from this product get extremely hot and remains hot after shut-down. High grass, weeds, brush, leaves, etc. must remain clear of the exhaust. Such materials may ignite and burn from the heat of the exhaust system.

### INSPECT COOLING SYSTEM

- Inspect engine cooling system. See the Service Schedule.
- Check hoses for damage, deterioration, leaks, etc. Correct any discrepancies found.
- Check hose clamps for tightness.

## **ENGINE COOLANT**

Check coolant level in coolant recovery bottle. See the Specifications and Service Schedule sections.

- Add recommended coolant mixture as necessary.
- Periodically remove radiator pressure cap (only when engine has cooled down) to make sure the coolant recovery system is functioning properly. Coolant should be at bottom of radiator filler neck. If coolant level is low, inspect gasket in radiator pressure cap. Replace cap, if necessary. To have pressure cap tested, contact a Service Facility. Inspect cooling system and coolant recovery system for leaks.

## **COOLANT CHANGE**

Every year, have a service facility drain, flush and refill the cooling system. See the Specifications and Service Schedule for cooling system recommendations.

## **OVERLOAD PROTECTION FOR ENGINE DC ELECTRICAL SYSTEM**

Engine cranking, start up and running are controlled by a solid state Engine Controller circuit board. Battery voltage is delivered to that circuit board via the control panel fuse. This overcurrent protection device will open if the circuit is overloaded.

### **▲ CAUTION!**

- ▲ If a circuit breaker opens or a fuse element melts, find the cause of the overload before resetting the circuit breaker or replacing the fuse.**

## **EXERCISE SYSTEM**

Starts the Stationary Emergency Generator engine once every seven days and lets it run for 12 minutes.

## **PERFORM VISUAL INSPECTION**

Complete a thorough visual inspection of the entire engine-generator monthly. Look for obvious damage, loose, missing or corroded nuts, bolts and other fasteners. Look for fuel, oil or coolant leaks.

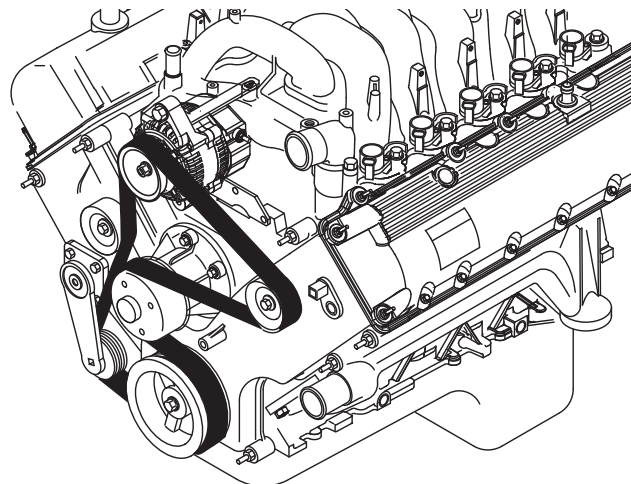
## **INSPECT EXHAUST SYSTEM**

Inspect the exhaust system at least once every year. Check all exhaust system pipes, mufflers, clamps, etc. for condition, tightness, leaks, security, damage.

## **CHECK FAN BELT**

- Inspect fan belts every year. Replace any damaged, deteriorated, worn or otherwise defective belt.
- Check fan belt tension. Thumb pressure, exerted midway between pulleys, should deflect about 3/8 to 5/8 of an inch. Adjust belt tension as required.
- Check fan belt alignment (see Figure 10.2).

**Figure 10.2 – Fan Belt**



## **INSPECT ENGINE GOVERNOR**

Visually inspect electronic governor.

### **▲ DANGER!**

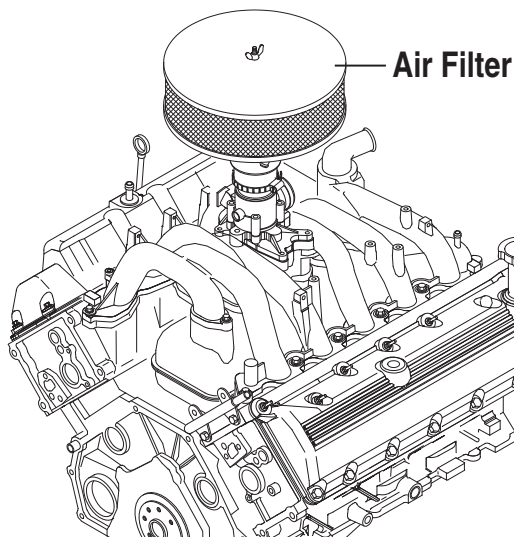
- ▲ Do not attempt to adjust the governor. Only qualified service facilities should adjust the governor. Excessively high operating speeds are dangerous and increase the risk of personal injury. Low speeds impose a heavy load on the engine when adequate engine power is not available and may shorten engine life. Correct rated frequency and voltage are supplied only at the proper governed speed. Some connected electrical load devices may be damaged by incorrect frequency and/or voltage. Only qualified service technicians should adjust the governed speed.**

## **CHANGING THE ENGINE AIR FILTER**

To replace the engine air filter, remove the air filter cover and replace the air filter making sure it is positioned properly before reattaching the cover (Figure 10.3).

See the Service Schedule for air filter maintenance.

Figure 10.3 – Engine Air Filter



## **SPARK PLUGS**

Reset the spark plug gap or replace the spark plugs as necessary.

1. Clean the area around the base of the spark plugs to keep dirt and debris out of the engine. Clean by scraping or washing using a wire brush and commercial solvent. Do not blast the spark plugs to clean.
2. Remove the spark plugs and check the condition. Replace the spark plugs if worn or if reuse is questionable. See the "Service Schedule" section for recommended inspection.
3. Check the spark plug gap using a wire feeler gauge. See the Specifications section for the required spark plug gap.

## **BATTERY MAINTENANCE**

The battery should be inspected per the Service Schedule section. The following procedure should be followed for inspection:

1. Inspect the battery posts and cables for tightness and corrosion. Tighten and clean as necessary.
2. Check the battery fluid level of unsealed batteries and, if necessary, fill with DISTILLED WATER ONLY. DO NOT USE TAP WATER IN BATTERIES.
3. Have the state of charge and condition checked. This should be done with an automotive-type battery hydrometer.

### **⚠ DANGER!**

**⚠ Storage batteries give off explosive hydrogen gas. This gas can form an explosive mixture around the battery for several hours after charging. The slightest spark can ignite the gas and cause an explosion. Such an explosion can shatter the battery and cause blindness or other injury. Any area that houses a storage battery must be properly ventilated. Do not allow smoking, open flame, sparks or any spark producing tools or equipment near the battery.**

**⚠ Battery electrolyte fluid is an extremely corrosive sulfuric acid solution that can cause severe burns. Do not permit fluid to contact eyes, skin, clothing, painted surfaces, etc. Wear protective goggles, protective clothing and gloves when handling a battery. If fluid is spilled, flush the affected area immediately with clear water.**

**⚠ Do not use any jumper cables or booster battery to crank and start the generator engine. If the battery has completely discharged, remove it from the generator for recharging.**

### **⚠ WARNING!**

**⚠ Be sure the AUTO/OFF/MANUAL switch is set to the OFF position, before connecting the battery cables. If the switch is set to AUTO or MANUAL, the generator can crank and start as soon as the battery cables are connected.**

**⚠ Be sure the 120VAC power supply to the battery is turned OFF, or sparking may occur at the battery posts as the cables are attached and cause an explosion.**

## **BATTERY REPLACEMENT**

### **NOTE:**

**Unit DOES NOT include battery.**

When supplying or replacing the battery, the recommended number and type of battery is listed in the Specifications Section.

### **NOTE:**

**The BCI number should be located directly on the battery.**

## **BATTERY FLUID**

Check battery electrolyte fluid based on the Service Schedule. Fluid should cover separators in all battery cells. If fluid level is low, add distilled water to cover tops of separators. DO NOT USE TAP WATER IN BATTERY.

## **CLEANING THE STATIONARY EMERGENCY GENERATOR**

Keep the generator as clean and as dry as possible. Dirt and moisture that accumulates on internal generator windings have an adverse effect on insulation resistance.

Periodically clean generator exterior surfaces. A soft brush may be used to loosen caked on dirt. Use a vacuum system or dry, low pressure air to remove any accumulations of dirt. The generator is housed inside an all-weather enclosure, clean the enclosure with a soft, damp cloth or sponge and water.

Once each year have the generator cleaned and inspected by a Service Dealer. That dealer will use dry, low pressure air to clean internal windings.

Finally, have the insulation resistance of stator and rotor windings checked. If insulation resistances are excessively low, the generator may require drying.

# Service Schedule

## SERVICE SCHEDULE

System / Component	Frequency	Procedure		
		Inspect	Change	Clean
	Weekly - W Monthly - M Yearly - Y			
<b>Fuel</b>				
Fuel Lines & Connections	M	X		
<b>Lubrication</b>				
Oil Level	M	X*		
Oil	Y		X**	
Oil Filter	Y		X**	
<b>Cooling</b>				
Engine Coolant Lines & Connections	M	X		
Engine Coolant Level	M	X		
Engine Coolant	Y		X	
Enclosure Louvers	W	X		X
<b>Engine</b>				
Air Cleaner	Y	X	X***	
Spark Plugs	Y	X	X***	
<b>Battery</b>				
Remove Corrosion, Ensure Dryness	M	X		X
Clean & Tighten Battery Terminals	M	X		X
Check Charge State	M	X	X***	
Check Electrolyte Level	M	X	X***	
<b>General Condition</b>				
Vibration, Noise, Leakage, Temperature	M	X		
<b>Generator System</b>				
Complete Tune-up and System Inspection	Y	To be completed by an Authorized Service Dealer.		
<b>Footnotes</b>				
* Inspect the oil level monthly or every 12 hours during continuous operation.				
** Change oil and oil filter after the first 30 hours of operation and then every 100 hours or annually thereafter, whichever occurs first. Change sooner when operating under heavy load or in a dusty or dirty environment or in high ambient temperatures.				
*** Replace as necessary.				

# Troubleshooting

## TROUBLESHOOTING GUIDE

<b>PROBLEM</b>	<b>CAUSE</b>	<b>CORRECTION</b>
Engine won't crank.	<ol style="list-style-type: none"> <li>1. Control panel 7.5 amp fuse blown.</li> <li>2. Loose or corroded or defective battery cables.</li> <li>3. Defective starter contactor.</li> <li>4. Defective starter motor.</li> <li>5. Dead or Defective Battery.</li> </ol>	<ol style="list-style-type: none"> <li>1. Replace fuse.*</li> <li>2. Tighten, clean or replace battery cables as necessary.*</li> <li>3. Replace contactor.*</li> <li>4. Replace starter motor.*</li> <li>5. Remove, change or replace battery.*</li> </ol>
Engine cranks but won't start.	<ol style="list-style-type: none"> <li>1. Out of fuel.</li> <li>2. Fuel solenoid (FS) is defective</li> <li>3. Spark plugs defective.</li> </ol>	<ol style="list-style-type: none"> <li>1. Replenish fuel/turn on fuel valve.</li> <li>2. Replace solenoid.*</li> <li>3. Clean, regap or replace plugs.</li> </ol>
Engine starts hard, runs rough.	<ol style="list-style-type: none"> <li>1. Air cleaner plugged or damaged.</li> <li>2. Defective spark plugs.</li> <li>3. Fuel pressure incorrect.</li> <li>4. Insufficient fuel supply.</li> <li>5. Fuel system set to wrong fuel type.</li> </ol>	<ol style="list-style-type: none"> <li>1. Clean or replace as needed.</li> <li>2. Clean, regap or replace plugs.</li> <li>3. Confirm fuel pressure to regulator is as recommended in SPECIFICATIONS.*</li> <li>4. Confirm fuel pressure to regualtor is as recommended in SPECIFICATIONS.*</li> <li>5. Reconfigure the fuel system. (See RECONFIGURING THE FUEL SYSTEM in manual.*</li> </ol>
Engine starts then shuts down.	<ol style="list-style-type: none"> <li>1. Engine oil level is low.</li> <li>2. Engine is overheated.</li> <li>3. Defective Low Oil Pressure Switch</li> <li>4. Defective Coolant Temperature Switch</li> <li>5. Defective Control Module circuit board.</li> <li>6. Coolant Level is Low.</li> <li>7. Defective Low Coolant Level Switch</li> </ol>	<ol style="list-style-type: none"> <li>1. Check oil and add oil as needed.</li> <li>2. Check cooling system for leaks.</li> <li>3. Replace switch.*</li> <li>4. Replace switch.*</li> <li>5. Replace board.*</li> <li>6. Repair leak - Add coolant.</li> <li>7. Replace Switch.*</li> </ol>
AUTO/OFF/MANUAL Switch at OFF, engine continues to run.	<ol style="list-style-type: none"> <li>1. Defective AUTO/OFF/MANUAL switch</li> <li>2. Defective Control Module circuit board</li> </ol>	<ol style="list-style-type: none"> <li>1. Replace board.*</li> <li>2. Replace board.*</li> </ol>
No AC output from generator.	<ol style="list-style-type: none"> <li>1. Main line circuit breaker is tripped/open.</li> <li>2. Generator internal failure.</li> <li>3. Thermal circuit breaker open.</li> </ol>	<ol style="list-style-type: none"> <li>1. Reset to ON/CLOSED.</li> <li>2. *</li> <li>3. Auto-reset - Wait 5 min. and attempt restart.</li> </ol>

**\*Contact the nearest Dealer for assistance.**

# United States Environmental Protection Agency Warranty Statement (Stationary Emergency Spark-Ignited Generators)

## Warranty Rights, Obligations and Coverage

The United States Environmental Protection Agency (EPA) and Generac Power Systems, Inc. (Generac) are pleased to explain the Emission Control System Warranty on your new stationary emergency engine. If during the warranty period, any emission control system or component on your engine is found defective in materials or workmanship, Generac will repair your engine at no cost to you for diagnosis, replacement parts and labor provided it be done by a Generac Authorized Warranty Service Facility. Your emission control system may include parts such as the fuel metering, ignition, and exhaust systems and other related emission related components listed below. Generac will warrant the emissions control systems on your 2009 and later model year engines provided there has been no abuse, neglect, unapproved modification, or improper maintenance of your engine. For engines less than 130 HP the warranty period is two years from the date of sale to the ultimate purchaser. For engines greater than or equal to 130 HP the warranty period is three years or 2500 hours of operation, whichever comes first, from the date of the engine being placed into service. For high-cost warranted components, the Emission Control System warranty is valid for 5 years or 3500 hours of operation, whichever comes first.

## Purchaser's/Owner's Warranty Responsibilities

As the engine purchaser/owner you are responsible for the following: 1) The engine must be installed and configured in accordance to Generac's installation specifications. 2) The completion of all maintenance requirements listed in your Owner's Manual. 3) Any engine setting adjustment must be done in accordance and consistent with the instructions in the Owner's Manual. 4) Any emission control system or component must be maintained and operated appropriately in order to ensure proper operation of the engine and control system to minimize emissions at all times.

Generac may deny any/or all Emission Control System Warranty coverage or responsibility of the engine, or an emission control system or component on your engine thereof, if it has failed due to abuse, neglect, unapproved modification or improper maintenance, or the use of counterfeit and/or "gray market" parts not made, supplied or approved by Generac. Warranty service can be arranged by contacting either your selling dealer or a Generac Authorized Warranty Service dealer, 1-800-333-1322 for the dealer nearest you. The purchaser/owner shall be responsible for any expenses or other charges incurred for service calls and/or transportation of the product to/from the inspection or repair facilities. The purchaser/owner shall be responsible for any and/or all damages or losses incurred while the engine is being transported/shipped for inspection or warranty repairs. Contact Generac Power Systems Inc. for additional Emission Control System Warranty related information, Generac Power Systems, Inc., PO. Box 8, Waukesha, WI 53187, or call 1-800-333-1322 or [www.generac.com](http://www.generac.com).

## Important Note

This warranty statement explains your rights and obligations under the Emission Control System Warranty, which is provided to you by Generac pursuant to federal law. Note that this warranty shall not apply to any incidental, consequential, or indirect damages caused by defects in materials or workmanship or any delay in repair or replacement of the defective part(s). This warranty is in place of all other warranties, expressed or implied. Specifically, Generac makes no other warranties as to the merchantability or fitness for a particular purpose. Any implied warranties which are allowed by law, shall be limited in duration to the terms of the express warranty provided herein. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

## Emission Related Parts Include the Following (if so equipped)

- |  |   |
|--|---|
| 1) Fuel Metering System  | 3) Ignition System Including A) Spark Plug, B) Ignition Module, C) Ignition Coil, D) Spark Plug Wires           |
| 1.1) Gasoline Carburetor Assembly and Internal Components<br>A) Fuel Filter, B) Carburetor, C) Fuel Pump   | 4) Exhaust System<br>A) Catalyst Assembly*, B) Exhaust Manifold, C) Muffler, D) Exhaust Pipe, E) Muffler Gasket |
| 1.2) Carburetion Assembly and Its Components<br>A) Fuel Controller, B) Carburetor and Its Gaskets, C) Mixer and Its Gaskets, D) Primary Gas Regulator, E) Liquid Vaporizer | 5) Crankcase Breather Assembly Including<br>A) Breather Connection Tube, B) PCV Valve                           |
| 1.3) Fuel Regulator  | 6) Oxygen Sensor  |
| 2) Air Induction System Including A) Intake Pipe/Manifold, B) Air Cleaner  | 7) Diagnostic Emission-Control System   |

\*High-Cost Warranted Component

# **United States Environmental Protection Agency Compliance Requirements (Stationary Emergency Spark-Ignited Generators)**

## **Purchaser's/Owner's Record Keeping Responsibilities**

The United States Environmental Protection Agency (EPA) and Generac Power Systems, Inc. (Generac) are pleased to explain your record keeping requirements for compliance with Subpart JJJJ- Standards of Performance for Stationary Spark Ignition Internal Combustion Engines as listed in the Electronic Code of Federal Regulations Title 40 Part 60. As the engine purchaser/owner who operates and maintains their certified emergency stationary engine and emission control system according to applicable emission related guidelines as specified in this Owner's Manual, you are required to meet the following notification and record keeping requirements to demonstrate compliance: 1) Maintain documentation that the engine is certified to meet emission standards. 2) Record keeping of maintenance conducted. 3) Record keeping of the provision allowing natural gas engines to operate using propane for a maximum of 100 hours per year as an alternate fuel solely during emergency operations provided the engine is not certified to operate on propane. 4) Meet all compliance notifications submitted to the purchaser/owner and maintain all supporting documentation. 5) Record keeping of hours of operation, including what classified the operation as emergency and how many hours are spent for non-emergency operation. For emergency engines greater than or equal to 130 HP, record keeping of hours of operation begins January 1, 2011. For emergency engines less than 130 HP, record keeping of hours of operation begins January 1, 2009; engines are equipped with non-resettable hour meters to facilitate record keeping.

Specific Air Quality Management or Air Pollution Control Districts may have different and additional record keeping/reporting requirements. Your permit to construct and/or operate the engine may be contingent upon compliance with those requirements. Check with your local Air Quality Management or Air Pollution Control District for specific requirements.

Emergency stationary internal combustion engines (ICE) may be operated for the purpose of maintenance checks and readiness testing, provided that the tests are recommended by Federal, State or local government, Generac, or the insurance company associated with the engine. Maintenance checks and readiness testing of such units is limited to 100 hours per year. There is no time limit on the use of emergency stationary ICE in emergency situations. The purchaser/owner may petition the Administrator for approval of additional hours to be used for maintenance checks and readiness testing, but a petition is not required if the owner maintains records indicating that Federal, State, or local standards require maintenance and testing of emergency ICE beyond 100 hours per year. Emergency stationary ICE may operate up to 50 hours per year in non-emergency situations, but those 50 hours are counted towards the 100 hours per year provided for maintenance and testing.

The 50 hours per year for non-emergency situations cannot be used for peak shaving or to generate income for a facility to supply power to an electric grid or otherwise supply power as part of a financial arrangement with another entity. For purchaser/owner of emergency engines, any operation other than emergency operation, maintenance and testing, and operation in non-emergency situations for 50 hours per year, as permitted in this section is prohibited.

If you operate and maintain your certified emergency stationary SI internal combustion engine and emissions control systems in accordance to the specifications and guidelines in this Owner's Manual, EPA will not require engine performance testing. If not, your engine will be considered non-certified and you must demonstrate compliance according to Subpart JJJJ - Standards of Performance for Stationary Spark Ignition Internal Combustion Engines as listed in the Electronic Code of Federal Regulations Title 40 Part 60.

## **Emission-Related Installation Instructions**

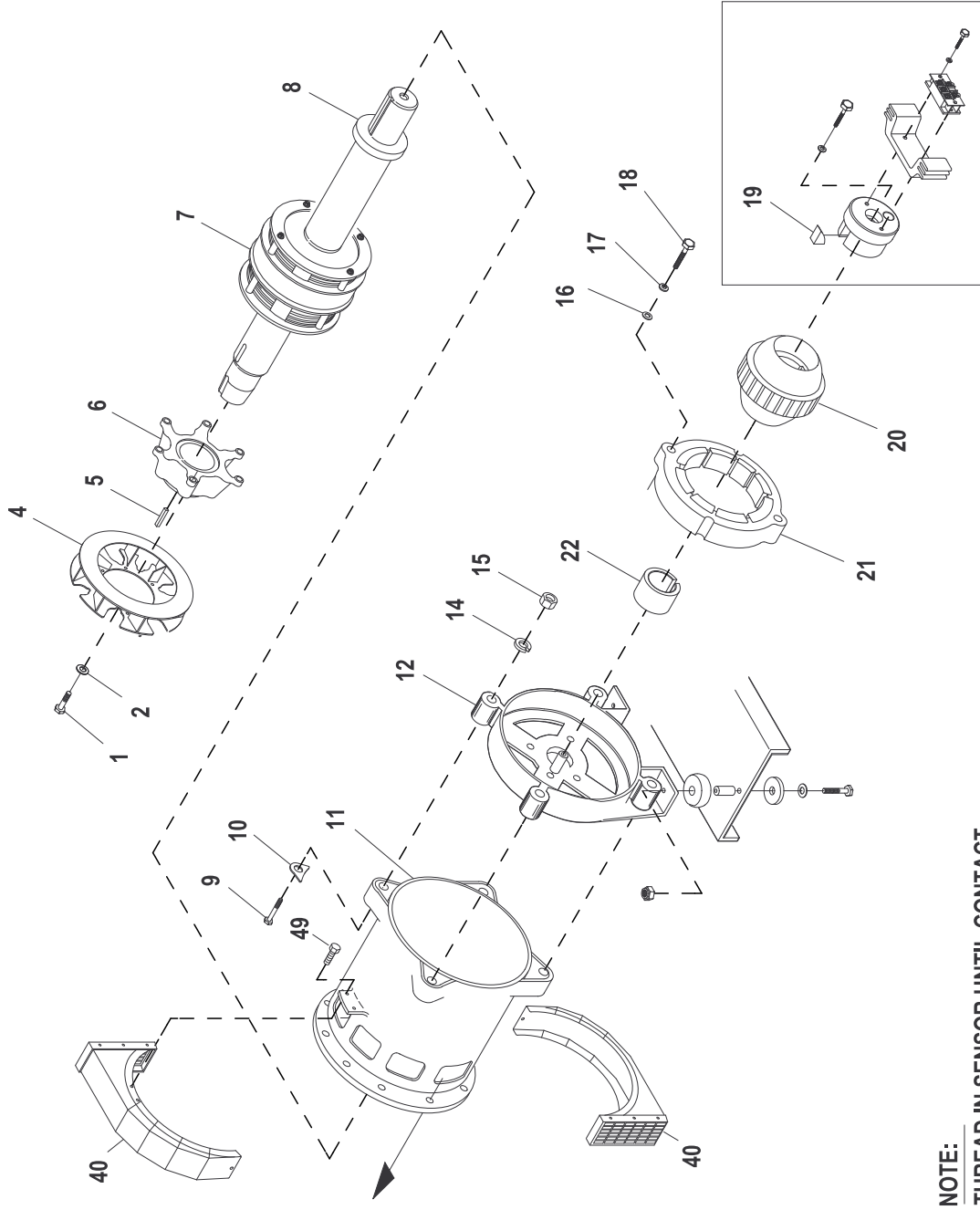
Your certified emergency stationary engine has pre-set emission control systems or components that require no adjustment. Inspection and replacement of an emissions related component is required to be done so in accordance with the requirements cited in the United States Environmental Protection Agency Warranty Statement or can be arranged by contacting either your selling dealer or a Generac Authorized Warranty Service dealer, 1-800-333-1322 for the dealer nearest you. Failing to follow these instructions when installing a certified engine in a piece of non-road equipment violates federal law 40 CFR 1068.105 (b), subject to fines or penalties as described in the Clean Air Act.



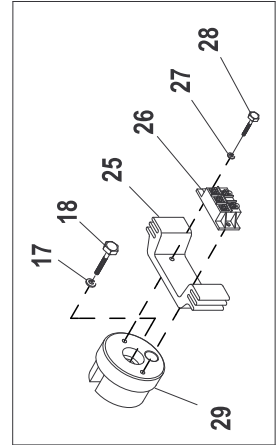
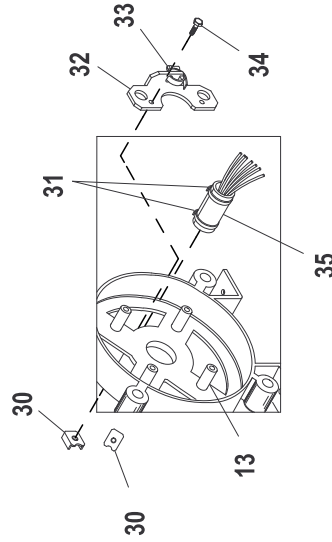
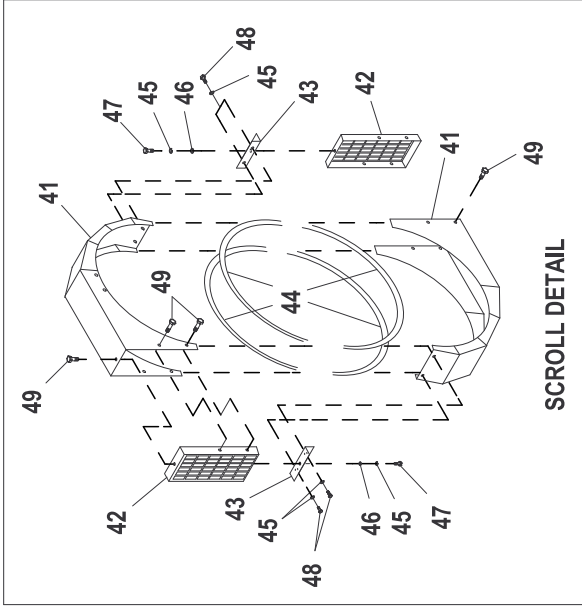


# GROUP A

**NOTE:**  
TORQUE ITEM #1 TO 24 FT/LB AND USE  
THREAD LOCKING COMPOUND (T-13717).



**NOTE:**  
THREAD IN SENSOR UNTIL CONTACT  
IS MADE WITH RING GEAR, THEN BACK OFF  
1/2 TO 3/4 TURN AND TIGHTEN NUT.  
**CAUTION:**  
DO NOT ROTATE ENGINE DURING THIS ADJUSTMENT.



**EXPLODED VIEW: EV ALTERNATOR CPL GB**

**DRAWING #: 0F3577**

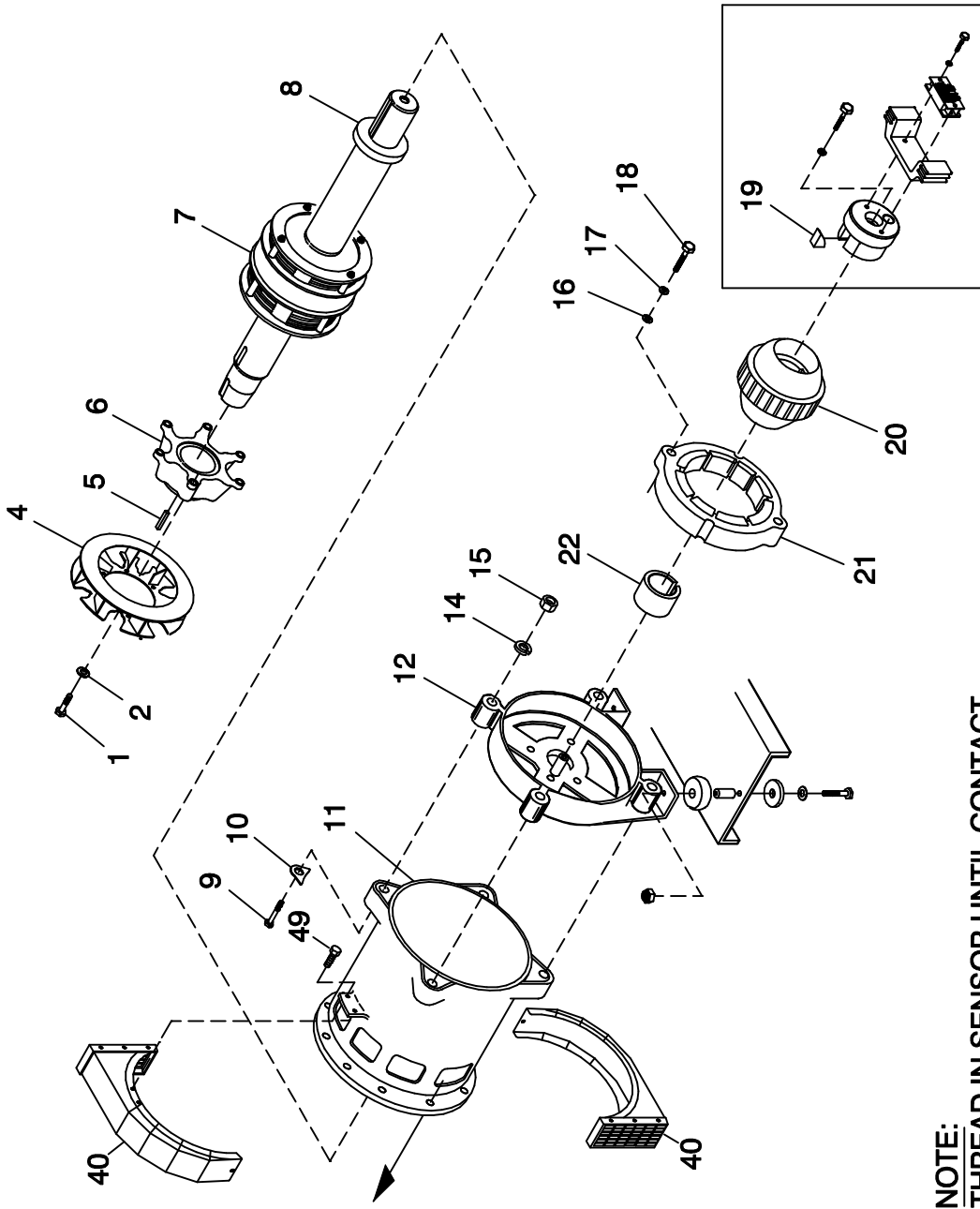
**GROUP A**

ITEM	PART#	QTY.	DESCRIPTION
1	055173	6	SCREW HHC M8-1.25 X 20 G10.9
2	022129	6	WASHER LOCK M8-5/16
4	0E2747A	1	FAN SAE ALTERNATOR (G/B)
5	0A3870	1	KEY SQ 3/8 X 1-9/16 STEEL
6	0A3009	1	HUB DRIVE 390 SAE GB
7	0F5564D	1	RTR 390 100KB3 GB SAE TECHUM
	0F5563D	1	RTR 390 130KB4 GB SAE TECHUM
	0A3881D	1	RTR 390 80GB BR BRLSS
	0A3881B	1	RTR 390 80GB 1P BRLSS
	0A3882B	1	RTR 390 100GB 1P BRLSS
	0A3883B	1	RTR 390 125GB 1P BRLSS
8 *	052624	1	BEARING BALL 6212 SEALED
9	0A5580	4	SCREW HHC M14-2.0 X 140 G8.8
10	0A1633	4	WASHER 390 SAE ALT.
11	0F7024J	1	STR-390-80LB3 SAE
	0F7351	1	STR 390 130 GB4 CPL
	0F7349	1	STR 390 80 AB3 CPL
	0F7348	1	STR 390 100 AB3 CPL
	0F7350	1	STR 390 130 AB4 CPL
	0F7024D	1	ASSY STR 390 80KB3 SAE
12	068113	1	CARRIER REAR BRG 15"
13	022392	2	PIN DOWEL 1/2 X 1-1/4
14	043123	4	WASHER LOCK M14
15	051779	4	NUT HEX M14-2.0 G8 YEL CHR
16	052259	2	WASHER FLAT M12
17	051769	3	WASHER LOCK M12
18	068406	3	SCREW HHC M12-1.75 X 60 G10.9
19	072878	1	KEY SQ 3/8 X 3-1/4 STEEL
20	087272	1	ASSY EXCITER 2.00" STK
21	068405C	1	EXITER FIELD 2" LG SPD CONN
22	092950	1	COLLAR SLIP FIT 390 MM
25	090063	1	BRIDGE SUPPORT DIODE 15"
26	090152	1	ASSY BRIDGE RECTIFIER
27	023365	3	WASHER SHAKEPROOF INT #8
28	033143	2	SCREW HHM #8-32 X 7/8
29	090064	1	CAP END ROTOR 390MM
30	083485	2	PLATE NUT
31	031980	2	TIE WRAP UL 14.6 X .14 NATL
32	083401	1	BRACKET-STATOR WIRE
33	042561	1	CLAMP HOSE #36 1.88-2.7
34	033212	2	SCREW HHC 5/16-18 X 1-1/4 G5
35	083549	1	SLEEVE RUBBER
40	0A4089	1	ASSY SCROLL 390 SAE
KIT PARTS I/N'S: 41 THRU 49 (INCLUDED IN I/N 40)			
41	0A2491	2	SHROUD ALT SHEET METAL
42	0A2497	2	SCREEN SHROUD SAE
43	0A2496	2	BRKT TENSIONER SAE SCROLL
44	056326	8.4 FT.	TRIM VINYL BLACK 1/8 GP
45	022097	6	WASHER LOCK M6-1/4
46	022473	6	WASHER FLAT 1/4-M6 ZINC
47	045757	2	SCREW HHC M6-1.0 X 25 G8.8
48	047411	4	SCREW HHC M6-1.0 X 16 G8.8
49	0A2110	14	SCREW SWAGE 1/4-20 X 1/2 ZYC

\* ROTOR REPLACEMENT PART

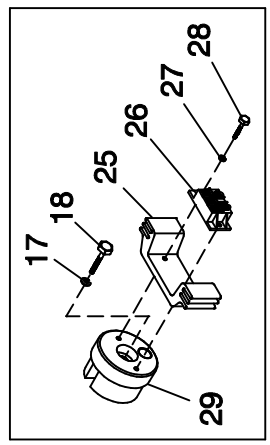
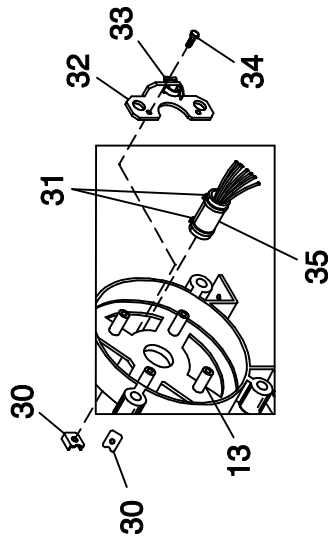
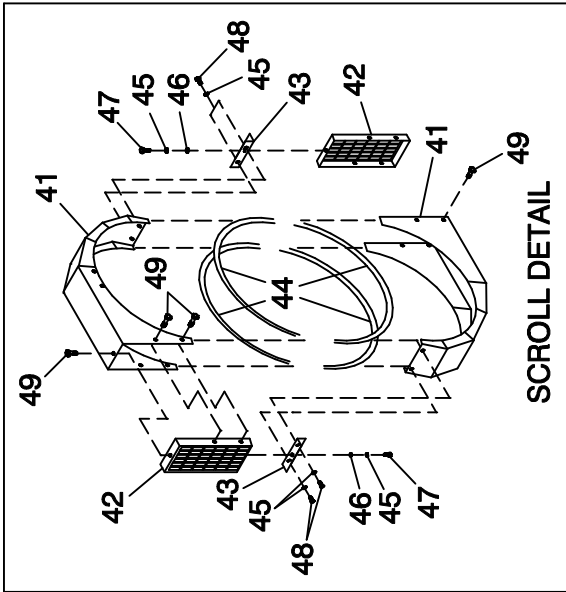
# GROUP A

