

User and maintenance manual for generating sets



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1. Preface

1.1. General recommendations


Thank you for choosing an electrical generating set from our company.


This manual has been designed to help you operate and maintain your electrical generating set correctly.


The information contained in this manual is taken from technical data available at the time of print. In line with our policy of continually improving the quality of our products, this information may be amended without warning.

Read the safety instructions attentively in order to prevent any accidents, faults or damage. These instructions must always be followed.

You are likely to encounter several warning symbols in this manual.

| | |
|---|---|
|  | This symbol indicates an immediate danger to human health and life in case of exposure. Failure to follow the corresponding advice entails serious consequences for human health and life in case of exposure. |
| Danger | |

| | |
|---|---|
|  | This symbol draws attention to the potential risks to human health and life in case of exposure. Failure to follow the corresponding advice entails serious consequences for human health and life in case of exposure. |
| Warning | |

| | |
|---|--|
|  | This symbol indicates a dangerous situation if the warning is not heeded. Failure to follow the corresponding advice risks resulting in minor injury of personnel or damage to any other object in case of exposure. |
| Important | |

In order to obtain optimum efficiency and the longest possible life for the electrical generating sets, maintenance operations must be carried out according to the periods indicated in the attached preventative maintenance tables. If the electrical generating set is used under dusty or unfavourable conditions, some of these periods will be shorter.


Ensure that all repairs and adjustments are carried out by personnel who have received appropriate training. Dealers have this qualification, and can answer all of your questions. They can also supply you with spare parts and other services.

The left and right sides can be seen from the back of the electrical generating set (the radiator is at the front).

Our electrical generating sets have been designed so that damaged or worn parts can be replaced by new or reconditioned parts thereby reducing the out of action period to a minimum.

For any replacement of parts, contact your nearest dealer for our company who will have the necessary equipment and can offer properly trained and informed staff to carry out maintenance, parts replacement and even total reconditioning of generating sets.

Contact your local dealer for the available repair manuals and to make the necessary arrangements for training personnel in implementation and maintenance.

| | |
|---|---|
|  | Some user and maintenance manuals for the engines fitted to generating sets cover control units and include the start-up and shutdown procedures for the engines. As the generating sets are fitted with control units that are specific to the generating sets, only the information that appears in the documentation for the generating sets' control units should be taken into consideration. |
| Important | In addition, according to the manufacturing criteria of the generating sets, some engines may be fitted with specific electrical wiring different to that described in the engine documentation. |

1.2. Pictograms and their meanings

Safety notices are clearly mounted on the equipment to draw the operator's or maintenance technician's attention to the potential dangers and explain the action to be taken in the interest of safety. These notices are reproduced in this publication for ease of identification by the operator.

Replace any notice that is missing or illegible.




















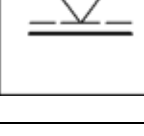

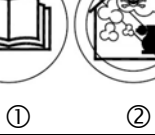
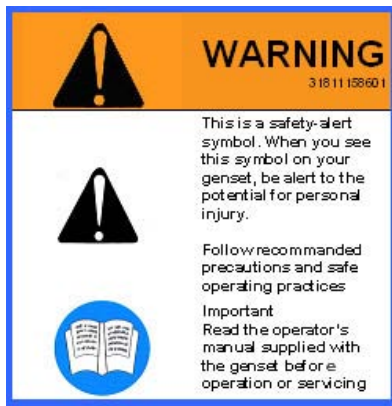
| | | | | | |
|--|---|---|--|--|--|
|  | Caution: danger |  | Publications delivered with the generating set must be referred to |  | Caution: risk of explosion |
|  | Caution: risk of electric shock |  | Protective clothing must be worn |  | Naked flames and unprotected lights prohibited. No smoking |
|  | Caution: toxic materials |  | Eyes and ears must be protected |  | Entry prohibited to non-authorised persons |
|  | Caution: pressurised fluids |  | Periodic maintenance must be carried out |  | Jet washing prohibited |
|  | Caution: high temperature, risk of burns |  | Battery level must be checked |  | Earth |
|  | Caution: rotating or moving parts (risk of getting caught in the machinery) |  | Lifting point must be used |  | Caution: corrosive product |
|  | Fork pockets for lifting |  | Retention tank level high | | |
|  |  | <p>① Important: refer to the documentation accompanying the generating set.</p> <p>② Important: emission of toxic exhaust gases. Do not use in a confined or badly ventilated area.</p> | | | |

Figure 1.1: Pictograms and their meanings



WARNING: DANGER

This symbol warns of a safety hazard. The presence of this symbol indicates a risk of injury.

Observe the safety instructions and precautions for use.

Important:

Carefully read the instructions supplied with the generating set before using or servicing the equipment.



WARNING: DANGER

Risk of electrocution

- Do not touch the cables or connections when the generating set is in operation.
- Switch off the generating set for maintenance operations.



DANGER

Use diesel fuel only.

- The fuel is highly flammable, handle with care. Do not smoke near the generating set or expose it to a naked flame or sparks.
- Shut down the generating set engine before filling the fuel tank. Fill with fuel outside.
- To prevent fire risks, clean the generating set regularly. Wipe away any dirt and traces of grease or fuel.



WARNING: DANGER

- The exhaust gases from the engine are toxic and can affect health or even cause death.
- Use the generating set outdoors only, in well ventilated areas, or fit an exhaust extension to discharge the exhaust gases outside.

Figure 1.2: Pictograms and their meanings



WARNING: DANGER

- Hot coolant can cause serious burns.
- Switch off the engine. Do not remove the filler cap until it is completely cold.
- Do not open the radiator when it is hot.



DANGER

- Rotating parts can cause serious injury.
- Do not operate the generating set with the doors open.
- Do not remove the enclosures.
- Shut down the generating set before any maintenance or servicing operation.



DANGER

- Avoid any contact with the exhaust pipes, turbochargers and silencers. Keep flammable materials away from hot parts.
- Wait for the machine to cool down completely before touching it.



WARNING: DANGER

- The gas from the battery electrolyte is explosive. Keep the batteries away from any flames.
- The battery electrolyte (sulfuric acid) is toxic. Risk of poisoning.

Figure 1.2 (continued): Pictograms and their meanings



WARNING: DANGER

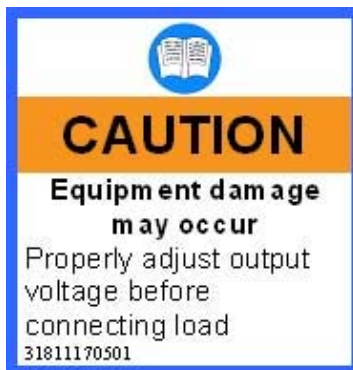
- A poor earth connection can lead to serious injuries or death.
- Always connect the earth terminal of the generating set to an external earth terminal.



WARNING

Voltage selector

This function should be used by qualified persons only.



WARNING

Adjust the output voltage correctly before connecting a load.



WARNING

The voltage selector must not be used when the generating set is operating.

Figure 1.2 (continued): Pictograms and their meanings

1.3. Instructions and safety regulations

THESE SAFETY GUIDELINES ARE IMPORTANT

If you do not understand or have any questions about any point in this manual, contact your dealer who will explain it to you or give you a demonstration. A list of risks and precautionary measures to take follows. You should also refer to any local and national regulations that apply in accordance with your own jurisdiction.

KEEP THIS MANUAL

This manual contains important instructions which must be followed when installing or carrying out maintenance on a generating set or batteries.

1.3.1 General advice

Use

- ✓ The operating and safety instructions must be made known to operating personnel. They will be regularly updated.
- ✓ Read and understand the manuals provided with the generating set, pump unit or lighting column properly. The manufacturer's instructions must remain at the disposal of technicians, if possible in situ.
- ✓ The facility must be operated under the direct or indirect supervision of a person appointed by the operator, who is familiar with the operation of the facility, and the dangers and drawbacks of the products used or stored in the facility.
- ✓ Do not wear loose clothing, or get close to machines in operation. Note that the fans are not clearly visible when the engine is running.
- ✓ Warn personnel present to keep their distance during operation.
- ✓ Do not run the generating set, pump unit or lighting column without refitting the protective covers and closing all the access doors.
- ✓ Never let a child touch the generating set, pump unit or lighting column, even when shut down.
- ✓ Avoid operating the generating set, pump unit or lighting tower in the presence of animals (disturbance, scares, etc.).
- ✓ Engage the parking brake when the generating set or lighting tower on its trailer is installed on the operating site. When chocking the trailer on a slope; ensure that there is nobody in the path of the trailer.
- ✓ Never start the engine without an air filter or exhaust.
- ✓ Engine with turbocharger: never start the engine without fitting the air filter. The compressor wheel rotating inside the turbocharger may cause serious bodily injury. Foreign objects in the inlet pipe may cause mechanical damage.
- ✓ Engine with air preheating (starting components): never use a starting spray or any other similar starter assistance product. Upon contact with the starting component, an explosion may occur in the inlet tube, causing bodily injury.
- ✓ Do not touch the lighting column lights when they are switched on.

Maintenance

- ✓ Follow the maintenance table and its instructions.
- ✓ Always use tools in good condition which are suited to the work to be done. Ensure you have understood the instructions before beginning any operation.
- ✓ Goggles should be worn when carrying out maintenance operations and watches, bracelets etc. should be removed.
- ✓ Fit only original parts.
- ✓ Disconnect the battery and the pneumatic starter (if fitted) before undertaking any repairs, to prevent the engine from starting accidentally. Fit a panel over the controls to prevent any attempt to start.
- ✓ Only use the correct crankshaft turning techniques for turning the crankshaft manually. Do not try to turn the crankshaft by pulling it or levering the fan. This method may cause serious bodily or material damage, or damage the vanes of the fan, reducing the service life of the fan.
- ✓ Clean off any trace of oil, fuel or coolant using a clean cloth.
- ✓ Do not use a soapy solution containing either chlorine or ammonia, as these two chemicals prevent bubble formation.
- ✓ Never use petrol or other inflammable substances to clean the parts. Use only approved cleaning solvents.
- ✓ Do not use a high pressure cleaner for cleaning the engine and equipment. The radiator, hoses, electrical components, etc. may be damaged.
- ✓ Avoid accidental contact with parts at high temperatures (exhaust manifold, exhaust).
- ✓ Before any maintenance operation on a lighting column light, cut the electrical power supply and wait for the bulbs to cool down.

Consumables


- ✓ Observe regulations in force concerning use of fuel before using your generating set, pump unit or lighting tower.
- ✓ Under no circumstances use seawater or any other corrosive or electrolytic product in the cooling circuit.

Environment

- ✓ The operator must take the necessary measures to comply with the aesthetics of the site of use. The whole site must be maintained in a good state of cleanliness.
- ✓ The premises must be kept clean, and be regularly cleaned so as to avoid accumulation of dangerous materials or pollutants and dust, which could ignite or cause an explosion. The cleaning equipment must be suited to the risks posed by the products and dust.
- ✓ The presence of dangerous or combustible materials inside premises housing combustion devices shall be limited to the operating requirements.

- ✓ Facilities must be operated under the constant supervision of a qualified person, who must regularly check that the safety devices are operating correctly and ensure that the combustion devices have the correct fuel supply.
- ✓ Apart from the combustion devices, it is prohibited to use fire in any form. This restriction must be clearly displayed.
- ✓ Spreading of waste water, sludge and waste is prohibited.
- ✓ The fuels to be used must correspond to those featured in the declaration file and the specifications recommended by the combustion device manufacturer.
- ✓ The fuel is considered to remain in the same physical state as when it is introduced into the combustion chamber.
- ✓ Burning of waste in the open air is prohibited.
- ✓ Always protect your hands when checking for leaks. Pressurised liquids may penetrate body tissue and cause serious damage. Risk of blood contamination.
- ✓ Drain and dispose of engine oil in a specially provided container (fuel distributors can collect your used oil).
- ✓ Except by special agreement, once closed, the gas supply main unit must only be re-opened by the gas distributor. However, the user may access it under certain conditions. Check these for each site.


1.3.2 Risks related to exhaust gases and fuels

| | |
|---|---|
|  | <p>The carbon monoxide present in exhaust gases may cause death if the concentration levels in the air breathed are too high.</p> <p>Always use generating sets, pump units or lighting towers in a well-ventilated place where gases cannot accumulate.</p> <p>In case of indoor use:</p> |
| <p>Danger</p> | <ul style="list-style-type: none"> ✓ Be sure to evacuate exhaust gases outdoors. ✓ Provide appropriate ventilation so that personnel present are not affected. |



- ✓ Observe the local regulations in force for generating sets, pump units or lighting towers, as well as local regulations for use of fuel (petrol, diesel fuel and gas) before using your generating set, pump unit or lighting tower.
- ✓ Fuel filling should be carried out when the engine is off (except for generating sets with an automatic filling system).
- ✓ Engine exhaust gases are toxic: do not run the generating set, pump unit or lighting column in unventilated premises. If installed in a ventilated room, additional requirements for fire and explosion protection must be observed.
- ✓ A leaking burnt gas exhaust may increase the sound level of the generating set, pump unit or lighting column. To check on its efficiency, regularly examine the burnt gas exhaust.
- ✓ Pipes must be replaced as soon as their condition demands it.

1.3.3 Risks related to toxic products

| | | |
|---|--|---|
|  | <p>The corrosion inhibitor contains alkali.</p> <p>Do not swallow it.</p> <p>This substance should not come into contact with the eyes. In the event of contact with the eyes, rinse immediately with plenty of water for at least 15 minutes.</p> <p>Avoid prolonged or repeated contact with the skin. In the event of contact with the skin, wash thoroughly with water and soap. CONSULT A DOCTOR IMMEDIATELY. KEEP THE PRODUCT OUT OF THE REACH OF CHILDREN.</p> | <p>Glycol is a toxic product and dangerous if absorbed. Avoid all contact with the skin and eyes. Read the instructions on the packaging.</p> |
| <p>Warning</p> | <p>The anti-rust product is toxic and dangerous if absorbed. Avoid all contact with the skin and eyes. Read the instructions on the packaging.</p> | |



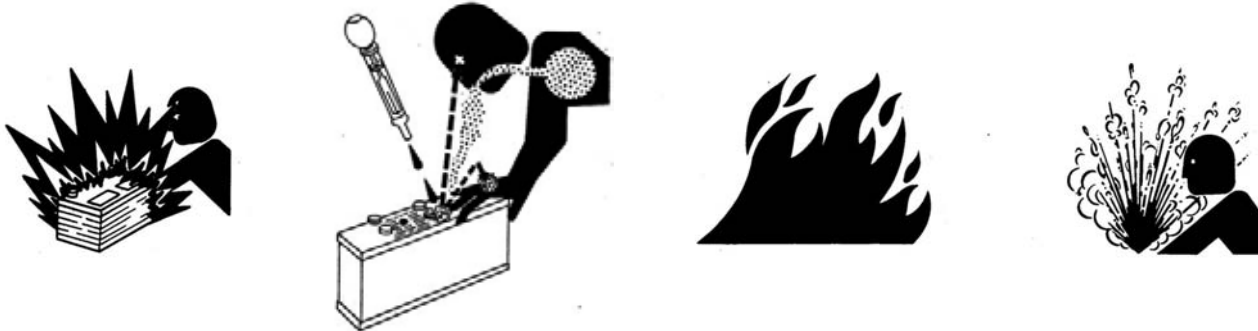
- ✓ Caution: fuels and oils are dangerous to inhale. Ensure proper ventilation, and use a protective mask.
- ✓ Never expose the equipment to liquid splashes or rainfall, and do not place it on wet ground.
- ✓ The battery electrolyte is harmful to skin and especially eyes. If splashes get into eyes, rinse immediately with running water and/or a 10% diluted boric acid solution.
- ✓ Wear protective eyewear and strong base resistant gloves for handling the electrolyte.

1.3.4 Risk of fire, burns and explosion



The engine should not be operated in environments containing explosive products. As not all of the electrical and mechanical components are shielded, there is a risk of sparks forming.

Danger



- ✓ Make sure not to create sparks or flames, and not to smoke near the batteries, as the electrolyte gases are highly flammable (especially if the battery is charging). Their acid also poses a risk to the skin, and in particular to the eyes.
- ✓ Never cover the generating set, pump unit or lighting tower with any material during operation or just after shutdown (wait for the engine to cool).
- ✓ Do not touch hot parts such as the exhaust pipe, or put combustible materials on it.
- ✓ Keep all flammable or explosive materials (e.g. petrol, oil, cloth, etc.) out of the way when the set is running.
- ✓ Proper ventilation is required for your generating set, pump unit or lighting column to work properly. Without this ventilation, the engine would very quickly rise to an excessively high temperature, causing accidents or damage to the equipment and to surrounding property.
- ✓ Do not remove the radiator cap if the engine is hot and the coolant is pressurised, due to risks of burns.
- ✓ Depressurise the air, oil and cooling circuits before removing or disconnecting all the fittings, pipes or connected components. Watch out for the possible presence of pressure when disconnecting a device from a pressurised system. Do not try to find pressure leaks by hand. Oil at high pressure can cause bodily damage.
- ✓ Some preservative oils are flammable. Also, some are dangerous to inhale. Ensure proper ventilation. Use a protective mask.
- ✓ Hot oil causes burns. Avoid contact with hot oil. Check that the system is no longer pressurised before carrying out any procedures. Never start or run the engine with the oil filler cap off (oil may splash out).
- ✓ Never coat the generating set, pump unit or lighting column with a thin layer of oil to protect it from rust.
- ✓ Never top up the oil or coolant if the generating set, pump unit or lighting column is running, or if the engine is hot.
- ✓ A generating set can only operate when stationary, and cannot be installed on a vehicle or other mobile equipment, without a prior study taking into account the various specific features of using the generating set.

1.3.5 Risks related to electrical networks

- ✓ The electrical equipment supplied with the generating set complies with standard NF C15.100 (France), or with the standards of the countries in question.
 - ✓ The earth connection must be installed in accordance with the standards in force in each country in question, and with the neutral system sold.
 - ✓ Read the manufacturer's identification plate carefully. The values for voltage, power, current and frequency are shown. Check that these values match the supply use.
 - ✓ Never accidentally touch stripped cables or loose connections.
 - ✓ Never handle a generating set with wet hands or feet.
 - ✓ Maintain electrical wires and connections in good condition. Using equipment in poor condition can lead to electrocution and damage to equipment.
-
- ✓ Always disconnect the power to the equipment or facility (generating set voltage, battery voltage and network voltage) before any operation.
 - ✓ The electrical connections must be made in accordance with current standards and regulations in the country of use.
 - ✓ Do not use faulty, poorly insulated or provisionally connected wires.
 - ✓ Never reverse the positive and negative terminals on batteries when connecting them. This could cause severe damage to the electrical equipment. Follow the wiring diagram supplied by the manufacturer.
 - ✓ The generating set should not be connected to any other power sources, such as the mains supply network. In specific cases where there is to be a connection to existing electrical networks, this must only be installed by a qualified electrician, who should take the operating differences of the equipment into account, according to whether the mains supply network or generating set is being used.
 - ✓ Protection against electric shocks is ensured by an assembly of specific equipment. If this needs to be replaced, it should be by components with identical nominal values and specifications.

- ✓ If the protective plates (blanking covers) need to be removed to route cables, the protector (blanking cover) must be refitted when the operations are finished.
- ✓ Due to high mechanical stresses, use only strong flexible wiring with rubber sheathing, compliant with IEC 245-4, or equivalent wiring.

1.3.6 Dangers presented by electric currents (first aid)

First aid

In the event of an electric shock, shut off the power immediately and activate the emergency stop on the generating set or lighting column. If the voltage has not yet been cut off, move the victim out of contact with the live conductor as quickly as possible. Avoid direct contact both with the live conductor and the victim's body. Use a dry plank of wood, dry clothes or other non-conductive materials to move the victim away. The live wire may be cut with an axe. Take great care to avoid the electric arc that will be generated by this.



Begin emergency procedures

Resuscitation

If breathing has stopped, begin artificial respiration at once in the same place the accident took place unless the victim or operator's life could be endangered by this.

In the event of cardiac arrest, carry out cardiac massage.

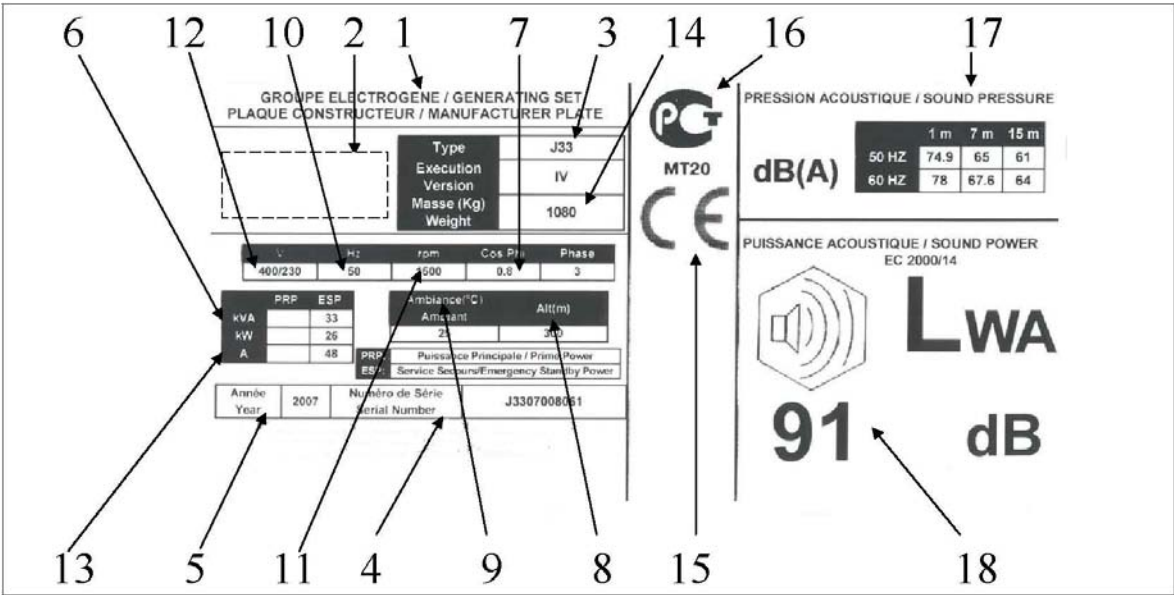
1.3.7 Risks related to moving the set

To unload the generating sets, pump units or lighting columns from their transport support brackets under optimum safety and efficiency conditions, you must ensure that the following points are observed:

- ✓ The lifting machinery or equipment is suited to the work required, in good condition and with sufficient lifting capacity.
- ✓ The slings are positioned in the rings provided for this operation, the forklift arms are resting fully underneath all of the base frame cross-beams, or the lifting bars are inserted in the apertures provided for this purpose in the base to lift the entire generating set (according to models).
- ✓ For completely safe working conditions and to prevent damage to the components fitted on the upper edge of the set, pump unit or lighting column, the generating set, pump unit or lighting column must be lifted up with an adjustable boom. All the chains and cables must be parallel with each other, and as perpendicular as possible with the upper edge of the generating set, pump unit or lighting column.
- ✓ If other equipment fitted on the generating set, pump unit or lighting column alters its centre of gravity, special lifting devices may be necessary to maintain correct balance and completely safe working conditions.
- ✓ The ground must be able to withstand the load of the generating set, pump unit or lighting column and its lifting machinery without stress (otherwise, put down beams of sufficient strength in a stable configuration).
- ✓ Position the generating set, pump unit or lighting column as close as possible to its place of use or transport, in a clear space with free access.
- ✓ Never perform work on a generating set, pump unit or lighting tower just hanging from a lifting device.

1.4. Identifying sets

Generating sets and their components are identified by means of identification plates. The precise rules for identifying each major component (engine, alternator etc.) are set out in each manufacturer's documentation contained in the appendices of this manual.



- | | |
|--|--|
| 1 - Generating set | 9 - Maximum ambient temperature for the rated power (°C) |
| 2 - Manufacturer name | 10 - Rated frequency (Hz) |
| 3 - Model | 11 - Generating set rotation speed (RPM) |
| 4 - Serial number | 12 - Rated voltage (V) |
| 5 - Year of manufacture | 13 - Rated current (A) |
| 6 - Rated output (kVA and kW) according to the ISO 8528-1 standard | 14 - Weight (kg) |
| PRP: main power | 15 - CE marking |
| ESP: emergency power | 16 - Non CE standard marking (e.g.: GOSSTANDART) |
| 7 - Rated power factor | 17 - Sound pressure |
| 8 - Maximum altitude of the site above sea level (m) for the rated power | 18 - Sound power |

Figure 1.3: Example of generating set identification plate

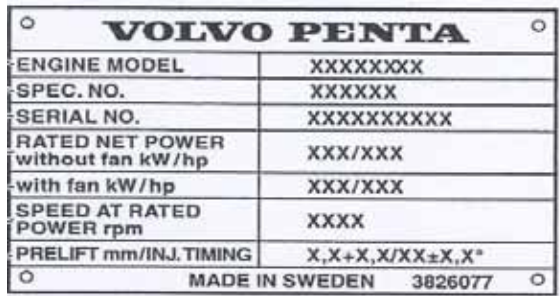
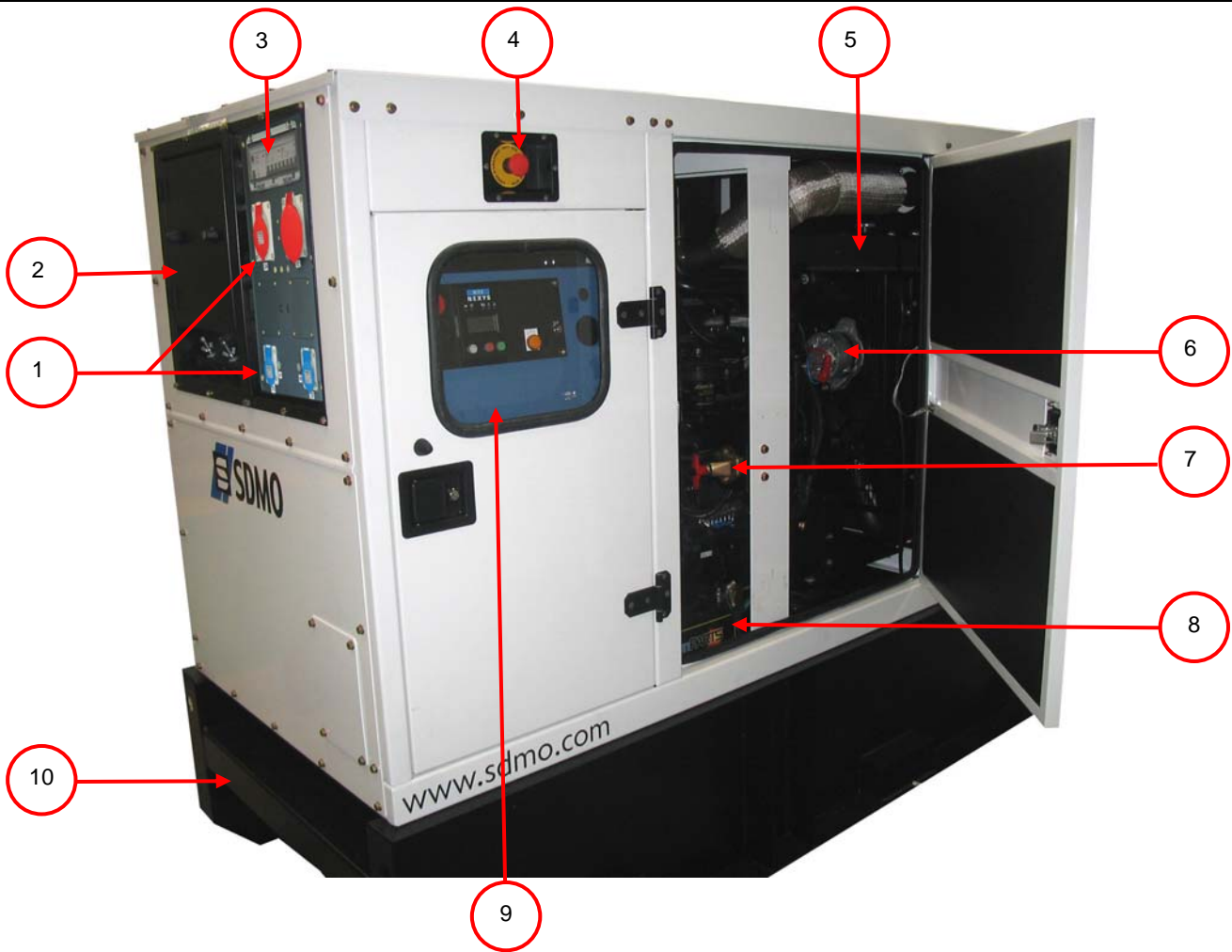


Figure 1.4: Examples of engine identification plates

2. General description

2.1. Description

Overview

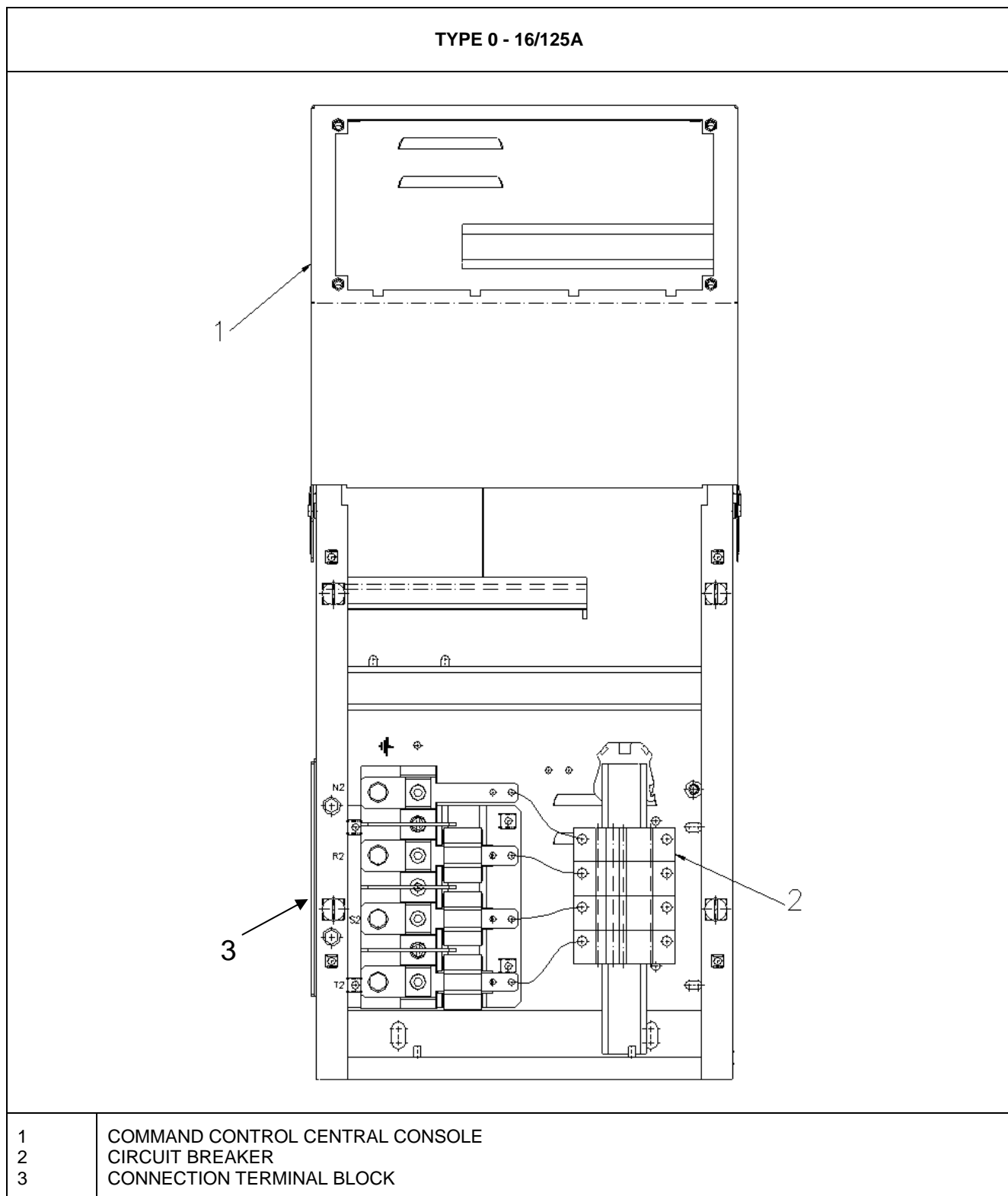


| | | | |
|---|----------------------------|----|-------------------|
| 1 | Electric sockets | 7 | Circuit breaker |
| 2 | Connection termination box | 8 | Starter battery |
| 3 | Circuit breakers | 9 | Control unit |
| 4 | External emergency stop | 10 | Chassis |
| 5 | Protective grilles | 11 | Filling with fuel |
| 6 | Battery charge alternator | | |

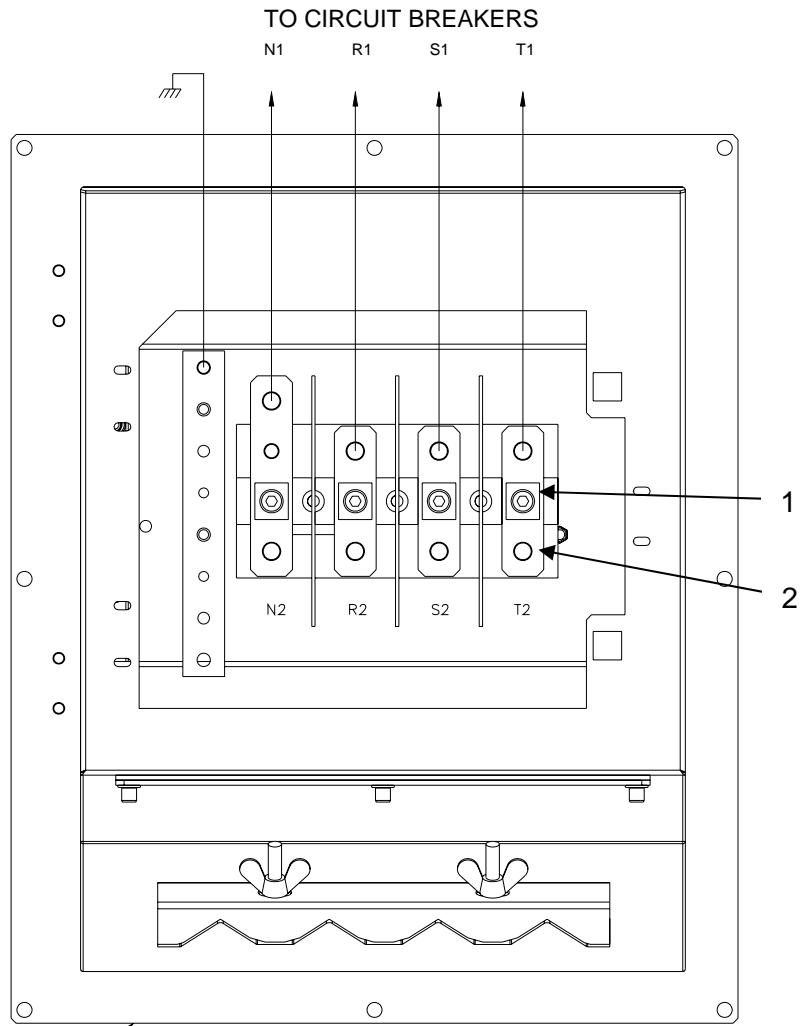
Figure 2.1: General description of the generating set

Fittings

Socket control panels and terminals by enclosure type:

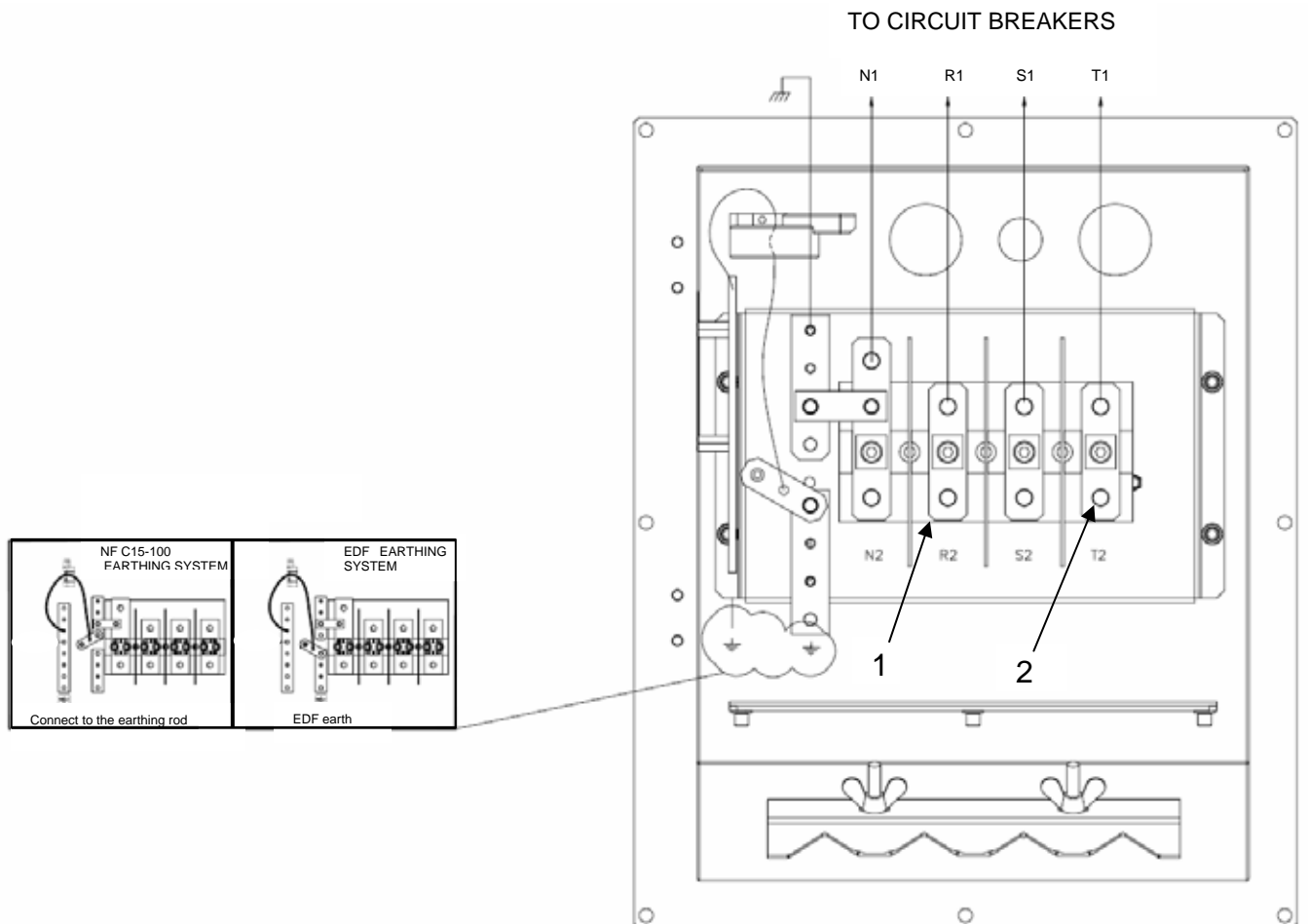


TYPE 1 - 16/125A OPTION HI05



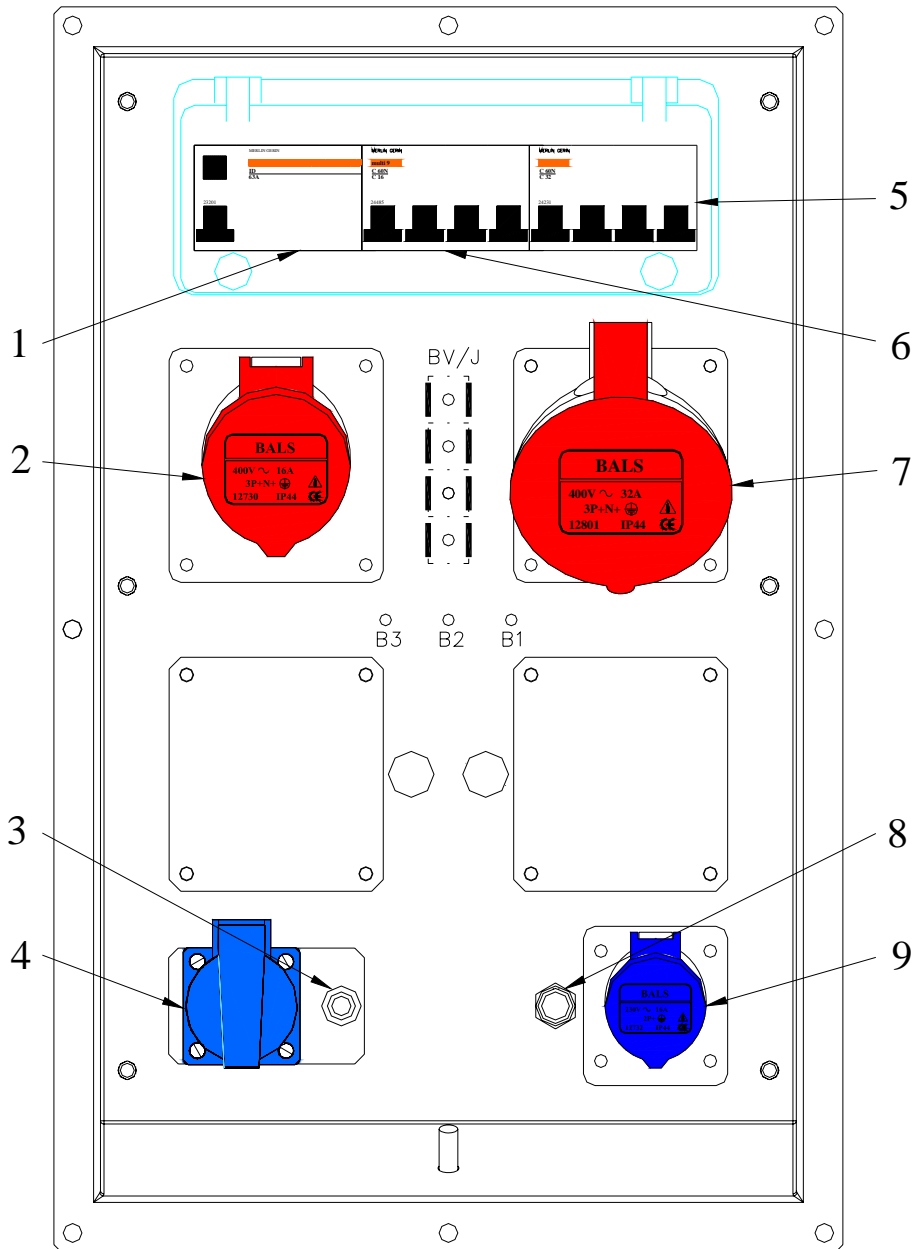
- | | |
|---|---|
| 1 | MAX CONNECTION CABLE CROSS-SECTION 185MM ² |
| 2 | Ø M10 BOLT; Ø M10 NUT |

TYPE 1 - 16/125A TT EDF OPTION HI05



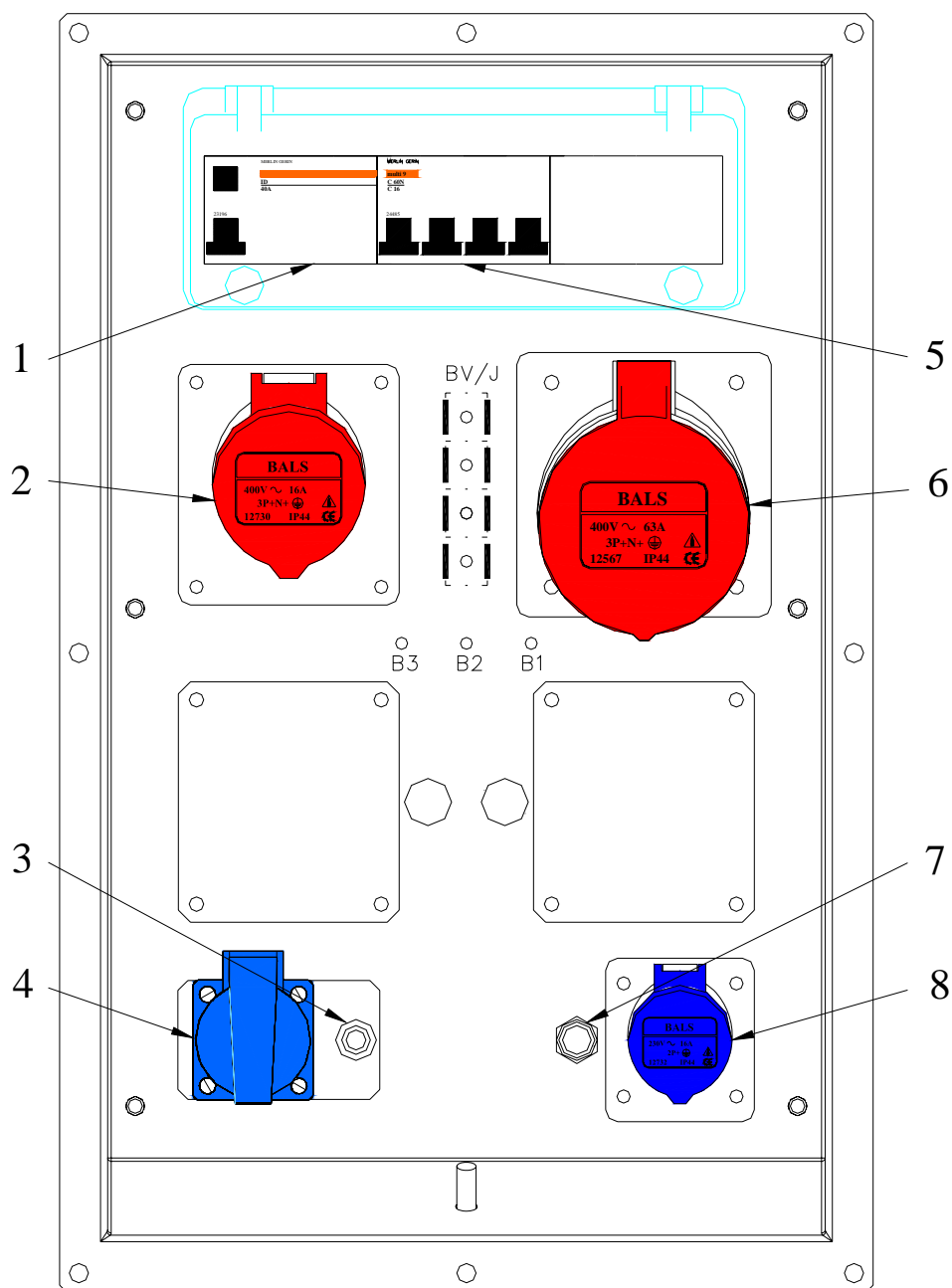
- | | |
|---|---|
| 1 | MAX CONNECTION CABLE CROSS-SECTION 185MM ² |
| 2 | Ø M10 BOLT; Ø M10 NUT |

M126/M127 50Hz FR



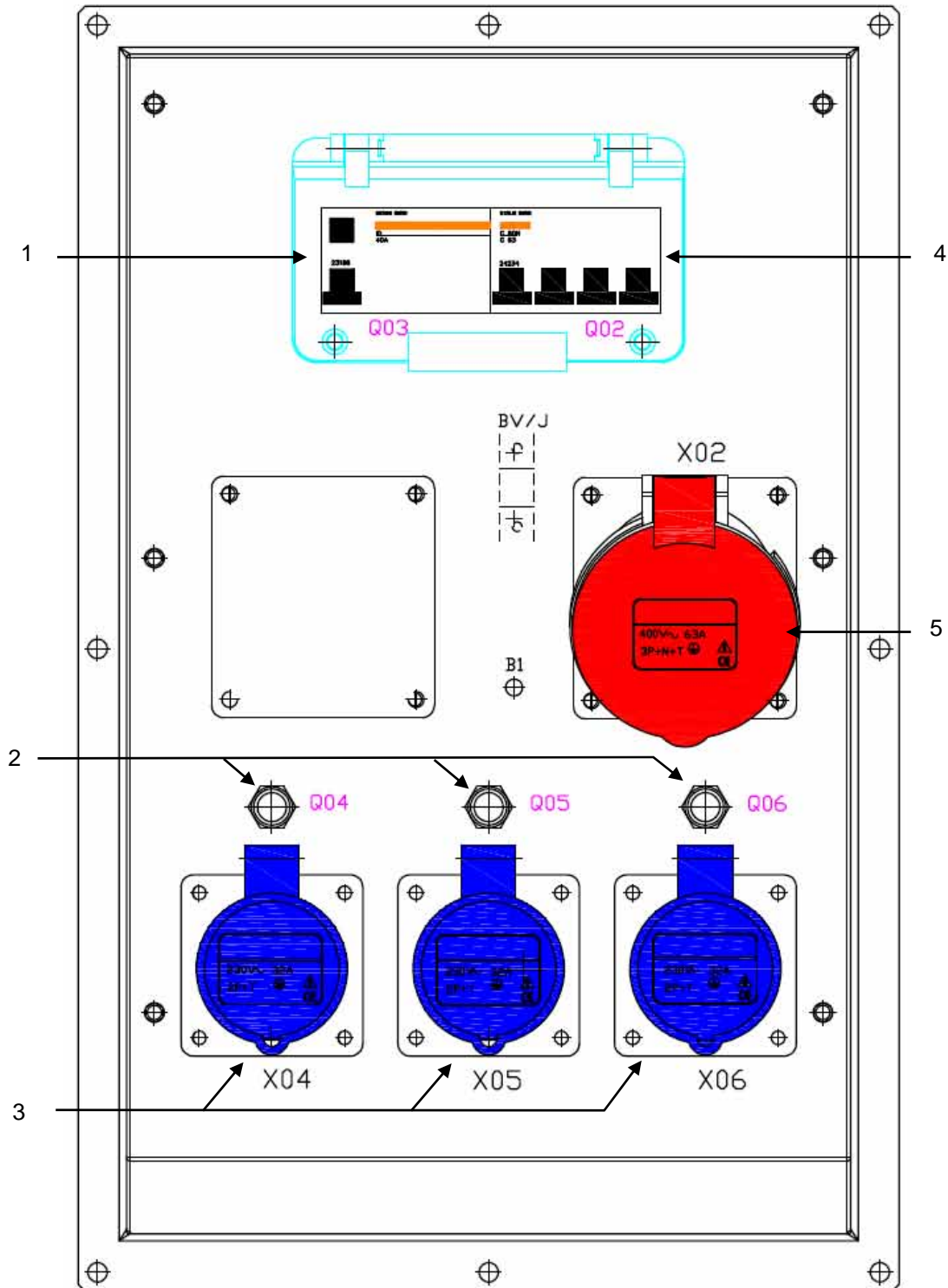
- | | |
|---|---------------------------------------|
| 1 | DIFFERENTIAL SWITCH (Q10) 4x63A 30 mA |
| 2 | X03 16A 400V SOCKET |
| 3 | 16A CIRCUIT BREAKER (Q08) |
| 4 | X08 16A 230V SOCKET |
| 5 | 4x32A CIRCUIT BREAKER (Q02) |
| 6 | 4x16A CIRCUIT BREAKER (Q03) |
| 7 | X02 32A 400V SOCKET |
| 8 | 16A DIRUPTOR CIRCUIT BREAKER (Q05) |
| 9 | X05 16A 230V SOCKET |

M126/M127 50Hz EU



- | | |
|---|---------------------------------------|
| 1 | DIFFERENTIAL SWITCH (Q10) 4x40A 30 mA |
| 2 | X03 16A 400V SOCKET |
| 3 | 16A CIRCUIT BREAKER (Q09) |
| 4 | X09 16A 230V SOCKET |
| 5 | 4x16A CIRCUIT BREAKER (Q03) |
| 6 | X01 63A 400V SOCKET |
| 7 | 16A DISRUPTOR CIRCUIT BREAKER (Q05) |
| 8 | X05 16A 230V SOCKET |

M127 50Hz UK



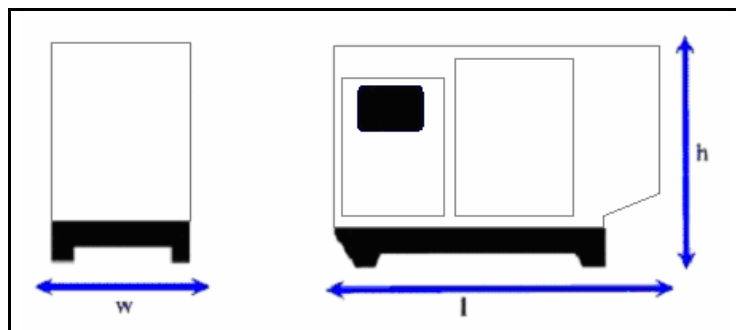
- | | |
|---|--|
| 1 | DIFFERENTIAL SWITCH (Q03) 4x40A 30 mA |
| 2 | 1X32A DIRUPTOR CIRCUIT BREAKER (Q04 ; Q05 ; Q06) |
| 3 | X04 ; X05 ; X06 32A 230V SOCKET |
| 4 | 4x63A CIRCUIT BREAKER (Q02) |
| 5 | X02 63A 400V 3P+N+T SOCKET |

2.2. Technical specifications

| | |
|------------------------------------|--------------------|
| Range / Generating set type | RENTAL POWER / R44 |
|------------------------------------|--------------------|

| |
|-------------------------------|
| Weights and Dimensions |
|-------------------------------|

| |
|--------------------------------------|
| Dimensions with standard tank |
|--------------------------------------|



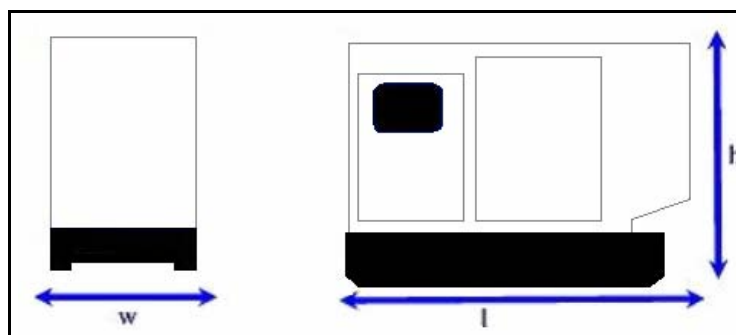
Dimensions l x w x h:
2080mm x 960mm x 1415 mm

Weight:
1095kg dry weight 1215kg in operating configuration

Hood:
M127

Noise level:
63 dB @ 7 m
90 Lwa

| |
|---|
| Dimensions with high autonomy tank |
|---|



Dimensions l x w x h:
2160mm x 966mm x 1582mm

Weight:
1227kg dry weight 1457kg in operating configuration

Hood:
M127-DW

Noise level:
63 dB @ 7 m
90 Lwa

| |
|---------------|
| Output |
|---------------|

| Voltage | Hz | Phase | Load factor | Max current (A) Emergency/Prime | Emergency power ¹ kW / kVA | Prime power ² kW / kVA |
|---------|----|-------|-------------|------------------------------------|--|--------------------------------------|
| 400/230 | 50 | 3 | 0.8 | 64 / 58 | 35 / 44 | 32 / 40 |

(1) ESP: Stand-by output available for emergency use under variable charge up to 200hrs per year as per ISO 8528-1, no overload available under these service conditions.

(2) PRP: Main output available continuously under variable load for an unlimited time period per year as per ISO 8528-1, an overload of 10% one hour every 12 hours is available, as per ISO 3046-1.

| | |
|--|----------------------|
| Engine data | |
| Manufacturer / model | JOHN DEERE 3029TF120 |
| Type | 4-cycles, Turbo |
| Cylinder configuration | 3 XL |
| Cubic capacity | 2.9 L |
| Rotation speed | 1500 Rpm |
| Max emergency/prime power at nominal speed | 40 / 36.4 kW |
| Adjustment type | Mechanical |

| | |
|-------------------------|----------|
| Fuel consumption | |
| 110 % (emergency power) | 10.8 L/h |
| 100 % main power | 9.8 L/h |
| 75 % main power | 7.5 L/h |
| 50 % main power | 5.3 L/h |



| Fuel | |
|-------------------------|--------|
| Fuel type | Diesel |
| Standard fuel tank | 100 L |
| High autonomy fuel tank | 230 L |

| | |
|------------------------------|-----------|
| Lubrication | |
| Oil capacity with filter | 6.0 L |
| Min. Oil pressure | 1 bar |
| Nominal oil pressure | 5 bar |
| Oil consumption (100 % load) | 0.009 L/h |
| Oil sump capacity | 5.3 L |
| Type of lubricant | Genlub |

| | |
|-------------------------------|----------|
| Cooling | |
| Engine capacity with radiator | 16.1 L |
| Max coolant temperature | 105 °C |
| Fan power | 1.5 kW |
| Ventilator air flow | 1.86m3/s |
| Refrigerant type | Gencool |
| Thermostat | 82-94 °C |

| | |
|------------------|-------------|
| Emissions | |
| HC | 150 mg/Nm3 |
| CO | 190 mg/Nm3 |
| NoX | 3800 mg/Nm3 |
| PM | 60 mg/Nm3 |

| | |
|--|--|
| Alternator data | |
| <ul style="list-style-type: none"> Compliant with NEMA MG21 standards, UTE NF C51.111, VDE 0530, BS 4999, IEC 34.1, CSA | <ul style="list-style-type: none"> The alternator is protected against short circuits Vacuum impregnation, epoxy winding, IP23 protection rating |
| Type | LEROY SOMER LSA432S15 |
| Number of phases | 3 |
| Power factor (cos Phi) | 0.8 |
| Number of poles | 4 |
| Excitation type | AREP |
| Voltage regulator | R438 |
| Short-circuit current | 3 IN |
| Number of bearings | 1 |
| Coupling | Direct |

| | |
|--|---|
| Control unit(s) | |
| <p>NEXYS</p>  | <p><u>Standard specifications:</u> Frequency meter, Voltmeter, Ammeter</p> <p><u>Alarms and faults:</u> Oil pressure, Coolant temperature, Fail to start, Overspeed, Alternator min/max, Fuel level low, Emergency shutdown</p> <p><u>Engine parameters:</u> Working hours counter, Engine speed, Battery voltage, Fuel Level, Air Preheating</p> |
| <p>TELYS</p>  | <p><u>Standard specifications:</u> Voltmeter, Ammeter, Frequency meter</p> <p><u>Alarms and faults:</u> Oil pressure, Water temperature, Start failure, Overspeed, Alternator min/max, Battery voltage min/max, Emergency stop</p> <p><u>Engine parameters:</u> Timer, Oil pressure, Water temperature, Fuel level, Engine speed, Battery voltage</p> |

2.3. Fuel and consumables

All specifications (product features) are given in the motor and alternator maintenance manuals attached to this manual. In addition, we recommend the consumables to be used in the "specifications" section.

2.3.1 Specifications

2.3.1.1. Oil grades

| Engine | | Oil | |
|------------|------|------------|--------------------|
| Make | Type | Make | Type |
| John Deere | All | John Deere | John Deere PLUS-50 |
| | | GenPARTS | GENLUB TDX 15W40 |
| MITSUBISHI | All | GenPARTS | GENLUB TDX 15W40 |
| Volvo | All | GenPARTS | GENLUB TDX 15W40 |

GENLUB TDX 15W-40

Top-of-the-range lubricant recommended for diesel engines: for generating sets used under severe conditions.

USES:

- ✓ Particularly suited to more modern engines with or without turbochargers, *intercoolers*, or sophisticated injection systems (e.g. *HEUI*, injector-pumps)
- ✓ **All types of use:** can cope with the most demanding applications
- ✓ **Depolluted engines:** complies with EURO 2 and EURO 3 technology and can be used with all types of diesel fuel, especially ecological diesel with low sulphur content.

PERFORMANCE:

ACEA E3

API CH-4

- ✓ Meets level E3 of the specifications defined by European manufacturers in the ACEA standards 98 edition.

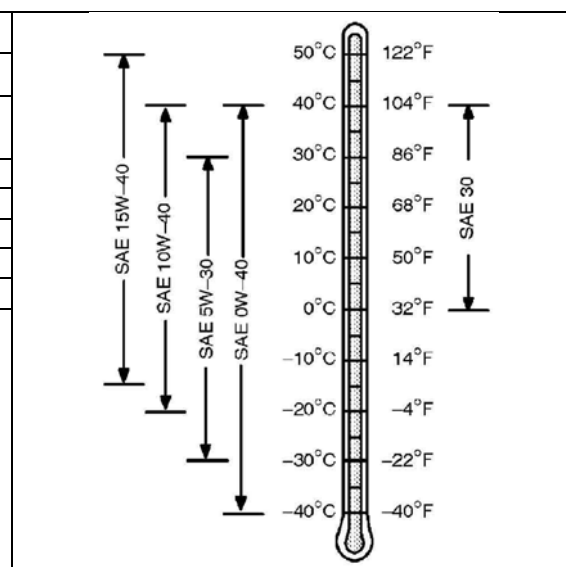
ADVANTAGES:

- ✓ **Less frequent oil services:** this product has been put to the test during thousands of hours of use on worksites under varying conditions, demonstrating its high quality.
- ✓ **Conformity with new environmental legislation:** adherence to new anti-pollution standards required for new EURO 2 and EURO 3 engines.

SPECIFICATIONS:

| SAE Grade | 15W-40 | |
|-------------------------------|--------|--------------------------|
| Density at 15°C | 0.883 | |
| Cinematic viscosity at 40 °C | 105 | mm ² /s (cSt) |
| Cinematic viscosity at 100 °C | 14.1 | mm ² /s (cSt) |
| Viscosity index | 140 | |
| Dynamic viscosity at -15 °C | 3000 | mPa.s(cP) |
| Pour point | - 30 | °C |
| Flash point | 220 | °C |
| Sulphated ash content | 1.4 | % weight |

(Values given as examples only)



2.3.1.2. Specifications of coolants

| Engine | | Coolants | |
|------------|------|------------|------------------|
| Make | Type | Make | Type |
| John Deere | All | GenPARTS | GENCOOL PC -26°C |
| MITSUBISHI | All | Mitsubishi | LLC |
| | | GenPARTS | GENCOOL PC -26°C |
| Volvo | All | GenPARTS | GENCOOL PC -26°C |

GenCOOL PC -26

High-protection coolant, approved by manufacturers.

GenCOOL PC -26 is a ready-to-use, highly protective coolant which is produced from an antifreeze recommended by the majority of European manufacturers.

- It is made from antifreeze and G 48 inhibitors.
- It protects up to -26°C.
- It is free from nitrates, amines and phosphates.
- It is a clear, fluorescent orange liquid.

REFERENCES/APPROVALS (for the antifreeze):

| HEAVY GOODS VEHICLE | LIGHTER VEHICLES |
|---|--|
| Approved by MTU, MERCEDES BENZ, MAN, KHD, GENERAL MOTORS | Approved by BMW, VOLKSWAGEN, MERCEDES, PORSCHE |
| Conforms with VOLVO, IVECO, VAN HOOL and STAYR TRUCK specifications | Conforms with VOLVO, OPEL, SEAT and SKODA specifications |

Conforms with the NF R 15.601 standard

REINFORCED ANTI-CORROSION FEATURES:

- Protects **against high-temperature corrosion** by oxidation of ethylene (cylinder head protection).
- Protects **against high-temperature cavitation** (top of cylinder and coolant pump protection)
- Non-corrosive for seals and hoses.
- Improves the **efficiency and longevity of the cooling system**.
- **GenCOOL PC -26** is especially recommended for engines fitted with aluminium or light alloy radiators.

HIGH TEMPERATURE SUITABILITY:

- Provides good conditions for thermal exchange.
- Perfect stability at high temperatures.
- **GenCOOL PC -26** is specially adapted for engines with high power densities.

LONG LASTING PROTECTION:

- High alkaline reserve/stability and longevity of corrosion inhibitors
- Maintains its technical properties during prolonged use at high temperatures (neutralisation of acids).
- Ensures maximum heat transfer without the build up of deposits in the cooling system
- **GenCOOL PC -26** ensures optimum protection against overheating and corrosion in extreme conditions of vehicle use.

PACKAGING/STORAGE:

- **GenCOOL PC -26** is supplied in 210 l metallic barrels with smooth interior linings.
- It can be stored for 2 years in its original container and packaging.
- Avoid zinc coated containers.

RECOMMENDATIONS FOR USE:

- Compatible with the original fluid.
- It is recommended that the cooling system is completely drained when replacing the fluid.

| SPECIFICATIONS | UNITS | SPECIFIED VALUES | TRIAL METHODS |
|--|---------------------------|--------------------|---------------|
| Density at 20°C | kg/m ³ | 1,059 +/- 3 | R 15-602-1 |
| pH | pH | 7.5 to 8.5 | NF T 78-103 |
| Alkalinity reserve | ml | >=10 | NF T 78-101 |
| Boiling point | °C | 105 +/- 2 | R 15-602-4 |
| Freezing point: | °C | -26 +/- 2 | NF T 78-102 |
| Glassware corrosion : (test with antifreeze) | mg/test piece | | R 15-602-7 |
| - Copper | | +/- 2.6 | |
| - Weld | | +/- 0.5 | |
| - Brass | | +/- 2.3 | |
| - Steel | | +/- 1.6 | |
| - Cast iron | | +/- 0.8 | |
| - Cast aluminium | | +/- 1.0 | |
| Corrosion on warm plate (test with antifreeze) | mg/(cm ² week) | +/- 0.17 | R 15-602-8 |

3. Installation

3.1. Unloading

3.1.1 Safety during unloading

To unload electrical generating sets from their transport supports under optimum safety and efficiency conditions, you need to ensure that the following points are observed:

- Lifting machinery or equipment appropriate to the work required.
- Slings positioned in the eyes provided for this operation or lifting arms resting fully underneath the chassis cross members.
- Ground able to take the load of the set and the lifting machinery without stress (otherwise lay down beams of sufficient strength and stability).
- Set put down as close as possible to its point of use or transportation, in a clear area with free access.

Example of equipment to be used:

- ✓ crane, slings, cross bar, safety catch, shackles.
- ✓ Fork lift truck.

3.1.2 Instructions for unloading

3.1.2.1. Slings

- ➊ Attach the lifting vehicle slings to the rings on the generating set designed for this procedure. Hang the slings carefully.
- ➋ Check that the slings are correctly attached and the equipment is solid.
- ➌ Lift the generating set carefully.
- ➍ Direct and stabilise the set towards the chosen position.
- ➎ Carefully set down the equipment while continuing to position it.
- ➏ Release the slings, then detach and remove the lifting rings.

3.1.2.2. Fork lift truck

- ➊ Position the forklift arms under the base frame (except with generating sets fitted with "forklift pockets", in which case position the forklift arms in these pockets), making sure that only its cross-members are resting on the arms.
- ➋ Lift the equipment, handling it gently.
- ➌ Set down the generating set in its unloading position.

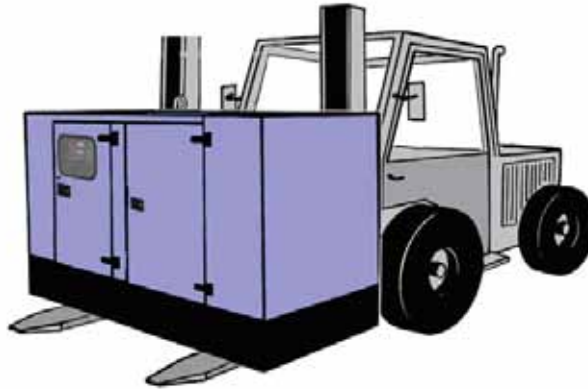


Figure 3.1: Transporting a generating set using a forklift truck

3.2. Fluid retention

Any outflow of the fluids contained in the generating sets (fuel, oil and coolant, or rainwater or condensation) will be collected in a retention container if the generating set is fitted with this option.

The containers have a capacity which allows 110% of the fluids contained in the generating set fitted with this option to be collected. Three different fittings are available.

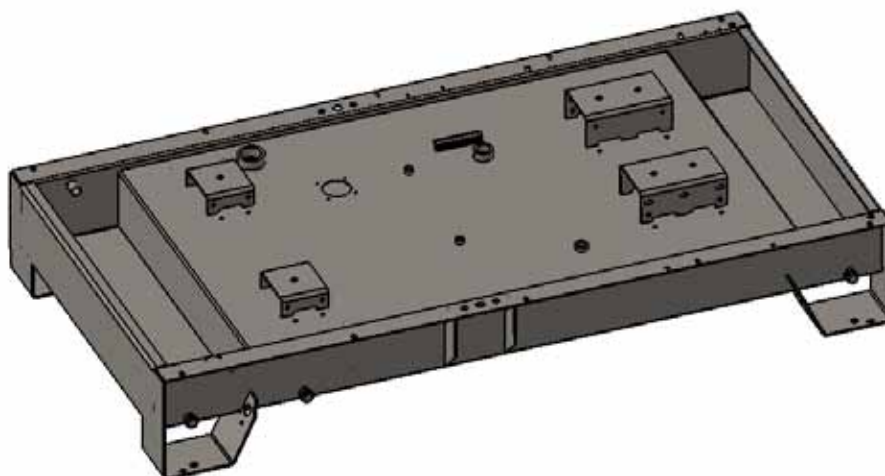


Diagram 3.2: Fluid retention container integrated into the tank chassis.

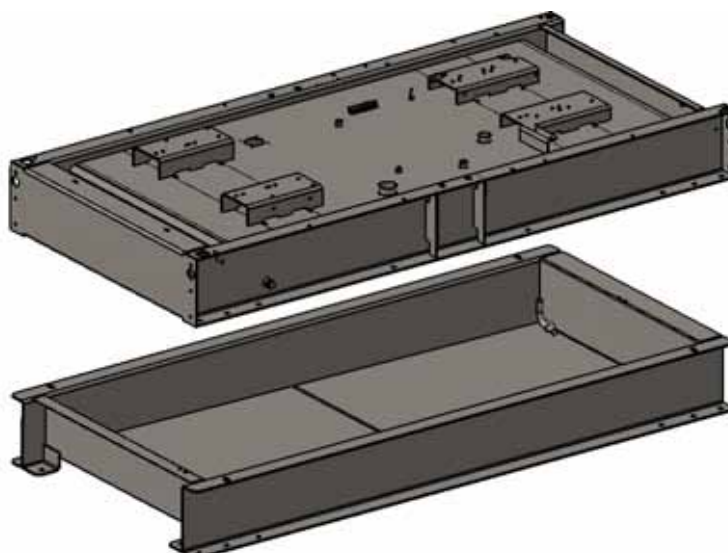


Diagram 3.3: Offset fluid retention container underneath the generating set chassis.

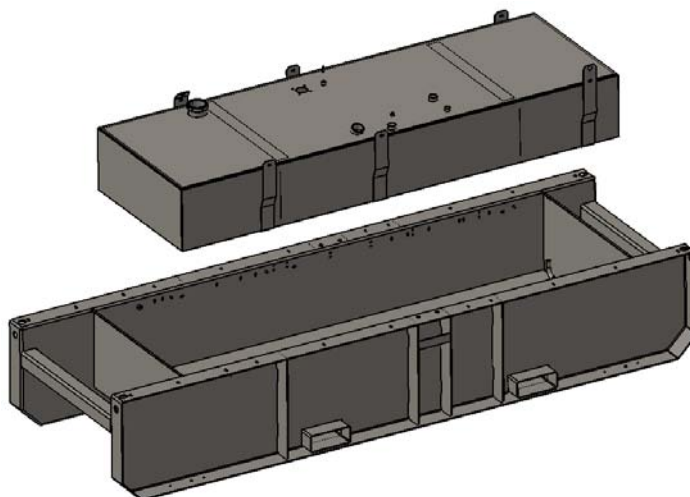


Diagram 3.4: Offset fluid retention container integrated into the chassis and tank.

Generating sets fitted with the offset tank option (DW) above also have a high level indicator in the retention container.

In all cases, the retention containers must be regularly checked to ensure they contain no fluid (fuel, oil and coolant, or rainwater or condensation). If necessary, drain the containers either via the drain port or by using the drain pump (for containers fitted with this pump).

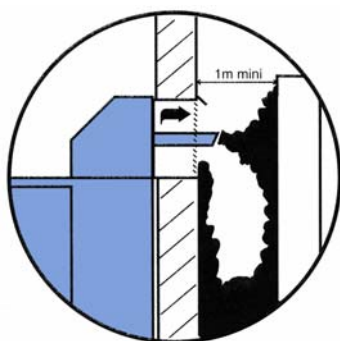
✓ **Note:** Never allow these fluids to drain onto the ground; ensure they are collected in a designated container.

3.3. Choice of location

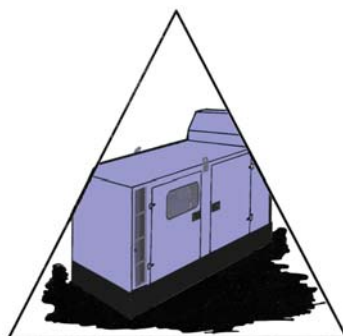
It should be determined on the basis of use. There are no specific rules governing the choice of location, other than proximity to the electric distribution panel and disturbances caused by the noise. However, fuel supply, burnt gas evacuation, and the direction of these gases and the noises emitted should be taken into account.

The choice of its position will be based on carefully considered compromise!

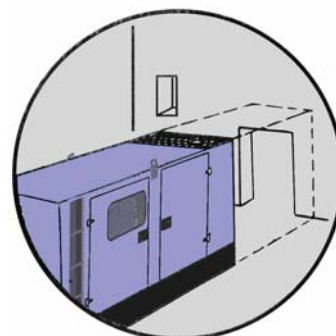
Examples of problems that may be encountered:



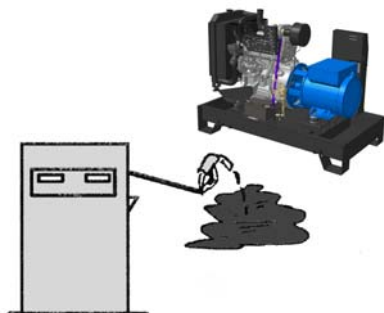
Incorrect exhaust and ventilation



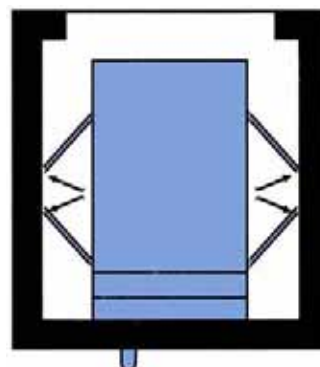
Ground too uneven or soft.
Set incorrectly positioned



Reduced access



Fuel filling impossible



Opening cover doors impossible

Diagram 3.5: Examples of problems that may be encountered

3.4. Electricity

a) Connections - general information

As with low voltage electrical installations, use and maintenance is governed by standard NFC 15.100 (France) or by the standards in the relevant country, based on international standard IEC 60364-6-61.

They must also adhere to the regulations in the NFC 15.401 application guide (France) or to the regulations and standards in the relevant country.

b) Power cables

These can be unipolar or multipolar according to the power of the generating set.

Power cables should preferably be installed in ducts or on a cable tray for this purpose.

The cable cross-section and number of cables should be determined according to the cable type and the current standards to be observed in the country of installation. The choice of conductors must comply with international standard IEC 30364-5-52.

Three phase - Calculation hypothesis

Fitting method = wiring in cable runs or non perforated trays.

Permissible voltage drop = 5%

Multiconductors or single conductor joined when precision 4X...(1)

Cable type PVC 70°C (e.g. H07RNF).

Ambient temperature = 30°C.

| Circuit breaker calibre (A) | Cable sizes | | |
|-----------------------------------|------------------------------|--------------------------|--------------------------|
| | 0 - 50m | 51 - 100m | 101 - 150m |
| | mm²/AWG | mm²/AWG | mm²/AWG |
| 10 | 1.5 / 14 | 2.5 / 12 | 4 / 10 |
| 16 | 2.5 / 12 | 4 / 10 | 6 / 9 |
| 20 | 2.5 / 12 | 4 / 10 | 6 / 9 |
| 25 | 4 / 10 | 6 / 9 | 10 / 7 |
| 32 | 6 / 9 | 6 / 9 | 10 / 7 |
| 40 | 10 / 7 | 10 / 7 | 16 / 5 |
| 50 | 10 / 7 | 10 / 7 | 16 / 5 |
| 63 | 16 / 5 | 16 / 5 | 25 / 3 |
| 80 | 25 / 3 | 25 / 3 | 35 / 2 |
| 100 | 35 / 2 | 35 / 2 | 4X(1X50) / 0 |
| 125 | (1) 4X(1X50) / 0 | 4X(1X50) / 0 | 4X(1X70) / 2/0 |
| 160 | (1) 4X(1X70) / 2/0 | 4X(1X70) / 2/0 | 4X(1X95) / 4/0 |
| 250 | (1) 4X(1X95) / 4/0 | 4X(1X150) / 2350MCM | 4X(1X150) / 2350MCM |
| 400 | (1) 4X(1X185) / 0400MCM | 4X(1X185) / 0400MCM | 4X(1X185) / 0400MCM |
| 630 | (1) 4X(2X1X150) / 2x 2350MCM | 4X(2X1X150) / 2x 2350MCM | 4X(2X1X150) / 2x 2350MCM |

Single phase - Calculation hypothesis

Fitting method = wiring in cable runs or non perforated trays.

Permissible voltage drop = 5%

Multiconductors.

Cable type PVC 70°C (e.g. H07RNF).

Ambient temperature = 30°C.

| Circuit breaker rating (A) | Cable sizes | | |
|-------------------------------|-------------|-----------|---------------|
| | 0 - 50m | 51 - 100m | 101 - 150m |
| | mm²/AWG | mm²/AWG | mm²/AWG |
| 10 | 4 / 10 | 10 / 7 | 10 / 7 |
| 16 | 6 / 9 | 10 / 7 | 16 / 5 |
| 20 | 10 / 7 | 16 / 5 | 25 / 3 |
| 25 | 10 / 7 | 16 / 5 | 25 / 3 |
| 32 | 10 / 7 | 25 / 3 | 35 / 2 |
| 40 | 16 / 5 | 35 / 2 | 50 / 0 |
| 50 | 16 / 5 | 35 / 2 | 50 / 0 |
| 63 | 25 / 3 | 50 / 0 | 70 / 2/0 |
| 80 | 35 / 2 | 50 / 0 | 95 / 4/0 |
| 100 | 35 / 2 | 70 / 2/0 | 95 / 4/0 |
| 125 | 50 / 0 | 95 / 4/0 | 120 / 2250MCM |

c) Battery cables

Install the battery or batteries in the immediate vicinity of the electric starter motor. The cables will be connected directly from the battery terminals to the starter motor terminals.


The primary instruction to follow is to ensure that the polarities between the battery and starter motor match. Never reverse the positive and negative battery terminals when connecting them. This could cause severe damage to the electrical equipment.

The minimum cross-section of the cables will be 70 mm². It varies according to the power of the starter motor but also the distance between the batteries and the set (voltage drops on the line).

d) Safety guidelines

References: NFC 15-100:2002 (France) - IEC: 60364-5-54

In order to protect personnel against electric shocks, this generating set is equipped with a differential residual current protector "factory" set to trigger instantly, with a sensitivity of 30 mA.

| | |
|--|--|
|  Important | Any modification to this setting could endanger personnel. Any modification would render the user liable, and must only be performed by qualified and authorised personnel. When the generating set is disconnected from a facility after use, the master differential protector must be returned to its "factory" settings, and this must be checked by trained personnel. |
|--|--|

For effective protection against electric shocks, the generating set needs to be earthed. To do this, use a copper wire, with a minimum cross-section of 25 mm² for a stripped cable and 16 mm² for an insulated cable, connected to the generating set earth socket and a galvanised steel earthing rod embedded vertically into the ground.

The earthing rod resistance value should comply with the values shown in the table below.

Note: use the highest differential setting from the installation as a guideline.

The resistance value is calculated in the following way:
$$R = \frac{UI}{I \Delta n}$$

Maximum resistance value of the earth socket R (Ω) according to the differential unit operational current (operation time should not be longer than 1 second).

| I Δn differential | Earth R (Ω) UI: 50 V | Earth R (Ω) UI: 25 V |
|----------------------|----------------------------|----------------------------|
| ≤ 30 mA | 500 | > 500 |
| 100 mA | 500 | 250 |
| 300 mA | 167 | 83 |
| 500 mA | 100 | 50 |
| 1A | 50 | 25 |
| 3A | 17 | 8 |
| 5A | 10 | 5 |
| 10A | 5 | 2.5 |

The UI value: 25 V is required for work site installations, and livestock buildings, etc.

For a default voltage of 25 V and a default current of 30 mA, this rod must be of a minimum length of: see table below

| Nature of ground | Length of rod in metres | |
|---|-------------------------------|---|
| Thick arable land, moist compact ballast | 1 | |
| Lean arable land, Gravel, coarse ballast | 1 | |
| Bare stony soils, dry sand, impermeable rock | 3.6 | To obtain an equivalent length, you can use several earthing rods connected in parallel and set apart by at least their length. Example: 4 interconnected 1 metre rods separated by 1 metre. |

Note: For the United States (National Electrical Code reference NFPA-70).

The generating set must be earthed. To do this, use a copper wire with a minimum cross-section of 13.3 mm² (or AWG 6, at most) connected to the generating set earth socket and a galvanised steel earthing rod fully embedded into the ground vertically.

This earthing rod embedded fully in the ground must have a minimum length of 2.5 m.

3.5. Special arrangements

Generating sets are not fitted with protection against power surges caused by drops in atmospheric pressure or manoeuvring.


The company does not accept any responsibility regarding damage caused by these occurrences.

However, lightning conductors can be installed, on the understanding that this does not give total protection.

4. Trailer

4.1. Trailer linkage

Before attaching the trailer, check the trailer hook on the tow vehicle; it should fit the trailer ring perfectly.

| | |
|--|---|
|  <p>Danger</p> | <p>Trying to tow a trailer with a non-matching device (bar, wires, cords, etc.) could lead to serious accidents.</p> <p>Also check:</p> <ul style="list-style-type: none"> - no incipient fractures or excessive wear on the hitching system. - locking system is operating properly. |
|--|---|

To hitch the trailer, proceed as follows:

- ❶ Lock the wheels to stop the trailer from moving.
- ❷ Lift up the rear trailer supports and lock them.
- ❸ Release the parking brake.
- ❹ Release the locking levers for the draw bar arms and adjust the ring to the same height as the vehicle hook.
- ❺ Hitch the trailer, remove the locks on each side of the wheels then lift up the front wheel fully using its handle.
- ❻ Connect the electrical circuit of the trailer to that of the tow vehicle.
- ❼ Hook the handbrake safety wire onto the hook on the tow vehicle.

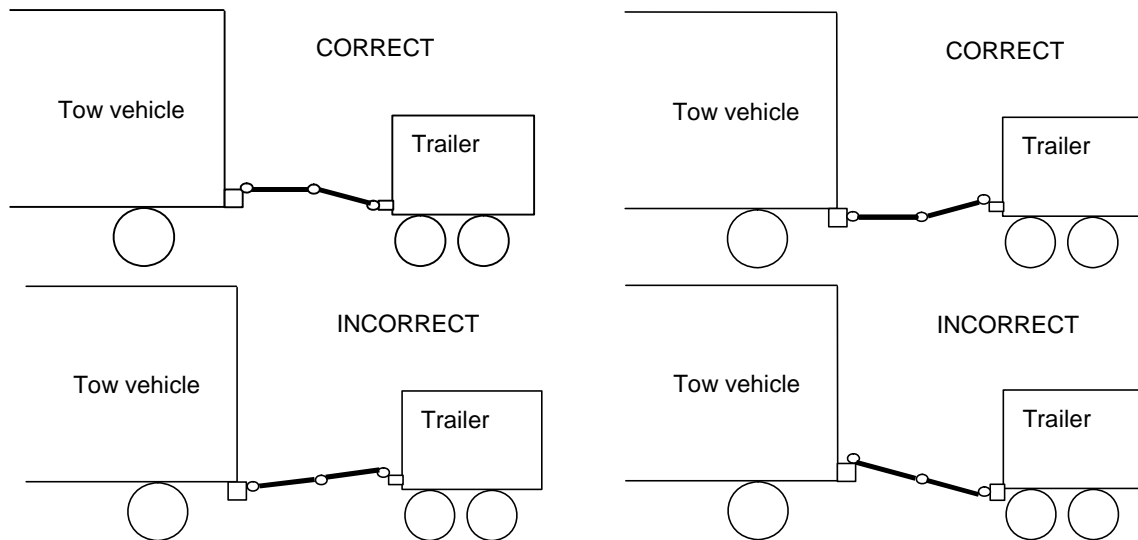


Diagram 4.1 : Coupling a trailer

4.2. Check before towing

Before towing, check the following:

- ✓ Tightness of the generating set enclosure bolts.
- ✓ Wheel tightness.
- ✓ Hitching hook locked.
- ✓ Tyre pressure.
- ✓ Signalling lights working, for "on-road" trailers.
- ✓ Enclosure doors closed.
- ✓ Parking brake released, for "on-road" trailers.
- ✓ Guide wheels (jockey wheels) and stands lifted (if fitted).
- ✓ Towbar arm locking levers tightened and pinned (if fitted with an adjustable towbar).
- ✓ Brake test, for "on-road" trailers.
- ✓ Safety cable fitted, for "on-road" trailers.

4.3. Operation

"On-site" trailer


These trailers are not fitted with a main brake, and so cannot be braked in motion; the tyres allow for a maximum speed of 27 km/h. So it is absolutely prohibited to exceed this speed.

Nor are these trailers fitted with signalling lights. On-road use is prohibited.

"On-road" trailer

The driving speed must be suited to the condition of the road and the handling of the trailer.

Driving at high speed causes heating of the tyres; so it is important to stop from time to time, and check them. Excessive heating may cause a puncture, and therefore a serious accident. For reversing manoeuvres, remember to lock the inertia brake.

| | |
|--|--|
|  <p>Warning</p> | <p>Particular attention must be paid to the tightness of the wheels on new vehicles. In the first few miles' driving, heating of the brake hubs and drums will actually reduce the wheel tightness. It is therefore essential to check the tightness every 6 miles (10 kilometres) until no further loosening is noted. Nonetheless the tightness must be checked whenever you are about to tow the trailer.</p> |
|--|--|

Lights/signalling (only for "on-road" trailers)

Warning lights are obligatory for on-road driving. Signalling must comply with regulations in force in the country of use.

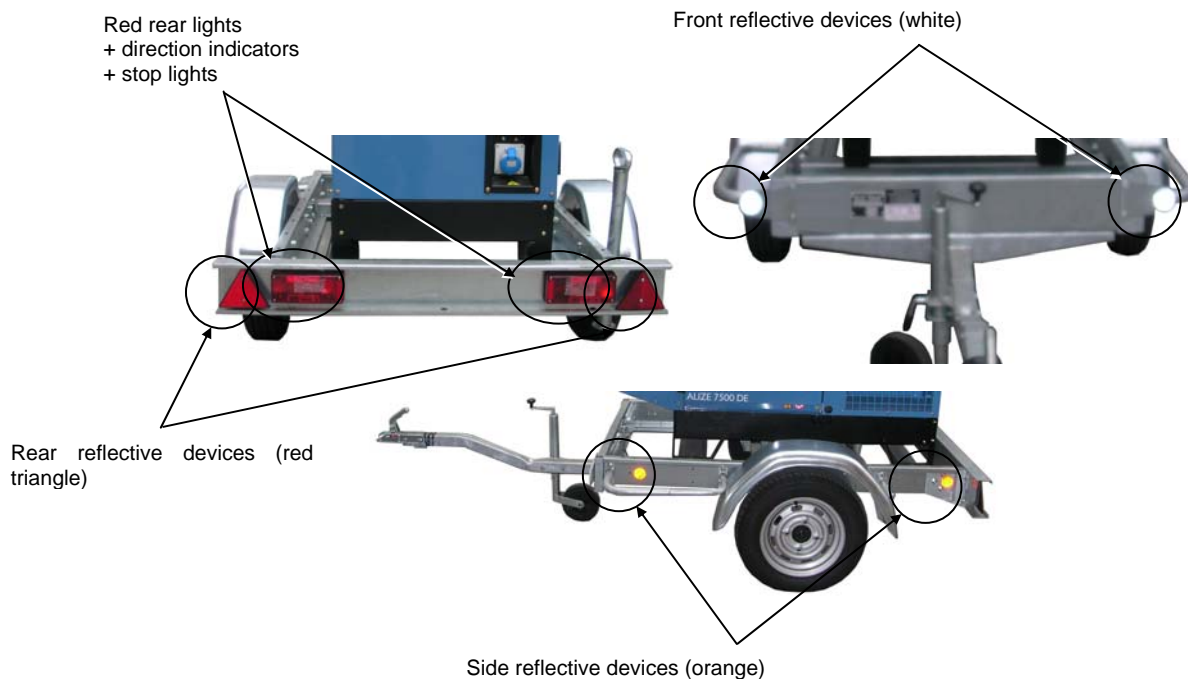


Figure 4.2: Example of French signalling

4.4. Unhitching the trailer

This operation should be carried out on horizontal, flat, stable ground.


- ❶ Lock the wheels.
- ❷ Lower the front wheel.
- ❸ Disconnect the road signals wire.
- ❹ Refit the hitch using the wheel to release the hook ring from the tow vehicle.
- ❺ Engage the handbrake.
- ❻ Release the tow vehicle.

4.5. Implementation for installation

Operations to be carried out:

- ✓ Ensure that the ground is strong enough for the assembly not to sink into it.
- ✓ Unhitch the trailer.
- ✓ Immobilise the trailer by placing chocks under the wheels.
- ✓ Fully engage the parking brake (if fitted).
- ✓ Using the front wheel, position the generating set as close to horizontal as possible.
- ✓ Lower the stands (if fitted), and lock them.

4.6. Break transmission adjustment

| | |
|---|--|
|  | <ul style="list-style-type: none"> - The handbrake is used only as a parking brake. - Setting is carried out starting with the brakes moving to the brake control. |
| Important | |

- ❶ After fitting the wheels on the axle, turn the wheels in the FORWARD direction (on all RA 2 type brakes, check that the adjustment screw 8 reaches the "FORWARD" stop on the brake backing plate).
- ❷ Adjust the brake setting using screw 8, with the cables not connected to the cross bar(s). The shoes should rub the drum slightly.
- ❸ Connect the brake cables to the cross bars(s) and tighten the nuts and lock nuts, leaving the end of the threaded end protruding by around 10 mm (Fig. 4.4).

IMPORTANT: Wherever possible, cables must cross over to achieve the highest possible gain curve (Fig. 4.5).

- ❹ Check that the parking lever 1 is in the "REST" position and that the compensating spring 4 is completely free on its rod (unscrew the nuts 5 fully).
- ❺ Check that the hook slide 2 is not compressed and the yoke 3 is in the pulled out position.
- ❻ Fit the transmission and adjust the assembly using the tensioner 6 until a gap (J1) of 1 mm max is obtained between the linkage 9 and slide 2.
- ❼ Adjust the compensating spring 4 at one end pressing it against the anchorage plate, and at the other end leaving a 2 mm gap (J2) max between the spring and nuts 5.
- ❽ Tighten all the lock nuts.

Checking the setting (trailer on axle stands):

- ❶ Pull the parking lever 2 notches - the wheels cannot turn in a FORWARD direction.
The wheels can turn in REVERSE (adjustment screw 8 switches to the REAR position).
 - ❷ Pull the parking lever fully.
The wheels will not turn either in FORWARD or REVERSE and the cross bar(s) must remain parallel with the axle body.
- Check the transmission setting after 180 miles (300 km) (running in period) and if necessary adjust the gap (J1) using the tensioner.

Parking

- The lever must be fully pulled up, so that the compensating spring is fully compressed.
- Every 900 miles (1500 km), check the braking settings and distribution on all the wheels.

Important

- The brake controls are designed to draw trailers behind flexible suspension touring vehicles. If used behind an HGV, be sure to provide the fitted ball joint with a shock absorber to prevent premature wear.
- During any manoeuvres with the trailer coupled, do not turn more than 90° or force reverse.
- The specifications of our brake controls are indicated on a manufacturer's plate, and the items on this should be supplied to us when requesting replacement parts, in particular for the shock absorber, of a special type, approved by the Service des Mines to correspond to European standards (it is advisable to have a spare shock absorber to enable instant repairs).

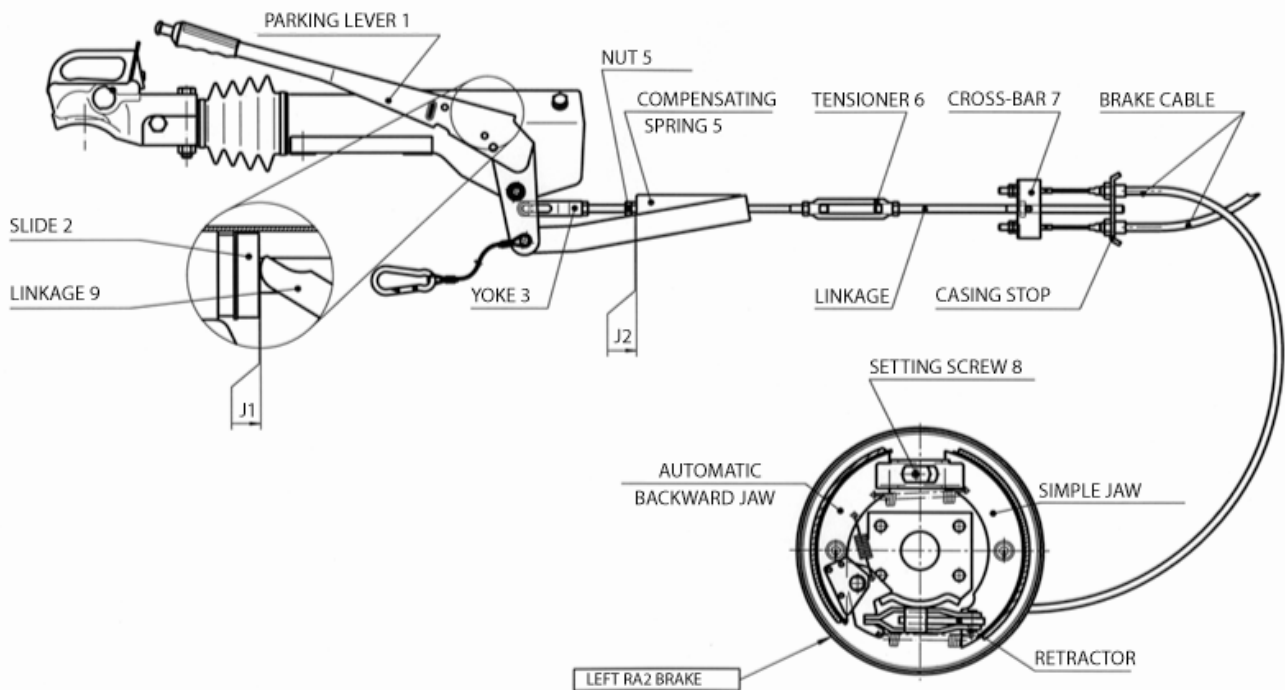


Figure 4.3: Braking transmission

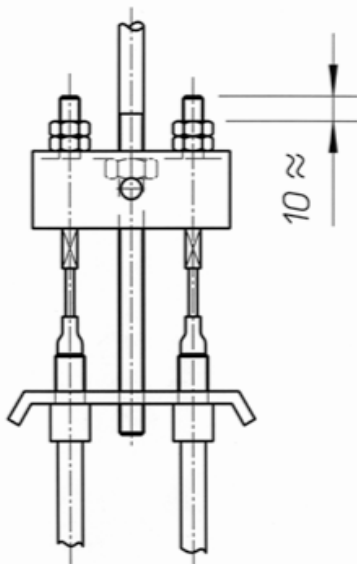


Figure 4.4: Cross bar fitting

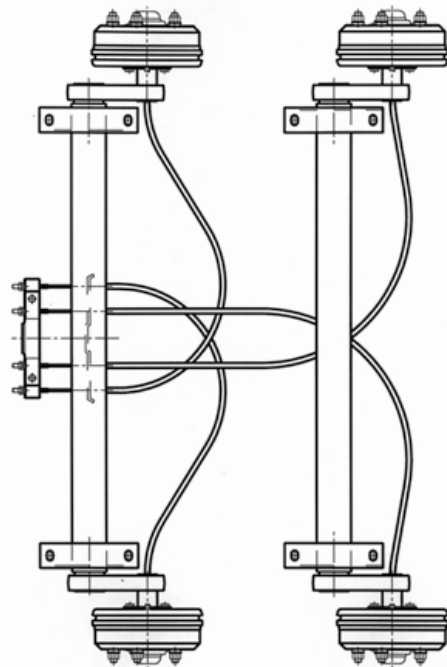


Figure 4.5: Tandem bearing fitting

4.7. Faults and repairs

| Fault observed | Origin | Solutions |
|---|---|--|
| Erratic braking of trailer | - Faulty shock absorber | Replace the shock absorber |
| Braking too weak | - Jaws worn | Replace the jaws |
| | - Jaws not run in | Fault will disappear only after running in |
| | - Incorrect linkage setting | Adjust the setting |
| | - Significant friction on the slide | Grease the sliding parts |
| | - Slide corrosion | Remove the corrosion and grease |
| | - Coupling height does not match that of the towing vehicle | Adjust the height so that the two parts are in the same horizontal plane |
| Drum temperature abnormally high | - Incorrect linkage setting | Adjust the settings |
| | - Incorrect brake setting | Adjust the settings |
| | - High levels of dust in the drums | Remove the dust |
| | - Jaws, springs, drums damaged | Replace the damaged parts |
| | - Brake cables or link rod damaged | Replace the damaged parts |
| Jerky braking | - Incorrect linkage setting | Adjust the settings |
| | - Interfering parts on the slide | Remove, clean and grease |
| | - Corroded slide | Remove the corrosion and grease |
| | - Damage to slide guide rings | Replace the rings (and possibly the slide) and grease |
| | - Faulty shock absorber | Replace the shock absorber |
| | - Cross-bar(s) not balanced | Adjust the cross-bar(s) |
| Trailer tending to swerve upon braking | - Different brake setting on the two sides | Adjust the brake settings |
| | - Cables damaged or incorrectly fitted | Replace the damaged parts Refit the cables |
| | - Poor load distribution | Check the load distribution |
| | - Damage to slide or to guide rings | Replace the faulty parts and grease |
| When starting the trailer holds back the towing vehicle | - Slide corrosion | Remove the corrosion and grease |
| | - Tie rod damaged | Replace the tie rod and adjust the settings |
| | - Linkage damaged or incorrectly set | Replace the damaged parts and adjust the settings |
| | - Brake on | Loosen the brake |
| | - Head worn (see wear indicator) | Replace the head |
| | - Ball joint worn | Replace the ball joint |
| Play in the coupling head | - Head worn (see wear indicator) | Replace the head |
| Parking braking too weak | - Compensating spring incorrectly set | Adjust the setting |
| | - Braking system incorrectly set | Adjust the setting |
| | - Notched sector damaged | Replace the sector and adjust the setting |
| | - Lever ratchet worn | Replace the lever and adjust the setting |
| | - Cable ruptured | Replace the cable and adjust the setting |

4.8. Electrical connection diagram

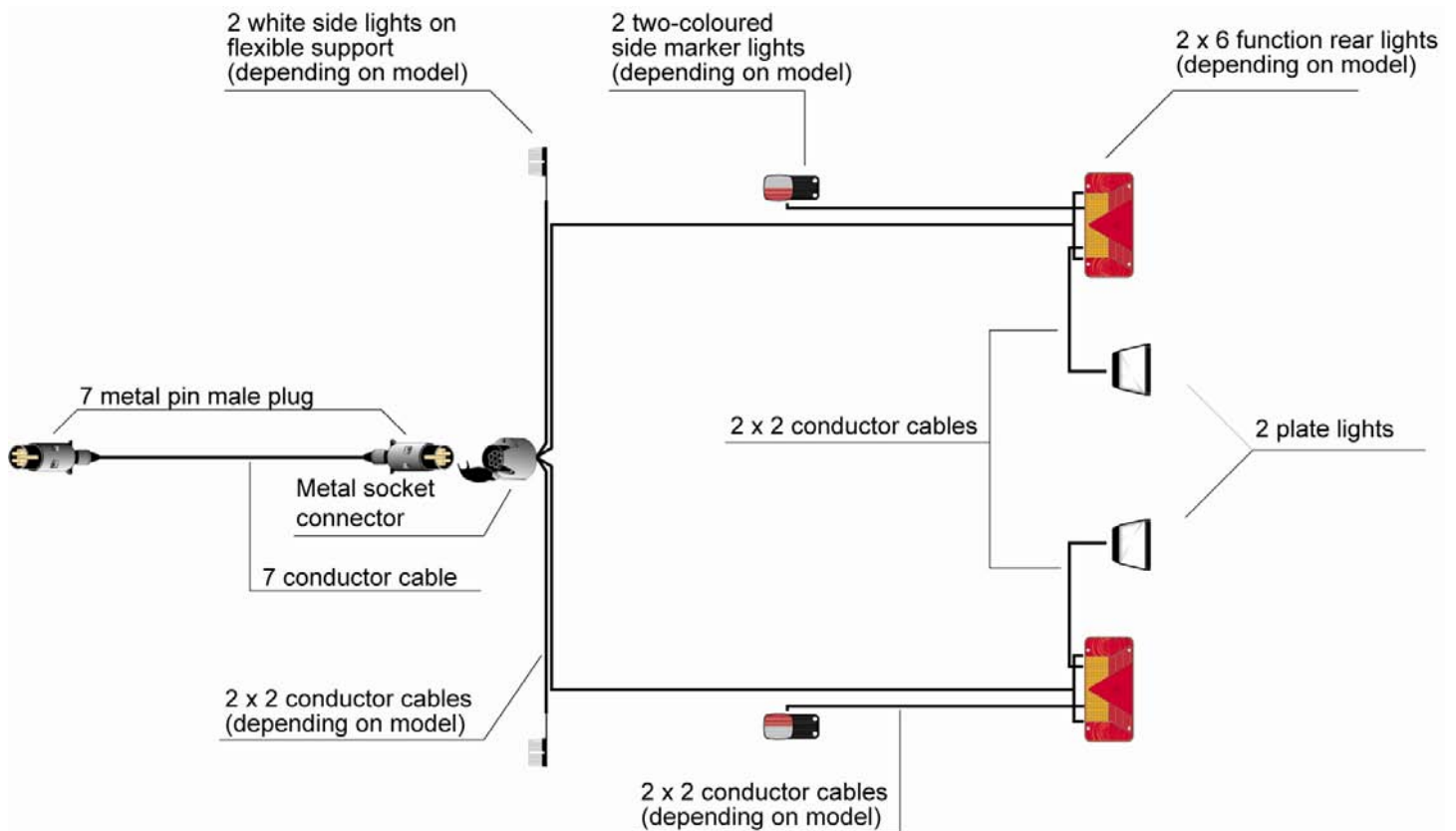



Figure 4.6: Electrical connection diagram

4.9. Complete wheels technical information

| TYRES | | | | | COMPLETE WHEELS | |
|-------------|---------|---------------|--------------------|------------------------|-----------------|----------------|
| Dimensions | Indices | Diameter (mm) | Cross section (mm) | Radius under load (mm) | Load (Kg) | Pressure (bar) |
| 135 R 13 | 70 T | 550 | 134 | 265 | 335 | 2.4 |
| 145 R 13 | 75 T | 566 | 145 | 272 | 387 | 2.4 |
| 155 R 13 | 79 T | 578 | 150 | 277 | 437 | 2.4 |
| 145/70 R 13 | 71 T | 534 | 150 | 259 | 345 | 2.5 |
| 155/70 R 13 | 75 T | 548 | 147 | 263 | 387 | 2.5 |
| 185/70 R 13 | 86 T | 594 | 185 | 285 | 530 | 2.5 |
| 165 R 14 C | 98 N | 622 | 172 | 284 | 650 | 3.8 |
| 155/70 R12 | 100 N | 525 | 155 | 244 | 650 800 | 6.25 |
| 185 R 14 C | 102 P | 650 | 188 | 316 | 675 850 | 4.5 |
| 195 R 14 C | 106 P | 666 | 198 | 32 | 950 | 4.5 |
| 195/50 x 10 | 98 N | 450 | 190 | - | 750 | 6.0 |

5. Preparation before operating the set

| | |
|--|---|
|  | <p>The inspections referred to in this section enable the electrical generator set to operate. Specific skills are required to carry out these operations. They must only be entrusted to personnel with the necessary skills. Failure to follow these instructions in any way could result in malfunction or very serious accidents.</p> |
| <p>Danger</p> | |

5.1. Installation checks

- check that the general recommendations given in the installation section (ventilation, exhaust, fluids, etc.) are observed.
- carry out the level checks (oil, water, diesel fuel, battery).
- check the generating set earth connection is earthed.
- check that the electrical connections are in order.

5.2. Checks after starting the generating set

- carry out the mechanical checks (oil pressure, water temperature, absence of noise etc.)
- carry out the electrical checks (voltage and frequency)
- carry out the safety checks (emergency stop, oil pressure, water temperature etc.)

6. Using the generator set


6.1. Pre-Start Inspection

Inspecting the engine compartment

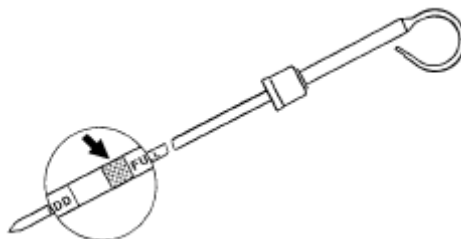
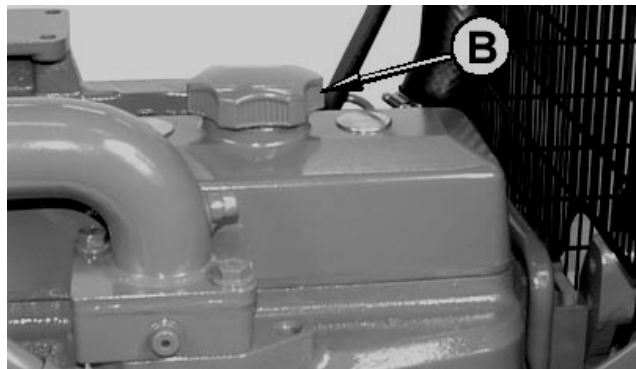
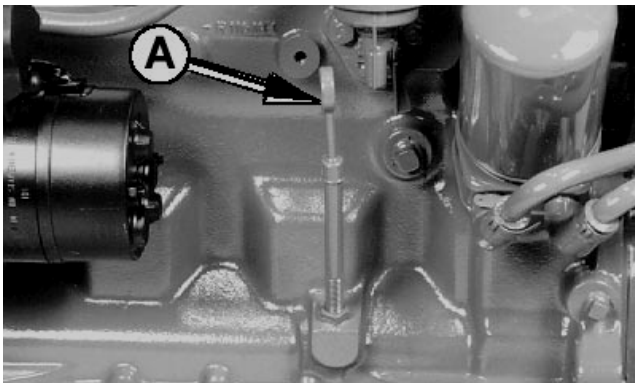
Inspect the engine carefully.

Wipe all the grease fittings and caps before carrying out any maintenance in order to reduce the risk of contaminating the circuits.

Checking the engine oil level

| | |
|--|--|
|  | <ul style="list-style-type: none"> - Do not top up the oil if the oil level is not below the low level marker. - Do not exceed the hatched area |
| <p>Important</p> | <p>The oil level is correct if it is within the hatched area.</p> |

- 1 Check the oil level using the dipstick (A).
- 2 Top up the oil as required.
Use an oil whose viscosity is suited to the seasonal conditions.
- 3 Pour the oil through the rocker cover filling port (B).



Checking the coolant level



Warning

Fluid may abruptly exit the cooling circuit and cause serious burns. Only remove the filler cap once the engine and cap have cooled sufficiently to enable them to be handled with bare hands. Firstly, loosen the cap slightly by one notch to eliminate any pressure, then remove it.



- ❶ Remove the cap from the radiator (E) and check the coolant level. The level should reach the lower section of the filler neck.
- ❷ Fill the radiator with the appropriate coolant if the level is too low.
- ❸ Check for leaks in the cooling circuit.



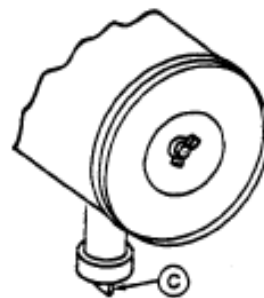
Checking the air filter



Important

The maximum authorised vacuum in the air filter is 6.25 kPa (0.06 bar; 1.0 psi) (25 in water). A clogged filter element limits the engine's air intake.

If the air filter is fitted with a dust control valve (C), press the tip of the valve to evacuate any accumulated dust particles.



Check the air filter clogging indicator (D). If the indicator is red, clean the air filter.



Checking the fuel filters



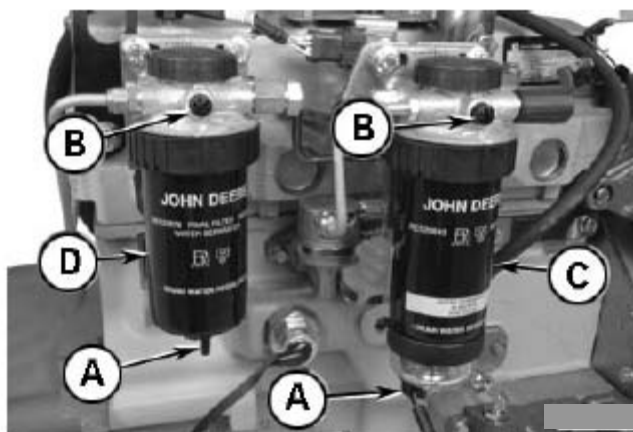
Danger

**The fuel is highly flammable and its vapours are combustible.
The fuel filter(s) must only be bled when the engine is stopped and cold.**

Note: Engines with a mechanical supply circuit have a single fuel filter whilst electronically controlled engines (DE10 and high pressure common rail fuel circuits) have two fuel filters (primary and final). In addition, fuel filters in electronically controlled engines may be fitted with a water presence sensor. An indicator on the instrument panel warns the operator that the water must be drained from the filter cup.

Inspect fuel filters (C) and (D) as follows, in order to detect any traces of water or debris:

- ❶ Undo the drain plug(s) (A) at the bottom of the fuel filter(s) or cup(s) by two or three turns.
- ❷ Loosen the air drain plugs(s) (B) by two full turns and drain the water into a suitable container.
- ❸ When the fuel begins to flow out, tighten the drain plugs.
- ❹ Bleed the supply circuit.



A – Drain plug
B – Air bleed plug
C – Main fuel filter
D – Final fuel filter

6.2. Generator set with NEXYS control panel

6.2.1 Control panel presentation

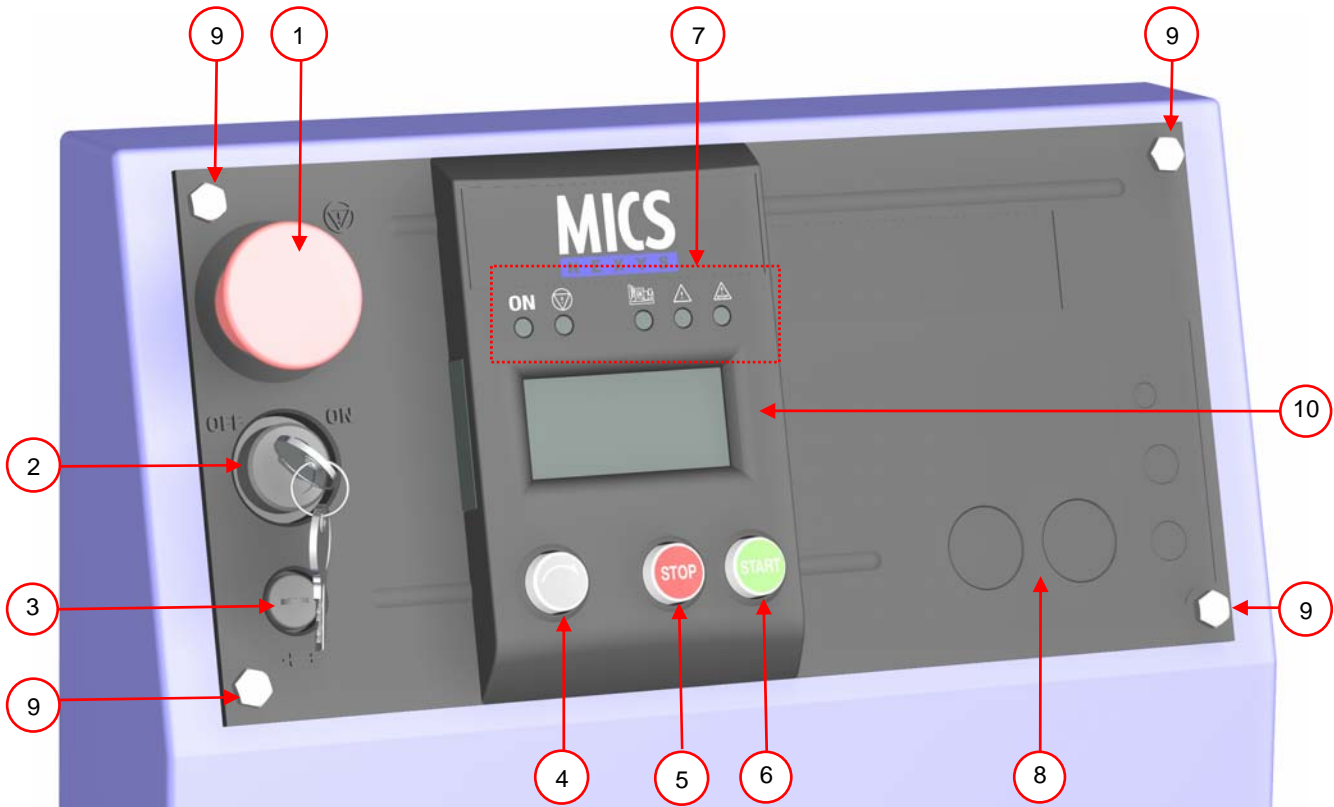


Diagram 6.1: View of the front side

- ① Emergency stop button for switching off the generating set in the event of a fault which could endanger personnel or damage equipment
- ② Key switch for starting up/shutting down the module and RESET function
- ③ Electronic card protection fuse
- ④ Screen-scroll button, press successively to access the various screens which are available
- ⑤ STOP button, press to switch off the generating set
- ⑥ START button, press to switch on the generating set
- ⑦ Normal operation LEDs and alarm and fault warning LEDs
- ⑧ Slot reserved for panel fascia options
- ⑨ Mounting bolt.
- ⑩ LCD for displaying alarms and faults, operating states, electrical and mechanical quantities



Diagram 6.2 – Description of the LEDs

A lit LED indicates:

- ① Module being supplied (green, lights up and remains lit)
- ② Emergency stop activated (control panel or external emergency stop) (red, lights up and remains lit)
- ③ Visualisation of starting phase and speed/voltage stabilisation (flashing) and generating set operating OK or set ready to generate (green, lights up and remains lit)
- ④ General alarm (orange, flashing)
- ⑤ General fault (red, flashing)

6.2.1.1. Introduction to pictograms

The pictograms are as follows:

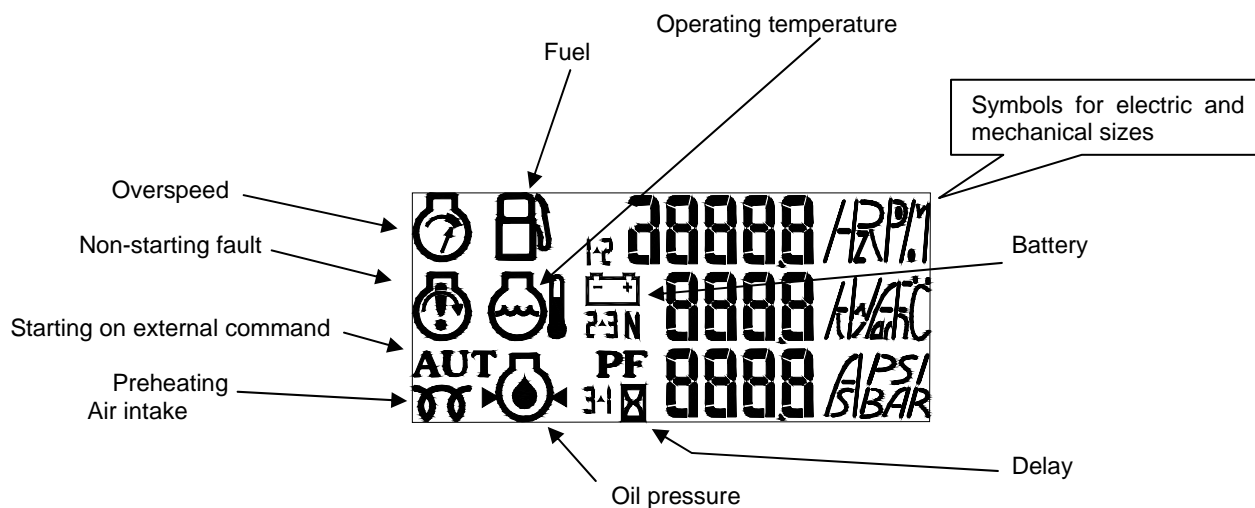



Diagram 6.3: View of pictograms

- The "fuel level" pictogram is used to display the fault, the alarm and the fuel level.
- The "operating temperature" and "oil pressure" pictograms are used to display the fault and analog value.
- The "overspeed" and "non-starting fault" pictograms are used to display the fault.
- The "battery" pictogram is used to display the "alternator charge" fault and to indicate the battery voltage.

6.2.2 Manual starting

| | |
|---|---|
|  Danger | <p>Check that the generating set circuit breaker has triggered.</p> |
|---|---|

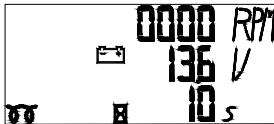
- ❶ Connect the generating set battery.
- ❷ Turn the key switch to the ON position (without forcing it)
 - ✓ All of the LEDs light up for 2 seconds, to confirm that they are operating correctly.
 - ✓ If the LEDs do not light up, check the protection fuse and replace it if necessary.
 - ✓ All the items on the screen are displayed for 2 seconds.
 - ✓ Only the "ON" LED remains lit to indicate that the module is powered up.
 - ✓ The following screen appears.



The first line displays the motor speed in RPM.
The second line displays the battery voltage in volts (V).

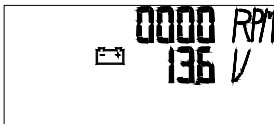
- ✓ Check the battery voltage (min. 12 V)


- ❸ Press (once briefly) the green "START" button.
 - ✓ If the motor is equipped with an air preheating system, there is a 10-second delay before the motor starts (preheating activation period).
 - ✓ The following screen appears.



The third line displays the air preheating time remaining (with pictograms representing a resistor and an hourglass).

- ✓ If the motor is not fitted with an air preheating system or once the preheating delay has elapsed, the engine starts up (start of a cycle comprising 3 attempts to start up the engine).
- ✓ The following screen appears.



| | |
|--|--|
|  Warning | <p>The number of successive and automatic starting attempts is limited to 3.</p> |
|--|--|



Note: the LED flashes as soon as the START button is pressed and continues to flash until the frequency stabilises if a "measurements" card has not been inserted and until the frequency and voltage stabilise if a "measurements" card has been inserted.

Following stabilisation, the LED light comes on continuously.

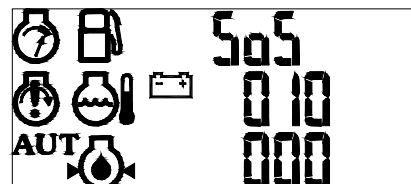



6.2.3 Switching off

- ❶ Trigger the circuit breaker located at the base of the centre console.
- ❷ Let the motor run under no load for 1 to 2 minutes to allow it to cool.
- ❸ Press the "STOP" button to stop the generating set.
- ❹ Switch off the MICS Nexys module by switching the key to "OFF" (without forcing it).

6.2.4 Alarms and faults

The appearance of a fault or an alarm causes the following screen to be displayed (one or more pictograms or a fault code along with the SOS message are displayed).



The user can access the following screens by pressing the key 

The fault or alarm screen will disappear once the fault or alarm has been removed.

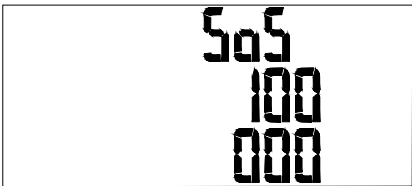
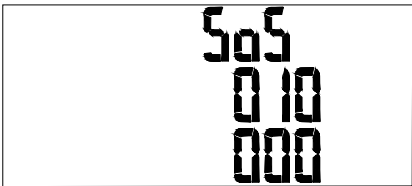
Only one fault is displayed on this screen (the fault which caused the generating set to stop).

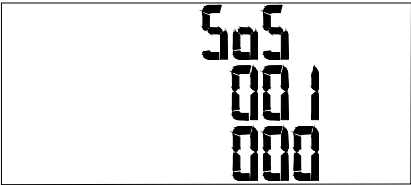
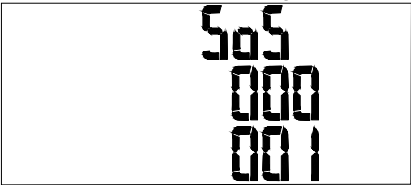
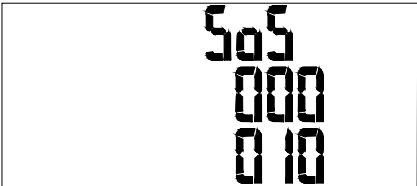
If one or more faults have appeared after the first fault, they can only be displayed after the first fault has been reset (press "Reset" as many times as the number of faults present).

Note: an alarm can appear at the same time as a fault.

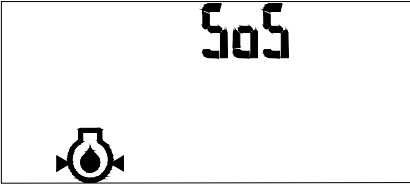


6.2.5 Faults and alarms - Details



List of faults which will cause the generating set to stop and generate a pictogram

| | |
|--|---|
| <p>Low coolant level fault: indicates that the level of coolant is low in the radiator (linked to a two second time delay).</p> <p>Or</p> <p>Overload or short-circuit fault (optional): with the circuit breaker SD contact closing (overload or short-circuit), the generating set switches off immediately also causing the main circuit breaker to be triggered.</p> | <p>Associated message</p>  |
| <p>Additional fault linked to message opposite: is displayed in the following two cases:</p> <ul style="list-style-type: none"> ➤ Differential fault (1) ➤ insulation fault (2) <p>(1) Differential fault (optional): with a differential fault causing the activation of the differential relay, the generating set stops immediately also causing the main circuit breaker to be tripped.</p> <p>(2) Insulation fault (optional): with an insulation fault causing the activation of the control unit performing insulation, the generating set stops immediately.</p> | <p>Associated message</p>  |

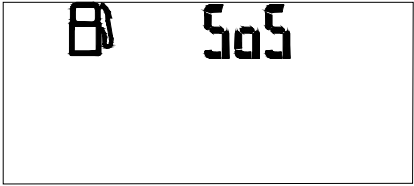

| | |
|---|--|
| Underspeed fault: indicates an incorrect rotation speed (below 1000 rpm). | <p>Associated message</p>  |
| Emergency stop or external emergency stop fault. | <p>Associated message</p>  |
| "STOP" fault activated if the "STOP" button is pressed whilst the "AUT" LED is flashing to indicate that the generating set is operating in automatic mode. | <p>Associated message</p>  |

List of faults which will cause the generating set to stop and generate a fault code

| | |
|--|--|
| Oil pressure fault: Indicates that the oil pressure is incorrect. | <p>Associated pictogram</p>  |
| Engine temperature fault: Indicates that the engine temperature is too high. | <p>Associated pictogram</p>  |
| Non-starting fault: Indicates that there have been three consecutive unsuccessful starting attempts. | <p>Associated pictogram</p>  |

| | |
|--|--|
| <p>Overspeed fault: Indicates an excessive generating set running speed.</p> | <p>Associated pictogram</p>  |
| <p>Low fuel level fault: Indicates the need to top up the fuel.</p> | <p>Associated pictogram</p>  |

List of alarms associated with a pictogram

| | |
|--|--|
| <p>Low fuel level alarm: Indicates the need to fill up with fuel.</p> | <p>Associated pictogram</p>  |
| <p>"Alternator charging fault" alarm indicates a problem affecting the alternator charging rate.</p> | <p>Associated pictogram</p>  |

6.3. Generator set with TELYS control panel

6.3.1 Control panel presentation

6.3.1.1. View of the front panel

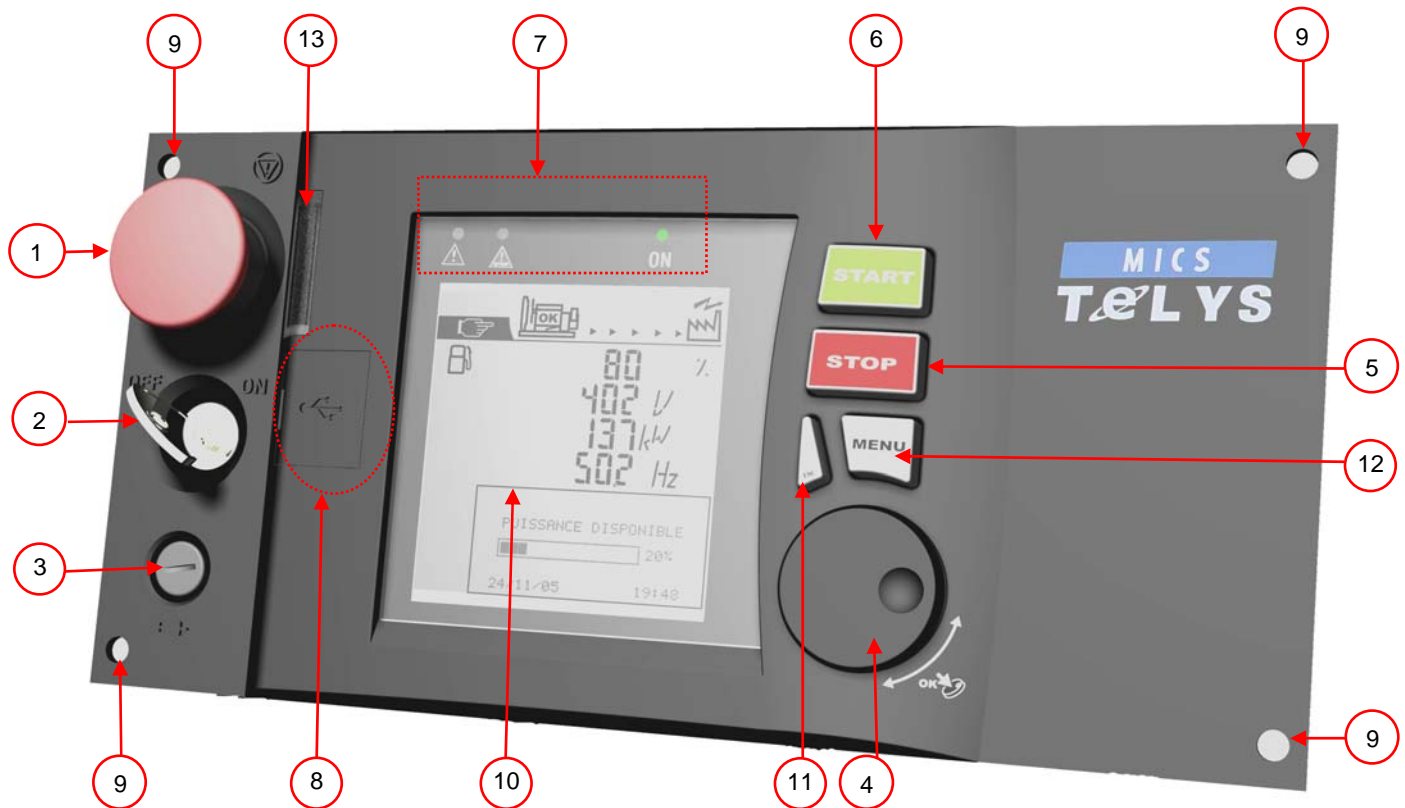


Diagram 6.4 - View of the front panel

- 1 Emergency stop button (AU) for switching off the generating set in the event of a fault which could endanger personnel or damage equipment.
- 2 Key switch for switching the module on/off.
- 3 Electronic board protection fuse.
- 4 Scrolling and selection wheel for scrolling through the menus and screens and selecting items simply by pressing the wheel.
- 5 STOP button, press to switch off the generating set.
- 6 START button, press to switch on the generating set.
- 7 Power ON LEDs and alarm/fault warning LEDs.
- 8 Location of USB ports.
- 9 Mounting bolt.
- 10 LCD for displaying alarms and faults, operating statuses, electrical and mechanical quantities.
- 11 ESC button: for returning to the previous selection and for default RESET function.
- 12 MENU button for accessing the menus.
- 13 Lighting for the emergency stop button.



Diagram 6.5 – Description of the LEDs

A lit LED indicates:

- 1 Alarm activated (flashing yellow).
- 2 Fault found (flashing red).
- 3 Module on (green, on continuously).

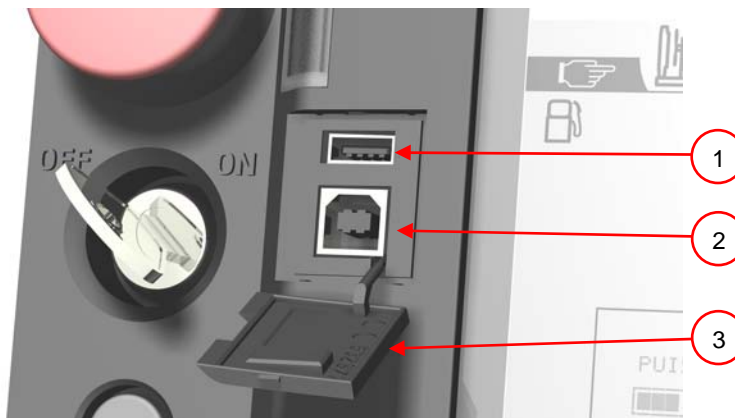


Diagram 6.6 – Close-up of USB ports

- 1 USB key connection (HOST): file transfer between USB key and TELYS and vice versa.
- 2 Connection for microcomputer (DEVICE):
 - file transfer between PC and TELYS and vice versa,
 - main module power supply.
- 3 Protective cover.

6.3.1.2. Description of the screen

The screen is backlit and requires no contrast adjustments. This screen is divided into 4 zones.

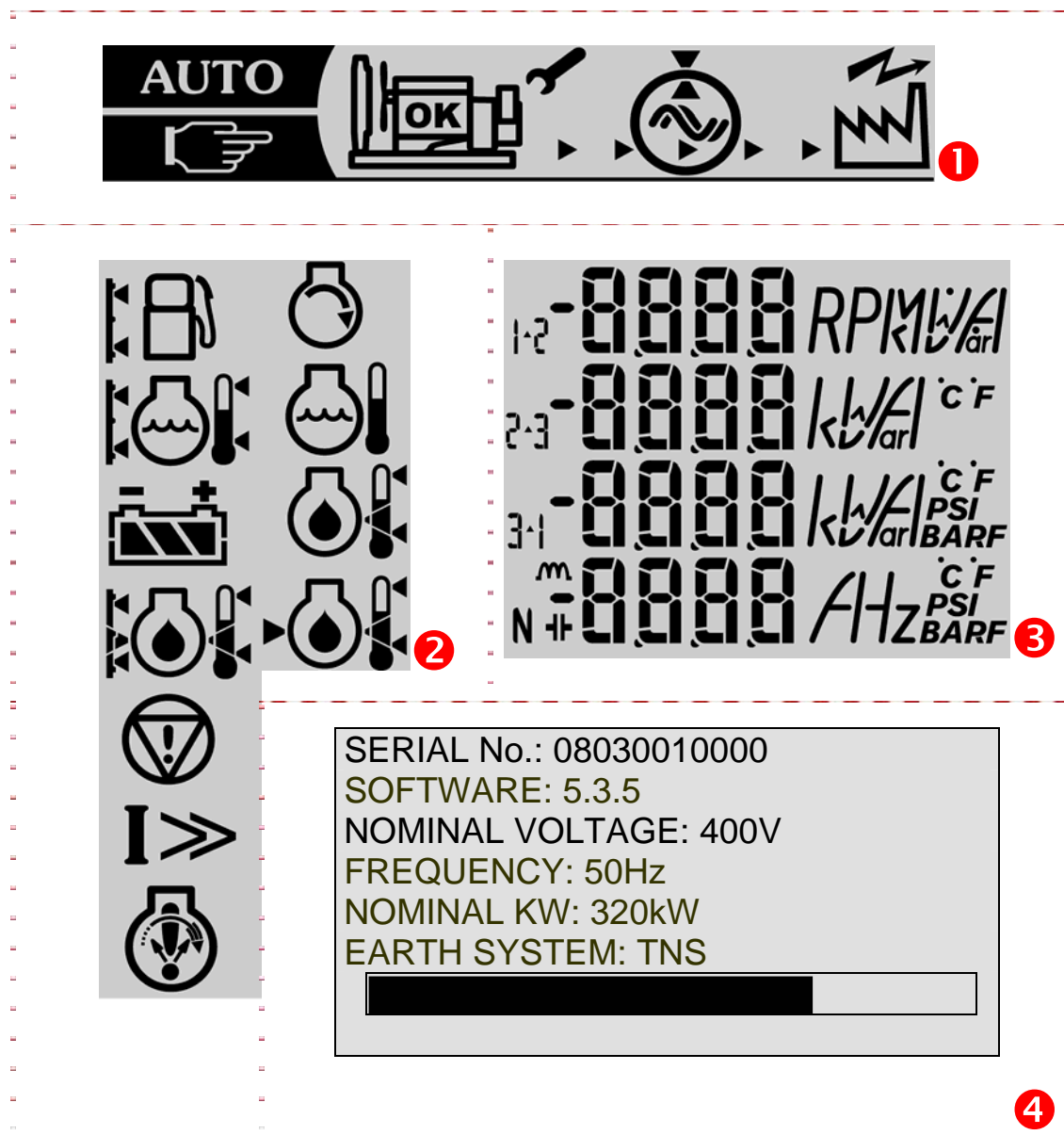










Diagram 6.7: Description of the screen (example)

- 1 Zone 1: in this zone, the status of the generating set is displayed
- 2 Zone 2: in this zone, pictograms relating to dimensions measured are displayed, as well as Alarm and Fault pictograms
- 3 Zone 3: in this zone, the measured values corresponding to the measured dimensions are displayed with the corresponding units of measurement
- 4 Zone 4: in this zone, messages relating to the control of the generating set and the menus are displayed.

Note: the information displayed on measurements, alarms and faults as well as messages and menus relating to control of the generating set will depend on the equipment level of each generating set. Certain screens may therefore not be present.

6.3.1.3. Description of the pictograms in zone 1


















Pictograms in zone 1

| Pictograms | Display | Activation conditions |
|--|---|--|
|  "MANU" Mode | Fixed | TELYS in manual mode (MANU) |
| | Flashing | For 5 seconds when switching from AUTO mode to MANU mode |
|  "AUTO" Mode | Fixed | TELYS in automatic mode (AUTO) |
| | Flashing | For 5 seconds when switching from MANU mode to AUTO mode |
|  | Flashing | Generating set in start-up phase |
| | Fixed | Generating set started |
|  | Fixed | Generating set stabilised (voltage and frequency) |
|  | Flashing (appearance of constant movement from left to right) | The generating set is powering the installation |
|  | Fixed | The installation is supplied |
|  | Not used | |
|  | Not used | |

6.3.1.4. Description of the pictograms in zone 2

Alarm and fault pictograms in zone 2

All the pictograms in this zone are activated when TELYS is initialised.


| Data displayed | | | |
|---------------------------------------|---|---|---|
| Fuel level indicator | | | |
| Alarm / Fault low fuel level |  | Alarm / Fault high fuel level |  |
| Coolant level / temperature indicator | | | |
| Alarm Low level fault |  | High level fault alarm |  |
| Alarm High temperature fault |  | No preheating fault alarm |  |
| Battery | | | |
| Min battery voltage (flashing) |  | Max battery voltage (flashing) |  |
| | | Battery charge indicator (flashing bars) |  |
| Oil pressure / temperature indicator | | | |
| Oil pressure Alarm / Fault |  | High or low oil level Alarm / Fault |  |
| | | High or low oil temperature Alarm / Fault |  |
| Emergency stop | | | |
| | Emergency stop fault |  | |
| Overload or short circuit | | | |
| | Tripping of circuit breaker following an overload or short circuit |  | |
| Engine speed | | | |
| Underspeed fault |  | Overspeed fault |  |
| | | Non-starting fault |  |

6.3.1.5. Description of the pictograms in zone 3


Pictograms in zone 3

All the pictograms in these zones are activated when TELYS is initialised. The pictograms below are given as examples.


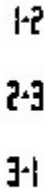
Generating set stopped

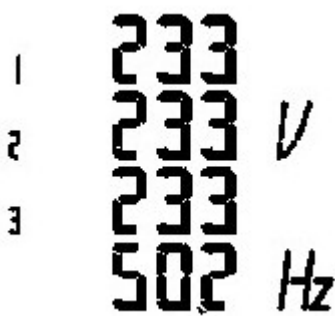
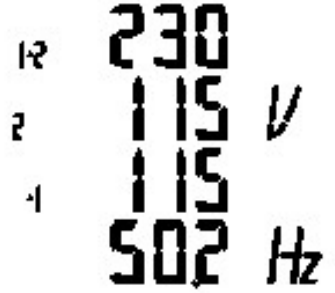




| Screen no. | Pictograms | Data displayed |
|------------|---|--|
| P1 |  80 % 11 °C 25.2 V 12 °C | Fuel Level Indicator Indication of Temperature of High Temperature coolant (HT) (units according to settings menu) Indication of Battery Voltage Indication of Oil Temperature (units according to settings menu) |

Generating set start-up or generating set started or generating set switching off in progress

| Screen no. | Pictograms | Data displayed |
|------------|--|---|
| P2 |  600 RPM 48 °C 1.7 BAR 43 °C | Engine Speed Indication Indication of Temperature of High Temperature coolant (units according to settings menu) Indication of Oil Pressure (units according to settings) Indication of Oil Temperature (units according to settings menu) |

Generating set started

| Screen no. | Pictograms | Data displayed |
|-----------------------------------|--|--|
| P3 Default screen in operation |  80 % 40.2 V 0 kW 50.2 Hz | Fuel Level Indicator Alternator composite Voltage Indicator Total Active Power Indicator Alternator Frequency Indicator |
| P4 |  40.4 V 40.3 V 40.3 V 50.2 Hz | U12 Alternator composite Voltage Indicator U23 Alternator composite Voltage Indicator U31 Alternator composite Voltage Indicator Alternator Frequency Indicator |

| Screen no. | Pictograms | Data displayed |
|------------|---|---|
| P5 |  | V1 Alternator single Voltage Indicator V2 Alternator single Voltage Indicator V3 Alternator single Voltage Indicator Alternator Frequency Indicator |
| P6 |  | U12 Alternator composite Voltage Indicator V2 Alternator single Voltage Indicator V1 Alternator single Voltage Indicator Alternator Frequency Indicator |
| P7 |  | V1 Alternator single Voltage Indicator Single phase Alternator current indicator Alternator Frequency Indicator |
| P8 |  | Single phase Alternator current indicator Two phase Alternator current indicator Three phase Alternator current indicator Neutral Alternator current indicator |
| P9 |  | Total Active Power Indicator Total Reactive Power Indicator Total Effective Power Indicator Total Power Factor Indicator (lagging or leading) |
| P10 |  | Fuel Level Indicator Indication of Battery Voltage Indication of Battery Amps |

Screen order of appearance according to network type with the generating set on.

| Order of appearance | Type of network | | | |
|---------------------|-----------------|-----|------|------|
| | 3P+N | 3P | 2P+N | 1P+N |
| 1 | P3 | P3 | P3 | P3 |
| 2 | P4 | P4 | P6 | P7 |
| 3 | P5 | P8 | P8 | P9 |
| 4 | P8 | P9 | P9 | P2 |
| 5 | P9 | P2 | P2 | P10 |
| 6 | P2 | P10 | P10 | |
| 7 | P10 | | | |

Change screens by using the scrolling and selection wheel.