**NOTE:**  
TORQUE ITEM #1 TO 24 FT/LB AND USE  
THREAD LOCKING COMPOUND (T-13717).



**NOTE:**  
THREAD IN SENSOR UNTIL CONTACT  
IS MADE WITH RING GEAR, THEN BACK OFF  
1/2 TO 3/4 TURN AND TIGHTEN NUT.

**CAUTION:**  
DO NOT ROTATE ENGINE DURING THIS ADJUSTMENT.



EXPLODED VIEW:  
ALTR 6.8L 100 & 130KW CPL BRUSHLESS G/B  
DRAWING #: 0F3577

## EXPLODED VIEW: ALTNTR 6.8L 100 &amp; 130KW CPL BRUSHLESS GEARBOX

DRAWING #: 0F3577

GROUP A

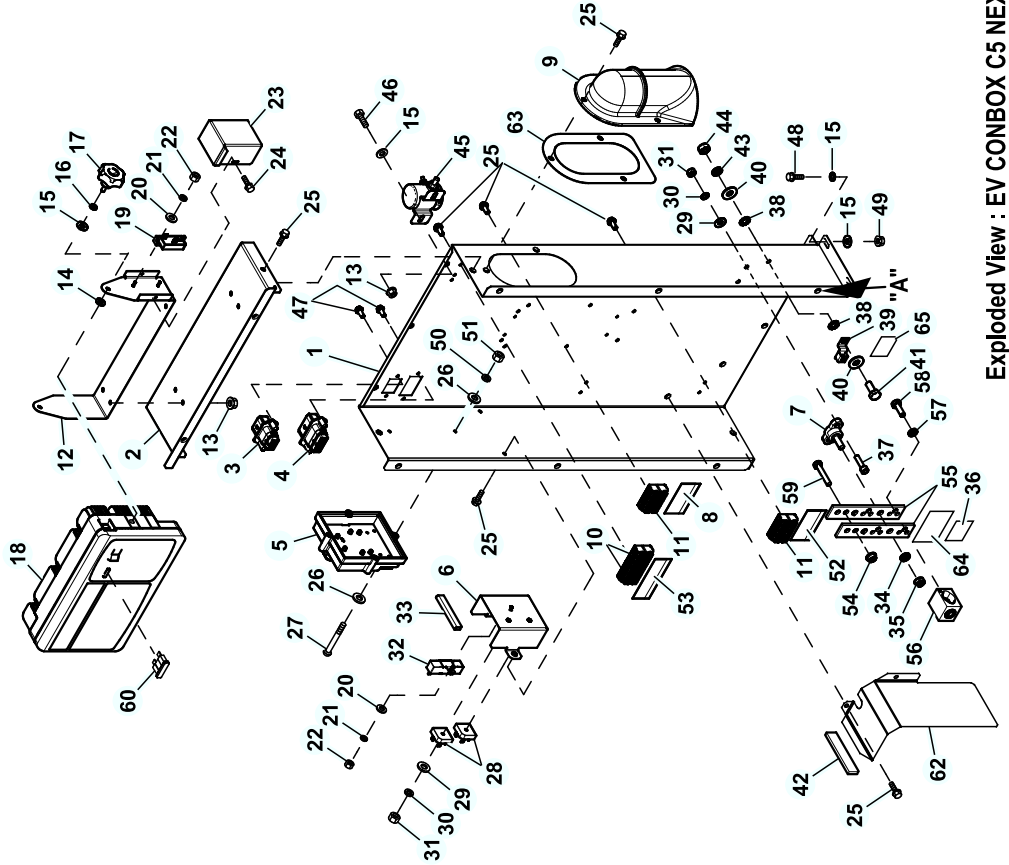
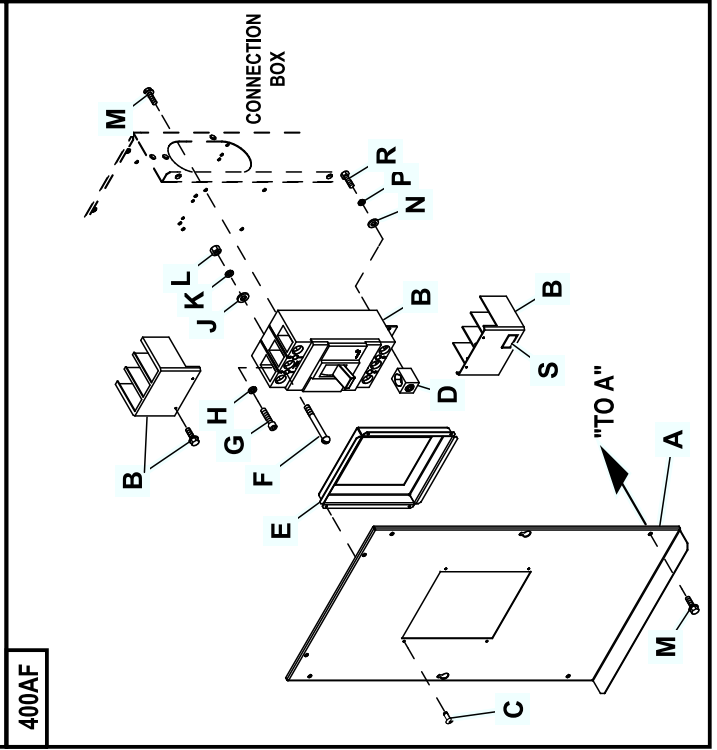
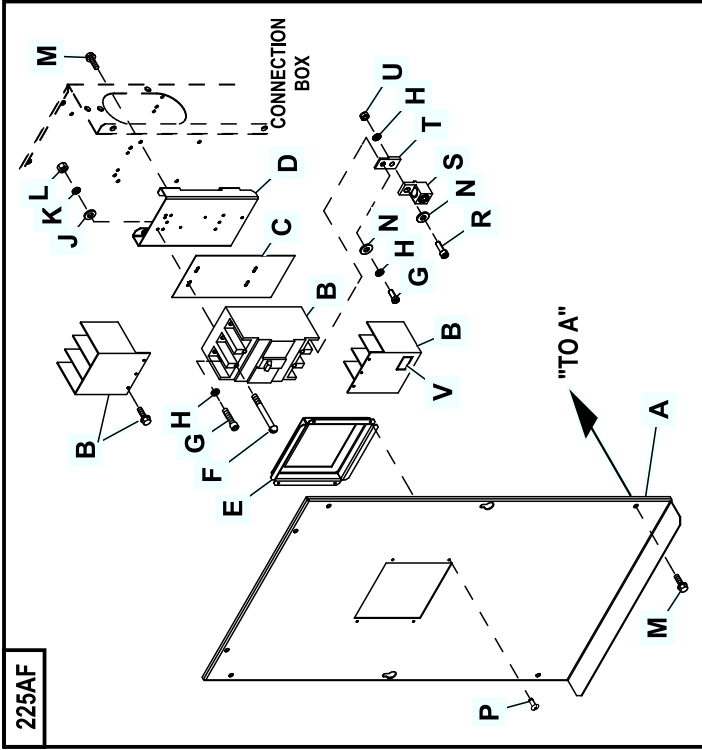
APPLICABLE TO:

ITEM	PART #	QTY.	DESCRIPTION
1	055173	6	SCREW HHC M8-1.25 X 20 G10.9
2	022129	6	WASHER LOCK M8-5/16
4	0E2747A	1	FAN SAE ALTERNATOR (G/B)
5	0A3870	1	KEY SQ 3/8 X 1-9/16 STEEL
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7	0F5564D	1	RTR 390 100KB3 GB SAE TECHUM
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	0A3881B	1	RTR 390 80GB 1P BRLSS
	0A3882B	1	RTR 390 100GB 1P BRLSS
	0A3883B	1	RTR 390 125GB 1P BRLSS
8 *	052624	1	BEARING BALL 6212 SEALED
9	0A5580	4	SCREW HHC M14-2.0 X 140 G8.8
10	0A1633	4	WASHER 390 SAE ALT.
11	0F7024J	1	STR-390-80LB3 SAE
	0F7351	1	STR 390 130 GB4 CPL
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27	023365	3	WASHER SHAKEPROOF INT #8
28	033143	2	SCREW HHM #8-32 X 7/8
29	090064	1	CAP END ROTOR 390MM
30	083485	2	PLATE NUT
31	031980	2	TIE WRAP UL 14.6 X .14 NATL
32	083401	1	BRACKET-STATOR WIRE
33	042561	1	CLAMP HOSE #36 1.88-2.7
34	033212	2	SCREW HHC 5/16-18 X 1-1/4 G5
35	083549	1	SLEEVE RUBBER
40	0A4089	1	ASSY SCROLL 390 SAE
	KIT PARTS		I/N'S: 41 THRU 49 (INCLUDED IN I/N 40)
41	0A2491	2	SHROUD ALT SHEET METAL
42	0A2497	2	SCREEN SHROUD SAE
43	0A2496	2	BRKT TENSIONER SAE SCROLL
44	056326	8.4 FT.	TRIM VINYL BLACK 1/8 GP
45	022307	6	WASHER LOCK M6-1/4
46	022473	6	WASHER FLAT 1/4-M6 ZINC
47	045757	2	SCREW HHC M6-1.0 X 25 G8.8
48	047411	4	SCREW HHC M6-1.0 X 16 G8.8
49	0A2110	14	SCREW SWAGE 1/4-20 X 1/2 ZYC

\* ROTOR REPLACEMENT PART

# GROUP A

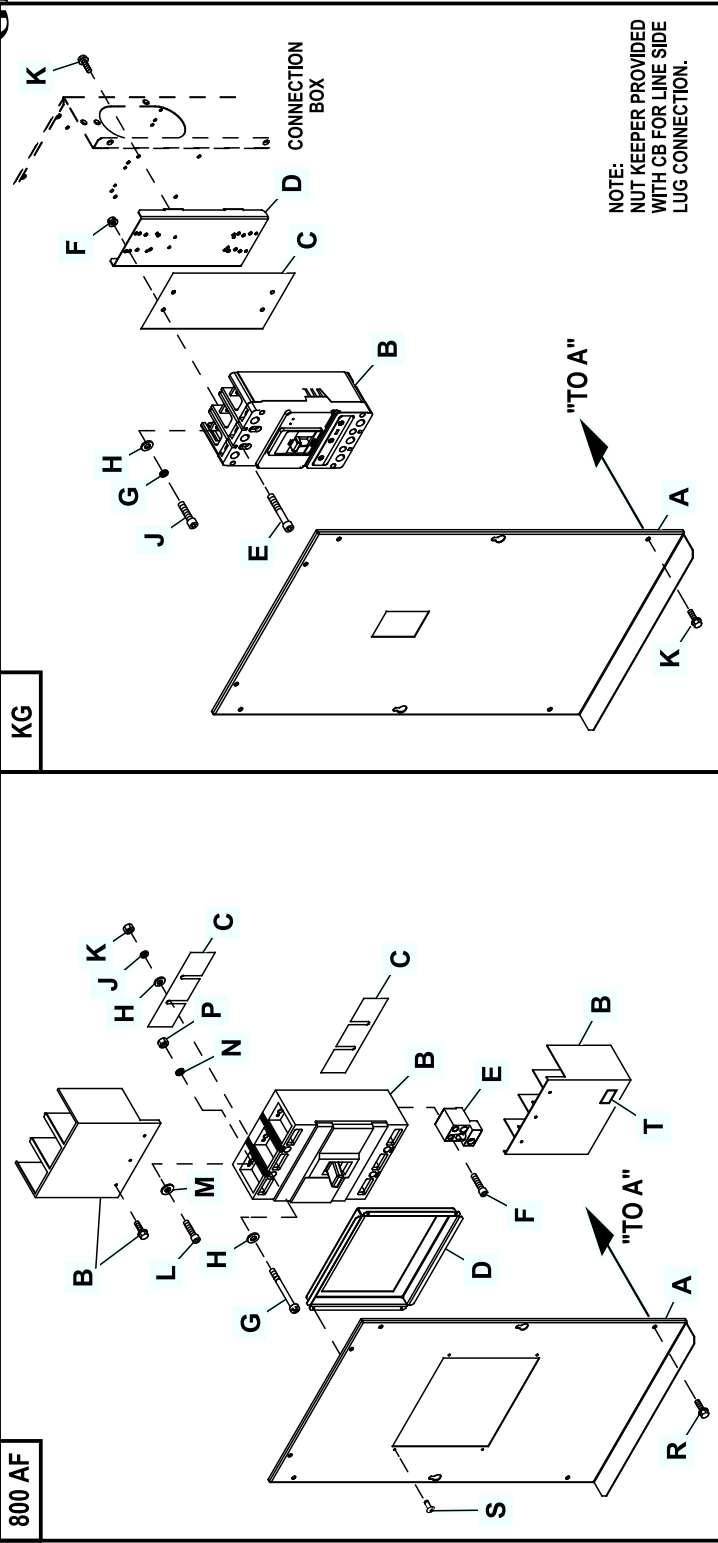
CS DPE BREAKER & FIELD BOOST RESISTOR SELECTION			
MODEL RATING	ITEM 19 RATING	ITEM 22 RATING	ITEM 32 PIN
80KW - 10	3A	054502	3A 0F5752C
100KW/130KW - 10	4.5A	048476	4.5A 0F5752B
100KW/130KW - 30	4.5A	048476	4.5A 0F5752B



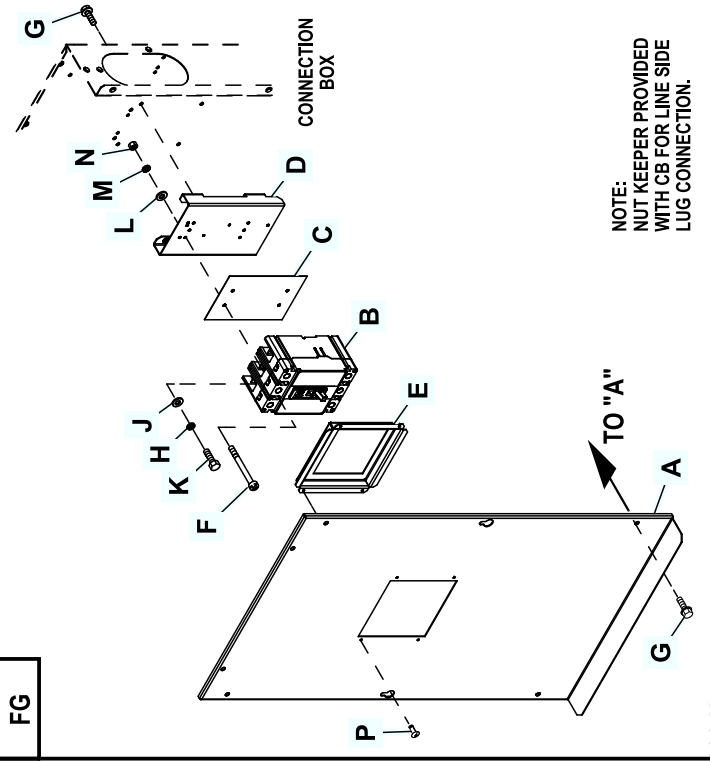
# GROUP A

800 AF

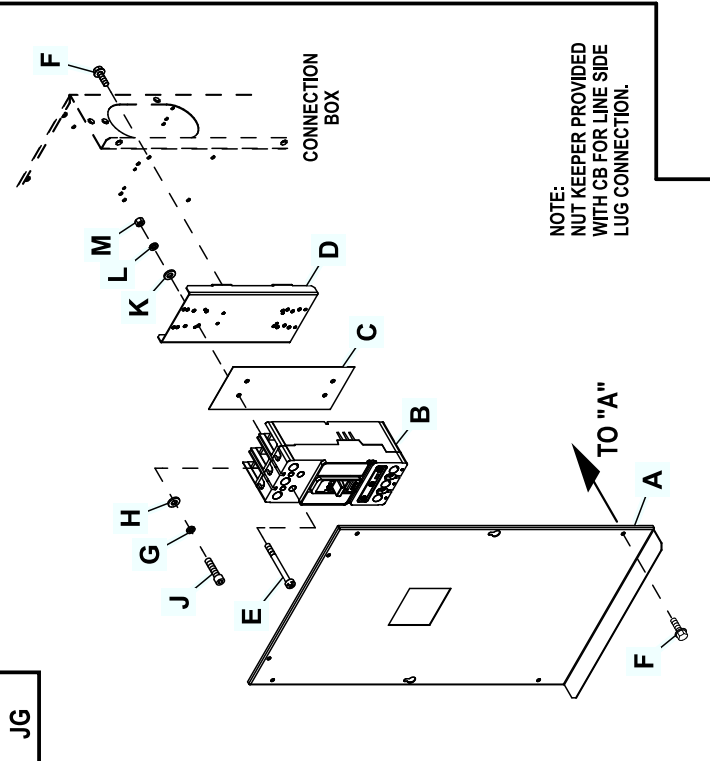
KG



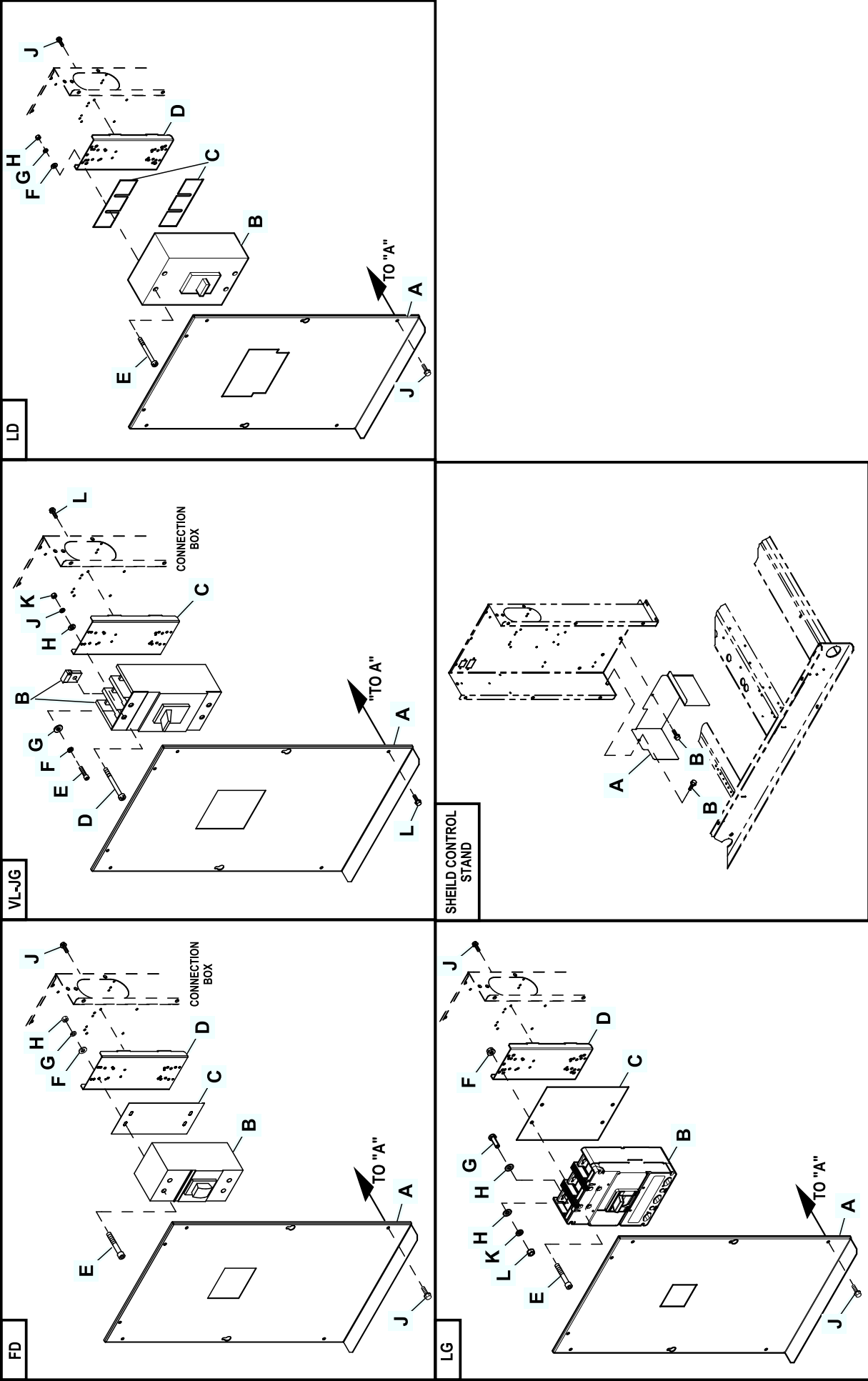
FG



JG



# GROUP A





## EXPLODED VIEW: EV CONBOX C5 NEXUS

DRAWING #: 0H9370

GROUP A

APPLICABLE TO:

ITEM	PART#	QTY.	DESCRIPTION
PAGE 1			
1	0H9221	1	BACK PANEL CONNBOX SUPPORT C5
2	0H6265	1	TOP PANEL CONNBOX SUPPORT C2
(1)3	0F5376S0AR	1	MX150L SLRRMNT 22-18 8P W/O GA
(1)4	0F5396S0AR	1	MX150L SLRRMNT 22-18 12P W/OGA
5	0H6169D	1	ASSY PROG 2010 IGN MOD 10CYL
	0H6169C	1	ASSY PROG 2010 IGN MOD 8 CYL
6	0H6267	1	COVER VOLTAGE SHIELD
7	057073	2	JUNCTION BLOCK 3/8-16
8	0J0489	1	DECAL CUSTOMER POWER CONNECT
9	0H6160	1	COVER WIRE ENTRY CONNBOX
(1)10	0D7393T	2	TERM BLOCK 3P UL 12-20AWG
(1)11	0D7393U	2	TERM BLOCK 4P UL 12-20AWG
(5)12	0H67330STOR	1	BRACKET GIMBAL CONTROL PNL
13	0D3700	6	NUT FLANGE M6-1.0 NYLOK
14	0A2115	2	WASHER NYLON .257
15	022473	12	WASHER FLAT 1/4-M6 ZINC
16	022097	2	WASHER LOCK M6-1/4
17	0H7115	2	KNOB M6-1.0 CONTROL PANEL
18	REF	1	ASSY CTRL PROGRAMMED
(3)19	--	1	SEE "C5 DPE BRKR & FIELD BOOST" CHART
20	052777	3	WASHER FLAT M3
21	043182	3	WASHER LOCK M3
22	051714	3	NUT HEX M3-0.5 G8 CLEAR ZINC
(5)23	0H81040ASOR	1	COVER DPE BREAKER NEXUS RAW
24	045764	2	SCREW HHTT M4-0.7 X 8 ZP
25	0C2454	10	SCREW HWHT M6-1 X 16 N WA Z/JS
26	023897	4	WASHER FLAT #10 ZINC
27	036943	2	SCREW PPHM #10-32 X 2
28	0D7177V	2	DIODE BRIDGE 1P 35A 1000V
29	051713	6	WASHER FLAT M5
30	049226	6	WASHER LOCK M5
31	051716	6	NUT HEX M5-0.8 G8 CLEAR ZINC
(3)32	--	1	SEE "C5 DPE BRKR & FIELD BOOST" CHART
33	056326	1	TRIM VINYL BLACK 1/8GP (63"LG)
34	022237	2	WASHER LOCK 3/8
35	022241	2	NUT HEX 3/8-16 STEEL
36	0H8006	1	DECAL CAUTION ELEC SHOCK SM
37	0D3580	4	SCREW SHC M5-0.8 X 20 C12.9
38	025507	2	WASHER LOCK EXT 7/16 STL
39	061383	1	LUG SLDLSS 3/0-#4 X 13/32 CU
40	022131	2	WASHER FLAT 3/8-M10 ZINC
41	049814	1	SCREW HHC M10-1.5 X 25 C8.8
42	029289	1	TAPE ELEC 1/2 FOAM
43	046526	1	WASHER LOCK M10
44	045772	1	NUT HEX M10-1.5 G8 YEL CHR
45	056739	1	RELAY SOLENOID 12VDC PNL MNT
46	042568	2	SCREW HHC M6-1.0 X 20 C8.8
47	0F5458	12	SCREW HHSP #10 X 3/8 HI-LOW
48	0D6029	4	SCREW HHTT M6-1.0 X 16 ZYC
49	052857	4	NUT TOP LOCK FL M6-1.0
50	022152	2	WASHER LOCK #10
51	022158	2	NUT HEX #10-32 STEEL
52	0H7292	1	DECAL CUSTOMER CONTROL CONNECT
53	0H7293	1	DECAL CONBOX TB1 CONNECTIONS
(2)54	067989	1	NUT HEX FL WHIZ M8-1.25
(2)55	0D5466	2	BUSBAR NEUTRAL BLOCK 390
(2)56	0A7822	1	LUG SLDLSS 600/250-1/0X1/4-28
(2)57	083896	2	WASHER LOCK 1/4-M6 SS
(2)58	045335	2	SCREW HHC 1/4-28 X 3/4 G5
(2)59	039287	1	SCREW HHC M8-1.25 X 45 C8.8
60	0D7178T	1	FUSE ATO TYPE 7.5AMP (BROWN)
61	0J1618	1	HARN EXCITATION NEXUS C3/C5 (NOT SHOWN)
62	0H97300STOR	1	SHIELD HIGH/LOW C5 RAW
63	0J3060	1	GASKET WIRE ENTRY COVER

## EXPLODED VIEW: EV CONBOX C5 NEXUS

DRAWING #: 0H9370

GROUP A

APPLICABLE TO:

ITEM	PART#	QTY.	DESCRIPTION
64	0A9457	1	DECAL NEUTRAL
65	067210A	1	DECAL GROUND LUG
UL CIRCUIT BREAKER (225AF)			
A	0J0662	1	COVER CB G 225AF C5
B	0F4149	1	CB 0150A 3P 480V G 225AF
	0F4150	1	CB 0175A 3P 480V G 225AF
C	0F8432	1	INSUL CB 225AF
D	0H7311	1	STANDOFF CB BOX CONBOX
E	0F4186	1	COVER CB DISH 3P G 225AF
F	053640	4	SCREW RHM #8-32 X 3-1/4
G	049897	6	SCREW SHC M8-1.25 X 20 G8
H	022129	9	WASHER LOCK M8-5/16
J	038150	4	WASHER FLAT #8 ZINC
K	022264	4	WASHER LOCK #8-M4
L	022471	4	NUT HEX #8-32 STEEL
M	0C2454	12	SCREW HWHT M6-1 X 16 N WA Z/JS
N	022145	6	WASHER FLAT 5/16-M8 ZINC
P	036261	4	RIVET POP .125 X .275 SS
R	058306	3	SCREW SHC M8-1.25 X 25 C12.9
S	0F8451	3	LUG SLDLSS 300 MCM-6 AL/CU
T	0F8843	3	BUS BAR 200A LUG ADAPTOR
U	045771	3	NUT HEX M8-1.25 G8 CLEAR ZINC
V	0G3257	1	DECAL TERMINAL SHOCK HZD BI
UL CIRCUIT BREAKER (400AF)			
A	0H9220	1	COVER CB G 400AF C5
B	0F4153	1	CB 0250A 3P 480V G 400AF
C	036261	4	RIVET POP .125 X .275 SS
(4)D	0A7822	2/3	LUG SLDLSS 600/250-1/0X1/4-28
E	0H9270	1	COVER CB DISH G 400AF C5
F	042419	4	SCREW RHM 10-32 X 4
(4)G	052647	2/3	SCREW SHC M10-1.5 X 25 C12.9
(4)H	046526	2/3	WASHER LOCK M10
J	023897	4	WASHER FLAT #10 ZINC
K	022152	4	WASHER LOCK #10
L	022158	4	NUT HEX #10-32 STEEL
M	0C2454	8	SCREW HWHT M6-1 X 16 N WA Z/JS
(4)N	022473	4/6	WASHER FLAT 1/4-M6 ZINC
(4)P	022097	4/6	WASHER LOCK M6-1/4
(4)R	023334	4/6	SCREW HHC 1/4-28 X 1/2 G5
S	0G3257	1	DECAL TERMINAL SHOCK HZD BI

## PAGE 2

UL CIRCUIT BREAKER (800AF)			
A	0H9271	1	COVER CB G 800AF C5
B	0F8185	1	CB 0630A 2P 480V G 800AF
	0F8189	1	CB 0630A 3P 480V G 800AF
C	0F8433	2	INSUL CB 800AF
D	0H9272	1	COVER CB DISH G 800AF C5
(4)E	0F9721	2/3	LUG SLDLSS 3/0-400X3 MCM AL/CU
(4)F	0D2157	4/6	SCREW SHC M6-1.0 X 50 C8.8
G	069232	4	SCREW RHM #10-32 X 3-3/4
H	023897	8	WASHER FLAT #10 ZINC
J	022152	4	WASHER LOCK #10
K	022158	4	NUT HEX #10-32 STEEL
(4)L	052647	2/3	SCREW SHC M10-1.5 X 25 C12.9
(4)M	022131	2/3	WASHER FLAT 3/8-M10 ZINC
(4)N	022237	2/3	WASHER LOCK 3/8
(4)P	045772	2/3	NUT HEX M10-1.5 G8 YEL CHR
R	0C2454	8	SCREW HWHT M6-1 X 16 N WA Z/JS
S	036261	4	RIVET POP .125 X .275 SS
T	0G3257	1	DECAL TERMINAL SHOCK HZD BI

**EXPLODED VIEW: EV CONBOX C5 NEXUS**

**DRAWING #: 0H9370**

**GROUP A**

**APPLICABLE TO:**

ITEM	PART#	QTY.	DESCRIPTION
UL CIRCUIT BREAKER (KG)			
A	0H9375	1	COVER CB 3P E KG C5
B	0H5582	1	CB 0300 3P 600V E KG LL
C	0H5581A	1	INSULATOR CB E 3P KG
D	0H6734	1	STANDOFF CB MOUNT CONBOX
E	0D2157	4	SCREW SHC M6-1.0 X 50 C8.8
F	0D3700	4	NUT FLANGE M6-1.0 NYLOK
G	022129	3	WASHER LOCK M8-5/16
H	022145	3	WASHER FLAT 5/16-M8 ZINC
J	049821	3	SCREW SHC M8-1.25 X 30 C12.9
K	0C2454	12	SCREW HWHT M6-1 X 16 N WA Z/JS
UL CIRCUIT BREAKER (FG)			
A	0H9373	1	COVER CB 3P E FG C5
B	0H5486	1	CB 0060 3P 600V E FG LL
C	0H4698A	1	INSULATOR CB 3P E TYPE CC/FG
D	0H7311	1	STANDOFF CB BOX CONBOX
E	0H7434	1	COVER CB DISH 3P E FG
F	0H5721	4	SCREW PPHM #8-32 X 1-3/4 ZINC
G	0C2454	12	SCREW HWHT M6-1 X 16 N WA Z/JS
H	049226	3	WASHER LOCK M5
J	023897	3	WASHER FLAT #10 ZINC
K	052619	3	SCREW HHC M5-0.8 X 20 G8.8
L	038150	4	WASHER FLAT #8 ZINC
M	022264	4	WASHER LOCK #8-M4
N	022471	4	NUT HEX #8-32 STEEL
P	036261	4	RIVET POP .125 X .275 SS
UL CIRCUIT BREAKER (JG)			
A	0H9374	1	COVER CB 3P E JG C5
B	0H5580	1	CB 0250 3P 600V E JG LL
C	0H5576A	1	INSULATOR CB E 3P JG
D	0H6734	1	STANDOFF CB MOUNT CONBOX
E	022770	4	SCREW RHM 1/4-20 X 3
F	0C2454	12	SCREW HWHT M6-1 X 16 N WA Z/JS
G	022129	3	WASHER LOCK M8-5/16
H	022145	3	WASHER FLAT 5/16-M8 ZINC
J	049897	3	SCREW SHC M8-1.25 X 20 G8
K	022473	4	WASHER FLAT 1/4-M6 ZINC
L	022097	4	WASHER LOCK M6-1/4
M	022127	4	NUT HEX 1/4-20 STEEL

**PAGE 3**

UL CIRCUIT BREAKER (FD)			
A	0H9372	1	COVER CB 3P S FD6 C5
B	0D5572	1	CB 0150A 3P 600V S FD6 LL
C	0F0199	1	INSULATOR CB FD FRAME 30MIL
D	0H6734	1	STANDOFF CB MOUNT CONBOX
E	081320	4	SCREW SHC 1/4-20 X 4.5 G8.8 NZ
F	022473	4	WASHER FLAT 1/4-M6 ZINC
G	022097	4	WASHER LOCK M6-1/4
H	022127	4	NUT HEX 1/4-20 STEEL
J	0C2454	12	SCREW HWHT M6-1 X 16 N WA Z/JS
UL CIRCUIT BREAKER (VL-JG)			
A	0H9376	1	COVER CB 3P S VL C5
B	0H7519	1	CB 0300A 3P 600V S JG-VL LL
C	0H6734	1	STANDOFF CB MOUNT CONBOX
D	042419	4	SCREW RHM 10-32 X 4
E	040976	3	SCREW SHC M8-1.25 X 20 C12.9
F	022129	3	WASHER LOCK M8-5/16
G	022145	3	WASHER FLAT 5/16-M8 ZINC
H	023897	4	WASHER FLAT #10 ZINC
J	022152	4	WASHER LOCK #10
K	022158	4	NUT HEX #10-32 STEEL
L	0C2454	12	SCREW HWHT M6-1 X 16 N WA Z/JS

**EXPLODED VIEW: EV CONBOX C5 NEXUS**

**DRAWING #: 0H9370**

**GROUP A**

**APPLICABLE TO:**

<b>ITEM</b>	<b>PART#</b>	<b>QTY.</b>	<b>DESCRIPTION</b>
UL CIRCUIT BREAKER (LD)			
A	0J2468	1	COVER CB 2P S LD6 C5
B	0D5580	1	CB 0500A 3P 600V S LD6
C	0F2353	2	INSUL CIRCUIT BREAKER JD/LD
D	0H6734	1	STANDOFF CB MOUNT CONBOX
E	022770	4	SCREW RHM 1/4-20 X 3
F	022473	4	WASHER FLAT 1/4-M6 ZINC
G	022097	4	WASHER LOCK M6-1/4
H	022127	4	NUT HEX 1/4-20 STEEL
J	0C2454	12	SCREW HWHT M6-1 X 16 N WA Z/JS
UL CIRCUIT BREAKER (LG)			
A	0J2405	1	COVER CB 2P E LG C5
B	0H5674	1	CB 0500A 3P 600V E LG LL
C	0H5672A	1	INSULATOR CB E 3P LG
D	0H6734	1	STANDOFF CB MOUNT CONBOX
E	0D2157	4	SCREW SHC M6-1.0 X 50 C8.8
F	0D3700	4	NUT FLANGE M6-1.0 NYLOK
G	043107	3	SCREW HHC M8-1.25 X 25 C8.8
H	022145	6	WASHER FLAT 5/16-M8 ZINC
J	0C2454	12	SCREW HWHT M6-1 X 16 N WA Z/JS
K	022129	3	WASHER LOCK M8-5/16
L	045771	3	NUT HEX M8-1.25 G8 CLEAR ZINC
SHIELD CONTROL STAND			
A	0H9612	1	SHIELD WIRING CHUTE 150KW
	0J0036	1	SHIELD WIRING CHUTE 100/130 C5
	0J0037	1	SHIELD WIRING CHUTE 80KW C5
B	0C2454	2	SCREW HWHT M6-1 X 16 N WA Z/JS

(1)ITEMS INCLUDED WITH HARNESS P/N 0J0372

(2)ITEMS INCLUDED WITH NEUTRAL BLOCK P/N 0D5464B

(3)SEE "C5 DPE BREAKER & FIELD BOOST RESISTOR SELECTION" TABLE

(4)QTY. REQ'D. FOR 2 POLE BREAKER/QTY. REQ'D. FOR 3 POLE BREAKER

(5) SHEET METAL PARTS LISTED IN THE BOM TABLE ARE REPRESENTING GENERIC PARTS (NO COLOR)

- MANUFACTURING: FOR CORRECT MATERIAL AND COLOR REFER TO AS400 BOM.
- CUSTOMER: WHEN ORDERING REPLACEMENT PARTS ENTER BASE NUMBER (FIRST 6 DIGITS ONLY) IN THE SYSTEM FOR CORRECT MATERIAL AND COLOR (FOR REFERENCE SEE GUIDELINE 0H7169).

**EXPLODED VIEW: EV CONBOX C5 NEXUS**

**DRAWING #: 0H9370**

**APPLICABLE TO:**

**GROUP A**

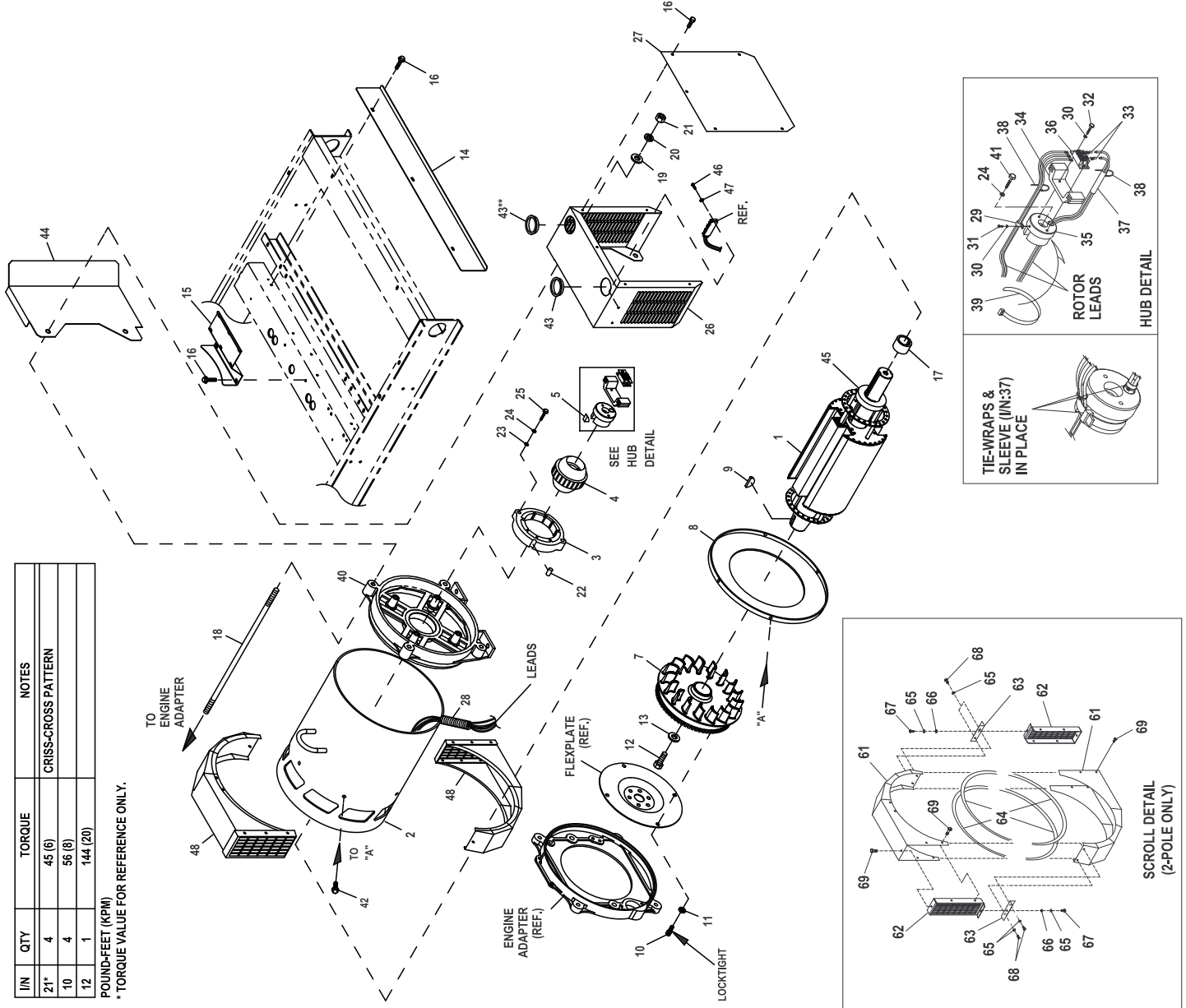
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# GROUP A

I/IN	QTY	TORQUE	NOTES
21*	4	45 (6)	CRISS-CROSS PATTERN
10	4	56 (8)	
12	1	144 (20)	

POUND-FEET (KPM)

\* TORQUE VALUE FOR REFERENCE ONLY.



# EXPLODED VIEW: EV CPL ALTERNATOR BRUSHLESS

DRAWING #: 0J0203

GROUP A

APPLICABLE TO:

ITEM	PART#	QTY.	DESCRIPTION
1	0F9952	1	ASSY ROTOR 2390 80KB3 CPL
	0F2984	1	ASSY ROTOR 390 2P 150K BRSHLS
2	0F9949	1	ASSY STATOR 80KW 1PH 2P BRSHLS
	0F2985	1	ASSY STATOR 390 2P 150K BRSHLS UL
	0F9950	1	STATOR 2390 80 GB3 CPL
	0F9951	1	STATOR 2390 80 KB3 CPL
	0G6319	1	STR 2390 80 JB3 CPL
	0F6184	1	ASSY STR 390 150KW 2P 3PH 208V
	0F6212	1	ASSY STR 150KW 1PH 2P BRSHLS
	0G2023	1	ASSY STR 390 150KW 2P 3PH 240V
3	068405C	1	EXITER FIELD 2" LG SPD CONN
4	0F3013	1	ASSY EXCITER 2.0" STACK 2P
5	072878	1	KEY SQ 3/8 X 3-1/4 STEEL
6	0C9708	REF	HYPOT TEST PROCEDURE (NOT SHOWN)
7	0F3726B	1	ASSY FLYWHEEL CPL
8	0F2689	1	RING PRESSURE 390 STATOR CAN
9	023454	1	KEY WOODRUFF #E
10	059980	4	SCREW HHC M10-1.5 X 25 C10.9
11	046526	4	WASHER LOCK M10
12	0A2601	1	SCREW HHC M16-2.0 X 45 G8.8
13	072879	1	SPACER .69 X 2.75 X .37 ST/ZNC
14	0F7029	1	SHROUD LOWER ALTERNATOR EXCITR
(2)15	0J232100STOR	1	SHIELD CENTER ALT EXCITER
16	0C2454	9	SCREW THF M6-1 X 16 N WA ZJS
17	092950	1	COLLAR SLIP FIT 390 MM
18	04576100CF	4	STUD M14-2.0 X 760 G5 ZINC
19	052646	4	WASHER FLAT M14
20	043123	4	WASHER LOCK M14
21	051779	4	NUT HEX M14-2.0 G8 YEL CHR
22	022392	2	PIN DOWEL 1/2 X 1-1/4
23	052259	2	WASHER FLAT M12
24	051769	3	WASHER LOCK M12
25	0E7230	3	SCREW HHC M12-1.75 X 80 G10.9
26	0F9492	1	SHIELD ALT EXCITER 5.4/6.8 (1 PHASE)
27	0F2722	1	COVER EXCITER SHIELD
28	077043F	1	CONDUIT FLEX 1.25" ID
29	020151	1	CLAMP VINYL .312 X .203 Z
30	023365	3	WASHER SHAKEPROOF INT #8
31	033133	1	SCREW HHM #8-32 X 3/8
32	033143	2	SCREW HHM #8-32 X 7/8
33	086032	2	LUG RT-ANG #10/10-12
34	090063	1	BRIDGE SUPPORT DIODE 15"
35	090064	1	CAP END ROTOR 390MM
36	090152	1	ASSY BRIDGE RECTIFIER
37	022661L	1	SLEEVING UL #0.330 ID (3" LG)
38	028739A	2	TIE WRAP UL 3.9" X .10" BLK
39	085662D	1	TIE WRAP UL 17.7 X .35 BLK HT
40	068113	1	REAR BEARING CARRIER
41	068406	1	SCREW HHC M12-1.75 X 60 G10.9
42	0F7272	6	SCREW 1/4-20 X 5/8" TAPTITE SS
43	023484N	1	BUSHING SNAP SB-2.5-31
	023484N	2	BUSHING SNAP SB-2.5-31 (FOR 5.4/6.8 1 PHASE)
44	0F7030	1	SHROUD UPPER ALTERNATOR EXCITR
(1)45	052624	1	BEARING BALL 6212 SEALED
46	0C2428	2	SCREW PHTT #6-32 X 1/2 ZYC
47	022155	2	WASHER LOCK #6
48	0F3834	1	ASSY SCROLL 390 X 60MM CPL
KIT PARTS (I/N'S: 61 THRU 69)			
61	0F3846B	2	SHROUD ALT SHEET METAL CPL 2P
62	0F3892	2	SCREEN, 390 SAE ALT 60MM WIDE
63	0A2496A	2	BRACKET SAE SCROLL TENSIONER
64	056326	8.4 FT.	VINYL TRIM 1/8" GAP
65	022097	6	WASHER, SPLIT 1/4"-M6
66	022473	6	WASHER FLAT 1/4 ZINC
67	045757	2	SCREW HHC M6-1.0 x 25 LONG
68	047411	4	SCREW HHC M6-1.0 X 16 G8.8
69	0A2110	12	SCREW SWAGE 1/4-20 X 1/2 Z/YC

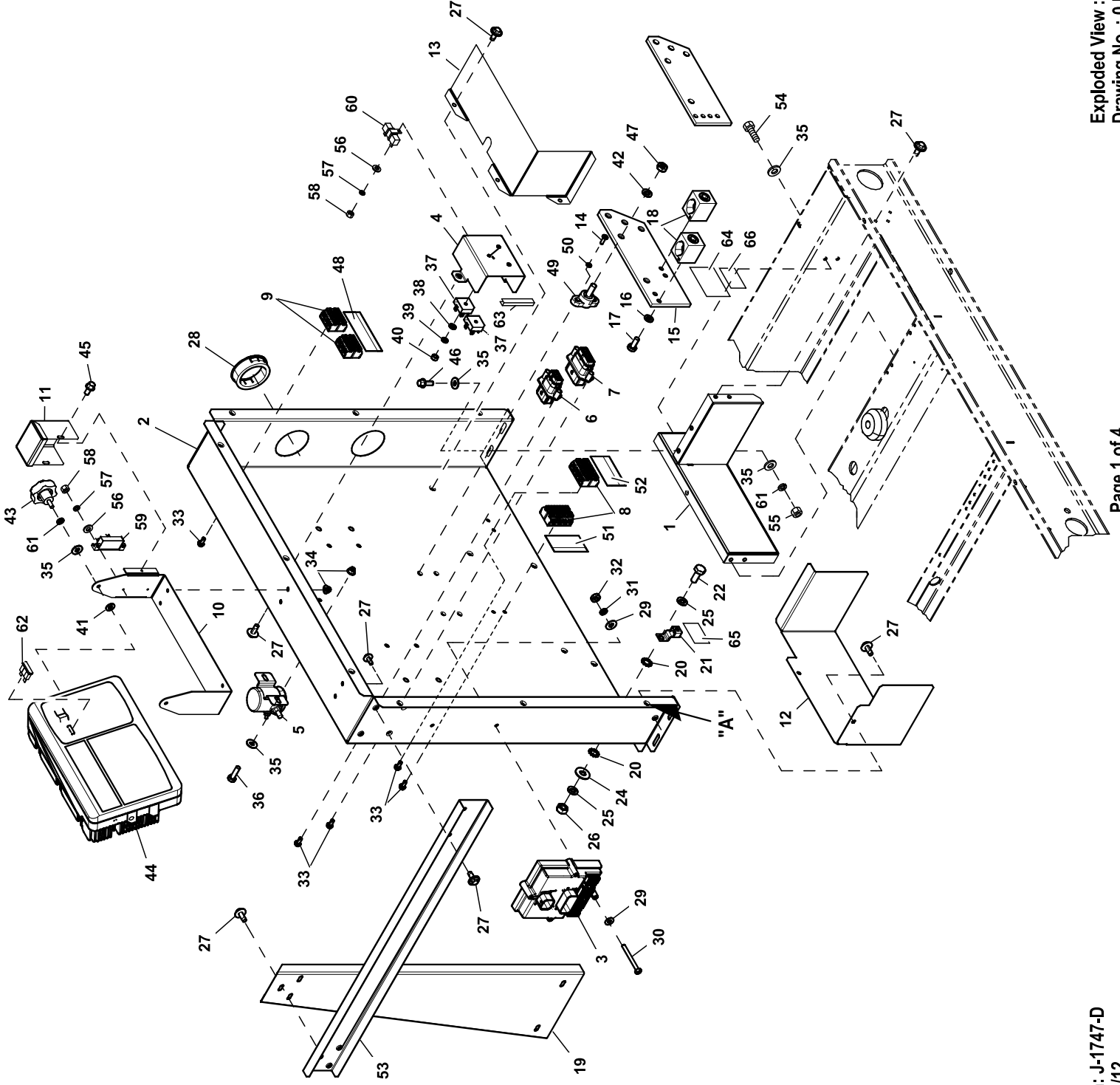
(1) ROTOR REPLACEMENT PARTS.

(2) SHEET METAL PARTS LISTED IN THE BOM TABLE ARE REPRESENTING GENERIC PARTS (NO COLOR).

- **MANUFACTURING:** FOR CORRECT MATERIAL AND COLOR REFER TO AS400 BOM.
- **CUSTOMER:** FOR CORRECT MATERIAL AND COLOR OF REPLACEMENT PARTS REFER TO "REPLACEMENT SHEET METAL PARTS ORDERING GUIDE-0H7169" INCLUDED IN THE MANUAL OR AVAILABLE ON THE GENERAC WEBSITE.

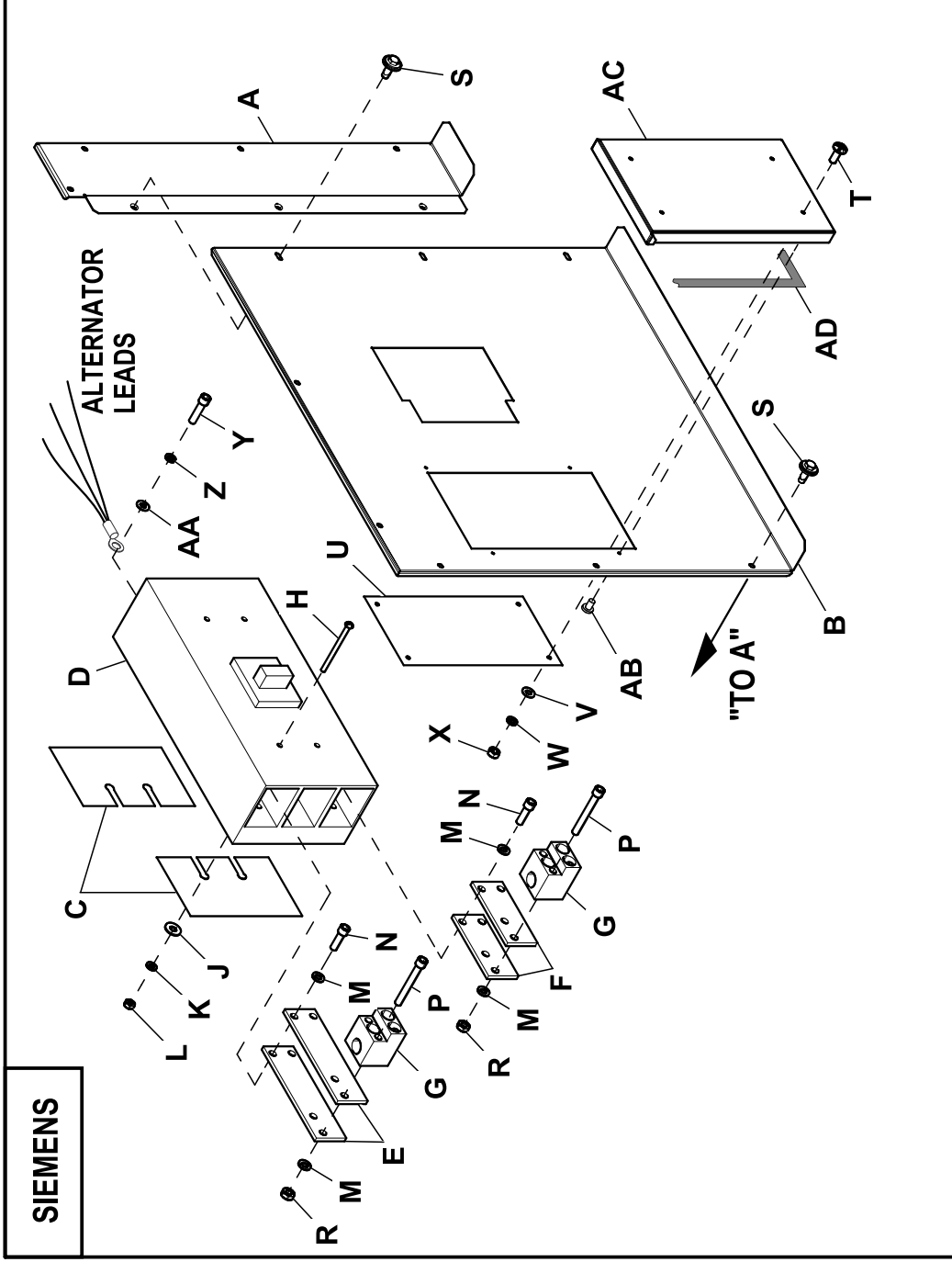
NOTE: 1 PHASE UNITS REQUIRE SEPERATION OF LEADS.

# GROUP A





# GROUP A



## EXPLODED VIEW: EV CONBOX 150KW 1PH C5 NEXUS

DRAWING #: 0J0304

GROUP A

APPLICABLE TO:

ITEM	PART#	QTY.	DESCRIPTION
1	0F6640	1	CHAN ASSY CB SUPPORT
2	0J0625	1	PANEL CB CONNECTION
3	0H6169D	1	ASSY PROG 2010 IGN MOD 10CYL
4	0H6267	1	COVER VOLTAGE SHIELD
5	056739	1	RELAY SOLENOID 12VDC PNL MNT
(1)6	0F5376S0AR	1	MX150L SLRRMNT 22-18 8P W/O GA
(1)7	0F5396S0AR	1	MX150L SLRRMNT 22-18 12P W/OGA
(1)8	0D7393U	2	TERM BLOCK 4P UL 12-20AWG
(1)9	0D7393T	2	TERM BLOCK 3P UL 12-20AWG
(3)10	0H67330STOR	1	BRACKET GIMBAL CONTROL PNL
(3)11	0H81040AS0R	1	COVER DPE BREAKER NEXUS
(3)12	0H96120STOR	1	CHUTE C5 RAW
(3)13	0J10070STOR	1	SHIELD HIGH/LOW C5
14	0C2265	4	SCREW PHTT M4-0.7 X 12 ZP
(2)15	0J0945	1	BUS BAR NEUTRAL BLOCK
(2)16	022097	4	WASHER LOCK M6-1/4
(2)17	0A8261	4	SCREW HHC 1/4-28 X 5/8 .625TH
(2)18	0A7822	2	LUG SLDLSS 600/250-1/0X1/4-28
19	0F8862	1	CHANNEL, SUPPORT
20	025507	2	WASHER LOCK EXT 7/16 STL
21	061383	1	LUG SLDLSS 3/0-#4 X 13/32 CU
22	049814	1	SCREW HHC M10-1.5 X 25 C8.8
23	0J1618	1	HARN EXCITATION NEXUS C3/C5 (NOT SHOWN)
24	022131	1	WASHER FLAT 3/8-M10 ZINC
25	046526	2	WASHER LOCK M10
26	045772	1	NUT HEX M10-1.5 G8 YEL CHR
27	0C2454	16	SCREW HWHT M6-1 X 16 N WA Z/JS
28	023484N	2	BUSHING SNAP SB-2.5-31
29	023897	4	WASHER FLAT #10 ZINC
30	036943	2	SCREW PPHM #10-32 X 2
31	022152	2	WASHER LOCK #10
32	022158	2	NUT HEX #10-32 STEEL
33	0F5458	12	SCREW HHSP #10 X 3/8 HI-LOW
34	0D3700	6	NUT FLANGE M6-1.0 NYLON
35	022473	18	WASHER FLAT 1/4-M6 ZINC
36	042568	2	SCREW HHC M6-1.0 X 20 C8.8
37	0D7177V	2	DIODE BRIDGE 1P 35A 1000V
38	051713	2	WASHER FLAT M5
39	049226	2	WASHER LOCK M5
40	051716	2	NUT HEX M5-0.8 G8 CLEAR ZINC
41	0A2115	2	WASHER NYLON .257
42	022237	2	WASHER LOCK 3/8
43	0H7115	2	KNOB M6-1.0 CONTROL PANEL
44	REF	1	ASSY CTRL PROGRAMMED
45	045764	2	SCREW HHTT M4-0.7 X 8 ZP
46	0D6029	6	SCREW HHTT M6-1.0 X 16 ZYC
47	022241	2	NUT HEX 3/8-16 STEEL
48	0H7293	1	DECAL CONBOX TB1 CONNECTIONS
49	057073	2	JUNCTION BLOCK 3/8-1
50	022264	4	WASHER LOCK #8-M4
51	0J0489	1	DECAL CUSTOMER POWER CONNECT
52	0H7292	1	DECAL CUSTOMER CONTROL CONNECT
53	0F8863	1	CHANNEL, BRACE
54	047411	4	SCREW HHC M6-1.0 X 16 C8.8
55	049813	4	NUT HEX M6-1.0 G8 CLEAR ZINC
56	052777	3	WASHER FLAT M3
57	043182	3	WASHER LOCK M3
58	051714	3	NUT HEX M3-0.5 G8 CLEAR ZINC
59	054502	1	CB 3A 1P ETA 46-500-P
60	0F5752C	1	RES WW 50R 5% 25W QK CONN
61	022097	6	WASHER LOCK M6-1/4
62	0D7178T	1	FUSE ATO TYPE 7.5AMP (BROWN)

**EXPLODED VIEW: EV CONBOX 150KW 1PH C5 NEXUS**

**DRAWING #: 0J0304**

**GROUP A**

**APPLICABLE TO:**

<b>ITEM</b>	<b>PART#</b>	<b>QTY.</b>	<b>DESCRIPTION</b>
63	056326	1	TRIM VINYL BLACK 1/8GP (3"LG)
64	0A9457	1	DECAL NEUTRAL
65	067210A	1	DECAL GROUND LUG
66	0H8006	1	DECAL CAUTION ELEC SHOCK SM
UL CIRCUIT BREAKER (SIEMENS)			
A	0J0624	1	COVER FIXED LMD CB
B	0J0622A	1	COVER SERVICE LMD CB W/BUMPOUT
C	0E2962	2	INSULATOR (NOMEX)
D	0D5582	1	CB 0700A 3P 600V S LMD6 LL
E	0F6507	2	BUS BAR 1/4X2 LMD L1
F	0F6507A	2	BUS BAR 1/4X2 LMD L1
G	0C4112B	2	LUG SIEMENS LMD/LD TA3K500
H	024196	4	SCREW RHM 1/4-20 X 3-1/2
J	022473	4	WASHER FLAT 1/4-M6 ZINC
K	022097	4	WASHER LOCK M6-1/4
L	022127	4	NUT HEX 1/4-20 STEEL
M	022237	8	WASHER LOCK 3/8
N	023645	4	SCREW SHC 3/8-16 X 1.25 G8.8 Z
P	0D6585	4	SCREW SHC 3/8-16 X 3.0 BLK OX
R	022241	4	NUT HEX 3/8-16 STEEL
S	0C2454	12	SCREW HWHT M6-1 X 16 N WA Z/JS
T	0C3990	4	SCREW PHTT M4-0.7 X 10 ZP
U	0F8926	1	INSUL CB COVER
V	043180	4	WASHER FLAT M4
W	022264	4	WASHER LOCK #8-M4
X	051715	4	NUT HEX M4-0.7 G8 YEL CHR
Y	043097	4	SCREW SHC 3/8-16 X 1 G8.8NZ
Z	022237	4	WASHER LOCK 3/8
AA	049451	4	WASHER FLAT .406ID X 1.62OD
AB	0F0710	4	RIVET POP .125 X 0.337 STEEL
(3)AC	0J0622BSTOR	1	COVER BUMP OUT SERVICE LMD CB
AD	066760	1	STRIP SEALANT 1/8 X 1 (36"LG)

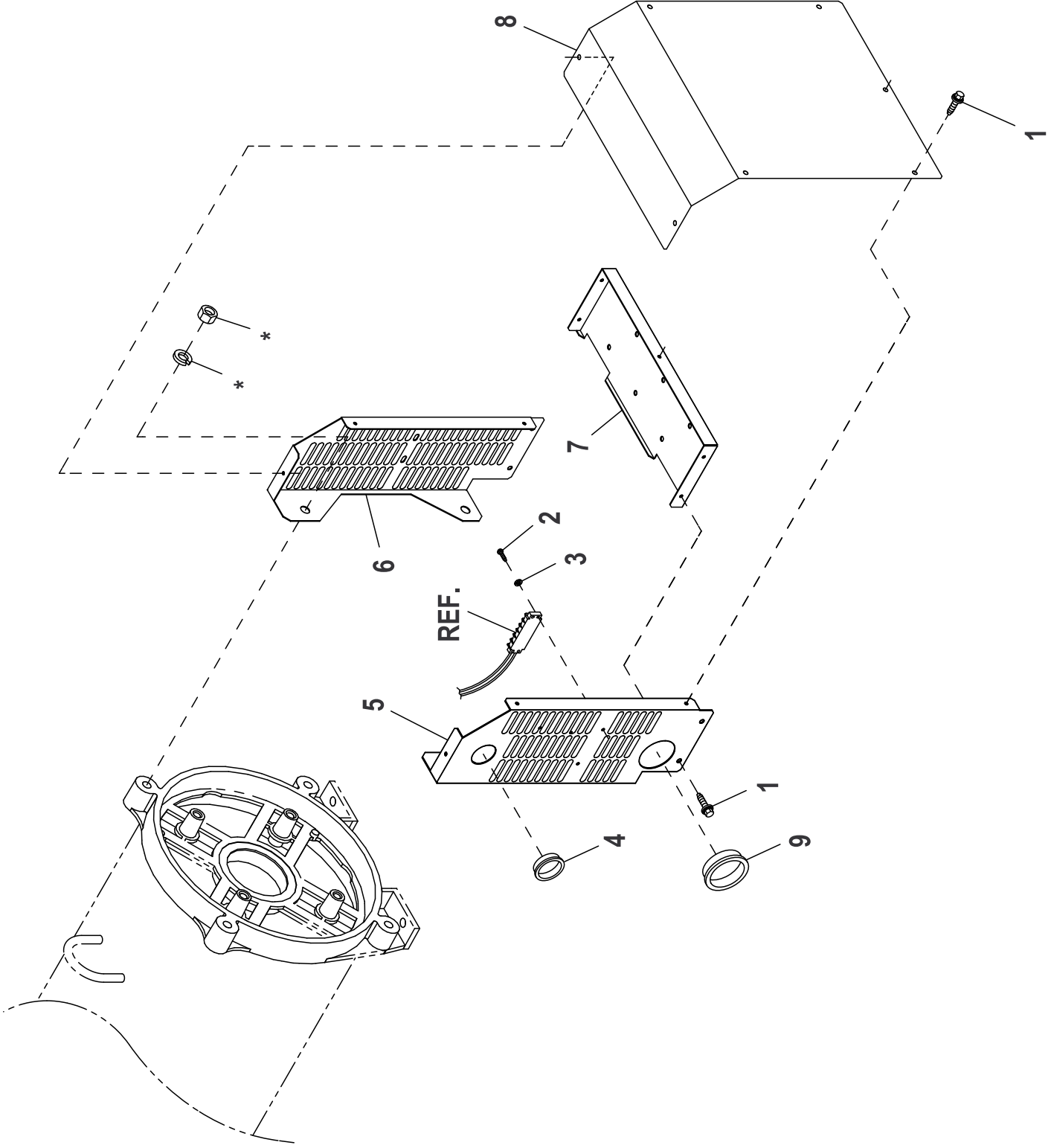
(1) ITEMS INCLUDED WITH HARNESS P/N 0J0632.

(2) ITEMS INCLUDED WITH NEUTRAL BLOCK P/N 0J0944.

(3) SHEET METAL PARTS LISTED IN THE BOM TABLE ARE REPRESENTING GENERIC PARTS (NO COLOR).

- **MANUFACTURING:** FOR CORRECT MATERIAL AND COLOR REFER TO AS400 BOM.
- **CUSTOMER:** FOR CORRECT MATERIAL AND COLOR OF REPLACEMENT PARTS REFER TO "REPLACEMENT SHEET METAL PARTS ORDERING GUIDE-0H7169" INCLUDED IN THE MANUAL OR AVAILABLE ON THE GENERAC WEBSITE.

# GROUP A



**EXPLODED VIEW: EV EXCITER SHIELDING**

**DRAWING #: 0J0659**

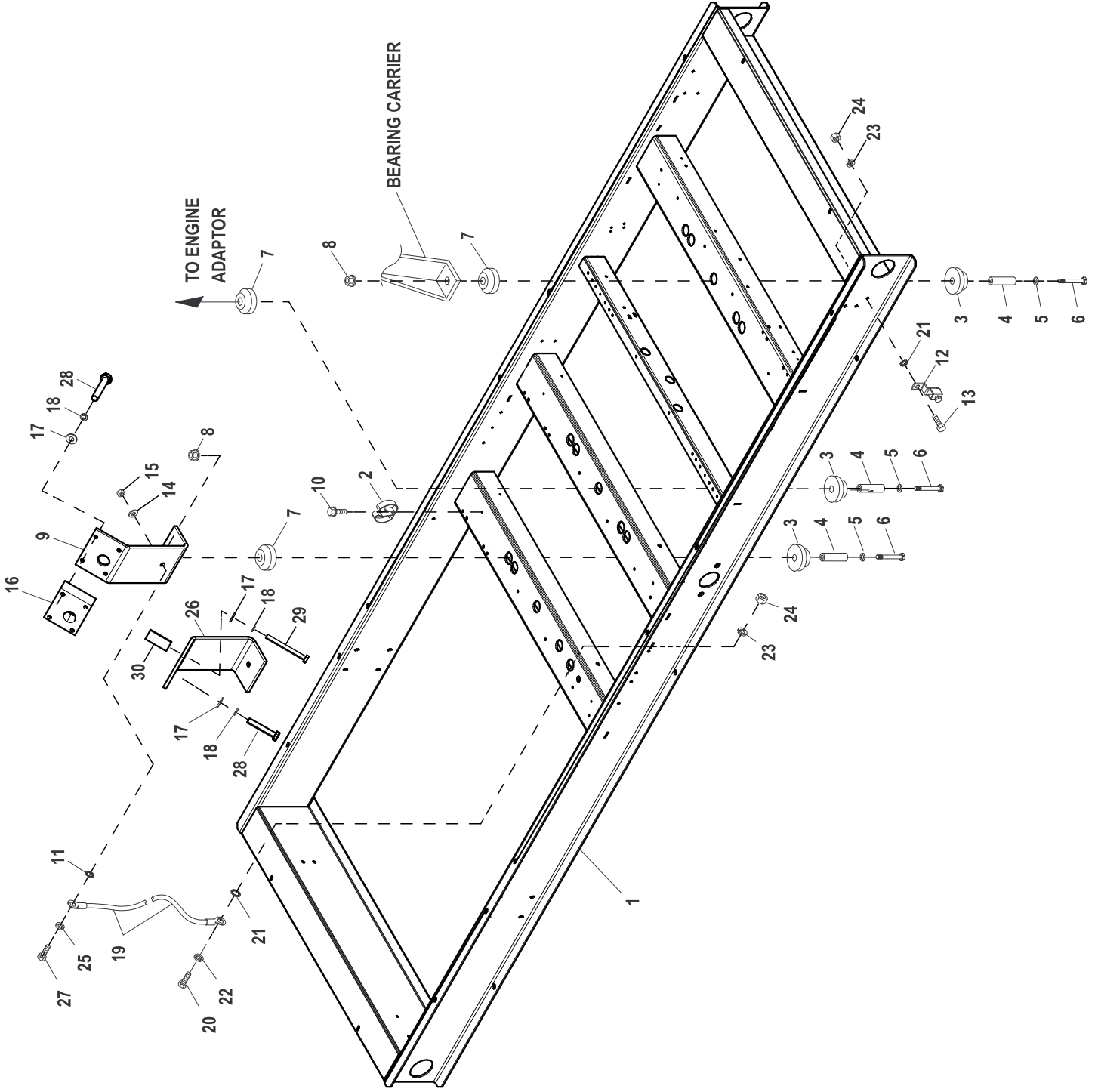
**GROUP A**

**APPLICABLE TO:**

ITEM	PART#	QTY.	DESCRIPTION
1	0C2454	11	SCREW THF M6-1 X 16 N WA Z/JS
2	0C2428	2	SCREW PHTT #6-32 X 1/2 ZYC
3	022155	2	WASHER LOCK #6
4	023484K	1	BUSHING SNAP SB-1750-22
5	0F3518	1	SIDE LH EXCITER SHIELD
6	0F3517	1	SIDE RH EXCITER SHIELD
7	0F3519	1	BOTTOM EXCITER SHIELD
8	0F3520	1	REAR COVER EXCITER SHLD
9	023484N	1	BUSHING SNAP SB-2.5-31

\* PARTS INCLUDED WITH ALTERNATOR.

# GROUP C



**EXPLODED VIEW: EV MTG BASE 6.8L 150KW CPL****DRAWING #: 0F2975****GROUP C**

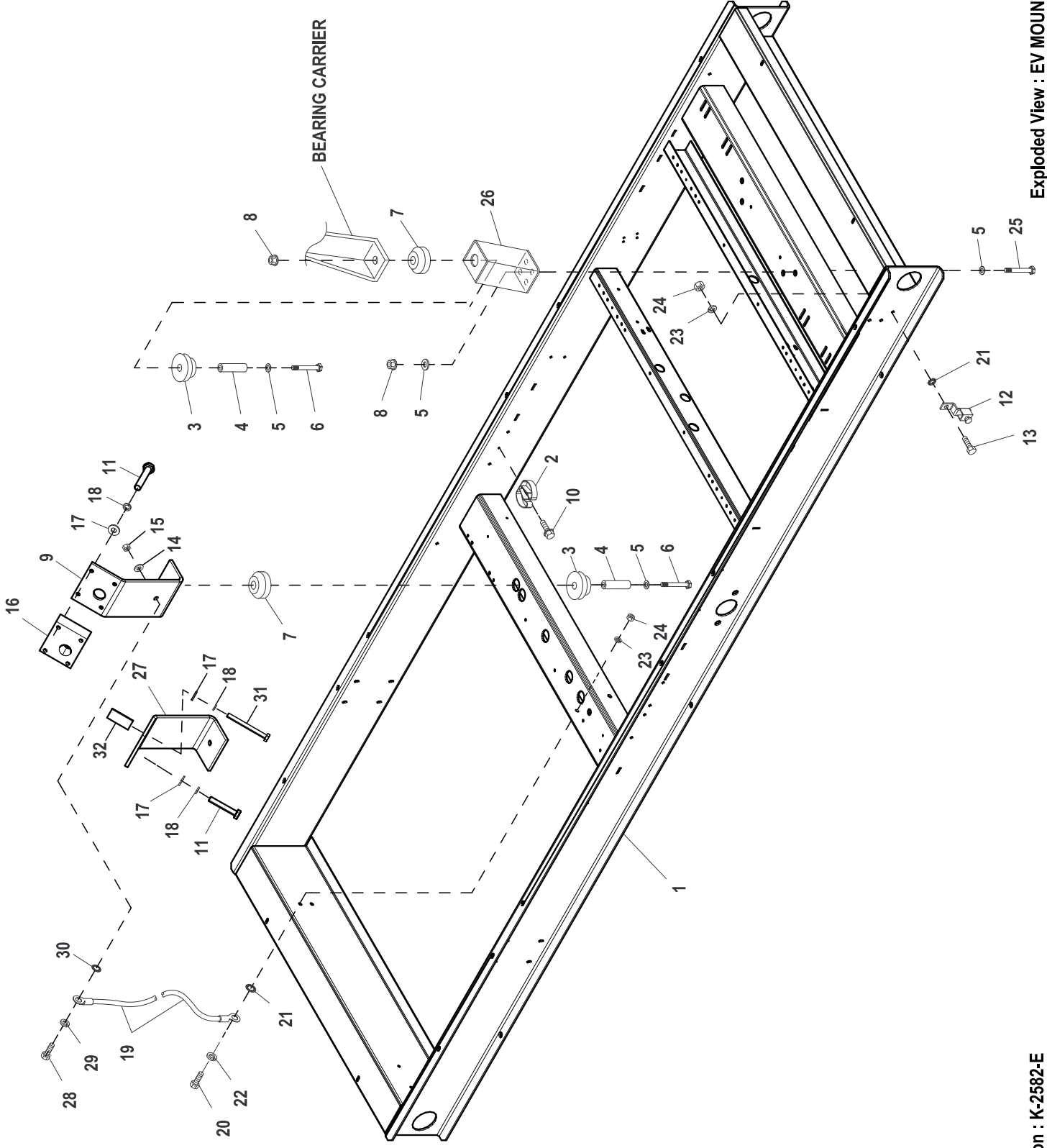
<b>ITEM</b>	<b>PART#</b>	<b>QTY.</b>	<b>DESCRIPTION</b>
(1)1	OL05740ST0R	1	MTG BASE C5 150KW
2	065852	1	SPRING CLIP HOLDER .37-.62
3	052252	5	DAMPENER VIBRATION
4	052257	5	SPACER .49 X .62 X 1.87 PWDR/ZINC
5	052259	5	WASHER FLAT M12
6	055597	5	SCREW HHC M12-1.75 X 85 G8.8
7	052251A	5	DAMPENER VIBRATION 50 WHITE
8	052860	4	NUT LOCKING M12-1.75
(1)9	OL06890ST0R	1	ENGINE SUPPORT 6.8L RH
10	045764	1	SCREW HHTT M4-0.7 X 8 BP
11	022447	1	WASHER SHAKEPROOF INT 1/4
12	061383	1	LUG SOLDERLESS 3/0-#4 X 13/32 CU
13	043107	1	SCREW HHC M8-1.25 X 25 G8.8
14	022473	1	WASHER FLAT 1/4-M6 ZINC
15	049813	1	NUT HEX M6 X 1.0 G8 YEL CHR
(1)16	OL01390ST0R	1	5.4L RH ENGINE MOUNT SPACER
17	022131	7	WASHER FLAT 3/8-M10 ZINC
18	046526	7	WASHER LOCK M10
19	0536210410	1	ASSY WIRE 14.00"
20	042909	1	SCREW HHC M8-1.25 X 30 G8.8
21	022261	2	WASHER SHAKEPROOF INT 3/8
22	022129	1	WASHER LOCK M8-5/16
23	022145	2	WASHER FLAT 5/16-M8 ZINC
24	045771	2	NUT HEX M8-1.25 G8 YEL CHR
25	022097	1	WASHER LOCK M6-1/4
(1)26	OL01480ST0R	1	ENGINE MOUNT 6.8L LH SIDE
27	038750	1	SCREW HHC M6-1.0 X 30 G8.8
28	052243	6	SCREW HHC M10-1.5 X 60 C8.8
29	051735	1	SCREW HHC M10-1.5 X 70 C8.8
30	OL0123	1	SPACER .41 X .75 X 1.68 ST/ZNC

## NOTES (UNLESS OTHERWISE SPECIFIED):

(1) SHEET METAL PARTS LISTED IN THE BOM TABLE ARE REPRESENTING GENERIC PARTS (NO COLOR)

- MANUFACTURING: FOR CORRECT MATERIAL AND COLOR REFER TO XA BOM.
- CUSTOMER: WHEN ORDERING REPLACEMENT PARTS ENTER BASE NUMBER (FIRST 6 DIGITS ONLY) IN THE SYSTEM FOR CORRECT MATERIAL AND COLOR (FOR REFERENCE SEE GUIDELINE 0H7169).

# GROUP C





**EXPLODED VIEW: EV MOUNTING BASE****DRAWING #: 0F3587****GROUP C**

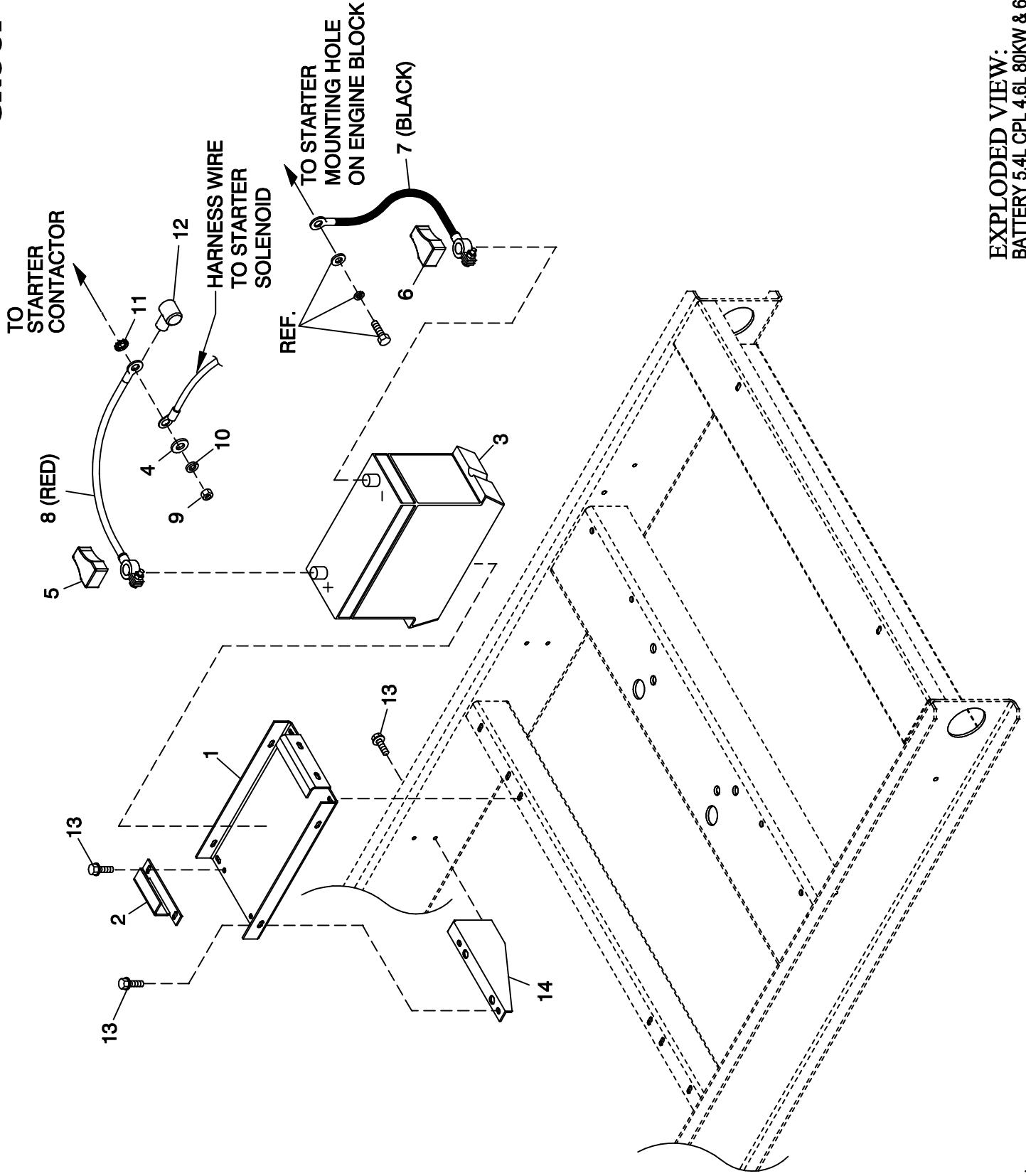
<b>ITEM</b>	<b>PART#</b>	<b>QTY.</b>	<b>DESCRIPTION</b>
(1)1	0L0574AST0R	1	MTG BASE C5 100-130KW 6.8L G8
2	065852	1	SPRING CLIP HOLDER .37-.62
3	052252	4	DAMPENER VIBRATION
4	052257	4	SPACER .49 X .62 X 1.87 PWDR/ZINC
5	052259	8	WASHER FLAT M12
6	055597	4	SCREW HHC M12-1.75 X 85 G8.8
7	052251A	4	DAMPENER VIBRATION 50 WHITE
8	052860	4	NUT LOCKING M12-1.75
(1)9	0L06890ST0R	1	ENGINE SUPPORT 6.8L RH
10	045764	1	SCREW HHTT M4-0.7 X 8 BP
11	052243	6	SCREW HHC M10-1.5 X 60 C8.8
12	061383	1	LUG SOLDERLESS 3/0-#4 X 13/32 CU
13	043107	1	SCREW HHC M8-1.25 X 25 G8.8
14	022473	1	WASHER FLAT 1/4-M6 ZINC
15	049813	1	NUT HEX M6 X 1.0 G8 YEL CHR
16	(1)0L01390ST0R	1	5.4L RH ENGINE MOUNT SPACER
17	022131	7	WASHER FLAT 3/8-M10 ZINC
18	046526	7	WASHER LOCK M10
19	0536210410	1	ASSY WIRE 14.00"
20	042909	1	SCREW HHC M8-1.25 X 30 G8.8
21	022261	2	WASHER SHAKEPROOF INT 3/8
22	022129	1	WASHER LOCK M8-5/16
23	022145	2	WASHER FLAT 5/16-M8 ZINC
24	045771	2	NUT HEX M8-1.25 G8 YEL CHR
25	053557	4	SCREW HHC M12-1.75 X 40 G8.8
26	0F2591	2	TOWER GB COMPROD C5
(1)27	0L01480ST0R	1	ENGINE MOUNT 6.8L LH SIDE
28	038750	1	SCREW HHC M6-1.0 X 30 G8.8
29	022097	1	WASHER LOCK M6-1/4
30	025507	1	WASHER LOCK EXT 7/16 STL
31	051735	1	SCREW HHC M10-1.5 X 70 C8.8
32	0L0123	1	SPACER .41 X .75 X 1.68 ST/ZNC

## NOTES (UNLESS OTHERWISE SPECIFIED):

(1) SHEET METAL PARTS LISTED IN THE BOM TABLE ARE REPRESENTING GENERIC PARTS (NO COLOR)

- MANUFACTURING: FOR CORRECT MATERIAL AND COLOR REFER TO XA BOM.
- CUSTOMER: WHEN ORDERING REPLACEMENT PARTS ENTER BASE NUMBER (FIRST 6 DIGITS ONLY) IN THE SYSTEM FOR CORRECT MATERIAL AND COLOR (FOR REFERENCE SEE GUIDELINE 0H7169).