When the wheel is rotated clockwise, the screens scroll upwards and vice-versa.

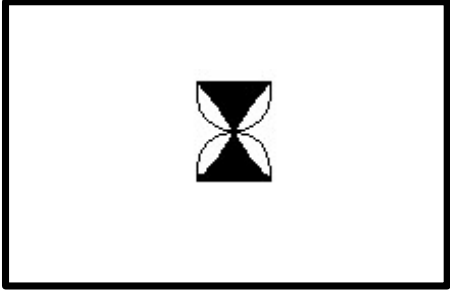
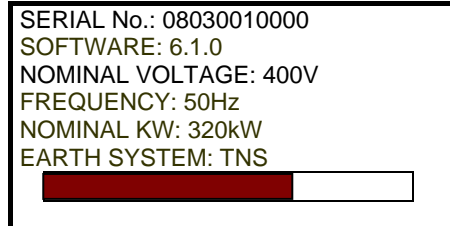
The screens scroll in a loop.

E.g.: On three-phase + neutral network, then screen 7, then screen 1 and vice-versa.

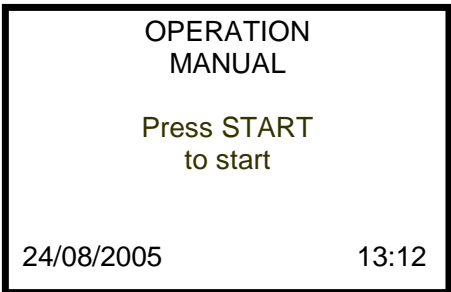
6.3.1.6. Display of messages in zone 4

The display (zone 4), among other things, displays messages relating to the operation of the generating set. The messages are as follows:

Initialisation of TELYS

| Screen no. | Screen | Data displayed |
|------------|---|--|
| G 1 |  | Initialisation of TELYS when the power is switched on and/or when loading a configuration |
| G 2 |  | Generating set serial no. Software version of TELYS Alternator Nominal Voltage Alternator Nominal Frequency Nominal Active Output Neutral Point Bar graph indicating the display delay of the screen |

Generating set stopped

| Screen no. | Screen | Data displayed |
|------------|---|--|
| G 3 |  | Operating mode - generating set in Manual Mode ready to start Date and time (depending on settings) |

| Screen no. | Screen | Data displayed |
|------------|---|--|
| G 4 | <div> <p>OPERATION AUTO</p> <p>WARNING START-UP POSSIBLE IMMEDIATELY</p> <p>24/08/2005 13:12</p> </div> | <p>Operating mode - generating set in Auto Mode ready to start</p> <p>Date and time (depending on settings)</p> |
| G 5 | <div> <p>WARNING</p> <p>AUTOMATIC Start 19 min 30 sec</p> <p>24/08/2005 13:12</p> </div> | <p>Operating mode - generating set in Auto Mode with programmed start</p> <p>Countdown to micro disconnection delay or EJP notice delay (for France only)</p> <p>Date and time (depending on settings)</p> |

Generating set start-up

| Screen no. | Screen | Data displayed |
|------------|--|---|
| G 6 | <div> <p>START-UP IN PROGRESS</p> <p>24/08/2005 13:12</p> </div> | <p>Operating phase - generating set in starting phase</p> <p>Date and time (depending on settings)</p> |
| G 7 | <div> <p>AIR PREHEATING</p> <p>10 seconds</p> <p>24/08/2005 13:12</p> </div> | <p>Operating phase - air preheating prior to starting generating set</p> <p>Countdown for air preheating delay</p> <p>Date and time (depending on settings)</p> |

Generating set started

| Screen no. | Screen | Data displayed |
|-----------------------|--|--|
| G 8 Default screen | <p>AVAILABLE POWER</p> <p>75%</p> <p>24/08/2005 13:12</p> | <p>Operating phase – generating set in operation – stable voltage and frequency</p> <p>Available power</p> <p>Date and time (depending on settings)</p> |
| G 9 | <p>AUTOMATIC STOP IN PROGRESS</p> <p>LOAD SUPPRESSION 1 min 30 sec</p> <p>24/08/2005 13:12</p> | <p>Operating mode - operation in Auto Mode</p> <p>Opening of power supply device (motorised circuit breaker or source changeover switch controlled by TELYS)</p> <p>Countdown for the mains return delay OR the load test delay</p> <p>Date and time (depending on settings)</p> |
| G 10 | <p>AUTOMATIC STOP IN PROGRESS</p> <p>COOLING DOWN 1 min 30 sec</p> <p>24/08/2005 13:14</p> | <p>Operating mode - operation in Auto Mode</p> <p>Generation set cooling in progress</p> <p>Countdown for Engine Stop delay (cooling) OR Gradual Stop delay (Coolant temperature) OR Overload Gradual Stop delay OR OFF load test delay</p> <p>Date and time (depending on settings)</p> |

Generating setstop

| Screen no. | Screen | Data displayed |
|------------|--|---|
| G 11 | <p>OFF IN PROGRESS</p> <p>24/08/2005 13:16</p> | <p>Generating set stop in progress</p> <p>Date and time (depending on settings)</p> |

Operating mode changeover (switching from Manual Mode to Auto Mode following auto start demand)

| Screen no. | Screen | Data displayed |
|------------|--|---|
| G 12 | <div style="border: 2px solid black; padding: 10px; text-align: center;"> <p>Start Demand AUTO</p> <p>Do you wish to change to Auto Mode?</p> <p>WARNING Immediate start</p> <p>OK Esc</p> </div> | Operating mode - operation in Manual Mode AUTOMATIC start demand |

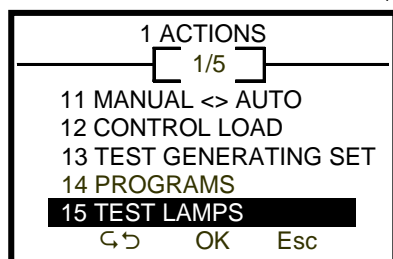
Generating set stop request due to fault or by pressing STOP in Auto Mode

| Screen no. | Screen | Data displayed |
|------------|---|---|
| G 13 | <div style="border: 2px solid black; padding: 10px; text-align: center;"> <p>Manual Mode activated</p> <p>Do you wish to change to AUTO mode?</p> <p>OK Esc</p> </div> | Operating mode - operation in Auto Mode (generating set in operation) Warning message for switching to Manual Mode after the STOP button has been pressed or a fault has appeared |

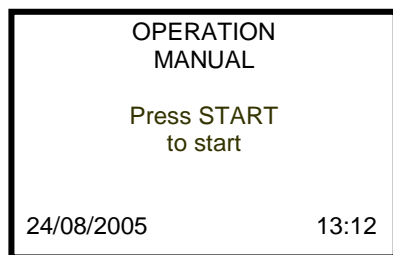
6.3.2 Starting

| | |
|---|---|
|  | Check that the generating set circuit breaker has triggered. |
| Danger | |

- ❶ Connect the generating set battery
- ❷ Turn the key switch to the ON position (without forcing it to the ON position), the ON lamp will light up (if the lamp does not light up, check and replace the fuse if necessary)
- ❸ Test the Alarm and Fault LEDs (menu 15 – TEST LAMPS)



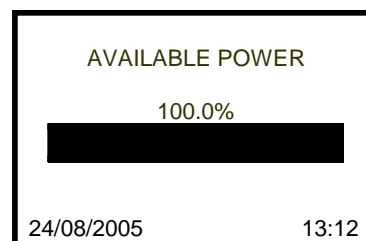
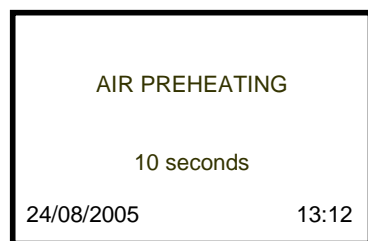
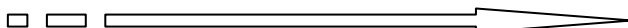
- ❹ Press "Esc" several times to return to the following home menu



- ❺ Check the battery voltage



- ❻ Press START:



The following pictogram is displayed







- If the engine is equipped with an air preheating system, there is a delay (adjustable) before the engine starts (preheating activation period).
- If the motor is not fitted with an air preheating system or once the preheating delay has elapsed, the engine starts up (start of a cycle comprising 3 attempts to start up the engine).

Warning: the number of successive and automatic starting attempts is limited to 3.

The following pictogram will flash



The following information is displayed

| | | |
|---|---------------------|---------|
|  | Speed of rotation | Options |
|  | Coolant temperature | |
|  | Oil pressure | |
|  | Oil Temperature | |

6.3.3 Switching off

① Open the circuit breaker

➤ manually

OR

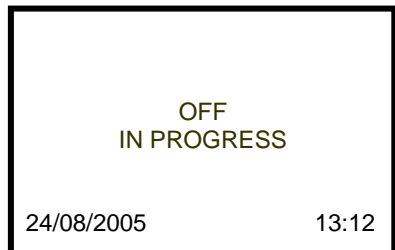
➤ by selecting menu 12 "CONTROL LOAD"

The following display will disappear (supply stopped)



② Press the STOP button

③ The following screen is displayed and the generating set will stop



④ Switch TELYS off by turning the key to "OFF" (without forcing it to the "OFF" position).

6.3.4 Alarms and faults

6.3.4.1. Viewing alarms and faults

Alarms and faults are displayed as follows:

① Alarms

All alarms will cause:

➤ the yellow LED to flash "General alarm".

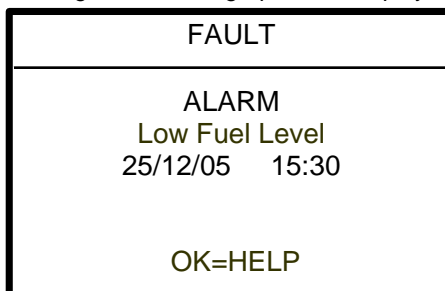


In conjunction with this LED:

➤ a flashing pictogram appears on the LCD screen representing the circuit affected by the alarm and the associated indicator, if present (example)



➤ message on graphic display (example)



② Faults

All faults will cause:

- the generating set to stop: immediate or gradual stop (coolant temperature and overload or short circuit)

- the red LED to flash "General fault".

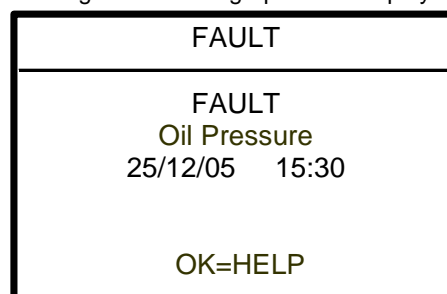


In conjunction with this LED:

- a flashing pictogram appears on the LCD screen representing the circuit affected by the fault and the associated indicator, if present (example)



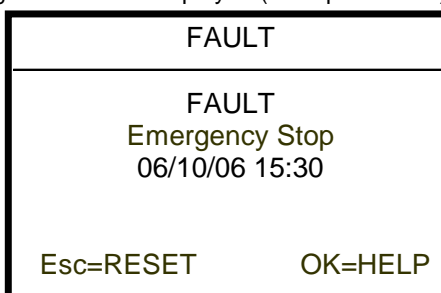
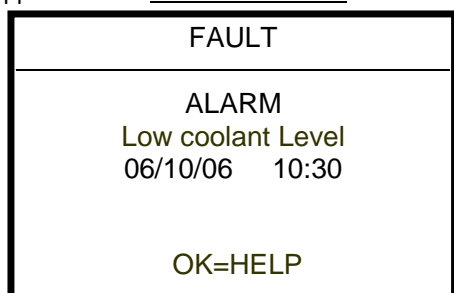
- message on graphic display (example)



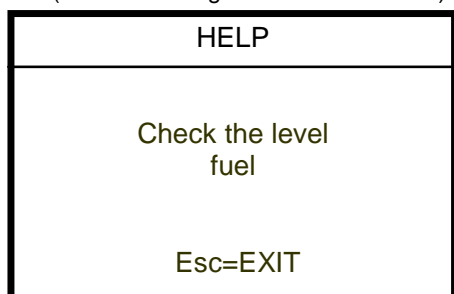
Faults have priority over alarms. Faults are displayed in the descending order of their appearance (from the most recent to the oldest).

6.3.4.2. Activation of an alarm or fault

The appearance of an alarm or a fault causes the corresponding screen to be displayed (examples below)



Press OK (on the scrolling and selection wheel) to access the help message if it is available (example below)



If the alarm is no longer active, it is reset automatically (cause disappears).

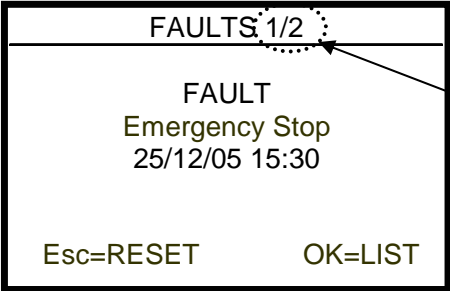
Press Esc to reset a fault:

- reset acknowledged if the cause of the fault has been removed
- reset not performed if the cause of the fault is still present.

6.3.4.3. Activation of an alarm and a fault

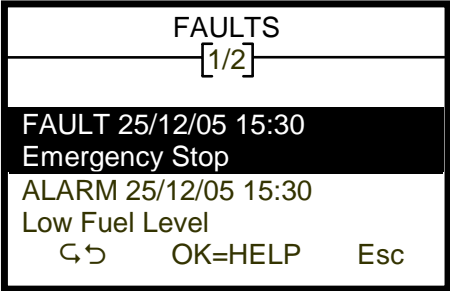
The appearance of an alarm and a fault causes:

- The yellow and red LEDs to flash
- the related screen to be displayed (example below)

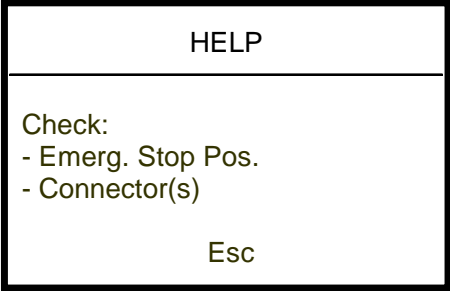


If several faults are present, the number of faults is displayed at the top of the screen.

The faults list can be accessed by pressing OK (of the scrolling and selection wheel) (examples below)



Press Esc to return to the previous screen.
Press OK to go to the HELP screen (help on the highlighted fault)
Use the scrolling and selection wheel to scroll through the list of faults.



If the alarm is no longer active, it is reset automatically (cause disappears).

Press Esc to reset a fault:

- reset acknowledged if the cause of the fault has been removed
- reset not performed if the cause of the fault is still present.

6.3.4.4. Engine fault codes display

Certain alarms and engine faults generate specific fault codes. These codes are standardised according to the J1939 and/or J1587 standards, except for MTU engines that have a specific transmission protocol (see appendix, if applicable).

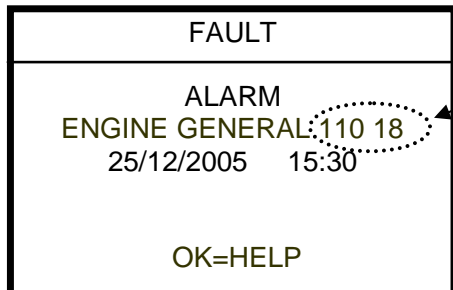
| Terminology used by the SAE CAN J1939 standard | |
|--|---|
| SPN: Suspect Parameter Number | This represents the system or component at fault, for example: SPN 100, indicates an oil pressure problem or a problem with the oil pressure sensor. |
| FMI: Failure Mode identifier | This represents the type of fault that has occurred. This may be an electrical, mechanical or equipment fault. |
| Terminology used by VOLVO | |
| SID: System Identifier | This term, used in the J1587 standard, has an equivalent in the J1939 standard (SPN). However, this term corresponds, more particularly, to an assembly of components, for example, the injection system. |
| PID: Parameter Identifier | This term, used in the J1587 standard, has an equivalent in the J1939 standard (SPN). However, this term corresponds, more particularly, to a specific component, for example, a sensor. |
| PPID: Parameter Identifier | This term, used in the J1587 standard, has an equivalent in the J1939 standard (SPN). PPID corresponds to PID, but is only used by VOLVO. |
| FMI: Failure Mode identifier | This represents the type of fault that has occurred. This may be an electrical, mechanical or equipment fault. VOLVO uses a SID-FMI or PID-FMI or PPID-FMI combination. |
| Terminology used by PERKINS | |
| CID: Component parameter | This term used by PERKINS has an equivalent in the J1939 standard (SPN). |
| FMI: Failure Mode identifier | This represents the type of fault that has occurred. This may be an electrical, mechanical or equipment fault. |
| Terminology used by JOHN DEERE | |
| SPN: Suspect Parameter Number | This represents the system or component at fault, for example: SPN 100, indicates an oil pressure problem or a problem with the oil pressure sensor. |
| FMI: Failure Mode identifier | This represents the type of fault that has occurred. This may be an electrical, mechanical or equipment fault. |

Terminology used by MTU

Displaying faults

The MDEC general system faults are indicated on the equipment in the following way: fault code numbers (generated by the ECU - Engine control unit).

In the event of a fault, the screen will display the following message:



Engine fault code.

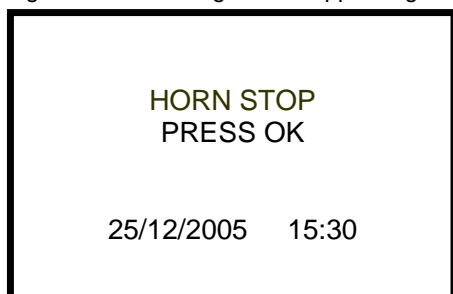
Pressing OK will display fault finding information.

In addition, appendix D indicate the meaning of the code. The checking and maintenance operations to carry out in order to solve the fault are included in the user and maintenance manuals of the engines supplied with the generating set documentation.

For JOHN DEERE (JD), PERKINS (PE) and VOLVO (VO) engines, the codes displayed are SPN and FMI codes.

6.3.4.5. Horn reset

Depending on the settings made (menu 363 - HORN), the activation of an alarm and/or a fault leads to the horn sounding and the following screen appearing:



This screen will display first any messages relating to the alarms and faults that appear as soon as OK is pressed.

7. Maintenance schedule

7.1. Reminder of use

The maintenance interval frequency and the operations to be carried out are outlined in the maintenance schedule, given as a guideline.

N.B. the environment in which the generating set is operating determines this schedule.

If the generating set is used in extreme conditions, shorter intervals between maintenance procedures should be observed

These maintenance intervals only apply to generating sets running on fuel, oil and coolant which conform to the specifications given in this manual.

7.2. Engine

| OPERATION | 10 h / 1 day | 500 hours | 1000 hrs / every year | 2000 hrs / every 2 years | 2500 hrs / every 3 years | As required |
|--|-----------------|-----------|--------------------------|--------------------------------|--------------------------------|-------------|
| Inspect the engine compartment | • | | | | | |
| Check the engine oil/fuel/refrigerant levels | • | | | | | |
| Check the air filter clogging indicator (a) | • | | | | | |
| Drain the water and sediment from the fuel filter(s) | • | | | | | |
| Drain the engine oil and replace the filter (b) | | • | | | | |
| Replace the fuel filter element(s) | | • | | | | |
| Check the tension of the belts and the automatic tensioner (c) | | • | • | | | |
| Check the valve clearances and adjust if necessary (d) | | | • | • | | |
| Clean the breather | | | • | | | |
| Check the air inlet circuit (with hoses and unions) | | | • | | | |
| Check the cooling circuit pressure | | | • | | | |
| Check the damper (6 cyl.) (e) | | | | • | | |
| Check the engine speed and the regulator droop | | | | • | | |
| Drain and flush the cooling circuit (f) | | | | • | • | |
| Clean the air filter element (a) | | | | | | • |
| Check the thermostat and the injectors (g) | | | | | | • |

(a) Clean the air filter when the clogging indicator is red. Replace the filter element after it has been cleaned 6 times, or once a year.

(b) Drain the oil and change the filter after the first 100 hours of operation.

(c) Check the tension of the belt every 500 hours on 3029 and 4039 engines, and on 4045 and 6068 engines fitted with a manual tensioner. Check the automatic tensioner every 1000 hours/once a year on 4045 and 6068 engines.

(d) This operation should be carried out by one of our agents. After the first 500 hours of operation then every 1000 hours for 3029 and 4039 engines. Every 2000 hours for 3029 and 4039 engines.

(e) Operation to be carried out by one of our agents. The Damper must be changed every 4500 hours /every 5 years.


(f) Using John Deere COOL GARD coolant, drain and flush the cooling circuit every 2500 hours/every 3 years. In all other cases, carry out this operation every 2000 hours/every 2 years

(g) Operation to be carried out by one of our agents. Replace the injectors every 5000 hours and the thermostat every 10000 hours. If in doubt about the operation of one of these components, contact one of our agents.

7.3. Alternator

- After 20 hours in operation, check the tightness of all the mounting bolts, the general condition of the machine and the various electrical connections of the installation.
- The bearings fitted on the machine are greased for life to around the service life of the grease (depending on use) = 20 000 hours or 3 years.

8. Battery

| | |
|--|--|
|  | <p>Fit the battery so that it is properly ventilated.</p> <p>Maintenance should only be carried out by qualified personnel.</p> <p>If replacing the batteries, use the same type of batteries. Do not throw the old battery in the fire.</p> <p>Only use insulated tools (the operator should not be wearing a watch, chain or any metal object).</p> <p>Never use sulphuric acid or acid water to top up the electrolyte level. Use an approved battery fluid.</p> <p>Batteries release oxygen and hydrogen gas, which are flammable.</p> <p>Never bring flames or sparks near the battery (risk of explosion).</p> <p>Discharge any static electricity before handling the batteries by first touching an earthed metal surface.</p> <p>Do not use the battery when the fluid level is below the minimum required level. Using a battery with a low electrolyte level could result in an explosion.</p> <p>Do not short the battery terminals with a tool or other metal object.</p> <p>When disconnecting battery cables, remove the cable from the negative (-) terminal first. When reconnecting the battery, connect the positive lead (+) first.</p> <p>Charge the battery in a well-ventilated place, with all the filler caps opened.</p> <p>Ensure that the battery terminals are correctly tightened. A loose cable clamp can cause sparks that could result in an explosion.</p> |
| <p>Danger</p> | <p>Before servicing electrical components or performing electric welding, set the battery switch to the [OFF] position or disconnect the battery negative cable (-) to cut off the electrical current.</p> <p>Electrolyte contains dilute sulphuric acid. Careless handling of the battery causing contact with sulphuric acid could damage your eyesight or cause burns.</p> <p>Wear safety goggles and rubber gloves when working with the battery (topping-up fluid, charging, etc.)</p> <p>If electrolyte comes into contact with your skin or clothes, wash it off immediately with plenty of water, then carefully wash the area with soap.</p> <p>If electrolyte comes into contact with your eyes, rinse immediately with plenty of water and seek medical attention as soon as possible.</p> <p>If electrolyte is accidentally swallowed, gargle with plenty of water and drink large quantities of water. Consult a doctor immediately.</p> <p>Large quantities of electrolyte should be rinsed off using a neutralising agent. A common method is to use a solution of 500g of bicarbonate of soda diluted in 4 litres of water. The bicarbonate of soda solution should be added until the reaction has finished (lather). The remaining liquid should be rinsed off with water and left to dry.</p> |

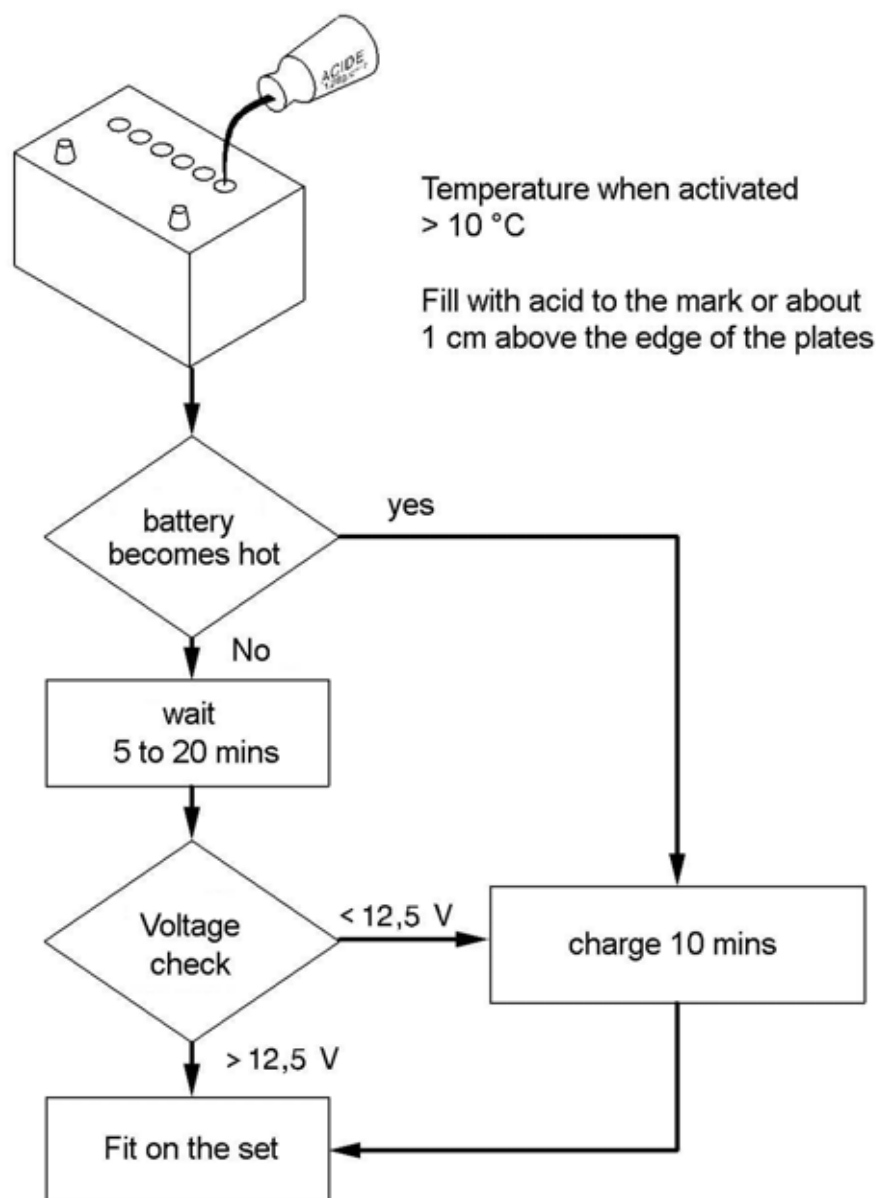
- ✓ Dry batteries do not require any servicing
- ✓ Batteries ready for use must be recharged at the latest when the acid density drops below 1.20.

8.1. Storage and transport

- ✓ Batteries ready for use must be stored in a cool and dry place (frost-free) protected from the sun (self-discharge).
- ✓ Batteries must be transported and stored vertically (risk of acid spillage)
- ✓ Leave the terminal cover on the positive terminal

8.2. Battery setting into service

- Batteries filled with acid have a density of 1.28 g/ml and are charged.
- In the case of dry batteries, fill each battery cell with acid up to the maximum level mark or to 15 mm above the plates. Let the battery rest for 20 minutes.
- Before fitting the battery, stop the engine and any power consumer, clean the terminals and give them a light coating of grease. When connecting, connect the positive terminal (+) first, and then the negative terminal (-).




8.3. Check

| Acid density | Charge status | Voltage when idle | |
|--------------|---------------|-------------------|--------------------|
| 1.27 | 100% | Above 12.60 V | |
| 1.25 | 80% | 12.54 V | |
| 1.20 | 60% | 12.36 V | From 50 % recharge |
| 1.19 | 40% | 12.18 V | Risk of sulphation |
| 1.13 | 20% | Under 11.88 V | Unusable |

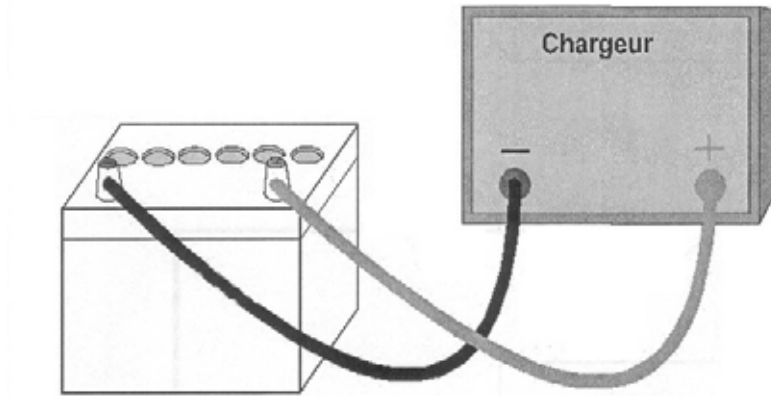
8.4. Load preconization

- ✓ Very discharged or sulphated batteries can no longer regenerate or charge in a generating set.

Note: Sulphation is the formation of whitish lead sulphate deposit on the plates which becomes hard and insoluble in acid. This deposit reduces the active surface of the plates and increases their internal resistance.

| | |
|--|--|
|  | A discharged battery may become irreparably damaged. Recharge it immediately |
| Important | |

Battery charge



When several batteries are connected together, the following points should be checked:

- ✓ Are the batteries connected in series?
- ✓ Is the voltage chosen exact? 1 x 12 V battery, 3 x 36V batteries
- ✓ Adjust the charge current to the lowest battery.
- ✓ The power difference between the batteries must be as low as possible.

Example of charge:

- ✓ 12V 60 Ah battery = charging current 6 A
- ✓ Charge status: 50% (acid density 1.21/voltage when idle 12.30V)
- ✓ The battery should be recharged to 30Ah
- ✓ Charge factor: 1.2
- ✓ $Ah \times 1.2 = 36 \text{ Ah}$ to be charged
- ✓ Charging current: 6A approximately 6 hours charging required.

Recharging is complete when the battery voltage and the acid density stop increasing.

→ The charging current must always be $1/10^{\text{th}}$ of the nominal capacity of the battery.

The power of the charger must be suitable for the battery to be charged and the charging time available.

You need to use an automatic charger able to provide a sufficient voltage and charging current, as well as a compensation voltage to handle spontaneous battery discharge.

8.5. Faults and remedies

| Fault observed | Probable origin | Measures or observations |
|---|---|--|
| The acid heats up when a new battery is filled | <ul style="list-style-type: none"> - Incorrect composition - Incorrect storage - Prolonged storage in a damp place | <ul style="list-style-type: none"> - Cool - Load - Check the acid density |
| The acid escapes through the filler holes | <ul style="list-style-type: none"> - Overfilled battery | <ul style="list-style-type: none"> - Reduce the battery fluid level |
| Acid level too low | <ul style="list-style-type: none"> - Battery tray not leaktight - Excessive charge voltage leading to a significant accumulation of gas | <ul style="list-style-type: none"> - Replace the battery - Check the charger and repair if necessary |
| Acid level too low Incorrect operation from start-up | <ul style="list-style-type: none"> - Insufficient charge - Short circuit in the power circuit - Consumption fault | <ul style="list-style-type: none"> - Recharge - Check the electrical installation |
| Acid density too high | <ul style="list-style-type: none"> - The battery has been filled with acid instead of battery fluid | <ul style="list-style-type: none"> - Reduce the acid level by filling with distilled water. Repeat the operation if necessary |
| Starting problems Starting test incorrect | <ul style="list-style-type: none"> - Battery empty - Battery exhausted or faulty - Capacity too low - Battery sulphated | <ul style="list-style-type: none"> - Recharge the battery - Fit a new battery |
| Battery terminals melted | <ul style="list-style-type: none"> - Incorrect electrical connection - Battery cabling incorrect | <ul style="list-style-type: none"> - Tighten the ends of the battery cables, or replace them if necessary |
| One or two cells release a lot of gas at high charge | <ul style="list-style-type: none"> - Cell(s) faulty | <ul style="list-style-type: none"> - Fit a new battery |
| The battery discharges very quickly | <ul style="list-style-type: none"> - Charge status too low - Short circuit in the current circuit - High self-discharge (through electrolyte contamination etc.) - Sulphation (storage of discharged battery) | <ul style="list-style-type: none"> - Check the load - Replace the battery |
| Short service life | <ul style="list-style-type: none"> - Incorrect battery part no. - Repeated deep discharging - Battery stored too long without charge | <ul style="list-style-type: none"> - Define the correct battery part no. for the recommended use - It is recommended to charge the battery using a regulator |
| High water consumption | <ul style="list-style-type: none"> - Overload - Charging voltage too high | <ul style="list-style-type: none"> - Check the charger (voltage regulator) |
| The battery explodes | <ul style="list-style-type: none"> - Spark after battery charging - Short circuit - Connection or disconnection during charging - Internal fault and low electrolyte level | <ul style="list-style-type: none"> - Replace the battery - Ventilate well |



9. Appendix

9.1. Appendix A – Engine user and maintenance manual

User guide and maintenance manual

JOHN DEERE

Engine

3029DF & TF120
3029TFS & HFS70 (TF & HF270)
4045TFS70 (TF270)
4045DF270
4045HFS72 (HF275)
4045HFS73 (HF279)
4045HFS80 (HF280)
4045HFS82 & 83 (HF285)
6068HFS72 (HF275)
6068HFS73 (HF279)
6068HFS82 & 83 (HF285)
6068HFS89 (HF485)

Engines & Power Units for Generator Sets (Saran-Built)

OPERATOR'S MANUAL Engines & Power Units for Generator Sets (Saran-Built) OMCD16564 ISSUE G9 (ANGLAIS)

CALIFORNIA

Proposition 65 Warning

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

If this product contains a gasoline engine:

WARNING

The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

The State of California requires the above two warnings.

John Deere Usine De Saran
(This manual replaces OMCD16564 F8)

European Version
PRINTED IN GERMANY

Introduction

Foreword

THIS MANUAL COVERS the following engines for generator sets:

Non Emission Certified Engines (Mechanical Fuel System)

CD3029DF120
CD3029DF128
CD3029TF120
CD3029TF158
CD4039DF008
CD4039TF008
CD4045DF158
CD4045HF120
CD4045HF158
CD4045TF120
CD4045TF158
CD4045TF220
CD4045TF258
CD6068HF120
CD6068HF158
CD6068HF258
CD6068TF158
CD6068TF220
CD6068TF258

Emission Certified Engines (Stage II according to Directive 97/68/EC)

CD3029HFS70 (Mechanical Fuel System)
CD3029HFU70 (Mechanical Fuel System)
CD3029TFS70 (Mechanical Fuel System)
CD3029TFU70 (Mechanical Fuel System)
CD4045HFS72 (DE10 Fuel System)
CD4045HFS73 (HPCR System, 2-Valve Head)
CD4045HFU72 (DE10 Fuel System)
CD4045HFU79 (HPCR System, 2-Valve Head)
CD4045TFS70 (Mechanical Fuel System)
CD4045TFU70 (Mechanical Fuel System)
CD6068HFS72 (DE10 Fuel System)
CD6068HFS73 (HPCR System, 2-Valve Head)
CD6068HFS76 (HPCR System, 4-Valve Head)
CD6068HFS77 (HPCR System, 4-Valve Head)
CD6068HFU72 (DE10 Fuel System)
CD6068HFU74 (HPCR System, 4-Valve Head)
CD6068HFU79 (HPCR System, 2-Valve Head)

Emission Certified Engines (EPA Tier 2)

CD3029TF270 (Mechanical Fuel System)
CD4045TF270 (Mechanical Fuel System)
CD6068HF275 (VP44 Fuel System)
CD6068HF475 (HPCR System, 4-Valve Head)

Emission Certified Engines (EPA Tier 3)

CD4045HFS80 (Mechanical Fuel System)
CD4045HFS82 (HPCR System, 2-Valve Head)
CD4045HFS83 (HPCR System, 2-Valve Head)
CD6068HFS82 (HPCR System, 2-Valve Head)
CD6068HFS83 (HPCR System, 2-Valve Head)
CD6068HFS89 (HPCR System, 4-Valve Head)

READ THIS MANUAL carefully to learn how to operate and service your engine correctly. Failure to do so could result in personal injury or equipment damage.

THIS MANUAL SHOULD BE CONSIDERED a permanent part of your engine and should remain with the engine when you sell it.

MEASUREMENTS IN THIS MANUAL are given in metric. Use only correct replacement parts and fasteners. Metric and inch fasteners may require a specific metric or inch wrench.

WRITE ENGINE SERIAL NUMBERS and option codes in the spaces indicated in the Serial Number Section. Accurately record all the numbers. Your dealer also needs these numbers when you order parts. File the identification numbers in a secure place off the engine or machine.

RIGHT-HAND AND LEFT-HAND sides are determined by standing at the drive or flywheel end (rear) of the engine and facing toward the front of the engine.

SETTING FUEL DELIVERY beyond published factory specifications or otherwise overpowering will result in loss of warranty protection for this engine.

Information relative to emissions regulations

Depending on final destination, this engine can meet the emissions regulations according to the US Environmental Protection Agency (EPA), California Air Resources Board (CARB) and for Europe, the Directive 97/68/EC relating the measures against the emissions of gaseous and particulates pollutants from internal combustion engines. In this case an emission label is stuck on the engine.

Emission regulations prohibit tampering with the emission-related components listed below which would render that component inoperative or to make any adjustment on the engine beyond published specifications. It is also illegal to install a part or component where the principal effect of that component is to bypass, defeat, or render inoperative any engine component or device which would affect the engine conformance to the emissions regulations. To summarize, it is illegal to do anything except return the engine to its original published specifications.

- List of emission-related components:
- Fuel injection pump
 - Intake manifold
 - Turbocharger
 - Charge air cooling system

- Piston

CALIFORNIA PROPOSITION 65 WARNING
Diesel engine exhaust and some of its constituents are known
to the State of California to cause cancer,
birth defects and other reproductive harm.

DPSG,CD03523,1 -19-06JUL09-2/2

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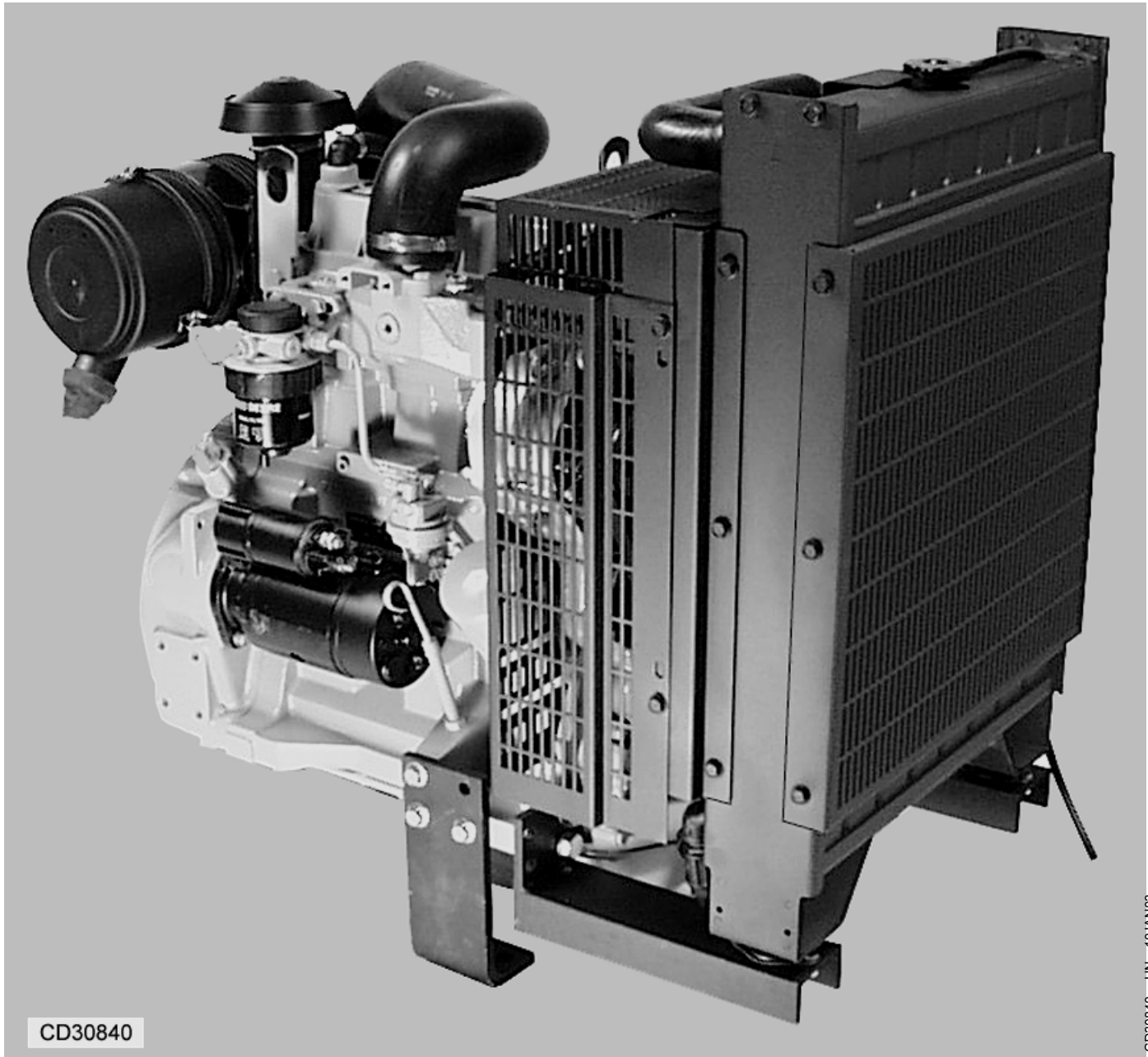
Original Instructions. All information, illustrations and specifications in this manual are based on the latest information available at the time of publication. The right is reserved to make changes at any time without notice.

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A John Deere ILLUSTRATION ® Manual
Previous Editions
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Identification Views

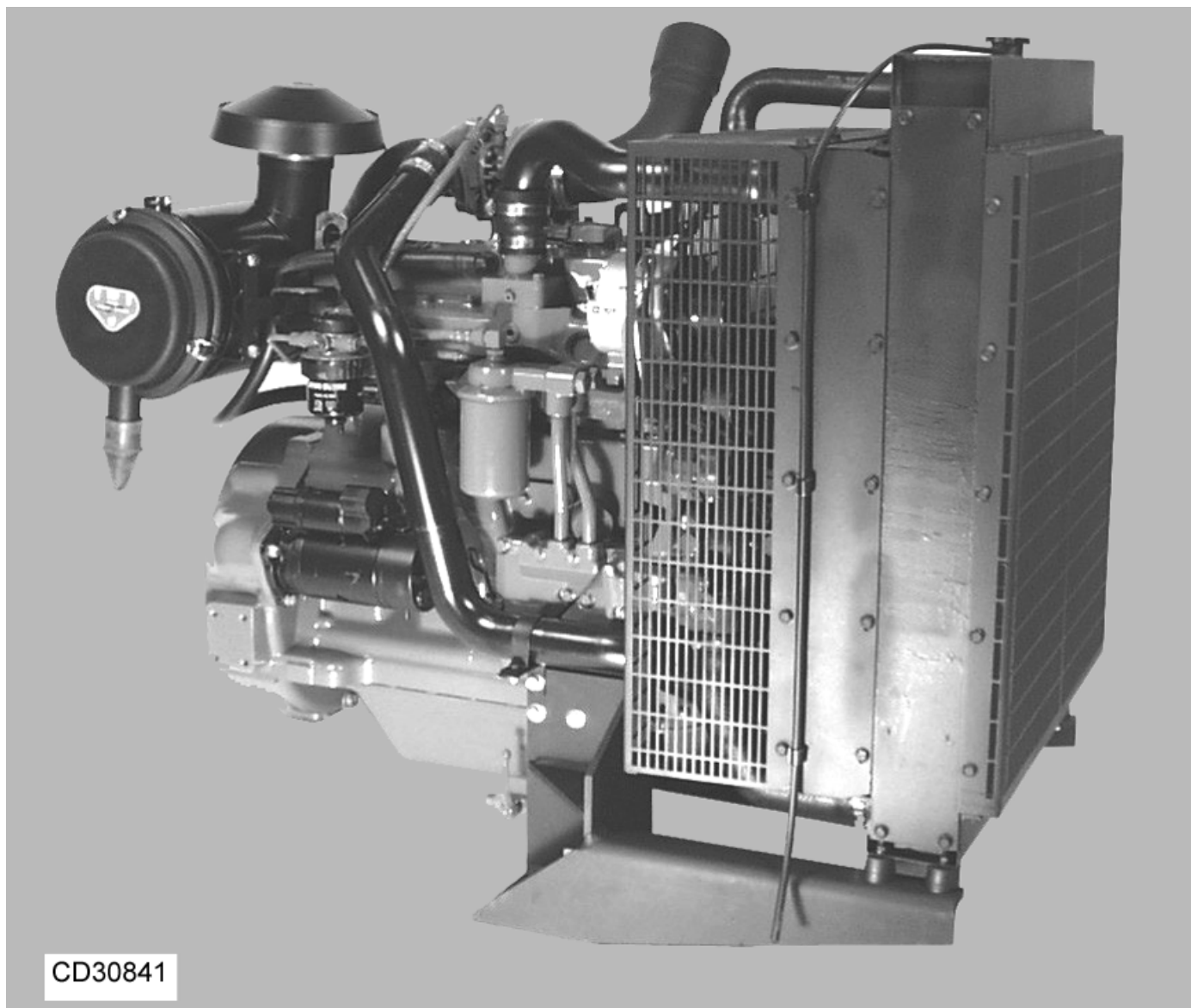
Identification views



3029DF128

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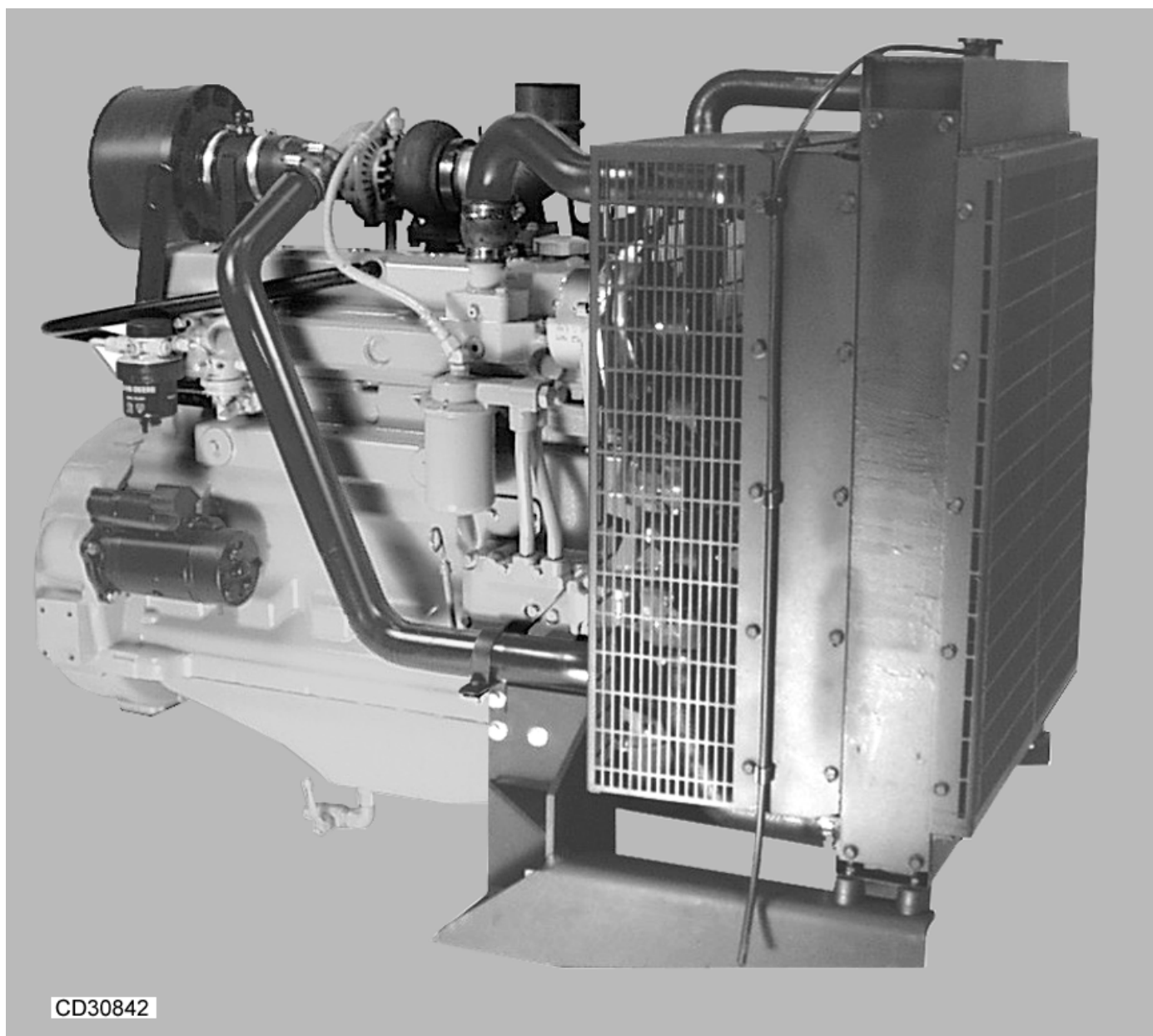


4045HF158

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CD30841—UN—10JAN03



6068HF258

DPSG,CD03523,3 -19-22JAN07-3/3

Maintenance Records

Using maintenance records

To obtain the best performance, economy and service life from your engine, ensure service is carried out according to this present manual and recorded in the following pages. It is recommended that your engine Distributor or your Dealer carry out this service work and stamp the appropriate case.

Keeping an accurate account of all service performed on your engine will give more value to the machine when resell it.

John Deere oils and coolants have been formulated to give maximum protection and performance to your engine. We recommend only genuine John Deere service products and replacement parts.

To protect your rights under the warranty ensure all scheduled services are carried out and recorded. If your engine is covered by extended warranty, it is important to maintain this record for the duration of the warranty.

DPSG,CD03523,6 -19-22JAN07-1/1

100 Hours of operation

- ☐ Engine oil, drain
- ☐ Engine oil filter, replace
- ☐ Hose connections, check

| | | |
|------------------|--------------|-----------------------------|
| Number of hours: | Observation: | Dealer or distributor stamp |
| Date: | | |
| Job done by: | | |

DPSG,CD03523,7 -19-22JAN07-1/1

500 Hours of operation

- ☐ Engine oil, drain
- ☐ Engine oil filter, replace
- ☐ Fuel filter, replace
- ☐ Belt, check tension and wear (300-Series and POWERTech with manual tensioner)
- ☐ Valve clearance, adjust (300-Series)

Number of hours:

Observation:

Dealer or distributor stamp

Date:

Job done by:

DPSG,CD03523,8 -19-22JAN07-1/1

1000 Hours of operation

- ☐ Engine oil, drain
- ☐ Engine oil filter, replace
- ☐ Fuel filter, replace
- ☐ Check belt and tensioning system
- ☐ Crankcase vent tube, clean
- ☐ Air intake system, check

Number of hours:

Observation:

Dealer or distributor stamp

Date:

Job done by:

DPSG,CD03523,9 -19-22JAN07-1/1

1500 Hours of operation

- ☐ Engine oil, drain
- ☐ Engine oil filter, replace
- ☐ Fuel filter, replace
- ☐ Belt, check tension and wear (300-Series and POWERTech with manual tensioner)
- ☐ Valve clearance, adjust (300-Series)

Number of hours:

Observation:

Dealer or distributor stamp

Date:

Job done by:

DPSG,CD03523,10 -19-22JAN07-1/1

2000 Hours of operation

- ☐ Engine oil, drain
- ☐ Engine oil filter, replace
- ☐ Fuel filter, replace
- ☐ Check belt and tensioning system
- ☐ Crankcase vent tube, clean
- ☐ Cooling system, drain and flush (if COOL-GARD is not used)
- ☐ Valve clearance, adjust (POWERTech)
- ☐ Air intake system, check
- ☐ Vibration damper, check

Number of hours:

Observation:

Dealer or distributor stamp

Date:

Job done by:

DPSG,CD03523,59 -19-22JAN07-1/1

2500 Hours of operation

- | | |
|--|---|
| <input type="checkbox"/> Engine oil, drain | <input type="checkbox"/> Cooling system, drain and flush (if COOL-GARD is used) |
| <input type="checkbox"/> Engine oil filter, replace | |
| <input type="checkbox"/> Fuel filter, replace | |
| <input type="checkbox"/> Belt, check tension and wear (300-Series and POWERTech with manual tensioner) | |
| <input type="checkbox"/> Valve clearance, adjust (300-Series) | |

Number of hours:

Observation:

Dealer or distributor stamp

Date:

Job done by:

DPSG,CD03523,60 -19-22JAN07-1/1

3000 Hours of operation

- | | |
|---|---|
| <input type="checkbox"/> Engine oil, drain | <input type="checkbox"/> Air intake system, check |
| <input type="checkbox"/> Engine oil filter, replace | |
| <input type="checkbox"/> Fuel filter, replace | |
| <input type="checkbox"/> Check belt and tensioning system | |
| <input type="checkbox"/> Crankcase vent tube, clean | |

Number of hours:

Observation:

Dealer or distributor stamp

Date:

Job done by:

DPSG,CD03523,61 -19-22JAN07-1/1

3500 Hours of operation

- ☐ Engine oil, drain
- ☐ Engine oil filter, replace
- ☐ Fuel filter, replace
- ☐ Belt, check tension and wear (300-Series and POWERTech with manual tensioner)
- ☐ Valve clearance, adjust (300-Series)

| | | |
|------------------|--------------|-----------------------------|
| Number of hours: | Observation: | Dealer or distributor stamp |
| Date: | | |
| Job done by: | | |

DPSG,CD03523,62 -19-22JAN07-1/1

4000 Hours of operation

- | | |
|---|---|
| <input type="checkbox"/> Engine oil, drain | <input type="checkbox"/> Cooling system, drain and flush (if COOL-GARD is not used) |
| <input type="checkbox"/> Engine oil filter, replace | <input type="checkbox"/> Valve clearance, adjust (POWERTech) |
| <input type="checkbox"/> Fuel filter, replace | <input type="checkbox"/> Air intake system, check |
| <input type="checkbox"/> Check belt and tensioning system | <input type="checkbox"/> Vibration damper, check |
| <input type="checkbox"/> Crankcase vent tube, clean | |

| | | |
|------------------|--------------|-----------------------------|
| Number of hours: | Observation: | Dealer or distributor stamp |
| Date: | | |
| Job done by: | | |

DPSG,CD03523,63 -19-22JAN07-1/1

4500 Hours of operation

- | | |
|--|---|
| <input type="checkbox"/> Engine oil, drain <input type="checkbox"/> Fuel filter, replace <input type="checkbox"/> Belt, check tension and wear (300-Series and POWERTech with manual tensioner) <input type="checkbox"/> Valve clearance, adjust (300-Series) | <input type="checkbox"/> Vibration damper, replace (6 cyl.) |
|--|---|

Number of hours:

Observation:

Dealer or distributor stamp

Date:

Job done by:

DPSG,CD03523,64 -19-22JAN07-1/1

5000 Hours of operation

- | | |
|--|---|
| <input type="checkbox"/> Engine oil, drain <input type="checkbox"/> Engine oil filter, replace <input type="checkbox"/> Fuel filter, replace <input type="checkbox"/> Check belt and tensioning system <input type="checkbox"/> Crankcase vent tube, clean | <input type="checkbox"/> Injection nozzles, replace <input type="checkbox"/> Air intake system, check <input type="checkbox"/> Cooling system, drain and flush (if COOL-GARD is used) |
|--|---|

Number of hours:

Observation:

Dealer or distributor stamp

Date:

Job done by:

DPSG,CD03523,65 -19-22JAN07-1/1

5500 Hours of operation

- ☐ Engine oil, drain
- ☐ Engine oil filter, replace
- ☐ Fuel filter, replace
- ☐ Belt, check tension and wear (300-Series and POWERTech with manual tensioner)
- ☐ Valve clearance, adjust (300-Series)

| | | |
|------------------|--------------|-----------------------------|
| Number of hours: | Observation: | Dealer or distributor stamp |
| Date: | | |
| Job done by: | | |

DPSG,CD03523,66 -19-22JAN07-1/1

6000 Hours of operation

- | | |
|---|---|
| <input type="checkbox"/> Engine oil, drain | <input type="checkbox"/> Cooling system, drain and flush (if COOL-GARD is not used) |
| <input type="checkbox"/> Engine oil filter, replace | <input type="checkbox"/> Valve clearance, adjust (POWERTech) |
| <input type="checkbox"/> Fuel filter, replace | <input type="checkbox"/> Air intake system, check |
| <input type="checkbox"/> Check belt and tensioning system | <input type="checkbox"/> Vibration damper, check |
| <input type="checkbox"/> Crankcase vent tube, clean | |

| | | |
|------------------|--------------|-----------------------------|
| Number of hours: | Observation: | Dealer or distributor stamp |
| Date: | | |
| Job done by: | | |

DPSG,CD03523,67 -19-22JAN07-1/1

6500 Hours of operation

- ☐ Engine oil, drain
- ☐ Engine oil filter, replace
- ☐ Fuel filter, replace
- ☐ Belt, check tension and wear (300-Series and POWERTech with manual tensioner)
- ☐ Valve clearance, adjust (300-Series)

Number of hours:

Observation:

Dealer or distributor stamp

Date:

Job done by:

DPSG,CD03523,68 -19-22JAN07-1/1

7000 Hours of operation

- ☐ Engine oil, drain
- ☐ Engine oil filter, replace
- ☐ Fuel filter, replace
- ☐ Check belt and tensioning system
- ☐ Crankcase vent tube, clean
- ☐ Air intake system, check

Number of hours:

Observation:

Dealer or distributor stamp

Date:

Job done by:

DPSG,CD03523,69 -19-22JAN07-1/1

7500 Hours of operation

- | | |
|--|---|
| <input type="checkbox"/> Engine oil, drain | <input type="checkbox"/> Cooling system, drain and flush (if COOL-GARD is used) |
| <input type="checkbox"/> Engine oil filter, replace | |
| <input type="checkbox"/> Fuel filter, replace | |
| <input type="checkbox"/> Belt, check tension and wear (300-Series and POWERTech with manual tensioner) | |
| <input type="checkbox"/> Valve clearance, adjust (300-Series) | |

Number of hours:

Observation:

Dealer or distributor stamp

Date:

Job done by:

DPSG,CD03523,70 -19-22JAN07-1/1

8000 Hours of operation

- | | |
|---|---|
| <input type="checkbox"/> Engine oil, drain | <input type="checkbox"/> Cooling system, drain and flush (if COOL-GARD is not used) |
| <input type="checkbox"/> Engine oil filter, replace | <input type="checkbox"/> Valve clearance, adjust (POWERTech) |
| <input type="checkbox"/> Fuel filter, replace | <input type="checkbox"/> Air intake system, check |
| <input type="checkbox"/> Check belt and tensioning system | <input type="checkbox"/> Vibration damper, check |
| <input type="checkbox"/> Crankcase vent tube, clean | |

Number of hours:

Observation:

Dealer or distributor stamp

Date:

Job done by:

DPSG,CD03523,71 -19-22JAN07-1/1

8500 Hours of operation

- ☐ Engine oil, drain
- ☐ Engine oil filter, replace
- ☐ Fuel filter, replace
- ☐ Belt, check tension and wear (300-Series and POWERTech with manual tensioner)
- ☐ Valve clearance, adjust (300-Series)

| | | |
|------------------|--------------|-----------------------------|
| Number of hours: | Observation: | Dealer or distributor stamp |
| Date: | | |
| Job done by: | | |

DPSG,CD03523,72 -19-22JAN07-1/1

9000 Hours of operation

- ☐ Engine oil, drain
- ☐ Engine oil filter, replace
- ☐ Fuel filter, replace
- ☐ Check belt and tensioning system
- ☐ Crankcase vent tube, clean
- ☐ Air intake system, check

| | | |
|------------------|--------------|-----------------------------|
| Number of hours: | Observation: | Dealer or distributor stamp |
| Date: | | |
| Job done by: | | |

DPSG,CD03523,73 -19-22JAN07-1/1

9500 Hours of operation

- ☐ Engine oil, drain
- ☐ Engine oil filter, replace
- ☐ Fuel filter, replace
- ☐ Belt, check tension and wear (300-Series and POWERTech with manual tensioner)
- ☐ Valve clearance, adjust (300-Series)

| | | |
|------------------|--------------|-----------------------------|
| Number of hours: | Observation: | Dealer or distributor stamp |
| Date: | | |
| Job done by: | | |

DPSG,CD03523,74 -19-22JAN07-1/1

10000 Hours of operation

- | | |
|---|--|
| <input type="checkbox"/> Engine oil, drain | <input type="checkbox"/> Cooling system, drain and flush |
| <input type="checkbox"/> Engine oil filter, replace | <input type="checkbox"/> Valve clearance, adjust (POWERTech) |
| <input type="checkbox"/> Fuel filter, replace | <input type="checkbox"/> Thermostat, replace |
| <input type="checkbox"/> Check belt and tensioning system | <input type="checkbox"/> Vibration damper, check |
| <input type="checkbox"/> Crankcase vent tube, clean | <input type="checkbox"/> Injection nozzles, replace |
| <input type="checkbox"/> Air intake system, check | |

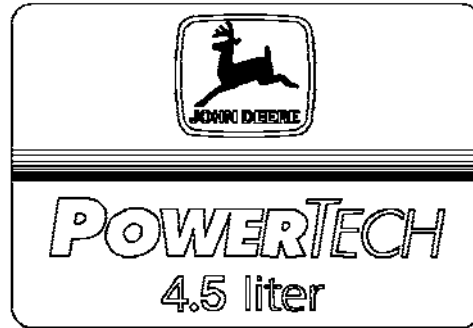
| | | |
|------------------|--------------|-----------------------------|
| Number of hours: | Observation: | Dealer or distributor stamp |
| Date: | | |
| Job done by: | | |

DPSG,CD03523,75 -19-22JAN07-1/1

Serial Numbers

PowerTech label

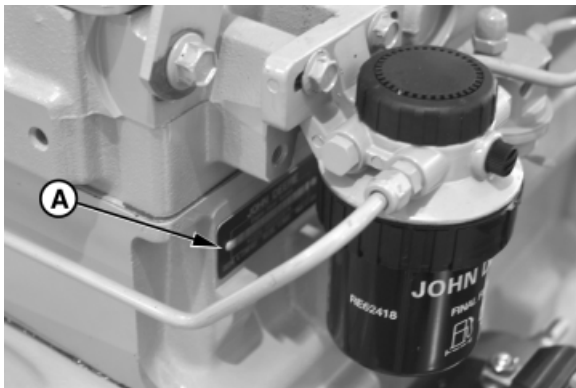
A label is located on the rocker arm cover which identifies each engine as a John Deere PowerTech engine.



RG8041 —UN—15JAN99

DPSG,CD03523,11 -19-10JUL09-1/1

Engine serial number plate

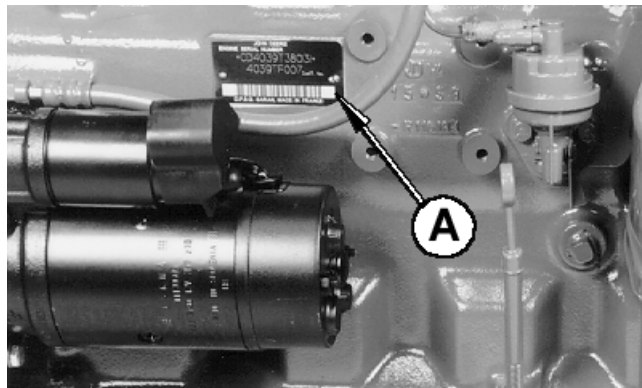


4045 and 6068 Engines

Each engine has a 13-digit John Deere serial number. The first two digits identify the factory that produced the engine:

"CD" indicates the engine was built in Saran, France

RG8007 —UN—15JAN99



3029 and 4039 Engines

Your engine's serial number plate (A) is located on the right-hand side of cylinder block behind the fuel filter for 4045 and 6068 engines and near the fuel supply pump on 3029 and 4039 engines.

CD30746 —UN—24SEP99

DPSG,CD03523,12 -19-22JAN07-1/1

Record engine serial number

Record all of the numbers and letters found on your engine serial number plate in the spaces provided below.

This information is very important for repair parts or warranty information.

Engine Serial Number (B)

Engine Model Number (C)

Coefficient of Absorption Value (D)



3029 and 4039 engine plate

CD30705B —UN—24AUG99



4045 and 6068 engine plate

CD30747A —UN—22JAN07

DPSG,CD03523,13 -19-22JAN07-1/1

Engine option codes



Engine option code label

In addition to the serial number plate, OEM engines have an engine option code label affixed to the rocker arm cover. These codes indicate which of the engine options were installed on your engine at the factory. When in need of parts or service, furnish your authorized servicing dealer or engine distributor with these numbers.

An additional sticker may be also delivered (in a plastic bag attached to the engine or inserted in the machine documentation). It is recommended to stick this option code list sticker either:

- On this page of your Operator's manual below this section.
- or
- On the "Engine Owner's Warranty" booklet under the title OPTION CODES (Engine manufacturing configuration).

NOTE: The Machine Manufacturer may have already stuck it at a specific accessible place (inside the enclosure or close to a maintenance area).

The engine option code label includes an engine base code (A). This base code must also be recorded along with the option codes. At times it will be necessary to furnish this base code to differentiate two identical option codes for the same engine model.

The first two digits of each code identify a specific group, such as alternators. The last two digits of each code identify one specific option provided on your engine, such as a 12-volt, 55-amp alternator.

NOTE: These option codes are based on the latest information available at the time of publication. The right is reserved to make changes at any time without notice.

If an engine is ordered without a particular component, the last two digits of that functional group option code will be 99, 00, or XX. The list on the next page shows only the first two digits of the code numbers. For future reference such as ordering repair parts, it is important to have these code numbers available. To ensure this availability, enter the third and fourth digits shown on your engine option code label in the spaces provided on the following page.

NOTE: NOTE: Your engine option code label may not contain all option codes if an option has been added after the engine left the producing factory.

If option code label is lost or destroyed, consult your servicing dealer or engine distributor selling the engine for a replacement.

| Option Codes | Description | Option Codes | Description |
|--------------------------------|---------------------|--------------|-------------------------------|
| Engine Base Code: _____ | | | |
| 11____ | Rocker Arm Cover | 50____ | Oil Pump |
| 12____ | Oil Filler Neck | 51____ | Cylinder Head With Valves |
| 13____ | Crankshaft Pulley | 52____ | Auxiliary Gear Drive |
| 14____ | Flywheel Housing | 53____ | Fuel Heater |
| 15____ | Flywheel | 54____ | Oil heater |
| 16____ | Fuel Injection Pump | 55____ | Shipping stand |
| 17____ | Air inlet | 56____ | Paint Option |
| 18____ | Air cleaner | 57____ | Coolant Inlet |
| 19____ | Oil pan | 59____ | Oil Cooler |
| 20____ | Coolant pump | 60____ | Add-on Auxiliary Drive Pulley |
| 21____ | Thermostat Cover | 62____ | Alternator Mounting |
| 22____ | Thermostat | 63____ | Low Pressure Fuel Line |

Continued on next page

DPSG,CD03523,14 -19-22JAN07-1/2

Serial Numbers

| Option Codes | Description | Option Codes | Description |
|--------------|---|--------------|---------------------------------------|
| 23___ | Fan Drive | 64___ | Exhaust Elbow |
| 24___ | Fan Belt | 65___ | Turbocharger |
| 25___ | Fan | 66___ | Temperature Switch |
| 26___ | Engine Coolant Heater | 67___ | Electronic Tachometer Sensor |
| 27___ | Radiator | 68___ | Damper |
| 28___ | Exhaust Manifold | 69___ | Engine Serial Number Plate |
| 29___ | Ventilator System | 72___ | ECU Electronic Software Option |
| 30___ | Starting Motor | 74___ | Air conditioner Compressor Mounting |
| 31___ | Alternator | 75___ | Air Restriction Indicator |
| 32___ | Instrument Panel | 76___ | Oil Pressure Switch |
| 35___ | Fuel Filter | 81___ | Primary Fuel Filter |
| 36___ | Front Plate | 83___ | Electronic Software |
| 37___ | Fuel Transfer Pump | 84___ | Electrical Wiring Harness |
| 39___ | Thermostat Housing | 86___ | Fan Pulley |
| 40___ | Oil Dipstick | 87___ | Automatic Belt Tensioner |
| 41___ | Belt Driven Front Auxiliary Drive | 88___ | Oil Filter |
| 43___ | Starting Aid | 91___ | Special Equipment (Factory Installed) |
| 44___ | Timing Gear Cover with Gears | 94___ | Vehicle Timing |
| 45___ | Balancer Shaft | 95___ | Identification label |
| 46___ | Cylinder Block With Liners and Camshaft | 97___ | Special Equipment (Field Installed) |
| 47___ | Crankshaft and Bearings | 98___ | Shipping |
| 48___ | Connecting Rods and Pistons | | |
| 49___ | Valve Actuating Mechanisms | | |

DPSG,CD03523,14 -19-22JAN07-2/2

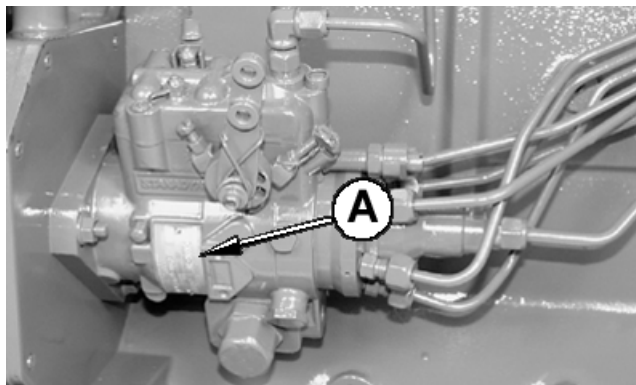
Record fuel injection pump model number

Record the fuel injection pump model and serial information found on the serial number plate (A).