GROUP C



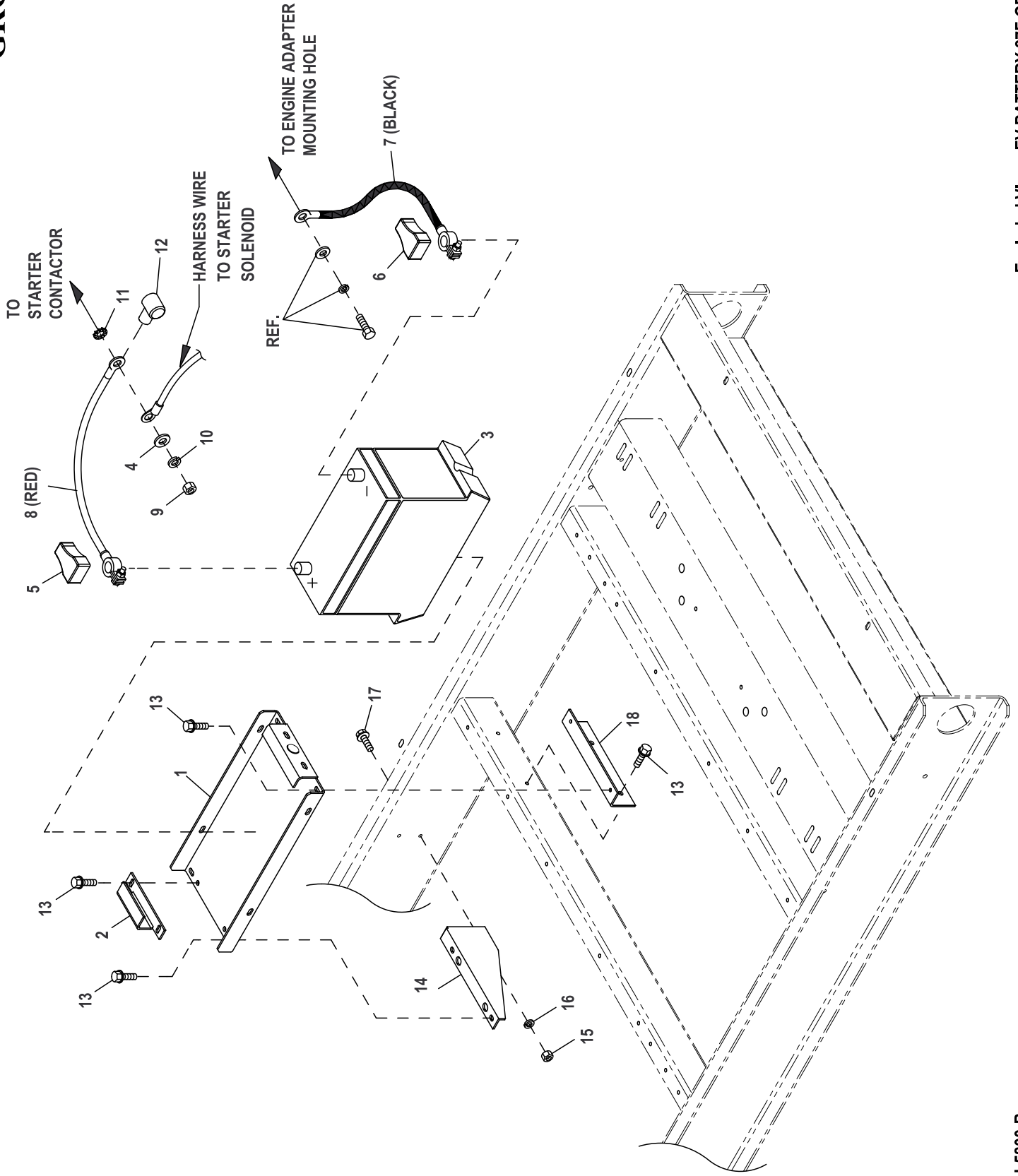
EXPLODED VIEW: BATTERY 5.4L CPL 4.6L 80KW & 6.8L 150KW  
DRAWING #: 0F3675

GROUP C

APPLICABLE TO:

ITEM	PART #	QTY.	DESCRIPTION
1	0F3408	1	TRAY BATTERY
2	0F3411	1	STRAP BATTERY RETAINMENT
3	058208	1	BATT 12VDC 24F 625
4	022131	1	WASHER FLAT 3/8-M10 ZINC
5	050331A	1	BATT POST COVER RED +
6	050331	1	BATT POST COVER BLK -
7	038805U	1	CABLE BATT BLK #1 X 18.00
8	038804U	1	CABLE BATT RED #1 X 28.00
9	045771	1	NUT HEX M8-1.25 G8 YEL CHR
10	022129	1	WASHER LOCK M8-5/16
11	027482	1	WASHER SHAKEPROOF EXT 5/16 STL
12	075763	1	BOOT BATTERY CABLE
13	0C2454	8	SCREW THF M6-1X16 N WA Z/JS
14	0F3409	1	SUPPORT BATTERY TRAY

# GROUP C



**EXPLODED VIEW: EV BATTERY 27F GEAR BOX****DRAWING #: 0G0775****GROUP C**

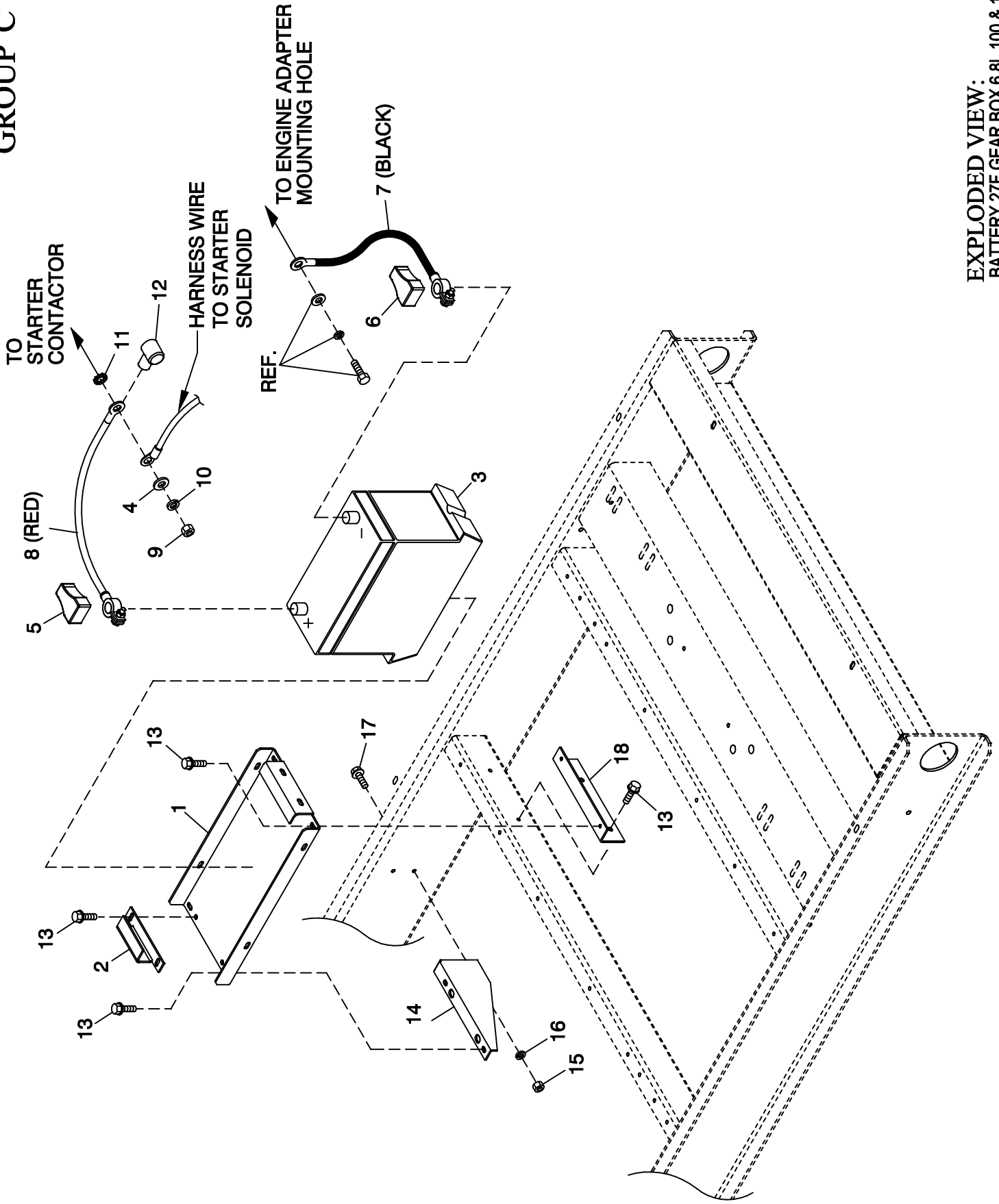
<b>ITEM</b>	<b>PART#</b>	<b>QTY.</b>	<b>DESCRIPTION</b>
(1)1	0F3408AST0R	1	TRAY BATTERY 27F
2	0F3411A	1	STRAP BATTERY RETAINMENT 27F
3	058665	1	BATTERY 12VDC 90-AH 27F
4	022131	1	WASHER FLAT 3/8-M10 ZINC
5	050331A	1	BATTERY POST COVER RED +
6	050331	1	BATTERY POST COVER BLK -
7	038805Z	1	CABLE BATTERY BACKL #1 X 26.00
8	038804U	1	CABLE BATTERY RED #1 X 28.00
9	045771	1	NUT HEX M8-1.25 G8 YEL CHR
10	022129	1	WASHER LOCK M8-5/16
11	027482	1	WASHER SHAKEPROOF EXT 5/16 STL
12	075763	1	BOOT BATTERY CABLE
13	0C2454	8	SCREW THF M6-1 X 16 N WA Z/JS
14	0F3409	1	SUPPORT BATTERY TRAY
15	022097	2	WASHER LOCK M6-1/4
16	049813	2	NUT HEX M6 X 1.0 G8 YEL CHR
17	042568	2	SCREW HHC M6-1.0 X 20 G8.8
18	0G0783	1	SUPPORT 27F BATTERY

## NOTES (UNLESS OTHERWISE SPECIFIED):

(1) SHEET METAL PARTS LISTED IN THE BOM TABLE ARE REPRESENTING GENERIC PARTS (NO COLOR)

- MANUFACTURING: FOR CORRECT MATERIAL AND COLOR REFER TO AS400 BOM.
- CUSTOMER: WHEN ORDERING REPLACEMENT PARTS ENTER BASE NUMBER (FIRST 6 DIGITS ONLY) IN THE SYSTEM FOR CORRECT MATERIAL AND COLOR (FOR REFERENCE SEE GUIDELINE 0H7169).

# GROUP C



EXPLODED VIEW: BATTERY 27F GEAR BOX 6.8L 100 & 130KW CPL  
DRAWING #: 0G0775

GROUP C

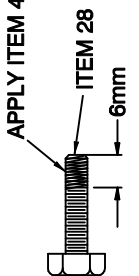
APPLICABLE TO:

ITEM	PART #	QTY.	DESCRIPTION
1	0F3408A	1	TRAY BATTERY 27F
2	0F3411A	1	STRAP BATTERY RETAINMENT 27F
3	058665	1	BATTERY 12VDC 90-AH 27F
4	022131	1	WASHER FLAT 3/8-M10 ZINC
5	050331A	1	BATTERY POST COVER RED +
6	050331	1	BATTERY POST COVER BLK -
7	038805Z	1	CABLE BATTERY BACLK #1 X 26.00
8	038804U	1	CABLE BATTERY RED #1 X 28.00
9	045771	1	NUT HEX M8-1.25 G8 YEL CHR
10	022129	1	WASHER LOCK M8-5/16
11	027482	1	WASHER SHAKEPROOF EXT 5/16 STL
12	075763	1	BOOT BATTERY CABLE
13	0C2454	8	SCREW THF M6-1 X 16 N WA Z/JS
14	0F3409	1	SUPPORT BATTERY TRAY
15	022097	2	WASHER LOCK M6-1/4
16	049813	2	NUT HEX M6 X 1.0 G8 YEL CHR
17	042568	2	SCREW HHC M6-1.0 X 20 G8.8
18	0G0783	1	SUPPORT 27F BATTERY

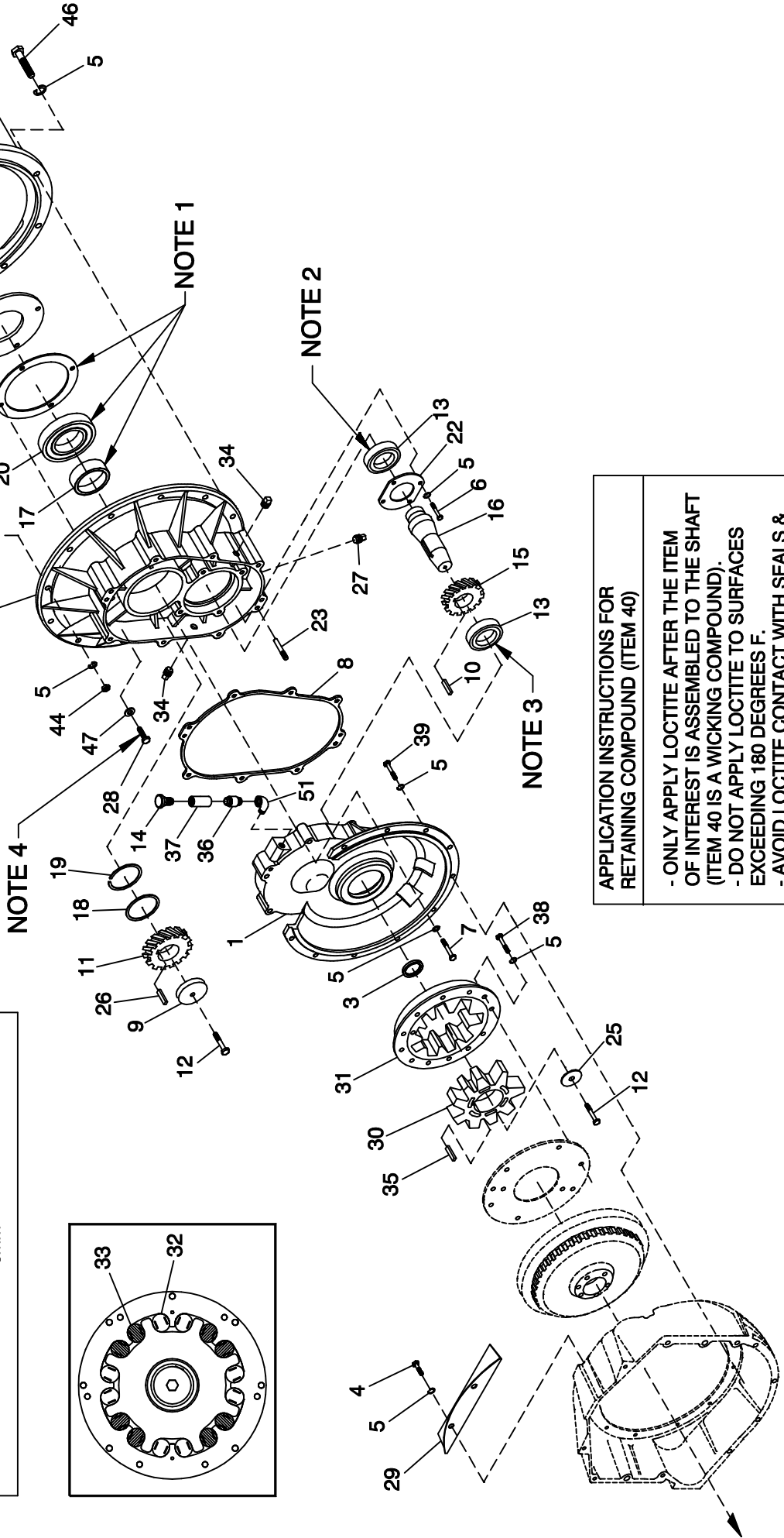
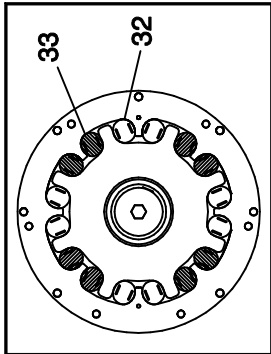
# GROUP D

**TORQUE SPECS:**  
 I/N 4, 6, 7, 39 & 45 TO 32 ft-lbs.  
 I/N 12 TO 196 ft-lbs.  
 I/N 38 TO 34 ft-lbs.  
 I/N 28 & 46 TO 47 ft-lbs.

**NOTES:**  
 1. APPLY ITEM 40 TO THE ID.  
 2. APPLY ITEM 40 TO THE ID. AND OD.  
 3. APPLY ITEM 40 TO THE ID.  
 4. APPLY ITEM 40 TO 6MM OF THREADS AS SHOWN.



APPLY ITEM 40 HERE  
 ITEM 28  
 6mm



**APPLICATION INSTRUCTIONS FOR RETAINING COMPOUND (ITEM 40)**

- ONLY APPLY LOCTITE AFTER THE ITEM OF INTEREST IS ASSEMBLED TO THE SHAFT (ITEM 40 IS A WICKING COMPOUND).
- DO NOT APPLY LOCTITE TO SURFACES EXCEEDING 180 DEGREES F.
- AVOID LOCTITE CONTACT WITH SEALS & BEARING BALLS.

EXPLODED VIEW:  
 GEARBOX 390  
 DRAWING #: 0F1792



## EXPLODED VIEW: GEARBOX 390

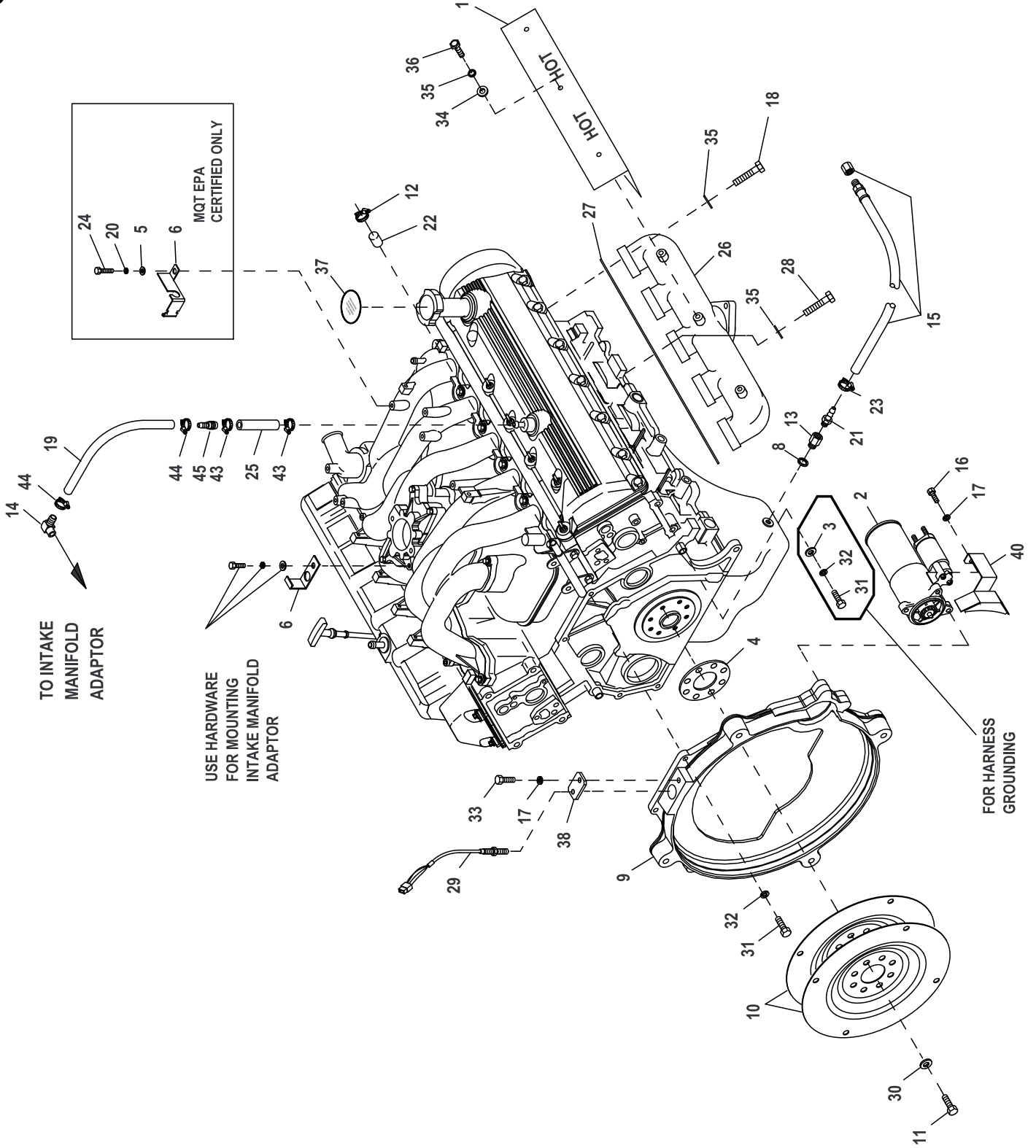
DRAWING #: 0F1792

GROUP D

APPLICABLE TO:

ITEM	PART #	QTY.	DESCRIPTION
1	0F2123	1	GEAR CASE ENG. MACHINED
2	0F2122	1	GEAR CASE ALT. MACHINED
3	095613	1	SEAL OIL
4	051756	2	SCREW HHC M10-1.5 X 20 G8.8
5	046526	44	WASHER LOCK M10
6	049814	4	SCREW HHC M10-1.5 X 25 G8.8
7	051735	8	SCREW HHC M10-1.5 X 70 G8.8
8	0F2097	1	GASKET 390 GEARBOX
9	072879	1	SPACER .69 X 2.75 X .37 ST/ZNC
10	097557B	1	KEY 10 X 16 X 46
11	0H3114	1	GEAR OUTPUT 1.65:1
	095970	1	GEAR OUT 390-50H 37T
	095968	1	GEAR OUT 390-60H 35T
	0E6866	1	GEAR OUTPUT 2:1 50HZ 390
12	070263	2	SCREW HHC M16-2.0 X 35 G10.9
13	057019	2	BALL BRG 65 X 120 X 23
14	026847	1	BREATHER
15	0H3113	1	GEAR INPUT 1.65: 1
	095969	1	GEAR INPT 390-50 25T
	095967	1	GEAR INPT 390-60 27T
	0E6865	1	GEAR INPUT 2:1 50HZ 390
16	095966	1	SHAFT 390 INPUT GEAR
17	095976	1	COLLAR HARDENED
18	095971	1	SEAL OIL
19	096777	1	SNAP RING INT 120MM
20	057019S	1	BEARING #6213 SEALED
22	096379	1	PLATE INTRNL BRG RET
23	048189	2	PIN DOWEL M8 X 24
24	095979	1	PLATE BEARING THRST
25	021159	1	SPACER STRESSPROOF
26	097557A	1	KEY 10 X 16 X 40
27	057163	1	PLUG PIPE 3/8" MAGNETIC
28	0F6518	4	SCREW HHFC M10-1.5 X 25 G10.9
29	0F3201	1	COVER GEARBOX GUARD
30	020443	1	COUPLING INNER DRAWN
31	094666A	1	COUPLING OUTER MACHN
32	099828	8	DAMPER GB CPLR VIBRA
33	099828A	8	DAMPER GB CPLR VIBRA
34	026925	2	PLUG STD PIPE 3/8 STEEL SQ HD
35	097557C	1	KEY 10 X 16 X 50
36	038591	1	NIPPLE PIPE 3/8 NPT X 3-1/2
37	025066	1	COUPLING FULL 3/8-18
38	031578	6	SCREW HHC 3/8-16 X 1-1/2 G8
	052625	REF.	SCREW SHC M10-1.5 X 35 G12.9 (FORD ENGINES)
39	049814	10	SCREW HHC M10-1.5 X 25 G8.8
40	0A1786	2.5cc	RETAINING COMPOUND
41	027175	.200 GAL	LUBE GREASE SAE #90 80W90 (NOT SHOWN)
44	045772	10	NUT HEX M10-1.5 G8 YEL CHR
45	052243	10	SCREW HHC M10-1.5 X 60 G8.8
46	057642	2	SCREW HHC M10-1.5 X 40 G10.9
47	0F6487	4	WASHER FLAT M10 SEALING COPPER
48	0F6355	1	GASKET SEAL PLATE 390 GB
49	0F6477	.050 GAL	ENHANCER GEAR OIL (NOT SHOWN)
50	0F6557	0.4cc	THREADLOCK AND SEALANT
51	026924	1	ELBOW 90D STREET 3/8

# GROUP D



**EXPLODED VIEW: EV ENGCOMPRT R/H 6.8 (CPL)**

**DRAWING #: 0F3058**

**GROUP D**

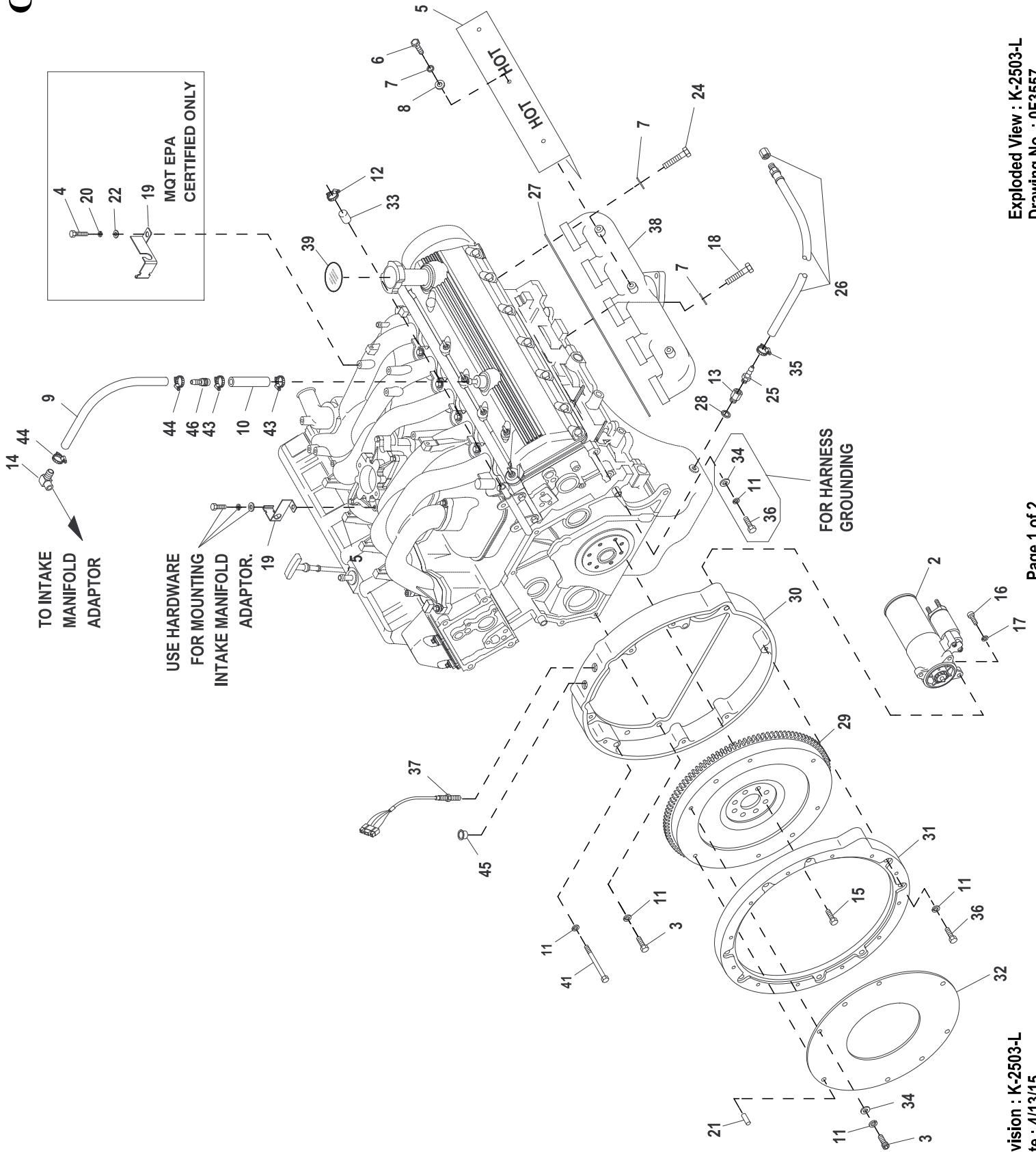
<b>ITEM</b>	<b>PART#</b>	<b>QTY.</b>	<b>DESCRIPTION</b>
1	0D5623	2	HEAT SHIELD EXHAUST
2	0D5418	1	STARTER MOTOR FORD V-10 ENGINE
3	022131	1	WASHER FLAT 3/8-M10 ZINC
4	0F3514	1	SPACER FLEXPLATE 5.4L/6.8L (1800 RPM UNITS ONLY)
(3) 5	022473	1 / 2	WASHER FLAT 1/4-M6 ZINC
(3) 6	0F2776A	A/R	BRACKET SIGNAL CONDITIONER
(1) 7	029333A	1	TIE WRAP UL 7.4" X .19" BLK (NOT SHOWN)
8	057772	1	WASHER NYLON .565
9	0F2929	1	ENGINE ADAPTER 5.4L/6.8L
10	0F9965C	1	FLEX PLATE 2 POLE (1800 RPM UNITS ONLY)
	0F9965C	2	FLEX PLATE 2 POLE (3600 RPM UNITS ONLY)
(2) 11	0D5417	REF.	SCREW HHC M10-1.0 X 25 G10.9
12	057823	1	CLAMP HOSE #10 .56 - 1.06 (1800 RPM UNITS ONLY)
13	057765	1	ADAPTER M14-1.50 X 3/8 NPT
14	049340	1	BARBED EL 90 1/4NPT X 3/8
15	069860E	1	HOSE DRAIN ASSY 28"
16	042909	3	SCREW HHC M8-1.25 X 30 G8.8
17	022129	4	WASHER LOCK M8-5/16
18	0D9913	18	SCREW SHC M8-1.25 X 35 SS
19	047290	1	HOSE 3/8 ID SINGLE BRAID
20	022097	1	WASHER LOCK M6-1/4
21	055596	1	BARBED STR 3/8 NPT X 3/8
22	077996	1	CAP HOSE (1800 RPM UNITS ONLY)
23	0C7649	1	CLAMP HOSE .38-.87
24	047411	1	SCREW HHC M6-1.0 X 16 G8.8
25	0G0321	1	HOSE COOL 5/8" ID 250#WP (14")
26	0D3808	2	EXH MANIFOLD MACH 6.8L V-10
27	0D4255	2	GASKET EXHAUST MANIFOLD
28	070010	2	SCREW HHC M8-1.25 X 35 SS G8.8
29	0D2244M	1	ASSY MAGPICKUP (3/8-24 MALE)
30	0F3844	8	WASHER FLAT .43 X 1.00
31	052647	6	SCREW SHC M10-1.5 X 25 G12.9
32	046526	6	WASHER LOCK M10
33	039253	1	SCREW HHC M8-1.25 X 20 G8.8
34	070008	10	WASHER FLAT M8 SS
35	070006	30	WASHER LOCK M8 SSTL
36	0D2608	10	SCREW HHC 5/16-18 X 1/2 SSTL
37	0F5114	1	DECAL REFER TO OWNERS MANUAL
38	0F5454	1	PLATE MAG PICK-UP ADAPTOR
40	0F6104	1	COVER STARTER 5.4 & 6.8 FORD CPL
43	048031P	2	CLAMP HOSE BAND .88"
44	048031J	1	CLAMP HOSE BAND .63
45	0G1462	1	HOSE BARB REDUCER 5/8"-3/8"ID

(1) NOTE: I/N 7 IS FOR HOLDING SENSORS TO I/N 6.

(2) NOTE: I/N 11 IS PART OF ENGINE P/N 0D3454.

(3) QTY. REQ. FOR NON-MQT / QTY REQ. FOR MQT EPA CERT. (NOT REQUIRED FOR NEXUS CONTROL PANELS)

# GROUP D



**EXPLODED VIEW: EV ENGCOMPRT 6.8L GB CPL R/H**

**DRAWING #: 0F3557**

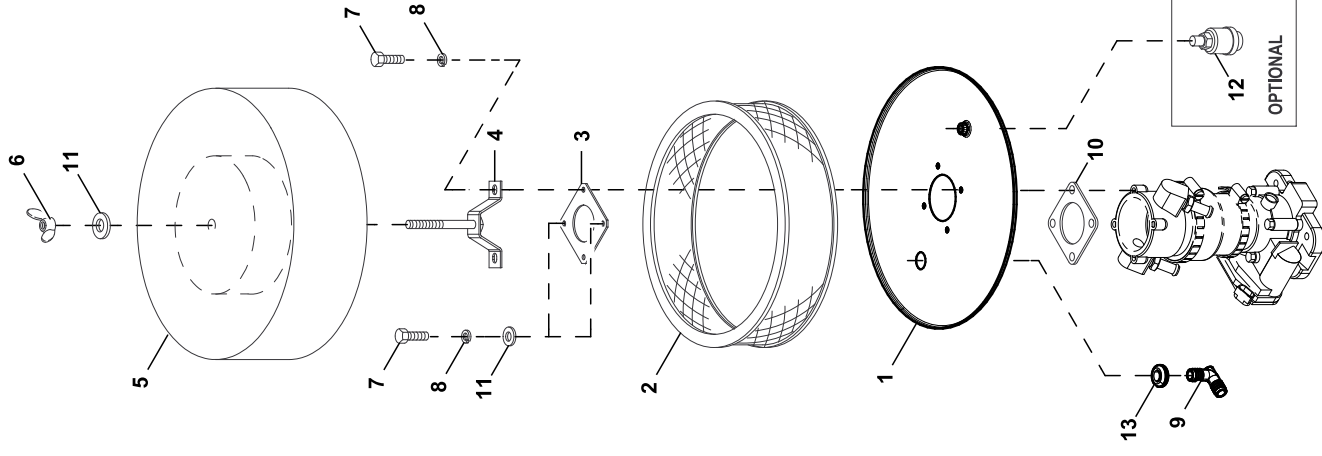
**GROUP D**

<b>ITEM</b>	<b>PART#</b>	<b>QTY.</b>	<b>DESCRIPTION</b>
2	0D5418	1	STARTER MOTOR FORD V-10 ENGINE
3	052625	13	SCREW SHC M10-1.5 X 35 G12.9
4	047411	1	SCREW HHC M6-1.0 X 16 G8.8
5	0D5623	2	HEAT SHIELD EXHAUST
6	0D2608	10	SCREW HHC 5/16-18 X 1/2 SSTL
7	070006	30	WASHER LOCK M8 SSTL
8	070008	10	WASHER FLAT M8 SS
9	047290	1	HOSE 3/8 ID SINGLE BRAID
10	0G0321	1	HOSE COOL 5/8" ID 250#WP (14")
11	046526	24	WASHER LOCK M10
12	057823	1	CLAMP HOSE #10 .56 - 1.06 (2300 & 3000RPM UNITS ONLY)
13	057765	1	ADAPTER M14-1.50 X 3/8 NPT
14	049340	1	BARBED EL 90 1/4NPT X 3/8
15	0D5417	8	SCREW HHC M10-1.0 X 25 G10.9
16	049821	3	SCREW SHC M8-1.25 X 30 G12.9
17	022129	3	WASHER LOCK M8-5/16
18	070010	2	SCREW HHC M8-1.25 X 35 SS F-TH
(2) 19	0F2776A	1 / 2	BRACKET SIGNAL CONDITIONER
20	022097	1	WASHER LOCK M6-1/4
21	048191	2	DOWEL PIN M10 X 24
22	022473	1	WASHER FLAT 1/4 ZINC
(1) 23	029333A	A/R	TIE WRAP UL 7.4" X .19" BLK (NOT SHOWN)
24	0D9913	18	SCREW SHC M8-1.25 X 35 SS
25	055596	1	BARBED STR 3/8 NPT X 3/8
26	069860E	1	HOSE DRAIN ASSY 28"
27	0D4255	2	GASKET EXHAUST MANIFOLD
28	057772	1	WASHER NYLON .565
29	0D6686	1	ASSEMBLY 6.8L G-BOX FLYWHEEL
30	0D3803	1	FLYWHEEL HOUSING MACH 6.8L V10
31	0D3805	1	COVER FLYWHEEL MACH 6.8L V-10
32	021113	1	PLATE DAMPNER RETNR
33	077996	1	CAP HOSE (2300 & 3000RPM UNITS ONLY)
34	022131	7	WASHER FLAT 3/8-M10 ZINC
35	0C7649	1	CLAMP HOSE .38-.87
36	052647	9	SCREW SHC M10-1.5 X 25 G12.9
37	0D2244M	1	ASSY MAGPICKUP(3/8-24 MALE)
38	0D3808	2	EXH MANIFOLD MACH 6.8L V-10
39	0F5114	1	DECAL REFER TO OWNERS MANUAL
41	079121	2	SCREW SHC M10-1.50 X 100 G10.9
43	048031P	2	CLAMP HOSE BAND .88"
44	048031J	1	CLAMP HOSE BAND .63
45	087599	1	PLUG PLASTIC 3/8 NPT
46	0G1462	1	HOSE BARB REDUCER 5/8"-3/8"ID

(1) NOTE: I/N 23 IS FOR HOLDING SENSORS TO I/N 19.