Model No. _____ RPM _____

Manufacturer's No. _____

Serial No. _____



CD30749 —UN—24SEP99

DPSG,CD03523,15 -19-22JAN07-1/1

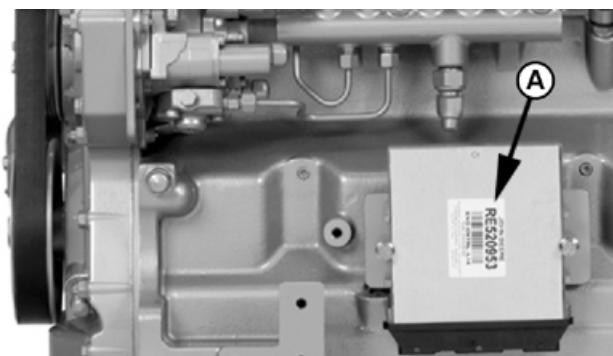
Record Engine Control Unit (ECU) Serial Number

Record the part number and serial number information found on the serial number label (A) on the Engine Control Unit (ECU) mounted on or near the engine.

Part No. _____

Serial No. _____

A—Serial Number Label



Record Engine Control Unit (ECU) Serial Number

RG14635 —UN—13APR06

CD03523,0000189 -19-06FEB07-1/1

Record High-Pressure Fuel Pump Model Number

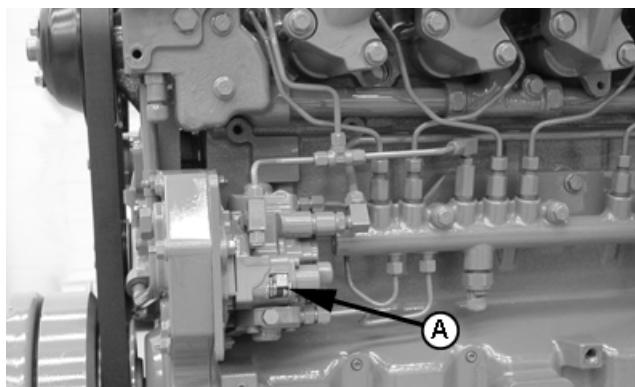
Record the high-pressure fuel pump model and serial number information found on the serial number plate (A).

Model No. _____ RPM _____

Manufacturer's No. _____

Serial No. _____

A—Serial Number Plate



Record High-Pressure Fuel Pump Serial Number

RG13718 —UN—11NOV04

CD03523,000018A -19-06FEB07-1/1

Safety

Recognize Safety Information

This is a safety-alert symbol. When you see this symbol on your machine or in this manual, be alert to the potential for personal injury.

Follow recommended precautions and safe operating practices.



TS1389 —UN—07DEC88

DX,ALERT -19-29SEP98-1/1

Understand Signal Words

A signal word—DANGER, WARNING, or CAUTION—is used with the safety-alert symbol. DANGER identifies the most serious hazards.

DANGER or WARNING safety signs are located near specific hazards. General precautions are listed on CAUTION safety signs. CAUTION also calls attention to safety messages in this manual.



TS187 —19—30SEP88

DX,SIGNAL -19-03MAR93-1/1

Do Not Open High-Pressure Fuel System

High-pressure fluid remaining in fuel lines can cause serious injury. Do not disconnect or attempt repair of fuel lines, sensors, or any other components between the high-pressure fuel pump and nozzles on engines with High Pressure Common Rail (HPCR) fuel system.

Only technicians familiar with this type of system can perform repairs. (See your John Deere dealer.)



TS1343 —UN—18MAR92

DX,WW,HPCR1 -19-07JAN03-1/1

Engine lifting procedure

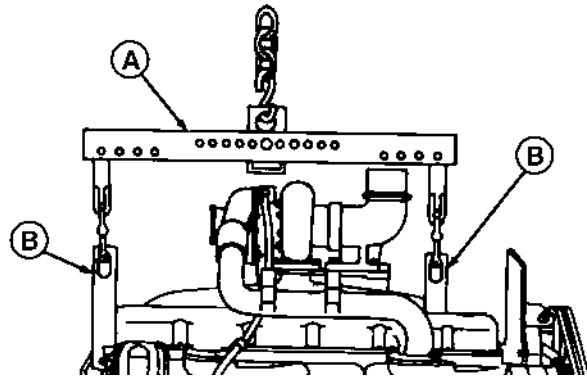
CAUTION: The only recommended method for lifting the engine is with JDG23 Engine Lifting Sling (A) and safety approved lifting straps (B) that come with engine. Use extreme caution when lifting and **NEVER** permit any part of the body to be positioned under an engine being lifted or suspended.

Lift engine with longitudinal loading on lifting sling and lifting straps only. Angular loading greatly reduces lifting capacity of sling and straps.

NOTE: If engine does not have lifting straps, universal straps can be procured through service parts under part numbers JD-244-1 and JD-244-2.

1. If not equipped, install lifting straps and torque to 200 N·m (145 lb-ft).
2. Attach JDG23 Engine Lifting Sling (A) to engine lifting straps (B) and overhead hoist.

IMPORTANT: Lifting straps are designed to lift the engine and accessories such as radiator, air filter and other small components. If



RG7784—UN—11NOV97

larger components, such as power take-off, transmission, generator air compressor... etc, are attached to engine, the lifting straps provided with engine or through parts channel are not intended for this purpose. Technician is responsible for providing adequate lifting devices under these situations. See machine manuals for additional information on removing engine from machine.

3. Carefully move engine to desired location.

DPSG,CD03523,95 -19-22JAN07-1/1

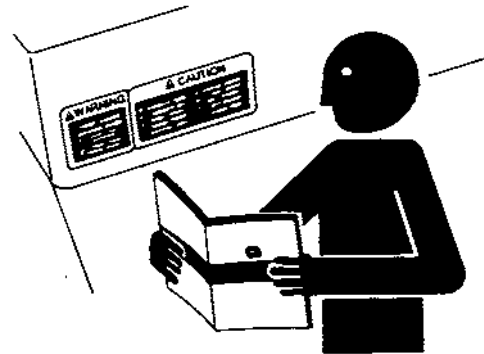
Follow Safety Instructions

Carefully read all safety messages in this manual and on your machine safety signs. Keep safety signs in good condition. Replace missing or damaged safety signs. Be sure new equipment components and repair parts include the current safety signs. Replacement safety signs are available from your John Deere dealer.

There can be additional safety information contained on parts and components sourced from suppliers that is not reproduced in this operator's manual.

Learn how to operate the machine and how to use controls properly. Do not let anyone operate without instruction.

Keep your machine in proper working condition. Unauthorized modifications to the machine may impair the function and/or safety and affect machine life.



TS201—UN—23AUG88

If you do not understand any part of this manual and need assistance, contact your John Deere dealer.

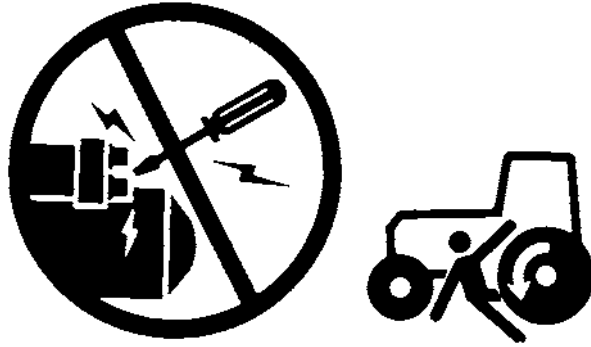
DX,READ -19-16JUN09-1/1

Prevent Machine Runaway

Avoid possible injury or death from machinery runaway.

Do not start engine by shorting across starter terminals. Machine will start in gear if normal circuitry is bypassed.

NEVER start engine while standing on ground. Start engine only from operator's seat, with transmission in neutral or park.



TS177 —UN—11JAN89

DX,BYPAS1 -19-29SEP98-1/1

Handle Fuel Safely—Avoid Fires

Handle fuel with care: it is highly flammable. Do not refuel the machine while smoking or when near open flame or sparks.

Always stop engine before refueling machine. Fill fuel tank outdoors.

Prevent fires by keeping machine clean of accumulated trash, grease, and debris. Always clean up spilled fuel.



TS202 —UN—23AUG88

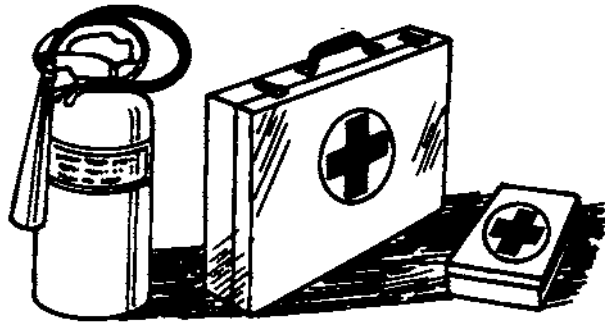
DX,FIRE1 -19-03MAR93-1/1

Prepare for Emergencies

Be prepared if a fire starts.

Keep a first aid kit and fire extinguisher handy.

Keep emergency numbers for doctors, ambulance service, hospital, and fire department near your telephone.



TS291 —UN—23AUG88

DX,FIRE2 -19-03MAR93-1/1

Handle Starting Fluid Safely

Starting fluid is highly flammable.

Keep all sparks and flame away when using it. Keep starting fluid away from batteries and cables.

To prevent accidental discharge when storing the pressurized can, keep the cap on the container, and store in a cool, protected location.

Do not incinerate or puncture a starting fluid container.



TS1356 —UN—18MAR92

DX,FIRE3 -19-16APR92-1/1

Wear Protective Clothing

Wear close fitting clothing and safety equipment appropriate to the job.

Prolonged exposure to loud noise can cause impairment or loss of hearing.

Wear a suitable hearing protective device such as earmuffs or earplugs to protect against objectionable or uncomfortable loud noises.

Operating equipment safely requires the full attention of the operator. Do not wear radio or music headphones while operating machine.



TS206 —UN—23AUG88

DX,WEAR -19-10SEP90-1/1

Protect Against Noise

Prolonged exposure to loud noise can cause impairment or loss of hearing.

Wear a suitable hearing protective device such as earmuffs or earplugs to protect against objectionable or uncomfortable loud noises.



TS207 —UN—23AUG88

DX,NOISE -19-03MAR93-1/1

Handle Chemical Products Safely

Direct exposure to hazardous chemicals can cause serious injury. Potentially hazardous chemicals used with John Deere equipment include such items as lubricants, coolants, paints, and adhesives.

A Material Safety Data Sheet (MSDS) provides specific details on chemical products: physical and health hazards, safety procedures, and emergency response techniques.

Check the MSDS before you start any job using a hazardous chemical. That way you will know exactly what the risks are and how to do the job safely. Then follow procedures and recommended equipment.

(See your John Deere dealer for MSDS's on chemical products used with John Deere equipment.)



TS1132 —UN—26NOV90

DX,MSDS,NA -19-03MAR93-1/1

Stay Clear of Rotating Drivelines

Entanglement in rotating driveline can cause serious injury or death.

Keep master shield and driveline shields in place at all times. Make sure rotating shields turn freely.

Wear close fitting clothing. Stop the engine and be sure the PTO driveline is stopped before making adjustments or performing any type service on the engine or PTO-driven equipment.



TS1644 —UN—22AUG95

CD,PTO -19-22JAN07-1/1

Practice Safe Maintenance

Understand service procedure before doing work. Keep area clean and dry.

Never lubricate, service, or adjust machine while it is moving. Keep hands, feet, and clothing from power-driven parts. Disengage all power and operate controls to relieve pressure. Lower equipment to the ground. Stop the engine. Remove the key. Allow machine to cool.

Securely support any machine elements that must be raised for service work.

Keep all parts in good condition and properly installed. Fix damage immediately. Replace worn or broken parts. Remove any buildup of grease, oil, or debris.

On self-propelled equipment, disconnect battery ground cable (-) before making adjustments on electrical systems or welding on machine.

On towed implements, disconnect wiring harnesses from tractor before servicing electrical system components or welding on machine.



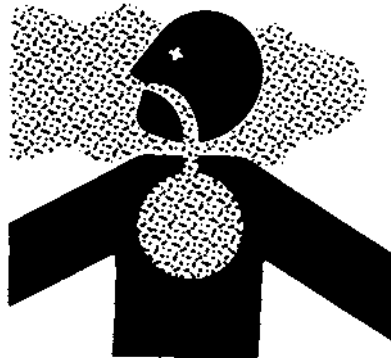
TS218 —UN—23AUG88

DX,SERV -19-17FEB99-1/1

Work In Ventilated Area

Engine exhaust fumes can cause sickness or death. If it is necessary to run an engine in an enclosed area, remove the exhaust fumes from the area with an exhaust pipe extension.

If you do not have an exhaust pipe extension, open the doors and get outside air into the area.



TS220 —UN—23AUG88

DX,AIR -19-17FEB99-1/1

Avoid High-Pressure Fluids

Escaping fluid under pressure can penetrate the skin causing serious injury.

Avoid the hazard by relieving pressure before disconnecting hydraulic or other lines. Tighten all connections before applying pressure.

Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids.

If an accident occurs, see a doctor immediately. Any fluid injected into the skin must be surgically removed within a few hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere & Company Medical Department in Moline, Illinois, U.S.A.



X9811 —UN—23AUG88

DX,FLUID -19-03MAR93-1/1

Avoid Heating Near Pressurized Fluid Lines

Flammable spray can be generated by heating near pressurized fluid lines, resulting in severe burns to yourself and bystanders. Do not heat by welding, soldering, or using a torch near pressurized fluid lines or other flammable materials. Pressurized lines can accidentally burst when heat goes beyond the immediate flame area.



TS963 —UN—15MAY90

DX,TORCH -19-10DEC04-1/1

Remove Paint Before Welding or Heating

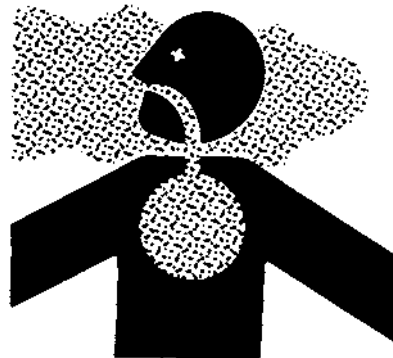
Avoid potentially toxic fumes and dust.

Hazardous fumes can be generated when paint is heated by welding, soldering, or using a torch.

Remove paint before heating:

- Remove paint a minimum of 100 mm (4 in.) from area to be affected by heating. If paint cannot be removed, wear an approved respirator before heating or welding.
- If you sand or grind paint, avoid breathing the dust. Wear an approved respirator.
- If you use solvent or paint stripper, remove stripper with soap and water before welding. Remove solvent or paint stripper containers and other flammable material from area. Allow fumes to disperse at least 15 minutes before welding or heating.

Do not use a chlorinated solvent in areas where welding will take place.



TS220 —UN—23AUG88

Do all work in an area that is well ventilated to carry toxic fumes and dust away.

Dispose of paint and solvent properly.

DX,PAINT -19-24JUL02-1/1

Service Cooling System Safely

Explosive release of fluids from pressurized cooling system can cause serious burns.

Shut off engine. Only remove filler cap when cool enough to touch with bare hands. Slowly loosen cap to first stop to relieve pressure before removing completely.



TS281 —UN—23AUG88

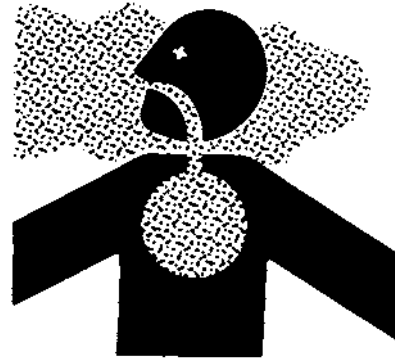
DX,RCAP -19-04JUN90-1/1

Avoid Harmful Asbestos Dust

Avoid breathing dust that may be generated when handling components containing asbestos fibers. Inhaled asbestos fibers may cause lung cancer.

Components in products that may contain asbestos fibers are brake pads, brake band and lining assemblies, clutch plates, and some gaskets. The asbestos used in these components is usually found in a resin or sealed in some way. Normal handling is not hazardous as long as airborne dust containing asbestos is not generated.

Avoid creating dust. Never use compressed air for cleaning. Avoid brushing or grinding material containing asbestos. When servicing, wear an approved respirator. A special vacuum cleaner is recommended to clean asbestos. If not available, apply a mist of oil or water on the material containing asbestos.



TS220 —UN—23AUG88

Keep bystanders away from the area.

DX,DUST -19-15MAR91-1/1

Dispose of Waste Properly

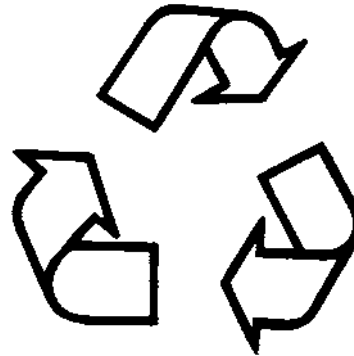
Improperly disposing of waste can threaten the environment and ecology. Potentially harmful waste used with John Deere equipment include such items as oil, fuel, coolant, brake fluid, filters, and batteries.

Use leakproof containers when draining fluids. Do not use food or beverage containers that may mislead someone into drinking from them.

Do not pour waste onto the ground, down a drain, or into any water source.

Air conditioning refrigerants escaping into the air can damage the Earth's atmosphere. Government regulations may require a certified air conditioning service center to recover and recycle used air conditioning refrigerants.

Inquire on the proper way to recycle or dispose of waste from your local environmental or recycling center, or from your John Deere dealer.



TS1133 —UN—26NOV90

DX,DRAIN -19-03MAR93-1/1

Fuels, Lubricants and Coolant

Diesel Fuel

Consult your local fuel distributor for properties of the diesel fuel available in your area.

In general, diesel fuels are blended to satisfy the low temperature requirements of the geographical area in which they are marketed.

Diesel fuels specified to EN 590 or ASTM D975 are recommended. Renewable diesel fuel produced by hydrotreating animal fats and vegetable oils is basically identical to petroleum diesel fuel. Renewable diesel that meets EN 590 or ASTM D975 is acceptable for use at all percentage mixture levels.

Required Fuel Properties

In all cases, the fuel shall meet the following properties:

Cetane number of 45 minimum. Cetane number greater than 50 is preferred, especially for temperatures below -20°C (-4°F) or elevations above 1500 m (5000 ft).

Cold Filter Plugging Point (CFPP) should be at least 5°C (9°F) below the expected lowest temperature or **Cloud Point** below the expected lowest ambient temperature.

Fuel lubricity should pass a maximum scar diameter of 0.45 mm as measured by ASTM D6079 or ISO 12156-1.

Sulfur Content for Interim Tier 4 and EU Stage IIIB Engines

- Diesel fuel quality and fuel sulfur content must comply with all existing emissions regulations for the area in which the engine operates.
- Use **ONLY** ultra low sulfur diesel (ULSD) fuel with a maximum of 0.0015% (15 ppm) sulfur content.

Sulfur Content for Other Engines


- Diesel fuel quality and fuel sulfur content must comply with all existing emissions regulations for the area in which the engine operates.
- Use of diesel fuel with sulfur content less than 0.10% (1000 ppm) is **STRONGLY** recommended.
- Use of diesel fuel with sulfur content 0.10% (1000 ppm) to 0.50% (5000 ppm) may result in **REDUCED** oil and filter change intervals. Refer to table in Diesel Engine Oil and Filter Service Intervals.
- **BEFORE** using diesel fuel with sulfur content greater than 0.50% (5000 ppm), contact your John Deere dealer.

IMPORTANT: Do not mix used diesel engine oil or any other type of lubricating oil with diesel fuel.

Improper fuel additive usage may cause damage on fuel injection equipment of diesel engines.

DX,FUEL1 -19-28APR09-1/1

Handling and Storing Diesel Fuel

 **CAUTION: Handle fuel carefully. Do not fill the fuel tank when engine is running.**

DO NOT smoke while you fill the fuel tank or service the fuel system.

Fill the fuel tank at the end of each day's operation to prevent water condensation and freezing during cold weather.

Keep all storage tanks as full as practicable to minimize condensation.

Ensure that all fuel tank caps and covers are installed properly to prevent moisture from entering.

Monitor water content of the fuel regularly.

When using bio-diesel fuel, the fuel filter may require more frequent replacement due to premature plugging.

Check engine oil level daily prior to starting engine. A rising oil level may indicate fuel dilution of the engine oil.

IMPORTANT: The fuel tank is vented through the filler cap. If a new filler cap is required, always replace it with an original vented cap.

When fuel is stored for an extended period or if there is a slow turnover of fuel, add a fuel conditioner to stabilize the fuel and prevent water condensation. Contact your fuel supplier for recommendations.

DX,FUEL4 -19-19DEC03-1/1

Diesel Engine Break-In Oil

New engines are filled at the factory with John Deere ENGINE BREAK-IN OIL. During the break-in period, add John Deere ENGINE BREAK-IN OIL as needed to maintain the specified oil level.

Change the oil and filter after the first 100 hours of operation of a new or rebuilt engine.

After engine overhaul, fill the engine with John Deere ENGINE BREAK-IN OIL.

If John Deere ENGINE BREAK-IN OIL is not available, use a diesel engine oil meeting one of the following during the first 100 hours of operation:

- API Service Classification CE
- API Service Classification CD
- API Service Classification CC
- ACEA Oil Sequence E2
- ACEA Oil Sequence E1

PLUS-50 is a trademark of Deere & Company.

After the break-in period, use John Deere PLUS-50™ or other diesel engine oil as recommended in this manual.

IMPORTANT: Do not use PLUS-50 oil or engine oils meeting any of the following during the first 100 hours of operation of a new or rebuilt engine:

| | |
|---------------|---------|
| API CJ-4 | ACEA E7 |
| API CI-4 PLUS | ACEA E6 |
| API CI-4 | ACEA E5 |
| API CH-4 | ACEA E4 |
| API CG-4 | ACEA E3 |
| API CF-4 | |
| API CF-2 | |
| API CF | |

These oils will not allow the engine to break-in properly.

DX,ENOIL4 -19-13SEP06-1/1

Diesel Engine Oil

Use oil viscosity based on the expected air temperature range during the period between oil changes.

Depending on Emission Regulation requirements, the oil recommendations are different. Refer to the chart to identify the proper oil to be used.

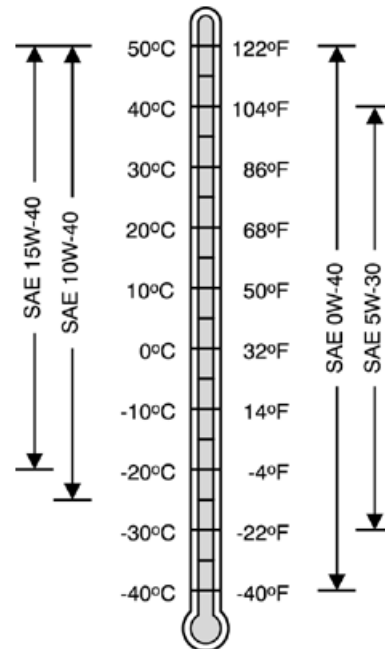
| Non Emission Certified Engines and Stage II or EPA Tier 2 Emission Certified Engines | EPA Tier 3 Emission Certified Engines |
|--|---------------------------------------|
| John Deere PLUS-50™ (Preferred) | John Deere PLUS-50™ (Preferred) |
| ACEA-E7, ACEA-E6, ACEA-E5, ACEA-E4 | ACEA-E7, ACEA-E6 |

Multi-viscosity diesel engine oils are preferred.

If diesel fuel with sulfur content greater than 0.5% is used or if oil does not meet the classification above, reduce the service interval by 50%.

DO NOT use diesel fuel with sulfur content greater than 1%.

PLUS-50 is a trademark of Deere & Company



Oil Viscosities for Air Temperature Ranges

TS1675—UN—09OCT06

CD,ENOIL -19-01JUL09-1/1

Lubricant Storage

Your equipment can operate at top efficiency only when clean lubricants are used.

Use clean containers to handle all lubricants.

Whenever possible, store lubricants and containers in an area protected from dust, moisture, and other contamination. Store containers on their side to avoid water and dirt accumulation.

Make certain that all containers are properly marked to identify their contents.

Properly dispose of all old containers and any residual lubricant they may contain.

DX,LUBST -19-18MAR96-1/1

Mixing of Lubricants

In general, avoid mixing different brands or types of oil. Oil manufacturers blend additives in their oils to meet certain specifications and performance requirements.

Mixing different oils can interfere with the proper functioning of these additives and degrade lubricant performance.

Consult your John Deere dealer to obtain specific information and recommendations.

DX,LUBMIX -19-18MAR96-1/1

Diesel Engine Coolant

The engine cooling system is filled to provide year-round protection against corrosion and cylinder liner pitting, and winter freeze protection to -37°C (-34°F).

John Deere COOL-GARD is preferred for service.

If John Deere COOL-GARD is not available, use a low silicate ethylene glycol or propylene glycol base coolant concentrate in a 50% mixture of concentrate with quality water.

The coolant concentrate shall be of a quality that provides cavitation protection to cast iron and aluminum parts in the cooling system. John Deere COOL-GARD meets this requirement.

Freeze protection

A 50% mixture of ethylene glycol engine coolant in water provides freeze protection to -37°C (-34°F).

A 50% mixture of propylene glycol engine coolant in water provides freeze protection to -33°C (-27°F).

If protection at lower temperatures is required, consult your John Deere dealer for recommendations.

Water quality

Water quality is important to the performance of the cooling system. Distilled, deionized, or demineralized water is recommended for mixing with ethylene glycol and propylene glycol base engine coolant concentrate.

IMPORTANT: Do not use cooling system sealing additives or antifreeze that contains sealing additives.

IMPORTANT: Do not mix ethylene glycol and propylene glycol base coolants.

DX,COOL8 -19-16NOV01-1/1

Operating in Warm Temperature Climates

John Deere engines are designed to operate using glycol base engine coolants.

Always use a recommended glycol base engine coolant, even when operating in geographical areas where freeze protection is not required.

John Deere COOL-GARD™ II Premix is available in a concentration of 50% ethylene glycol. However, there are situations in warm temperature climates where a coolant with lower glycol concentration (approximately 20% ethylene glycol) has been approved. In these cases, the low glycol formulation has been modified to provide the same level of corrosion inhibitor as John Deere COOL-GARD II Premix (50/50).

COOL-GARD is a trademark of Deere & Company

IMPORTANT: Water may be used as coolant *in emergency situations only*.

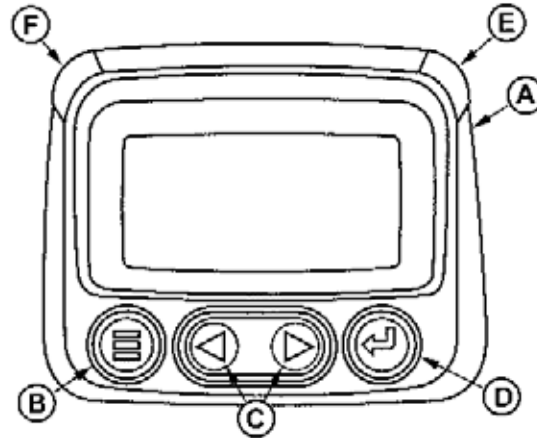
Foaming, hot surface aluminum and iron corrosion, scaling, and cavitation will occur when water is used as the coolant, even when coolant conditioners are added.

Drain cooling system and refill with recommended glycol base engine coolant as soon as possible.

DX,COOL6 -19-03NOV08-1/1

Operating the Engine

Using Diagnostic Gauge to Access Engine Information (Optional equipment)



Diagnostic Gauge

A—Diagnostic Gauge
B—Menu Key

C—Arrow Keys
D—Enter Key

E—Red "STOP ENGINE"
Indicator Light
F—Amber "WARNING" Indicator
Light

NOTE: Generator sets powered by an electronically controlled engine (DE10 or HPCR fuel system) can be optionally equipped with the diagnostic gauge shown. Depending on the generator set manufacturer, other instrumentations can be used. Refer to the generator set documentation for more information.

The diagnostic gauge (A) allows the operator to view many readouts of engine functions and trouble codes (DTCs). The gauge is linked to the electronic control system and its sensors. This allows the operator to monitor engine functions and to troubleshoot the engine systems when needed.

Press the menu key (B) to access the various engine functions in sequence. The displays can be selected as either customary English or metric units. The following menu of engine parameters can be displayed on the diagnostic gauge window:

- Engine hours
- Engine rpm
- System voltage
- Percent engine load at the current rpm

- Coolant temperature
- Oil pressure
- Throttle position
- Intake manifold temperature
- Current fuel consumption
- Active service (diagnostic) codes
- Stored service (diagnostic) codes from the engine
- Set the units for display
- View the engine configuration parameters

NOTE: Engine parameters which can be accessed will vary with the engine application. Six languages for readouts are available and can be selected during setup of gauge.

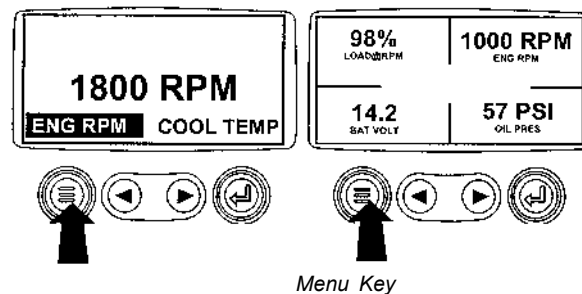
The diagnostic gauge includes a graphical backlit Liquid Crystal Display (LCD) screen. The display can show either a single parameter or a quadrant display showing four parameters simultaneously. The diagnostic gauge uses two arrow keys (C) for scrolling through the engine parameter list and viewing the menu list and an enter key (D) for selecting highlighted items. The red (E) and amber (F) lights are used to signal active trouble code received by the diagnostic gauge.

CD03523,000018B -19-22JAN07-1/1

Main Menu Navigation

NOTE: The engine does not need to be running to navigate the diagnostic gauge screens. If engine start up is desired, See *Starting The Engine*. All of the engine values illustrated on the diagnostic gauge indicate the engine is running.

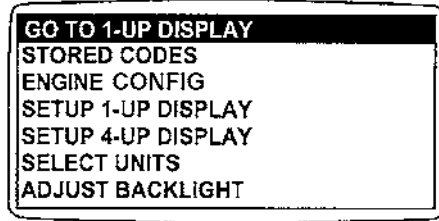
1. Turn the key switch to the ON position. Starting at the single or four engine parameter display, press the "Menu" key.



Continued on next page

OURGP11,00000A9 -19-03SEP03-1/5

2. The first seven items of the "Main Menu" will be displayed.

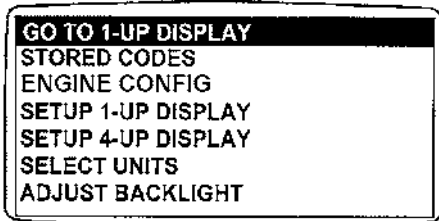


Menu Display

RG13160 —UN—02OCT03

OURGP11,00000A9 -19-03SEP03-2/5

3. Pressing the "Arrow" keys will scroll through the menu selections.

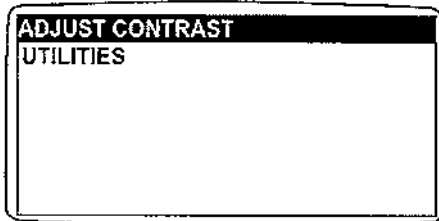


Main Menu Items

RG13161 —UN—02OCT03

OURGP11,00000A9 -19-03SEP03-3/5

4. Pressing the right arrow key will scroll down to reveal the last items of "Main Menu" screen, highlighting the next item down.



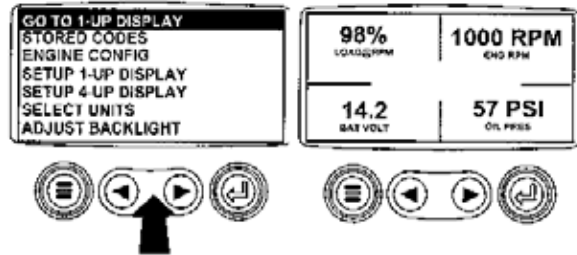
Last Items On Main Menu

RG13162 —UN—26SEP03

Continued on next page

OURGP11,00000A9 -19-03SEP03-4/5

- Use the arrow keys to scroll to the desired menu item or press the "Menu Button" to exit the main menu and return to the engine parameter display.



Use Arrow Buttons To Scroll / Quadrant Display

OURGP11,00000A9 -19-03SEP03-5/5

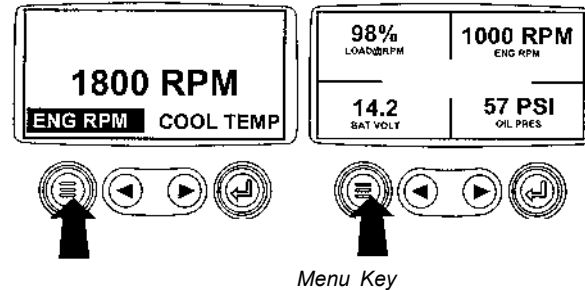
RG13163 —UN—02OCT03

Engine Configuration Data

NOTE: The engine configuration data is a read only function.

NOTE: The engine does not need to be running to navigate the diagnostic gauge screens. If engine start up is desired, See Starting The Engine. All of the engine values illustrated on the diagnostic gauge indicate the engine is running.

- Turn the key switch to the ON position. Starting at the single or four engine parameter display, press the "Menu" key.

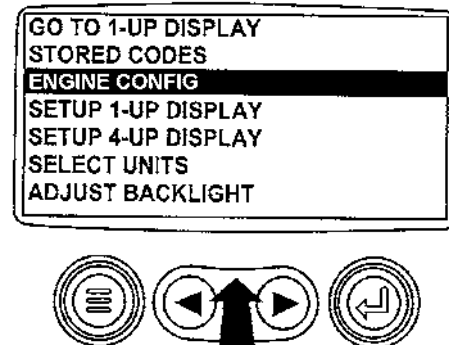


Menu Key

OURGP11,00000AB -19-03SEP03-1/6

RG13159 —UN—26SEP03

- The main menu will be displayed. Use the "Arrow" keys to scroll through the menu until "Engine Config" is highlighted.



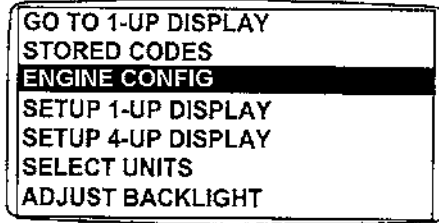
Select Engine Configuration

Continued on next page

OURGP11,00000AB -19-03SEP03-2/6

RG13164 —UN—07OCT03

3. Once "Engine Config" menu item has been highlighted, press the "Enter" key to view the engine configuration data.

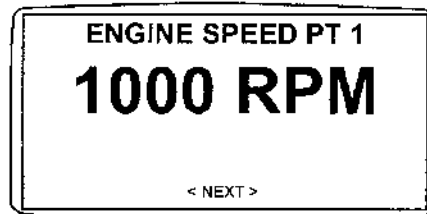


Enter Key

RG13165 —UN—02OCT03

OURGP11,00000AB -19-03SEP03-3/6

4. Use the "Arrow" keys to scroll through the engine configuration data.

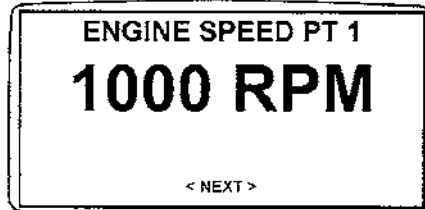


Use Arrow Keys To Scroll

RG13166 —UN—29SEP03

OURGP11,00000AB -19-03SEP03-4/6

5. Press the "Menu" key to return to the main menu.



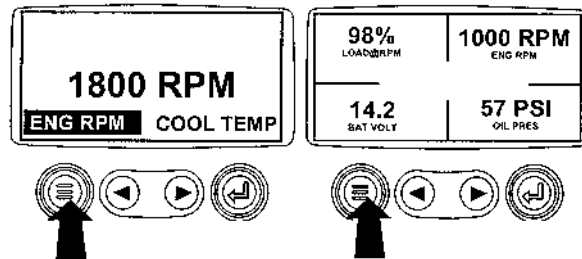
Return To Main Menu

RG13167 —UN—29SEP03

Continued on next page

OURGP11,00000AB -19-03SEP03-5/6

- Press the "Menu" key to exit the main menu and return to the engine parameter display.



Exit Main Menu

OURGP11,00000AB -19-03SEP03-6/6

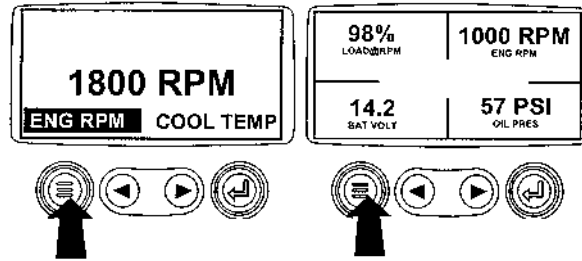
RG13159 —UN—26SEP03

Accessing Stored Trouble Codes

NOTE: The engine does not need to be running to navigate the diagnostic gauge screens. If engine start up is desired, See *Starting The Engine*. All of the engine values illustrated on the diagnostic gauge indicate the engine is running.

For description of trouble codes, see chart in *Troubleshooting Section*.

- Turn the key switch to the ON position. Starting at the single or four engine parameter display, press the "Menu" key.

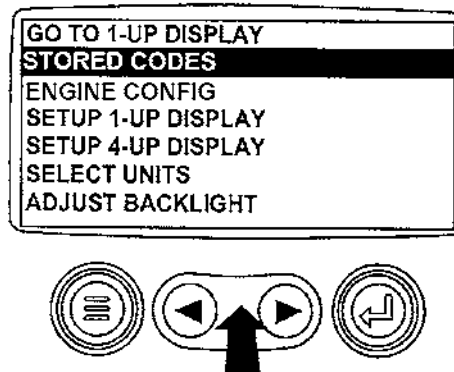


Menu Key

OURGP11,00000AC -19-03SEP03-1/6

RG13159 —UN—26SEP03

- The main menu will be displayed. Use the "Arrow" keys to scroll through the menu until "Stored Codes" is highlighted.



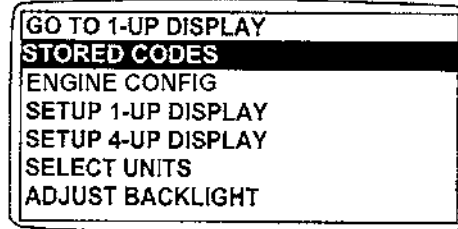
Select Stored Codes

Continued on next page

OURGP11,00000AC -19-03SEP03-2/6

RG13168 —UN—02OCT03

3. Once the "Stored Codes" menu item has been highlighted press the "Enter" key to view the stored codes.

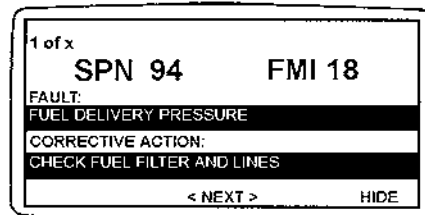


Enter Key

RG13169 —UN—02OCT03

OURGP11,00000AC -19-03SEP03-3/6

4. If the word "Next" appears above the "Arrow" keys, there are more stored codes that may be viewed. Use the "Arrow" key to scroll to the next stored code.

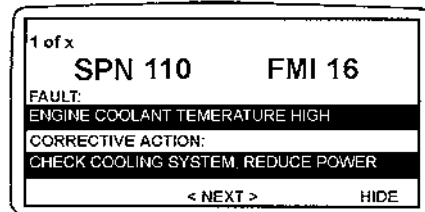


Use Arrow Keys To Scroll

RG13245 —UN—02OCT03

OURGP11,00000AC -19-03SEP03-4/6

5. Press the "Menu" key to return to the main menu.



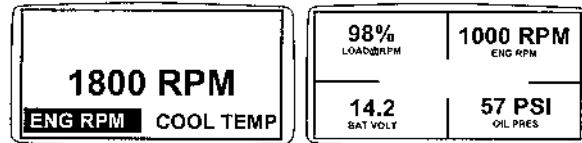
Return To Main Menu

RG13246 —UN—02OCT03

Continued on next page

OURGP11,00000AC -19-03SEP03-5/6

- Press the "Menu" key to exit the main menu and return to the engine parameter display.



Exit Main Menu

OURGP11.00000AC -19-03SEP03-6/6

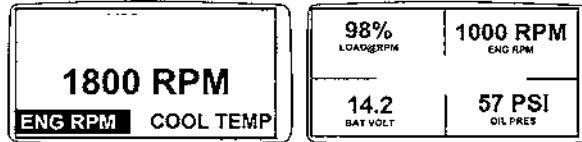
RG13159 —UN—26SEP03

Accessing Active Trouble Codes

NOTE: The engine does not need to be running to navigate the diagnostic gauge screens. If engine start up is desired, See *Starting The Engine*. All of the engine values illustrated on the diagnostic gauge indicate the engine is running.

For description of trouble codes, see chart in *Troubleshooting Section*.

- During normal operation the single or four parameter screen will be displayed.



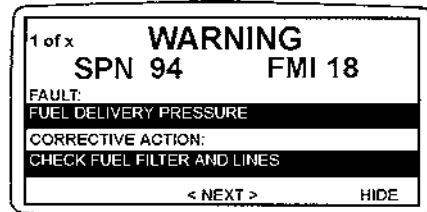
Normal Operation

OURGP11.00000AD -19-03SEP03-1/7

RG13172 —UN—26SEP03

- When the diagnostic gauge receives a trouble code from an engine control unit, the single or four parameter screen will be replaced with the "Warning" message. The SPN and FMI number will be displayed along with a description of the problem and the corrective action needed.

IMPORTANT: Ignoring active trouble codes can result in severe engine damage.

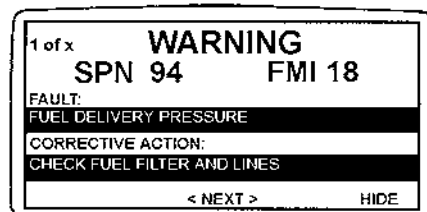


Active Trouble Codes Displayed

OURGP11.00000AD -19-03SEP03-2/7

RG13240 —UN—30SEP03

- If the word "Next" appears above the arrow keys, there are more trouble codes that can be viewed by using the arrow keys to scroll to the next trouble code.



Use Arrow Keys To Scroll

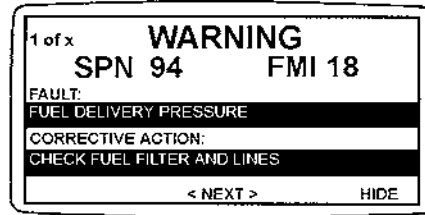
Continued on next page

OURGP11.00000AD -19-03SEP03-3/7

RG13241 —UN—30SEP03

IMPORTANT: Ignoring active trouble codes can result in severe engine damage.

4. To acknowledge and hide the code and return to the single or four parameter display, press the "Enter" Key.

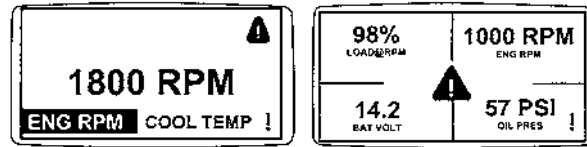


Hide Trouble Codes

OURGP11,00000AD -19-03SEP03-4/7

RG13242 —UN—30SEP03

5. The display will return to the single or four parameter display, but the display will contain the warning icon. Pressing the "Enter" key will redisplay the hidden trouble code.



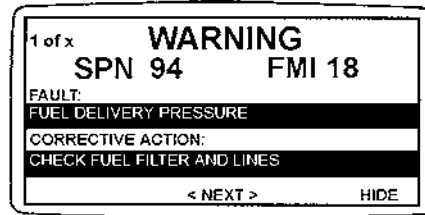
Active Trouble Code Icon

OURGP11,00000AD -19-03SEP03-5/7

RG13176 —UN—26SEP03

IMPORTANT: Ignoring active trouble codes can result in severe engine damage.

6. Pressing the "Enter" key once again will hide the trouble code and return the screen to the single or four parameter display.

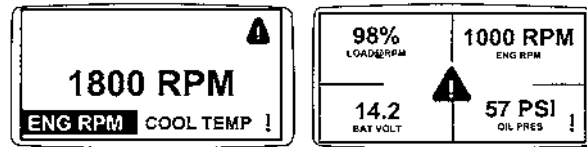


Enter Key

OURGP11,00000AD -19-03SEP03-6/7

RG13242 —UN—30SEP03

7. The single or four parameter screen will display the warning icon until the trouble code condition is corrected.



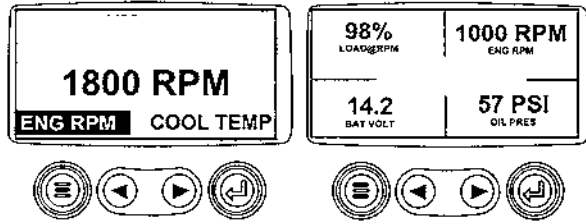
Active Trouble Code Condition

OURGP11,00000AD -19-03SEP03-7/7

RG13243 —UN—01OCT03

Engine Shutdown Codes

1. During normal operation the single or four parameter screen will be displayed.

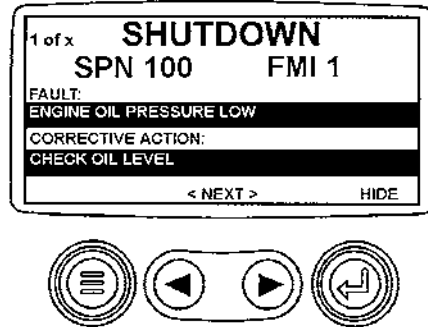


Normal Operation

OURGP11,00000AE -19-03SEP03-1/6

2. When the diagnostic gauge receives a severe trouble code from an engine control unit, the single or four parameter screen will be replaced with the "Shutdown" message. The SPN and FMI number will be displayed along with a description of the problem and the corrective action needed.

If the word "Next" appears above the arrow keys, there are more trouble codes that can be viewed by using the arrow keys to scroll to the next trouble code.

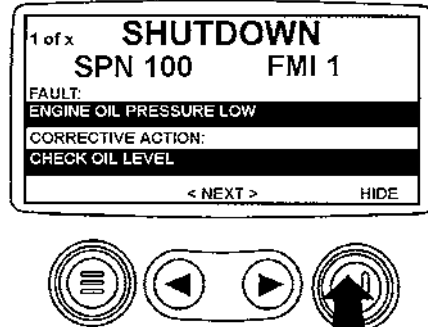


Shutdown Message

OURGP11,00000AE -19-03SEP03-2/6

3. To acknowledge and hide the trouble code and return to the single or four parameter display, press the "Enter" key".

IMPORTANT: Ignoring the shutdown message can result in severe engine damage.

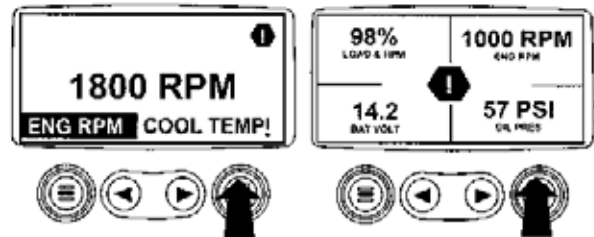


Hide Trouble Code

OURGP11,00000AE -19-03SEP03-3/6

4. The display will return to the single or four parameter display, but the display will contain the "Shutdown" icon. Pressing the "Enter" key will redisplay the hidden trouble code.

IMPORTANT: Ignoring the shutdown message can result in severe engine damage.

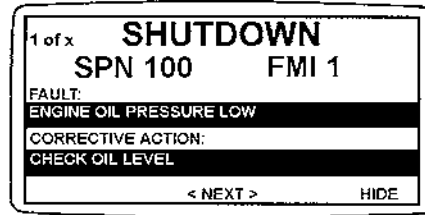


Flashing Shutdown Icon

Continued on next page

OURGP11,00000AE -19-03SEP03-4/6

- Pressing the "Enter" key once again will hide the trouble code and return the screen to the single or four parameter display.



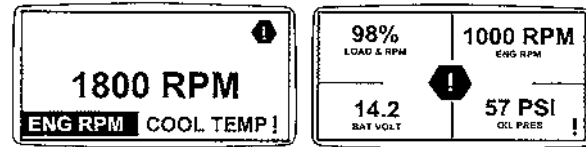
Redisplay Trouble Code

OURGP11,00000AE -19-03SEP03-5/6

RG13239 —UN—29SEP03

- The single or four parameter screen will display the shutdown icon until the trouble code condition is corrected.

IMPORTANT: Ignoring the shutdown message can result in severe engine damage.



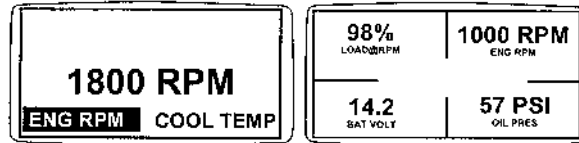
Shutdown Icon

OURGP11,00000AE -19-03SEP03-6/6

RG13180 —UN—26SEP03

Adjusting Backlighting

- Turn the key switch to the ON position. Starting at the single or four engine parameter display, press the "Menu" key.

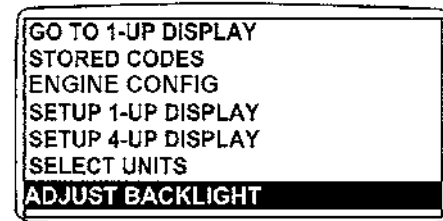


Menu Key

OURGP11,0000237 -19-21OCT03-1/6

RG13159 —UN—26SEP03

- The main menu will be displayed. Use the "Arrow" keys to scroll through the menu until "Adjust Backlight" is highlighted.



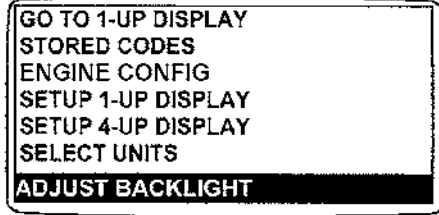
Select Adjust Backlight

Continued on next page

OURGP11,0000237 -19-21OCT03-2/6

RG13181 —UN—02OCT03

- Once the "Adjust Backlight" menu item has been highlighted, press the "Enter" key to activate the "Adjust Backlight" function.

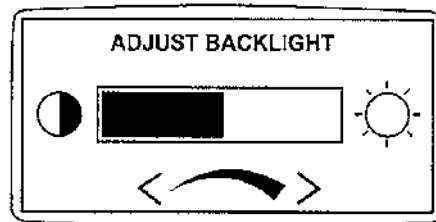


Press Enter Key

OURGP11,0000237 -19-21OCT03-3/6

RG13182 —UN—02OCT03

- Use the "Arrow" keys to select the desired backlight intensity.

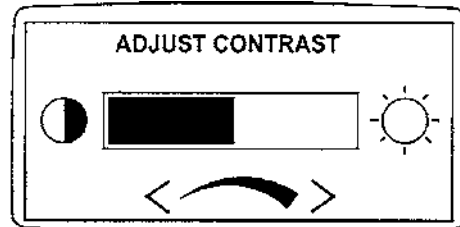


Adjust Backlight Intensity

OURGP11,0000237 -19-21OCT03-4/6

RG13183 —UN—29SEP03

- Press the "Menu" key to return to the main menu.



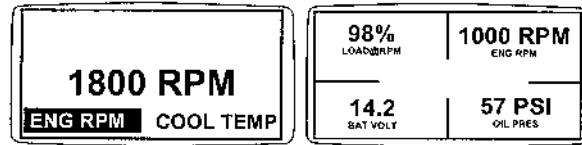
Return To Main Menu

Continued on next page

OURGP11,0000237 -19-21OCT03-5/6

RG13184 —UN—26SEP03

- Press the "Menu" key to exit the main menu and return to the engine parameter display.



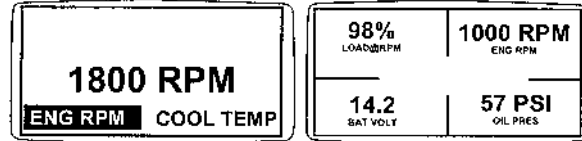
Exit Main Menu

RG13159 —UN—26SEP03

OURGP11,0000237 -19-21OCT03-6/6

Adjusting Contrast

- Turn the key switch to the ON position. Starting at the single or four engine parameter display press the "Menu" key.

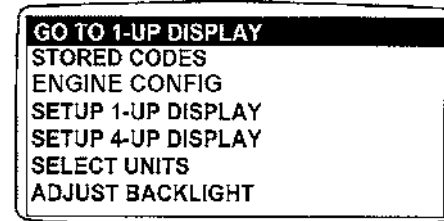


Menu Key

RG13159 —UN—26SEP03

OURGP11,00000AF -19-03SEP03-1/6

- The main menu will be displayed. Use the "Arrow" keys to scroll through the menu until "Adjust Contrast" is highlighted.

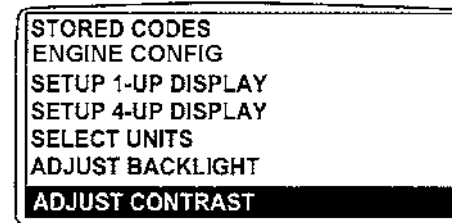


Select Adjust Contrast

RG13161 —UN—02OCT03

OURGP11,00000AF -19-03SEP03-2/6

- Once the "Adjust Contrast" menu item has been highlighted, press the "Enter" key to activate the "Adjust Contrast" function.



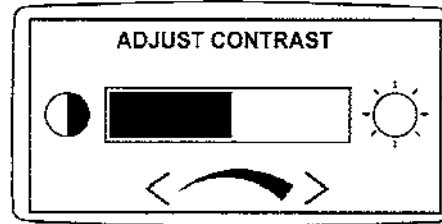
Press Enter Key

RG13185 —UN—02OCT03

Continued on next page

OURGP11,00000AF -19-03SEP03-3/6

- Use the "Arrow" keys to select the desired contrast intensity.

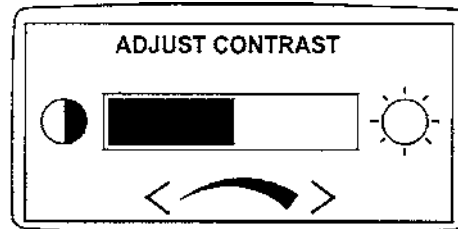


Adjust Contrast Intensity

RG13186 —UN—29SEP03

OURGP11,00000AF -19-03SEP03-4/6

- Press the "Menu" key to return to the main menu.

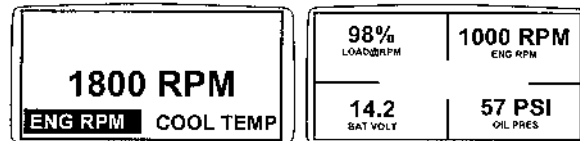


Return To Main Menu

RG13187 —UN—26SEP03

OURGP11,00000AF -19-03SEP03-5/6

- Press the "Menu" key to exit the main menu and return to the engine parameter display.



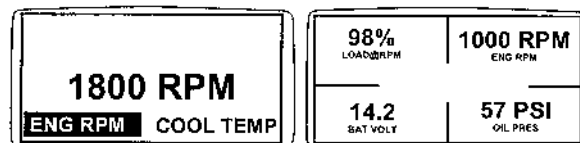
Exit Main Menu

RG13159 —UN—26SEP03

OURGP11,00000AF -19-03SEP03-6/6

Selecting Units Of Measurement

- Turn the key switch to the ON position. Starting at the single or four engine parameter display, press the "Menu" key.



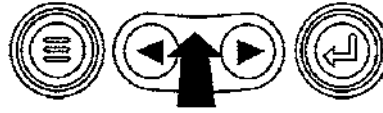
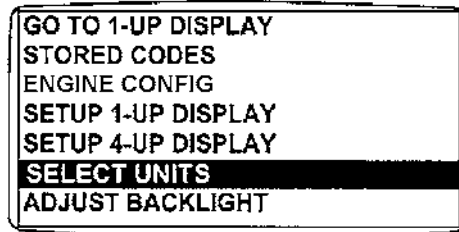
Menu Key

RG13159 —UN—26SEP03

Continued on next page

OURGP11,00000B0 -19-03SEP03-1/7

2. The main menu will be displayed. Use the "Arrow" keys to scroll through the menu until "Select Units" is highlighted.

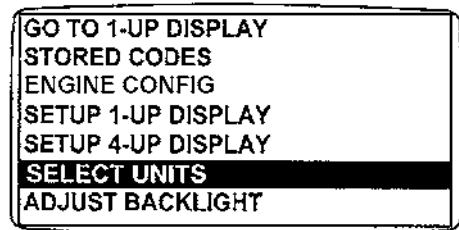


Select Units

RG13188 —UN—02OCT03

OURGP11,00000B0 -19-03SEP03-2/7

3. Once the "Select Units" menu item has been highlighted press the "Enter" key to access the "Select Units" function.



Press Enter Key

RG13189 —UN—02OCT03

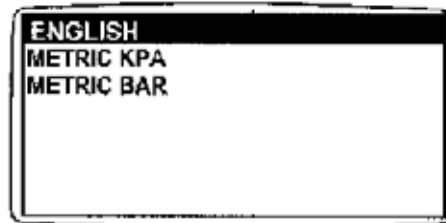
OURGP11,00000B0 -19-03SEP03-3/7

4. There are three choices for units of measurement, English, Metric kPa or Metric Bar.

English is for Imperial units, with pressures displayed in PSI and temperatures in °F.

Metric kPa and Metric bar are for IS units, with pressures displayed in kPa and bar respectively, and temperatures in °C.

Use the "Arrow" keys to highlight the desired units of measurement.



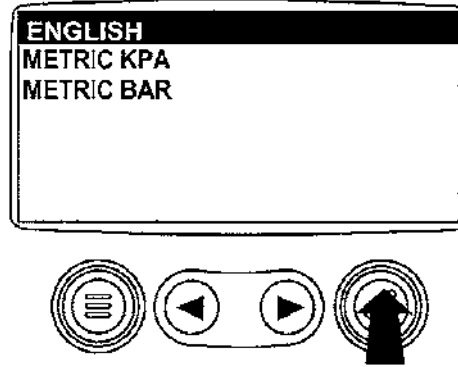
Select Desired Units

RG13190 —UN—26SEP03

Continued on next page

OURGP11,00000B0 -19-03SEP03-4/7

5. Press the "Enter" key to select the highlighted units.

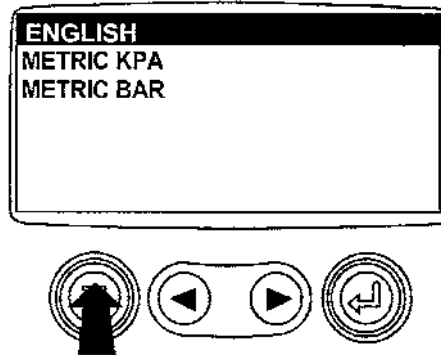


Press Enter Key to Select

OURGP11,00000B0 -19-03SEP03-5/7

RG13191 —UN—30SEP03

6. Press the "Menu" key to return to the main menu.

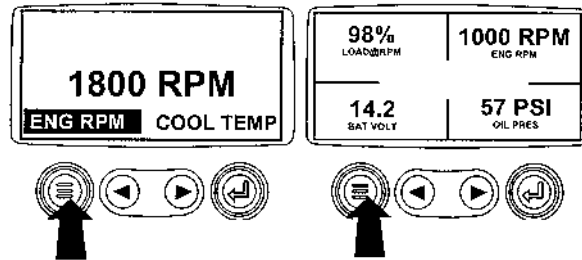


Return To Main Menu

OURGP11,00000B0 -19-03SEP03-6/7

RG13192 —UN—26SEP03

7. Press the "Menu" key to return to the engine parameter display.



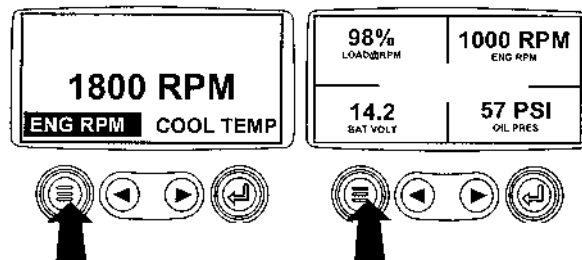
Press Menu Key

OURGP11,00000B0 -19-03SEP03-7/7

RG13159 —UN—26SEP03

Setup 1-Up Display

1. Turn the key switch to the ON position. Starting at the single engine parameter display, press the "Menu" key.



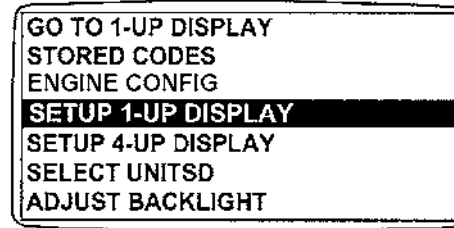
Menu Key

Continued on next page

OURGP11,00000B1 -19-03SEP03-1/18

RG13159 —UN—26SEP03

2. Use the "Arrow" keys to scroll through the menu until "Setup 1-Up Display" is highlighted.

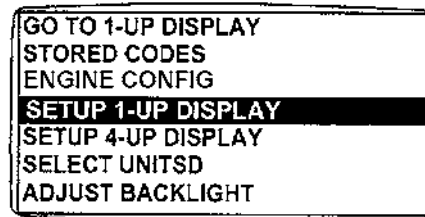


Setup 1-Up Display

RG13193 —UN—02OCT03

OURGP11,00000B1 -19-03SEP03-2/18

3. Once "Setup 1-Up Display" menu item has been highlighted press the "Enter" key to access the "Setup 1-Up Display" function.

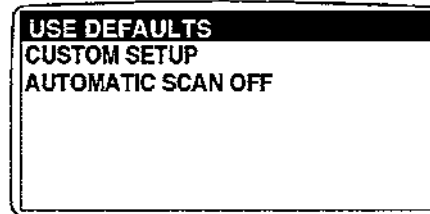


Press Enter Key

RG13194 —UN—02OCT03

OURGP11,00000B1 -19-03SEP03-3/18

4. Three options are available for modification of the 1-Up Display.
 - a. **Use Defaults** – This option contains the following engine parameters for display: Engine Hours, Engine Speed, Battery Voltage, % Load, Coolant Temperature and Oil Pressure.
 - b. **Custom Setup** – This option contains a list of engine parameters. Engine parameters from this list can be selected to replace any or all of the default parameters. This option can be used to add parameters available for scrolling in the 1-Up Display.
 - c. **Automatic Scan** – Selecting the scan function will allow the 1-Up Display to scroll through the selected set of parameters one at a time, momentarily pausing at each.



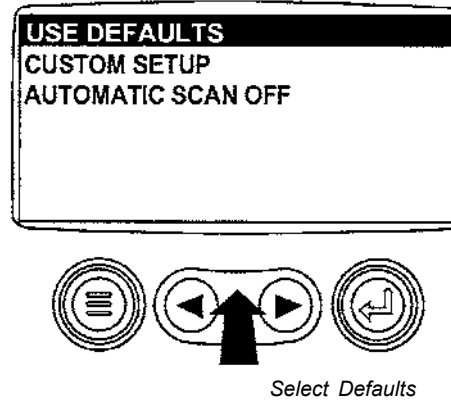
1-Up Display Options

RG13196 —UN—26SEP03

Continued on next page

OURGP11,00000B1 -19-03SEP03-4/18

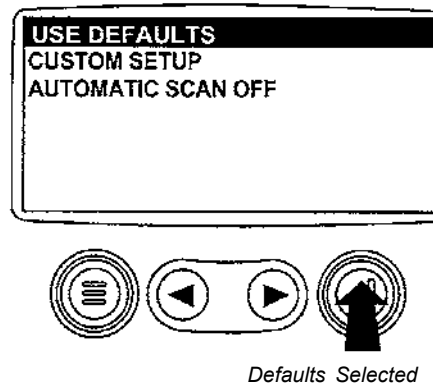
5. **Use Defaults** - To select "Use Defaults" use the Arrow keys to scroll to and highlight "Use Defaults" in the menu display.



RG13195 —UN—26SEP03

OURGP11,00000B1 -19-03SEP03-5/18

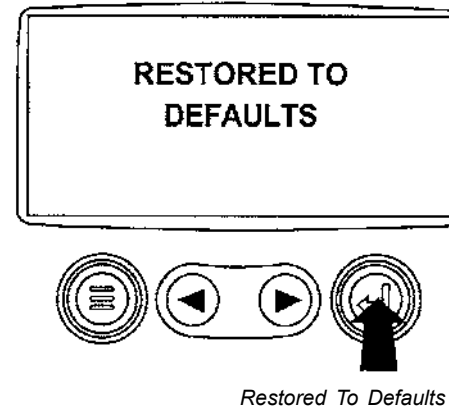
6. Press the "Enter" key to activate the "Use Defaults" function.



RG13197 —UN—29SEP03

OURGP11,00000B1 -19-03SEP03-6/18

7. The display parameters are reset to the factory defaults, then the display will return to the "Setup 1-Up Display" menu.

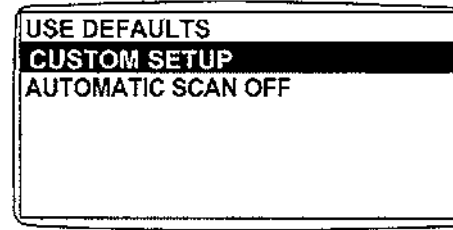


RG13149 —UN—24SEP03

Continued on next page

OURGP11,00000B1 -19-03SEP03-7/18

8. **Custom Setup** - To perform a custom setup of the 1-Up Display, use the arrow buttons to scroll to and highlight "Custom Setup" on the display.

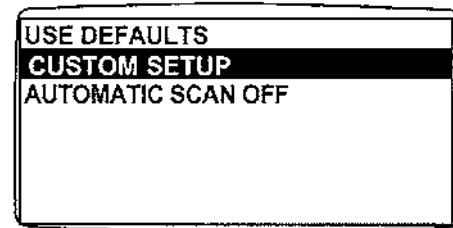


Select Custom Setup

RG13198 —UN—26SEP03

OURGP11,00000B1 -19-03SEP03-8/18

9. Press the "Enter" key to display a list of engine parameters.

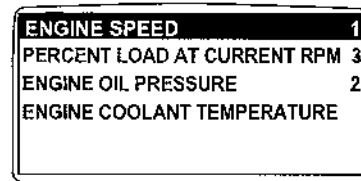


Engine Parameters

RG13199 —UN—26SEP03

OURGP11,00000B1 -19-03SEP03-9/18

10. Use the "Arrow" keys to scroll to and highlight a selected parameter (parameter with a number to right of it).



This number indicates the order of display for the parameters and that the parameter is selected for display.



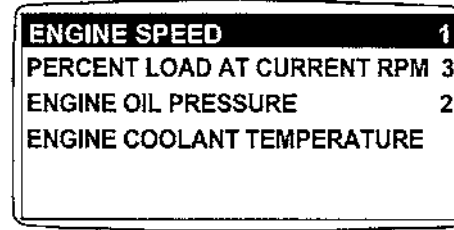
Select Parameters

RG13150 —UN—24SEP03

Continued on next page

OURGP11,00000B1 -19-03SEP03-10/18

11. Press the "Enter" key to deselect the selected parameter, removing it from the list of parameters being displayed on the 1-Up Display.

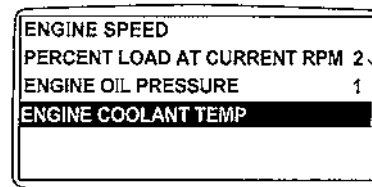


Deselect Parameters

RG13219 —UN—26SEP03

OURGP11,00000B1 -19-03SEP03-11/18

12. Use the "Arrow" keys to scroll and highlight the desired parameter that has not been selected for display (parameter without a number to right of it).



Note that the numbers now indicate the new order of display for the parameters.