(2) QTY. REQ. FOR NON-MQT / QTY REQ. FOR MQT EPA CERT. (NOT REQUIRED FOR NEXUS CONTROL PANELS)

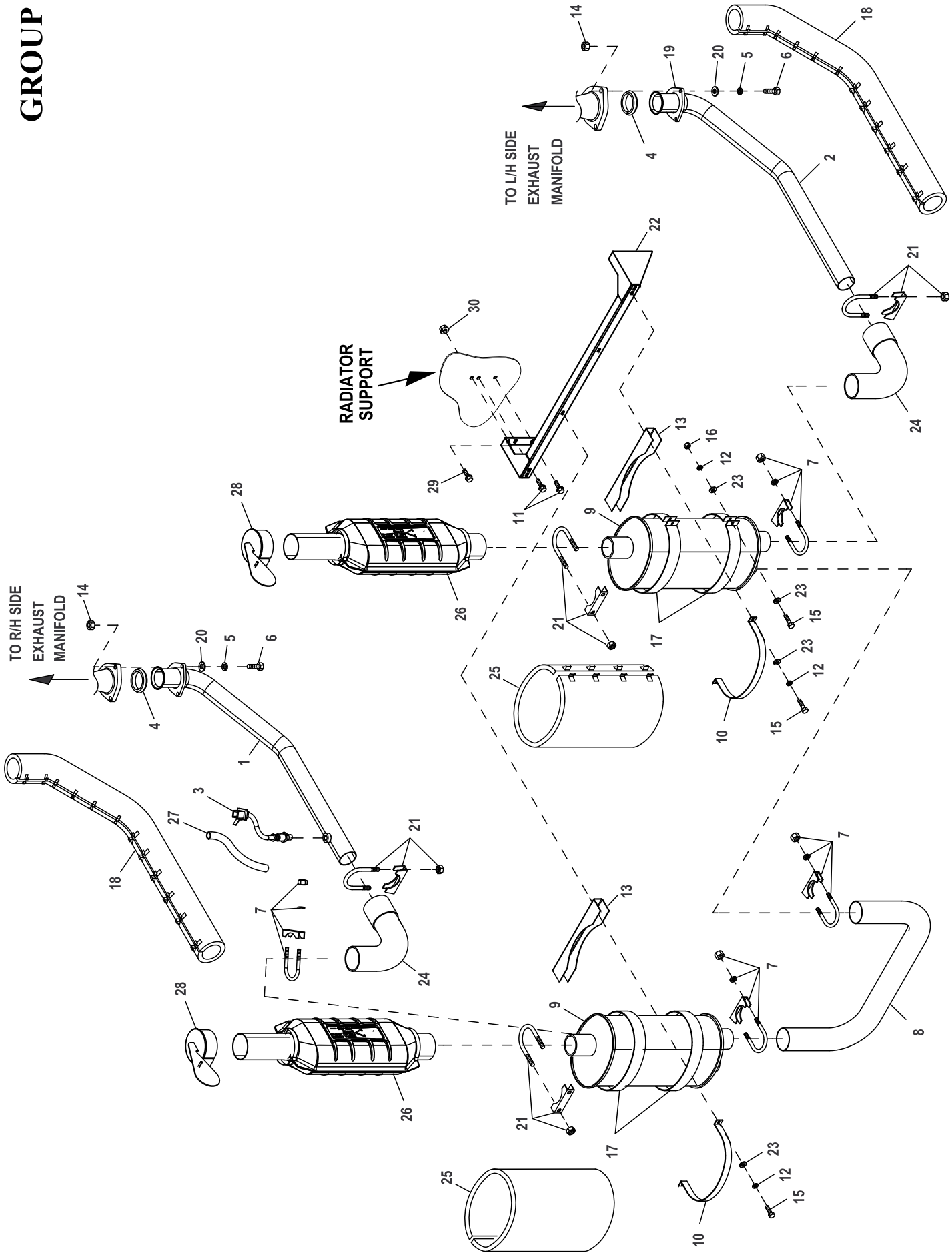
# GROUP D



**EXPLODED VIEW: EV AIR CLEANER****DRAWING #: 0F3569****GROUP D**

<b>ITEM</b>	<b>PART#</b>	<b>QTY.</b>	<b>DESCRIPTION</b>
1	0D2513D	1	AIR CLNR BTM PLT W/CPLR 8.1L
	0D2513E	1	PLATE AIR CLEANER W/COUPLER
2	0F5419	1	ELEMENT AIR FILTER
3	0F4268	1	TOP PLATE VENTURI
4	0F4270A	1	HOLD DOWN AIR CLEANER PLATED
5	0F6977	1	PLATE AIR CLEAN TOP 5.4L/6.8L
6	037561	1	NUT WING 1/4-20 NYLK
7	047411	4	SCREW HHC M6-1.0 X 16 G8.8
8	022097	4	WASHER LOCK M6-1/4
9	057795B	REF	BARBED EL 90 5/8 PLASTIC
10	0F4269	1	GASKET MIXER BODY
11	022473	3	WASHER FLAT 1/4-M6 ZINC
12	0A4256	1	INDICATOR FILTER MINDER (USE WITH ITEM #1 P/N 0D2513E)
13	0G5954	1	GROMMET .625 X 1.25 X .433

# GROUP D

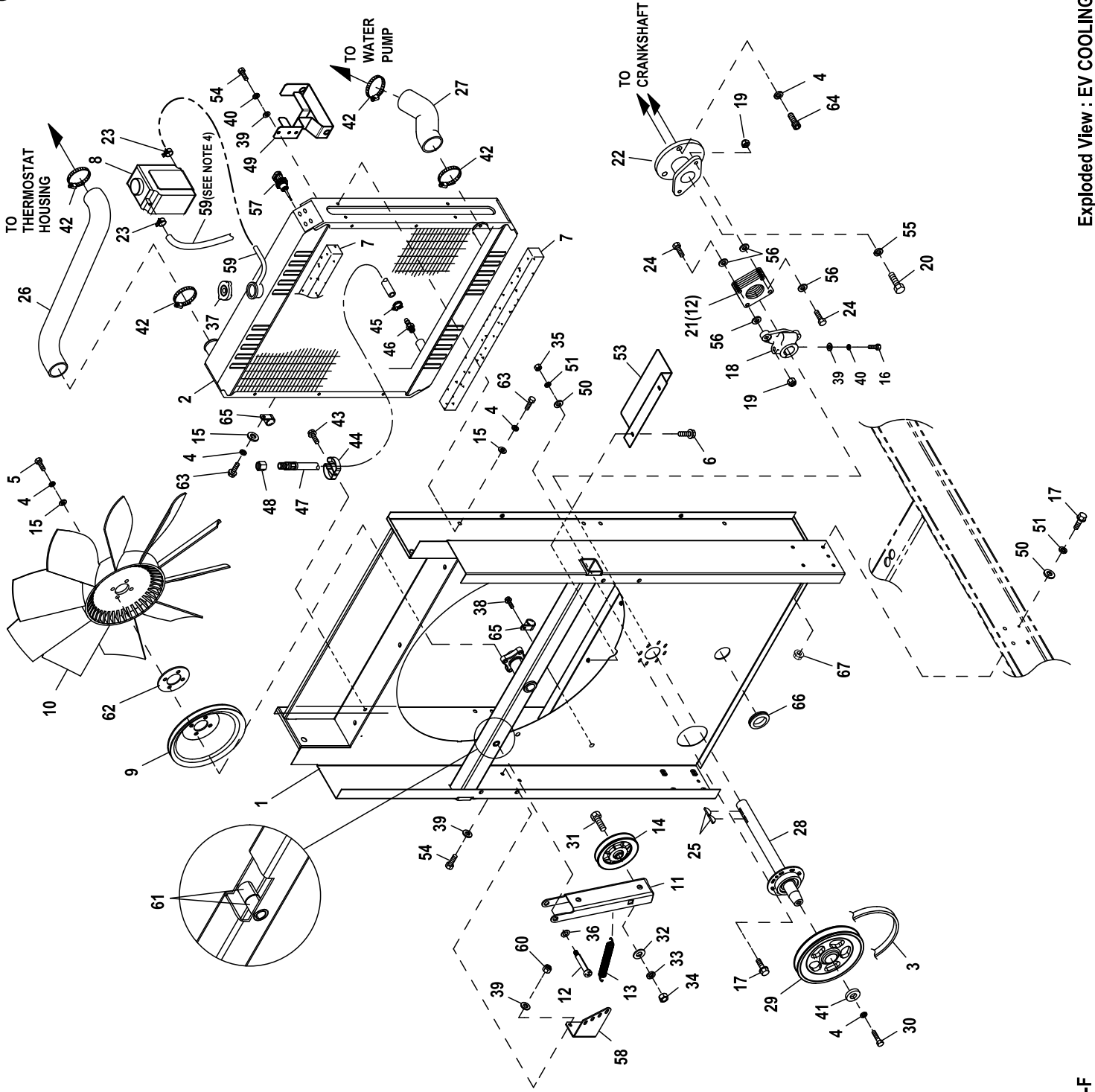




**EXPLODED VIEW: EV MFL 6.8 CPL C5 EMSN****DRAWING #: 0J0206****GROUP D****APPLICABLE TO:**

ITEM	PART#	QTY.	DESCRIPTION
1	0H9732A	1	PIPE,EXH MAN R/H 6.8L LSI CPL
2	0H9732	1	PIPE,EXH MAN L/H 6.8L LSI CPL
3	0F9071	1	SENSOR OXYGEN
4	0A6765	2	RING GASKET 2.5 DIA
5	0F4710	6	WASHER LOCK M10 SS
6	0F7200	6	SCREW HHC M10-1.5 X 50 SS FTH
7	0E6778	4	BOLT U 3/8-16 X 3.00" W/SADDLE
8	0F2809	1	PIPE EXHAUST CROSSOVER
9	0F2981A	2	MFLR 7" X 9" X 25" (2) 2.5" IN/2.5" OUT
10	0F2962	2	MUFFLER STRAP
11	0C2454	4	SCREW THF M6-1 X 16 N WA Z/JS
12	022097	12	WASHER LOCK M6-1/4
13	0F2830	2	MUFFLER BRACKET STIFFENER
14	088510	6	NUT HEX M10-1.5 SS
15	049721	12	SCREW HHC M6-1.0 X 35 G8.8 BLK
16	049813	8	NUT HEX M6 X 1.0 G8 YEL CHR
17	0L1789	8	MUFFLER STRAP UPPER/LOWER
18	0F2773C	2	EXHAUST BLANKET 900MM LONG
19	0D3159	1	FLANGE EXHAUST
20	088775	6	WASHER FLAT 3/8 SS
21	080762	4	BOLT U 3/8-16 X 2.62
22	0F5447	1	BRKT MUFFLER
23	022473	20	WASHER FLAT 1/4-M6 ZINC
24	0F6214B	2	PIPE ELBOW EXHAUST MUFFLER
25	0G3163A	2	BLANKET EXHAUST MUFFLER 584MM
26	0H2099A	2	CATALYST 3-WAY
27	0F5512	1	REFLEX WRAP 13MM 13 X 460 (12"LG)
28	0F4462	2	RAINCAP 2-1/2" AL
29	0C8566	2	SCREW HHFC M6-1.0 X 20 G8.8
30	0D3700	2	NUT FLANGE M6-1.0 NYLOK

# GROUP D



# EXPLODED VIEW: EV COOLING SYS AND FAN DRIVE

DRAWING #: 0J0207

GROUP D

APPLICABLE TO:

ITEM	PART#	QTY.	DESCRIPTION
1	0J01150ST03	1	WELDMENT RADIATOR SUPPORT C5
2	0F2611	1	RADIATOR 680 X 680 X 70 CPL
3	0F5254	1	V-BELT 31/64" X 62-3/8"
	0F7077	1	V-BELT 1/2" X 63-3/8" (6.8L, 100KW & 130KW)
4	046526	12	WASHER LOCK M10
(2) 5	059981	4	SCREW HHC M10-1.5 X 30 C10.9
6	0C2454	2	SCREW THF M6-1 X 16 N WA Z/JS
7	052250	2	TAPE FOAM 1 X 1 (26.75" LG)
8	076749	1	TANK COOLANT RECOVERY
9	0F2573	1	PULLEY FAN V-GROOVE 9"
10	0F2610	1	FAN 26" LH ROTATION
11	0H20620ST03	1	ARM BELT TENSIONER
(2) 12	0H2051	1	SHOULDER BOLT 1/2 X 2-1/4"
13	0F2862	1	SPRING TENSION CPL
14	0F2560	1	PULLEY V-BELT 4" FLANGED
15	022131	9	WASHER FLAT 3/8-M10 ZINC
(2) 16	039287	1	SCREW HHC M8-1.25 X 45 C8.8
17	0C8566	16	SCREW HHFC M6-1.0 X 20 G8.8
18	0F2561	1	HUB FLEX PLATE
19	0C8165	4	NUT HEX LOCK 5/16-24 NY INS
(2) 20	0D6795	1	SCREW HHC M12-1.5 X 60 G8.8
21	0C7043	12	DISK FLEX
22	0E8909	1	COUPLING HUB FLEX (MACH)
	0E8909A	1	COUPLING HUB FLEX (MACHINING)
23	048031C	2	CLAMP HOSE BAND 1/4
(2) 24	0C8146	4	SCREW HHC 5/16-24 X 1.124
25	082774	2	KEY WOODRUFF 4 X 19D
26	0F2686	1	HOSE RADIATOR UPPER CPL
27	0F5463	1	HOSE LOWER RAD CPL C5 6.8L
28	0F8695	1	ASSY BRG/SHAFT CPL FAN DRIVE
29	0F4028	1	PULLEY 6.5" DIA MACHINED (6.8L 100KW)
	0F4030	1	PULLEY 6" DIA MACHINED (6.8L 130KW)
	0F4032	1	PULLEY 5.5" DIA MACHINED (5.4L 80KW & 6.8L 150KW)
(2) 30	042911	1	SCREW HHC M10-1.5 X 30 G8.8
31	0F2872	1	SCREW HHC 1/2-13 X 2" G8
32	022304	1	WASHER FLAT 1/2 ZINC
33	022195	1	WASHER LOCK 1/2
34	022196	1	NUT HEX 1/2-13 STEEL
35	049813	8	NUT HEX M6 X 1.0 G8 YEL CHR
36	052677	1	WASHER NYLON .50 X .87 X .06
37	090283	1	CAP RADIATOR 13 PSI
38	0D6029	1	SCREW HHTT M6-1.0 X 16 ZYC
39	022145	4	WASHER FLAT 5/16-M8 ZINC
40	022129	2	WASHER LOCK M8-5/16
41	052644	1	SPACER .5 X 1.5 X .25 STL/ZINC
42	035685	4	CLAMP HOSE #28 1.32-2.25
43	045764	1	SCREW HHTT M4-0.7 X 8 BP
44	065852	1	SPRING CLIP HOLDER .37-.62
45	0C7649	1	CLAMP HOSE .38-.87
46	055596	1	BARBED STR 3/8 NPT X 3/8
47	069860E	1	HOSE DRAIN ASSY 28"
(1) 48	069811	REF	CAP HEX 1/4 NPT BRASS
49	0L01050ST0R	1	BRACKET COOLANT TANK
50	022473	16	WASHER FLAT 1/4-M6 ZINC
51	022097	16	WASHER LOCK M6-1/4
53	0F5050B	1	SHIELD RADIATOR
54	039253	3	SCREW HHC M8-1.25 X 20 G8.8
55	051769	1	WASHER LOCK M12
56	0C8145	8	WASHER FLEX (THIN)
57	0H1827	1	PROBE COOLANT LEVEL 3/8-18NPTF
58	0H23980ST03	1	BRACKET TENSIONER SPRING
59	029032	2	HOSE 9/32 ID (43"LG)
60	049820	2	NUT HEX LOCK M8-1.25 NY INS
(3) 61	0H2844	2 (REF)	BEARING SLEEVE 1/2" X 3/4 X 1
62	0G53150AL0R	1	SPACER CPL COOLING FAN 1/8"
63	051756	4	SCREW HHC M10-1.5 X 20 C8.8
64	057192	3	SCREW SHC M10-1.5 X 30 C12.9
65	055934H	1	CLAMP STL/VNL .62 X .406 Z
66	072252	1	GROMMET 1.37 X .06 X 1.00
67	0D3700	8	NUT FLANGE M6-1.0 NYLOK
68	085662	3	TIE WRAP UL 14.6 X .14 BLK (NOT SHOWN)

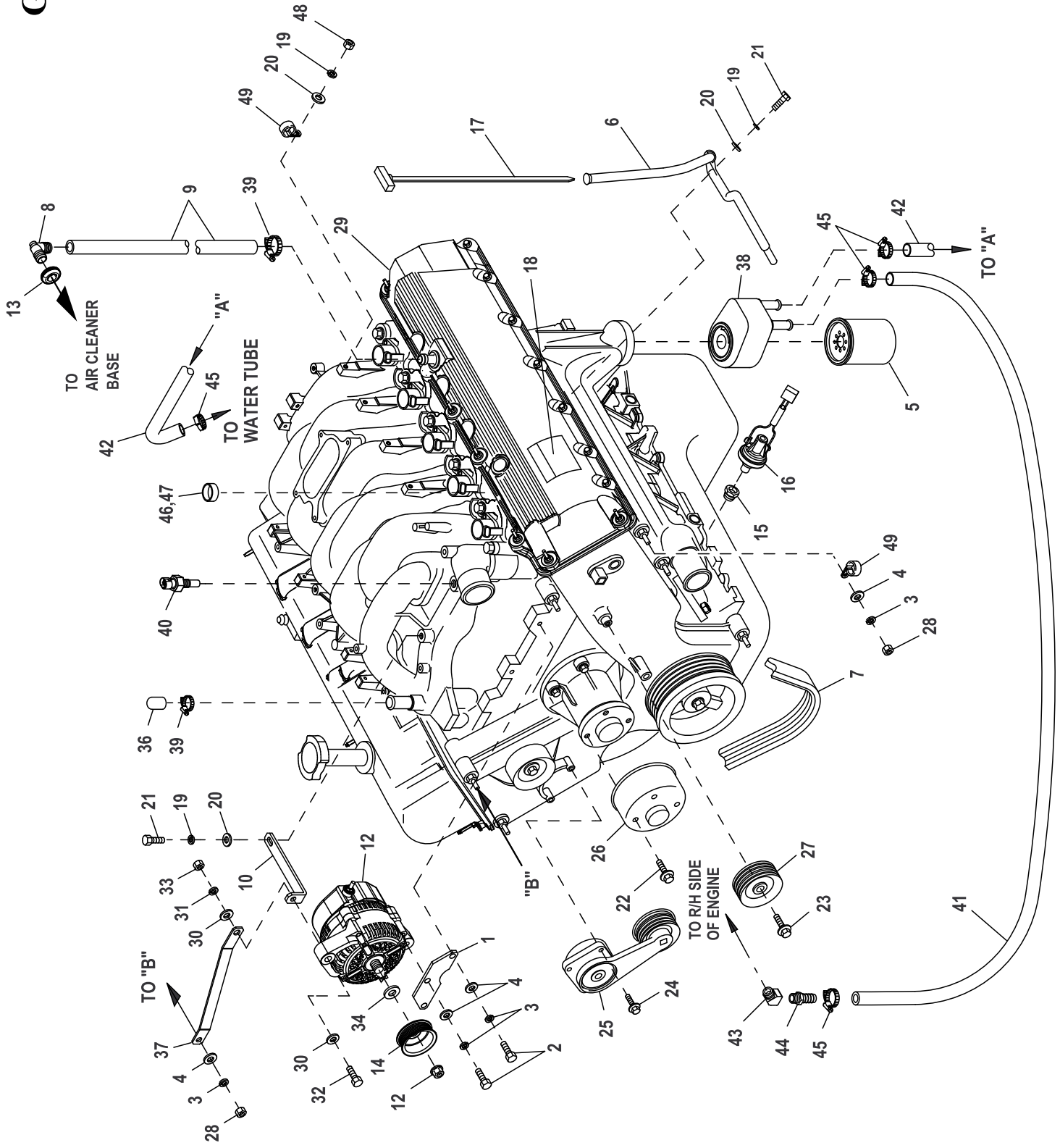
(1) ITEM 48 IS INCLUDED WITH 47.

(2) APPLY MEDIUM STRENGTH BLUE THREAD LOCKING FLUID TO THREADS.

(3) ITEM 61 IS INCLUDED WITH ITEM 1.

(4) FASTEN HOSE TO RADIATOR SUPPORT USING TIE WRAP I/N 68. DIRECT HOSE TOWARD BASE OF UNIT AND AWAY FROM EXHAUST COMPONENTS.

# GROUP D



**EXPLODED VIEW: EV ENGINE COM PRT L/H SIDE 6.8L**

**DRAWING #: 0J0212**

**GROUP D**

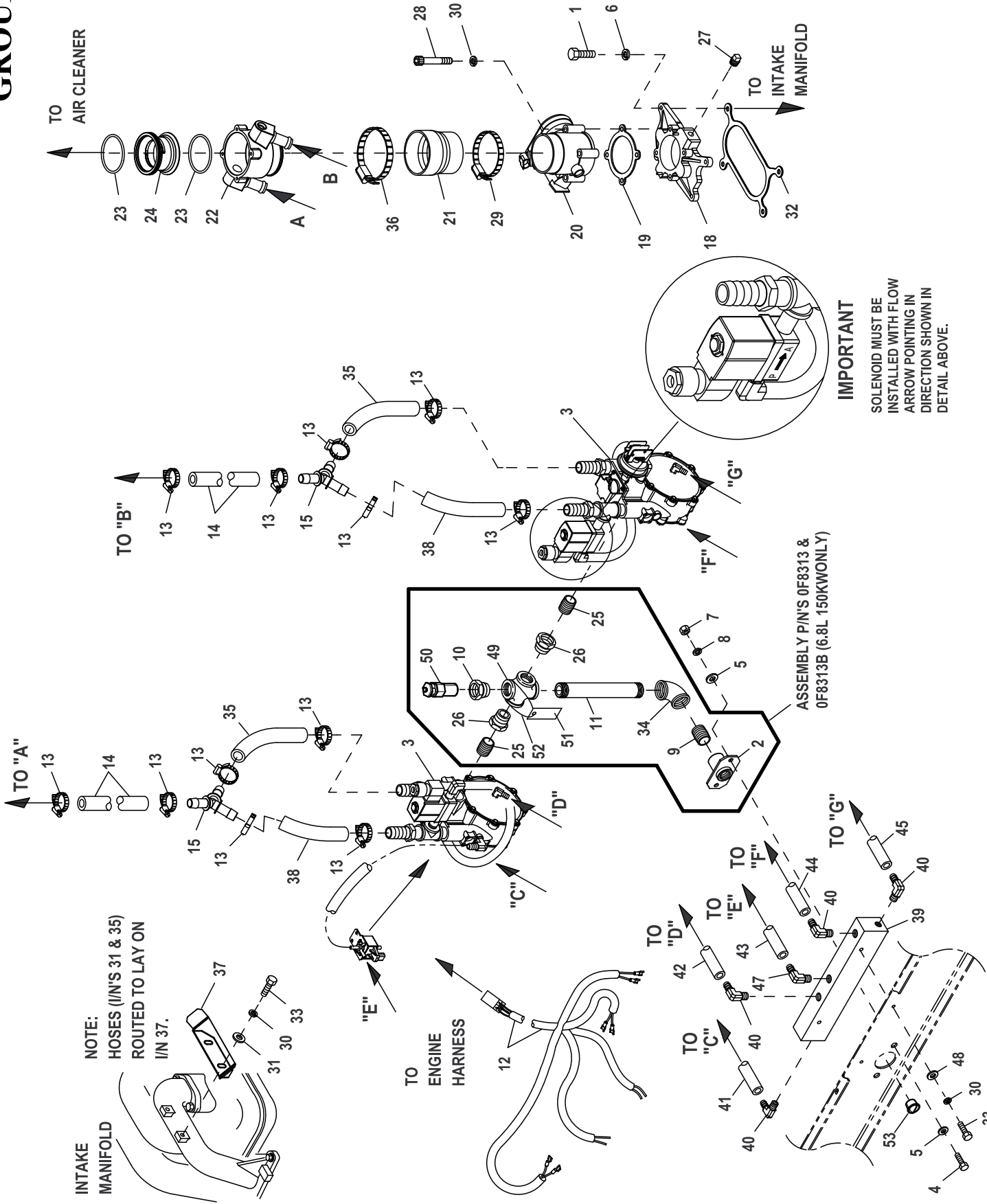
**APPLICABLE TO:**

ITEM	PART#	QTY.	DESCRIPTION
1	0F3017	1	BRACKET,D.C. ALTERNATOR LOWER
2	039253	3	SCREW HHC M8-1.25 X 20 C8.8
(2)3	022129	4/5	WASHER LOCK M8-5/16
(2)4	022145	4/5	WASHER FLAT 5/16-M8 ZINC
(1)5	0D5419	REF	OIL FILTER
6	0D7055	1	DIPSTICK TUBE, FORD 6.8L
7	0D3488G	1	BELT SERPENTINE (65.0" LG) (1800 RPM)
	0D3488J	1	BELT SERPENTINE (65.3" LG) (2300 RPM)
	0D3488	1	BELT SERPENTINE (67.16" LG) (3000 RPM)
	0D3488K	1	SERPENTINE BELT (68.3" LG) (3600 RPM)
8	057795B	1	BARBED EL 90 5/8 PLASTIC
9	059057	1	HOSE 3/4 ID SAE-30R2 (16.75"LG)
10	0F3287	1	BRACKET DC ALTERNATOR UPPER
11	0H9133	1	HARN ENG G6.8L G3 NEXUS (USE WITH PROBE P/N 0H1827) (NOT SHOWN)
12	0E9868A	1	ALTERNATOR DC W/OUT PULLEY
13	0G5954	1	GROMMET .625 X 1.25 X .433
14	0F3216	1	PULLEY 80 OD DC ALTERNATOR (1800 RPM)
	0F3216A	1	PULLEY 102 OD DC ALTERNATOR (2300 RPM)
	0F3216C	1	PULLEY 132 OD DC ALTERNATOR (3000 RPM)
	0F3216D	1	PULLEY 160 OD DC ALTERNATOR (3600 RPM)
15	035579	1	BSHG RDCR HEX 1/4 TO 1/8
16	0H7435	1	HARN LOW OIL PRESS SWITCH ASSY
17	0D6658	1	DIPSTICK G6.8L G3
18	0H0777	1	DECAL LSI EPA CERTIFICATION
19	022097	6	WASHER LOCK M6-1/4
20	022473	6	WASHER FLAT 1/4-M6 ZINC
21	042568	2	SCREW HHC M6-1.0 X 20 G8.8
22	0D8027	4	SCREW WP PULLEY M8-1.25 X 19
23	0D8025	1	BOLT HEX FL HD M8-1.25 X 28
24	0D8026	3	BOLT HEX FL HD M8-1.25 X 31
25	0D8030	1	TENSIONER ENG. AUTOMATIC BELT
26	0F2846	1	PULLEY WATER PUMP G3 (1800RPM UNITS)
	0D8029	1	PULLEY ENGINE WATER PUMP (2-POLE & GEAR BOX)
27	0D8028	1	PULLEY GROOVED ENGINE IDLER
(2)28	045771	1/2	NUT HEX M8-1.25 G8 CLEAR ZINC
29	0H0923	1	ENGINE G6.8L G3 V-10 (2009 +)
30	022131	2	WASHER FLAT 3/8-M10 ZINC
31	046526	1	WASHER LOCK M10
32	064416	1	SCREW HHC M10-1.5 X 45 C8.8 FT
33	045772	1	NUT HEX M10-1.5 G8 YEL CHR
34	0F3217	1	SPACER DC ALTERNATOR PULLEY
36	0F6151	1	CAP RUBBER
37	0F4308	1	BRACKET DC ALT STABILIZER
38	0F3158	1	OIL COOLER G3 (150KW 3600RPM)
39	057823	2	CLAMP HOSE #10 .56-1.06
40	0E0502	1	TEMPERATURE SENDER DELPHI
(2)41	0G0866	1	HOSE OIL COOLER PREFORMED 3/4 (150KW 3600RPM)
(2)42	0F4301	1	HOSE OIL COOLER (150KW 3600RPM)
(2)43	0E8286	1	ELBOW 45D STREET 1/2NPT BRASS (150KW 3600RPM)
(2)44	047527	1	BARBED STR 1/2NPT X 3/4 (150KW 3600RPM)
(2)45	057823	4	CLAMP HOSE #10 .56-1.06 (150KW 3600RPM)
46	0E0992A	10	PLUG EXPANSION 14 OD
47	078637	A/R	ADHESIVE LOCTITE 620
48	047411	4	SCREW HHC M6-1.0 X 16 C8.8
(2)49	055934D	4/7	CLAMP STL/VNL 1.06 X .406 Z

(1) 1/IN 5 PART OF 1/IN 29.

(2) PART OR QUANTITY REQUIRED FOR 150KW UNITS ONLY.

# GROUP E



## EXPLODED VIEW: EV FUEL 6.8 130/150 NG CPL EMS

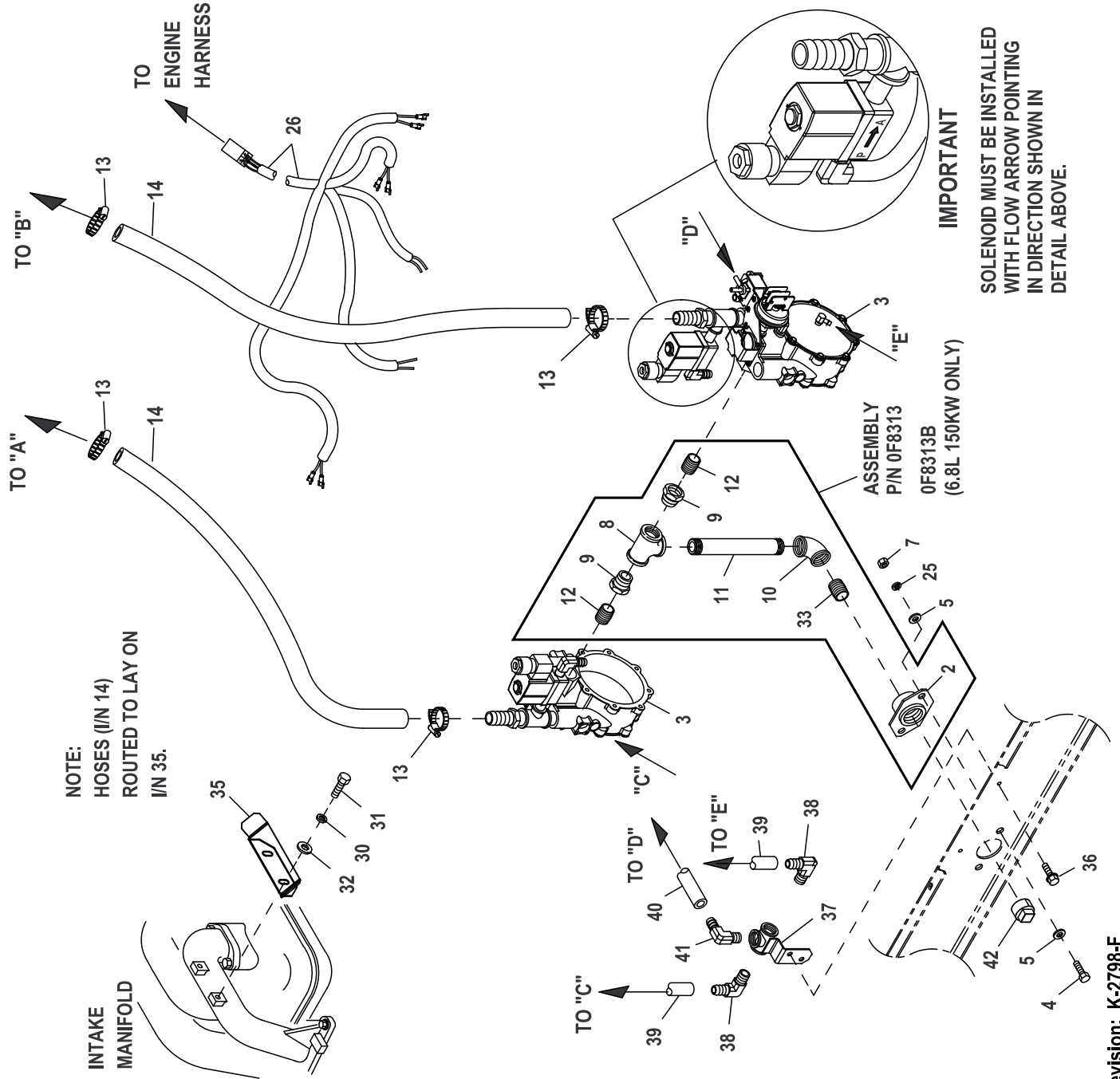
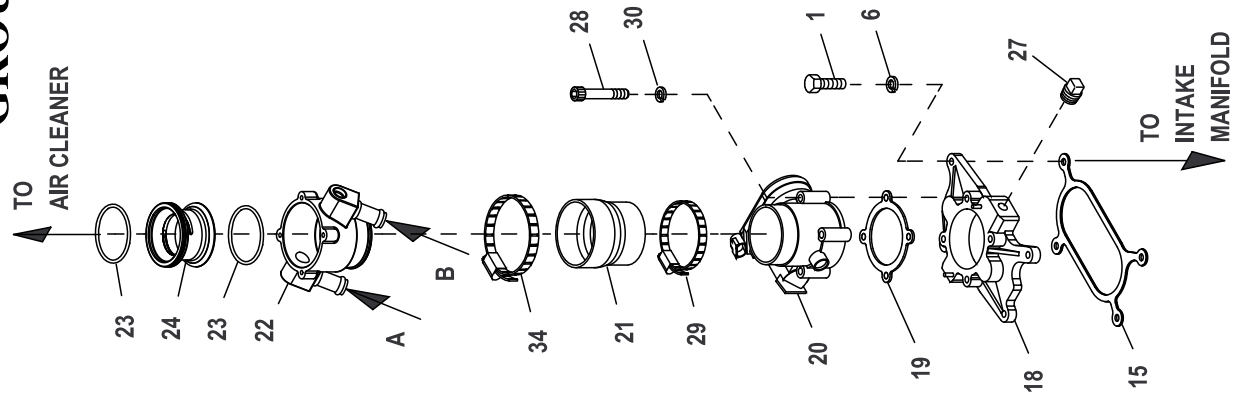
DRAWING #: 0J0217

GROUP E

APPLICABLE TO:

ITEM	PART#	QTY.	DESCRIPTION
1	033212	4	SCREW HHC 5/16-18 X 1-1/4 G5
2	065908	1	SUPPORT NAT GAS SOLENOID
3	0G9783	1	REG 6.8L CPL 130KW N/G EMISS
	0G9783A	1	REG 6.8L CPL 150KW N/G EMISS
4	052645	2	SCREW HHC M12-1.75 X 30 C8.8
5	022304	4	WASHER FLAT 1/2 ZINC
6	022129	4	WASHER LOCK M8-5/16
7	045773	2	NUT HEX M12-1.75 G8 YEL CHR
8	022195	2	WASHER LOCK 1/2
9	039130	1	NIPPLE CLOSE 1.25 NPT X 1.625
10	0E7162	1	BSHG RDCR HEX 1-1/4 X 1/4FNPT
11	040181	1	NIPPLE PIPE 1-1/4 NPT X 7 (130KW ONLY)
	040181	1	NIPPLE PIPE 1-1/4 NPT X 7 (150KW ONLY)
12	0J1318	1	HARNES FUEL JUMPER DUAL REG
13	057822	12	CLAMP HOSE #8 .53-1.00
14	059057	2	HOSE 3/4 ID SAE-30R2 (42" LG)
15	0F4408	2	Y CONNECTOR 500 SERIES BARBS
18	0J7476	1	ADAPTOR THROTTLE BODY
19	0E4390	1	GASKET GOVERNOR ACTUATOR
20	0E4392	1	ACTUATOR BOSCH 60 GOVERNOR
21	0F0960	1	REDUCER 3.0" TO 2.75" TURBO
22	0F3885	1	MIXER 40/60MM ACTUATOR ASSY
23	0G3167	2	O-RING 2-3/4 X 3/32 X 2-15/16
24	0F3691F	1	VENTURI THROTTLE 44MM (130KW)
	0F3691J	1	VENTURI THROTTLE 50MM (150KW)
25	026915	2	NIPPLE CLOSE 3/4 X 1.375
26	0A8064	2	BSHG RDCR HEX 1-1/4-3/4
27	026073A	1	PLUG STD PIPE 1/4 STEEL SQ HD
28	0D2157	4	SCREW SHC M6-1.0 X 50 C8.8
29	039294	1	CLAMP HOSE #44 2.31-3.25
30	022097	8	WASHER LOCK M6-1/4
31	049811	2	WASHER FLAT M6
32	0D2698	1	GASKET ADAPTER THROT BODY
33	042568	4	SCREW HHC M6-1.0 X 20 G8.8
34	030131	1	ELBOW 90D 1-1/4NPT
35	059057	2	HOSE 3/4 ID SAE-30R2 (12" LG)
36	066212	1	CLAMP HOSE #52 2.81-3.75
37	0G46350ST03	1	BRACKET, HOSE RISER
38	059057	2	HOSE 3/4 ID SAE-30R2 (9.5" LG)
39	0G5652	1	MANIFOLD, EMISSIONS VACUUM
40	039450	4	BARBED EL 90 3/16 X 1/8
41	077879	1	HOSE VACUUM 5/32 (5"LG)
42	077879	1	HOSE VACUUM 5/32 (7"LG)
43	077879	1	HOSE VACUUM 5/32 (18"LG)
44	077879	1	HOSE VACUUM 5/32 (6"LG)
45	077879	1	HOSE VACUUM 5/32 (8"LG)
47	0F1866A	1	BARBED EL W/VENT (.052")
48	022473	2	WASHER FLAT 1/4-M6 ZINC
49	0K2771	1	PIPE CROSS 1-1/4" NPT
50	0K2340	1	PLUG, PRESSURE GAUGE, 1/4" NPT
51	0K3795	1	HANG TAG FUEL PRESS TEST POINT
52	0H3632	1	TIE WRAP UL 5.6 X .10 BLACK
53	0L5885	1	PLUG PLASTIC 1.25" TAPERED CAP

# GROUP E



NOTE:  
HOSES (I/N 14)  
ROUTED TO LAY ON  
I/N 35.

INTAKE  
MANIFOLD

ASSEMBLY  
P/N 0F8313  
0F8313B  
(6.8L 150KW ONLY)

IMPORTANT

SOLENOID MUST BE INSTALLED  
WITH FLOW ARROW POINTING  
IN DIRECTION SHOWN IN  
DETAIL ABOVE.