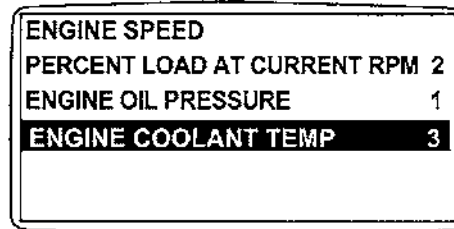


Select Desired Parameters

RG13151 —UN—24SEP03

OURGP11,00000B1 -19-03SEP03-12/18

13. Press the "Enter" key to select the parameter for inclusion in the Single Engine Parameter Display.
14. Continue to scroll through and select additional parameters for the custom 1-Up Display. Press the "Menu" key at any time to return to the "Custom Setup" menu.



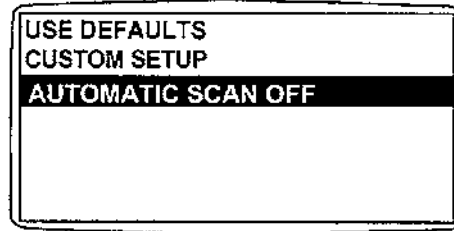
Select Parameters For Display

RG13220 —UN—26SEP03

Continued on next page

OURGP11,00000B1 -19-03SEP03-13/18

15. **Automatic Scan** - Selecting the scan function will allow the 1- Up Display to scroll through the selected set of parameters one at a time. Use the "Arrow" keys to scroll to the "Automatic Scan" function.

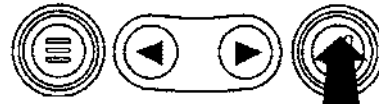
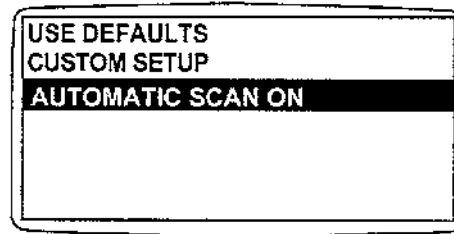


Automatic Scan Off

OURGP11,00000B1 -19-03SEP03-14/18

RG13221 —UN—26SEP03

16. Press the "Enter" key to toggle the "Automatic Scan" function on.

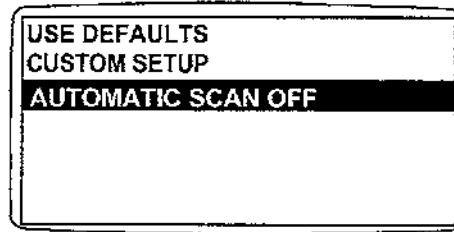


Automatic Scan On

OURGP11,00000B1 -19-03SEP03-15/18

RG13222 —UN—26SEP03

17. Press the "Enter" key again to toggle the "Automatic Scan" function off.



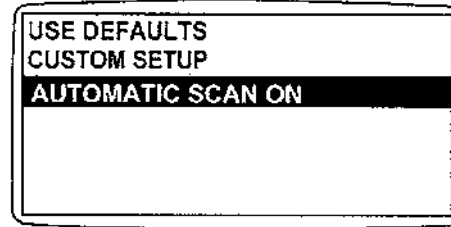
Automatic Scan Off

Continued on next page

OURGP11,00000B1 -19-03SEP03-16/18

RG13223 —UN—26SEP03

18. Once the "Use Defaults", "Custom Setup" and "Automatic Scan" functions have been set, press the "Menu" key to return to the main menu.

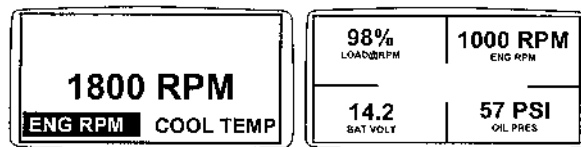


Menu Key

RG13224 —UN—26SEP03

OURGP11,00000B1 -19-03SEP03-17/18

19. Press the "Menu" key to exit the main menu and return to the engine parameter display.



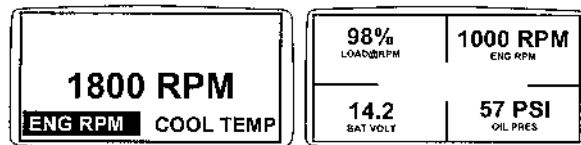
Exit Main Menu

RG13159 —UN—26SEP03

OURGP11,00000B1 -19-03SEP03-18/18

Setup 4-Up Display

1. Turn the key switch to the ON position. From the single or four engine parameter display, press the "Menu" key.

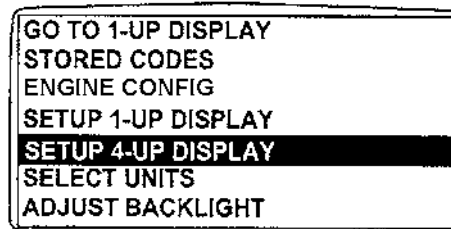


Menu Key

RG13159 —UN—26SEP03

OURGP11,00000B2 -19-03SEP03-1/14

2. The main menu will be displayed. Use the "Arrow" keys to scroll through the menu until "Setup 4-Up Display" is highlighted.



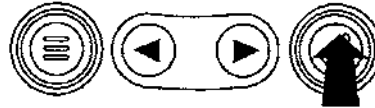
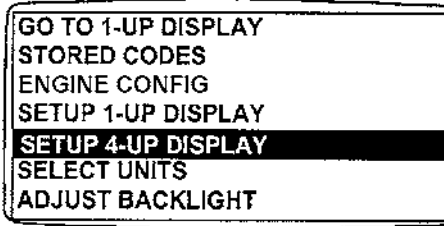
Select Setup 4-Up Display

RG13225 —UN—02OCT03

Continued on next page

OURGP11,00000B2 -19-03SEP03-2/14

3. Once the "Setup 4-Up Display" menu item has been highlighted, press the "Enter" key to activate the "Setup 4-Up Display" menu.



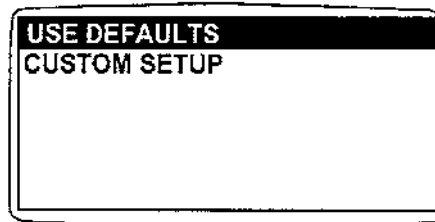
Press Enter Key

RG13226 —UN—02OCT03

OURGP11,00000B2 -19-03SEP03-3/14

4. Two options are available for the 4-Up Display.

- Use Defaults** – This option contains the following engine parameters for display: Engine Speed, Battery Voltage, Coolant Temperature and Oil Pressure.
- Custom Setup** – This option contains a list of engine parameters. Engine parameters from this list can be selected to replace any or all of the default parameters.

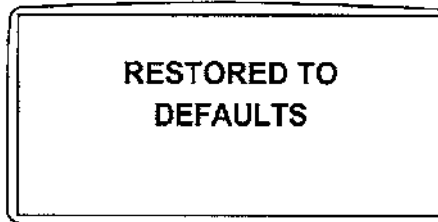


Select Factory Defaults

RG13244 —UN—02OCT03

OURGP11,00000B2 -19-03SEP03-4/14

5. To reset the display parameters to the factory defaults, scroll to and highlight "Use Defaults". Press the "Enter" key to activate the "Use Defaults" function. A message indicating the display parameters are reset to the factory defaults will be displayed, then the display will return to the "Setup 4-Up Display" menu.



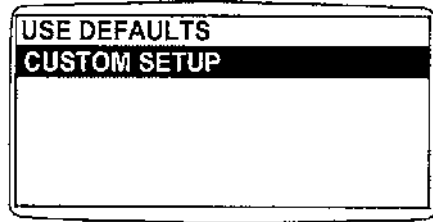
Restored To Defaults

RG13149 —UN—24SEP03

Continued on next page

OURGP11,00000B2 -19-03SEP03-5/14

6. **Custom Setup** - To perform a custom setup of the 4-Up Display, use the arrow buttons to scroll to and highlight "Custom Setup" on the display.

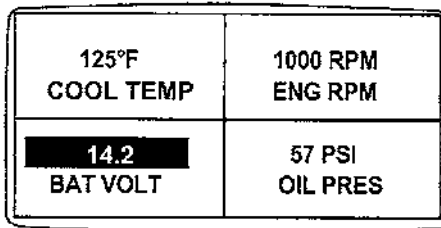


Custom Setup

RG13227 —UN—26SEP03

OURGP11,00000B2 -19-03SEP03-6/14

7. The quadrant with the highlighted parameter value is the current selected parameter. Use the "Arrow" keys to highlight the value in the quadrant you wish to change to a new parameter.

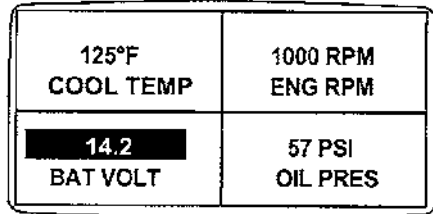


Select Parameters

RG13228 —UN—26SEP03

OURGP11,00000B2 -19-03SEP03-7/14

8. Press the "Enter" key and a list of engine parameters will be displayed.



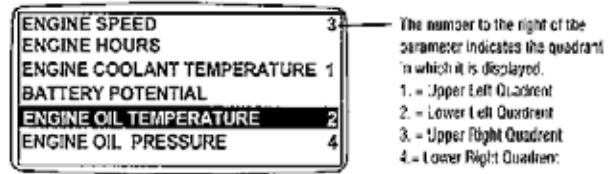
List Of Engine Parameters

RG13229 —UN—26SEP03

Continued on next page

OURGP11,00000B2 -19-03SEP03-8/14

9. The parameter that is highlighted is the selected parameter for the screen. Use the "arrow" keys to highlight the new parameter to be placed in the "4-Up Display".

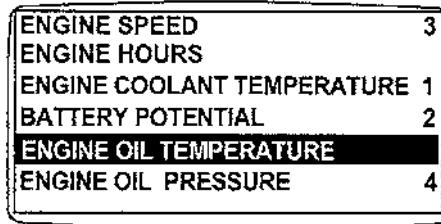


Select Desired Engine Parameter

OURGP11,00000B2 -19-03SEP03-9/14

RG13230 —UN—26SEP03

10. Press the "Enter" key to change the selected parameter in the quadrant to the new parameter.

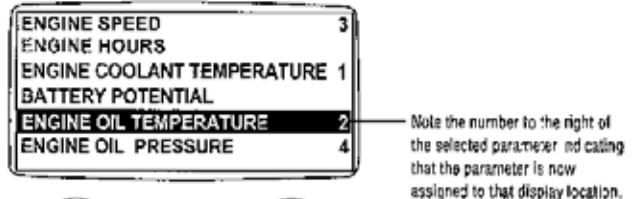


Enter Selected Parameter

OURGP11,00000B2 -19-03SEP03-10/14

RG13231 —UN—26SEP03

11. Use the "Menu" keys to return to the "4-Up Custom Setup" screen.

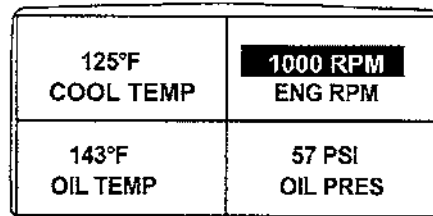


Return To 4-Up Custom Setup

OURGP11,00000B2 -19-03SEP03-11/14

RG13232 —UN—26SEP03

12. The selected quadrant has now changed to the new selected parameter.



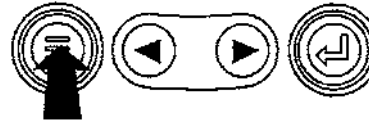
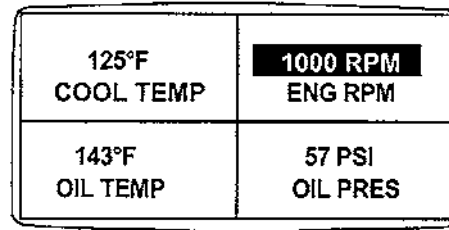
4-Up Display

Continued on next page

OURGP11,00000B2 -19-03SEP03-12/14

RG13153 —UN—24SEP03

13. Repeat the parameter selection process until all spaces are as desired.
14. Press the "Menu" key to return to the main menu.

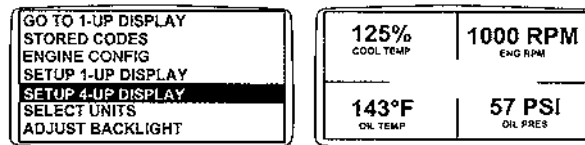


Return To Main Menu

OURGP11,00000B2 -19-03SEP03-13/14

RG13154 —UN—24SEP03

15. Press the "Menu" key to exit the main menu and return to the engine parameter display.



Select Remaining Parameters

OURGP11,00000B2 -19-03SEP03-14/14

RG13155 —UN—07OCT03

Break-in period

Within first 100 hours of operation:

During the first 100 hours of operation, avoid overloading, excessive idling and no-load operation.

If oil has to be added during this time, see ENGINE BREAK-IN OIL.

NOTE: During the break-in period a higher-than-usual oil consumption should be considered as normal.

After first 100 hours of operation:

After the first 100 hours, drain the crankcase and change the oil filter (see CHANGING ENGINE OIL AND FILTER). Fill crankcase with seasonal viscosity grade oil (see DIESEL ENGINE OIL).

Check tension of alternator belt.

Check connections of air intake hoses.

Check for proper tightening of cap screws all around the engine.

DPSG,CD03523,17 -19-22JAN07-1/1

Starting the engine

CAUTION: Before starting engine in a confined building, install proper outlet exhaust ventilation equipment. Always use safety approved fuel storage and piping.

NOTE: If temperature is below 0 ° C (32 ° F), it may be necessary to use cold weather starting aids (See COLD WEATHER OPERATION).

1. Perform all prestarting checks outlined in Maintenance/Daily Section.
2. Open the fuel supply shut-off valve, if equipped.
3. Activate the starter motor switch to crank the engine and release it as soon as engine starts.

NOTE: Do not operate the starter motor more than 20 seconds at a time.

DPSG,CD03523,18 -19-22JAN07-1/1

Cold weather operation

Depending on equipment, various cold weather starting aids are available to assist in starting the engine at temperature below 0° C (32 °F).

Air intake heater

CAUTION: DO NOT use starting fluid on engines equipped with grid-type air intake heater or glow plug (s). Ether starting fluid is highly flammable and may explode, causing serious injury.

NOTE: On engines with electronically controlled fuel system (DE10, HPCR), the air intake heater operates automatically, controlled by the ECU. An engine preheater indicator light comes on when the key switch is turned ON. In warm weather, the light comes on briefly for a light check. In cold weather, the light remains ON during the automatic operation of the air intake heater or glow plug (s). Operating time depends on temperature. Do not crank engine until light goes OFF.

- **3029 and 4039 engines** are optionally equipped with the single glow plug (B) screwed in cylinder head intake manifold. Activate the glow plug (preheater position) for 30 seconds maximum then start the engine.
- **4045 and 6068 engines** (except HPCR, 4-valve head) are optionally equipped with the grid-type air heater (A) installed between cylinder head and air intake pipe.
 - For mechanical fuel system, activate the heating element (preheater position) for 30 seconds maximum then start the engine.
 - For electronically controlled engines (DE10, HPCR 2-valve head), turn key switch ON, but DO NOT crank engine until engine preheater indicator light turns OFF.
- **HPCR, 4-valve head engines** are equipped with glow plugs (one per cylinder) (C). Turn key switch ON, but DO NOT crank engine until preheater indicator light turns OFF.

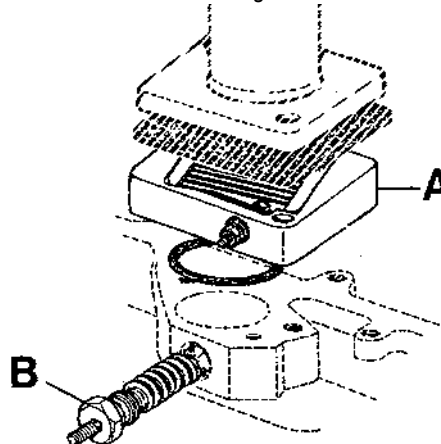
A—Grid-Type heater (4045 and 6068 non HPCR 4-valve head engines)

C—Multiple Glow Plugs (HPCR 4-valve head engines)

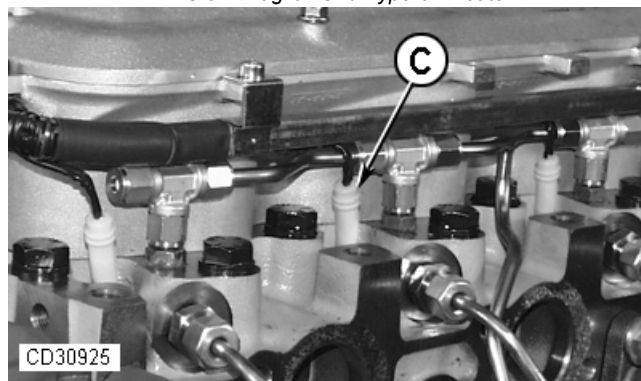
B—Single Glow Plug (3029 and 4039 engines)



Handle starting fluid with care



Glow Plug or Grid-Type air heater



Glow Plugs on HPCR, 4-valve head engine

Continued on next page

DPSG,CD03523,19 -19-06FEB07-1/3

TS1356 —UN—18MAR92

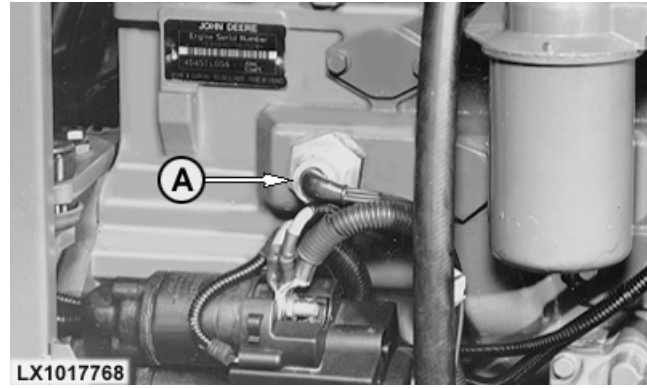
CD30750 —UN—03SEP99

CD30925 —UN—23JAN07

Coolant heater

Connect plug of coolant heater (A) to a proper power source (110 or 220 V).

At an ambient temperature of -15°C (5°F), the heating process takes approximately 2 hours. Extend heating period if ambient temperature is lower.



LX1017768 —UN—24OCT97

DPSG,CD03523,19 -19-06FEB07-2/3

Fuel preheater

Fuel preheater (A) switches ON and OFF automatically in relation with the ambient temperature.



LX1017708 —UN—09OCT97

DPSG,CD03523,19 -19-06FEB07-3/3

Using a booster battery or charger

A 12-volt booster battery can be connected in parallel with battery(ies) on the unit to aid in cold weather starting. ALWAYS use heavy duty jumper cables.

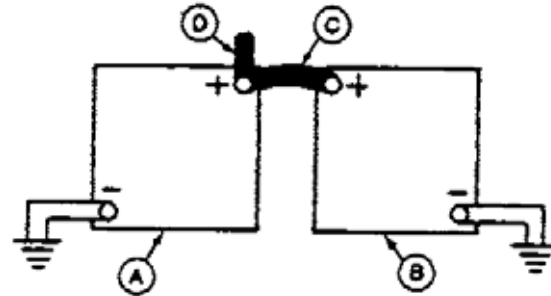
CAUTION: Gas given off by battery is explosive. Keep sparks and flames away from battery. Before connecting or disconnecting a battery charger, turn charger off. Make last connection and first disconnection at a point away from battery. Always connect **NEGATIVE (-)** cable last and disconnect this cable first.

IMPORTANT: Be sure polarity is correct before making connections. Reversed polarity will damage electrical system. Always connect positive to positive and negative to ground. Always use 12-volt booster battery for 12-volt electrical systems and 24-volt booster battery(ies) for 24-volt electrical systems.

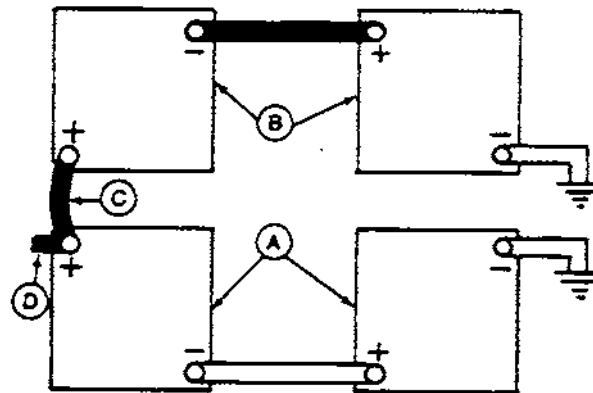
1. Connect booster battery or batteries to produce the required system voltage for your engine application.

NOTE: To avoid sparks, **DO NOT** allow the free ends of jumper cables to touch the engine.

2. Connect one end of jumper cable to the **POSITIVE (+)** post of the booster battery.
3. Connect the other end of the jumper cable to the **POSITIVE (+)** post of battery connected to starter.
4. Connect one end of the other jumper cable to the **NEGATIVE (-)** post of the booster battery.
5. ALWAYS complete the hookup by making the last connection of the **NEGATIVE (-)** cable to a good ground on the engine frame and away from the battery(ies).
6. Start the engine. Disconnect jumper cables immediately after engine starts. Disconnect **NEGATIVE (-)** cable first.



12-Volt System



24-Volts System

A—12-Volt Machine battery (ies)
B—12-Volt Booster battery (ies)
C—Booster cable
D—Cable to starter motor

TS204 —UN—23AUG88

RG4678 —UN—14DEC88

RG4698 —UN—14DEC88

DPSG,CD03523,20 -19-22JAN07-1/1

Engine operation

Warming engine

Operate engine at high idle for 1 to 2 minutes before applying the load.

NOTE: This procedure does not apply to standby generator sets where the engine is loaded immediately upon reaching rated speed.

Normal engine operation

Compare engine coolant temperature and engine oil pressure with specifications below:

| | Specification |
|---|-----------------------------|
| Minimum oil pressure at full load rated speed ¹ —Pressure..... | 275 kPa (2.75 bar) (40 psi) |
| Coolant temperature range—Temperature..... | 82°—94°C (180°—202°F) |

Stop engine immediately if coolant temperature is above or oil pressure below specifications or if there are any signs of part failure. Symptoms that may be early signs of engine problems could be:

- Sudden loss of power

¹Oil at normal operating temperature of 115°C (240°F).

- Unusual noise or vibration
- Excessive black exhaust
- Excessive fuel consumption
- Excessive oil consumption
- Fluid leaks

Recommendation for turbocharger engines

Should the engine stall when operating under load, IMMEDIATELY restart it to prevent overheating of turbocharger components.

Idling engine

Avoid excessive engine idling. Prolonged idling may cause the engine coolant temperature to fall below its normal range. This, in turn, causes crankcase oil dilution, due to incomplete fuel combustion, and permits formation of gummy deposits on valves, pistons, and piston rings. It also promotes rapid accumulation of engine sludge and unburned fuel in the exhaust system. If an engine will be idling for more than 5 minutes, stop and restart later.

NOTE: Generator set applications have the governor locked at a specified speed and do not have a slow idle function. These engines idle at no load governed speed (fast idle).

DPSG,CD03523,21 -19-22JAN07-1/1

Standby power units

To assure that your engine will deliver efficient standby operation when needed, start engine and run at rated speed (with 50%—70% load) for 30 minutes every 2

weeks. DO NOT allow engine to run extended period of time with no load.

DPSG,CD03523,22 -19-22JAN07-1/1

Stopping the engine

1. Before stopping, run engine for at least 2 minutes at fast idle and no load.

2. Stop the engine.

DPSG,CD03523,23 -19-22JAN07-1/1

Changing Generator Frequency

Generator sets powered by 6068HFU74 engine are dual-frequency; 50 Hz (1500 rpm) or 60 Hz (1800 rpm).

Refer to the generator set documentation for more information.

CD03523,000018C -19-26JAN07-1/1

Maintenance

Observe service intervals

Using hour meter as a guide, perform all services at the hourly intervals indicated on following pages. At each scheduled maintenance interval, perform all previous maintenance operations in addition to the ones specified. Keep a record of hourly intervals and services performed using charts provided in Maintenance Records Section.

IMPORTANT: Recommended service intervals are for normal operating conditions. Service MORE OFTEN if engine is operated under adverse conditions. Neglecting maintenance can result in failures or permanent damage to the engine.

DPSG,CD03523,24 -19-22JAN07-1/1

Use correct fuels, lubricants and coolant

IMPORTANT: Use only fuels, lubricants, and coolants meeting specifications outlined in Fuels, Lubricants, and Coolant Section when servicing your John Deere Engine.

Consult your John Deere engine distributor, servicing dealer or your nearest John Deere Parts Network for recommended fuels, lubricants, and coolant. Also available are necessary additives for use when operating engines in tropical, arctic, or any other adverse conditions.



TS100—UN—23AUG88

DPSG,CD03523,25 -19-22JAN07-1/1

Maintenance interval chart

| Item | 10 H / daily | 500 H | 1000 H / 1 year | 2000 H / 2 years | 2500 H / 3 years | As required |
|--|--------------|-------|--------------------|---------------------|---------------------|----------------|
| Check engine oil and coolant level | • | | | | | |
| Check air filter restriction indicator ^a | • | | | | | |
| Change engine oil and filter ^b | | • | | | | |
| Replace fuel filter element(s) | | • | | | | |
| Check belt tension and automatic tensioner ^c | | • | • | | | |
| Check and adjust valve clearance ^d | | | • | • | | |
| Clean crankcase vent tube | | | • | | | |
| Check air intake hoses, connections and system | | | • | | | |
| Pressure test cooling system | | | • | | | |
| Check vibration damper (6 cyl.) ^e | | | | • | | |
| Check engine speed and speed drop governor | | | | • | | |
| Drain and flush cooling system ^f | | | | • | • | |
| Drain water and sediment from fuel filter | | | | | | • |
| Clean filter element (see note a) | | | | | | • |
| Test thermostat and injection nozzles (see your dealer) ^g | | | | | | • |
| Test glow plugs (HPCR, 4-valve head) | | | | • | | |

^aClean air filter element when restriction indicator is red. Replace filter element after 6 cleanings or once a year.

^bChange oil and filter after the first 100 hours of operation, then every 500 hours maximum thereafter (see DIESEL ENGINE OIL information). Change oil and filter at least once a year.

^cCheck belt tension every 500 hours on 3029 and 4039 engines and on 4045 and 6068 engines with manual tensioner. Check automatic belt tensioner every 1000 hours/1 year on 4045 and 6068 engines when equipped.

^dHave your authorized servicing dealer or engine distributor adjust valve clearance as follows. After the first 500 hours of operation then every 1000 hours thereafter on 3029 and 4039 engines. Every 2000 hours on 4045 and 6068 engines.

^eHave your authorized dealer or engine distributor replace the vibration damper every 4500 hours/5 years.

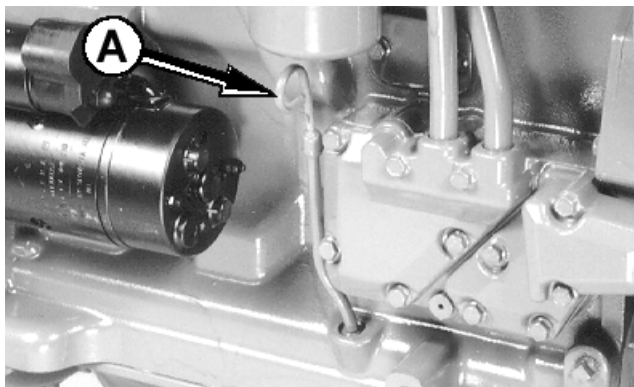
^fDrain and flush cooling system every 2500 hours/3 years when John Deere COOL-GARD coolant is used. Otherwise every 2000 hours/2 years.

^gContact your dealer when thermostat or injection nozzles are suspected to be defective. Replace injection nozzles every 5000 hours and thermostat every 10000 hours.

DPSG,CD03523,26 -19-25JAN07-1/1

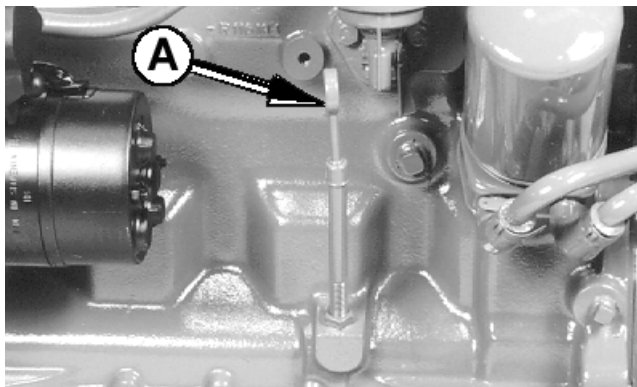
Maintenance/Daily or every 10 hours

Daily prestarting checks



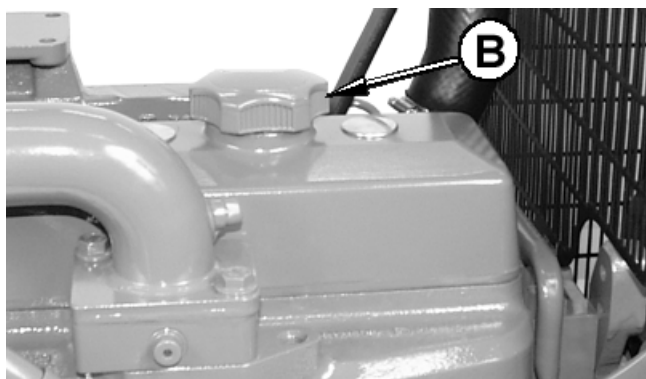
CD30753 —UN—26AUG99

4045 and 6068 engines

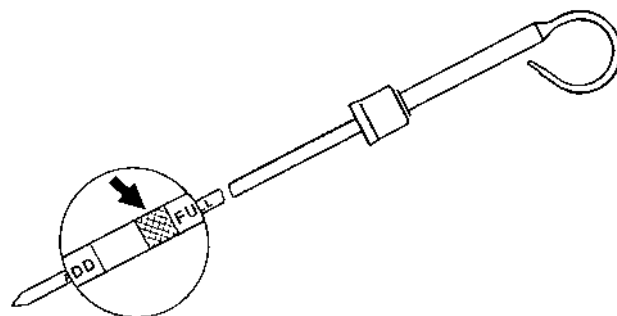


CD30754 —UN—26AUG99

3029 and 4039 engines



CD30755 —UN—24SEP99



FD000047

FD000047 —UN—13MAR96

Do the following BEFORE STARTING THE ENGINE for the first time each day:

IMPORTANT: DO NOT add makeup oil until the oil level is **BELOW** the add mark.

1. Check engine oil level on dipstick (A). Add as required, using seasonal viscosity grade oil. (See DIESEL ENGINE OIL). Add oil at rocker arm cover filler cap (B).

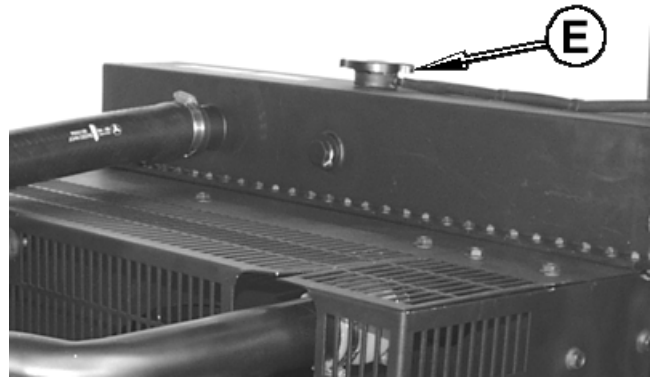
IMPORTANT: DO NOT fill above the crosshatch area. Oil levels anywhere within crosshatch are considered in the acceptable operating range.

Continued on next page

DPSG,CD03523,27 -19-07FEB07-1/4



TS281 —UN—23AUG88



CD30756 —UN—26AUG99

2.

CAUTION: Explosive release of fluids from pressurized cooling system can cause serious burns.

Only remove filler cap when engine is cold or when cool enough to touch with bare hands. Slowly loosen cap to first stop to relieve pressure before removing completely.

Remove radiator cap (E) and check coolant level which should be at bottom of filler neck. Fill radiator with proper coolant solution if level is low. (See DIESEL ENGINE COOLANT). Check entire cooling system for leaks.

DPSG,CD03523,27 -19-07FEB07-2/4

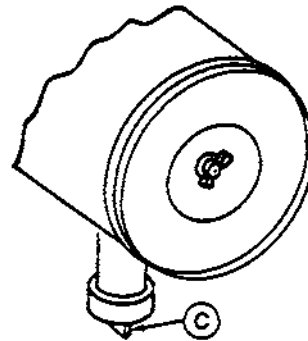
3. If air filter has a dust unloader valve (C), squeeze valve tip to release any trapped dirt particles.

4. Check air intake restriction indicator (D). When indicator is red, air filter needs to be cleaned.

IMPORTANT: Maximum air intake restriction is 6.25 kPa (0.06 bar) (1.0 psi) (25 in. H₂O). A clogged air cleaner element will cause excessive intake restriction and a reduced air supply to the engine.

5. Make a thorough inspection of the engine compartment.

NOTE: Wipe all fittings, caps, and plugs before performing any maintenance to reduce the chance of system contamination.



RG4687 —UN—20DEC88



CD30757 —UN—26AUG99

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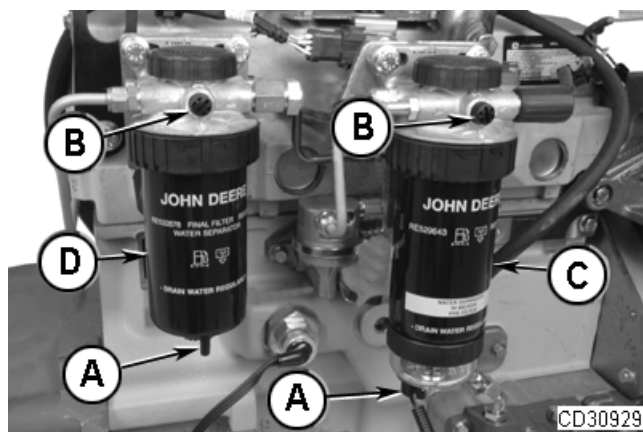
DPSG,CD03523,27 -19-07FEB07-3/4

6.

NOTE: Engines with mechanical fuel system have a single fuel filter while electronically controlled engines (DE10 and HPCR fuel systems) have two fuel filters (primary and final). Moreover these electronically controlled engines may be equipped with a water sensor at the fuel filters. An indicator light on the instrument panel will signal the operator that water should be drained from filter bowls.

Check fuel filters (C) and (D) for water and debris as follows:

- a. Loosen drain plug(s) (A) at bottom of fuel filter(s) or bowl(s) two or three turns.
- b. Loosen air bleed plug(s) (B) two full turns and drain water into a suitable container.
- c. When fuel starts to drain out, tighten drain plug(s) securely.
- d. Bleed fuel system.



Drain fuel filter(s)

A—Drain plug
B—Air bleed plug

C—Primary fuel filter
D—Final fuel filter

DPSG,CD03523,27 -19-07FEB07-4/4

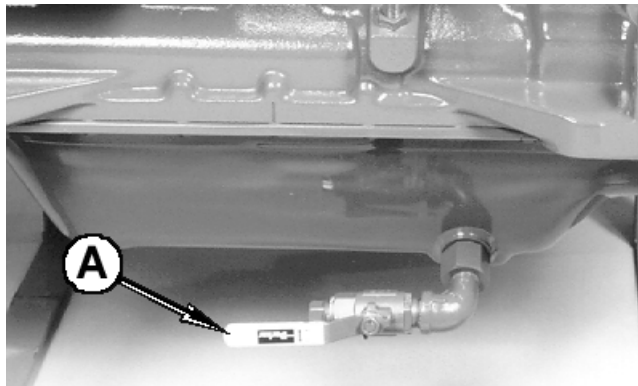
Maintenance/500 hours

Changing engine oil and filter

IMPORTANT: Filtration of oils is critical to proper lubrication. Always change filter regularly. Use filter meeting John Deere performance specifications.

NOTE: Change engine oil and filter for the first time after 100 hours maximum of operation, then every 500 hours thereafter. Change oil and filter at least once a year.

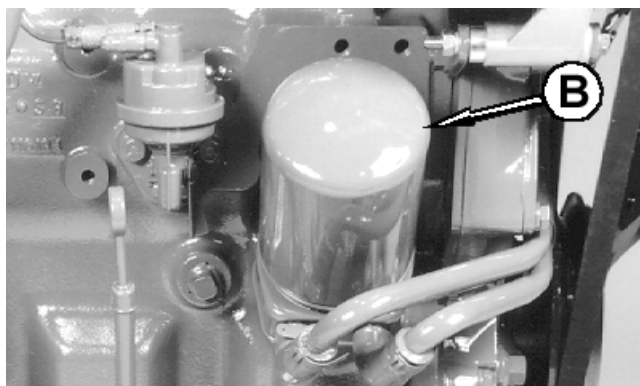
1. Run engine approximately 5 minutes to warm up oil. Shut engine off.
2. Open oil pan drain valve (A).
3. Drain crankcase oil from engine while warm.



CD30758 —UN—26AUG99

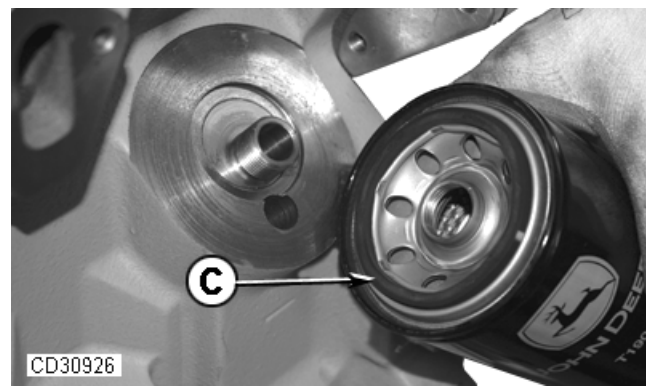
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DPSG,CD03523,29 -19-01JUL09-1/3



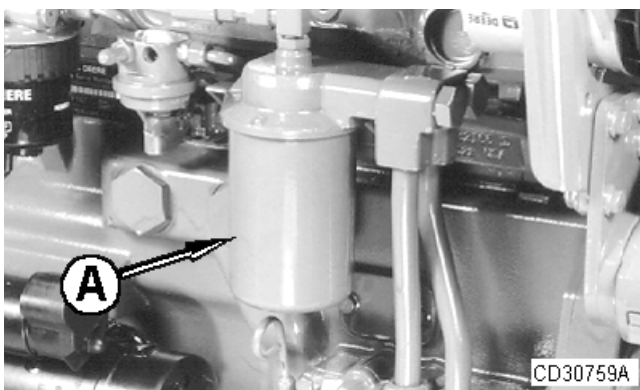
CD30760 —UN—26AUG99

Oil filter on 3029 and 4039 engines



CD30926 —UN—30JAN07

Oil new filter element packing



CD30759A —UN—29JAN07

Oil filter on 4045 and 6068 engines



Oil filter seals

RG11617 —UN—24OCT01

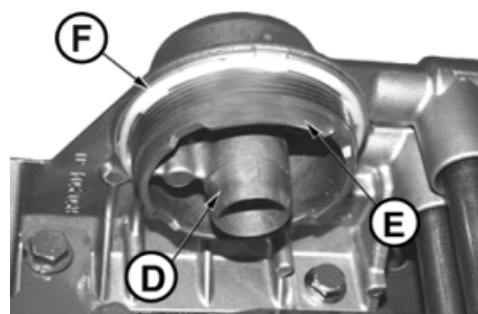
4. Replace oil filter

• 3029 and 4039 engines

- Remove and discard oil filter element (B) using a suitable filter wrench.
- Oil new packing (C) and install new filter element. Hand tighten element according to values printed on filter element. If values are not provided, tighten element approximately $\frac{3}{4}$ — $1\frac{1}{4}$ turn after packing contacts filter housing. DO NOT overtighten filter element.

• 4045 and 6068 engines

- Remove and discard oil filter element (A) using a suitable filter wrench.
- Apply clean engine oil to inner (B) and outer (C) seals and to filter threads.
- Wipe both sealing surfaces of the header (D, E) with a clean rag. Ensure notches in dust seal (F) are properly installed in the slots in the housing. Replace dust seal if damaged.
- Install and tighten oil filter by hand until firmly against dust seal (F). DO NOT overtighten.



Filter and mounting header

A—Oil filter element
B—Inner seal
C—Outer seal

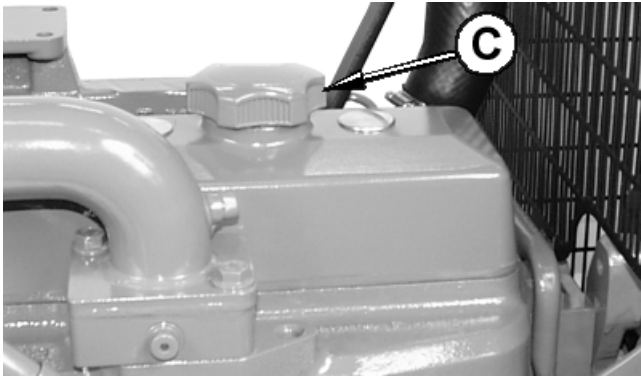
D—Sealing surface
E—Sealing surface
F—Dust seal

RG11618 —UN—24OCT01

5. Close oil pan drain valve.

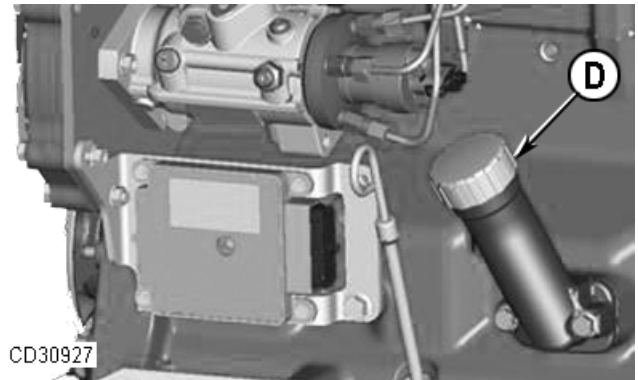
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DPSG,CD03523,29 -19-01JUL09-2/3



Oil filler cap on rocker arm cover

CD30761 —UN—24SEP99



Oil filler neck on engine side

CD30927 —UN—01FEB07

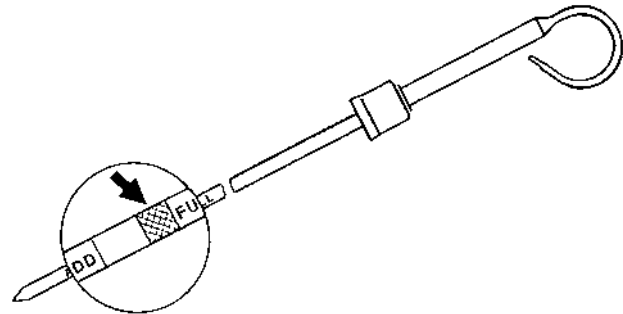
CD30927

6. Fill engine crankcase with correct John Deere engine oil through opening on rocker arm cover (C) or on the side of the engine (D). See DIESEL ENGINE OIL Section for determining correct engine oil.

To determine the correct oil fill quantity for your engine, see the Specifications Section.

NOTE: Crankcase oil capacity may vary slightly. ALWAYS fill crankcase to full mark or within crosshatch on dipstick, whichever is present. DO NOT overfill.

7. Start engine and run to check for possible leaks.
8. Stop engine and check oil level after 10 minutes. If necessary, top up.



FD000047

Oil dipstick

FD000047 —UN—13MAR96

DPSG,CD03523,29 -19-01JUL09-3/3

Replacing fuel filter element(s)



A—Retaining ring
B—Final fuel filter element

C—Drain plug
D—Bleed plug

CAUTION: Escaping fluid under pressure can penetrate the skin causing serious injury. Relieve pressure before disconnecting fuel or other lines. Tighten all connections before applying pressure. Keep hands and body away from pinholes and nozzles which eject fluids under high pressure. Use a piece of cardboard or paper to search for leaks. Do not use your hand.

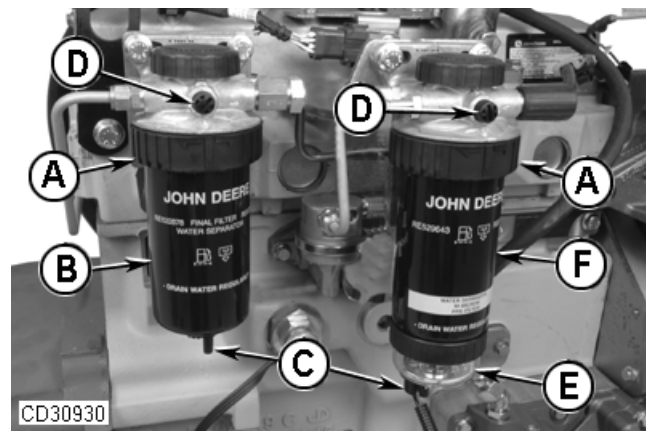
If any fluid is injected into the skin, it must be surgically removed within a few hours by a doctor familiar with this type injury or gangrene may result. Doctors unfamiliar with this type of injury may call the Deere & Company Medical Department in Moline, Illinois, or other knowledgeable medical source.

NOTE: Engines with mechanical fuel system have a single fuel filter while electronically controlled engines (DE10, HPCR) have two fuel filters (primary and final). Both the primary and the final filters have to be replaced together at the same time.

1. Thoroughly clean fuel filter assembly and surrounding area.
2. Loosen drain plug (C) and drain fuel into a suitable container.

NOTE: Lifting up on retaining ring as it is rotated helps to get it past raised locators.

X9811 —UN—23AUG88



Fuel filters

E—Water separator bowl
F—Primary fuel filter element

3. Firmly grasp the retaining ring (A) and rotate it clockwise 1/4 turn. Remove ring with filter element (B).

IMPORTANT: Do not dump the old fuel into the new filter element. This could cause fuel injection problem.

A plug is provided with the new element for plugging the used element.

4. Inspect filter mounting base for cleanliness. Clean as required.

NOTE: Raised locators on fuel filter canister must be indexed properly with slots in mounting base for correct installation.

5. Install new filter element dry onto mounting base. Be sure element is properly indexed and firmly seated on base. It may be necessary to rotate filter for correct alignment.
6. Install retaining ring onto mounting base making certain dust seal is in place on filter base. Hand tighten ring (about 1/3 turn) until it "snaps" into the detent. DO NOT overtighten retaining ring.

NOTE: The proper installation is indicated when a "click" is heard and a release of the retaining ring is felt.

7. Bleed the fuel system.

DPSG,CD03523,30 -19-07FEB07-1/1

Checking belt (3029 and 4039 Engines)

1. Inspect belt for cracks, fraying, or stretched out areas. Replace as necessary.
2. Check belt tension using one of following methods:

a) Use of JDG529 Tension Gauge (A)

Specification

Belt tension—New belt..... 578—622 N (130—140 lb-force)
Used belt 378—423 N (85—94 lb-force)

NOTE: Belt is considered used after 10 minutes of operation.

b) Use of tension tester (B) and straightedge (C)

A 89 N (20 lb) force applied halfway between pulleys should deflect belt by 19 mm (0.75 in.).

3. If adjustment is necessary, loosen alternator nuts (D) and (E). Pull alternator frame outward until belt is correctly tensioned.

IMPORTANT: Do not pry against the alternator rear frame. Do not tighten or loosen belts while they are hot.

4. Tighten alternator bracket nuts firmly.
5. Run engine for 10 minutes then recheck belt tension.

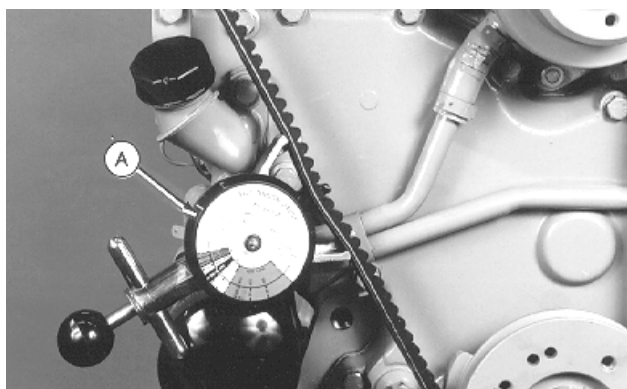
A—JDG529 Tension Gauge

B—Tension tester

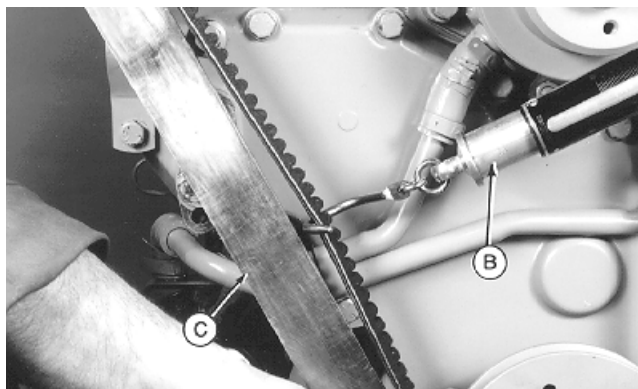
C—Straightedge

D—Upper nut

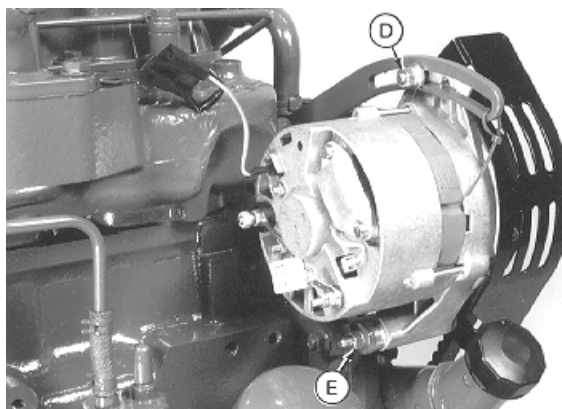
E—Lower nut



CD30644 —UN—04MAY98



CD30645 —UN—04MAY98



CD30646 —UN—04MAY98

DPSG,CD03523,31 -19-30JAN07-1/1

Checking belt (4045 and 6068 Engines with manual tensioner)

Inspect belts for cracks, fraying, or stretched out areas. Replace if necessary.

NOTE: Belt adjustment is measured using a gauge stamped on the top edge of the alternator bracket.

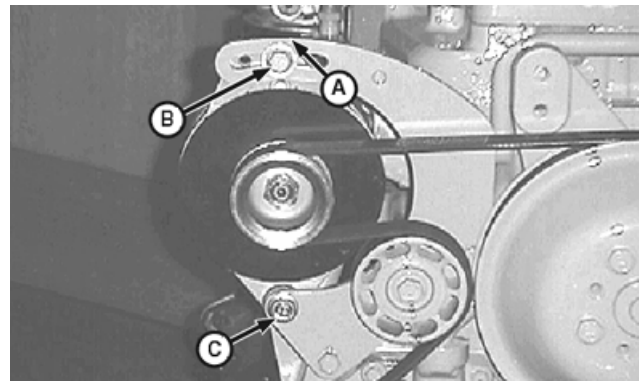
1. Loosen cap screws (B) and (C).
2. Slide alternator in slot by hand to remove all excess slack in belt. Scribe a reference mark (D) on line with notch (E) on upper alternator bracket.

IMPORTANT: Do not pry against alternator rear frame.

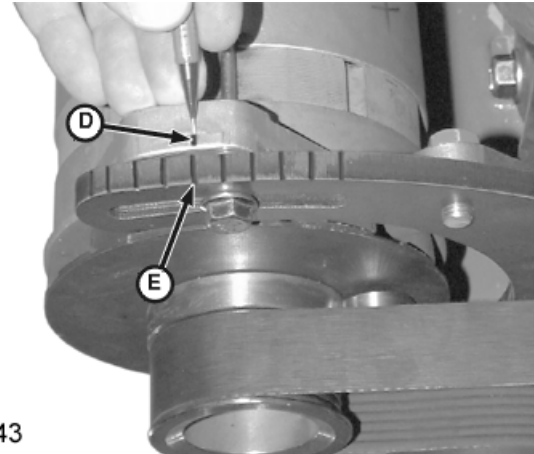
3. Using the gauge (A) on the alternator bracket, stretch belt by prying outward on alternator front frame. Stretch the belt 1 gauge unit for a used belt and 1.5 gauge units for a new belt.
4. Tighten cap screws (B) and (C).

A—Belt gauge
B—Cap screw
C—Cap screw

D—Reference mark
E—Alternator upper bracket notch



Manual belt tensioner on 4045 and 6068 engines



Reference marks

CD30843

DPSG,CD03523,57 -19-30JAN07-1/1

RG9132 —UN—04OCT99

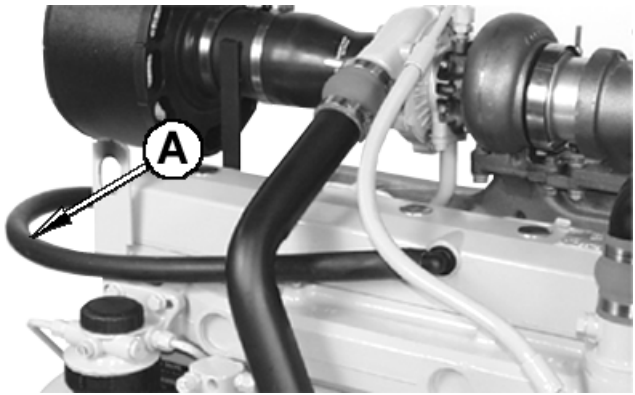
CD30843 —UN—10JAN03

Maintenance/1000 hours/1 year

Cleaning crankcase vent tube

If you operate the engine in dusty conditions, clean the tube at shorter intervals.

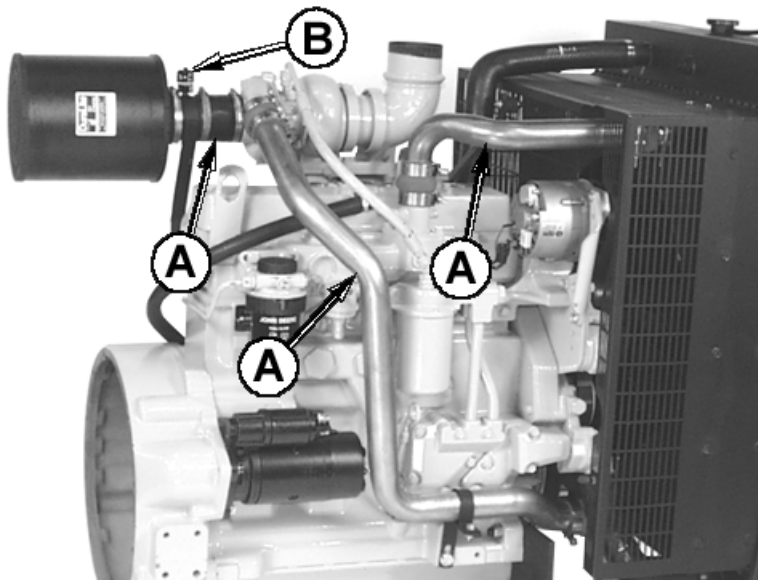
1. Remove and clean crankcase vent tube (A).
2. Install the vent tube. Be sure the O-ring fits correctly in the rocker arm cover for elbow adapter. Tighten hose clamp securely.



CD30773 —UN—27AUG99

DPSG,CD03523,32 -19-22JAN07-1/1

Checking air intake system



CD30762 —UN—27AUG99

IMPORTANT: The air intake system must not leak. Any leak, no matter how small, may result in engine failure due to abrasive dirt and dust entering the intake system.

1. Inspect all intake hoses (piping) for cracks. Replace as necessary.
2. Check clamps on piping (A) which connect the air filter, engine and, if present, turbocharger and air-to-air radiator. Tighten clamps as necessary.
3. Test air restriction indicator (B) for proper operation. Replace indicator as necessary.

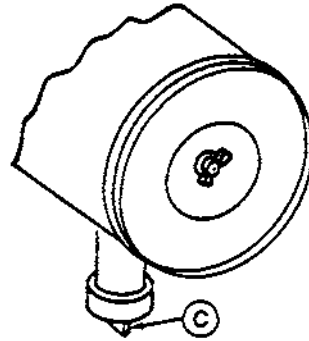
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DPSG,CD03523,33 -19-22JAN07-1/2

4.

If engine has a rubber dust unloader valve (C), inspect the valve on bottom of air filter for cracks or plugging. Replace as necessary.

5. Service air filter as necessary.



RG4687 —UN—20DEC88

DPSG,CD03523,33 -19-22JAN07-2/2

Checking automatic belt tensioner (4045 and 6068 Engines)

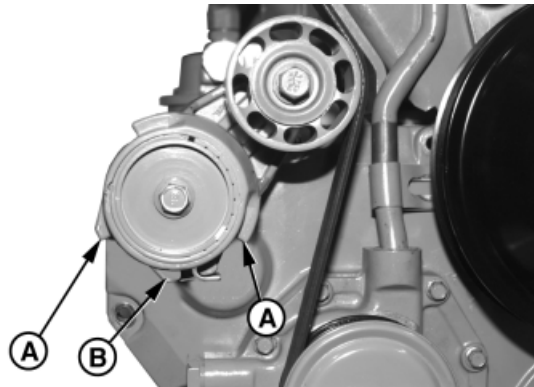
Belt drive systems equipped with automatic (spring) belt tensioners cannot be adjusted or repaired. The automatic belt tensioner is designed to maintain proper belt tension over the life of the belt. If tensioner spring tension is not within specification, replace tensioner assembly.

• Checking belt wear

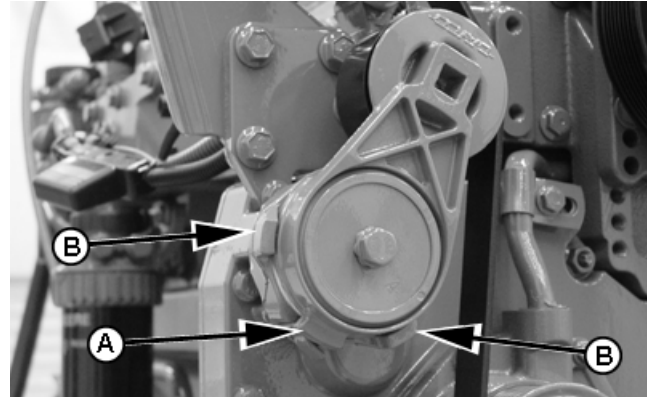
The belt tensioner is designed to operate within the limit of arm movement provided by the cast stops (A and B) when correct belt length and geometry is used. If the tensioner stop on swing arm (A) is hitting the fixed stop (B), check mounting brackets (alternator, belt tensioner, idler pulley, etc.) and the belt length. Replace belt as needed (see REPLACING FAN AND ALTERNATOR BELTS).

A—Swing arm stop

B—Fixed cast stop



Earlier design tensioner



Later design tensioner

RG8098 —UN—18NOV97

RG13744 —UN—11NOV04

Continued on next page

DPSG,CD03523,34 -19-30JAN07-1/2

• Checking tensioner spring tension

A belt tension gauge will not give an accurate measure of the belt tension when automatic spring tensioner is used. Measure tensioner spring tension using a torque wrench and procedure outlined below:

- Release tension on belt using a breaker bar and socket on tension arm. Remove belt from pulleys.
- Release tension on tension arm and remove breaker bar.
- Put a mark (A) on swing arm of tensioner as shown.
- Measure 21 mm (0.83 in.) from (A) and put a mark (B) on tensioner mounting base.

NOTE: Earlier engines have a **LEFT-HAND** thread roller cap screw while later engines have a 12.7 mm (1/2 in.) square hole in tensioner.

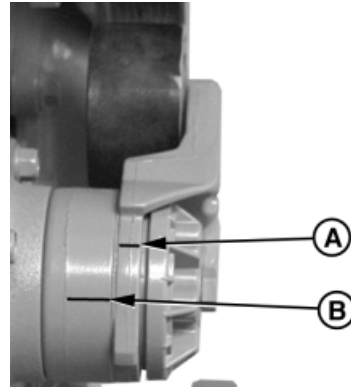
- Install torque wrench on roller cap screw or in square hole so that it is aligned with center of roller and tensioner as shown. Rotate the swing arm using a torque wrench until marks (A and B) are aligned.
- Record torque wrench measurement and compare with specification below. Replace tensioner assembly as required.

Specification

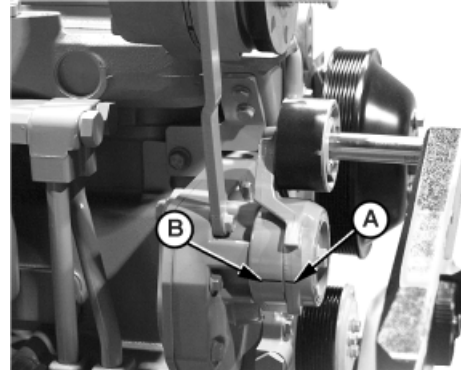
Spring—Force..... 18—22 N·m (13—16 lb-ft)

A—Mark on swing arm

B—Mark on tensioner mounting base



Marks on tensioner



Align marks

RG7977 —UN—14NOV97

RG12054 —UN—08JAN02

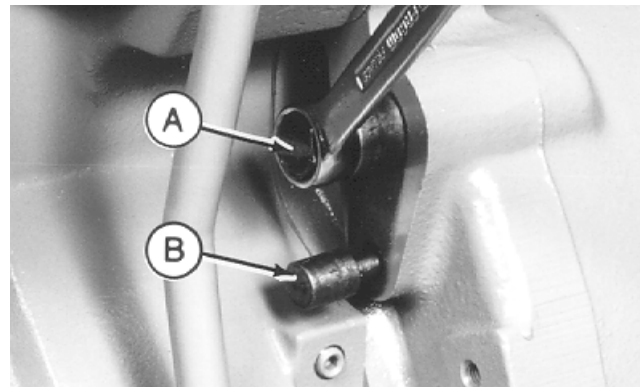
DPSG,CD03523,34 -19-30JAN07-2/2

Check and adjust engine valve clearance (3029 and 4039 Engines)

NOTE: Valve clearance must be adjusted after the first 500 hours of operation, then every 1000 hours thereafter.

Adjust engine valve clearance as follows or have your authorized servicing dealer or engine distributor adjust the engine valve clearance.

- Remove rocker arm cover and crankcase vent tube.
- Using JDE83 or JDG820 Flywheel Turning Tool (A), rotate engine flywheel in running direction (clockwise viewed from water pump) until No.1 piston (front) has reached top dead center (TDC) on compression stroke. Insert timing pin JDE81-4 or JDG1571 (B) into flywheel bore.



CD30544 —UN—19MAY98

Continued on next page

DPSG,CD03523,35 -19-31JAN07-1/2

3. Check and adjust valve clearance to specifications according to following procedures.

Specification

| | |
|---|---------------------|
| Valve clearance (engine cold)—Intake..... | 0.35 mm (0.014 in.) |
| Exhaust..... | 0.45 mm (0.018 in.) |

NOTE: If rocker arm is equipped with adjusting screw and jam nut (A), tighten jam nut to 27 N·m (20 lb-ft) after adjusting valve clearance.

4. Reinstall rocker arm cover and crankcase vent tube.

• **3-Cylinder Engine:**

NOTE: Firing order is 1-2-3

- Lock No. 1 piston at TDC compression stroke (D).
- Adjust valve clearance on No. 1 and 2 exhaust valves and No.1 and 3 intake valves.
- Rotate flywheel 360°. Lock No. 1 piston at TDC exhaust stroke (E).
- Adjust valve clearance on No. 3 exhaust valve and No. 2 intake valve.

• **4-Cylinder Engine:**

NOTE: Firing order is 1-3-4-2

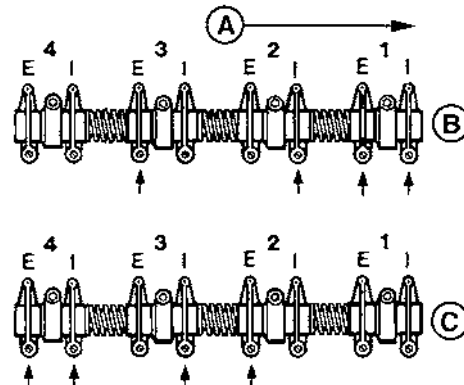
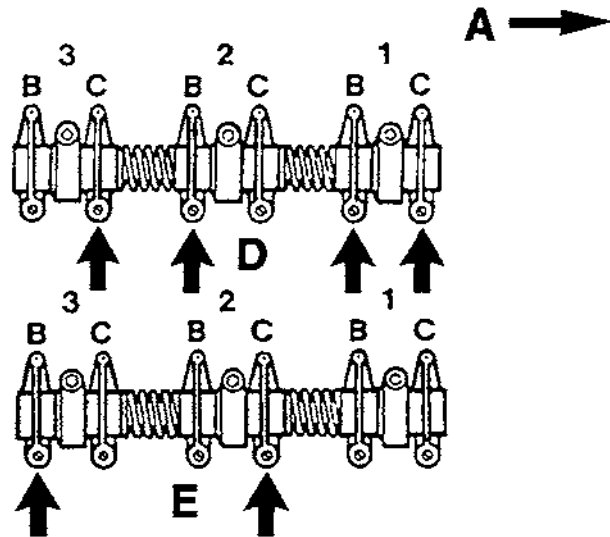
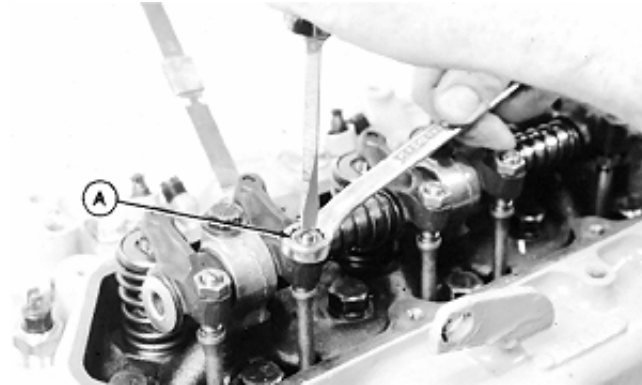
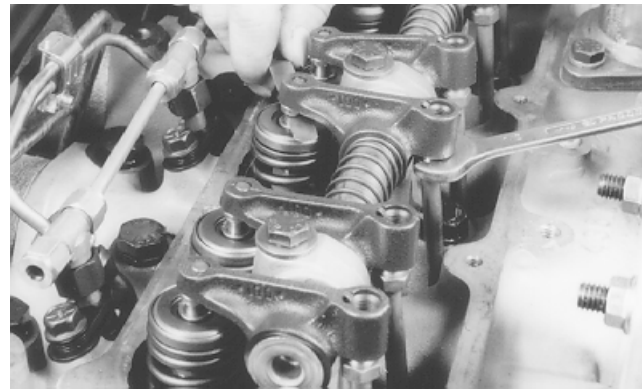
- Lock No. 1 piston at TDC compression stroke (B).
- Adjust valve clearance on No. 1 and 3 exhaust valves and No.1 and 2 intake valves.
- Rotate flywheel 360°. Lock No. 4 piston at TDC compression stroke (C).
- Adjust valve clearance on No. 2 and 4 exhaust valves and No. 3 and 4 intake valves.

A—Front of engine
B—Exhaust valve
C—Intake valve

D—No.1 Piston at TDC compression stroke
E—No.1 Piston at TDC exhaust stroke

A—Front of engine
B—No.1 Piston at TDC compression stroke
C—No.4 Piston at TDC compression stroke

E—Exhaust valve
I—Intake valve



CD30545 —UN—19MAY98

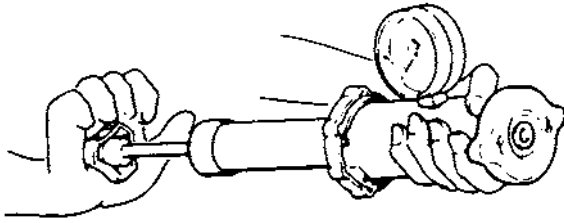
RG6307 —UN—03AUG92

CD30549 —UN—16JUN98

RG4776 —UN—31OCT97

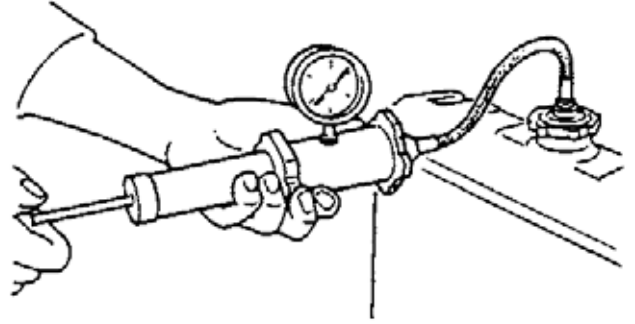
DPSG,CD03523,35 -19-31JAN07-2/2

Pressure testing cooling system



Test radiator cap

RG6557 —UN—20JAN93



Test cooling system

RG6558 —UN—20JAN93

CAUTION: Explosive release of fluids from pressurized cooling system can cause serious burns.

Shut off engines. Only remove filler cap when cool enough to touch with bare hands. Slowly loosen cap to first stop to relieve pressure before removing completely.

Test Radiator Cap

1. Remove radiator cap and attach to D05104ST tester as shown.
2. Pressurize cap to specification listed. Gauge should hold pressure for 10 seconds within the normal range if cap is acceptable.

If gauge does not hold pressure, replace radiator cap.

Specification

Radiator Cap
Calibration—Pressure..... 70 kPa (0.7 bar)
(10 psi) for 10 seconds minimum

3. Remove the cap from gauge, turn it 180°, and retest cap to confirm measurement.

Test Cooling System

NOTE: Engine should be warmed up to test overall cooling system.

1. Allow engines to cool, then carefully remove radiator cap.
2. Fill radiator with coolant to the normal operating level.

IMPORTANT: DO NOT apply excessive pressure to cooling system, doing so may damage radiator and hoses.

3. Connect gauge and adapter to radiator filler neck. Pressurize cooling system to specification listed for radiator cap.
4. With pressure applied, check all cooling system hose connections, radiator, and overall engine for leaks.

If leakage is detected, correct as necessary and pressure test system again.

If no leakage is detected, but the gauge indicated a drop in pressure, coolant may be leaking internally within the system or at the block-to-head gasket. Have your engine distributor or servicing dealer correct this problem immediately.

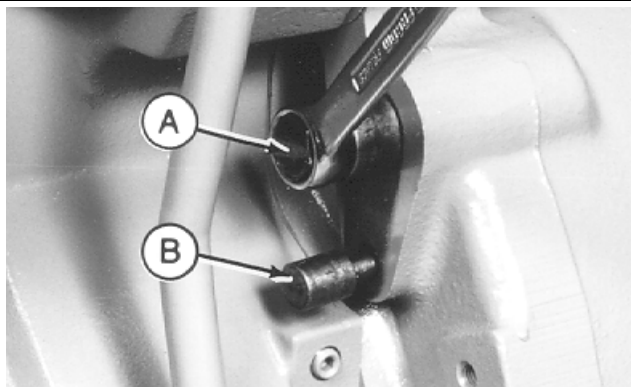
CD03523,00000EC -19-22JAN07-1/1

Maintenance/2000 hours/2 years

Check and adjust engine valve clearance (4045 and 6068 Engines)

Adjust engine valve clearance as follows or have your authorized servicing dealer or engine distributor adjust the engine valve clearance.

1. Remove rocker arm cover and crankcase vent tube.
2. Using JDE83 or JDG820 Flywheel Turning Tool (A), rotate engine flywheel in running direction (clockwise viewed from water pump) until No.1 piston (front) has reached top dead center (TDC) on compression stroke. Insert timing pin JDE81-4 (B) into flywheel bore.



CD30544 —UN—19MAY98

Continued on next page

DPSG,CD03523,36 -19-31JAN07-1/2

3. Check and adjust valve clearance to specifications according to following procedures.

Specification

| | |
|---|---------------------|
| Valve clearance (engine cold)—Intake..... | 0.35 mm (0.014 in.) |
| Exhaust..... | 0.45 mm (0.018 in.) |

4. If valves need adjusting, loosen the locknut on rocker arm adjusting screw. Turn adjusting screw until feeler gauge slips with a slight drag. Hold the adjusting screw from turning with screwdriver and tighten locknut to 27 N·m (20 lb-ft). Recheck clearance after tightening locknut. Readjust clearance as necessary.
5. Reinstall rocker arm cover and crankcase vent tube.

• **4-Cylinder Engine:**

NOTE: Firing order is 1-3-4-2

- Lock No. 1 piston at TDC compression stroke (B).
- Adjust valve clearance on No. 1 and 3 exhaust valves and No. 1 and 2 intake valves.
- Rotate flywheel 360°. Lock No. 4 piston at TDC compression stroke (C).
- Adjust valve clearance on No. 2 and 4 exhaust valves and No. 3 and 4 intake valves.

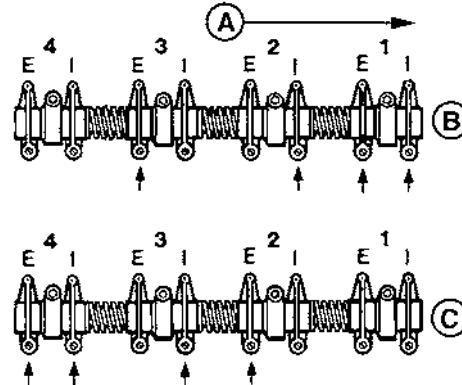
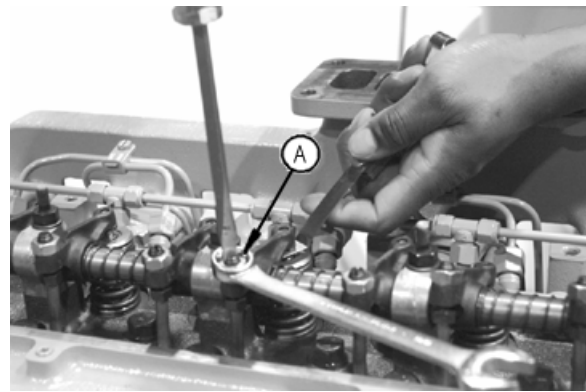
• **6-Cylinder Engine:**

NOTE: Firing order is 1-5-3-6-2-4.

- Lock No. 1 piston at TDC compression stroke (B).
- Adjust valve clearance on No. 1, 3, and 5 exhaust valves and No. 1, 2, and 4 intake valves.
- Rotate flywheel 360°. Lock No. 6 piston at TDC compression stroke (C).
- Adjust valve clearance on No. 2, 4, and 6 exhaust valves and No. 3, 5, and 6 intake valves.

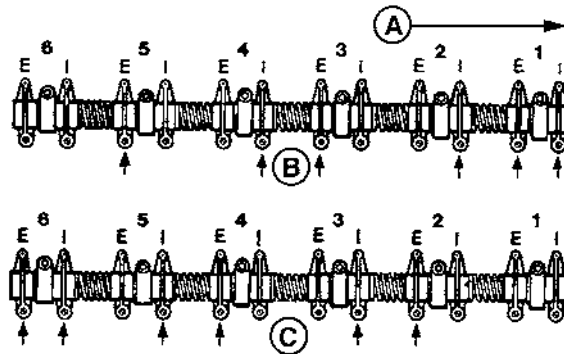
A—Front of engine
B—No.1 Piston at TDC compression stroke
C—No.6 Piston at TDC compression stroke

E—Exhaust valve
I— Intake valve



A—Front of engine
B—No.1 Piston at TDC compression stroke
C—No.4 Piston at TDC compression stroke

E—Exhaust valve
I— Intake valve



RG7409 —UN—06AUG96

RG4776 —UN—31OCT97

RG4777 —UN—31OCT97

DPSG,CD03523,36 -19-31JAN07-2/2

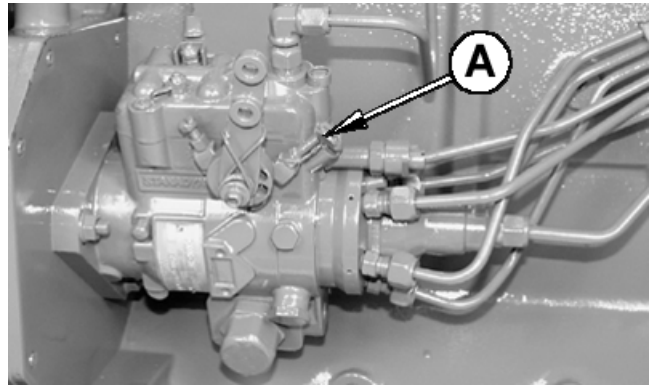
Checking engine speed (Mechanical fuel system)

NOTE: Most engines for generator set application (1500 rpm for 50 Hz or 1800 rpm for 60 Hz) run only at fast idle and therefore they do not have slow idle.

Specification

| | |
|---------------------------|---------------|
| Fast idle—50 Hz | |
| Generator set..... | 1550—1580 rpm |
| 60 Hz Generator set | 1865—1890 rpm |

NOTE: Fast idle is settled by the factory then the idle adjusting screw (A) is sealed to prevent from tampering. Fast idle adjustment can only be done by an authorized fuel system agent.



A—Fast idle adjusting screw

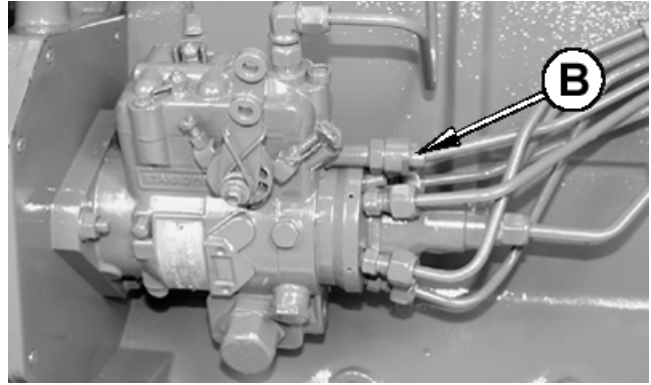
DPSG,CD03523,38 -19-31JAN07-1/1

CD30763 —UN—24SEP99

Adjust speed droop governor (Mechanical fuel system)

1. Warm engine to normal operating temperature.
2. Run engine at fast idle.
3. Apply full load.
4. If specified power cannot be obtained, turn screw (B) to adjust droop until the requested power is reached.

NOTE: If surging exits upon removing the load, turn screw (B) clockwise to eliminate.



B—Speed droop governor adjusting screw

DPSG,CD03523,39 -19-31JAN07-1/1

CD30764 —UN—24SEP99

Checking crankshaft vibration damper (6-CYLINDER ENGINE ONLY)

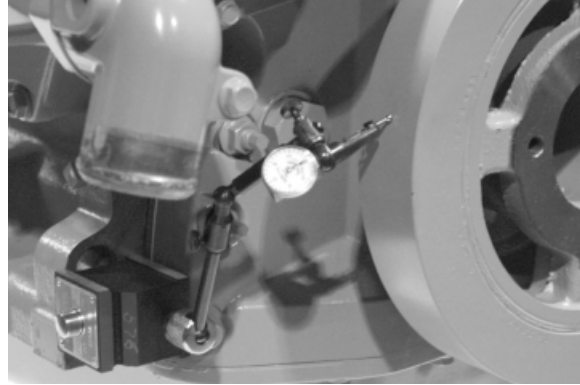
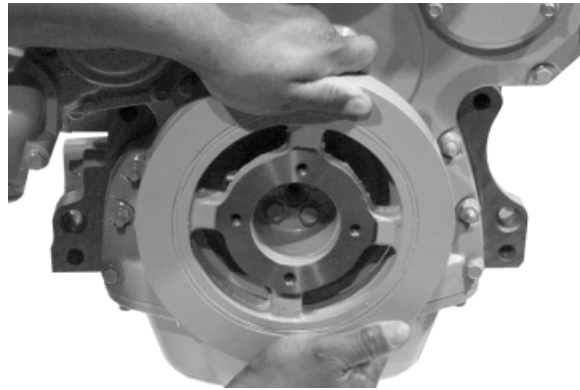
1. Remove belts (shown removed).
2. Grasp vibration damper with both hands and attempt to turn it in both directions. If rotation is felt, damper is defective and should be replaced.

IMPORTANT: The vibration damper assembly is not repairable and should be replaced every 4500 hours or 5 years, whichever occurs first.

3. Check vibration damper radial runout by positioning a dial indicator so probe contacts damper outer circumference.
4. With engine at operating temperature, rotate crankshaft using JDG820 or JDE83 Flywheel Turning Tool.
5. Note dial indicator reading. If runout exceeds specifications given below, replace vibration damper.

Specification

Damper—Maximum
radial runout..... 1.50 mm (0.060 in.)



RG8018 —UN—15JAN99

RG7508 —UN—23NOV97

DPSG,CD03523,40 -19-22JAN07-1/1

Maintenance/2500 hours/3 years

Drain and flush cooling system

NOTE: Drain and flush cooling system every 2500 hours/3 years when John Deere COOL-GARD coolant is used. Otherwise every 2000 hours/2 years

⚠ CAUTION: Explosive release of fluids from pressurized cooling system can cause serious burns.

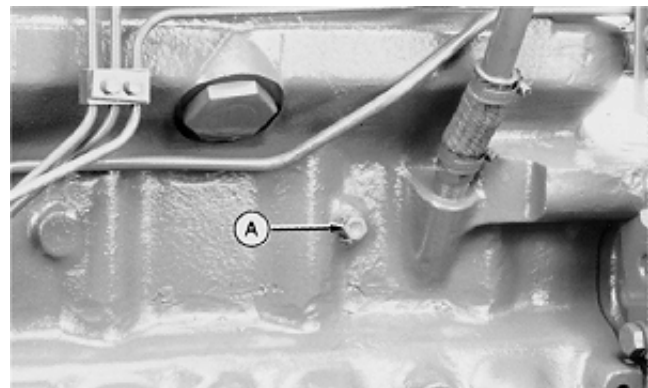
Shut off engine. Only remove filler cap when cool enough to touch with bare hands. Slowly loosen cap to first stop to relieve pressure before removing completely.



TS281 —UN—23AUG88

DPSG,CD03523,41 -19-15JUL09-1/5

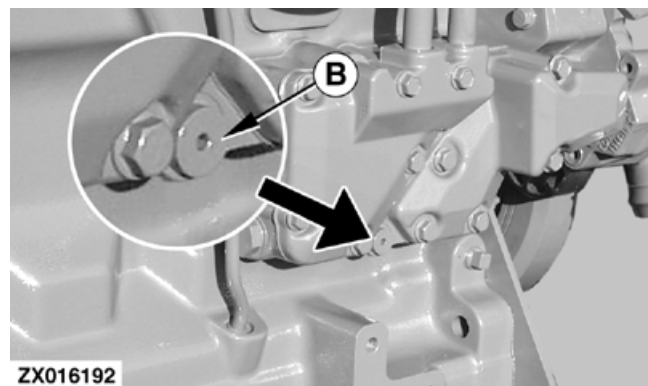
1. Slowly open the radiator cap.
2. Remove engine block drain plug (A).



RG4894 —UN—14DEC88

DPSG,CD03523,41 -19-15JUL09-2/5

3. On POWERTech engines, remove oil cooler housing drain plug (B).



ZX016192 —UN—11JAN99

Continued on next page

DPSG,CD03523,41 -19-15JUL09-3/5

4. Open radiator drain valve (C). Drain all coolant from radiator.
5. Close all drain orifices after coolant has drained.
6. Fill the cooling system with clean water. Run engine until water passes through the thermostat to stir up possible rust or sediment.
7. Stop engine and immediately drain the water from system before rust and sediment settle.
8. After draining water, close all drain orifices and fill the cooling system with cleaning product such as PMCC2610 or PMCC2638 Cooling System Cleaners available from your John Deere Dealer. Follow manufacturer's directions on label.
9. After cleaning the cooling system, drain cleaner and fill with water to flush the system. Run engine until water passes through the thermostat, then drain out flushing water.
10. Check cooling system hoses for proper condition. Replace as necessary.
11. Close all drain orifices and fill the cooling system with specified coolant (see DIESEL ENGINE COOLANT).

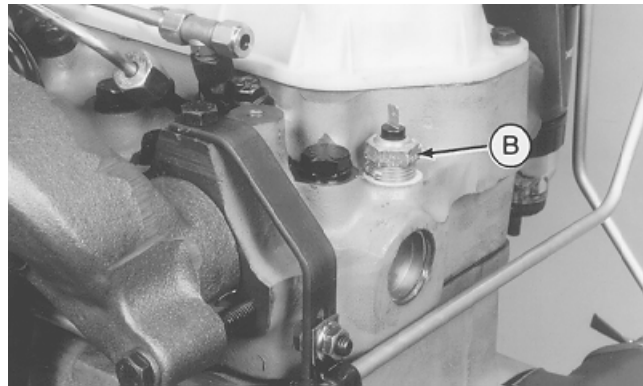


CD30765 —UN—27AUG99

| Cooling system capacity | |
|--|-------------------------|
| Engine Model | Cooling system capacity |
| 3029DF128, 3029TF120, 3029TF158, 3029HFS70, 3029TF270, 3029TFS70, 3029HFU70, 3029TFU70 | 14.5 L (15.5 qt) |
| 4039DF008, 4039TF008, 4045DF158 | 16.5 L (17.5 qt) |
| 4045TF120, 4045TF158, 4045TF220, 4045TF258, 4045HFS80, 4045TF270, 4045TFS70, 4045TFU70 | 20 L (21 qt) |
| 4045TF120, 4045TF158, 4045TF220, 4045TF258, 4045HFS80, 4045TF270, 4045TFS70, 4045TFU70 | 25 L (26.5 qt) |
| 4045HF158, 4045HFU72, 6068TF158, 6068TF258 | 28 L (29.5 qt) |
| 4045HFS73, 4045HFS82, 4045HFS83, 4045HFU79, 6068HF120, 6068HF158, 6068HF220, 6068HF258, 6068HF275, 6068HFS72, 6068HFS73, 6068HFS82, 6068HFS83, 6068HFU72, 6068HFU79 | 32 L (34 qt) |
| 6068HF475, 6068HFS76, 6068HFS77, 6068HFS89, 6068HFU74 | 35 L (37 qt) |

DPSG,CD03523,41 -19-15JUL09-4/5

12. When refilling cooling system, loosen temperature sensor (B) or plug at the rear of cylinder head to allow air to escape.
13. Run engine until it reaches operating temperature then check coolant level and entire cooling system for leaks.



CD30643 —UN—04MAY98

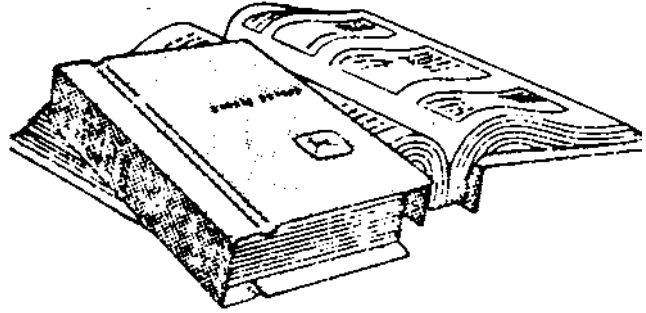
DPSG,CD03523,41 -19-15JUL09-5/5

Maintenance/As required

Additional service information

This manual does not allow a complete repair of your engine. If you want more detailed service information the following publications are available from your regular parts channel.

- PC2451 — Parts Catalog for Non-Emission Certified engines
- PC3235 — Parts Catalog for Stage II Emission Certified engines
- CTM3274 — Component Technical Manual for 3029 and 4039 engines (English)
- CTM104 — Component Technical Manual for 4045 and 6068 base engines (English)
- CTM207 — Component Technical Manual for Mechanical Fuel Systems on 4045 and 6068 engines (English)
- CTM320 — Component Technical Manual for HPCR Fuel System on 4045 and 6068 with 4-Valve Head Engines (English)
- CTM331 — Component Technical Manual for DE10 Fuel Systems on 4045 and 6068 engines (English)



RG4624 —UN—15DEC88

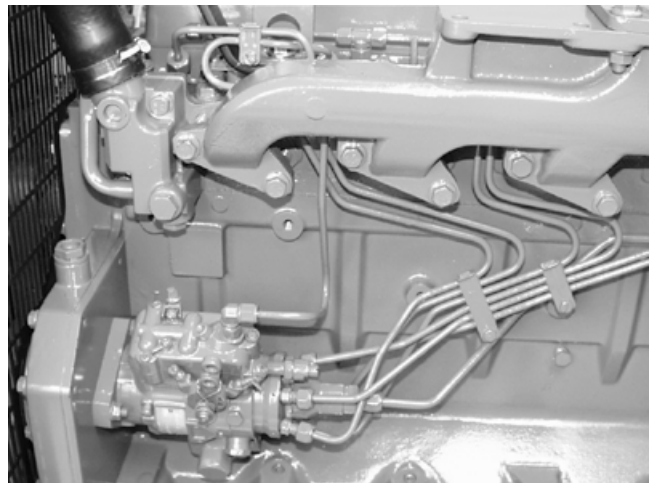
- CTM502 — Component Technical Manual for HPCR Fuel System on 4045 and 6068 with 2-Valve Head Engines (English)
- CTM67 — Component Technical Manual for OEM Engine accessories (English only)
- CTM77 — Component Technical Manual for Alternators and Starter Motors (English only)

DPSG,CD03523,42 -19-31JAN07-1/1

Do not modify fuel system

IMPORTANT: Modification or alteration of the injection pump, the injection pump timing, or the fuel injectors in ways not recommended by the manufacturer will terminate the warranty obligation to the purchaser.

Do not attempt to service injection pump or fuel injectors yourself. Special training and special tools are required. (See your authorized servicing dealer or engine distributor.)



CD30768 —UN—24SEP99

DPSG,CD03523,43 -19-22JAN07-1/1

Welding Near Electronic Control Units

IMPORTANT: Do not jump-start engines with arc welding equipment. Currents and voltages are too high and may cause permanent damage.

1. Disconnect the negative (-) battery cable.
2. Disconnect the positive (+) battery cable.
3. Short the positive and negative terminals together. Do not attach to vehicle frame.
4. Clear or move any wiring harness sections away from welding area.
5. Connect welder ground close to welding point and away from control units.



TS963 —UN—15MAY90

6. After welding, reverse Steps 1—5.

DX,WW,ECU02 -19-11JUN09-1/1

Keep Electronic Control Unit Connectors Clean

IMPORTANT: Do not open control unit and do not clean with a high-pressure spray. Moisture, dirt, and other contaminants may cause permanent damage.

1. Keep terminals clean and free of foreign debris. Moisture, dirt, and other contaminants may cause the terminals to erode over time and not make a good electrical connection.
2. If a connector is not in use, put on the proper dust cap or an appropriate seal to protect it from foreign debris and moisture.
3. Control units are not repairable.
4. Since control units are the components LEAST likely to fail, isolate failure before replacing by completing a diagnostic procedure. (See your John Deere dealer.)



RG16946 —UN—31MAR09

5. The wiring harness terminals and connectors for electronic control units are repairable.

DX,WW,ECU04 -19-11JUN09-1/1

Clean or replace air filter (one-piece)

Clean air filter when restriction indicator (A) is red. Air filter can be cleaned up to six times. Thereafter, or at least once a year, it must be replaced.

Proceed as follows:

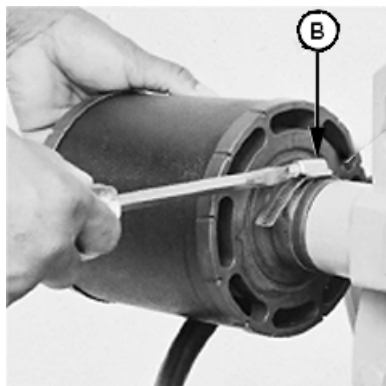
1. Thoroughly clean all dirt around air filter area.
2. Loosen clamp (B) then remove air filter.

IMPORTANT: Never reinstall an air filter which shows evidence of bad condition (punched, dented...) allowing no filtered air to enter the engine.

3. Clean air filter with compressed air working from "clean" to "dirty" side.

NOTE: Compressed air pressure must not exceed 600 kPa (6 bar; 88 psi).

4. Mark air filter to keep track of each cleaning operation.
5. Fully depress air restriction indicator reset button and release to reset indicator.
6. Check air system entirely for proper condition (see CHECKING AIR INTAKE SYSTEM).

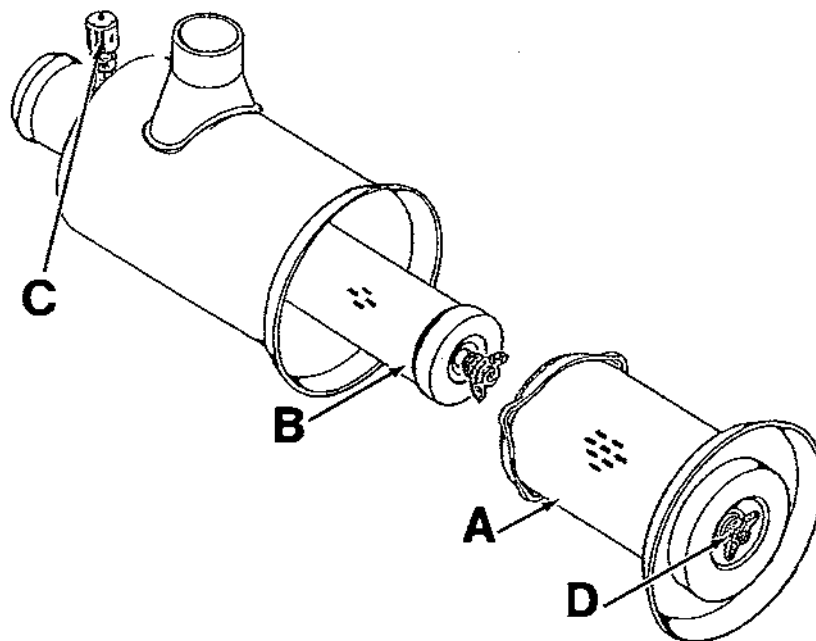


CD30766 —UN—06SEP99

RG9912 —UN—25FEB99

DPSG,CD03523,44 -19-22JAN07-1/1

Clean or replace air filter element



A—Primary element

B—Secondary (safety) element

C—Air restriction indicator

D—Wing nut

Clean air filter when restriction indicator (C) is red. Replace both primary (A) and secondary (B) filter elements after primary element has been cleaned six times or at least once a year.

Proceed as follows:

1. Thoroughly clean all dirt around air filter area.
2. Remove wing nut (D) and remove primary element (A) from canister.

IMPORTANT: Do not attempt to clean the secondary (safety) element (B). It must be only replaced as recommended.

3. Thoroughly clean all dirt from inside canister.

IMPORTANT: If primary element shows evidence of bad condition (punched, dented...), replace both the primary and the secondary elements.

4. Clean primary element with compressed air working from "clean" to "dirty" side.

NOTE: Compressed air pressure must not exceed 600 kPa (6 bar; 88 psi).

5. Mark air filter to keep track of each cleaning operation.
6. Fully depress air restriction indicator reset button and release to reset indicator.
7. Check air system entirely for proper condition (see CHECKING AIR INTAKE SYSTEM).

DPSG,CD03523,58 -19-22JAN07-1/1

CD30772—UN—27AUG99

Replacing fan and alternator belt (4045 and 6068 Engines)

NOTE: Refer to *CHECKING BELT TENSIONER SPRING TENSION AND BELT WEAR* for additional information on the belt tensioner.

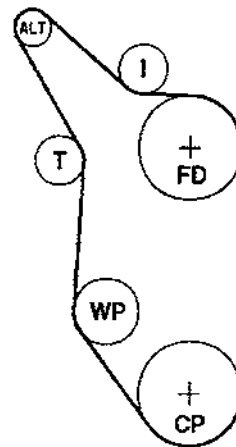
1. Inspect belts for cracks, fraying, or stretched out areas. Replace if necessary.
2. On engines with automatic belt tensioner, release tension on belt using a breaker bar and socket on tension arm.

On engines with manual tensioner, loosen cap screws holding the alternator.

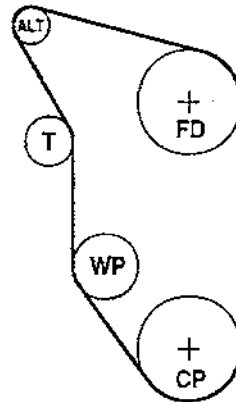
3. Remove poly V-belt from pulleys and discard belt.
4. Install new belt, making sure belt is correctly seated in all pulley grooves. Refer to belt routing at right for your application.
5. Apply tension to belt (See *CHECKING BELT*).
6. Start engine and check belt alignment.

ALT— Alternator
CP—Crank Pulley
FD—Fan Drive

I— Idler Pulley
T— Tensioner
WP—Water Pump



Installation on 4045 engines



Installation on 6068 engines

CD30769 —UN—01SEP99

CD30770 —UN—01SEP99

DPSG,CD03523,45 -19-31JAN07-1/1

Bleeding the fuel system

CAUTION: Escaping fluid under pressure can penetrate the skin causing serious injury. Relieve pressure before disconnecting fuel or other lines. Tighten all connections before applying pressure. Keep hands and body away from pinholes and nozzles which eject fluids under high pressure. Use a piece of cardboard or paper to search for leaks. Do not use your hand.

If ANY fluid is injected into the skin, it must be surgically removed within a few hours by a doctor familiar with this type injury or gangrene may result. Doctors unfamiliar with this type of injury may call the Deere & Company Medical Department in Moline, Illinois, or other knowledgeable medical source.

NOTE: Engines with mechanical fuel system have a single fuel filter while electronically controlled engines (DE10 and HPCR fuel systems) have



two fuel filters (primary and final). Whenever the fuel system has been opened up for service (lines disconnected or filters removed), it will be necessary to bleed air from the system. On dual fuel filter system, bleed air only from final filter.

Continued on next page

DPSG,CD03523,46 -19-09FEB07-1/3

X9811 —UN—23AUG88

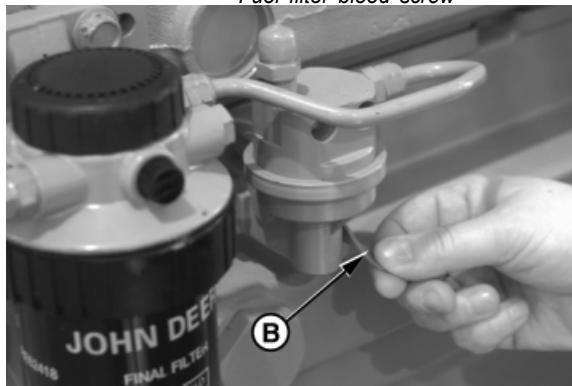
A.) Mechanical and DE10 fuel systems

1. Loosen the air bleed screw (A) two full turns. On DE10 fuel system, loosen only air bleed screw on final fuel filter.
2. Operate supply pump primer lever (B) until fuel flow is free from air bubbles.
3. Tighten bleed screw securely, continue operating hand primer until pumping action is not felt.
4. Start engine and check for leaks.

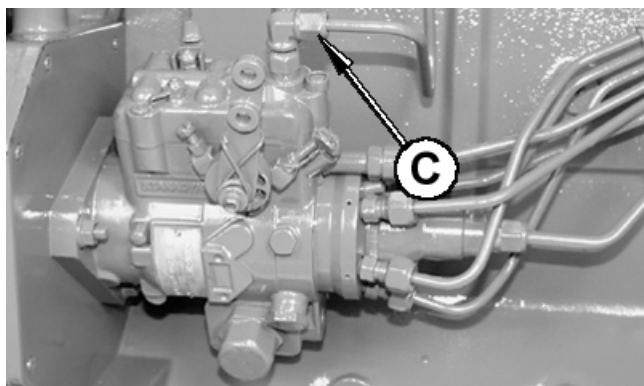
If engine does not start, it will be necessary to bleed air from fuel system at fuel injection pump or injection nozzles as explained next.



Fuel filter bleed screw

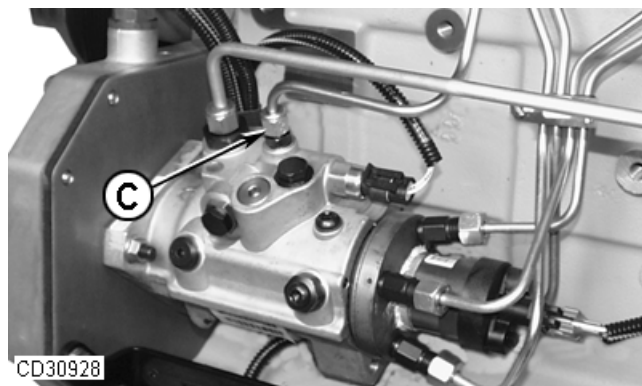


Fuel pump primer lever



Mechanical injection pump return line

CD30771 —UN—24SEP99



DE10 Fuel return line

CD30928 —UN—02FEB07

• At Fuel Injection Pump:

- a. Slightly loosen fuel return line connector (C) at fuel injection pump.
- b. Operate fuel supply pump primer lever until fuel, without air bubbles, flows from fuel return line connection.

- c. Securely tighten return line connector.

Continued on next page

DPSG,CD03523,46 -19-09FEB07-2/3

• **At Fuel Injection Nozzles:**

- Using two open-end wrenches, loosen fuel line connection at injection nozzle.
- Crank engine over with starting motor, (but do not start engine), until fuel free from bubbles flows out of loosened connection. Retighten connection to 27 N·m (20 lb-ft).
- Repeat procedure for remaining injection nozzles (if necessary) until all air has been removed from fuel system.

If engine still will not start, see your authorized servicing dealer or engine distributor.



Bleed fuel system at fuel injection nozzles

RG7725 —UN—08JAN97



TS1343 —UN—18MAR92



Final fuel filter bleed screw

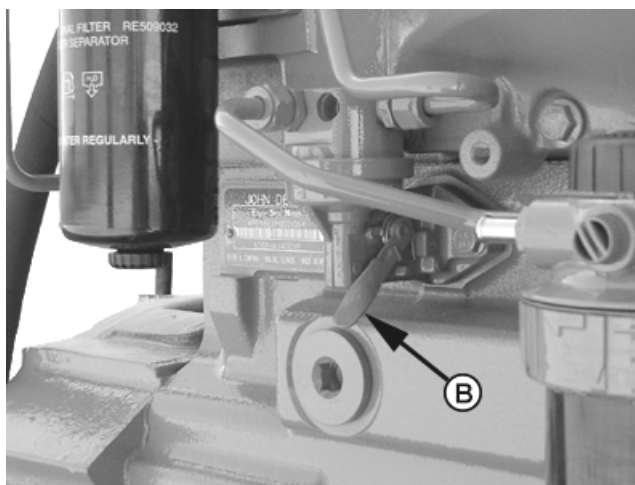
RG12220 —UN—24MAY02

B.) HPCR fuel system (2 or 4-valve head)

CAUTION: High-pressure fluid remaining in fuel lines can cause serious injury. Do not disconnect fuel lines between the high pressure fuel pump and nozzles. Only bleed the fuel system at the fuel filter bleed screw (A).

- Loosen the air bleed screw (A) two full turns on final filter base only.
- Operate fuel supply pump primer lever (B) until fuel flow is free from air bubbles.
- Tighten bleed screw securely. Continue operating primer until pumping action is not felt.
- Start engine and check for leaks.

If engine will not start, repeat steps 1-4.



Fuel supply pump primer lever

RG12221 —UN—24MAY02

DPSG,CD03523,46 -19-09FEB07-3/3

Troubleshooting

General troubleshooting information

Troubleshooting electronically controlled engine problems can be difficult. The first thing to do is to identify the type of problem which can be mechanical or electrical.

An engine wiring layout is provided in this section to identify electrical components (engine controller, sensors, connectors...).

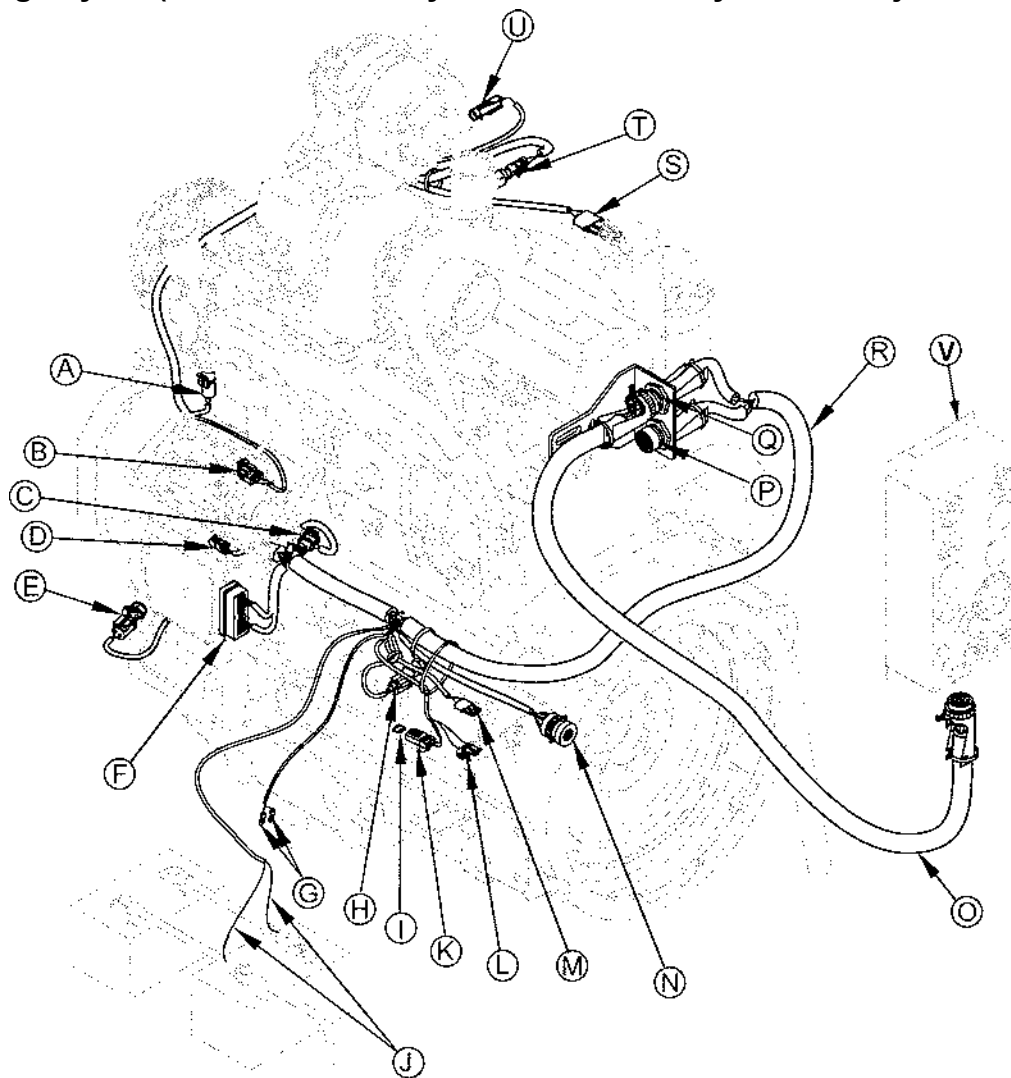
Later in this section is a list of possible engine problems and diagnostic trouble codes that may be encountered accompanied by possible causes and corrections. This troubleshooting information is of a general nature. See also the generator documentation for a complete information of your application.

A reliable program for troubleshooting engine problems should include the following basic diagnostic thought process:

- Know the engine and all related systems.
- Study the problem thoroughly.
- Relate the symptoms to your knowledge of engine and systems.
- Diagnose the problem starting with the easiest things first.
- Double-check before beginning the disassembly.
- Determine cause and make a thorough repair.
- After making repairs, operate the engine under normal conditions to verify that the problem and cause was corrected.

CD03523,000018D -19-08FEB07-1/1

Engine Wiring Layout (Electronic Fuel System With Stanadyne DE10 Injection Pump)

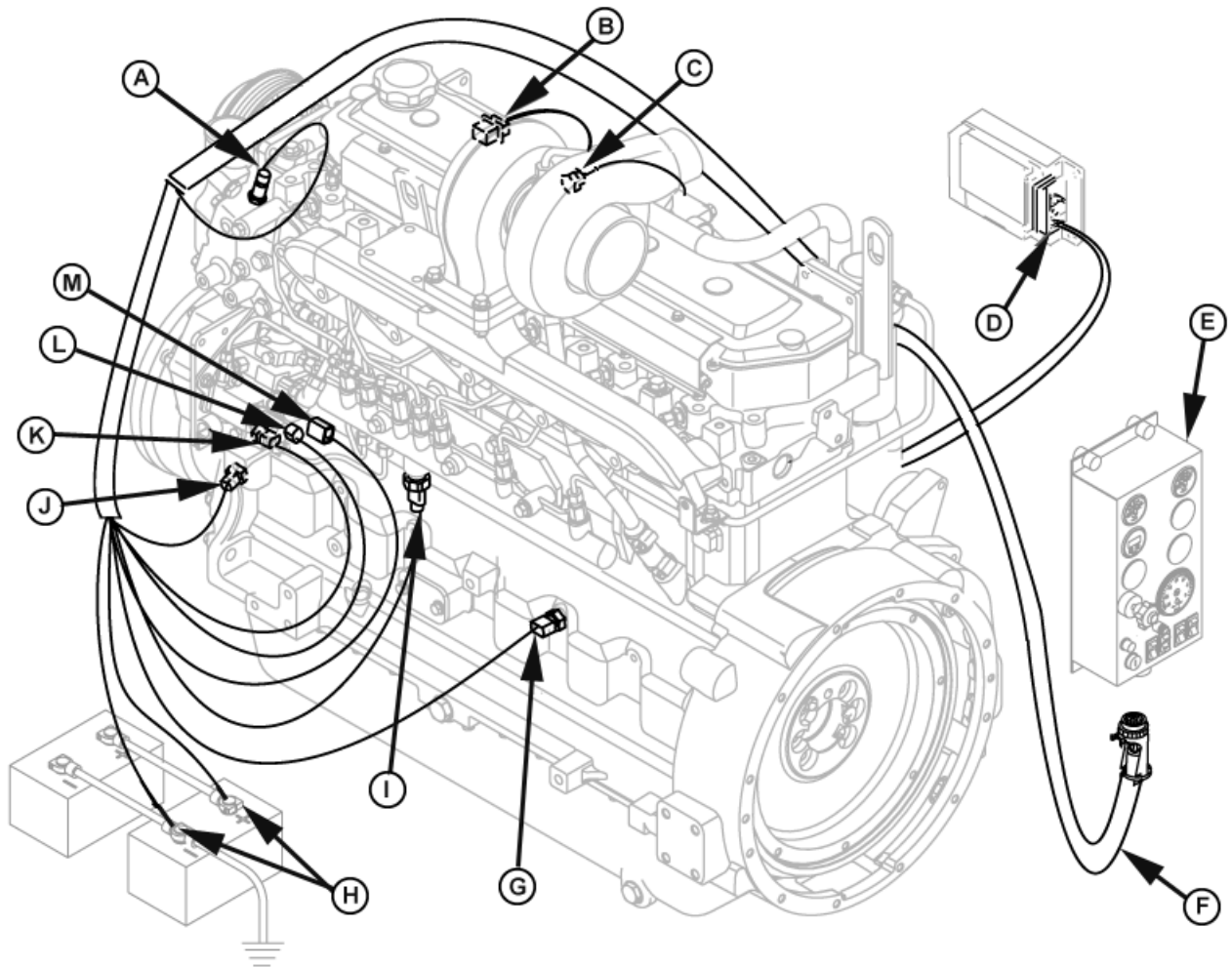


- | | | | |
|--|---|---|---|
| A—Coolant Temperature Sensor Connector | G—Starter Relay Connector | M—Remote ON/ OFF Connector | S—Fuel Heater Connector |
| B—Fuel Temperature Sensor Connector | H—Oil Pressure Sensor Connector | N—CAN Network Diagnostic Connector | T—Manifold Air Temperature (MAT) Sensor Connector |
| C—Injection Pump Solenoid Connector | I—Main System Fuse (10 amp) | O—Instrument Panel Connector Harness | U—Alternator Ignition Connector |
| D—SAE 1939 CAN Connector | J—Power and Ground Battery Connections | P—23-pin Optional Feature Connector (Extended-feature ECU only) | V—Optional Instrument Panel or Generator Instrument Panel |
| E—Crankshaft Position Sensor Connector | K—Fuse Holder | Q—21-pin Instrument Panel Connector | |
| F—ECU Connector | L—Transient Voltage Protection (TVP) Module Connector | R—Engine Wiring Harness | |

CD03523,000018E -19-02FEB07-1/1

RG12201—UN—24MAY02

Engine Wiring Layout (Electronic Fuel System With Denso High Pressure Common Rail)



6068HFU74 Engine shown

- | | | | |
|---|---|-------------------------------|---------------------------|
| A—Engine Coolant Temperature (ECT) Sensor | E—Optional Instrument Panel or Generator Instrument Panel | I—Fuel Rail Pressure Sensor | M—Fuel Temperature Sensor |
| B—Electronic Injector Connector | F—Engine Wiring Harness | J—Crankshaft Position Sensor | |
| C—Manifold Air Temperature (MAT) Sensor | G—Engine Oil Pressure Sensor Connector | K—Pump Position Sensor | |
| D—ECU Connector | H—Power and Ground Battery Connections | L—Pump Control Valve Solenoid | |

CD03523,000018F -19-02FEB07-1/1

RG12224—UN—19JUN02

Engine troubleshooting

| Symptom | Problem | Solution |
|---|--|---|
| Engine cranks but will not start | Incorrect starting procedure. | Verify correct starting procedure. |
| | No fuel. | Check fuel in tank and manual shut-off valve. |
| | Exhaust restricted. | Check and correct exhaust restriction. |
| | Fuel filter plugged or full of water. | Replace fuel filter or drain water from filter. |
| | Injection pump not getting fuel or air in fuel system. | Check fuel flow at supply pump or bleed fuel system. |
| | Faulty injection pump or nozzles. | Consult authorized diesel repair station for repair or replacement. |
| Engine hard to start or will not start | Engine starting under load. | Remove load. |
| | Improper starting procedure. | Review starting procedure. |
| | No fuel. | Check fuel tank. |
| | Air in fuel line. | Bleed fuel line. |
| | Cold weather. | Use cold weather starting aids. |
| | Slow starter speed. | See "Starter Cranks Slowly". |
| | Crankcase oil too heavy. | Use oil of proper viscosity. |
| | Improper type of fuel. | Consult fuel supplier; use proper type fuel for operating conditions. |
| | Water, dirt, or air in fuel system. | Drain, flush, fill, and bleed system. |
| | Clogged fuel filter. | Replace filter element. |
| | Dirty or faulty injection nozzles. | Have authorized servicing dealer or engine distributor check injectors. |
| | Injection pump shut-off not reset. | Turn key switch to "OFF" then to "ON". |
| Engine knocks | Low engine oil level. | Add oil to engine crankcase. |
| | Injection pump out of time. | See your authorized servicing dealer or engine distributor. |
| | Low coolant temperature. | Remove and check thermostat. |
| | Engine overheating. | See "Engine Overheats". |

Continued on next page

DPSG,CD03523,49 -19-22JAN07-1/4

| Symptom | Problem | Solution |
|---|--|---|
| Engine runs irregularly or stalls frequently | Low coolant temperature. | Remove and check thermostat. |
| | Clogged fuel filter. | Replace fuel filter element. |
| | Water, dirt, or air in fuel system. | Drain, flush, fill, and bleed system. |
| | Dirty or faulty injection nozzles. | Have authorized servicing dealer or engine distributor check injectors. |
| Below normal engine temperature | Defective thermostat. | Remove and check thermostat. |
| | Defective temperature gauge or sender. | Check gauge, sender, and connections. |
| Lack of power | Engine overloaded. | Reduce load. |
| | Intake air restriction. | Service air cleaner. |
| | Clogged fuel filter. | Replace filter elements. |
| | Improper type of fuel. | Use proper fuel. |
| | Overheated engine. | See "Engine Overheats". |
| | Below normal engine temperature. | Remove and check thermostat. |
| | Improper valve clearance. | See your authorized servicing dealer or engine distributor. |
| | Dirty or faulty injection nozzles. | Have authorized servicing dealer or engine distributor check injectors. |
| | Injection pump out of time. | See your authorized servicing dealer or engine distributor. |
| | Turbocharger not functioning. | See your authorized servicing dealer or engine distributor. |
| | Leaking exhaust manifold gasket. | See your authorized servicing dealer or engine distributor. |
| | Defective aneroid control line. | See your authorized servicing dealer or engine distributor. |
| | Restricted fuel hose. | Clean or replace fuel hose. |
| | Low fast idle speed. | See your authorized servicing dealer or engine distributor. |
| Low oil pressure | Low oil level. | Add oil. |

Continued on next page

DPSG,CD03523,49 -19-22JAN07-2/4

| Symptom | Problem | Solution |
|---|--|---|
| High oil consumption | Improper type of oil. | Drain, fill crankcase with oil of proper viscosity and quality. |
| | Crankcase oil too light. | Use proper viscosity oil. |
| | Oil leaks. | Check for leaks in lines, gaskets, and drain plug. |
| | Restricted crankcase vent tube. | Clean vent tube. |
| Engine emits white smoke | Defective turbocharger. | See your authorized servicing dealer or engine distributor. |
| | Improper type of fuel. | Use proper fuel. |
| | Low engine temperature. | Warm up engine to normal operating temperature. |
| | Defective thermostat. | Remove and check thermostat. |
| | Defective injection nozzles. | See your authorized servicing dealer or engine distributor. |
| Engine emits black or gray exhaust smoke | Engine out of time. | See your authorized servicing dealer or engine distributor. |
| | Improper type of fuel. | Use proper fuel. |
| | Clogged or dirty air cleaner. | Service air cleaner. |
| | Engine overloaded. | Reduce load. |
| | Injection nozzles dirty. | See your authorized servicing dealer or engine distributor. |
| | Engine out of time. | See your authorized servicing dealer or engine distributor. |
| | Turbocharger not functioning. | See your authorized servicing dealer or engine distributor. |
| Engine overheats | Engine overloaded. | Reduce load. |
| | Low coolant level. | Fill radiator to proper level, check radiator and hoses for loose connections or leaks. |
| | Faulty radiator cap. | Have serviceman check. |
| | Stretched poly V-belt or defective belt tensioner. | Check automatic belt tensioner and check belts for stretching. Replace as required. |

Continued on next page

DPSG,CD03523,49 -19-22JAN07-3/4

| Symptom | Problem | Solution |
|------------------------------|--|---|
| High fuel consumption | Low engine oil level. | Check oil level. Add oil as required. |
| | Cooling system needs flushing. | Flush cooling system. |
| | Defective thermostat. | Remove and check thermostat. |
| | Defective temperature gauge or sender. | Check water temperature with thermometer and replace, if necessary. |
| | Incorrect grade of fuel. | Use correct grade of fuel. |
| | Improper type of fuel. | Use proper type of fuel. |
| | Clogged or dirty air cleaner. | Service air cleaner. |
| | Engine overloaded. | Reduce load. |
| | Improper valve clearance. | See your authorized servicing dealer or engine distributor. |
| | Injection nozzles dirty. | See your authorized servicing dealer or engine distributor. |
| | Engine out of time. | See your authorized servicing dealer or engine distributor. |
| | Defective turbocharger. | See your authorized servicing dealer or engine distributor. |
| | Low engine temperature. | Check thermostat. |

DPSG,CD03523,49 -19-22JAN07-4/4

Electrical troubleshooting

| Symptom | Problem | Solution |
|------------------------------------|---|---|
| Undercharged system | Excessive electrical load from added accessories. | Remove accessories or install higher output alternator. |
| | Excessive engine idling. | Increase engine rpm when heavy electrical load is used. |
| | Poor electrical connections on battery, ground strap, starter, or alternator. | Inspect and clean as necessary. |
| | Defective battery. | Test battery. |
| Battery uses too much water | Defective alternator. | Test charging system. |
| | Cracked battery case. | Check for moisture and replace as necessary. |
| | Defective battery. | Test battery. |
| | Battery charging rate too high. | Test charging system. |
| Batteries will not charge | Loose or corroded connections. | Clean and tighten connections. |
| | Sulfated or worn-out batteries. | See your authorized servicing dealer or engine distributor. |
| | Stretched poly V-belt or defective belt tensioner. | Adjust belt tension or replace belts. |
| Starter will not crank | Engine under load | Remove load |
| | Loose or corroded connections. | Clean and tighten loose connections. |
| | Low battery output voltage. | See your authorized servicing dealer or engine distributor. |
| | Faulty start circuit relay. | See your authorized servicing dealer or engine distributor. |
| | Blown fuse. | Replace fuse. |
| Starter cranks slowly | Low battery output. | See your authorized servicing dealer or engine distributor. |
| | Crankcase oil too heavy. | Use proper viscosity oil. |
| | Loose or corroded connections. | Clean and tighten loose connections. |
| Entire electrical system | Faulty battery connection. | Clean and tighten connections. |

Continued on next page

DPSG,CD03523,50 -19-22JAN07-1/2

| Symptom | Problem | Solution |
|---------|---------------------------------|---|
| | Sulfated or worn-out batteries. | See your authorized servicing dealer or engine distributor. |
| | Blown fuse. | Replace fuse. |

DPSG,CD03523,50 -19-22JAN07-2/2

Displaying Of Diagnostic Trouble Codes (DTCs)

There are several different methods for displaying both stored and active DTCs from the ECU via a fault lamp or a diagnostic gauge on the electronic instrument panel.

2-DIGIT CODES

Some engines display Service Codes or DTCs as 2-digit codes read from a fault lamp which gives blink codes.

SPN/FMI CODES

Stored and active diagnostic trouble codes are output on the diagnostic gauge on the Deere electronic instrument panel according to the J1939 standard as a two-part code as shown on the tables on the following pages.

The first part is a six-digit Suspect Parameter Number (SPN) followed by a two-digit Failure Mode Identifier (FMI) code. In order to determine the exact failure, both parts (SPN and FMI) of the code are needed.

The SPN identifies the system or the component that has the failure; for example SPN 000110 indicates a failure in the engine coolant temperature circuit.

The FMI identifies the type of failure that has occurred; for example FMI 03 indicates value above normal. Combining SPN 000110 with FMI 03 yields engine coolant temperature input voltage too high, or the equivalent of 2-digit fault code 18.

If diagnosing an application that shows DTCs as SPNs and FMIs, using the following list, determine the equivalent 2-digit code and have your dealer use the diagnostic procedure in the component technical manual for that 2-digit code.

Always contact your servicing dealer for help in correcting diagnostic trouble codes which are displayed for your engine.

CD03523,0000190 -19-02FEB07-1/1

Using blink code method for retrieving Diagnostic Trouble Codes (DTC's)

NOTE: The method below applies to applications having a fault lamp on instrument panel (refer to the generator documentation for more information).

The Electronic Control Unit (ECU) has the ability to display DTCs using blinking sequence of the fault lamp.

NOTE: The ECU blinks the codes in 2-digit codes only. See LISTING OF DIAGNOSTIC TROUBLE CODES (DTCS) later in this Group.

1. Press down Override Shutdown Switch while turning the ignition switch "ON".
2. The Fault Lamp will begin to flash a code number. For example, flash three times...short pause...flash two times...long pause. This example is code 32.
3. The ECU begins the flashing sequence by flashing a code 32, this indicates the start of blinking active codes. If there are any active DTCs, the ECU will flash its 2-digit number. If there is more than one active DTC, the ECU will flash each code in numerical order.

If there are no active DTCs, the Fault Lamp will flash a code 88.

4. Following the active codes, the Fault Lamp will flash a code 33. This indicates the start of blinking stored codes. If there are any stored DTCs, the Fault Lamp will flash its 2-digit number. If there is more than one stored DTC, the ECU will flash each code in numerical order. If there are no stored DTCs, the Fault Lamp will flash a code 88.

5. Once complete, this sequence will repeat.

6. When complete, turn ignition "OFF".

As an example, if an engine had an active DTC 18 and stored DTC 53, the flashing sequence would be: flash three times...short pause...flash two times...long pause...flash one time...short pause...flash eight times...long pause...flash three times...short pause...flash three times...long pause...flash five times...short pause...flash three times.

CD03523,0000191 -19-02FEB07-1/1

Using diagnostic gauge for retrieving Diagnostic Trouble Codes (DTC's)

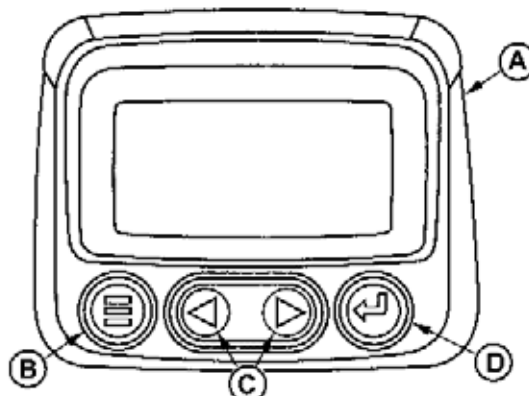
NOTE: The method below applies on applications having the optional diagnostic gauge shown (refer to the generator documentation for more information).

1. Make sure all engine mechanical and other systems not related to the electronic control system are operating properly. (See ENGINE TROUBLESHOOTING in this section).

NOTE: Diagnostic gauge (A) uses the menu key (B) to access various engine functions, two arrow keys (C) to scroll through the engine parameter list and view the menu list, and an enter key (D) for selecting highlighted items.

2. Read and record DTC(s) displayed on LCD of diagnostic gauge (A). For procedure to access diagnostic trouble codes, refer to "Using Diagnostic Gauge to Access Engine Information", earlier in this manual.

3. Go to the LISTING OF DIAGNOSTIC TROUBLE CODES (DTCs) later in this section, to interpret the DTC(s) present.



Trouble Code Display On Instrument Panel

A—Diagnostic Gauge
B—Menu Key

C—Arrow Keys
D—Enter Key

4. Contact your nearest engine distributor or servicing dealer with a list of DTC(s) so that necessary repairs can be made.

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RG13740 —UN—11NOV04

Listing of Diagnostic Trouble Codes (DTCs)

Trouble Codes

NOTE: Not all of these codes are used on all OEM engine applications

| SPN | FMI | Description of Fault | Corrective Action |
|--------|-----|--|---|
| 000028 | 03 | Throttle #3 Signal Out of Range High | Check Sensor and Wiring |
| | 04 | Throttle #3 Signal Out of Range Low | Check Sensor and Wiring |
| 000029 | 03 | Throttle #2 Signal Out of Range High | Check Sensor and Wiring |
| | 04 | Throttle #2 Signal Out of Range Low | Check Sensor and Wiring |
| 000084 | 31 | Vehicle Speed Signal Unreliable | Contact Servicing Dealer |
| 000091 | 03 | Throttle #1 Signal Out of Range High | Check Switch and Wiring |
| | 04 | Throttle #1 Signal Out of Range Low | Check Switch and Wiring |
| | 09 | Throttle #1 Communication Signal Erratic | Check Sensor and Wiring |
| 000094 | 03 | Low Pressure Fuel Signal Out of Range High | Check Sensor and Wiring |
| | 04 | Low Pressure Fuel Signal Out of Range Low | Check Sensor and Wiring |
| | 10 | Low Pressure Fuel Rate of Change Abnormal | Contact Servicing Dealer |
| | 13 | Low Pressure Fuel Out of Calibration | Contact Servicing Dealer |
| | 17 | High Pressure Fuel System- Pressure Slightly Low | Contact Servicing Dealer |
| 000097 | 00 | Water in Fuel Continuously Detected | Contact Servicing Dealer |
| | 03 | Water-in-Fuel Signal Out of Range High | Check Sensor and Wiring |
| | 04 | Water-in-Fuel Signal Out of Range Low | Check Sensor and Wiring |
| | 16 | Water in Fuel Detected | Stop and Drain Water Separator |
| 000100 | 01 | Engine Oil Pressure Signal Extremely Low | Check Oil Level |
| | 03 | Engine Oil Pressure Signal Out of Range High | Check Sensor and Wiring |
| | 04 | Engine Oil Pressure Signal Out of Range Low | Check Sensor and Wiring |
| | 18 | Engine Oil Pressure Signal Moderately Low | Check Oil Level |
| 000105 | 00 | Intake Manifold Air Temperature Signal Extremely High | Check Air Cleaner, Aftercooler, or Room Temperature |
| | 03 | Intake Manifold Air Temperature Signal Out of Range High | Check Sensor and Wiring |
| | 04 | Intake Manifold Air Temperature Signal Out of Range Low | Check Sensor and Wiring |
| | 16 | Intake Manifold Air Temperature Signal Moderately High | Check Air Cleaner, Aftercooler, or Room Temperature |
| 000107 | 00 | Air Filter Pressure Differential Extremely High | Check for plugged air filter |
| 000110 | 00 | Engine Coolant Temperature Signal Extremely High | Check Cooling System, Reduce Power |
| | 03 | Engine Coolant Temperature Signal Out of Range High | Check Sensor and Wiring |
| | 04 | Engine Coolant Temperature Signal Out of Range Low | Check Sensor and Wiring |
| | 15 | Engine Coolant Temperature Signal Slightly High | Check Cooling System, Reduce Power |
| | 16 | Engine Coolant Temperature Signal Moderately High | Check Cooling System, Reduce Power |
| 000111 | 01 | Engine Coolant Level Low | Check Operator's Manual, "Adding Coolant" |
| 000158 | 17 | ECU Power Down Error (Internal ECU Problem) | Contact Servicing Dealer |
| 000160 | 02 | Axle Speed Signal Unreliable | Contact Servicing Dealer |
| 000174 | 00 | Fuel Temperature Signal Extremely High | Add Fuel or Switch Fuel Tanks |
| 000174 | 03 | Fuel Temperature Signal Out of Range High | Check Sensor and Wiring |
| | 04 | Fuel Temperature Signal Out of Range Low | Check Sensor and Wiring |
| | 16 | Fuel Temperature Signal Moderately High | Add Fuel or Switch Fuel Tanks |
| 000189 | 00 | Engine Speed Derate Condition Exists | Check Fault Codes or Contact Servicing Dealer |
| 000190 | 00 | Engine Speed Extremely High | Reduce Engine Speed |
| | 16 | Engine Speed Moderately High | Reduce Engine Speed |
| 000611 | 03 | Injector Shorted to Power | Check Wiring |
| | 04 | Injector Shorted to Ground | Check Wiring |
| 000620 | 03 | Sensor Supply 2 Voltage High | Check Wiring |
| | 04 | Sensor Supply 2 Voltage Low | Check Wiring |

Continued on next page

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| SPN | FMI | Description of Fault | Corrective Action |
|--------|-----|---|--|
| 000627 | 01 | All Injector Currents Are Low | Check Battery Voltage and Wiring |
| 000629 | 13 | ECU Programming Error | Contact Service Dealer |
| 000636 | 02 | Engine Position Sensor Signal Unreliable | Check Sensor and Wiring |
| | 08 | Engine Position Sensor Signal Missing | Check Sensor and Wiring |
| | 10 | Engine Position Sensor Signal Rate of Change Abnormal | Check Sensor and Wiring |
| 000637 | 02 | Engine Timing Sensor Signal Unreliable | Check Sensor and Wiring |
| | 07 | Engine Timing and Position Sensors Out of Sync | Check Sensor and Wiring |
| | 08 | Engine Timing Sensor Signal Missing | Check Sensor and Wiring |
| | 10 | Engine Timing Signal Rate of Change Abnormal | Check Sensor and Wiring |
| 000639 | 13 | CAN Bus Error (Communication network problem) | Contact Servicing Dealer |
| 000651 | 05 | Injector Number 1 Circuit Has High Resistance | Check Injector Wiring or Injector Solenoid |
| | 06 | Injector Number 1 Circuit Has Low Resistance | Check Injector Wiring or Injector Solenoid |
| | 07 | Injector Number 1 Not Responding | Injector Failed or Flow Limiter Closed |
| 000652 | 05 | Injector Number 2 Circuit Has High Resistance | Check Injector Wiring or Injector Solenoid |
| | 06 | Injector Number 2 Circuit Has Low Resistance | Check Injector Wiring or Injector Solenoid |
| | 07 | Injector Number 2 Not Responding | Injector Failed or Flow Limiter Closed |
| 000653 | 05 | Injector Number 3 Circuit Has High Resistance | Check Injector Wiring or Injector Solenoid |
| | 06 | Injector Number 3 Circuit Has Low Resistance | Check Injector Wiring or Injector Solenoid |
| | 07 | Injector Number 3 Not Responding | Injector Failed or Flow Limiter Closed |
| 000654 | 05 | Injector Number 4 Circuit Has High Resistance | Check Injector Wiring or Injector Solenoid |
| | 06 | Injector Number 4 Circuit Has Low Resistance | Check Injector Wiring or Injector Solenoid |
| | 07 | Injector Number 4 Not Responding | Injector Failed or Flow Limiter Closed |
| 000655 | 05 | Injector Number 5 Circuit Has High Resistance | Check Injector Wiring or Injector Solenoid |
| | 06 | Injector Number 5 Circuit Has Low Resistance | Check Injector Wiring or Injector Solenoid |
| | 07 | Injector Number 5 Not Responding | Injector Failed or Flow Limiter Closed |
| 000656 | 05 | Injector Number 6 Circuit Has High Resistance | Check Injector Wiring or Injector Solenoid |
| | 06 | Injector Number 6 Circuit Has Low Resistance | Check Injector Wiring or Injector Solenoid |
| | 07 | Injector Number 6 Not Responding | Injector Failed or Flow Limiter Closed |
| 000898 | 09 | Vehicle Speed or Torque Message Unreliable | Contact Servicing Dealer |
| 000970 | 31 | External Shutdown Commanded | Not Engine Fault. Check Other Shutdown Devices |
| 000971 | 31 | External Fuel Derate Switch Active | Not Engine Fault. Check Other Shutdown Devices |
| 001069 | 09 | Tire Size Invalid | Contact Servicing Dealer |
| | 31 | Tire Size Error | Contact Servicing Dealer |
| 001079 | 03 | Sensor Supply 1 Voltage High | Check Wiring |
| | 04 | Sensor Supply 1 Voltage Low | Check Wiring |
| 001080 | 03 | Fuel Rail Pressure Sensor Supply Voltage High | Check Wiring |
| | 04 | Fuel Rail Pressure Sensor Supply Voltage Low | Check Wiring |
| 001109 | 31 | Engine Protection Shutdown Warning | Shut Down Engine, Check Fault Codes |
| 001110 | 31 | Engine Protection Shutdown | Shut Down Engine, Check Fault Codes |
| 001347 | 03 | High Pressure Fuel Pump Control Valve Signal Out of Range High | Contact Servicing Dealer |
| | 05 | High Pressure Fuel Pump Solenoid Number 1 Circuit Has High Resistance | Check Pump Wiring |
| | 07 | High Pressure Fuel Pump Not Able to Meet Required Rail Pressure | Check Fuel Filter and Lines |
| 001568 | 02 | Requested Torque Curve Signal Unreliable | Contact Servicing Dealer |
| 001569 | 31 | Engine in Derate Condition | Check Fault Codes |
| 002000 | 13 | Security Violation | Contact Servicing Dealer |

OURGP12,00001E2 -19-15MAR06-2/2

Intermittent Fault Diagnostics (With Electronic Controls)

Intermittent faults are problems that periodically "go away". A problem such as a terminal that intermittently doesn't make contact can cause an intermittent fault. Other intermittent faults may be set only under certain operating conditions such as heavy load, extended idle, etc. When diagnosing intermittent faults, take special note of the condition of wiring and connectors, since a high percentage of intermittent problems originate here. Check for loose, dirty or disconnected connectors. Inspect the wiring routing, looking for possible shorts caused by contact with external parts (for example, rubbing against sharp sheet metal edges). Inspect the connector vicinity, looking for wires that have pulled out of connectors, poorly positioned terminals, damaged connectors and corroded or damaged splices and terminals. Look for broken wires, damaged splices, and wire-to-wire shorts. Use good judgement if component replacement is thought to be required.

NOTE: *The engine control unit (ECU) is the component LEAST likely to fail.*

Suggestions for diagnosing intermittent faults:

- If the problem is intermittent, try to reproduce the operating conditions that were present when the diagnostic trouble code (DTC) set.
- If a faulty connection or wire is suspected to be the cause of the intermittent problem: clear DTCs, then check the connection or wire by wiggling it while watching the diagnostic gauge to see if the fault resets.

Possible causes of intermittent faults:

- Faulty connection between sensor or actuator harness.
- Faulty contact between terminals in connector.
- Faulty terminal/wire connection.
- Electromagnetic interference (EMI) from an improperly installed 2-way radio, etc., can cause faulty signals to be sent to the ECU.

NOTE: *Refer also to generator documents for more information about connections and wirings.*

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Storage

Engine storage guidelines

1. John Deere engines can be stored outside for up to three (3) months with no long term preparation IF COVERED BY WATERPROOF COVERING.
2. John Deere engines can be stored in a standard overseas shipping container for up to three (3) months with no long term preparation.
3. John Deere engines can be stored inside, warehoused, for up to six (6) months with no long term preparation.
4. John Deere engines expected to be stored more than six (6) months, long term storage preparation MUST BE taken. (See PREPARING ENGINE FOR LONG TERM STORAGE).

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Preparing engine for long term storage

The following storage preparations are good for long term engine storage up to one year. After that, the engine should be started, warmed up, and retreated for an extended storage period.

IMPORTANT: Any time your engine will not be used for over six (6) months, the following recommendations for storing it and removing it from storage will help to minimize corrosion and deterioration.

1. Change engine oil and replace filter. Used oil will not give adequate protection. (See CHANGING ENGINE OIL AND FILTER).
2. Service air cleaner. (See CLEAN OR REPLACE AIR FILTER).
3. Draining and flushing of cooling system is not necessary if engine is to be stored only for several months. However, for extended storage periods of a year or longer, it is recommended that the cooling system be drained, flushed, and refilled. Refill with appropriate coolant. (See DIESEL ENGINE COOLANT).
4. Fill the fuel tank.
5. Remove fan/alternator belt, if desired.
6. Remove and clean batteries. Store them in a cool, dry place and keep them fully charged.
7. Clean the exterior of the engine with salt-free water and touchup any scratched or chipped painted surfaces with a good quality paint.
8. Coat all exposed (machined) metal surfaces with grease or corrosion inhibitor if not feasible to paint.
9. Seal all openings on engine with plastic bags and tape.
10. Store the engine in a dry protected place. If engine must be stored outside, cover it with a waterproof canvas or other suitable protective material and use a strong waterproof tape.

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Removing engine from long term storage

Refer to the appropriate section for detailed services listed below or have your authorized servicing dealer or engine distributor perform services that you may not be familiar with.

IMPORTANT: DO NOT operate starter more than 30 seconds at a time. Wait at least 2 minutes for starter to cool before trying again.