**EXPLODED VIEW: EV FUEL LP 6.8 100/130/150EMSN**

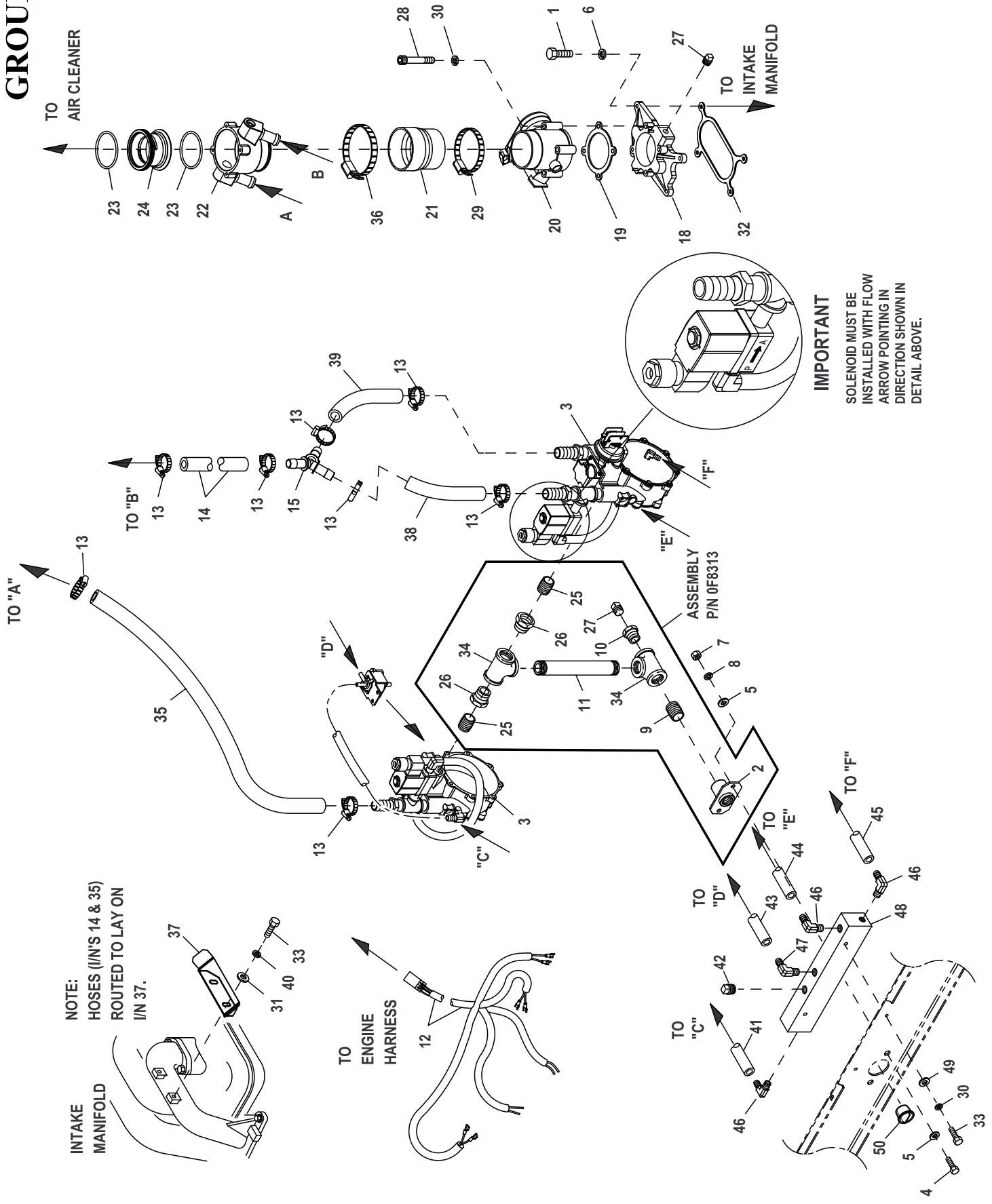
**DRAWING #: 0J0218**

**GROUP E**

**APPLICABLE TO:**

ITEM	PART#	QTY.	DESCRIPTION
1	033212	4	SCREW HHC 5/16-18 X 1-1/4 G5
2	065908	1	SUPPORT NAT GAS SOLENOID
3	0G9781	1	REG 6.8L 100KW LP CPL EMISS
	0G9781A	1	REG 6.8L 130KW LP CPL EMISS
	0G9781B	1	REG 6.8L 150KW LP CPL EMISS
4	052645	2	SCREW HHC M12-1.75 X 30 C8.8
5	022304	4	WASHER FLAT 1/2 ZINC
6	022129	4	WASHER LOCK M8-5/16
7	045773	2	NUT HEX M12-1.75 G8 YEL CHR
8	064346	1	PIPE TEE 1-1/4 NPT
9	0A8064	2	BSHG RDCR HEX 1-1/4-3/4
10	030131	1	ELBOW 90D 1-1/4 NPT
11	031015	1	NIPPLE PIPE 1-1/4 NPT X 3 (100KW & 130KW)
	040181	1	NIPPLE PIPE 1-1/4 NPT X 7 (150KW ONLY)
12	026915	2	NIPPLE CLOSE 3/4 X 1.375
13	057823	4	CLAMP HOSE #10 .56-1.06
14	059057	2	HOSE 3/4 ID SAE-30R2 (45" LG)
15	0D2698	1	GASKET ADAPTER THROT BODY
18	0J7476	1	ADAPTOR THROTTLE BODY
19	0E4390	1	GASKET GOVERNOR ACTUATOR
20	0E4392	1	ACTUATOR BOSCH 60 GOVERNOR
21	0F0960	1	REDUCER 3.0" TO 2.75" TURBO
22	0F3885	1	MIXER 40/60MM ACTUATOR ASSY
23	0G3167	2	O-RING 2-3/4 X 3/32 X 2-15/16
24	0F3691E	1	VENTURI THROTTLE 42MM (6.8L 100KW)
	0F3691F	1	VENTURI THROTTLE 44MM (6.8L 130KW)
	0F3691J	1	VENTURI THROTTLE 50MM (6.8L 150KW)
25	022195	2	WASHER LOCK 1/2
26	0J1318	1	HARNES FUEL JUMPER DUAL REG
27	026073A	1	PLUG STD PIPE 1/4 STEEL SQ HD
28	0D2157	4	SCREW SHC M6-1.0 X 50 C8.8
29	039294	1	CLAMP HOSE #44 2.31-3.25
30	022097	6	WASHER LOCK M6-1/4
31	042568	2	SCREW HHC M6-1.0 X 20 G8.8
32	049811	2	WASHER FLAT M6
33	039130	1	NIPPLE CLOSE 1.25 NPT X 1.625
34	066212	1	CLAMP HOSE #52 2.81-3.75
35	0G46350ST03	1	BRACKET, HOSE RISER
36	0C2454	1	SCREW THF M6-1 X 16 N WA Z/JS
37	0G4588	1	PIPE TEE W/ BRACKET WELDED
38	039450	2	BARBED EL 90 3/16 X 1/8
39	077879	2	HOSE VACUUM 5/32 (12.0"LG)
40	077879	1	HOSE VACUUM 5/32 (10.5"LG)
41	0F1866A	1	BARBED EL W/VENT (.052")
42	063831	1	PLUG PIPE 1.25 SQ HD ZINC

# GROUP E



**EXPLODED VIEW: EV FUEL 6.8L 100KW NG CPL EMSN**

**DRAWING #: 0J0309**

**GROUP E**

**APPLICABLE TO:**

ITEM	PART#	QTY.	DESCRIPTION
1	033212	4	SCREW HHC 5/16-18 X 1-1/4 G5
2	065908	1	SUPPORT NAT GAS SOLENOID
3	0G9782	1	REG 6.8L CPL 100KW N/G EMISS
4	052645	2	SCREW HHC M12-1.75 X 30 C8.8
5	022304	4	WASHER FLAT 1/2 ZINC
6	022129	4	WASHER LOCK M8-5/16
7	045773	2	NUT HEX M12-1.75 G8 YEL CHR
8	022195	2	WASHER LOCK 1/2
9	039130	1	NIPPLE CLOSE 1.25 NPT X 1.625
10	0E7162	1	BSHG RDCR HEX 1-1/4 X 1/4FNPT
11	031015	1	NIPPLE PIPE 1-1/4 NPT X 3
12	0J1318	1	HARNES FUEL JUMPER DUAL REG
13	057822	8	CLAMP HOSE #8 .53-1.00
14	059057	1	HOSE 3/4 ID SAE-30R2 (42" LG)
15	0F4408	1	Y CONNECTOR 500 SERIES BARBS
18	0J7476	1	ADAPTOR THROTTLE BODY
19	0E4390	1	GASKET GOVERNOR ACTUATOR
20	0E4392	1	ACTUATOR BOSCH 60 GOVERNOR
21	0F0960	1	REDUCER 3.0" TO 2.75" TURBO
22	0F3885	1	MIXER 40/60MM ACTUATOR ASSY
23	0G3167	2	O-RING 2-3/4 X 3/32 X 2-15/16
24	0F3691E	1	VENTURI, THROTTLE 42MM
25	026915	2	NIPPLE CLOSE 3/4 X 1.375
26	0A8064	2	BSHG RDCR HEX 1-1/4-3/4
27	026073A	2	PLUG STD PIPE 1/4 STEEL SQ HD
28	0D2157	4	SCREW SHC M6-1.0 X 50 C8.8
29	039294	1	CLAMP HOSE #44 2.31-3.25
30	022097	6	WASHER LOCK M6-1/4
31	049811	2	WASHER FLAT M6
32	0D2698	1	GASKET ADAPTER THROT BODY
33	042568	4	SCREW HHC M6-1.0 X 20 G8.8
34	064346	2	PIPE TEE 1-1/4 NPT
35	059057	1	HOSE 3/4 ID SAE-30R2 (45" LG)
36	066212	1	CLAMP HOSE #52 2.81-3.75
37	0G46350ST03	1	BRACKET, HOSE RISER
38	059057	1	HOSE 3/4 ID SAE-30R2 (9.5" LG)
39	059057	1	HOSE 3/4 ID SAE-30R2 (12" LG)
40	022097	2	WASHER LOCK M6-1/4
41	077879	1	HOSE VACUUM 5/32 (5" LG)
42	026073	1	PLUG STD PIPE 1/8 STEEL SQ HD
43	077879	1	HOSE VACUUM 5/32 (18" LG)
44	077879	1	HOSE VACUUM 5/32 (6" LG)
45	077879	1	HOSE VACUUM 5/32 (8" LG)
46	039450	3	BARBED EL 90 3/16 X 1/8
47	0F1866A	1	BARBED EL W/VENT (.052")
48	0G5652	1	MANIFOLD, EMISSIONS VACUUM
49	022473	2	WASHER FLAT 1/4-M6 ZINC
50	0L5885	1	PLUG PLASTIC 1.25" TAPERED CAP

## REPLACEMENT SHEET METAL PARTS ORDERING GUIDE

Parts listed in the manual Bill of Material on the EV drawings/Manuals are listed in the unfinished form with the default material – usually steel or plain six or seven digit number.



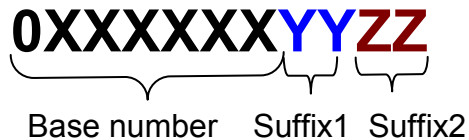
After entering serial number or model number of the unit to search/order replacement sheet metal parts follow steps below to identify/verify correct part number:

1. Obtain Unfinished Part number from the EV drawing in the manual or Generac Website
2. Enter **base number** in the system – **first 6 digit**. Press enter.
3. The full part number of the finished/painted part will show. (example 0H5522AST19 or 0H0103AST16)

Verify that the material and color matches the unit/ replaced part per reference information below:

### REFERENCE INFORMATION:

Starting in 2009 Generac Power Systems uses following part number structuring for parts with secondary finish – painted or plated.



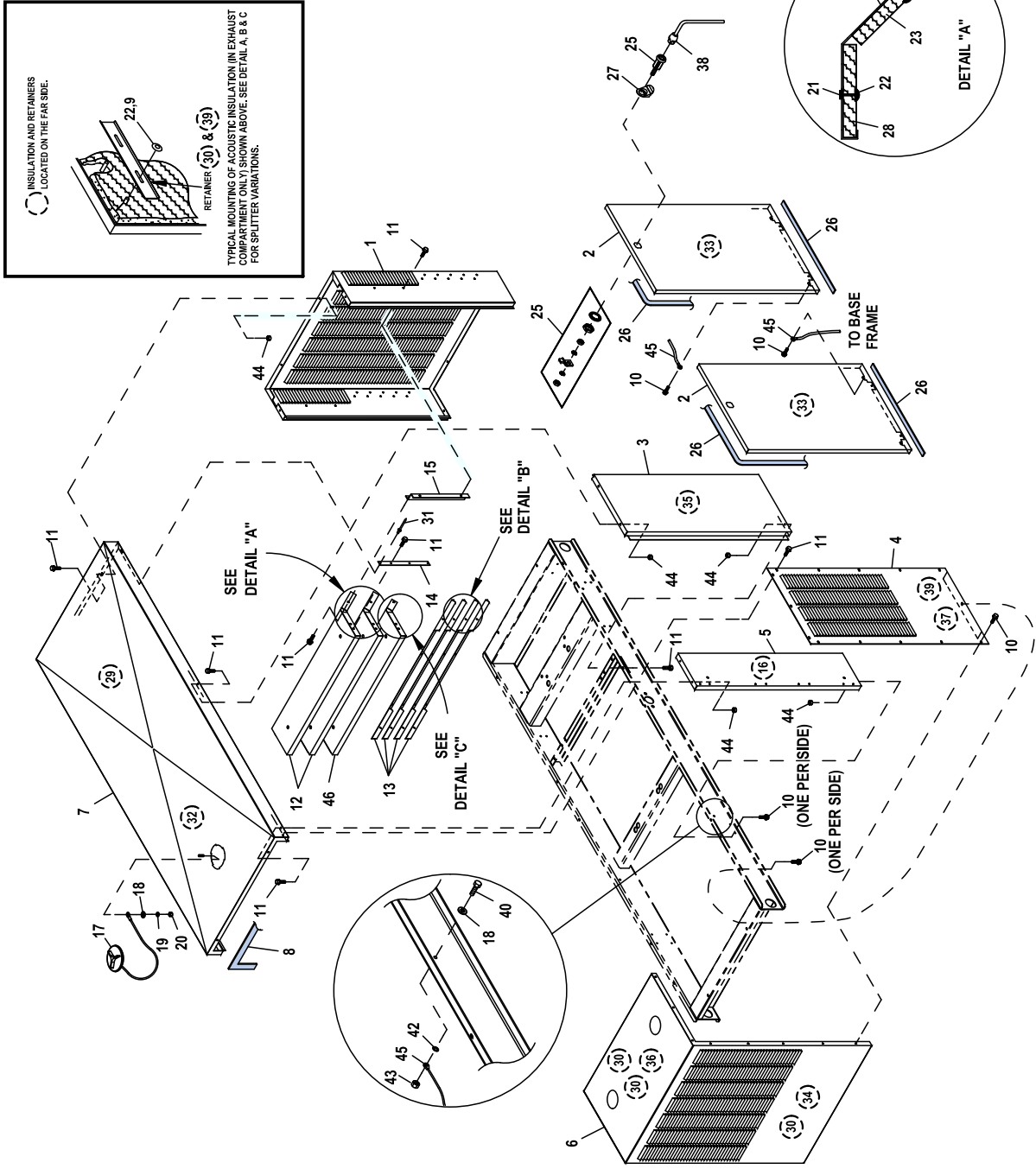
**Suffix 1** - represent material part is made of – aluminum, steel or stainless steel

**Suffix 2** - represents color or plating

<u>Suffix 1 - Material</u>	<u>Suffix 2 – Color/plating</u>	<u>Color Used on</u>
AL – Aluminum	0R – Raw (unfinished)	<b>DO NOT ORDER (default parts on drawings)</b>
ST – Steel	01 – Tan	Genset enclosures parts until 2009
SS – Stainless	03 – Black	Frames, Tanks and misc. internal parts
VR – Variable Material	05 – White	Industrial products parts
	11 – Yellow Zinc Plating	Miscellaneous internal parts
	13 – Bisque	Genset enclosures parts since 2008
	14 – Grey	Gen and TSW enclosures parts since 2009
	15 – Orange Textured	Portable Generator parts since 2009
	16 – XP Gray	Portable Generator parts since 2009
	17 – Orange Gloss	Portable Generator parts since 2009
	18 – Special/Custom	Colors per customer request (Special)
	19 – Dark Grey	Industrial products parts since 2010

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REV	REPLACEMENT SHEET METAL PARTS ORDERING GUIDE	DATE	NUMBER
B		12/20/10	0H7169

# GROUP F



**EXPLODED VIEW: EV ENCLOSURE C5 EMISSION**

**DRAWING #: 0J0204**

**GROUP F**

**APPLICABLE TO:**

ITEM	PART#	QTY.	DESCRIPTION
(2) 1	0F58730AL0R	1	REAR WRAP C5
(2) 2	0F5868AAL0R	4	DOOR C5
(2) 3	0F5872AAL0R	2	CENTER SUPPORT C5
(2) 4	0F58710AL0R	2	DISCHARGE DUCT LH & RH SIDE C5
(2) 5	0F5869AAL0R	2	FRONT CORNERS C5
(2) 6	0K88730AL0R	1	DUCT CENTER DISCHARGE RAW
(2) 7	0F58670AL0R	1	ROOF C5 ALUM
8	G066760	1	STRIP SEALANT 1/8 X 1 (44.5"LG)
9	078115A	12	WASHER SELF LOCKING DOME #8-32
(1)10	0E3257	16	SCREW TH-FRM M6 W/CAP SHKPRF W
(1)11	0C2454	80	SCREW THF M6-1 X 16 N WA Z/JS
12	0F2766	2	SPLITTER
13	0F3181	4	SPLITTER SHORT
14	0F3185	2	STRINGER SPLITTER C3
15	0F3416	2	SUPPORT SPLITTER C5 130KW
16	0J0336	2	INSUL CORNER POST
17	0F4487A	1	ASSY ACCESS COVER
18	G022473	5	WASHER FLAT 1/4-M6 ZINC
19	G022097	1	WASHER LOCK M6-1/4
20	G022127	1	NUT HEX 1/4-20 STEEL
21	0F3072	20	INSULATION RETAINMENT HANGER
22	G078115	30	WASHER SELF LOCKING DOME #4-40
23	0J0336B	3	INSUL SPLITTER
24	0J0336A	4	INSUL SHORT LOUVER
25	0F5048D	4	WISE-ACTION LATCH SLOTTED CIR
26	0E5968	1	GASKET EXTRUDED TRIM (566" LG)
27	0F5049B	4	PULL TAB DOOR LOCK SS
28	0J0336G	2	INSUL SPLITTER SML
29	0J2624B	1	INSUL ROOF TOP REAR
30	0F3890A	3	RETAINER INSULATION (740)
31	G087233	2	RIVET POP .1875 X .450 SS
32	0J0336C	1	INSUL ROOF TOP FRT
33	0J0336D	4	INSUL DOOR
34	0F3949G	1	INSUL DISCHARGE DUCT
35	0J0336F	2	INSUL CENTER SUPPORT
36	0F3949K	1	INSUL DISCHARGE DUCT TOP
37	0F3949F	2	INSUL INNER DUCT SIDE
38	0F8869D	1	KEY VISE-ACTION LATCH SLOT CIR
39	0F3890	2	RETAINER INSULATION (450)
40	G042568	4	SCREW HHC M6-1.0 X 20 G8.8
42	G022447	4	WASHER SHAKEPROOF INT 1/4
43	G049813	4	NUT HEX M6 X 1.0 G8 YEL CHR
(1) 44	G077992	28	NUT HEX LOCK M6-1.0 SS NY INS
45	0912970090	4	ASSY WIRE 14AWG GRN/YEL
46	0F2766A	1	SPLITTER C5
47	0J0336H	1	INSUL SPLITTER SHRT MPS

NOTES (UNLESS OTHERWISE SPECIFIED):

(1) ENCLOSURE NOTE: ALL PANELS THAT FASTEN TO THE BASEFRAME MUST BE SECURED USING I/N 10 & 11 (THREAD FORMING FASTENERS) AND I/N 44 (LOCK NUT). LOCK NUT IS TO BE INSTALLED AFTER THREAD FORMING FASTENER HAS PENETRATED THROUGH EXTRUSIONS IN ENCLOSURE PANELS. ALL PANEL TO PANEL CONNECTIONS TO INCLUDE AT LEAST ONE CONNECTION POINT USING I/N 10 (THREAD FORMING FASTENER).NOTES

(2) SHEET METAL PARTS LISTED IN THE BOM TABLE, PRIOR TO 1/1/16, ARE REPRESENTING GENERIC PARTS (NO COLOR)

- MANUFACTURING: FOR CORRECT MATERIAL AND COLOR REFER TO SAP BOM.
- CUSTOMER: WHEN ORDERING REPLACEMENT PARTS ENTER BASE NUMBER (FIRST 6 DIGITS ONLY) IN THE SYSTEM FOR CORRECT MATERIAL AND COLOR (FOR REFERENCE SEE GUIDELINE 0H7169).

# GROUP G

ENGINE/KW	WEIGHT DATA			
	ENCLOSURE MATERIAL	WEIGHT (GENSET ONLY) KG (LBS)	WEIGHT (WOODEN SHIPPING CRATE/SKID) KG (LBS)	SHIPPING WEIGHT (SKID AND GENSET) KG (LBS)
6. 8L 100KW	STEEL	1227 [2705]	79 [175]	1306 [2880]
	ALUMINUM	1148 [2531]	79 [175]	1227 [2706]
6. 8L 130KW	STEEL	1287 [2837]	79 [175]	1366 [3012]
	ALUMINUM	1224 [2699]	79 [175]	1304 [2874]
6. 8L 150KW	STEEL	1209 [2666]	79 [175]	1289 [2841]
	ALUMINUM	1130 [2492]	79 [175]	1210 [2667]

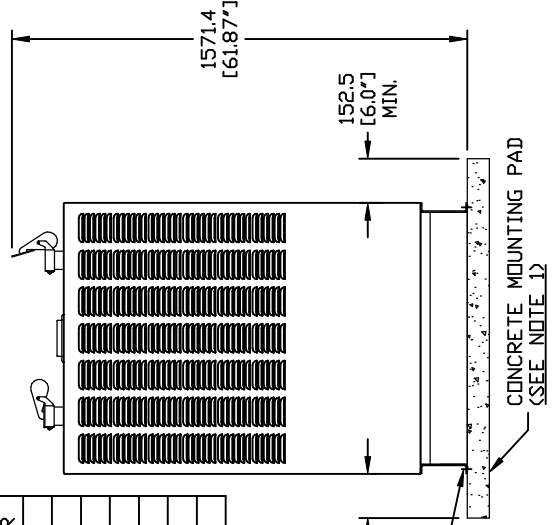
**NOTES:**

- 1) MINIMUM RECOMMENDED CONCRETE PAD SIZE: 1240(48.8') WIDE X 3230 (127.2') LONG. REFERENCE INSTALLATION GUIDE SUPPLIED WITH UNIT FOR CONCRETE PAD GUIDELINES.
- 2) ALLOW SUFFICIENT ROOM ON ALL SIDES OF THE GENERATOR FOR MAINTENANCE AND SERVICING. THIS UNIT MUST BE INSTALLED IN ACCORDANCE WITH CURRENT APPLICABLE NFPA 37 AND NFPA 70 STANDARDS AS WELL AS ANY OTHER FEDERAL, STATE AND LOCAL CODES FOR MINIMUM DISTANCES FROM OTHER STRUCTURES.
- 3) CIRCUIT BREAKER INFORMATION:  
SEE SPECIFICATION SHEET WITHIN OWNERS MANUAL.
- 4) INSIDE STUB-UP AREA FOR AC LOAD LEAD CONDUIT CONNECTION, NEUTRAL CONNECTION, BATTERY CHARGER 120 VOLT AC (.5 AMP MAX.) CONNECTION, AND ACCESS TO TRANSFER SWITCH CONTROL WIRES. REMOVE FRONT COVER FOR ACCESS.
- 4A) FIELD CUT HOLE IS ONLY REQUIRED FOR MOUNTING OF GENERATOR ON AN EXISTING PAD.
- 5) REFERENCE OWNERS MANUAL FOR LIFTING WARNINGS.
- 6) REMOVE EITHER LEFT OR RIGHT HAND SIDE PANEL TO ACCESS EXHAUST MUFFLERS AND FAN BELT.

**SERVICE ITEM ACCESSIBILITY CHART**

SERVICE ITEM	ACCESS	
	100KW 6. 8L	150KW 6. 8L
OIL FILL CAP	THRU RIGHT FRONT DOOR	THRU RIGHT FRONT DOOR
OIL DIP STICK	THRU LEFT FRONT DOOR	THRU LEFT FRONT DOOR
OIL FILTER	THRU LEFT FRONT DOOR	THRU LEFT FRONT DOOR
OIL DRAIN HOSE	THRU RIGHT FRONT DOOR	THRU RIGHT FRONT DOOR
RADIATOR DRAIN HOSE	THRU LEFT FRONT DOOR	THRU LEFT FRONT DOOR
AIR CLEANER ELEMENT	EITHER FRONT DOORS	EITHER FRONT DOORS
SPARK PLUGS	BOTH FRONT DOORS	BOTH FRONT DOORS
MUFFLERS	SEE NOTE 6	SEE NOTE 6
FAN BELT	SEE NOTE 6	SEE NOTE 6
BATTERY	THRU RIGHT REAR DOOR	THRU RIGHT REAR DOOR
*GEARBOX FILL & DRAIN	THRU RIGHT REAR DOOR	THRU RIGHT REAR DOOR

\*NOTE: EXCLUDING 6. 8L 150KW UNITS  
REFERENCE OWNERS MANUAL FOR PERIODIC REPLACEMENT PART LISTINGS

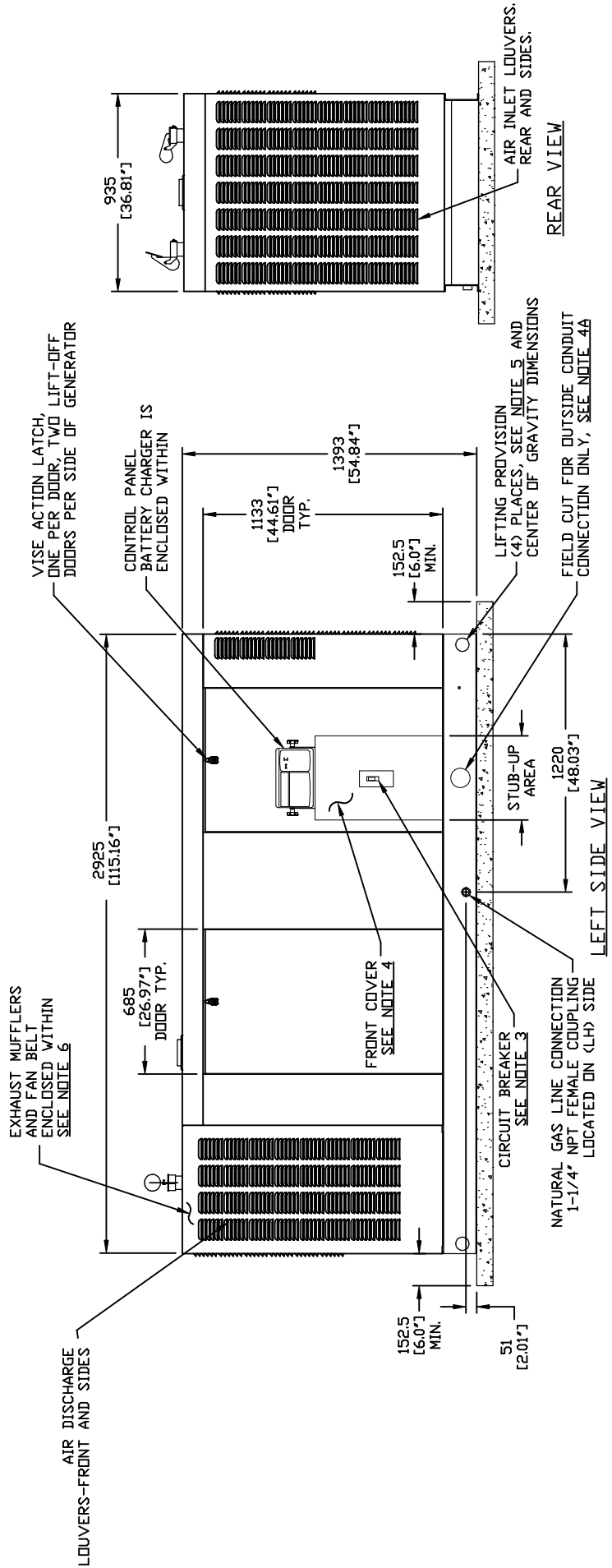
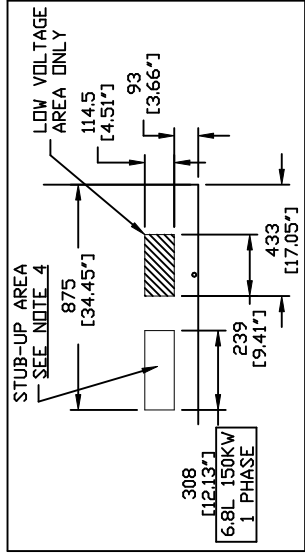
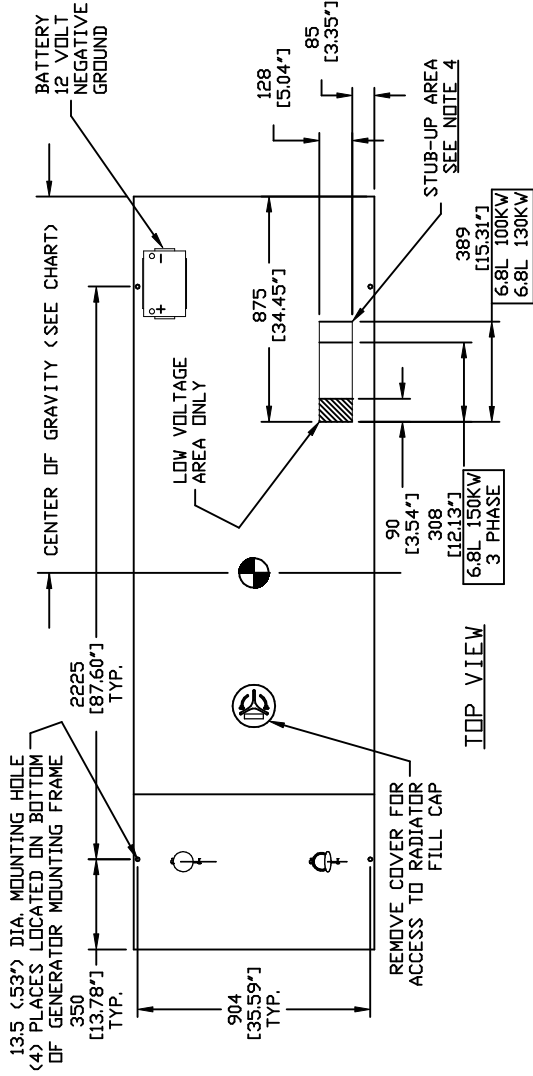


13.5 (.53') DIA. MOUNTING HOLE  
(4) PLACES, 12.7 (1/2') DIA.  
MASONRY ANCHOR BOLTS  
RECOMMENDED

**EXPLODED VIEW:**  
**ENCLOSURE - C5 EPA CERT 6.8L(100, 130 & 150KW)**  
**DRAWING #: 0H4105**

# GROUP G

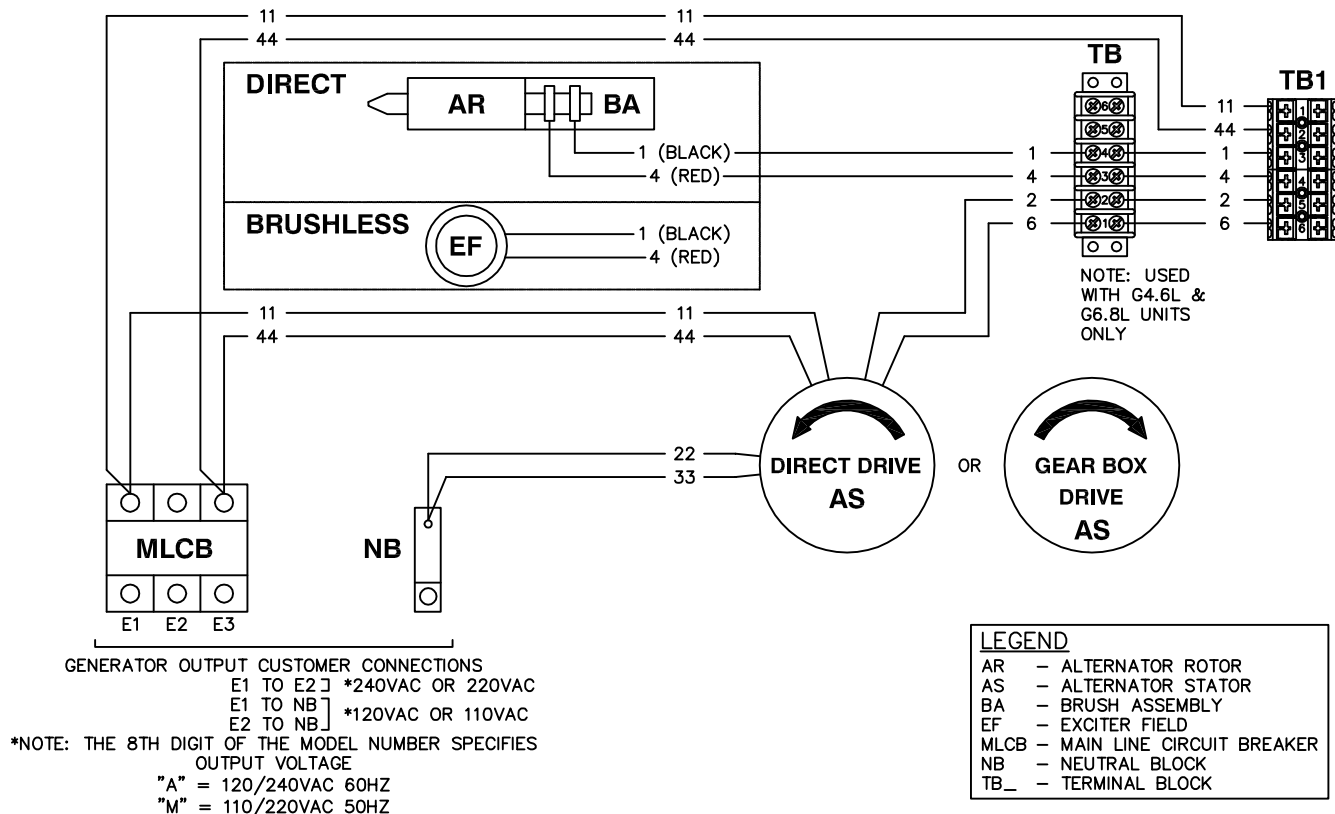
CENTER OF GRAVITY
1275 (50.2') - 100KW 6.8L
1230 (48.4') - 130KW 6.8L
1315 (51.8') - 150KW 6.8L



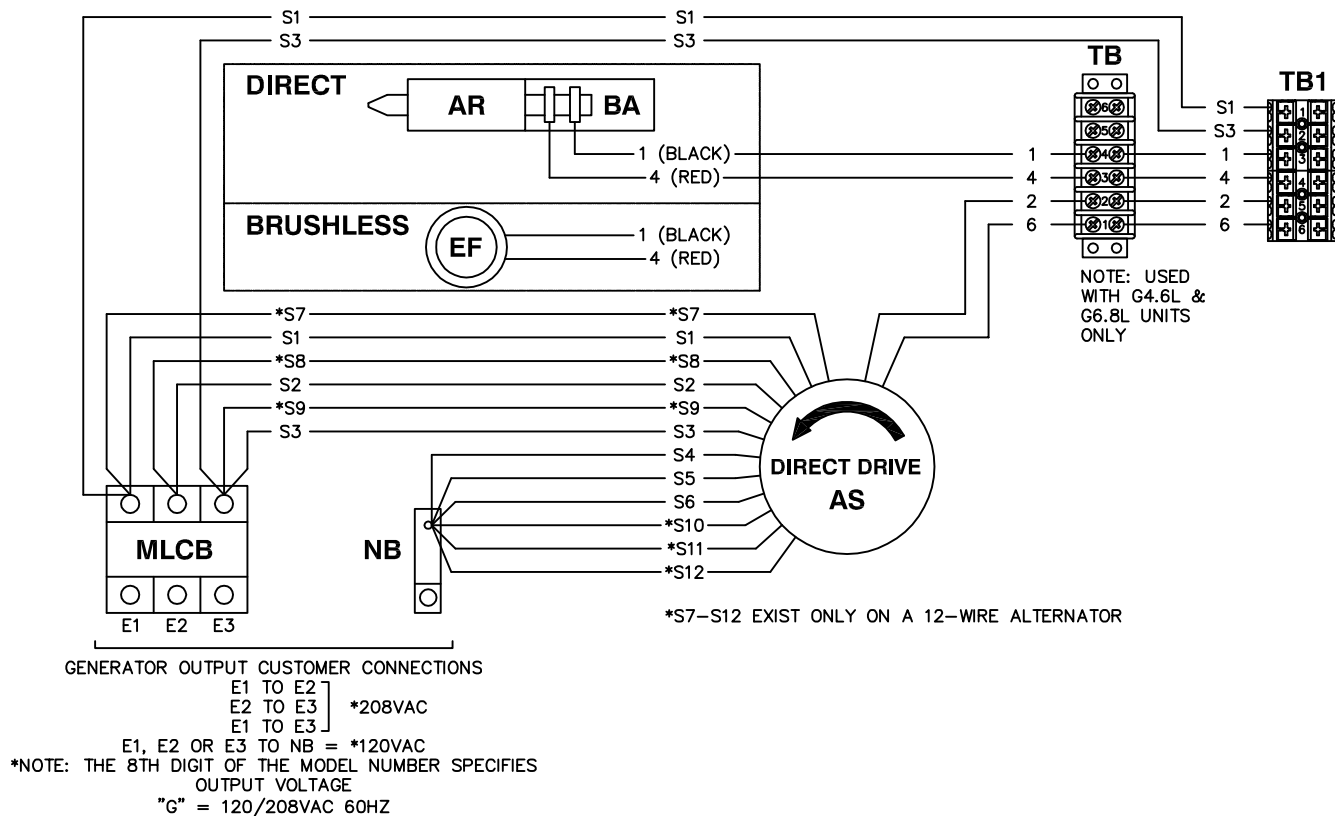
**EXPLODED VIEW:**  
**ENCLOSURE - C5 EPA CERT 6.8L(100, 130 & 150KW)**  
**DRAWING #: 0H4105**



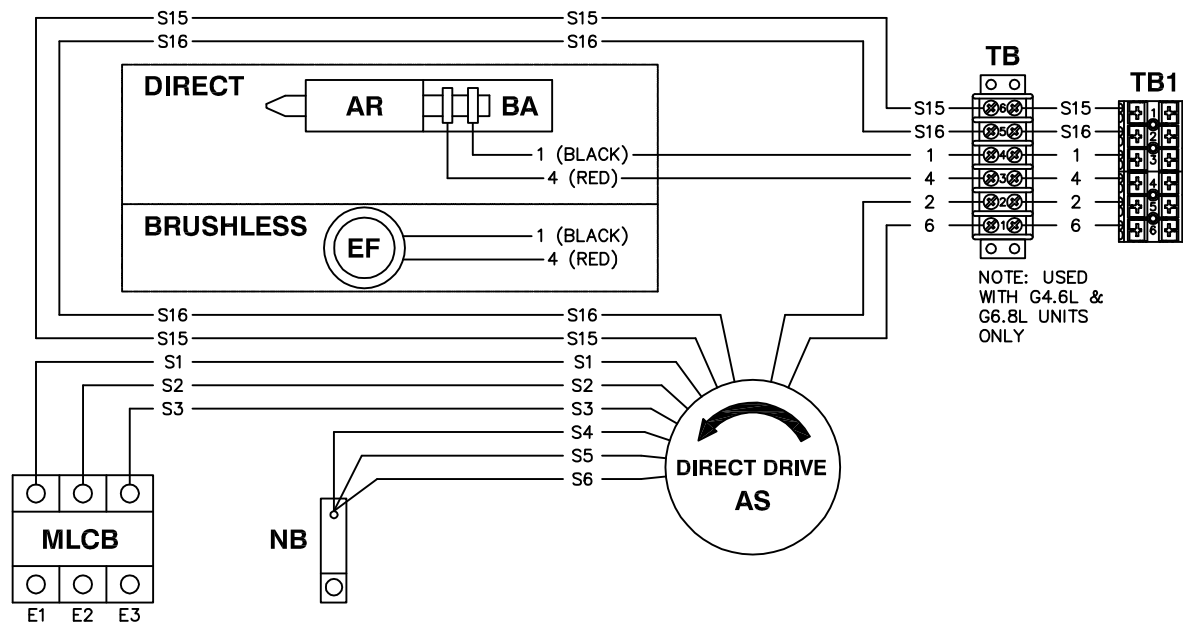
**OPTION 1 - SINGLE PHASE, CPL CONTROL PANEL**