1. Remove all protective coverings from engine. Unseal all openings in engine and remove covering from electrical systems.
2. Remove the batteries from storage. Install batteries (fully charged) and connect the terminals.
3. Install fan/alternator belt if removed.
4. Check for filled fuel tank.
5. Perform all appropriate prestarting checks. (See DAILY PRESTARTING CHECKS).
6. Crank engine for 20 seconds with starter (do not allow the engine to start). Wait 2 minutes and crank engine an additional 20 seconds to assure bearing surfaces are adequately lubricated.
7. Start engine and run at no load for several minutes. Warm up carefully and check all gauges before placing engine under load.
8. On the first day of operation after storage, check overall engine for leaks and check all gauges for correct operation.

DPSG,CD03523,54 -19-22JAN07-1/1

Specifications

General engine pack specifications (Non-Emission Certified Engines)

| ITEM | UNIT OF MEASURE | 3029DF120 | 3029DF128 | 3029TF120 | 3029TF158 |
|---|-----------------|-----------|-----------|-----------|-----------|
| Number of Cylinders | | 3 | 3 | 3 | 3 |
| Fuel | | Diesel | Diesel | Diesel | Diesel |
| Bore | mm | 106.5 | 106.5 | 106.5 | 106.5 |
| Stroke | mm | 110 | 110 | 110 | 110 |
| Displacement | L | 2.9 | 2.9 | 2.9 | 2.9 |
| Compression Ratio | | 17.2:1 | 17.2:1 | 17.2:1 | 17.2:1 |
| POWER ^a @ 1500 rpm (Prime) | kW (hp) | 27 (36) | 26 (35) | 38 (51) | 36 (49) |
| POWER ^a @ 1500 rpm (Standby) | kW (hp) | 30 (41) | 30 (41) | 42 (56) | 40 (54) |
| POWER ^a @ 1800 rpm (Prime) | kW (hp) | 30 (41) | 30 (41) | 43 (58) | 40 (54) |
| POWER ^a @ 1800 rpm (Standby) | kW (hp) | 35 (47) | 34 (46) | 48 (64) | 45 (61) |
| Width (overall) | mm | 519 | 582 | 519 | 582 |
| Length (overall) | mm | 716 | 888 | 716 | 888 |
| Height (overall) | mm | 819 | 931 | 819 | 979 |
| Weight (dry) ^b | kg | 316 | 345 | 316 | 350 |
| Engine oil quantity | L | 6 | 6 | 8 | 8 |
| Engine coolant quantity | L | 14.5 | 14.5 | 14.5 | 14.5 |

^aWith Fan

^bApproximate

| ITEM | UNIT OF MEASURE | 4039DF008 | 4039TF008 | 4045DF158 | 4045HF120 | 4045HF158 |
|---|-----------------|-----------|-----------|-----------|-----------|-----------|
| Number of Cylinders | | 4 | 4 | 4 | 4 | 4 |
| Fuel | | Diesel | Diesel | Diesel | Diesel | Diesel |
| Bore | mm | 106.5 | 106.5 | 106.5 | 106.5 | 106.5 |
| Stroke | mm | 110 | 110 | 127 | 127 | 127 |
| Displacement | L | 3.9 | 3.9 | 4.5 | 4.5 | 4.5 |
| Compression Ratio | | 17.8:1 | 17.8:1 | 17.6:1 | 17.0:1 | 17.0:1 |
| POWER ^a @ 1500 rpm (Prime) | kW (hp) | 35 (48) | 55 (75) | 41 (56) | 91 (122) | 88 (120) |
| POWER ^a @ 1500 rpm (Standby) | kW (hp) | 38 (52) | 61 (83) | 42 (57) | 102 (137) | 96 (131) |
| POWER ^a @ 1800 rpm (Prime) | kW (hp) | 41 (56) | 67 (91) | 48 (65) | | 108 (147) |
| POWER ^a @ 1800 rpm (Standby) | kW (hp) | 47 (64) | 73 (99) | 51 (69) | | 120 (163) |
| Width (overall) | mm | 588 | 588 | 606 | 598 | 798 |
| Length (overall) | mm | 1016 | 1016 | 1038 | 861 | 1209 |
| Height (overall) | mm | 960 | 979 | 959 | 980 | 1197 |
| Weight (dry) ^b | kg | 475 | 487 | 493 | 396 | 599 |
| Engine oil quantity | L | 12 | 12 | 8 | 12 | 12 |
| Engine coolant quantity | L | 16.5 | 16.5 | 20 | 28 | 28 |

^aWith Fan

Continued on next page

DPSG,CD03523,55 -19-08JUL09-1/3

Specifications

^bApproximate

| ITEM | UNIT OF MEASURE | 4045TF120 | 4045TF158 | 4045TF220 | 4045TF258 |
|---|-----------------|-----------|-----------|-----------|-----------|
| Number of Cylinders | | 4 | 4 | 4 | 4 |
| Fuel | | Diesel | Diesel | Diesel | Diesel |
| Bore | mm | 106.5 | 106.5 | 106.5 | 106.5 |
| Stroke | mm | 127 | 127 | 127 | 127 |
| Displacement | L | 4.5 | 4.5 | 4.5 | 4.5 |
| Compression Ratio | | 17.0:1 | 17.0:1 | 17.0:1 | 17.0:1 |
| POWER ^a @ 1500 rpm (Prime) | kW (hp) | 63 (84) | 61 (83) | 75 (101) | 72 (98) |
| POWER ^a @ 1500 rpm (Standby) | kW (hp) | 70 (94) | 68 (92) | 83 (111) | 80 (109) |
| POWER ^a @ 1800 rpm (Prime) | kW (hp) | | 72 (98) | 90 (121) | 80 (109) |
| POWER ^a @ 1800 rpm (Standby) | kW (hp) | | 79 (107) | 100 (134) | 88 (120) |
| Width (overall) | mm | 598 | 606 | 598 | 652 |
| Length (overall) | mm | 861 | 1191 | 861 | 1225 |
| Height (overall) | mm | 980 | 1027 | 980 | 1027 |
| Weight (dry) ^b | kg | 396 | 505 | 396 | 520 |
| Engine oil quantity | L | 12 | 12 | 12 | 12 |
| Engine coolant quantity | L | 25 | 25 | 25 | 25 |

^aWith Fan

^bApproximate

| ITEM | UNIT OF MEASURE | 6068HF120 - 115 | 6068HF120 - 183 | 6068HF158 | 6068HF258 |
|---|-----------------|-----------------|-----------------|-----------|-----------|
| Number of Cylinders | | 6 | 6 | 6 | 6 |
| Fuel | | Diesel | Diesel | Diesel | Diesel |
| Bore | mm | 106.5 | 106.5 | 106.5 | 106.5 |
| Stroke | mm | 127 | 127 | 127 | 127 |
| Displacement | L | 6.8 | 6.8 | 6.8 | 6.8 |
| Compression Ratio | | 17.0:1 | 17.0:1 | 17.0:1 | 17.0:1 |
| POWER ^a @ 1500 rpm (Prime) | kW (hp) | 140 (188) | 166 (223) | 134 (182) | 160 (218) |
| POWER ^a @ 1500 rpm (Standby) | kW (hp) | 155 (208) | 183 (245) | 148 (201) | 177 (241) |
| POWER ^a @ 1800 rpm (Prime) | kW (hp) | | | 164 (223) | 179 (243) |
| POWER ^a @ 1800 rpm (Standby) | kW (hp) | | | 187 (254) | 200 (272) |
| Width (overall) | mm | 623 | 623 | 798 | 798 |
| Length (overall) | mm | 1141 | 1141 | 1500 | 1500 |
| Height (overall) | mm | 1009 | 1009 | 1136 | 1204 |
| Weight (dry) ^b | kg | 569 | 569 | 705 | 764 |
| Engine oil quantity | L | 20 | 20 | 20 | 32 |
| Engine coolant quantity | L | 32 | 32 | 32 | 32 |

^aWith Fan

^bApproximate

| ITEM | UNIT OF MEASURE | 6068TF158 | 6068TF220 | 6068TF258 |
|---------------------|-----------------|-----------|-----------|-----------|
| Number of Cylinders | | 6 | 6 | 6 |

Continued on next page

DPSG,CD03523,55 -19-08JUL09-2/3

Specifications

| ITEM | UNIT OF MEASURE | 6068TF158 | 6068TF220 | 6068TF258 |
|--|-----------------|-----------|-----------|-----------|
| Fuel | | Diesel | Diesel | Diesel |
| Bore | mm | 106.5 | 106.5 | 106.5 |
| Stroke | mm | 127 | 127 | 127 |
| Displacement | L | 6.8 | 6.8 | 6.8 |
| Compression Ratio | | 17.0:1 | 17.0:1 | 17.0:1 |
| POWER ^a @ 1500 rpm (Prime) | kW (hp) | 92 (125) | 109 (146) | 105 (143) |
| POWER ^a @ 1500 rpm (Standby) | kW (hp) | 101 (137) | 121 (162) | 116 (158) |
| POWER ^a @ 1800 rpm (Prime) | kW (hp) | 108 (147) | | 124 (169) |
| POWER ^a @1800 rpm (Standby) | kW (hp) | 119 (162) | | 137 (186) |
| Width (overall) | mm | 652 | 598 | 652 |
| Length (overall) | mm | 1364 | 1117 | 1364 |
| Height (overall) | mm | 1070 | 984 | 1070 |
| Weight (dry) ^b | kg | 651 | 533 | 651 |
| Engine oil quantity | L | 20 | 20 | 20 |
| Engine coolant quantity | L | 28 | 28 | 28 |

^aWith Fan

^bApproximate

DPSG,CD03523,55 -19-08JUL09-3/3

General engine pack specifications (Stage II Emission Certified Engines)

| ITEM | UNIT OF MEASURE | 3029HFS70 | 3029HFU70 | 3029TFS70 | 3029TFU70 |
|---|-----------------|-----------|-----------|-----------|-----------|
| Number of Cylinders | | 3 | 3 | 3 | 3 |
| Fuel | | Diesel | Diesel | Diesel | Diesel |
| Bore | mm | 106.5 | 106.5 | 106.5 | 106.5 |
| Stroke | mm | 110 | 110 | 110 | 110 |
| Displacement | L | 2.9 | 2.9 | 2.9 | 2.9 |
| Compression Ratio | | 17.2:1 | 17.2:1 | 17.2:1 | 17.2:1 |
| POWER ^a @ 1500 rpm (Prime) | kW (hp) | 37 (50) | 37 (50) | 28 (37) | 28 (37) |
| POWER ^a @ 1500 rpm (Standby) | kW (hp) | 41 (56) | 41 (56) | 31 (41) | 31 (41) |
| POWER ^a @ 1800 rpm (Prime) | kW (hp) | | | | |
| POWER ^a @1800 rpm (Standby) | kW (hp) | | | | |
| Width (overall) | mm | 582 | 582 | 582 | 582 |
| Length (overall) | mm | 888 | 888 | 888 | 888 |
| Height (overall) | mm | 974 | 974 | 974 | 974 |
| Weight (dry) ^b | kg | 350 | 350 | 350 | 350 |
| Engine oil quantity | L | 8 | 8 | 8 | 8 |
| Engine coolant quantity | L | 14.5 | 14.5 | 14.5 | 14.5 |

^aWith Fan^bApproximate

| ITEM | UNIT OF MEASURE | 4045HFS72 | 4045HFS73 | 4045HFU72 | 4045HFU79 |
|---|-----------------|-----------|-----------|-----------|-----------|
| Number of Cylinders | | 4 | 4 | 4 | 4 |
| Fuel | | Diesel | Diesel | Diesel | Diesel |
| Bore | mm | 106.5 | 106.5 | 106.5 | 106.5 |
| Stroke | mm | 110 | 110 | 127 | 127 |
| Displacement | L | 4.5 | 4.5 | 4.5 | 4.5 |
| Compression Ratio | | 17.0:1 | 19.0:1 | 17.0:1 | 19.0:1 |
| POWER ^a @ 1500 rpm (Prime) | kW (hp) | 75 (100) | 94 (126) | 75 (100) | 94 (126) |
| POWER ^a @ 1500 rpm (Standby) | kW (hp) | 83 (111) | 103 (138) | 83 (111) | 103 (138) |
| POWER ^a @ 1800 rpm (Prime) | kW (hp) | | | | |
| POWER ^a @1800 rpm (Standby) | kW (hp) | | | | |
| Width (overall) | mm | 751 | 765 | 751 | 765 |
| Length (overall) | mm | 1362 | 1365 | 1362 | 1365 |
| Height (overall) | mm | 1137 | 1162 | 1137 | 1162 |
| Weight (dry) ^b | kg | 505 | 505 | 505 | 505 |
| Engine oil quantity | L | 16 | 16 | 16 | 16 |
| Engine coolant quantity | L | 28 | 32 | 28 | 32 |

^aWith Fan^bApproximate

Continued on next page

CD03523,0000194 -19-08JUL09-1/3

Specifications

| ITEM | UNIT OF MEASURE | 4045TFS70 | 4045TFU70 |
|---|-----------------|-----------|-----------|
| Number of Cylinders | | 4 | 4 |
| Fuel | | Diesel | Diesel |
| Bore | mm | 106.5 | 106.5 |
| Stroke | mm | 110 | 127 |
| Displacement | L | 4.5 | 4.5 |
| Compression Ratio | | 17.0:1 | 17.0:1 |
| POWER ^a @ 1500 rpm (Prime) | kW (hp) | 55 (74) | 55 (74) |
| POWER ^a @ 1500 rpm (Standby) | kW (hp) | 61 (81) | 61 (81) |
| POWER ^a @ 1800 rpm (Prime) | kW (hp) | | |
| POWER ^a @1800 rpm (Standby) | kW (hp) | | |
| Width (overall) | mm | 637 | 600 |
| Length (overall) | mm | 867 | 1230 |
| Height (overall) | mm | 979 | 1010 |
| Weight (dry) ^b | kg | 451 | 505 |
| Engine oil quantity | L | 12 | 12 |
| Engine coolant quantity | L | 25 | 25 |

^aWith Fan

^bApproximate

| ITEM | UNIT OF MEASURE | 6068HFS72 | 6068HFS73 | 6068HFS76 | 6068HFS77 |
|---|-----------------|-----------|-----------|-----------|------------|
| Number of Cylinders | | 6 | 6 | 6 | 6 |
| Fuel | | Diesel | Diesel | Diesel | Diesel |
| Bore | mm | 106.5 | 106.5 | 106.5 | 106.5 |
| Stroke | mm | 127 | 127 | 127 | 127 |
| Displacement | L | 6.8 | 6.8 | 6.8 | 6.8 |
| Compression Ratio | | 17.0:1 | 19.0:1 | 17.0:1 | 17.0:1 |
| POWER ^a @ 1500 rpm (Prime) | kW (hp) | 112 (150) | 139 (186) | 167 (224) | 189 (253) |
| POWER ^a @ 1500 rpm (Standby) | kW (hp) | 123 (165) | 153 (205) | 184 (247) | 207 (277)) |
| POWER ^a @ 1800 rpm (Prime) | kW (hp) | | | | |
| POWER ^a @1800 rpm (Standby) | kW (hp) | | | | |
| Width (overall) | mm | 784 | 784 | 960 | 960 |
| Length (overall) | mm | 1500 | 1500 | 1509 | 1509 |
| Height (overall) | mm | 1137 | 1137 | 1381 | 1381 |
| Weight (dry) ^b | kg | 764 | 764 | 764 | 764 |
| Engine oil quantity | L | 32 | 32 | 32 | 32 |
| Engine coolant quantity | L | 32 | 32 | 35 | 35 |

^aWith Fan

^bApproximate

| ITEM | UNIT OF MEASURE | 6068HFU72 | 6068HFU74 | 6068HFU79 |
|---------------------|-----------------|-----------|-----------|-----------|
| Number of Cylinders | | 6 | 6 | 6 |
| Fuel | | Diesel | Diesel | Diesel |
| Bore | mm | 106.5 | 106.5 | 106.5 |
| Stroke | mm | 127 | 127 | 127 |

Continued on next page

CD03523,0000194 -19-08JUL09-2/3

Specifications

| ITEM | UNIT OF MEASURE | 6068HFU72 | 6068HFU74 | 6068HFU79 |
|---|-----------------|-----------|------------------------|-----------|
| Displacement | L | 6.8 | 6.8 | 6.8 |
| Compression Ratio | | 17.0:1 | 17.0:1 | 19.0:1 |
| POWER ^a @ 1500 rpm (Prime) | kW (hp) | 111 (149) | 166(223) / 188 (252) | 139 (186) |
| POWER ^a @ 1500 rpm (Standby) | kW (hp) | 123 (165) | 184 (247) / 207 (277)) | 153 (205) |
| POWER ^a @ 1800 rpm (Prime) | kW (hp) | | 191(256) | |
| POWER ^a @1800 rpm (Standby) | kW (hp) | | 201 (269) | |
| Width (overall) | mm | 784 | 960 | 812 |
| Length (overall) | mm | 1500 | 1509 | 1532 |
| Height (overall) | mm | 1137 | 1381 | 1200 |
| Weight (dry) ^b | kg | 764 | 764 | 764 |
| Engine oil quantity | L | 32 | 32 | 32 |
| Engine coolant quantity | L | 32 | 35 | 32 |

^aWith Fan

^bApproximate

CD03523,0000194 -19-08JUL09-3/3

General engine pack specifications (EPA Tier 2 Emission Certified Engines)

| ITEM | UNIT OF MEASURE | 3029TF270 | 4045TF270 | 6068HF475 |
|---|-----------------|-----------|-----------|-----------|
| Number of Cylinders | | 3 | 4 | 6 |
| Fuel | | Diesel | Diesel | Diesel |
| Bore | mm | 106.5 | 106.5 | 106.5 |
| Stroke | mm | 110 | 127 | 127 |
| Displacement | L | 2.9 | 4.5 | 6.8 |
| Compression Ratio | | 17.2:1 | 17.0:1 | 17.0:1 |
| POWER ^a @ 1500 rpm (Prime) | kW (hp) | | | |
| POWER ^a @ 1500 rpm (Standby) | kW (hp) | | | |
| POWER ^a @ 1800 rpm (Prime) | kW (hp) | 44 (59) | 67 (90) | 213 (286) |
| POWER ^a @1800 rpm (Standby) | kW (hp) | 48 (64) | 74 (99) | 234 (314) |
| Width (overall) | mm | 519 | 612 | 627 |
| Length (overall) | mm | 716 | 860 | 1161 |
| Height (overall) | mm | 819 | 994 | 1044 |
| Weight (dry) ^b | kg | 316 | 396 | 587 |
| Engine oil quantity | L | 8 | 12 | 32 |
| Engine coolant quantity | L | 14.5 | 25 | 35 |

^aWith Fan

^bApproximate

CD03523,00001D3 -19-08JUL09-1/1

General engine pack specifications (EPA Tier 3 Emission Certified Engines)

| ITEM | UNIT OF MEASURE | 4045HFS80 | 4045HFS82 | 4045HFS83 |
|---|-----------------|-----------|-----------|-----------|
| Number of Cylinders | | 4 | 4 | 4 |
| Fuel | | Diesel | Diesel | Diesel |
| Bore | mm | 106.5 | 106.5 | 106.5 |
| Stroke | mm | 127 | 127 | 110 |
| Displacement | L | 4.5 | 4.5 | 4.5 |
| Compression Ratio | | 19.0:1 | 19.0:1 | 19.0:1 |
| POWER ^a @ 1500 rpm (Prime) | kW (hp) | | | |
| POWER ^a @ 1500 rpm (Standby) | kW (hp) | | | |
| POWER ^a @ 1800 rpm (Prime) | kW (hp) | 67 (90) | 85 (114) | 107 (143) |
| POWER ^a @1800 rpm (Standby) | kW (hp) | 74 (99) | 94 (126) | 118 (158) |
| Width (overall) | mm | 600 | 765 | 765 |
| Length (overall) | mm | 1230 | 1365 | 1365 |
| Height (overall) | mm | 1010 | 1162 | 1162 |
| Weight (dry) ^b | kg | 505 | 505 | 505 |
| Engine oil quantity | L | 12 | 16 | 16 |
| Engine coolant quantity | L | 25 | 32 | 32 |

^aWith Fan

^bApproximate

| ITEM | UNIT OF MEASURE | 6068HFS82 | 6068HFS83 | 6068HFS89 |
|---|-----------------|-----------|-----------|-----------|
| Number of Cylinders | | 6 | 6 | 6 |
| Fuel | | Diesel | Diesel | Diesel |
| Bore | mm | 106.5 | 106.5 | 106.5 |
| Stroke | mm | 127 | 127 | 127 |
| Displacement | L | 6.8 | 6.8 | 6.8 |
| Compression Ratio | | 19.0:1 | 19.0:1 | 17.0:1 |
| POWER ^a @ 1500 rpm (Prime) | kW (hp) | | | |
| POWER ^a @ 1500 rpm (Standby) | kW (hp) | | | |
| POWER ^a @ 1800 rpm (Prime) | kW (hp) | 134 (180) | 161(216) | 214 (287) |
| POWER ^a @1800 rpm (Standby) | kW (hp) | 147 (197) | 177 (237) | 235 (315) |
| Width (overall) | mm | 784 | 784 | 960 |
| Length (overall) | mm | 1500 | 1500 | 1509 |
| Height (overall) | mm | 1137 | 1137 | 1381 |
| Weight (dry) ^b | kg | 764 | 764 | 764 |
| Engine oil quantity | L | 32 | 32 | 32 |
| Engine coolant quantity | L | 32 | 32 | 35 |

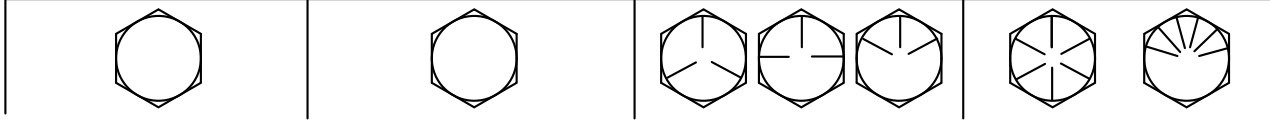
^aWith Fan

^bApproximate

CD03523,00001D4 -19-08JUL09-1/1

Unified Inch Bolt and Screw Torque Values

TS1671 —UN—01MAY03



| Bolt or Screw | SAE Grade 1 | | | | SAE Grade 2 ^a | | | | SAE Grade 5, 5.1 or 5.2 | | | | SAE Grade 8 or 8.2 | | | |
|------------------|-------------------------|-------|------------------|-------|--------------------------|-------|------------------|-------|-------------------------|-------|------------------|-------|-------------------------|-------|------------------|-------|
| | Lubricated ^b | | Dry ^c | | Lubricated ^b | | Dry ^c | | Lubricated ^b | | Dry ^c | | Lubricated ^b | | Dry ^c | |
| Size | N·m | lb-in | N·m | lb-in | N·m | lb-in | N·m | lb-in | N·m | lb-in | N·m | lb-in | N·m | lb-in | N·m | lb-in |
| 1/4 | 3.7 | 33 | 4.7 | 42 | 6 | 53 | 7.5 | 66 | 9.5 | 84 | 12 | 106 | 13.5 | 120 | 17 | 150 |
| | | | | | | | | | | | | | N·m | lb-ft | N·m | lb-ft |
| 5/16 | 7.7 | 68 | 9.8 | 86 | 12 | 106 | 15.5 | 137 | 19.5 | 172 | 25 | 221 | 28 | 20.5 | 35 | 26 |
| | | | | | | | | | N·m | lb-ft | N·m | lb-ft | | | | |
| 3/8 | 13.5 | 120 | 17.5 | 155 | 22 | 194 | 27 | 240 | 35 | 26 | 44 | 32.5 | 49 | 36 | 63 | 46 |
| | | | N·m | lb-ft | N·m | lb-ft | N·m | lb-ft | | | | | | | | |
| 7/16 | 22 | 194 | 28 | 20.5 | 35 | 26 | 44 | 32.5 | 56 | 41 | 70 | 52 | 80 | 59 | 100 | 74 |
| | N·m | lb-ft | | | | | | | | | | | | | | |
| 1/2 | 34 | 25 | 42 | 31 | 53 | 39 | 67 | 49 | 85 | 63 | 110 | 80 | 120 | 88 | 155 | 115 |
| 9/16 | 48 | 35.5 | 60 | 45 | 76 | 56 | 95 | 70 | 125 | 92 | 155 | 115 | 175 | 130 | 220 | 165 |
| 5/8 | 67 | 49 | 85 | 63 | 105 | 77 | 135 | 100 | 170 | 125 | 215 | 160 | 240 | 175 | 305 | 225 |
| 3/4 | 120 | 88 | 150 | 110 | 190 | 140 | 240 | 175 | 300 | 220 | 380 | 280 | 425 | 315 | 540 | 400 |
| 7/8 | 190 | 140 | 240 | 175 | 190 | 140 | 240 | 175 | 490 | 360 | 615 | 455 | 690 | 510 | 870 | 640 |
| 1 | 285 | 210 | 360 | 265 | 285 | 210 | 360 | 265 | 730 | 540 | 920 | 680 | 1030 | 760 | 1300 | 960 |
| 1-1/8 | 400 | 300 | 510 | 375 | 400 | 300 | 510 | 375 | 910 | 670 | 1150 | 850 | 1450 | 1075 | 1850 | 1350 |
| 1-1/4 | 570 | 420 | 725 | 535 | 570 | 420 | 725 | 535 | 1280 | 945 | 1630 | 1200 | 2050 | 1500 | 2600 | 1920 |
| 1-3/8 | 750 | 550 | 950 | 700 | 750 | 550 | 950 | 700 | 1700 | 1250 | 2140 | 1580 | 2700 | 2000 | 3400 | 2500 |
| 1-1/2 | 990 | 730 | 1250 | 930 | 990 | 730 | 1250 | 930 | 2250 | 1650 | 2850 | 2100 | 3600 | 2650 | 4550 | 3350 |

Torque values listed are for general use only, based on the strength of the bolt or screw. DO NOT use these values if a different torque value or tightening procedure is given for a specific application. For plastic insert or crimped steel type lock nuts, for stainless steel fasteners, or for nuts on U-bolts, see the tightening instructions for the specific application. Shear bolts are designed to fail under predetermined loads. Always replace shear bolts with identical grade.

Replace fasteners with the same or higher grade. If higher grade fasteners are used, tighten these to the strength of the original. Make sure fastener threads are clean and that you properly start thread engagement. When possible, lubricate plain or zinc plated fasteners other than lock nuts, wheel bolts or wheel nuts, unless different instructions are given for the specific application.

^aGrade 2 applies for hex cap screws (not hex bolts) up to 6 in (152 mm) long. Grade 1 applies for hex cap screws over 6 in (152 mm) long, and for all other types of bolts and screws of any length.

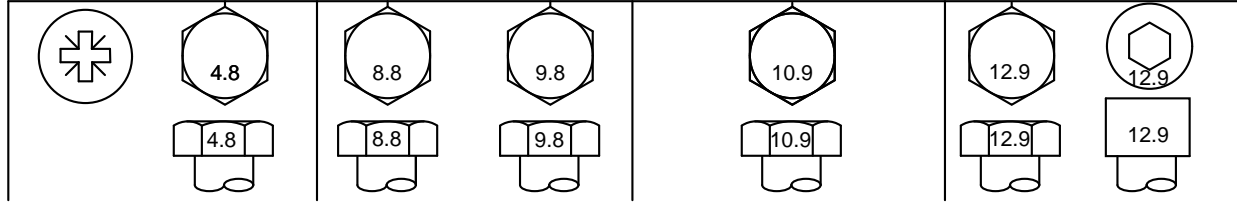
^b"Lubricated" means coated with a lubricant such as engine oil, fasteners with phosphate and oil coatings, or 7/8 in. and larger fasteners with JDM F13C zinc flake coating.

^c"Dry" means plain or zinc plated without any lubrication, or 1/4 to 3/4 in. fasteners with JDM F13B zinc flake coating.

DX,TORQ1 -19-24MAR09-1/1

Metric Bolt and Screw Torque Values

TS1670 —UN—01MAY03



| Bolt or Screw | Class 4.8 | | | | Class 8.8 or 9.8 | | | | Class 10.9 | | | | Class 12.9 | | | |
|------------------|-------------------------|-------|------------------|-------|-------------------------|-------|------------------|-------|-------------------------|-------|------------------|-------|-------------------------|-------|------------------|-------|
| | Lubricated ^a | | Dry ^b | | Lubricated ^a | | Dry ^b | | Lubricated ^a | | Dry ^b | | Lubricated ^a | | Dry ^b | |
| Size | N·m | lb-in | N·m | lb-in | N·m | lb-in | N·m | lb-in | N·m | lb-in | N·m | lb-in | N·m | lb-in | N·m | lb-in |
| M6 | 4.7 | 42 | 6 | 53 | 8.9 | 79 | 11.3 | 100 | 13 | 115 | 16.5 | 146 | 15.5 | 137 | 19.5 | 172 |
| | | | | | | | | | N·m | lb-ft | N·m | lb-ft | N·m | lb-ft | N·m | lb-ft |
| M8 | 11.5 | 102 | 14.5 | 128 | 22 | 194 | 27.5 | 243 | 32 | 23.5 | 40 | 29.5 | 37 | 27.5 | 47 | 35 |
| | | | N·m | lb-ft | N·m | lb-ft | N·m | lb-ft | | | | | | | | |
| M10 | 23 | 204 | 29 | 21 | 43 | 32 | 55 | 40 | 63 | 46 | 80 | 59 | 75 | 55 | 95 | 70 |
| | N·m | lb-ft | | | | | | | | | | | | | | |
| M12 | 40 | 29.5 | 50 | 37 | 75 | 55 | 95 | 70 | 110 | 80 | 140 | 105 | 130 | 95 | 165 | 120 |
| M14 | 63 | 46 | 80 | 59 | 120 | 88 | 150 | 110 | 175 | 130 | 220 | 165 | 205 | 150 | 260 | 190 |
| M16 | 100 | 74 | 125 | 92 | 190 | 140 | 240 | 175 | 275 | 200 | 350 | 255 | 320 | 235 | 400 | 300 |
| M18 | 135 | 100 | 170 | 125 | 265 | 195 | 330 | 245 | 375 | 275 | 475 | 350 | 440 | 325 | 560 | 410 |
| M20 | 190 | 140 | 245 | 180 | 375 | 275 | 475 | 350 | 530 | 390 | 675 | 500 | 625 | 460 | 790 | 580 |
| M22 | 265 | 195 | 330 | 245 | 510 | 375 | 650 | 480 | 725 | 535 | 920 | 680 | 850 | 625 | 1080 | 800 |
| M24 | 330 | 245 | 425 | 315 | 650 | 480 | 820 | 600 | 920 | 680 | 1150 | 850 | 1080 | 800 | 1350 | 1000 |
| M27 | 490 | 360 | 625 | 460 | 950 | 700 | 1200 | 885 | 1350 | 1000 | 1700 | 1250 | 1580 | 1160 | 2000 | 1475 |
| M30 | 660 | 490 | 850 | 625 | 1290 | 950 | 1630 | 1200 | 1850 | 1350 | 2300 | 1700 | 2140 | 1580 | 2700 | 2000 |
| M33 | 900 | 665 | 1150 | 850 | 1750 | 1300 | 2200 | 1625 | 2500 | 1850 | 3150 | 2325 | 2900 | 2150 | 3700 | 2730 |
| M36 | 1150 | 850 | 1450 | 1075 | 2250 | 1650 | 2850 | 2100 | 3200 | 2350 | 4050 | 3000 | 3750 | 2770 | 4750 | 3500 |

Torque values listed are for general use only, based on the strength of the bolt or screw. DO NOT use these values if a different torque value or tightening procedure is given for a specific application. For stainless steel fasteners or for nuts on U-bolts, see the tightening instructions for the specific application. Tighten plastic insert or crimped steel type lock nuts by turning the nut to the dry torque shown in the chart, unless different instructions are given for the specific application.

Shear bolts are designed to fail under predetermined loads. Always replace shear bolts with identical property class. Replace fasteners with the same or higher property class. If higher property class fasteners are used, tighten these to the strength of the original. Make sure fastener threads are clean and that you properly start thread engagement. When possible, lubricate plain or zinc plated fasteners other than lock nuts, wheel bolts or wheel nuts, unless different instructions are given for the specific application.

^a"Lubricated" means coated with a lubricant such as engine oil, fasteners with phosphate and oil coatings, or M20 and larger fasteners with JDM F13C zinc flake coating.

^b"Dry" means plain or zinc plated without any lubrication, or M6 to M18 fasteners with JDM F13B zinc flake coating.

DX,TORQ2 -19-24MAR09-1/1

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9.2. Appendix B - Alternator user and maintenance manual

User guide and maintenance manual

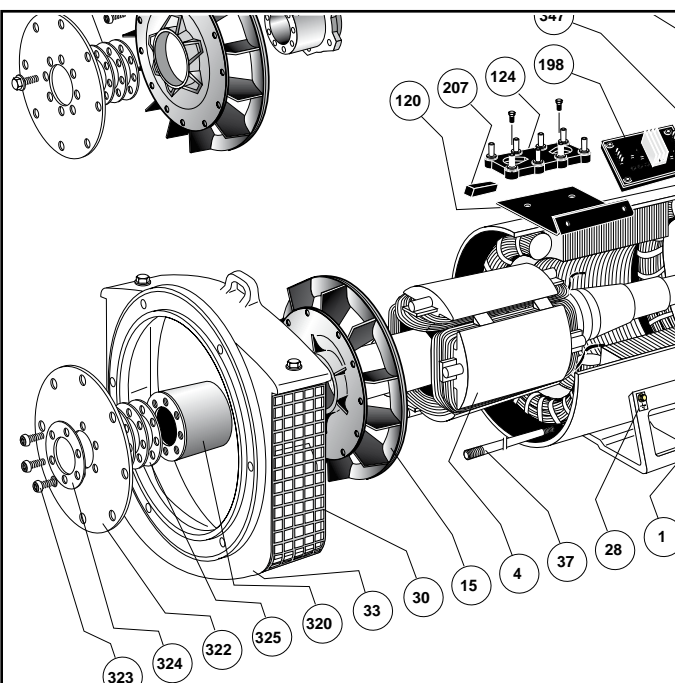
LEROY SOMER

Alternator

**43.2 & 44.2
SHUNT, AREP & PMG**



**This manual is to be given
to the end user**



LSA 43.2/44.2 - 4 POLE ALTERNATORS

Installation and maintenance

LSA 43.2 / 44.2 - 4-POLE ALTERNATORS

This manual concerns the alternator which you have just purchased.

The latest addition to a whole new generation of alternators, this range benefits from the experience of the world's leading manufacturer, using advanced technology and incorporating strict quality control.

SAFETY MEASURES

Before using your alternator for the first time, it is important to read the whole of this installation and maintenance manual.

All necessary operations and interventions on this alternator must be performed by a qualified technician.

Our technical support service will be pleased to provide any additional information you may require.

The various operations described in this manual are accompanied by recommendations or symbols to alert the user to potential risk of accident. It is vital that you understand and take notice of the different warning symbols used.

CAUTION

Warning symbol for an operation capable of damaging or destroying the alternator or surrounding equipment.



Warning symbol for general danger to personnel.



Warning symbol for electrical danger to personnel.

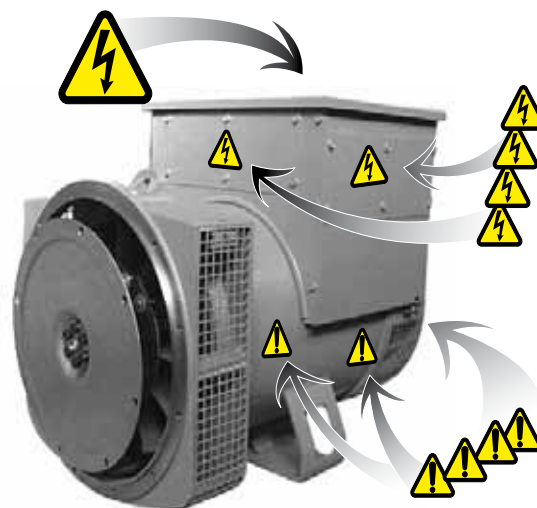
Note: LEROY-SOMER reserves the right to modify the characteristics of its products at any time in order to incorporate the latest technological developments. The information contained in this document may therefore be changed without notice.

WARNING SYMBOLS

We would like to draw your attention to the following two safety measures that must be complied with:

- a) During operation, do not allow anyone to stand in front of the air outlet guards, in case anything is ejected from them.
- b) Do not allow children younger than 14 to go near the air outlet guards.

A set of self-adhesive stickers depicting the various warning symbols is included with this maintenance manual. They should be positioned as shown in the drawing below once the alternator has been fully installed.



WARNING

The alternators must not be put into service until the machines in which they are to be incorporated have been declared compliant with Directives EC plus any other directives that may be applicable.

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LSA 43.2 / 44.2 - 4-POLE ALTERNATORS

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EC DECLARATION OF INCORPORATION19

LSA 43.2 / 44.2 - 4-POLE

ALTERNATORS

1 - RECEIPT

1.1 - Standards and safety measures

Our alternators comply with most international standards.
See the EC Declaration of Incorporation on the last page.

1.2 - Inspection

On receipt of your alternator, check that it has not suffered any damage in transit. If there are obvious signs of knocks, contact the transporter (you may be able to claim on their insurance) and after a visual check, turn the machine by hand to detect any malfunction.

1.3 - Identification

The alternator is identified by means of a nameplate glued to the frame.

Make sure that the nameplate on the alternator conforms to your order.

The alternator name is defined according to various criteria (see below).

Example of description: **LSA 43.2 M45 J6/4**

- LSA: Name used in the PARTNER range
- M: Marine
- C: Cogeneration
- T: Telecommunications
- 43.2: Machine type
- M45: Model
- J: Excitation system (C: AREP/J: SHUNT or PMG/E: COMPOUND)
- 6/4: Winding number/number of poles

1.3.1 - Nameplate

So that you can identify your alternator quickly and accurately, we suggest you fill in its specifications on the non-contractual nameplate below.

1.4 - Storage

Prior to commissioning, machines should not be stored in humid conditions: at relative humidity levels greater than 90%, the machine insulation can drop very rapidly, to just above zero at around 100%. The state of the anti-rust protection on unpainted parts should be monitored.

For storage over an extended period, the alternator can be placed in a sealed enclosure (heatshrink plastic for example) with dehydrating sachets inside, away from significant and frequent variations in temperature to avoid the risk of condensation during storage.

If the area is affected by vibration, try to reduce the effect of these vibrations by placing the generator on a damper support (rubber disc or similar) and turn the rotor a fraction of a turn once a fortnight to avoid marking the bearing rings.

1.5 - Applications

These alternators are designed mainly to produce electricity in the context of applications involving the use of generators.

1.6 - Contra-indications to use

Use of the alternator is restricted to operating conditions (environment, speed, voltage, power, etc.) compatible with the characteristics indicated on your genset.

| LEROY-SOMER | | ALTERNATEURS PARTNER ALTERNATORS | |
|-------------------------------|-----------------------|----------------------------------|--|
| LSA | Date | | |
| N° | Hz | | |
| Min ⁻¹ /R.P.M. | Protection | | |
| Cos Ø / P.F. | Cl. ther. / Th. class | | |
| Régulateur/A.V.R. | | | |
| Altit. m | Masse / Weight | | |
| Rlt AV/D.E bearing | | | |
| Rlt AR/N.D.E bearing | | | |
| Graisse / Grease | | | |
| Valeurs excit / Excit. values | | | |
| en charge / full load | | | |
| à vide / at no load | | | |

| PUISSANCE / RATING | | |
|--------------------|--|-----|
| Tension Voltage | | V |
| | | Ph. |
| Connex. | | |
| Continue | | kVA |
| Continuous | | kW |
| 40C | | A |
| Secours | | kVA |
| Std by | | kW |
| 27C | | A |

LSA 43.2 / 44.2 - 4-POLE ALTERNATORS

2 - TECHNICAL CHARACTERISTICS

2.1 - Electrical characteristics

PARTNER LSA 43.2/44.2 alternators are generators without sliprings or revolving field brushes, wound as «2/3 pitch», 12-wire; the insulation is class H and the field excitation system is available in either «SHUNT», «AREP» or «PMG» versions (see AVR manual).

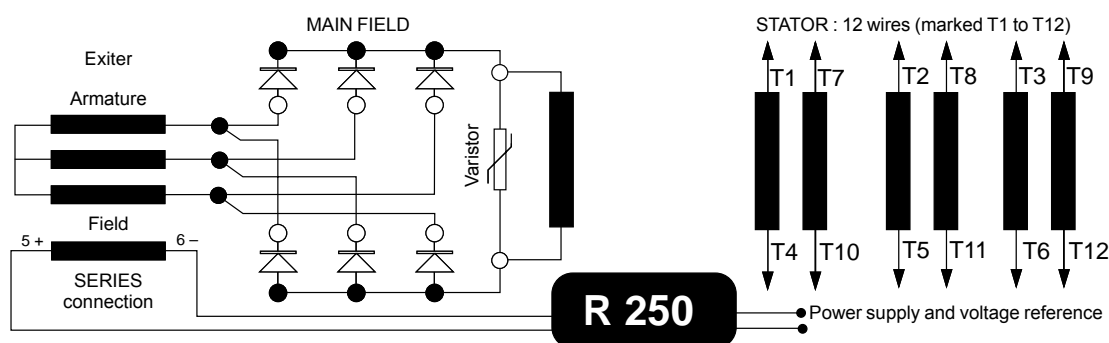
2.1.1 - Options

- Stator temperature detection probes.
- Space heaters.

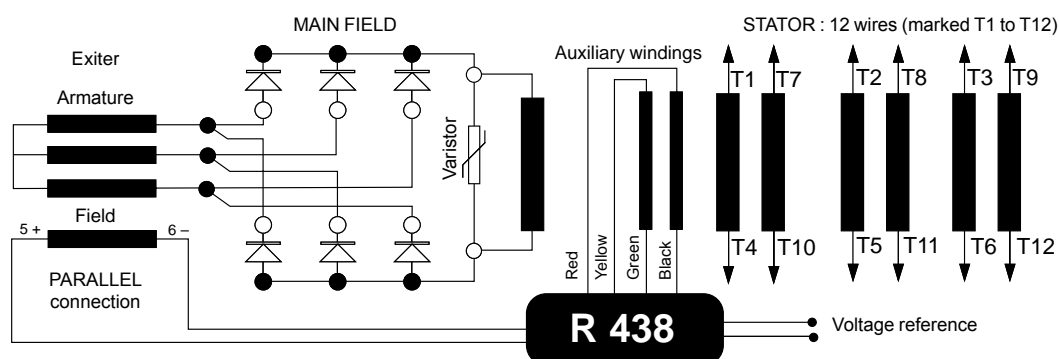
Interference suppression conforms to standard EN 55011, group 1, class B. (Europe).

2.1.2 - SHUNT system with R 250 AVR

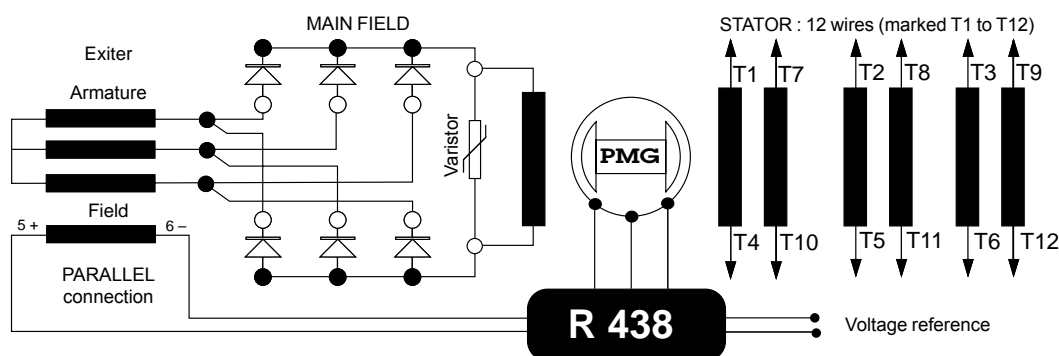
Other version R 251 AVR for dedicated single-phase or R 448 for additional function.



2.1.3 - AREP system with R 438 AVR



2.1.4 - PMG system with R 438 AVR



2.2 - Mechanical characteristics

- Steel frame
- Cast iron end shields
- Protected ball bearings, greased for life
- Mounting arrangements:
IM 1201 (MD 35) foot and flange mounted, single-bearing with SAE coupling disc.
IM 1001 (B 34) double-bearing with SAE flange and standard cylindrical shaft extension.
- Drip-proof machine, self-cooled
- Degree of protection: IP 23

2.2.1 - Options

- Air inlet filter
- Regreasable bearings (only for LSA 44.2 and SHUNT or AREP version)
- IP 44 protection

LSA 43.2 / 44.2 - 4-POLE ALTERNATORS

3 - INSTALLATION

Personnel undertaking the various operations discussed in this section must wear the appropriate personal protective equipment for mechanical and electrical hazards.

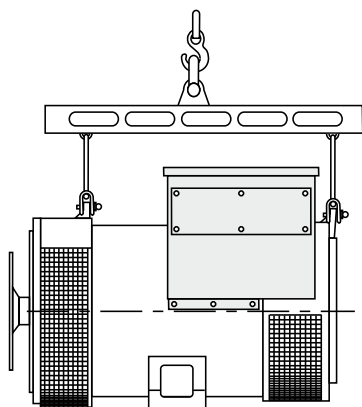
3.1 - Assembly



All mechanical handling operations must be undertaken using approved equipment and the machine must be horizontal. Check how much the alternator weight (see 4.9) before choosing the lifting tool. During this operation, do not allow anyone to stand under the load.

3.1.1 - Handling

The generously-sized lifting rings are for handling the alternator alone. They must not be used to lift the genset. The choice of lifting hooks or handles should be determined by the shape of these rings. Choose a lifting system that has regard for the integrity and environment of the alternator.



3.1.2 - Coupling

3.1.2.1 - Single-bearing alternator

Before coupling the alternator and the heat engine, check they are compatible by:

- undertaking a torsional analysis of the transmission on both units
- checking the dimensions of the flywheel and its housing, the flange, coupling discs and offset.

CAUTION

When coupling the alternator to the prime mover, the holes of the coupling discs should be aligned with the flywheel holes by cranking the engine.

Do not use the alternator fan to turn the rotor.

Make sure the alternator is securely bedded in position during coupling.

Tighten the coupling disc screws to the recommended torque and check that there is lateral play on the crankshaft.

3.1.2.2 - Two-bearing alternator

- Semi-flexible coupling

Careful alignment of the alternator and the heat engine is recommended, checking that the differences in concentricity and parallelism of the two parts of the coupling do not exceed 0.1 mm.

CAUTION

This alternator has been balanced with a half-key.

3.1.3 - Location

Ensure that the ambient temperature in the room where the alternator is placed cannot exceed 40 °C for standard power ratings (for temperatures > 40 °C, apply a derating coefficient). Fresh air, free from damp and dust, must be able to circulate freely around the air intake grilles on the opposite side from the coupling.

3.2 - Inspection prior to first use

3.2.1 - Electrical checks



Under no circumstances should an alternator, new or otherwise, be operated if the insulation is less than 1 megohm for the stator and 100,000 ohms for the other windings.

There are three possible methods for restoring the above minimum values.

- Dry out the machine for 24 hours in a drying oven at a temperature of approximately 110 °C (without the AVR).
- Blow hot air into the air inlet, having made sure that the machine is rotating with the exciter field disconnected.
- Run in short-circuit mode (disconnect the AVR):
 - Short-circuit the three output terminals (power) using connections capable of supporting the rated current (try not to exceed 6 A/ mm²)

- Insert a clamp ammeter to monitor the current passing through the short-circuit connections

- Connect a 48 Volt battery in series with a rheostat of approximately 10 ohms (50 W) to the exciter field terminals, respecting the polarity

- Open all the alternator openings fully

- Run the alternator at its rated speed, and adjust the exciter field current using the rheostat to obtain the rated output current in the short-circuit connections

Note: Prolonged standstill: In order to avoid these problems, we recommend the use of space heaters, as well as turning over the machine from time to time. Space heaters are only really effective if they are working continuously while the machine is stopped.

CAUTION

Ensure that the alternator has the degree of protection matching the defined environmental conditions.

LSA 43.2 / 44.2 - 4-POLE ALTERNATORS

3.2.2 - Mechanical checks

Before starting the machine for the first time, check that:

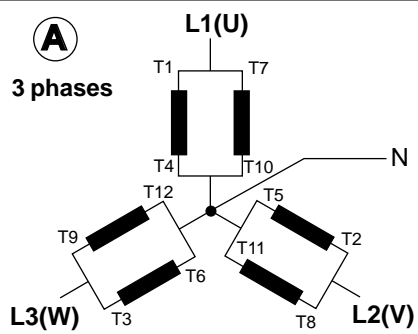
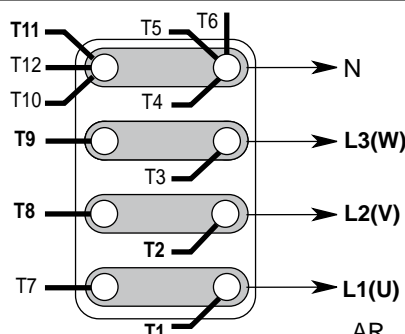
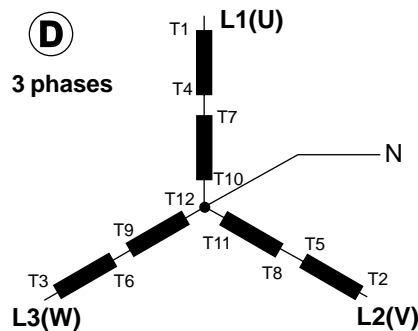
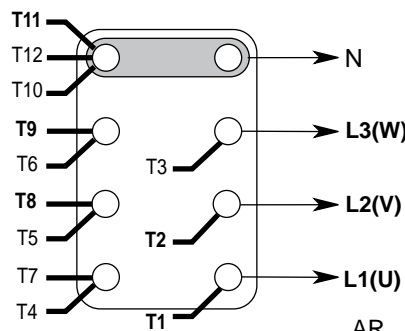
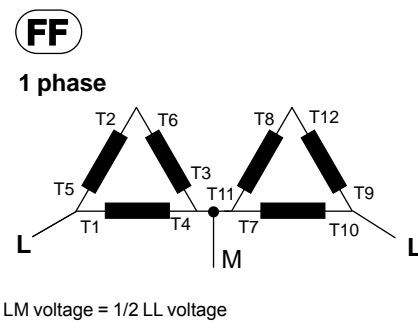
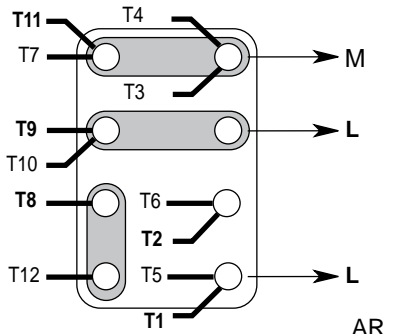
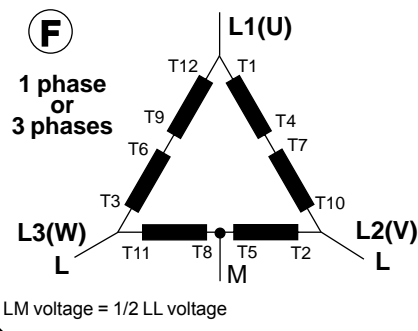
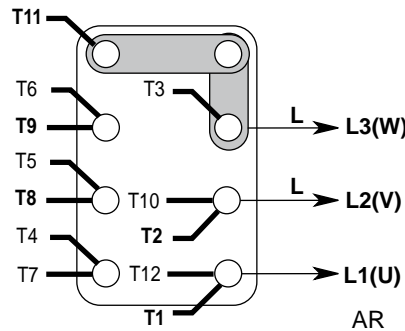
- the fixing bolts on the feet are tight,
- the cooling air is drawn in freely,
- the protective grilles and housing are correctly in place,
- the standard direction of rotation is clockwise as seen from the shaft end (phase rotation in order 1-2-3). For anti-clockwise rotation, swap 2 and 3.
- the winding connection corresponds to the site operating voltage (see section 3.3).

3.3 - Terminal connection diagrams

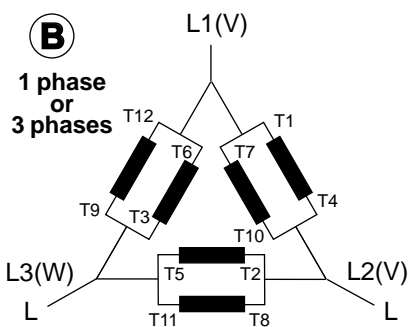
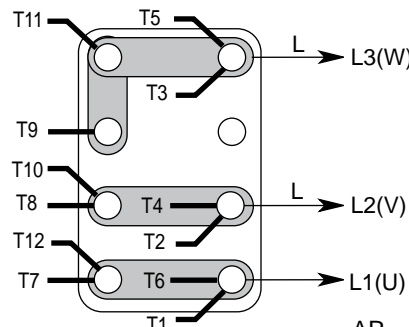
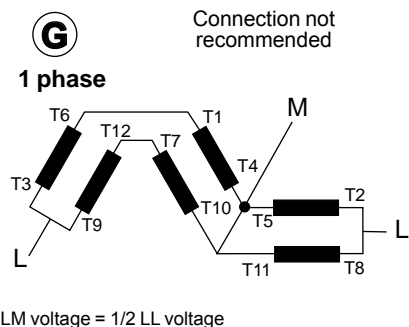
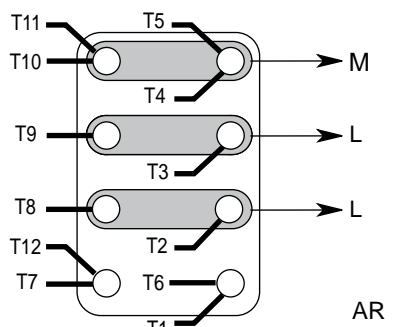
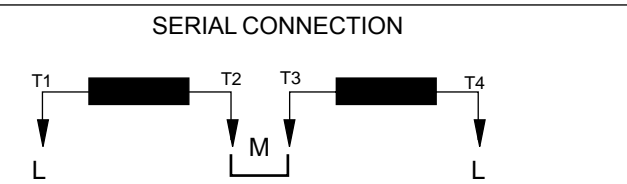
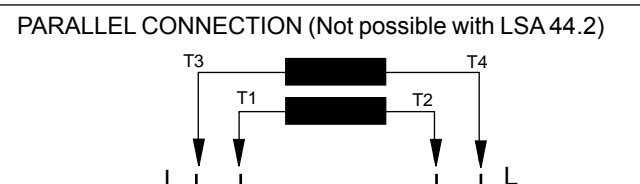
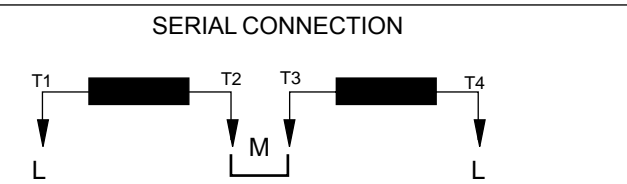
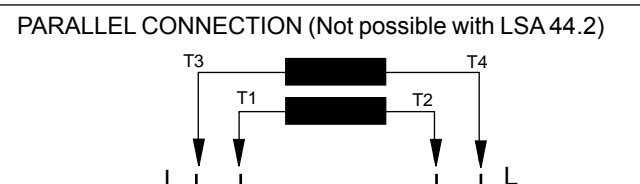
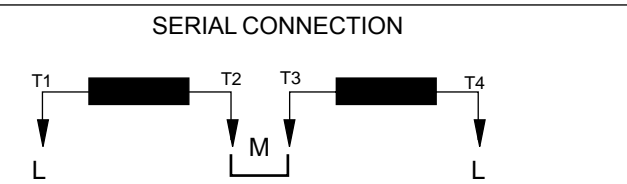
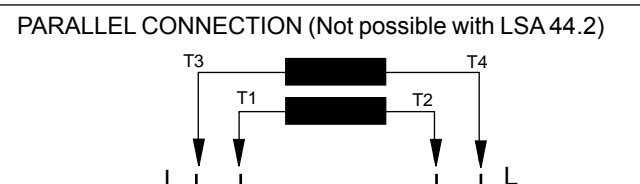
To modify the connection, change the position of the terminal cables. The winding code is specified on the nameplate.



Any intervention on the alternator terminals during reconnection or checks should be performed with the machine stopped.

| Connections codes | L.L voltage | | | Factory connection |
|--|---|--------------|--------------|---|
| A 3 phases  | Winding | 50 Hz | 60 Hz |  |
| | 6 | 190 - 208 | 190 - 240 | |
| | 7 | 220 - 230 | - | |
| | 8 | - | 190 - 208 | |
| | R 250 voltage sensing: 0 => (T8) / 110 V => (T11) R 438 voltage sensing: 0 => (T3) / 220 V => (T2) | | | |
| D 3 phases  | Winding | 50 Hz | 60 Hz |  |
| | 6 | 380 - 415 | 380 - 480 | |
| | 7 | 440 - 460 | - | |
| | 8 | - | 380 - 416 | |
| | R 250 voltage sensing: 0 => (T8) / 110 V => (T11) R 438 voltage sensing: 0 => (T3) / 380 V => (T2) | | | |
| FF 1 phase  | Winding | 50 Hz | 60 Hz |  |
| | 6 | 220 - 240 | 220 - 240 | |
| | 7 | 250 - 260 | - | |
| | 8 | 200 | 220 - 240 | |
| | R 250 voltage sensing: 0 => (T1) / 110 V => (T4) R 438 voltage sensing: 0 => (T10) / 220 V => (T1) | | | |
| F 1 phase or 3 phases  | Winding | 50 Hz | 60 Hz |  |
| | 6 | 220 - 240 | 220 - 240 | |
| | 7 | 250 - 260 | - | |
| | 8 | 200 | 220 - 240 | |
| | R 250 voltage sensing: 0 => (T8) / 110 V => (T11) R 438 voltage sensing: 0 => (T3) / 220 V => (T2) | | | |

LSA 43.2 / 44.2 - 4-POLE ALTERNATORS

| Connection codes | | L.L. voltage | | | Factory connection | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|--------------------|--|--|--------------------|--|--|--|--|-------|---|--|---|-----|-----------------|---------|------|--------|---------|-----|-------|-------|-----|--|---|-----|-----------------|---------|----|----|---------|------|--------|-----|-----|--|-------|---|-----------------|---|------|--------|--------------------|-------|---------|-------|-----|---|-----|-----|---|--------------------|-------|---------|---|-----|---|-----|---|--|--|--|--|--|--|
| <div><div>B</div><div>1 phase or 3 phases</div></div> | Winding | 50 Hz | 60 Hz |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 6 | 110 - 120 | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 7 | 120 - 130 | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8 | - | 110 - 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | R 250 voltage sensing: 0 => (T8) / 110 V => (T11) R 438 voltage sensing: 0 => (T3) / 110 V => (T2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div><div>!</div><div>FOR LSA 44.2, THE COUPLING B IS NOT POSSIBLE</div></div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div><div>G</div><div>1 phase</div><div>Connection not recommended</div></div> | Winding | 50 Hz | 60 Hz |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 6 | 220 - 240 | 220 - 240 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 7 | 250 - 260 | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8 | 200 | 220 - 240 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | R 250 voltage sensing: 0 => (T8) / 110 V => (T11) R 438 voltage sensing: 0 => (T3) / 220 V => (T2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div>SINGLE-PHASE 4-WIRE - type M or M1 DEDICATED WINDING</div> <tr><td colspan="3"><div>SERIAL CONNECTION</div></td><td colspan="3"><div>PARALLEL CONNECTION (Not possible with LSA 44.2)</div></td></tr> <tr><td colspan="3"><table><tr><th colspan="2">Voltage 50/60Hz</th><th rowspan="2">Link</th><th colspan="3">Output</th></tr><tr><th>L - L</th><th>L - M</th><th>L</th><th>L</th><th>M</th></tr><tr><td>220</td><td>110</td><td rowspan="3">T2 - T3</td><td rowspan="3">T1</td><td rowspan="4">T4</td><td rowspan="4">T2 - T3</td></tr><tr><td>230</td><td>115</td></tr><tr><td>240</td><td>120</td></tr></table></td><td colspan="3"><table><tr><th colspan="2">Voltage 50/60Hz</th><th rowspan="2">Link</th><th colspan="3">Output</th></tr><tr><th>L - L</th><th>L - M</th><th>L</th><th>L</th><th>M</th></tr><tr><td>110</td><td>-</td><td rowspan="4">T1 - T3 T2 - T4</td><td rowspan="3">T1-T3</td><td rowspan="4">T2 - T4</td><td rowspan="4">-</td></tr><tr><td>115</td><td>-</td></tr><tr><td>120</td><td>-</td></tr></table></td></tr> <tr><td colspan="3">R 251 voltage sensing: 0 => (T1) / 110 V => (T2)</td><td colspan="3">R 251 voltage sensing: 0 => (T1) / 110 V => (T2)</td></tr> | | | | | | <div>SERIAL CONNECTION</div>  | | | <div>PARALLEL CONNECTION (Not possible with LSA 44.2)</div>  | | | <table><tr><th colspan="2">Voltage 50/60Hz</th><th rowspan="2">Link</th><th colspan="3">Output</th></tr><tr><th>L - L</th><th>L - M</th><th>L</th><th>L</th><th>M</th></tr><tr><td>220</td><td>110</td><td rowspan="3">T2 - T3</td><td rowspan="3">T1</td><td rowspan="4">T4</td><td rowspan="4">T2 - T3</td></tr><tr><td>230</td><td>115</td></tr><tr><td>240</td><td>120</td></tr></table> | | | Voltage 50/60Hz | | Link | Output | | | L - L | L - M | L | L | M | 220 | 110 | T2 - T3 | T1 | T4 | T2 - T3 | 230 | 115 | 240 | 120 | <table><tr><th colspan="2">Voltage 50/60Hz</th><th rowspan="2">Link</th><th colspan="3">Output</th></tr><tr><th>L - L</th><th>L - M</th><th>L</th><th>L</th><th>M</th></tr><tr><td>110</td><td>-</td><td rowspan="4">T1 - T3 T2 - T4</td><td rowspan="3">T1-T3</td><td rowspan="4">T2 - T4</td><td rowspan="4">-</td></tr><tr><td>115</td><td>-</td></tr><tr><td>120</td><td>-</td></tr></table> | | | Voltage 50/60Hz | | Link | Output | | | L - L | L - M | L | L | M | 110 | - | T1 - T3 T2 - T4 | T1-T3 | T2 - T4 | - | 115 | - | 120 | - | R 251 voltage sensing: 0 => (T1) / 110 V => (T2) | | | R 251 voltage sensing: 0 => (T1) / 110 V => (T2) | | |
| <div>SERIAL CONNECTION</div>  | | | <div>PARALLEL CONNECTION (Not possible with LSA 44.2)</div>  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table><tr><th colspan="2">Voltage 50/60Hz</th><th rowspan="2">Link</th><th colspan="3">Output</th></tr><tr><th>L - L</th><th>L - M</th><th>L</th><th>L</th><th>M</th></tr><tr><td>220</td><td>110</td><td rowspan="3">T2 - T3</td><td rowspan="3">T1</td><td rowspan="4">T4</td><td rowspan="4">T2 - T3</td></tr><tr><td>230</td><td>115</td></tr><tr><td>240</td><td>120</td></tr></table> | | | Voltage 50/60Hz | | Link | Output | | | L - L | L - M | L | L | M | 220 | 110 | T2 - T3 | T1 | T4 | T2 - T3 | 230 | 115 | 240 | 120 | <table><tr><th colspan="2">Voltage 50/60Hz</th><th rowspan="2">Link</th><th colspan="3">Output</th></tr><tr><th>L - L</th><th>L - M</th><th>L</th><th>L</th><th>M</th></tr><tr><td>110</td><td>-</td><td rowspan="4">T1 - T3 T2 - T4</td><td rowspan="3">T1-T3</td><td rowspan="4">T2 - T4</td><td rowspan="4">-</td></tr><tr><td>115</td><td>-</td></tr><tr><td>120</td><td>-</td></tr></table> | | | Voltage 50/60Hz | | | | | Link | Output | | | L - L | L - M | L | L | M | 110 | - | T1 - T3 T2 - T4 | T1-T3 | T2 - T4 | - | 115 | - | 120 | - | | | | | | | | | | | | | | | |
| Voltage 50/60Hz | | Link | Output | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L - L | L - M | | L | L | M | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 220 | 110 | T2 - T3 | T1 | T4 | T2 - T3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 230 | 115 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 240 | 120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Voltage 50/60Hz | | Link | Output | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L - L | L - M | | L | L | M | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 110 | - | T1 - T3 T2 - T4 | T1-T3 | T2 - T4 | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 115 | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 120 | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R 251 voltage sensing: 0 => (T1) / 110 V => (T2) | | | R 251 voltage sensing: 0 => (T1) / 110 V => (T2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

3.3.1 - Connexion de l'excitatrice

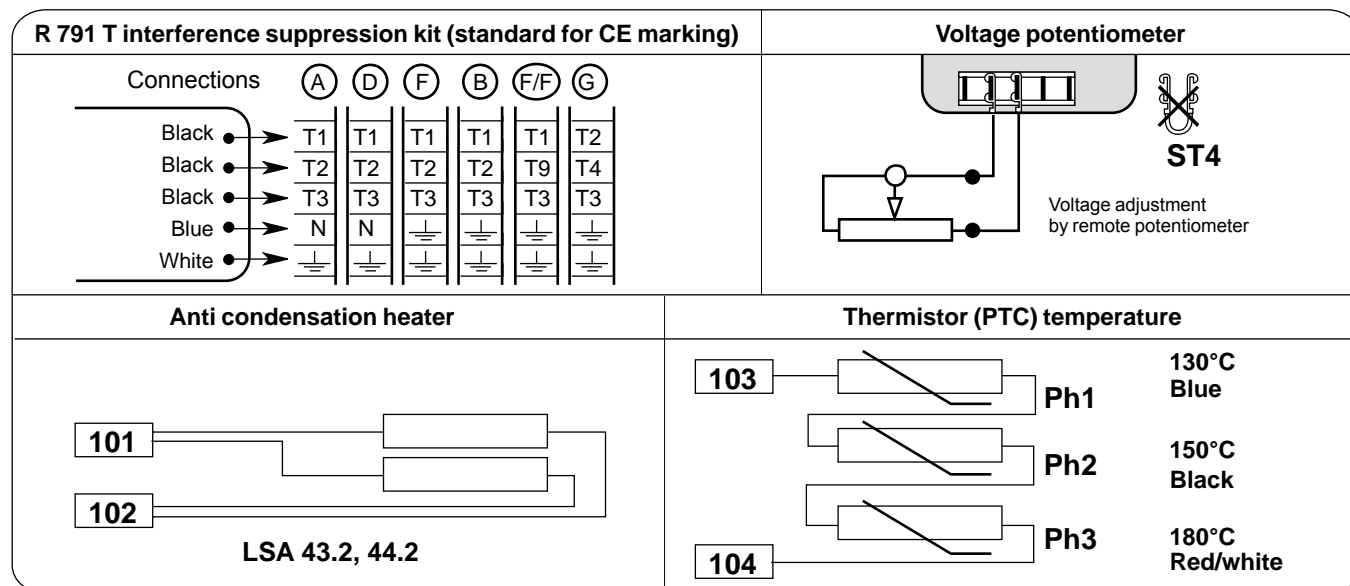
| Series connection (shunt excitation) | Parallel connection (AREP or PMG excitation) |
|--------------------------------------|--|
| | |



Single-phase dedicated SHUNT version: R 251 AVR, no connection for 2000 (2-wire output without terminal block)

LSA 43.2 / 44.2 - 4-POLE ALTERNATORS

3.3.2 - Schéma de connexion des options



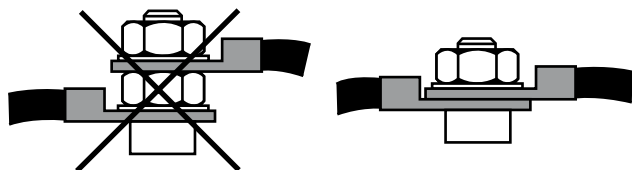
3.3.3 - Connection checks



Electrical installations must comply with the current legislation in force in the country of use.

Check that:

- The residual circuit-breaker complies with legislation on protection of personnel in force in the country of use, and has been correctly installed on the alternator power output as close as possible to the alternator. (In this case, disconnect the blue wire of the R 791 interference suppression module linking the neutral);
- Any protective devices in place have not tripped;
- If there is an external AVR, the connections between the alternator and the cubicle are made in accordance with the connection diagram;
- There is no short-circuit between phase or phase-neutral between the alternator output terminals and the generator set control cabinet (part of the circuit not protected by circuit-breakers or cubicle relays);
- The alternator has been connected with the busbar separating the terminals as shown in the terminal connection diagram.



- The equipotential earth links have been implemented correctly (cross-section and continuity of the earths).

3.4 - Commissioning



The alternator can only be started up and used if the installation is in accordance with the regulations and instructions defined in this manual.

The alternator is tested and set in the factory. When first used with no load, make sure that the drive speed is correct and stable (see the genset nameplate). On application of the load, the alternator should achieve its rated speed and voltage; however, in the event of abnormal operation, the alternator setting can be altered (follow the adjustment procedure: see section 3.5). If the operation is still incorrect, the cause of the malfunction must be located (see section 4.4 & 4.5).

3.5 - Setting up



The various adjustments during tests must be made by a qualified engineer. The screwdriver for making adjustments must be suitable for use with electrical equipment. It is essential that the drive speed specified on the genset nameplate is reached before commencing adjustment. The AVR is used to make any adjustments to the alternator. Access to the AVR adjustments is via the panel provided for this purpose.

After operational testing, replace all access panels or covers.