**OPTION 2 - THREE PHASE, CPL CONTROL PANEL, 120/208V**



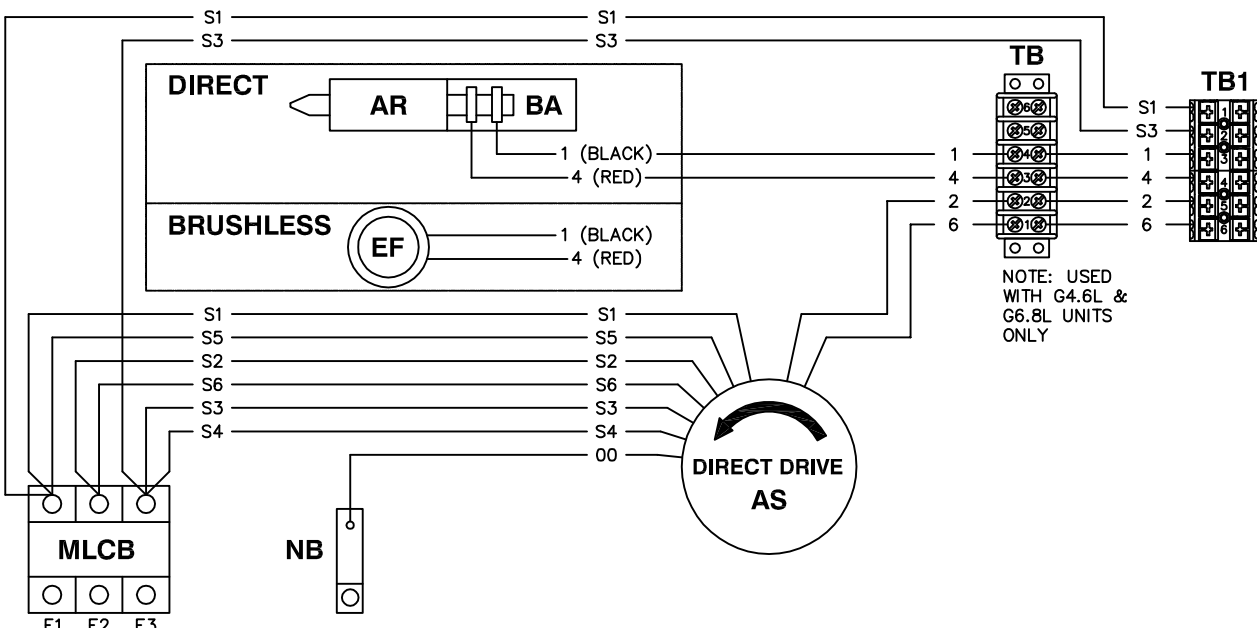
**OPTION 3 - THREE PHASE, CPL CONTROL PANEL, 6-WIRE 277/480V**



GENERATOR OUTPUT CUSTOMER CONNECTIONS  
 E1 TO E2 } \*480VAC OR \*400VAC  
 E2 TO E3 }  
 E1 TO E3 }  
 E1, E2 OR E3 TO NB = \*277VAC OR \*231VAC  
 \*NOTE: THE 8TH DIGIT OF THE MODEL NUMBER SPECIFIES  
 OUTPUT VOLTAGE  
 "K" = 277/480VAC 60HZ  
 "R" = 231/400VAC 50HZ

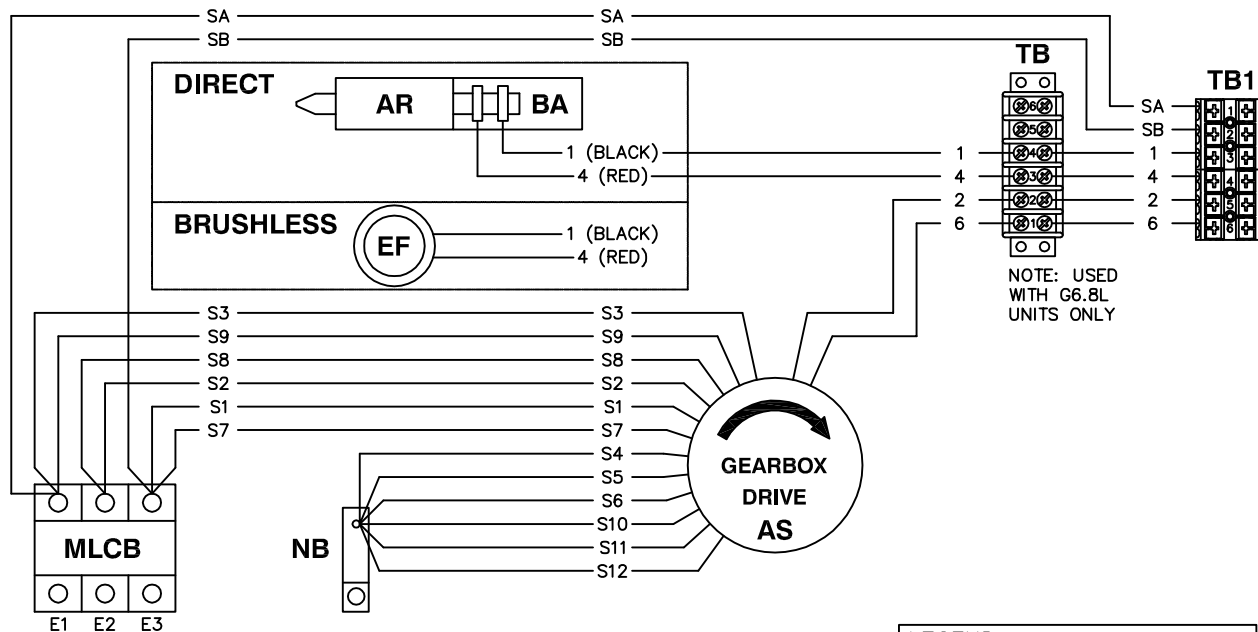
**LEGEND**  
 AR - ALTERNATOR ROTOR  
 AS - ALTERNATOR STATOR  
 BA - BRUSH ASSEMBLY  
 EF - EXCITER FIELD  
 MLCB - MAIN LINE CIRCUIT BREAKER  
 NB - NEUTRAL BLOCK  
 TB\_ - TERMINAL BLOCK

**OPTION 4 - THREE PHASE DELTA, CPL CONTROL PANEL, 7-WIRE 120/240V**



GENERATOR OUTPUT CUSTOMER CONNECTIONS  
 E1 TO E2 } \*240VAC  
 E2 TO E3 }  
 E1 TO E3 }  
 E3-NB = \*208VAC  
 E1 OR E3 TO NB = \*120VAC  
 \*NOTE: THE 8TH DIGIT OF THE MODEL NUMBER SPECIFIES  
 OUTPUT VOLTAGE  
 "J" = 120/240VAC 60HZ

**OPTION 5 - THREE PHASE, CPL CONTROL PANEL, GEARBOX (REVERSE ROTATION)**



NOTE: USED WITH G6.8L UNITS ONLY

**LEGEND**

- AR - ALTERNATOR ROTOR
- AS - ALTERNATOR STATOR
- BA - BRUSH ASSEMBLY
- EF - EXCITER FIELD
- MLCB - MAIN LINE CIRCUIT BREAKER
- NB - NEUTRAL BLOCK
- TB\_ - TERMINAL BLOCK

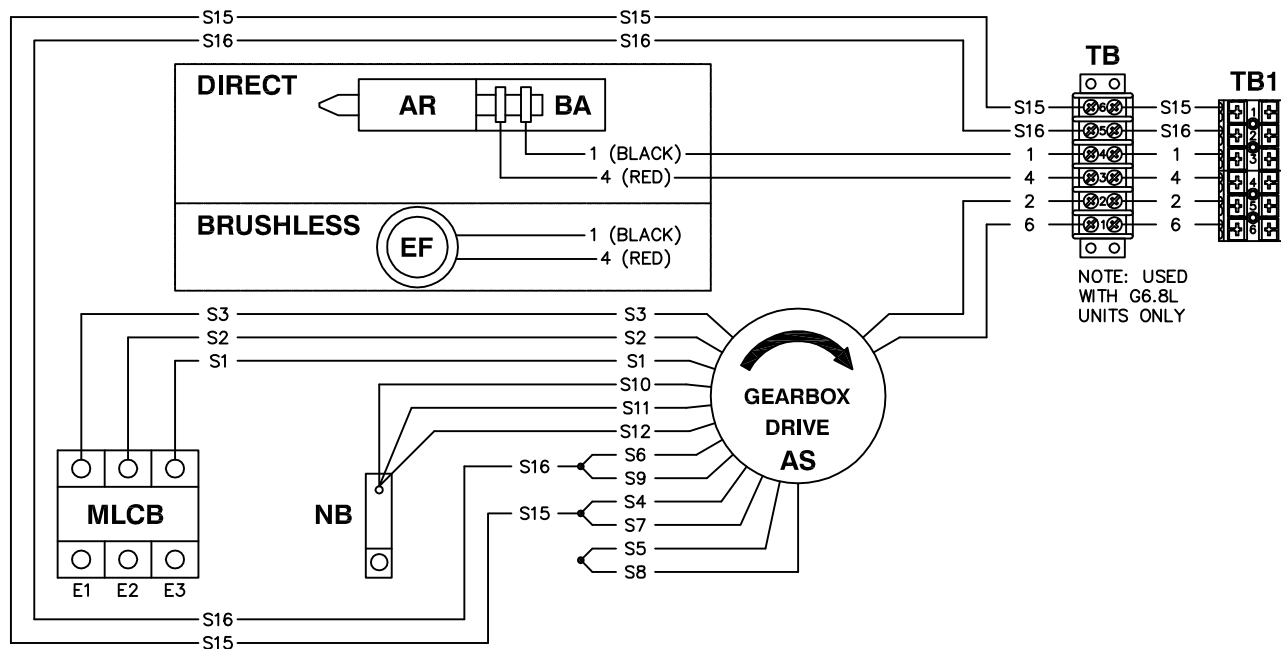
GENERATOR OUTPUT CUSTOMER CONNECTIONS

E1 TO E2  
E2 TO E3 } \*208VAC  
E1 TO E3

E1, E2 OR E3 TO NB = \*120VAC

\*NOTE: THE 8TH DIGIT OF THE MODEL NUMBER SPECIFIES OUTPUT VOLTAGE  
"G" = 120/208VAC 60HZ

**OPTION 6 - THREE PHASE, CPL CONTROL PANEL, GEARBOX (REVERSE ROTATION)**



NOTE: USED WITH G6.8L UNITS ONLY

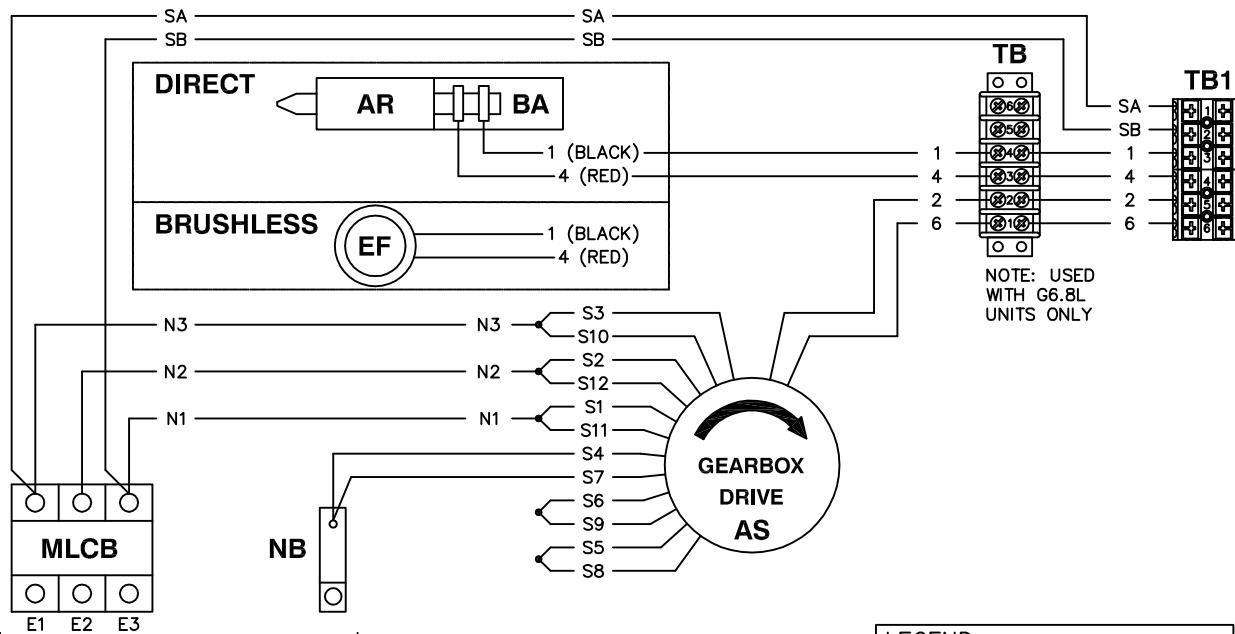
GENERATOR OUTPUT CUSTOMER CONNECTIONS

E1 TO E2  
E2 TO E3 } \*480VAC  
E1 TO E3

E1, E2 OR E3 TO NB = \*277VAC

\*NOTE: THE 8TH DIGIT OF THE MODEL NUMBER SPECIFIES OUTPUT VOLTAGE  
"K" = 277/480VAC 60HZ

OPTION 7 - THREE PHASE SERIES DELTA, CPL CONTROL PANEL, GEARBOX (REVERSE ROTATION)



NOTE: USED WITH G6.8L UNITS ONLY

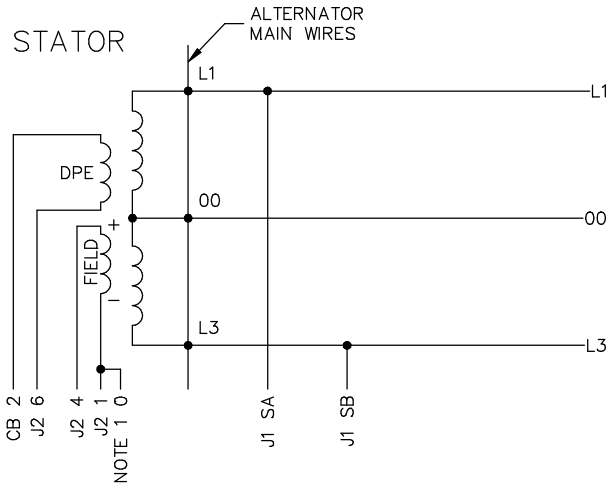
GENERATOR OUTPUT CUSTOMER CONNECTIONS

E1 TO E2 ]  
 E2 TO E3 ] \*240VAC  
 E1 TO E3 ]

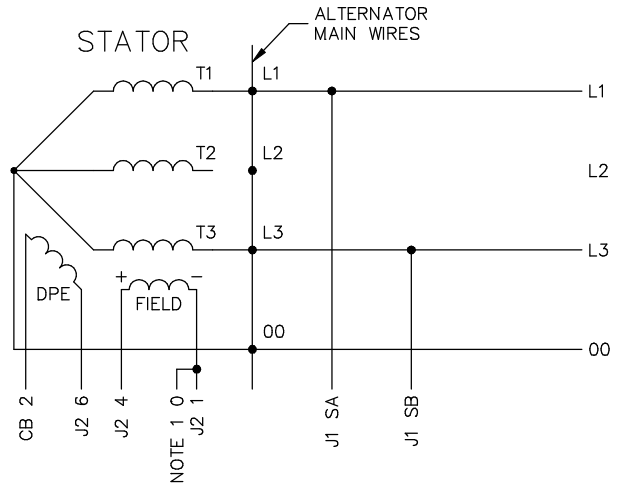
E2-NB = \*208VAC  
 E1-NB OR E3-NB = \*120VAC

\*NOTE: THE 8TH DIGIT OF THE MODEL NUMBER SPECIFIES OUTPUT VOLTAGE  
 "J" = 120/240VAC 60HZ

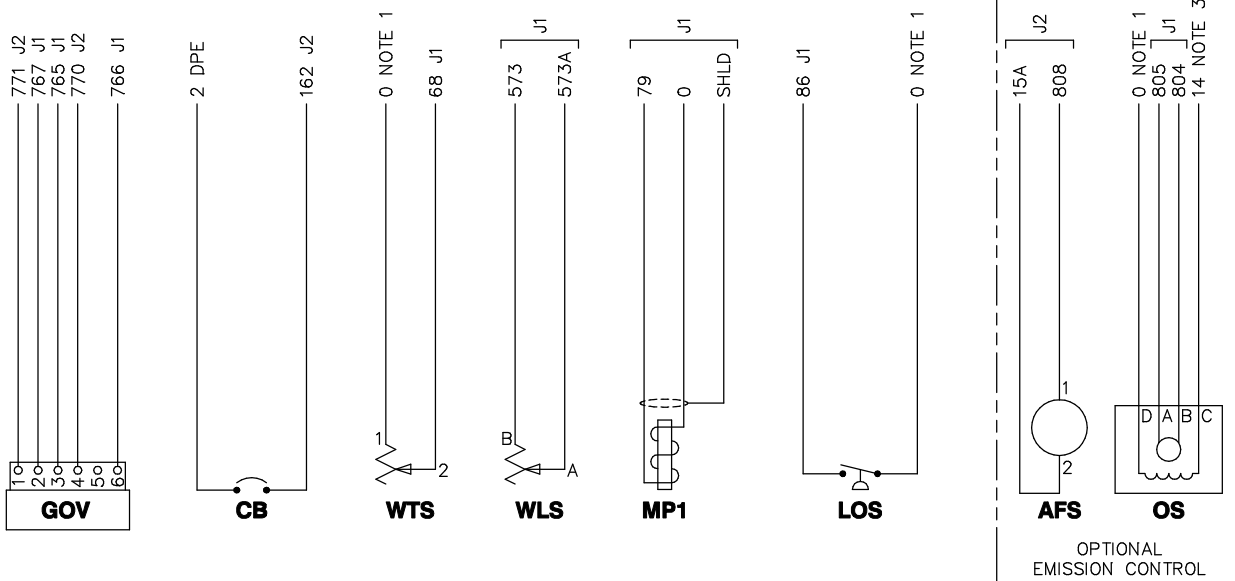
LEGEND	
AR	- ALTERNATOR ROTOR
AS	- ALTERNATOR STATOR
BA	- BRUSH ASSEMBLY
EF	- EXCITER FIELD
MLCB	- MAIN LINE CIRCUIT BREAKER
NB	- NEUTRAL BLOCK
TB_	- TERMINAL BLOCK



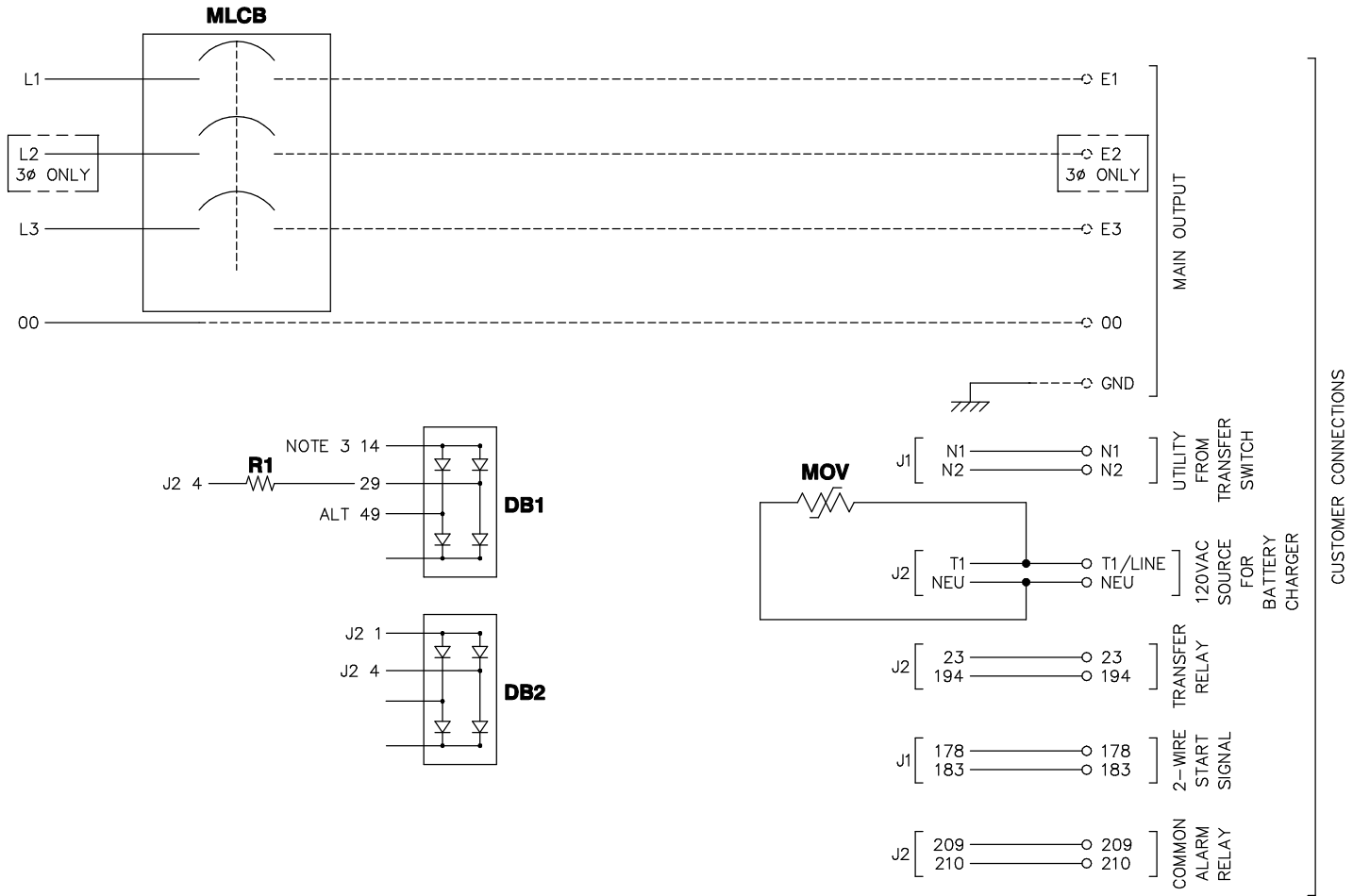
ALTERNATOR CONNECTIONS FOR 1Ø UNITS



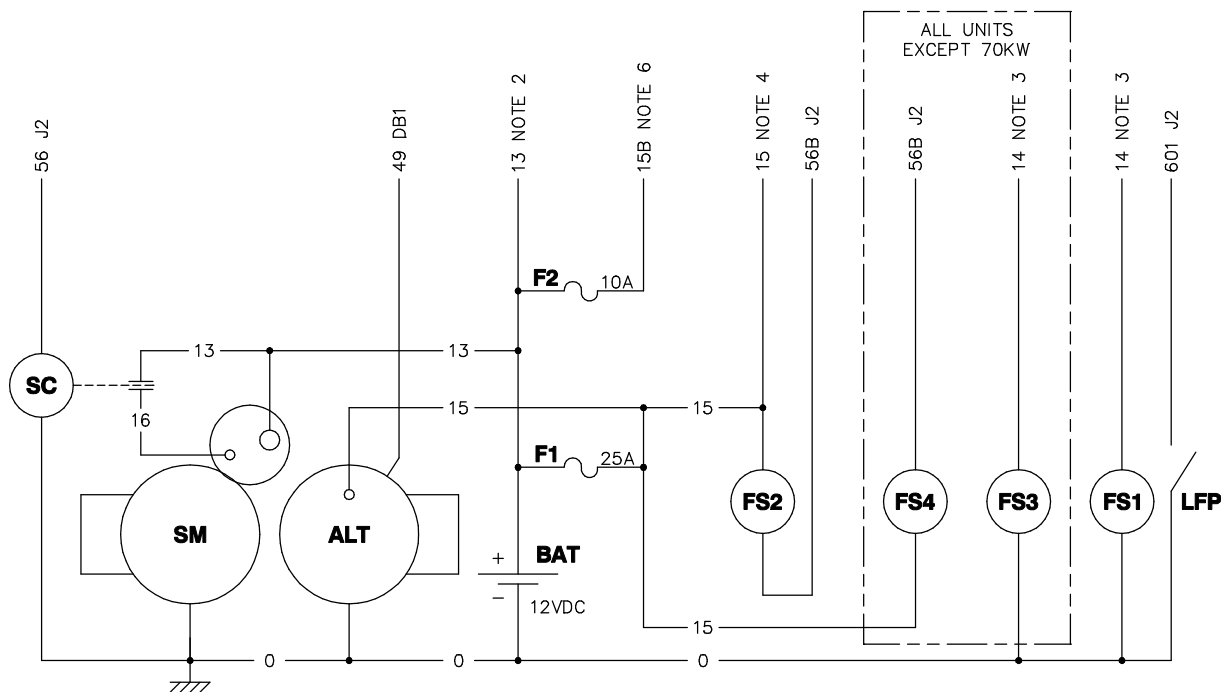
ALTERNATOR CONNECTIONS FOR 3Ø UNITS

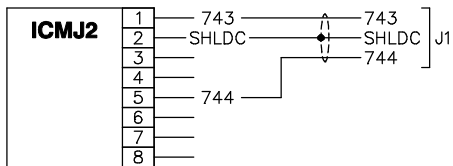
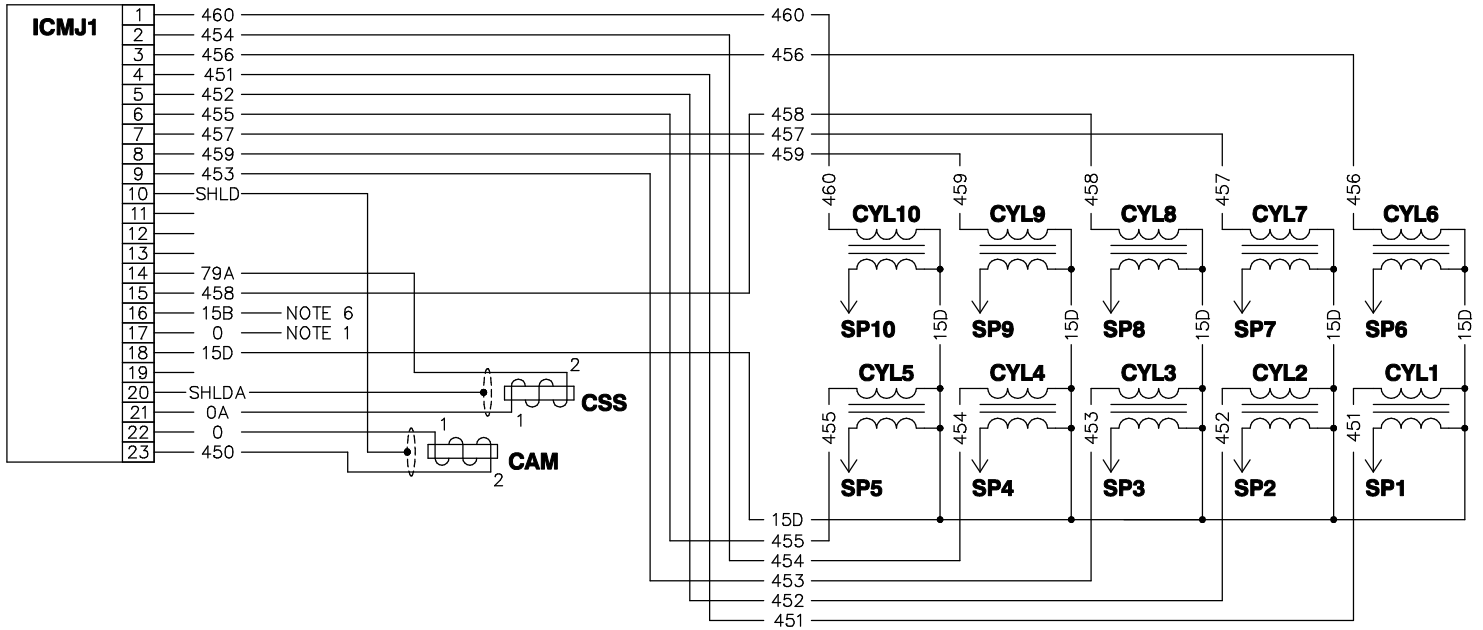


OPTIONAL EMISSION CONTROL



NOTE:  
FOR FIELD WIRING TO CUSTOMER CONNECTIONS  
(TERMINAL BLOCKS)  
MAXIMUM WIRE SIZE: #12 AWG





## BWR CONNECTOR

PIN	WIRE	TO	FUNCTION
1	820	J1-12	+5V POWER FOR BASIC REMOTE
2	817	J1-4	REMOTE DISPLAY SYSTEM READY
3	818	J1-5	REMOTE DISPLAY ALARM
4	819	J1-17	REMOTE DISPLAY MAINTENANCE
5	0	GND	NOTE 1

## ICMJ1 CONNECTOR

PIN	WIRE	TO	FUNCTION
1	460	CYL10	IGNITION COIL DRIVE 10
2	454	CYL4	IGNITION COIL DRIVE 4
3	456	CYL6	IGNITION COIL DRIVE 6
4	451	CYL1	IGNITION COIL DRIVE 1
5	452	CYL2	IGNITION COIL DRIVE 2
6	455	CYL5	IGNITION COIL DRIVE 5
7	457	CYL7	IGNITION COIL DRIVE 7
8	459	CYL9	IGNITION COIL DRIVE 9
9	453	CYL3	IGNITION COIL DRIVE 3
10	SHLD	CUT	CAMSHAFT SENSOR DRAIN
14	79A	CSS-2	CRANKSHAFT SENSOR +
15	458	CYL8	IGNITION COIL DRIVE 8
16	15B	F2	NOTE 6
17	0	GND	NOTE 1
18	15D	CYL1-CYL6	NOTE 7
20	SHLDA	CUT	CRANKSHAFT SENSOR DRAIN
21	0A	CSS-1	CRANKSHAFT SENSOR -
22	0	CAM-1	CAMSHAFT SENSOR -
23	450	CAM-2	CAMSHAFT SENSOR +

### NOTES:

- 1) WIRE #0 IS CHASSIS GROUND (BATTERY-) UNLESS NOTED OTHERWISE.
- 2) WIRE #13 IS UNFUSED +12VDC (BATTERY+).
- 3) WIRE #14 IS FUSED +12VDC WHEN GENERATOR IS CRANKING OR RUNNING.
- 4) WIRE #15 IS FUSED +12VDC FOR GENERAL USE.
- 5) WIRE #15A IS FUSED +12VDC FOR THE AIR/FUEL SOLENOID OPTION.
- 6) WIRE #15B IS FUSED +12VDC FOR THE IGNITION CONTROL MODULE.
- 7) WIRE #15D IS FUSED +12VDC FOR THE IGNITION COILS.

## ICMJ2 CONNECTOR

PIN	WIRE	TO	FUNCTION
1	743	J1-29	CAN BUS HIGH
2	SHLDC	J1-27	CAN BUS DRAIN
5	744	J1-28	CAN BUS LOW

## ENGINE CONTROL MODULE CONNECTIONS

### J1

PIN	WIRE	TO	FUNCTION
1	178	CUST CON	REMOTE START RETURN
4	817	BWR-2	REMOTE DISPLAY SYSTEM READY
5	818	BWR-3	REMOTE DISPLAY ALARM
6	15	F1	NOTE 4
7	15	F1	NOTE 4
8	0	GND	NOTE 1
9	0	GND	NOTE 1
10	0	MP1-2	FLYWHEEL SENSOR -
12	820	BWR-1	+5V POWER FOR BASIC REMOTE
13	SA	MLCB	OUTPUT VOLTAGE SENSING A
14	183	CUST CON	REMOTE START
16	SHLD	MP1-1	FLYWHEEL SENSOR DRAIN
17	819	BWR-4	REMOTE DISPLAY MAINTENANCE
18	767	GOV-2	THROTTLE POSITION FEEDBACK RETURN
19	765	GOV-3	THROTTLE POSITION FEEDBACK SOURCE
20	766	GOV-6	THROTTLE POSITION FEEDBACK SIGNAL
21	68	WTS-2	COOLANT TEMP SIGNAL
23	79	MP1-3	FLYWHEEL SENSOR +
24	SB	MLCB	OUTPUT VOLTAGE SENSING B
25	N1	CUST CON	UTILITY VOLTAGE SENSING 1
26	N2	CUST CON	UTILITY VOLTAGE SENSING 2
27	SHLDC	ICMJ2-2	CAN BUS DRAIN
28	744	ICMJ2-5	CAN BUS LOW
29	743	ICMJ2-1	CAN BUS HIGH
31	573A	WLS-A	COOLANT LEVEL SIGNAL RETURN
32	573	WLS-B	COOLANT LEVEL SIGNAL
33	86	LOS-NC	LOW OIL PRESSURE SIGNAL
34	804	OS-B	OXYGEN SENSOR +
35	805	OS-A	OXYGEN SENSOR RETURN

### J2

PIN	WIRE	TO	FUNCTION
1	770	GOV-4	THROTTLE DRIVE HI
2	808	AFS-1	AIR/FUEL RATIO SOLENOID DRIVER
3	56B	FS2	STARTING FUEL SOLENOID CONTROL
8	14	DB1/FS/EC-2	NOTE 3
9	771	GOV-1	THROTTLE DRIVE LO
11	209	CAR	COMMON ALARM RELAY
12	23	CUST CON	TRANSFER RELAY COIL CONTROL
13	194	CUST CON	TRANSFER RELAY COIL +
14	601	LFP	LOW FUEL PRESSURE
15	210	CAR	COMMON ALARM RELAY
16	6	DPE	EXCITER RETURN
17	162	CB	EXCITER OUTPUT (BREAKER PROTECTED)
18	4	FIELD	FIELD (BRUSH) +
19	1	FIELD	FIELD (BRUSH) -
20	T1	CUST CON	120VAC SOURCE FOR BATTERY CHARGER
21	NEU	CUST CON	120VAC RETURN FOR BATTERY CHARGER
22	56	SC	STARTER CONTACTOR DRIVER
23	15A	AFS-2	NOTE 5

### LEGEND

00 - NEUTRAL	DPE - EXCITER	OS - OXYGEN SENDER
AFS - AIR/FUEL SOLENOID	F_ - FUSE INLINE	R1 - RESISTOR
ALT - DC CHARGE ALTERNATOR	FS_ - FUEL SOLENOID	SC - STARTER CONTACTOR
BAT - BATTERY	GOV - ELECTRONIC GOVERNOR ACTUATOR	SHLD - SHIELD
BWR - BASIC WIRELESS RECEPTACLE	ICM_ - IGNITION CONTROL MODULE	SM - STARTER MOTOR
CAM - CAMSHAFT SENSOR	J_ - ENGINE CONTROL MODULE CONNECTOR	SP_ - SPARK PLUG
CAR - COMMON ALARM RELAY	LFP - LOW FUEL PRESSURE SWITCH	WLS - COOLANT LEVEL SENDER
CB - CIRCUIT BREAKER	LOS - LOW OIL PRESSURE SWITCH	WTS - COOLANT TEMPERATURE SENDER
CSS - CRANKSHAFT SENSOR	MLCB - MAIN LINE CIRCUIT BREAKER	
CYL_ - CYLINDER IGNITION COIL	MOV - METAL OXIDE VARISTOR	
DB_ - DIODE BRIDGE	MP1 - MAGNETIC PICKUP	

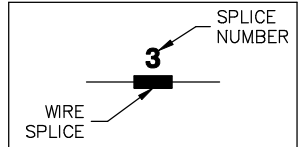


## LEGEND

AFS - AIR/FUEL SOLENOID	ICMJ_ - IGNITION CONTROL MODULE
ALT - DC CHARGE ALTERNATOR	J1 - ENGINE CONTROL MODULE 35-PIN CONNECTOR
AS - ALTERNATOR STATOR	J2 - ENGINE CONTROL MODULE 23-PIN CONNECTOR
BA - BRUSH ASSEMBLY	LFP - LOW FUEL PRESSURE SWITCH
BAT - BATTERY	LOS - LOW OIL PRESSURE SWITCH
BWR - BASIC WIRELESS RECEPTACLE	LVP - LOW VOLTAGE PLUG 8-PIN (BULKHEAD)
CAM - CAMSHAFT SENSOR	LVR - LOW VOLTAGE RECEPTACLE 8-PIN
CAR - COMMON ALARM RELAY	MLCB - MAIN LINE CIRCUIT BREAKER
CB - CIRCUIT BREAKER	MOV - METAL OXIDE VARISTOR
CSS - CRANKSHAFT SENSOR	MPU - MAGNETIC PICKUP
CYL_ - CYLINDER IGNITION COIL	NB - NEUTRAL BLOCK
DB_ - DIODE BRIDGE	OS - OXYGEN SENDER
F_ - FUSE INLINE	R1 - RESISTOR
FS_ - FUEL SOLENOID	SC - STARTER CONTACTOR
GND - GROUND CONNECTION	SM - STARTER MOTOR
GOV - ELECTRONIC GOVERNOR ACTUATOR	TB_ - TERMINAL BLOCK, CAGE CLAMP
HVP - HIGH VOLTAGE PLUG 12-PIN (BULKHEAD)	WLS - COOLANT LEVEL SENDER
HVR - HIGH VOLTAGE RECEPTACLE 12-PIN	WTS - COOLANT TEMPERATURE SENDER

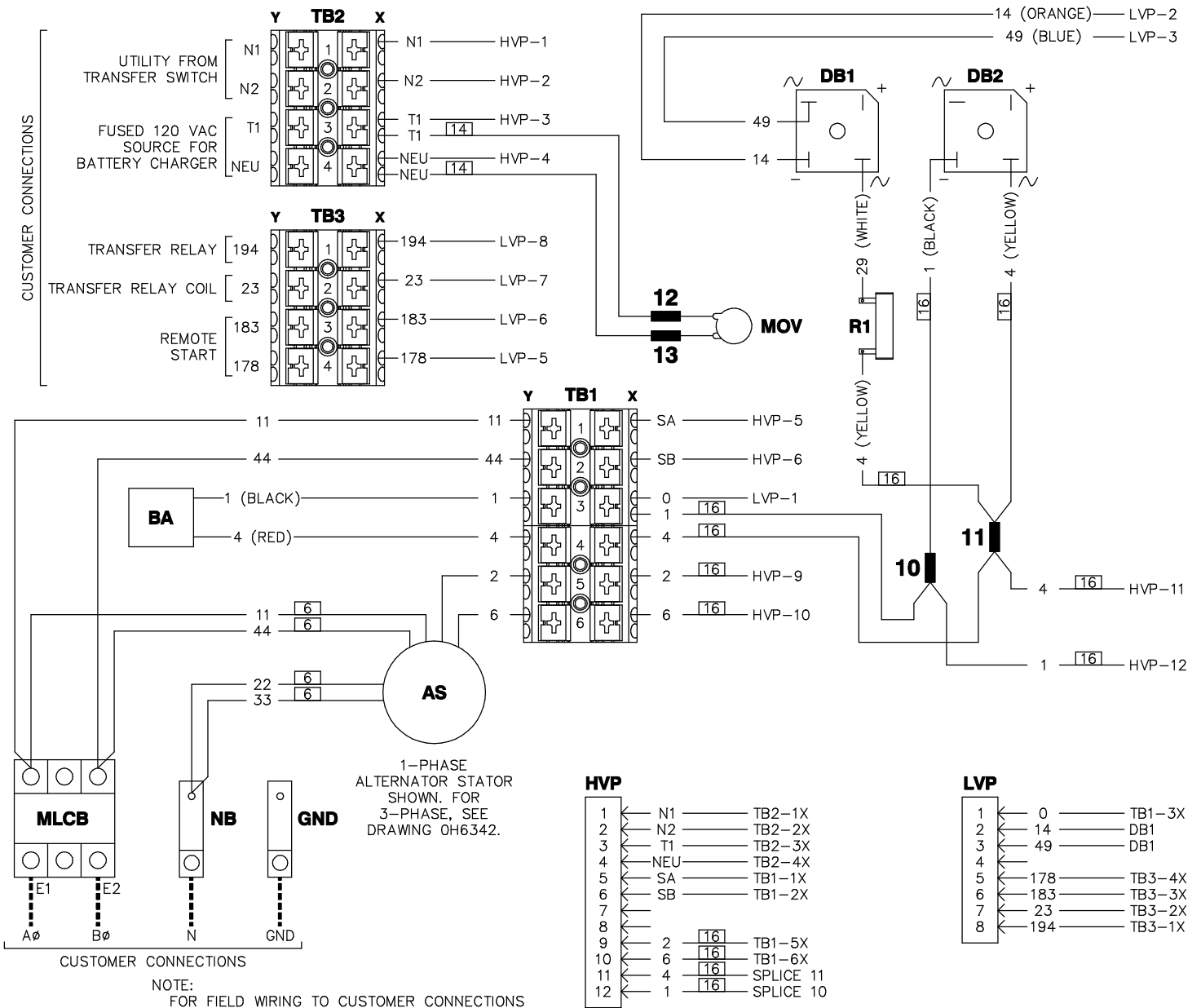
NOTE: ALL WIRES 18 AWG  
300V UL LISTED UNLESS  
SHOWN OTHERWISE

AWG SIZE



NOTE: ALL WIRES ON THIS  
PAGE ARE 600V RATED

## COMPONENTS LOCATED IN CUSTOMER CONNECTION BOX

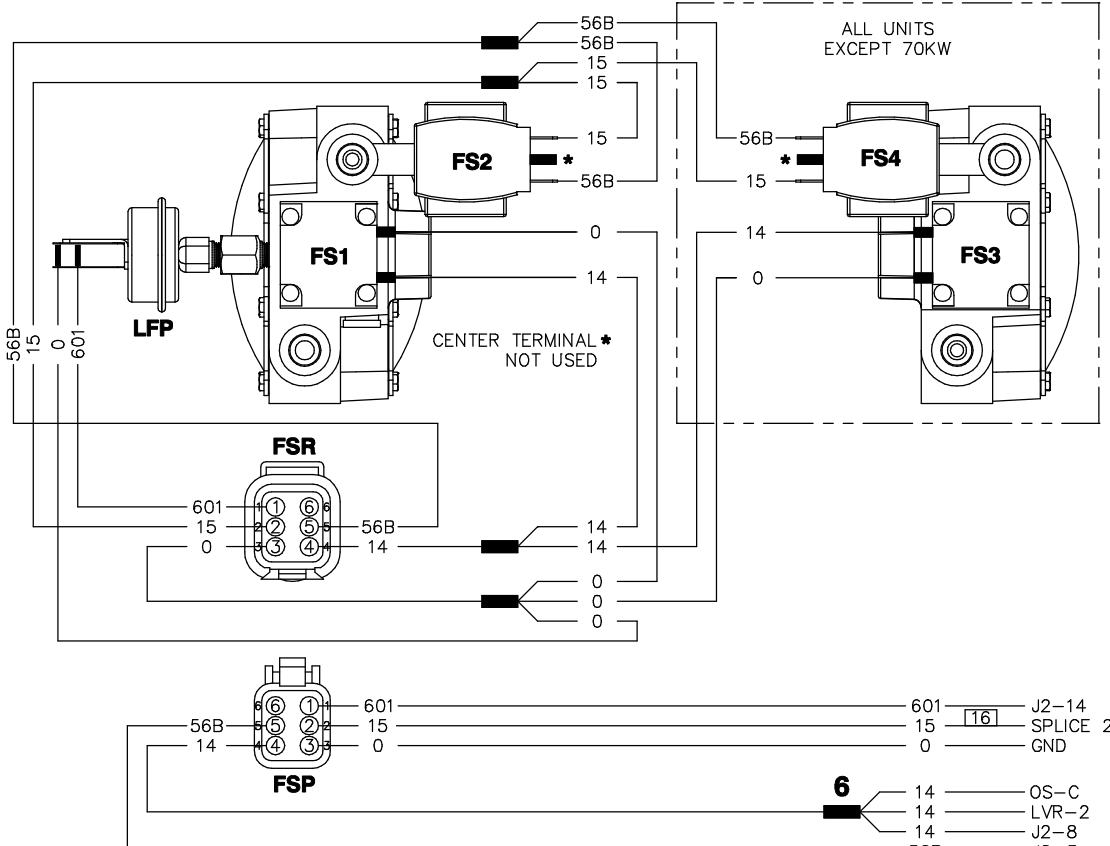


NOTE:  
FOR FIELD WIRING TO CUSTOMER CONNECTIONS  
(TERMINAL BLOCKS)  
MAXIMUM WIRE SIZE: #12 AWG

## COMPONENTS LOCATED ON ENGINE

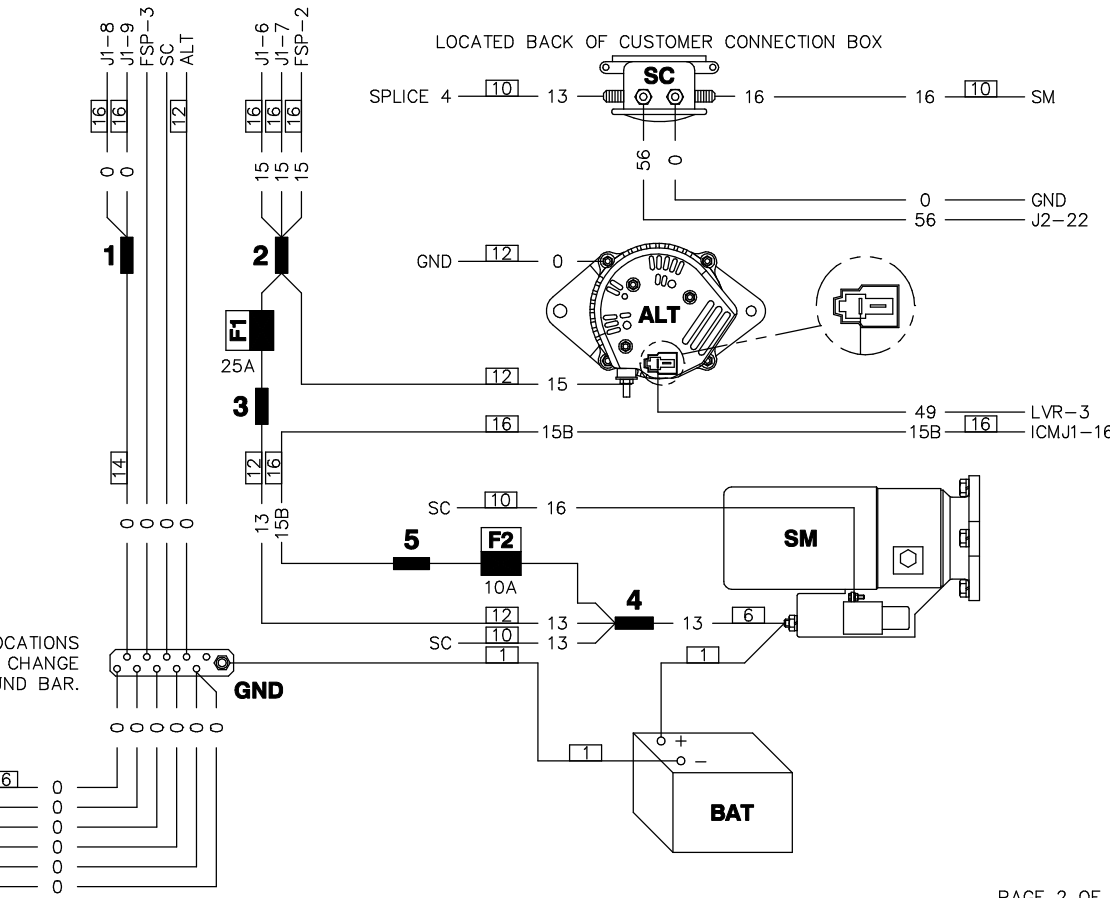
**J1**

1	178	LVR-5
2		
3		
4	817	BWR-2
5	818	BWR-3
6	15	SPLICE 2
7	15	SPLICE 2
8	0	SPLICE 1
9	0	SPLICE 1
10	0	MPU-2
11		
12	820	BWR-1
13	SA	HVR-5
14	183	LVR-6
15		
16	SHLD	MPU-1
17	819	BWR-4
18	767	GOV-2
19	765	GOV-3
20	766	GOV-6
21	68	WTS-2
22		
23	79	MPU-3
24	SB	HVR-6
25	N1	HVR-1
26	N2	HVR-2
27	SHLDC	ICMJ2-2
28	744	ICMJ2-5
29	743	ICMJ2-1
30		
31	573A	WLS-A
32	573	WLS-B
33	86	LOS-NC
34	804	OS-B
35	805	OS-A



**J2**

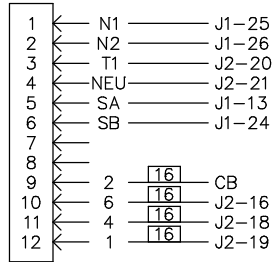
1	770	GOV-4
2	808	AFS-1
3	56B	FSP-5
4		
5		
6		
7		
8	14	SPLICE 6
9	771	GOV-1
10		
11	209	CAR
12	23	LVR-7
13	194	LVR-8
14	601	FSP-1
15	210	CAR
16	6	HVR-10
17	162	CB
18	4	HVR-11
19	1	HVR-12
20	T1	HVR-3
21	NEU	HVR-4
22	56	SC
23	15A	AFS-2



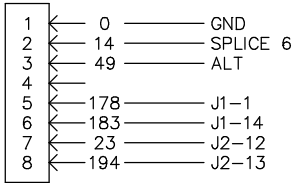
ICMJ1-17	0
OS-D	0
LVR-1	0
LOS-C	0
WTS-1	0
BWR-5	0

## COMPONENTS LOCATED ON ENGINE

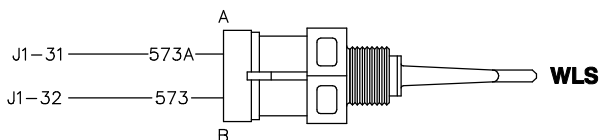
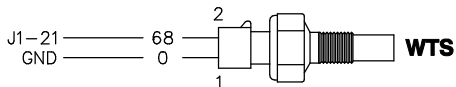
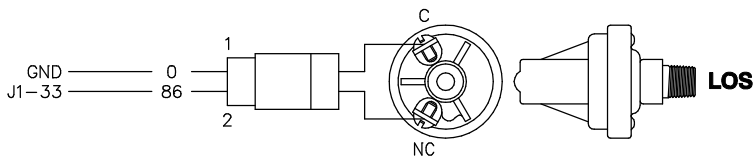
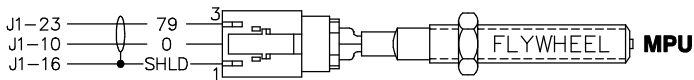
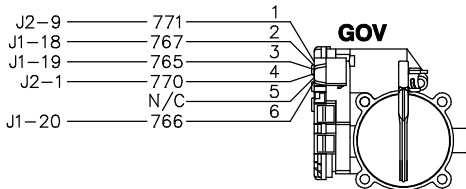
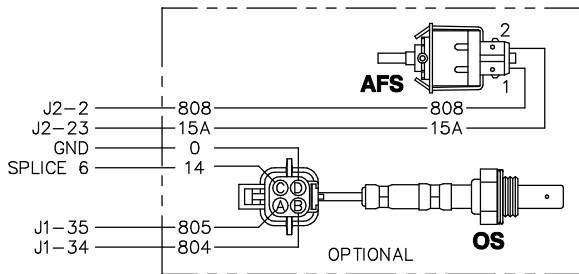
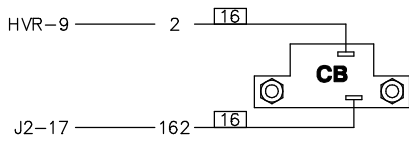
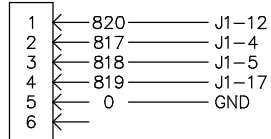
### HVR



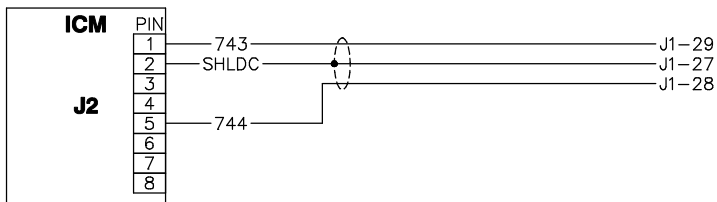
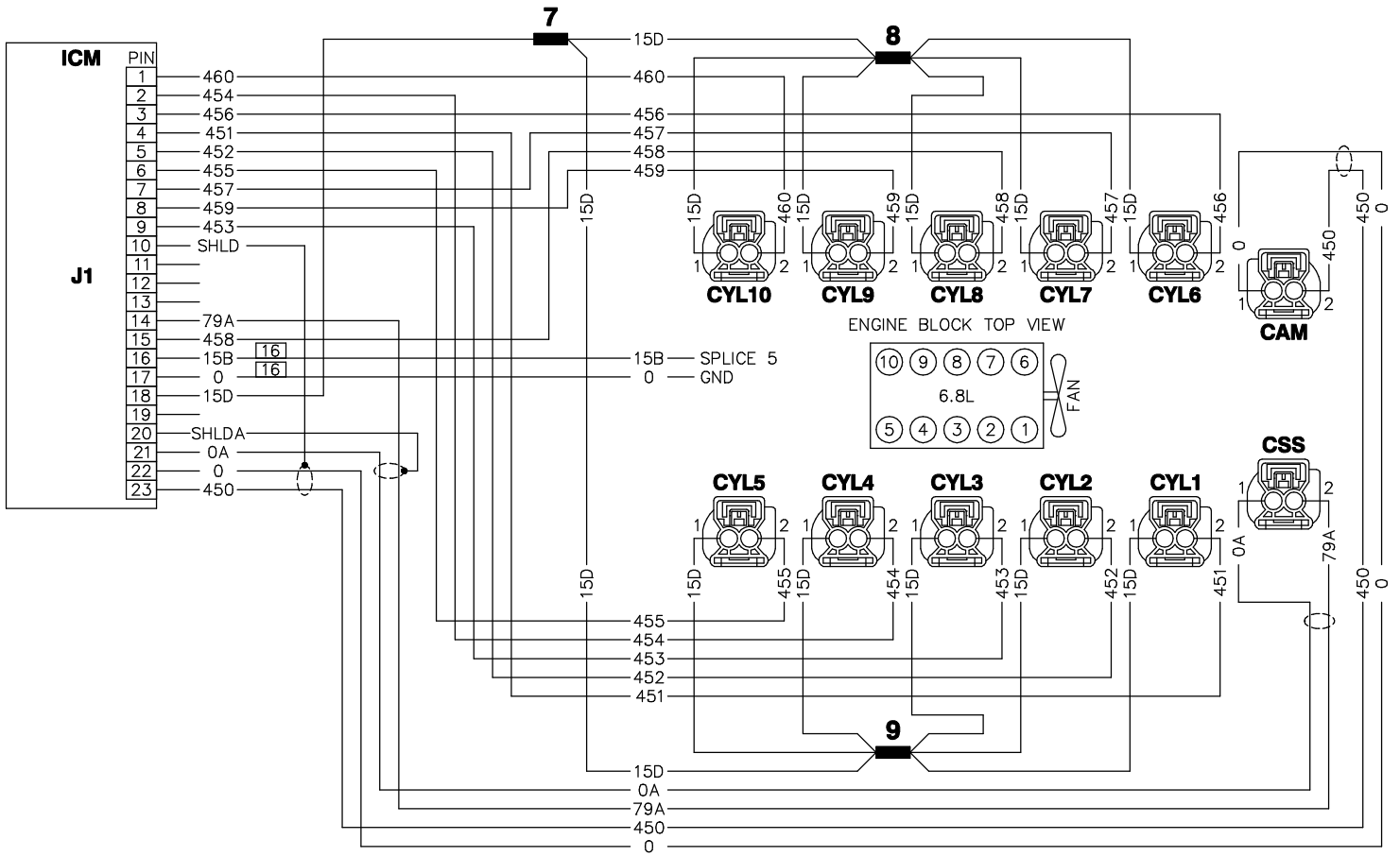
### LVR



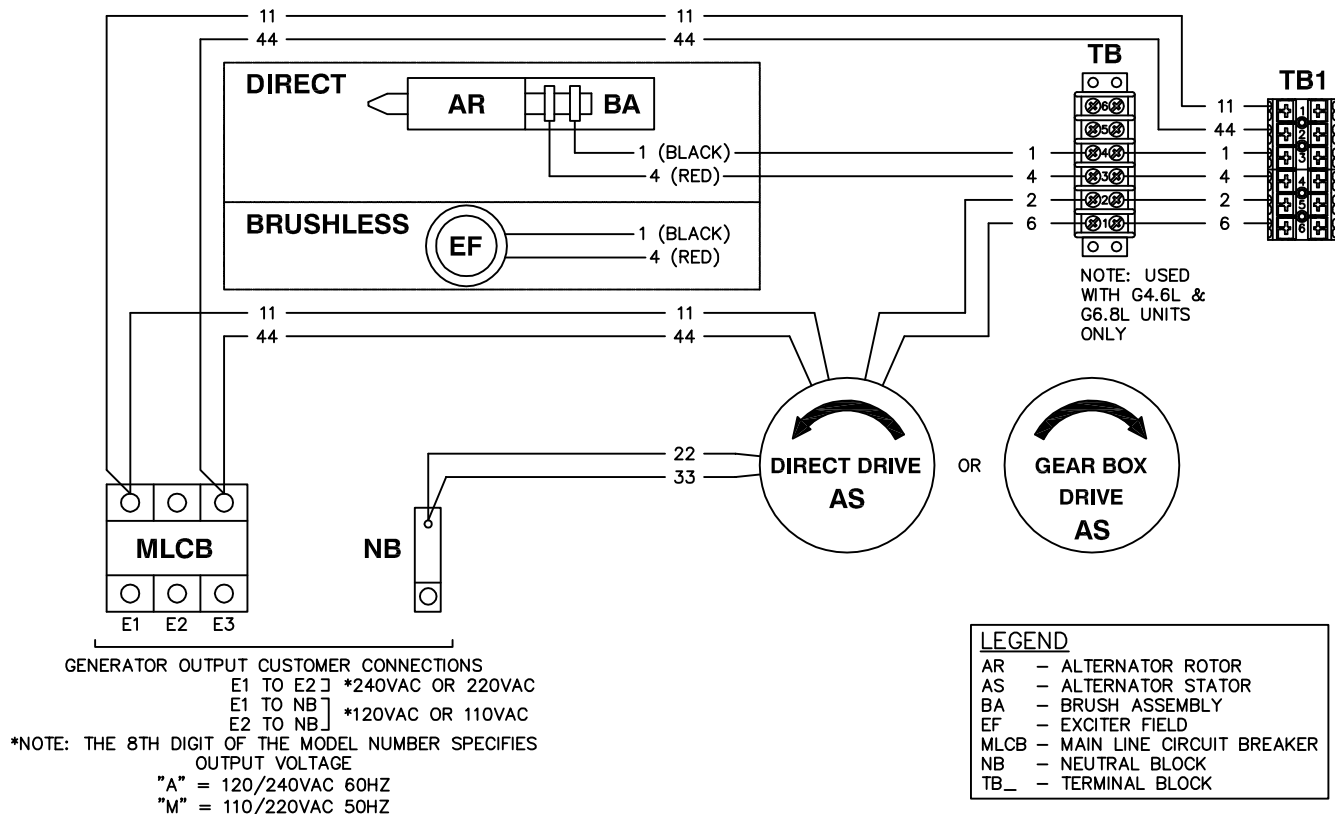
### BWR



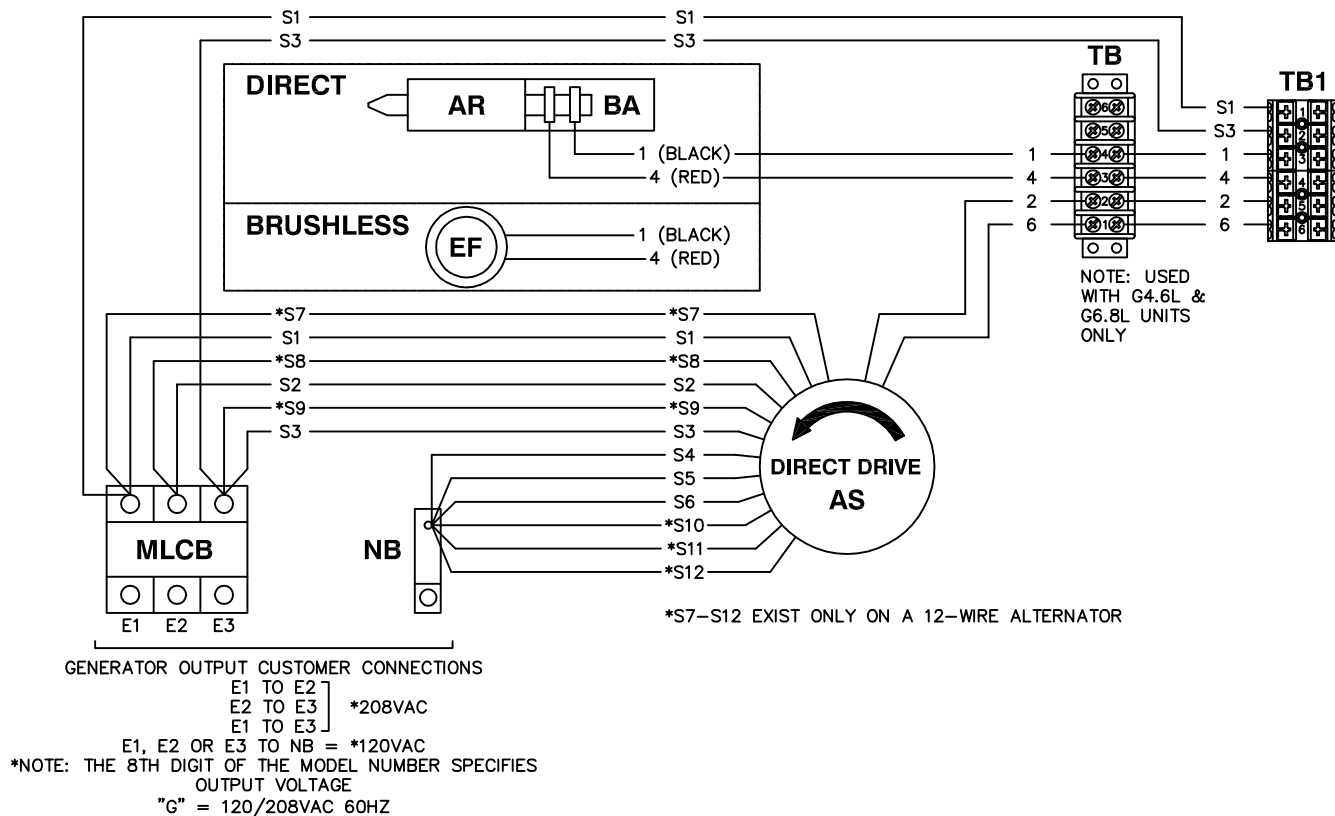
COMPONENTS LOCATED ON ENGINE



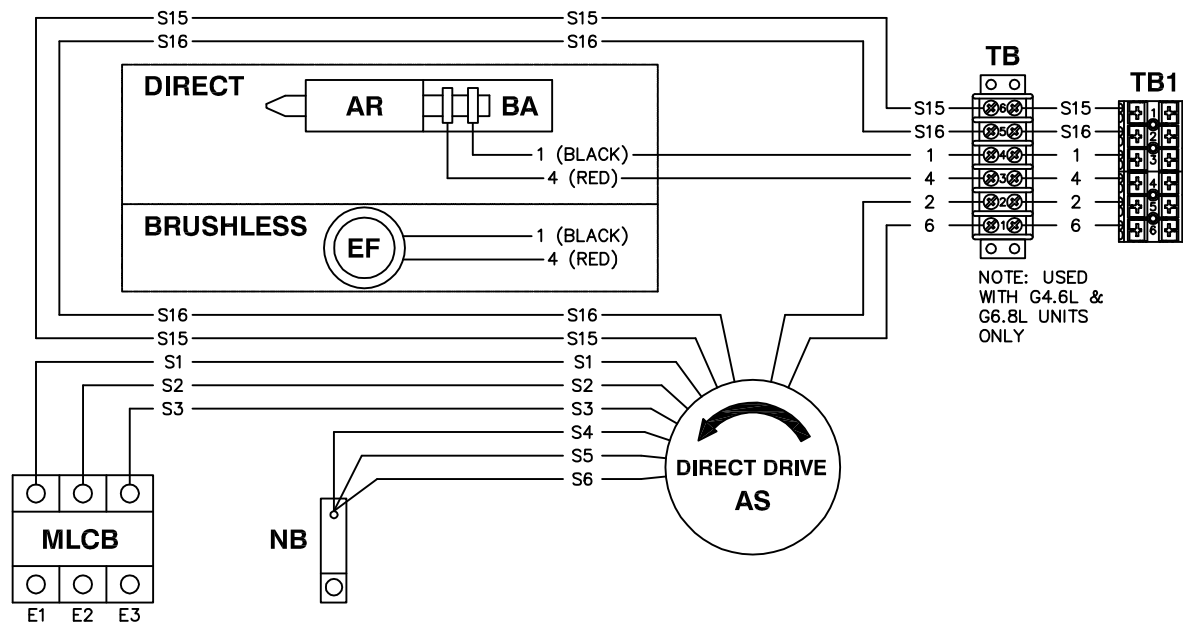
**OPTION 1 - SINGLE PHASE, CPL CONTROL PANEL**



**OPTION 2 - THREE PHASE, CPL CONTROL PANEL, 120/208V**



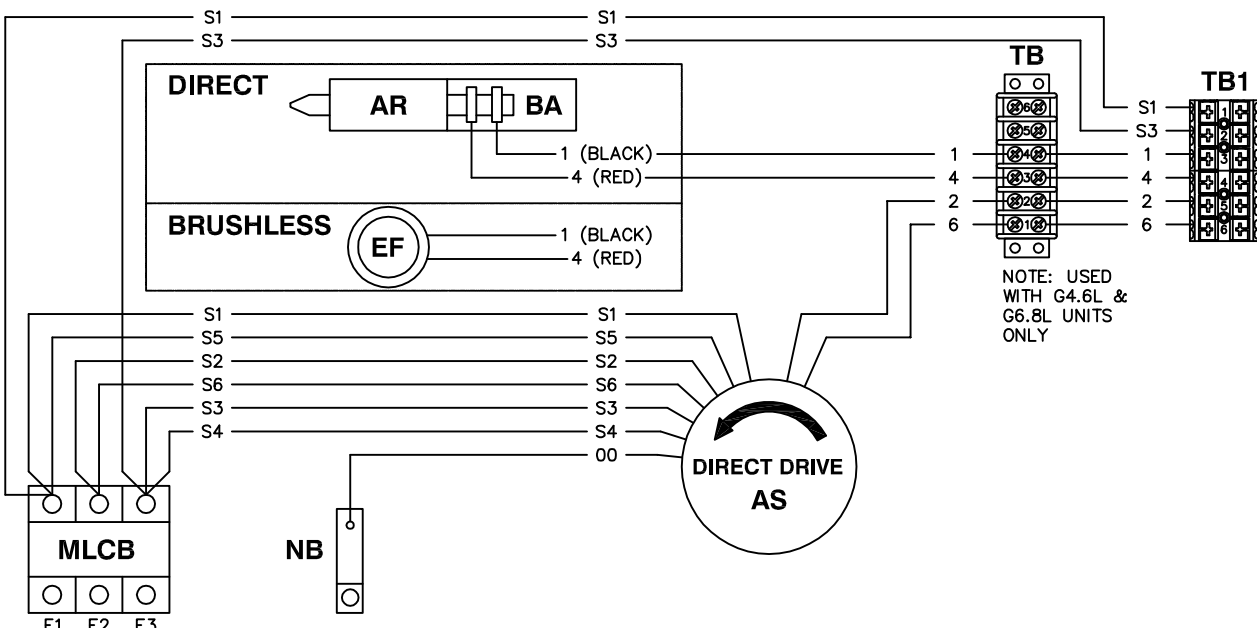
**OPTION 3 - THREE PHASE, CPL CONTROL PANEL, 6-WIRE 277/480V**



GENERATOR OUTPUT CUSTOMER CONNECTIONS  
 E1 TO E2 }  
 E2 TO E3 } \*480VAC OR \*400VAC  
 E1 TO E3 }  
 E1, E2 OR E3 TO NB = \*277VAC OR \*231VAC  
 \*NOTE: THE 8TH DIGIT OF THE MODEL NUMBER SPECIFIES  
 OUTPUT VOLTAGE  
 "K" = 277/480VAC 60HZ  
 "R" = 231/400VAC 50HZ

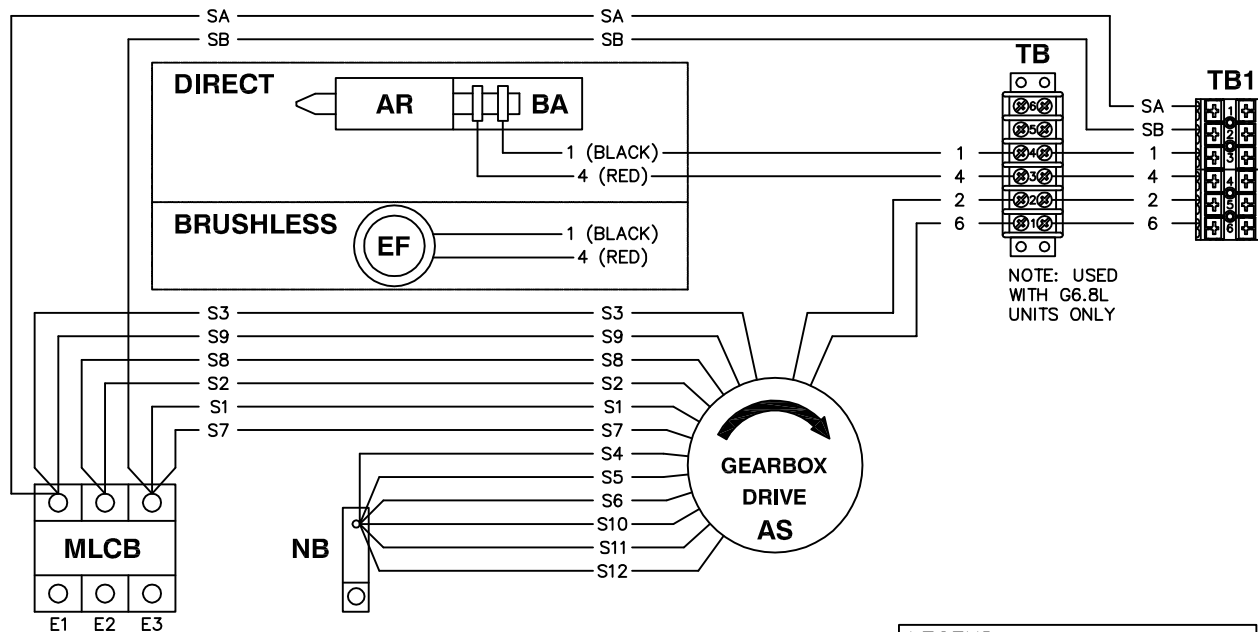
**LEGEND**  
 AR - ALTERNATOR ROTOR  
 AS - ALTERNATOR STATOR  
 BA - BRUSH ASSEMBLY  
 EF - EXCITER FIELD  
 MLCB - MAIN LINE CIRCUIT BREAKER  
 NB - NEUTRAL BLOCK  
 TB\_ - TERMINAL BLOCK

**OPTION 4 - THREE PHASE DELTA, CPL CONTROL PANEL, 7-WIRE 120/240V**



GENERATOR OUTPUT CUSTOMER CONNECTIONS  
 E1 TO E2 }  
 E2 TO E3 } \*240VAC  
 E1 TO E3 }  
 E3-NB = \*208VAC  
 E1 OR E3 TO NB = \*120VAC  
 \*NOTE: THE 8TH DIGIT OF THE MODEL NUMBER SPECIFIES  
 OUTPUT VOLTAGE  
 "J" = 120/240VAC 60HZ

**OPTION 5 - THREE PHASE, CPL CONTROL PANEL, GEARBOX (REVERSE ROTATION)**



NOTE: USED WITH G6.8L UNITS ONLY

**LEGEND**

- AR - ALTERNATOR ROTOR
- AS - ALTERNATOR STATOR
- BA - BRUSH ASSEMBLY
- EF - EXCITER FIELD
- MLCB - MAIN LINE CIRCUIT BREAKER
- NB - NEUTRAL BLOCK
- TB\_ - TERMINAL BLOCK

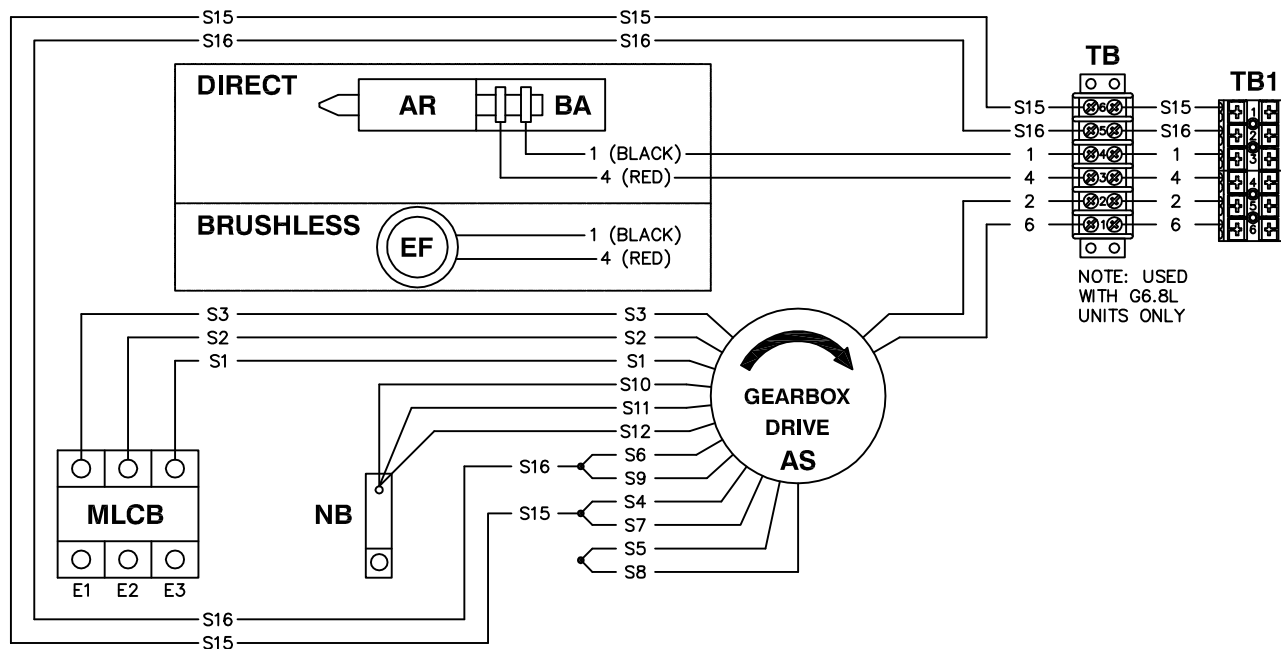
GENERATOR OUTPUT CUSTOMER CONNECTIONS

E1 TO E2  
E2 TO E3 } \*208VAC  
E1 TO E3

E1, E2 OR E3 TO NB = \*120VAC

\*NOTE: THE 8TH DIGIT OF THE MODEL NUMBER SPECIFIES OUTPUT VOLTAGE  
"G" = 120/208VAC 60HZ

**OPTION 6 - THREE PHASE, CPL CONTROL PANEL, GEARBOX (REVERSE ROTATION)**



NOTE: USED WITH G6.8L UNITS ONLY

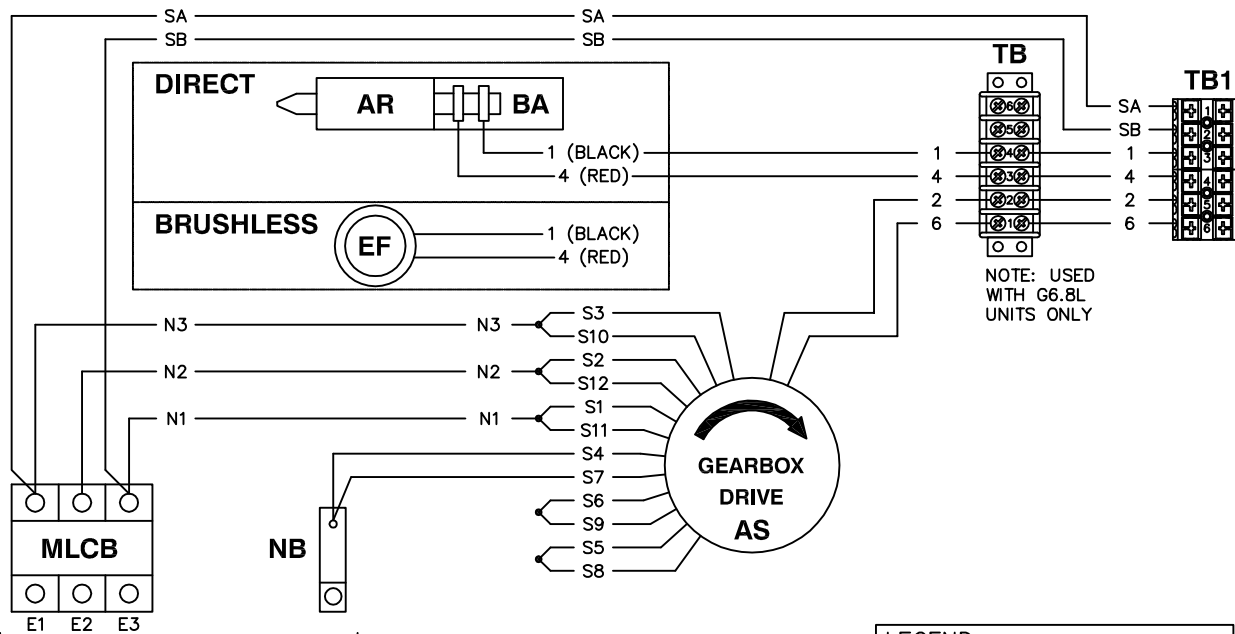
GENERATOR OUTPUT CUSTOMER CONNECTIONS

E1 TO E2  
E2 TO E3 } \*480VAC  
E1 TO E3

E1, E2 OR E3 TO NB = \*277VAC

\*NOTE: THE 8TH DIGIT OF THE MODEL NUMBER SPECIFIES OUTPUT VOLTAGE  
"K" = 277/480VAC 60HZ

OPTION 7 - THREE PHASE SERIES DELTA, CPL CONTROL PANEL, GEARBOX (REVERSE ROTATION)



NOTE: USED WITH G6.8L UNITS ONLY

GENERATOR OUTPUT CUSTOMER CONNECTIONS

E1 TO E2 ]  
 E2 TO E3 ] \*240VAC  
 E1 TO E3 ]

E2-NB = \*208VAC  
 E1-NB OR E3-NB = \*120VAC

\*NOTE: THE 8TH DIGIT OF THE MODEL NUMBER SPECIFIES OUTPUT VOLTAGE  
 "J" = 120/240VAC 60HZ

LEGEND	
AR	- ALTERNATOR ROTOR
AS	- ALTERNATOR STATOR
BA	- BRUSH ASSEMBLY
EF	- EXCITER FIELD
MLCB	- MAIN LINE CIRCUIT BREAKER
NB	- NEUTRAL BLOCK
TB_	- TERMINAL BLOCK