LSA 43.2 / 44.2 - 4-POLE ALTERNATORS

4 - SERVICING / MAINTENANCE

4.1 - Safety measures



Servicing or troubleshooting must be carried out strictly in accordance with instructions so as to avoid the risk of accidents and to maintain the alternator in its original state.



All such operations performed on the alternator should be undertaken by personnel trained in the commissioning, servicing and maintenance of electrical and mechanical components, who must wear the appropriate personal protective equipment for mechanical and electrical hazards.

Before carrying out any work on the alternator, ensure that it cannot be started by a manual or automatic system by isolating the power in any cabinet or enclosure and make sure you have understood the operating principles of the system.

4.2 - Regular maintenance

4.2.1 - Checks after start-up

After approximately 20 hours of operation, check that all fixing screws on the alternator are still tight, plus the general state of the alternator and the various electrical connections in the installation.

4.2.2 - Cooling circuit

It is advisable to check that circulation of air is not reduced by partial blocking of the air intake and outlet grilles: mud, fibre, grease, etc. and to check whether the ventilation guards are corroded or scratched.

4.2.3 - Bearings

The bearings are permanently greased: approximate life of the grease = 20,000 hours or 3 years.

As an option, they are regreaseable for the LSA 44.2. It is advisable to lubricate the alternator during operation. Time intervals and quantity of grease are given in the table below.

| | | |
|---------------------|----------|------------|
| NDE/DE bearing | 6315 C3 | 6309 C3 |
| Quantity of grease | 30 g | 15 g |
| Regreasing interval | 6000 hrs | 10,000 hrs |

Lubrication intervals are given for grease type LITHIUM - standard - NLGI 3.

In the factory, the grease used for lubrication is: ESSO UNIREX N3.

Before using another grease, check for compatibility with the original one. Monitor the temperature rise in the bearings, which must not exceed 50°C above the ambient temperature. Should this value be exceeded, the alternator must be stopped and checks carried out.

4.2.4 - Electrical servicing

Cleaning product for the windings.

CAUTION

Do not use: trichlorethylene, perchlorethylene, trichloroethane or any alkaline products.

Certain strictly defined pure volatile degreasing agents can be used, such as:

- Normal petrol (without additives); inflammable
- Toluene (slightly toxic); inflammable
- Benzene (or benzine, toxic); inflammable
- Cyclohexane (non toxic); inflammable

The insulating components and the impregnation system are not at risk of damage from solvents (see the list of authorized products).

Avoid letting the cleaning product run into the slots. Apply the product with a brush, sponging frequently to avoid accumulation in the housing. Dry the winding with a dry cloth. Let any traces evaporate before reassembling the alternator.

These operations must be performed at a cleaning station, equipped with a vacuum system that collects and flushes out the products used.

4.2.5 - Mechanical servicing

CAUTION

Cleaning the machine using a water spray or a high-pressure washer is strictly prohibited. Any problems arising from such treatment are not covered by our warranty.

The machine should be cleaned with a degreasing agent, applied using a brush. Check that the degreasing agent will not affect the paint.

Compressed air should be used to remove any dust.

If filters have been added to the machine after manufacture and do not have thermal protection, the service personnel should clean the air filters periodically and systematically, as often as necessary (every day in very dusty atmospheres).

Cleaning can be performed using water for dry dust or in a bath containing soap or detergent in the case of greasy dust. Petrol or chloroethylene can also be used.

After cleaning the alternator, it is essential to check the winding insulation (see sections 3.2 and 4.8).

4.3 - Fault detection

If, when commissioned, the alternator does not work normally, the source of the malfunction must be identified.

To do this, check that:

- the protective devices are fitted correctly
 - the connections comply with the diagrams in the manuals supplied with the machine
 - the speed of the unit is correct (see section 1.3)
- Repeat the operations defined in section 3

LSA 43.2 / 44.2 - 4-POLE

ALTERNATORS

4.4 - Mechanical defects

| Fault | | Action |
|----------------------|---|--|
| Bearing | Excessive overheating of one or both bearings (temperature > 80 °C on the bearing retainers with or without abnormal noise) | <ul style="list-style-type: none"> - If the bearing has turned blue or if the grease has turned black, change the bearing. - Bearing not properly seated. - End shields misaligned (flanges not properly fitted). |
| Temperature abnormal | Excessive overheating of alternator frame (more than 40 °C above the ambient temperature) | <ul style="list-style-type: none"> - Air flow (intake-outlet) partially clogged or hot air is being recycled from the alternator or engine - Alternator operating at too high a voltage (> 105% of Un on load) - Alternator overloaded |
| Vibration | Excessive vibration | <ul style="list-style-type: none"> - Misalignment (coupling) - Defective mounting or play in coupling - Rotor balancing fault |
| | Excessive vibration and humming noise coming from the machine | <ul style="list-style-type: none"> - Alternator operating in single-phase mode (single-phase load or faulty contactor or installation fault) - Stator short-circuit |
| Abnormal noise | Alternator damaged by a significant impact, followed by humming and vibration | <ul style="list-style-type: none"> - System short-circuit - Mis-paralleling - Possible consequences - Broken or damaged coupling - Broken or bent shaft end - Shifting and short-circuit of main field - Fan fractured or coming loose on shaft - Irreparable damage to rotating diodes or AVR |

4.5 - Electrical faults

| Fault | Action | Effect | Check/Cause |
|---|---|--|---|
| No voltage at no load on start-up | Connect between E- and E+ a new battery of 4 to 12 volts, respecting the AVR polarities, for 2 to 3 seconds | The alternator builds up and its voltage is still correct when the battery is removed. | - Lack of residual magnetism |
| | | The alternator builds up but its voltage does not reach the rated value when the battery is removed. | - Check the connection of the voltage reference to the AVR - Faulty diodes - Armature short-circuit |
| | | The alternator builds up but its voltage disappears when the battery is removed | - Faulty AVR - Field windings disconnected - Main field winding open circuit. Check the resistance |
| Voltage too low | Check the drive speed | Correct speed | Check the AVR connections (AVR may be faulty) - Field windings short-circuited - Rotating diodes burnt out - Main field winding short-circuited - Check the resistance |
| | | Speed too low | Increase the drive speed (Do not touch the AVR voltage pot. (P2) before running at the correct speed.) |
| Voltage too high | Adjust AVR voltage potentiometer | Adjustment ineffective | Faulty AVR |
| Voltage oscillations | Adjust AVR stability potentiometer | If no effect: try normal/rapid recovery modes (ST2) | - Check the speed: possibility of cyclic irregularity - Loose connections - Faulty AVR - Speed too low when on load (or LAM set too high) |
| Voltage correct at no load and too low when on load (*) | Run at no load and check the voltage between E+ and E- on the AVR | Voltage between E+ and E-SHUNT < 20 V - AREP/PMG < 10 V | - Check the speed (or LAM set too high) |
| | | Voltage between E+ and E-SHUNT > 30 V - AREP/PMG > 15 V | - Faulty rotating diodes - Short-circuit in the main field. Check the resistance - Faulty exciter armature |
| (**) Caution: For single-phase operation, check that the sensing wires coming from the AVR are correctly connected to the operating terminals | | | |
| Voltage disappears during operation (**) | Check the AVR, the surge suppressor, the rotating diodes, and replace any defective components | The voltage does not return to the rated value | - Exciter winding open circuit - Faulty exciter armature - Faulty AVR - Main field open circuit or short-circuited |
| (**) Caution: Internal protection may be activated (overload, open circuit, short-circuit) | | | |

LSA 43.2 / 44.2 - 4-POLE ALTERNATORS

4.5.1 - Checking the winding

You can check the winding insulation by performing a high voltage test. In this case, you must disconnect all AVR wires.

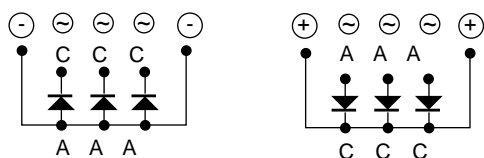
CAUTION

Damage caused to the AVR in such conditions is not covered by our warranty.

4.5.2 - Checking the diode bridge

Anode **A**  Cathode **C**

LSA 43.2 / 44.2 diode bridge



A diode in good working condition allows the current to flow in only one direction, from anode to cathode.

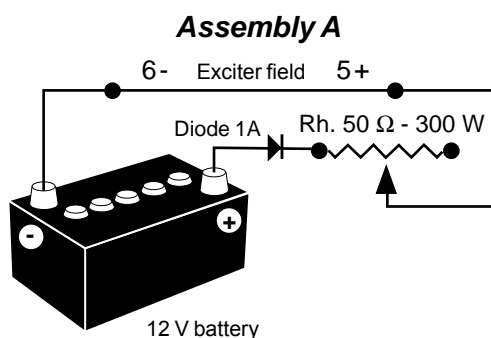
4.5.3 - Checking the windings and rotating diodes using separate excitation



During this procedure, make sure that the alternator is disconnected from any external load and inspect the terminal box to check that the connections are fully tightened.

- 1) Stop the unit, disconnect and isolate the AVR wires.
- 2) There are two ways of creating an assembly with separate excitation.

Assembly A: Connect a 12 V battery in series with a rheostat of approximately 50 ohms - 300 W and a diode on both exciter field wires (5+) and (6-).



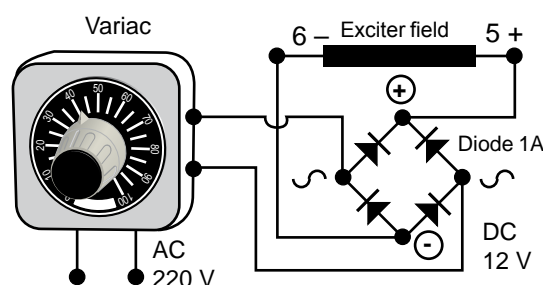
Assembly B: Connect a «Variat» variable power supply and a diode bridge on both exciter field wires (5+) and (6-). Both these systems should have characteristics which are

compatible with the field excitation power of the machine (see the genset nameplate).

- 3) Run the unit at its rated speed.

- 4) Gradually increase the exciter field supply current by adjusting the rheostat or the Variac and measure the output voltages on L1 - L2 - L3, checking the excitation voltage at no load (see machine nameplate or ask for the factory test report).

When the output voltage is at its rated value and balanced within 1% for the rated excitation level, the machine is in good working order. The fault therefore comes from the AVR or its associated wiring (ie. sensing, auxiliary windings).



Assembly B

4.6 - Dismantling, reassembly

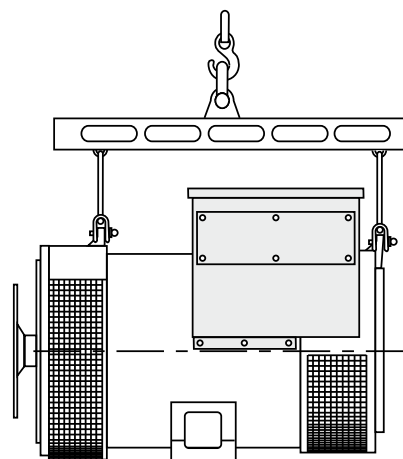
(see sections 5.4.1/5.4.2 & 5.4.3)



During the warranty period, this operation should only be carried out in an LEROY-SOMER approved workshop or in our factory, otherwise the warranty may be invalidated.

Whilst being handled, the alternator should remain horizontal (translational movement of rotor not locked). Check how much the alternator weighs (see section 4.9) before choosing the lifting method.

The choice of lifting hooks or handles should be determined by the shape of the lifting rings.



LSA 43.2 / 44.2 - 4-POLE ALTERNATORS

4.6.1 - Tools required

To fully dismantle the machine, we recommend using the tools listed below:

- 1 ratchet spanner + extension
- 1 torque wrench
- 1 set of flat spanners: 7 mm, 8 mm, 10 mm, 12 mm
- 1 socket set: 8 mm, 10 mm, 13 mm, 16 mm, 18 mm, 21 mm, 22 mm, 24 mm
- 1 size 5 Allen key (eg. Facom: ET5)
- 1 size 6 Allen key (eg. Facom: ET6)
- 1 size 10 Allen key (eg. Facom: ET10)
- 1 size 14 Allen key (eg. Facom: ET14)
- 1 T20 and T30 TORX bit
- 1 puller (eg. Facom: U35)
- 1 puller (eg. Facom: U32/350).

4.6.2 - Screw tightening torque

| IDENTIFICATION | screw Ø | Torque N.m |
|----------------------------|---------|------------|
| Field terminal block screw | M4 | 4 N.m |
| Field screw | M6 | 10 N.m |
| Diode bridge/RP | M6 | 5 N.m |
| Diode nut | M5 | 4 N.m |
| 43.2 tie rod | M12 | 57 N.m |
| 44.2 tie rod | M14 | 90 N.m |
| Earth screw | M8 | 26 N.m |
| 43.2 disc/shaft screw | M12 | 110 N.m |
| 44.2 disc/shaft screw | M16 | 250 N.m |
| 44.2 turbine screw | M6 | 5 N.m |
| Grille screws | M6 | 5 N.m |
| Cover screws | M6 | 5 N.m |
| Terminal block nut | M10 | 20 N.m |

4.6.3 - Access to connections and the regulation system

The terminals are accessed directly by removing the terminal box lid [48].

To access the AVR adjustment potentiometers, the side plate [367] should be removed.

4.6.4 - Accessing, checking and replacing diodes

4.6.4.1 - Dismantling

- Remove the air intake grille [51]
- Remove the surge suppressor [347]
- Disconnect the 6 diodes using an ohmmeter or a battery lamp (see section 4.5.2)

4.6.4.2 - Reassembly

- Replace the bridges, respecting the polarity (see section 4.5.1)
- Replace the surge suppressor [347]
- Refit the air intake grille [51]
- Replace the terminal box lid [48]

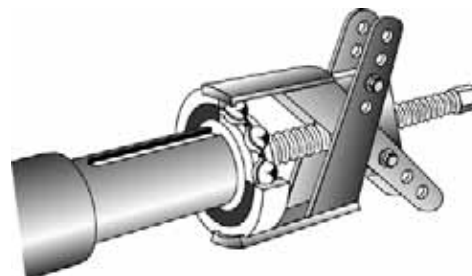
4.6.5 - Replacing the NDE bearing on single-bearing machines

4.6.5.1 - Dismantling

- Remove the terminal box lid [48]
- Remove the air intake grille [51]
- Unscrew the fixing clamps on the power output cables,

remove the connector from the exciter and the R 791 module.

- Remove the 4 nuts on the tie rods
- Remove the NDE shield [36] using a puller: eg. U.32 - 350 (FACOM)
- Remove the ball bearing [70] using a screw puller



4.6.5.2 - Reassembly

- Heat the inner slipring of a new bearing by induction or in a drying oven at 80 °C (do not use an oil-bath) and fit it to the machine.

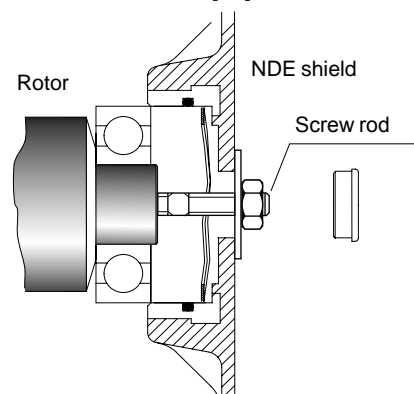
- Place the preloading wavy washer [79] in the shield and fit a new O ring seal [349].

Refit the NDE shield and pass the bundle of wires between the top bars of the shield.

- Refit the fixing clamps on the cables, the R 791 module and the exciter connector.

- Refit the air intake grille [51].

- Replace the terminal box lid [48].



4.6.6 - Replacing the bearings on two-bearing machines

4.6.6.1 - Dismantling

- Uncouple the alternator from the prime mover.
- Remove the 8 assembly screws.
- Remove the DE shield [30].
- Remove the NDE shield (see section 4.6.5.1)
- Remove both ball bearings [60] and [70] using a puller with a central screw.

4.6.6.2 - Reassembly

- Heat the new bearings by induction or in a drying oven at 80°C (do not use an oil-bath) and fit them to the machine.

- Check that both the preloading wavy washer [79] and the new O ring seal [349] have been fitted on the NDE shield [36].

Refit the NDE shield and pass the bundle of wires between the top bars of the shield.

- Refit the DE shield [30] and tighten the 4 fixing screws.

- Check that the machine assembly is correctly mounted and that all screws are tightened.

LSA 43.2 / 44.2 - 4-POLE ALTERNATORS

4.4.6.7 - Accessing the main field and stator

4.6.7.1 - Dismantling

Follow the procedure for dismantling the bearings (see sections 4.6.5.1 and 4.6.6.1)

- Remove the coupling disc (single-bearing alternator) or the DE shield (two-bearing alternator) and insert a tube of the corresponding diameter on the shaft end.

- Rest the rotor on one of its poles, then slide it out. Use the tube as a lever arm to assist dismantling.

- After extraction of the rotor, be careful not to damage the fan. If the fan is dismantled, it is essential that it is replaced for the 43.2.

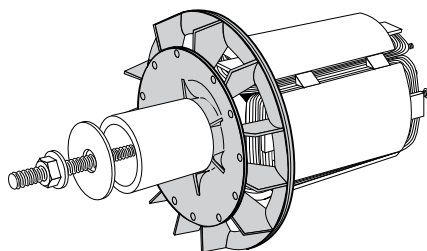
NOTE: If intervention is required on the main field (rewinding, replacement of components), the rotor assembly must be rebalanced.

4.6.7.2 - Reassembling the main field

- Follow the dismantling procedure in reverse order.

Take care not to knock the windings when refitting the rotor in the stator.

- If the fan is being replaced on the 43.2, assemble the parts as shown in the following diagram. Fit a tube and a threaded screw. On the 44.2 the fan is fixed by screws on the hub.



Follow the procedure for reassembling the bearings (see sections 4.6.5.2 and 4.6.6.2).



After operational testing, replace all access panels or covers.

4.7 - Installation and maintenance of the PMG

For the LSA 43.2 and LSA 44.2, the PMG reference is PMG 1. See the PMG maintenance manual, ref: 4211.

CAUTION

Mounting is impossible with the «regreasable bearings» option with the LSA 44.2.

4.8 - Electrical characteristics

Table of average values:

Alternator - 2 and 4 poles - 50 Hz/60 Hz - Winding n° 6 and M or M1 connected in dedicated single-phase. (400 V for the excitation values).

The voltage and current values are given for no-load operation

and operation at rated load with separate field excitation. All values are given at $\pm 10\%$ (for exact values, consult the test report) and are subject to change without prior warning. For 60 Hz machines, the resistance values are the same and the excitation current «i exc» is approximately 5 to 10% weaker.

4.8.1 - 3-phase LSA 43.2 4 P, SHUNT excitation

Resistances at 20 °C (Ω)

| LSA 43.2 | Stator L/N | Rotor | Field | Armature |
|------------|------------|-------|-------|----------|
| S1 | 0.155 | 1.35 | 18.4 | 0.23 |
| S15 | 0.155 | 1.35 | 18.4 | 0.23 |
| S25 | 0.155 | 1.35 | 18.4 | 0.23 |
| S35 | 0.128 | 1.41 | 18.4 | 0.23 |
| M45 | 0.105 | 1.57 | 18.4 | 0.23 |
| L65 | 0.083 | 1.76 | 18.4 | 0.23 |
| L8 | 0.063 | 1.96 | 18.4 | 0.23 |

Field excitation current i exc (A) - 400 V - 50 Hz

«i exc»: excitation current of the exciter field

| LSA 43.2 | no load | on load |
|------------|---------|---------|
| S1 | 0.5 | 1.3 |
| S15 | 0.5 | 1.5 |
| S25 | 0.5 | 1.6 |
| S35 | 0.5 | 1.8 |
| M45 | 0.4 | 1.6 |
| L65 | 0.4 | 1.6 |
| L8 | 0.4 | 1.6 |

4.8.2 - 3-phase LSA 43.2 4 P, AREP excitation

Resistances at 20 °C (Ω)

| LSA 43.2 | Stator L/N | Rotor | Wind. X1,X2 | Winding. Z1,Z2 | Field | Armat. |
|------------|------------|-------|-------------|----------------|-------|--------|
| S1 | 0.155 | 1.35 | 0.32 | 0.52 | 4.6 | 0.23 |
| S15 | 0.155 | 1.35 | 0.32 | 0.52 | 4.6 | 0.23 |
| S25 | 0.155 | 1.35 | 0.32 | 0.52 | 4.6 | 0.23 |
| S35 | 0.128 | 1.41 | 0.29 | 0.5 | 4.6 | 0.23 |
| M45 | 0.105 | 1.57 | 0.26 | 0.51 | 4.6 | 0.23 |
| L65 | 0.083 | 1.76 | 0.26 | 0.44 | 4.6 | 0.23 |
| L8 | 0.063 | 1.96 | 0.21 | 0.4 | 4.6 | 0.23 |

Field excitation current i exc (A) -400 V -50 Hz

«i exc»: excitation current of the exciter field

| LSA 43.2 | no load | on load |
|------------|---------|---------|
| S1 | 1 | 2.6 |
| S15 | 1 | 3 |
| S25 | 1 | 3.2 |
| S35 | 1 | 3.6 |
| M45 | 0.8 | 3.2 |
| L65 | 0.8 | 3.2 |
| L8 | 0.8 | 3.2 |

LSA 43.2 / 44.2 - 4-POLE ALTERNATORS

4.8.3 - Dedicated single-phase LSA 43.2: 4-pole, SHUNT excitation (60 Hz only)

Resistances at 20 °C (Ω)

| LSA 43.2 | Stator L/N | Rotor | Field | Armature |
|------------|------------|-------|-------|----------|
| S1 | 0.058 | 1.35 | 13.9 | 0.23 |
| S25 | 0.058 | 1.35 | 13.9 | 0.23 |
| S35 | 0.046 | 1.41 | 13.9 | 0.23 |
| M45 | 0.037 | 1.57 | 13.9 | 0.23 |
| L65 | 0.027 | 1.76 | 13.9 | 0.23 |
| L8 | 0.019 | 1.96 | 13.9 | 0.23 |

Field excitation current *i exc* (A) -240 V -60 Hz

«i exc»: excitation current of the exciter field

| LSA 43.2 | no load | on load |
|------------|---------|---------|
| S1 | 0.59 | 1.44 |
| S25 | 0.59 | 1.68 |
| S35 | 0.66 | 1.65 |
| M45 | 0.61 | 1.48 |
| L65 | 0.62 | 1.48 |
| L8 | 0.74 | 1.46 |

4.8.4 - 3-phase LSA 44.2: 4-pole, SHUNT excitation

Resistances at 20 °C (Ω)

| LSA 44.2 | Stator L/N | Rotor | Field | Armature |
|-------------|------------|-------|-------|----------|
| VS3 | 0.046 | 2.51 | 18.4 | 0.5 |
| VS45 | 0.046 | 2.51 | 18.4 | 0.5 |
| S7 | 0.036 | 2.91 | 18.4 | 0.5 |
| S75 | 0.036 | 2.91 | 18.4 | 0.5 |
| M95 | 0.024 | 3.32 | 18.4 | 0.5 |
| L12 | 0.019 | 3.66 | 18.4 | 0.5 |

Field excitation current *i exc* (A) - 400 V - 50 Hz

«i exc»: excitation current of the exciter field

| LSA 44.2 | no load | on load |
|-------------|---------|---------|
| VS3 | 0.5 | 1.8 |
| VS45 | 0.5 | 2.1 |
| S7 | 0.5 | 1.9 |
| S75 | 0.5 | 2.1 |
| M95 | 0.6 | 2 |
| L12 | 0.5 | 1.9 |

4.8.5 - 3-phase LSA 44.2: 4-pole, AREP excitation

Resistances at 20 °C (Ω)

| LSA 44.2 | Stator L/N | Rotor | Wind. X1,X2 | Wind. Z1,Z2 | Field | Armat. |
|-------------|------------|-------|-------------|-------------|-------|--------|
| VS3 | 0.046 | 2.51 | 0.3 | 0.5 | 4.9 | 0.5 |
| VS45 | 0.046 | 2.51 | 0.3 | 0.5 | 4.9 | 0.5 |
| S7 | 0.036 | 2.91 | 0.21 | 0.32 | 4.9 | 0.5 |
| S75 | 0.036 | 2.91 | 0.21 | 0.32 | 4.9 | 0.5 |
| M95 | 0.024 | 3.32 | 0.17 | 0.28 | 4.9 | 0.5 |
| L12 | 0.019 | 3.66 | 0.16 | 0.21 | 4.9 | 0.5 |

Field excitation current *i exc* (A) -400 V -50 Hz

«i exc»: excitation current of the exciter field

| LSA 44.2 | no load | on load |
|-------------|---------|---------|
| VS3 | 1 | 3.6 |
| VS45 | 1 | 4.2 |
| S7 | 1 | 3.8 |
| S75 | 1 | 4.2 |
| M95 | 1.2 | 4 |
| L12 | 1 | 3.8 |

4.8.6 - Dedicated single-phase LSA 44.2: 4-pole, SHUNT excitation (60 Hz only)

Resistances at 20 °C (Ω)

| LSA 44.2 | Stator L/N | Rotor | Field | Armature |
|-------------|------------|-------|-------|----------|
| VS3 | 0.0194 | 2.51 | 18.4 | 0.5 |
| VS45 | 0.0194 | 2.51 | 18.4 | 0.5 |
| S7 | 0.0140 | 2.91 | 18.4 | 0.5 |
| M95 | 0.0088 | 3.32 | 18.4 | 0.5 |

Field excitation current *i exc* (A) -240 V -60 Hz

«i exc»: excitation current of the exciter field

| LSA 44.2 | no load | on load |
|-------------|---------|---------|
| VS3 | 0.44 | 1.18 |
| VS45 | 0.44 | 1.25 |
| S7 | 0.43 | 1.2 |
| M95 | 0.55 | 1.28 |

4.9 - Table of weights

| LSA 43.2 | Total weight (kg) | Rotor (kg) |
|------------|-------------------|------------|
| S1 | 220 | 76 |
| S15 | 220 | 76 |
| S25 | 220 | 76 |
| S35 | 240 | 80 |
| M45 | 270 | 90 |
| L65 | 290 | 102 |
| L8 | 330 | 120 |

| LSA 44.2 | Total weight (kg) | Rotor (kg) |
|-------------|-------------------|------------|
| VS3 | 405 | 140 |
| VS45 | 405 | 140 |
| S7 | 460 | 165 |
| S75 | 460 | 165 |
| M95 | 515 | 185 |
| L12 | 570 | 210 |

LSA 43.2 / 44.2 - 4-POLE ALTERNATORS

5 - SPARE PARTS

5.1 - First maintenance parts

Emergency repair kits are available as an option.
They contain the following items:

| Ref. | Designation | Qty | LSA 43.2/44.2 - SHUNT | Code |
|------|-----------------------|-----|-----------------------|----------------|
| 198 | AVR | 1 | R 250 | AEM 110 RE 019 |
| | | | R 251 | AEM 110 RE 021 |
| 343 | Diode bridge assembly | 1 | LSA 432 9 100 | ALT 432 KD 001 |
| 347 | Surge suppressor | 1 | LSA 432 1 13 | AEM 000 RE 126 |
| | AVR fuse | 1 | 250 V - 8 A/slow-blow | |

| Ref. | Designation | Qty | LSA 43.2/44.2 - AREP 4 P | Code |
|------|-----------------------|-----|--------------------------|----------------|
| 198 | AVR | 1 | R 438 | AEM 110 RE 017 |
| 343 | Diode bridge assembly | 1 | LSA 432 9 100 | ALT 432 KD 001 |
| 347 | Surge suppressor | 1 | LSA 432 1 13 | AEM 000 RE 126 |
| | AVR fuse | 2 | 250 V - 8 A/fast-blow | |

5.2 - Bearing designations

| Ref. | Designation | Qty | LSA 43.2 | Code | LSA 44.2 | Code |
|------|--------------------------------|-----|-------------|-------------|-------------|-------------|
| 60 | Bearing on shaft extension end | 1 | 6312 2RS/C3 | RLT060ET007 | 6315 2RS/C3 | RLT075ET004 |
| 70 | Bearing on exciter end | 1 | 6307 2RS/C3 | RLT035ET030 | 6309 2RS/C3 | RLT045ET030 |

5.3 - Technical support service

Our technical support service will be pleased to provide any additional information you may require.

When ordering spare parts, you should indicate the complete machine type, its serial number and the information given on the genset nameplate.

Address your enquiry to your usual contact.

CAUTION

Part numbers should be identified from the exploded views and their description from the parts list.

Our extensive network of service centres can dispatch the necessary parts without delay.

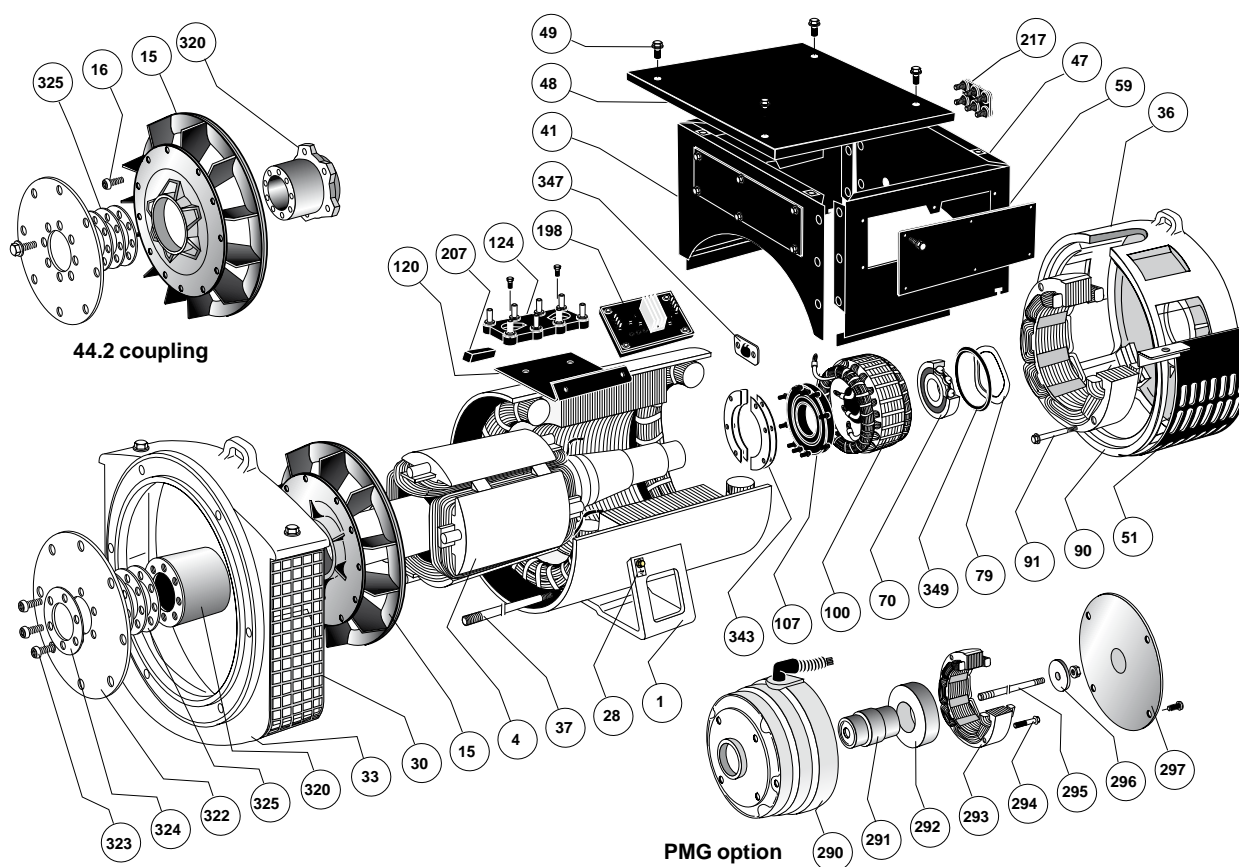
To ensure correct operation and the safety of our machines, we recommend the use of original manufacturer spare parts.

In the event of failure to comply with this advice, the manufacturer cannot be held responsible for any damage.

LSA 43.2 / 44.2 - 4-POLE ALTERNATORS

5.4 - Exploded views, parts list

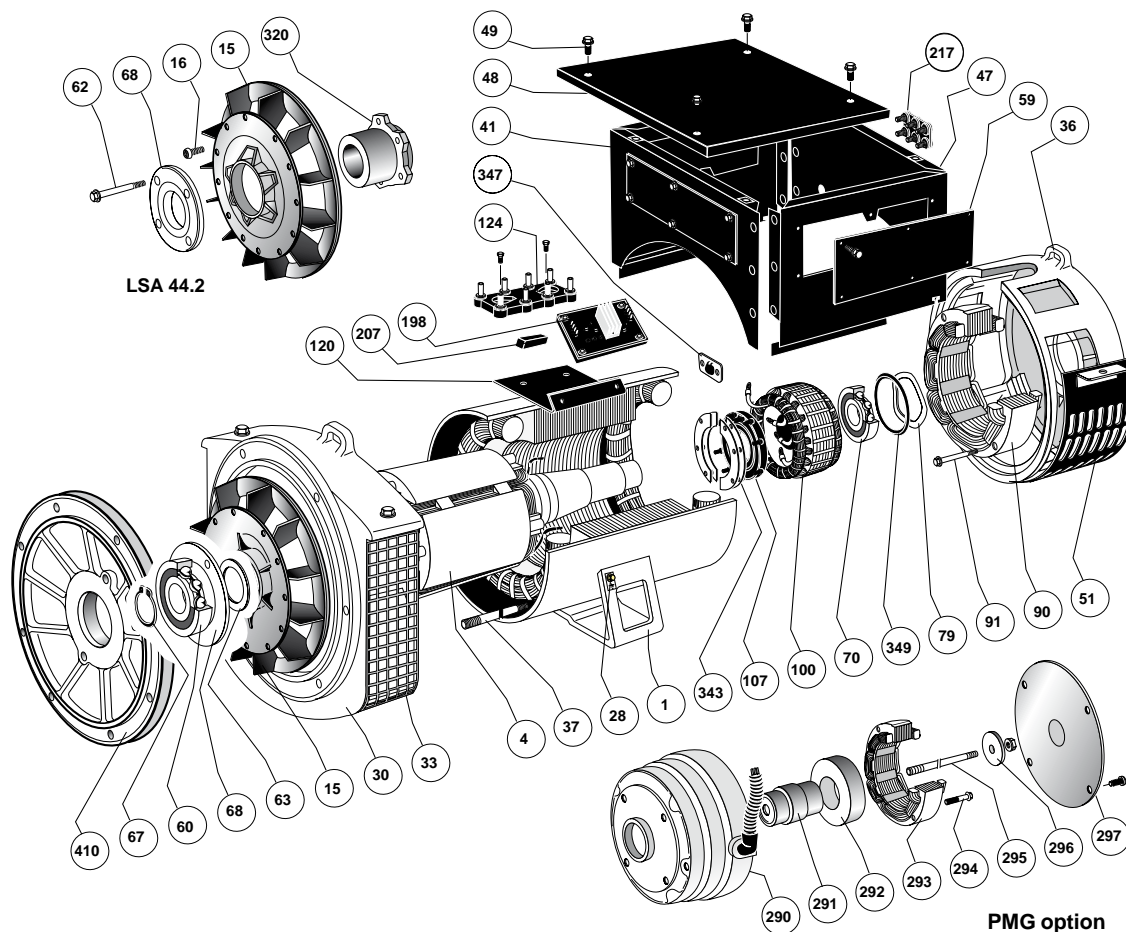
5.4.1 - Single-bearing LSA 43.2/44.2



| N° | Nbr | Description | N° | Nbr | Description |
|-----|-----|----------------------------|-----|-----|-----------------------------------|
| 1 | 1 | Stator assembly | 120 | 1 | Terminal block support (AREP) |
| 4 | 1 | Rotor assembly | 124 | 1 | Terminal block |
| 15 | 1 | Fan | 198 | 1 | Voltage regulator (AVR) |
| 16 | 6 | Fixing screws (44.2 only) | 207 | 1 | AVR damper seal |
| 28 | 1 | Earth terminal | 217 | 1 | Terminal block |
| 30 | 1 | DE shield | 290 | 1 | PMG housing |
| 33 | 1 | Air outlet grille | 291 | 1 | Adaptation shaft |
| 36 | 1 | Shield on exciter end | 292 | 1 | Magnetic rotor |
| 37 | 4 | Tie rod | 293 | 1 | Stator |
| 41 | 1 | Cover front panel | 294 | 2 | Fixing screws |
| 47 | 1 | Cover rear panel | 295 | 1 | Tie rod |
| 48 | 1 | Cover top panel | 296 | 1 | Cable gland washer + nut |
| 49 | 34 | Fixing screws | 297 | 1 | End plate |
| 51 | 1 | Air intake grille | 320 | 1 | Hub (43.2 L7 & 44.2 only) |
| 59 | 3 | Inspection door | 322 | 1 | Coupling disc |
| 70 | 1 | NDE bearing | 323 | - | Fixing screws |
| 79 | 1 | Preloading wavy washer | 324 | 1 | Clamping washer (43.2 S1 to L6) |
| 90 | 1 | Exciter field | 325 | - | Spacer shim (43.2 L7 & 44.2 only) |
| 91 | 4 | Exciter field fixing screw | 343 | 1 | Diode bridge assembly |
| 100 | 1 | Exciter armature | 347 | 1 | Surge suppressor |
| 107 | 1 | Diode crescent support | 349 | 1 | «O» ring |

LSA 43.2 / 44.2 - 4-POLE ALTERNATORS

5.4.2 - Two-bearing LSA 43.2/44.2



| N° | Nbr | Description | N° | Nbr | Description |
|----|-----|--------------------------------|-----|-----|-------------------------------|
| 1 | 1 | Stator assembly | 90 | 1 | Exciter field |
| 4 | 1 | Rotor assembly | 91 | 4 | Exciter field fixing screw |
| 15 | 1 | Fan | 100 | 1 | Exciter armature |
| 16 | 6 | Fixing screws (44.2 only) | 107 | 1 | Diode crescent support |
| 28 | 1 | Earth terminal | 120 | 1 | Terminal block support (AREP) |
| 30 | 1 | DE shield | 124 | 1 | Terminal block |
| 33 | 1 | Air outlet grille | 198 | 1 | Voltage regulator (AVR) |
| 36 | 1 | Shield on exciter end | 207 | 1 | AVR damper seal |
| 37 | 4 | Tie rod | 217 | 1 | Terminal block |
| 41 | 1 | Cover front panel | 290 | 1 | PMG housing |
| 47 | 1 | Cover rear panel | 291 | 1 | Adaptation shaft |
| 48 | 1 | Cover top panel | 292 | 1 | Magnetic rotor |
| 49 | 34 | Fixing screws | 293 | 1 | Stator |
| 51 | 1 | Air intake grille | 294 | 2 | Fixing screws |
| 59 | 3 | Inspection door | 295 | 1 | Tie rod |
| 60 | 1 | DE bearing | 296 | 1 | Cable gland washer + nut |
| 62 | 2/4 | Bearing retainer fixing screw | 297 | 1 | End plate |
| 63 | 1 | Cable gland washer (43.2 only) | 320 | 1 | Hub (44.2 only) |
| 67 | 1 | Circlips | 343 | 1 | Diode bridge assembly |
| 68 | 1 | Inner bearing retainer | 347 | 1 | Surge suppressor |
| 70 | 1 | NDE bearing | 349 | 1 | «O» ring |
| 79 | 1 | Preloading wavy washer | 410 | 1 | End shield |

LSA 43.2 / 44.2 - 4-POLE ALTERNATORS



Electric Power Generation

DECLARATION of COMPLIANCE related to CE marking

This Declaration applies to the generators designed to be incorporated into machines complying with the Machine Directive Nr 2006/42/CE dated 17 May 2006.

MOTEURS LEROY-SOMER
Boulevard Marcellin Leroy
16015 ANGOULEME (France)

Declares hereby that the electric generators of the ranges " PARTNER", Industrial and Professional, as well as their derivatives, manufactured by Leroy Somer or on Leroy Somer's behalf, comply with the following International Standards and Directives :

- EN et CEI 60034 -1 et 60034 -5
- ISO 8528 – 3 " Reciprocating internal combustion engine driven alternating current generating sets.
Part 3. Alternating current generators for generating sets "
- The Low Voltage Directive Nr 2006/95/CE dated 12 December 2006.

Furthermore, these generators, designed in compliance with the Machine Directive Nr 2006/42, are therefore able to be incorporated into Electrical Gen-Sets complying with the following International Standards and Directives :

- The Machine Directive Nr 2006/42/CE dated 17 May 2006
- The EMC Directive Nr 2004/108/CE dated 15 December 2004, as intrinsic levels of emissions and immunity are concerned

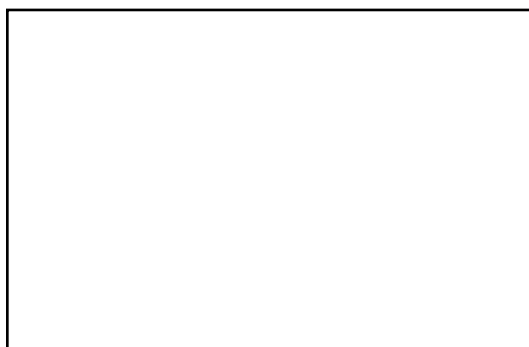
WARNING :

The here above mentioned generators should not be commissioned until the corresponding Gen-Sets have been declared in compliance with the Directives Nr 2006/42/CE et 2004/108/CE, as well as with the other relevant Directives.

Technical Managers

P Betge – O Cadel

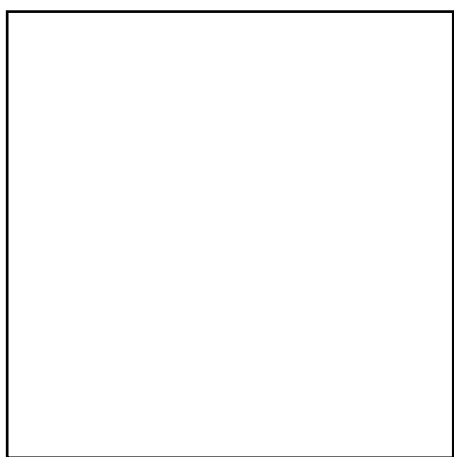
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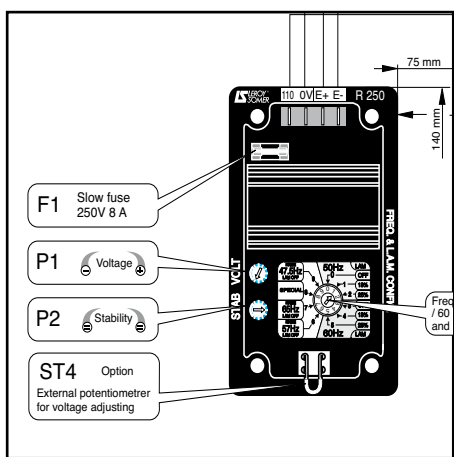
MOTEURS LEROY-SOMER 16015 ANGOULÊME CEDEX - FRANCE

RCS ANGOULÊME N° B 671 820 223
S.A. au capital de 62 779 000 €

<http://www.leroy-somer.com>



*This manual is to be given to
the end user*



R250 **A.V.R.**

Installation and maintenance

R250
A.V.R.

This manual concerns the alternator A.V.R. which you have just purchased.

We wish to draw your attention to the contents of this maintenance manual. By following certain important points during installation, use and servicing of your A.V.R., you can look forward to many years of trouble-free operation.

SAFETY MEASURES

Before using your machine for the first time, it is important to read the whole of this installation and maintenance manual.

All necessary operations and interventions on this machine must be performed by a qualified technician.

Our technical support service will be pleased to provide any additional information you may require.

The various operations described in this manual are accompanied by recommendations or symbols to alert the user to potential risks of accidents. It is vital that you understand and take notice of the following warning symbols.

WARNING

Warning symbol for an operation capable of damaging or destroying the machine or surrounding equipment.



Warning symbol for general danger to personnel.



Warning symbol for electrical danger to personnel.

Note : LEROY-SOMER reserves the right to modify the characteristics of its products at any time in order to incorporate the latest technological developments.

The information contained in this document may therefore be changed without notice.

| | | |
|------------------------|------------------------------|-----------------------|
| LEROY-SOMER | Installation and maintenance | 4067 en - 2009.05 / b |
| R250 A.V.R. | | |

SUMMARY

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Any maintenance or breakdown operations on the A.V.R. are to be done by personnel trained on commisioning, servicing and maintenance for the electrical and mechanical elements.

The R250 is an IP00 product. It must be installed inside a unit so that this unit's cover can provide IP20 minimum total protection (it must only be installed on LS alternators in the appropriate location so that when viewed externally, it has a higher degree of protection than IP20).

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R250

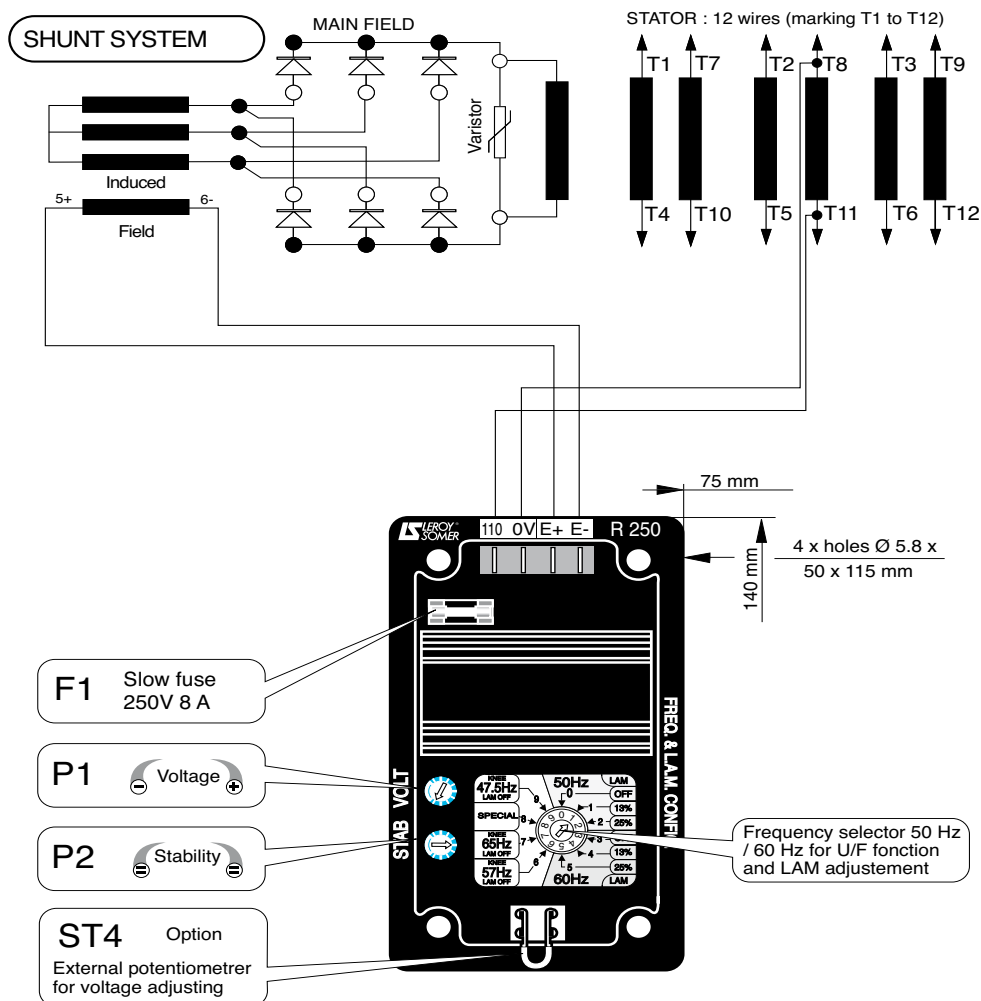
A.V.R.

1 - SUPPLY

1.1 - SHUNT excitation system

The SHUNT excitation alternator is auto-excited with a **R 250** voltage regulator.

The regulator controls the excitation current according to the alternator's output voltage. With a very simple conception, the SHUNT excitation alternator does not have a short circuit capacity.



R250 A.V.R.

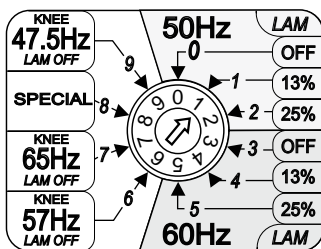
2 - R250 A.V.R.

2.1 - Characteristics

- Storage: -55°C; +85°C
- Operation: -40°C; +70°C
- Voltage regulation: around $\pm 0,5\%$.
- Supply range/voltage detection 85 to 139 V (50/60Hz).
- Rapid response time (500 ms) for a transient voltage variation amplitude of $\pm 20\%$.
- Voltage setting **P1**.
- Stability setting **P2**.
- Power supply protected by 8 A fuse, replacement product: Ferraz-Shawmut T084013T fast-blow fuse, 8 A FA 250 V, breaking capacity 30 kA.

2.2 - U/F Fonction and LAM

The threshold position (50 Hz - 60 Hz) to action the U/F fonction as well as the LAM setting type is selected using the potentiometer.



WARNING: The jumper settings must correspond to the rated operating frequency (see the nameplate on the alternator).

Risk of destruction for the alternator.

The threshold position and LAM fonction settings are done with the jumper.

Operating at 50 Hz: (U/F gradient)

0: threshold at 48 Hz without LAM for impacts between 30 and 40% of the rated load.

1: threshold at 48 Hz with LAM 13% for impacts between 40 and 70% of the rated load.

2: threshold at 48 Hz with LAM 25% for impacts > 70% of the rated load.

Operating at 60 Hz: (U/F gradient)

3: threshold at 58 Hz without LAM for impacts between 30 and 40% of the rated load.

4: threshold at 58 Hz with LAM 13% for impacts 40 and 70% of the rated load.

5: threshold at 58 Hz with LAM 25% for impacts > 70% of the rated load.

Specific operating

6: threshold at 57 Hz without LAM for speed variations at a steady state > 2 Hz

7: threshold at 65 Hz without LAM for variable speed and tractelec / gearlec (U/F gradient).

8: special: the factory setting 48 Hz 2U/F gradient ; a special programme is possible on request. This programme must be specified before ordering, during the project study.

9: threshold at 47.5 Hz without LAM for speed variations at a steady state > 2 Hz. For hydraulic applications, it is advisable to select:

- position 0 for 50 Hz
- position 3 for 60 Hz

R250 A.V.R.

2.3 - R250 A.V.R. option

Potentiometer for voltage setting, 1000 W / 0,5 W min: setting range $\pm 5\%$.

- Remove the **ST4** jumper.



For wiring up the external potentiometer; the “earth” wires must be isolated as well as the potentiometer terminals (wires at the same voltage as the power).

2.4 - LAM characteristics (Load Acceptance Module)

2.4.1 - Voltage drop

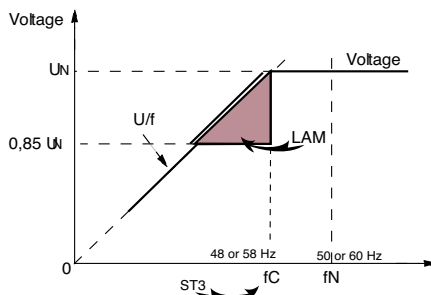
The LAM system is integrated in the A.V.R. It is active as standard. It can be adjusted to 13% or 25%.

- Role of the «LAM» (Load Adjustment Module):

On application of a load, the rotation speed of the generator set decreases. When it passes below the preset frequency threshold, the LAM causes the voltage to drop by approximately 13% or 25% and consequently the amount of active load applied is reduced by approximately 25% to 50%, until the speed reaches its rated value again.

Hence the “LAM” can be used either to reduce the speed variation (frequency) and its duration for a given applied load, or to increase the applied load possible for one speed variation (turbo-charged engines). To avoid voltage oscillations, the trip threshold for the “LAM” function should be set approximately 2 Hz below the lowest frequency in steady state.

It is advised to use the “LAM” at 25% for load impacts > at 70% of the genset rated power.

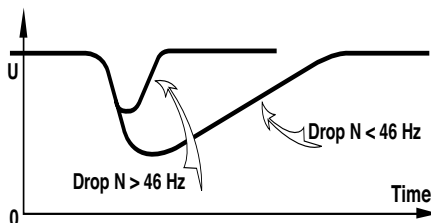


2.4.2 - Gradual voltage return function

During load impacts, the function helps the genset to return to its rated speed faster thanks to a gradual increase in voltage according to the following principles:

- if the speed drops between 46 Hz and 50 Hz, the rated voltage follows a fast gradient as it is restored.

- if the speed drops below 46 Hz, since the engine needs more help, the voltage follows a slow gradient as it returns to the reference value.

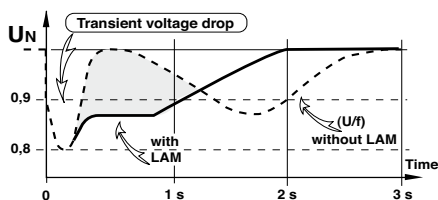


R250

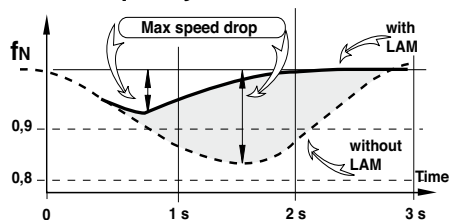
A.V.R.

2.5 - Typical effects of the LAM with a diesel engine or without a LAM (U/F only)

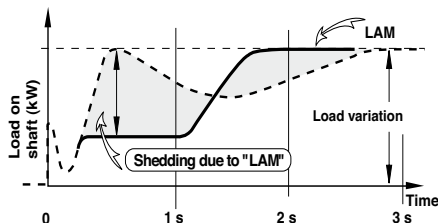
2.5.1 - Voltage



2.5.2 - Frequency



2.5.3 - Power



R250 A.V.R.

3 - INSTALLATION - COMMISSIONING

3.1 - Electrical checks on the AVR

- Check that all connections have been made properly as shown in the attached wiring diagram.
- Check that the position of the jumper corresponds to the operating frequency.
- Check whether the ST4 jumper or the remote adjustment potentiometer have been connected.

3.2 - Settings



The different settings made during the trial are to be done by qualified personnel. Respecting the load speed specified on the nameplate is vital in order to start a settings procedure. After operational testing, replace all access panels or covers.

The only possible settings on the machine are to be done with the A.V.R.

3.2.1 - R250 settings (SHUNT system)

Initial potentiometer positions

- voltage setting potentiometer **P1** for the A.V.R.: full left
- remote voltage setting potentiometer: in the middle.

Operate the alternator at its rated speed: if the voltage does not rise it is necessary to re-magnetise the magnetic circuit.

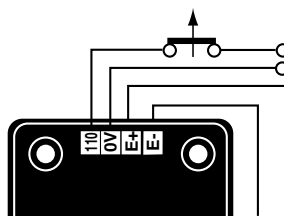
- slowly adjust the voltage potentiometer of the A.V.R. **P1** until the output voltage reaches its rated value.
- Stability setting with **P2**.

3.2.2 - Special type of use

WARNING

Excitation circuit E+, E- must not be left open when the machine is running: A.V.R. damage will occur.

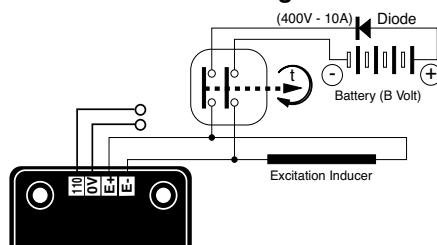
3.2.2.1 - R250 field weakening (SHUNT)



The exciter is switched off by disconnecting the A.V.R. power supply (1 wire - 0 or 110V). Contact rating: 16A - 250V AC

Do not reclose the power supply until the voltage has reached a value $\leq 15\%$ of the rated voltage (approximately 5 seconds after opening)

3.2.2.2 - R250 field forcing



The battery must be isolated from the mass.



Exciter field may be at line potential.

| | | |
|------------------------|------------------------------|-----------------------|
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| R250 A.V.R. | | |

3.3 - Electrical faults

| Fault | Action | Effect | Check/cause |
|---|--|--|--|
| No voltage at no load on start-up | Connect a new battery of 4 to 12 volts to terminals E- and E+ respecting the polarity for 2 to 3 seconds | The alternator starts up and its voltage is still correct when the battery is removed. | - Lack of residual magnetism |
| | | The alternator starts up but its voltage does not reach the rated value when the battery is removed. | - Check the connection of the voltage reference to the A.V.R. - Faulty diodes - Induced short circuit |
| | | The alternator starts up but its voltage disappears when the battery is removed | - Faulty A.V.R. - Exciter field short-circuited - Short-circuit in the main field. Check the resistance |
| Voltage too low | Check the drive speed | Correct speed | Check the A.V.R. connections (A.V.R. may be faulty) - Field windings short-circuited - Rotating diodes burnt out - Main field winding short-circuited - Check the resistance |
| | | Speed too low | Increase the drive speed (Do not touch the A.V.R. pot (P1) before returning to the correct speed.) |
| Voltage too high | Adjust A.V.R. potentiometer | Adjustment ineffective | - Faulty A.V.R. - 1 faulty diode |
| Voltage oscillations | Adjust A.V.R. stability potentiometer | | - Check the speed: possibility of cyclic irregularity - Loose terminals - Faulty A.V.R. - Speed too low on load (or U/F gradient set too high) |
| Voltage correct at no load and too low when on load (*) | Run at no load and check the voltage between E+ and E- on the A.V.R. | | - Check the speed (or U/F gradient set too high) |
| | | | - Faulty rotating diodes - Short-circuit in the main field. Check the resistance - Faulty induced excitaion |
| (*) Warning: For single-phase operation, check that the sensing wires coming from the A.V.R. are correctly connected to the operating terminals (see the alternator manual). | | | |
| Voltage disappears during operation | Check the A.V.R., the surge suppressor, the rotating diodes and replace any defective components | The voltage does not return to the rated value | - Exciter winding open circuit - Faulty induced excitation - Faulty A.V.R. - Main field open circuit or short-circuited |



Warning: after setting-up or trouble-shooting, replace all access panels or covers.

R250
A.V.R.**4 - SPARE PARTS****4.1 - Designation**

| Description | Type | Code |
|-------------|-------|----------------|
| A.V.R. | R 250 | AEM 110 RE 019 |

4.2 - Technical support service

Our technical support service will be pleased to help you with any information needed.

For replacement part orders, it is necessary to indicate the type and the code number of the A.V.R.

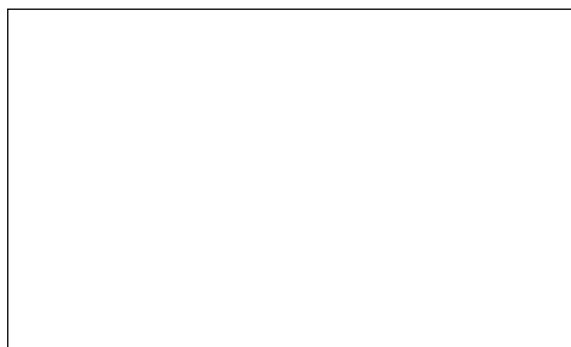
Please contact your usual correspondent.

An extensive network of service centres is available to rapidly supply any necessary parts.

In order to ensure the correct operation and safety of our machines, we strongly recommend that original manufacturer's spare parts are used.

Failure to do so, will discharge the manufacturer from liability in the case of damage.

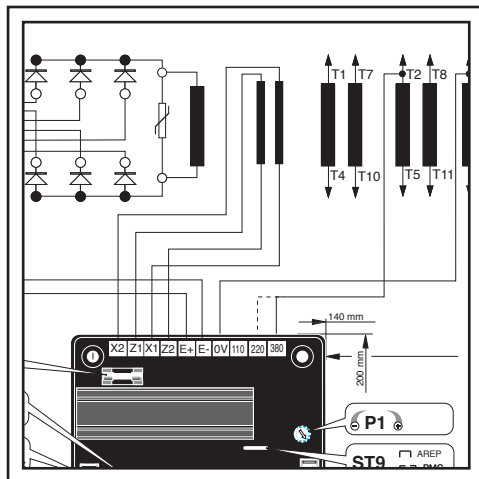
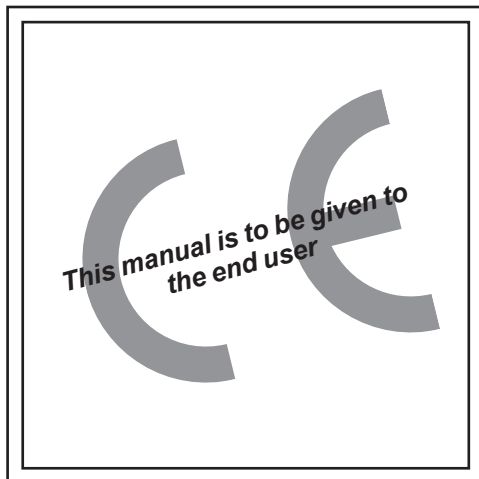
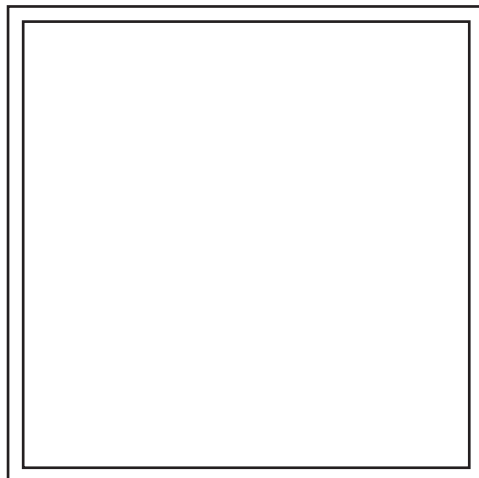
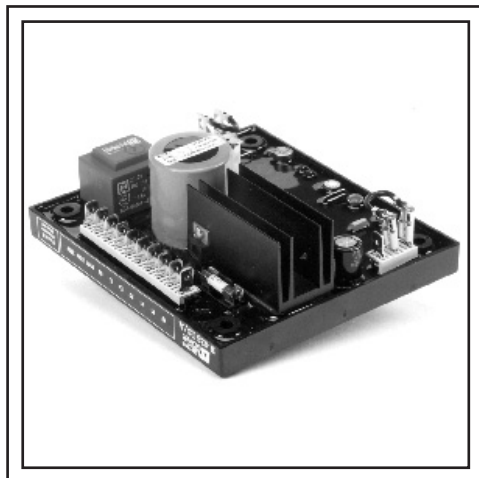
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S.A. au capital de 62 779 000

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R438

A.V.R.

Installation and maintenance

R438
A.V.R.

This manual concerns the alternator A.V.R. which you have just purchased.

We wish to draw your attention to the contents of this maintenance manual. By following certain important points during installation, use and servicing of your A.V.R., you can look forward to many years of trouble-free operation.

SAFETY MEASURES

Before using your machine for the first time, it is important to read the whole of this installation and maintenance manual.

All necessary operations and interventions on this machine must be performed by a qualified technician.

Our technical support service will be pleased to provide any additional information you may require.

The various operations described in this manual are accompanied by recommendations or symbols to alert the user to potential risks of accidents. It is vital that you understand and take notice of the following warning symbols.

This A.V.R. can be incorporated in a machine marked C.E.

WARNING

Warning symbol for an operation capable of damaging or destroying the machine or surrounding equipment.



Warning symbol for general danger to personnel.



Warning symbol for electrical danger to personnel.

Note: LEROY-SOMER reserves the right to modify the characteristics of its products at any time in order to incorporate the latest technological developments. The information contained in this document may therefore be changed without notice.

| | | |
|------------------------------|------------------------------|-----------------------|
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| R438 A.V.R. | | |

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All such operations performed on the A.V.R. should be undertaken by personnel trained in the commissioning, servicing and maintenance of electrical and mechanical components.

The R438 is an IP00 product. It must be installed inside a unit so that this unit's cover can provide IP20 minimum total protection (it must only be installed on LS alternators in the appropriate location so that when viewed externally, it has a higher degree of protection than IP20).

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R438

A.V.R.

1 - SUPPLY

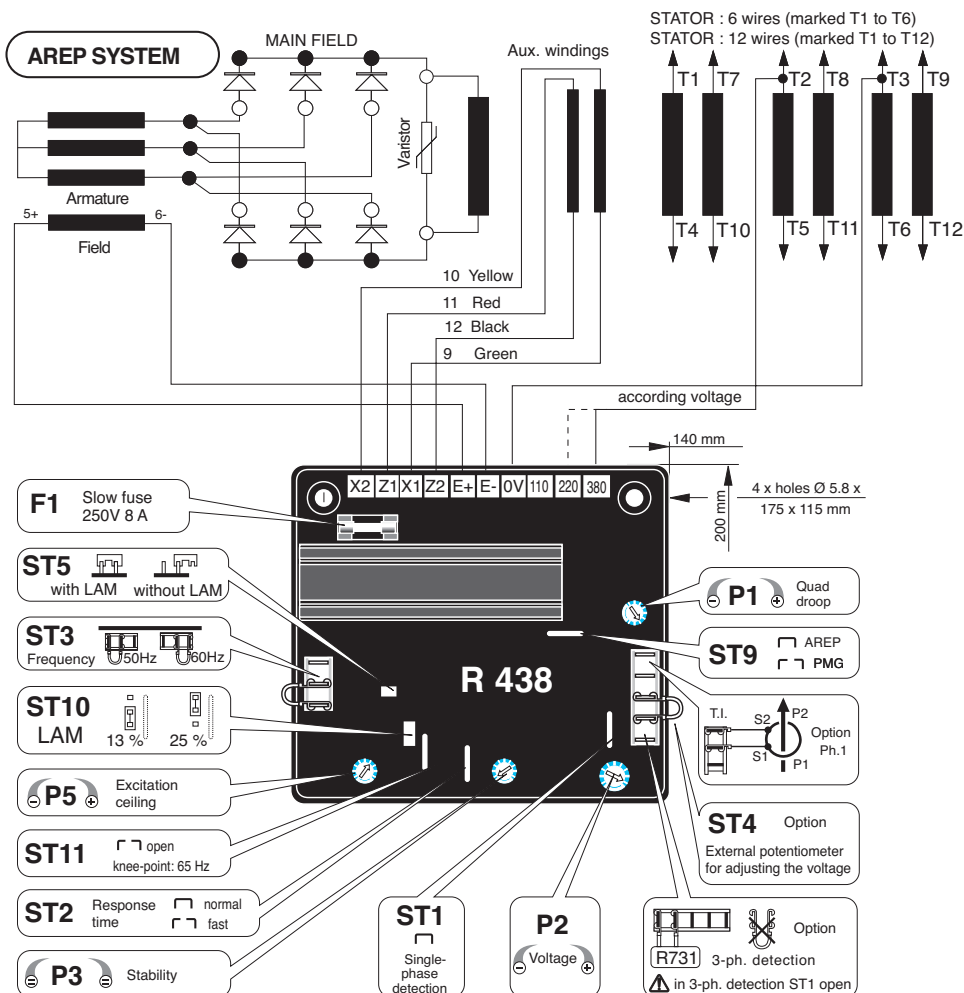
1.1 - AREP excitation system

For both AREP & PMG excitation systems, the alternator voltage regulator is the R438. With **AREP** excitation, the R438 electronic AVR is powered by two auxiliary windings which are independent of the voltage match circuit.

The first winding has a voltage in proportion

to that of the alternator (characteristic Shunt), the second has a voltage in proportion to the stator current (compound characteristic: Booster effect).

The power supply voltage is rectified and filtered before being used by the AVR monitoring transistor. This principle ensures that regulation is not affected by distortions generated by the load.



5

| | | |
|------------------------------|------------------------------|-----------------------|
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2 - R438 A.V.R.

2.1 - Characteristics

- Storage : -55°C ; +85°C
- Operation : -40°C ; +70°C
- Standard power supply: AREP or PMG.
- Rated overload current: 8 A - 10 s
- Electronic protection (overload, short-circuit on opening of voltage sensing circuit): excitation overload current for 10 seconds then return to approximately 1A. The alternator must be stopped (or the power switched off) in order to reset the protection.
- Fuse : F1 on X1, X2. 8A ; slow - 250V
- Voltage sensing : 5 VA isolated via transformer ;
 - 0-110 V terminals = 95 to 140 V,
 - 0-220 V terminals = 170 to 260 V,
 - 0-380 V terminals = 340 to 520 V.
- Voltage regulation $\pm 1\%$.
- Normal or rapid response time via **ST2** jumper (see below).
- Voltage adjustment via potentiometer **P2**. other voltages via adapter transformer
- Current sensing (parallel operation): C.T. 2.5 VA cl1, secondary 1 A (optional).
- Quadrature droop adjustment via potentiometer **P1**.
- Max. excitation current adjustment via **P5** (see below).

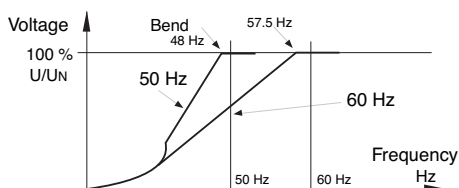
2.1.1 - Configuration jumpers function

| Pot. | Delivery config. | | Position | Function |
|------|------------------------|-------------|-------------|--|
| | Open | Closed | | |
| ST1 | 3-ph. | Mono | | Open for module installation tri detection |
| ST2 | Fast | Normal | | Response time |
| ST3 | | | 50 ou 60 Hz | Frequency selection |
| ST4 | External potentiometer | Without | | Potentiometer |
| ST5 | Without | With | | LAM |
| ST9 | Others (PMG...) | AREP | | Supply |
| ST10 | | | 13% or 25% | LAM voltage drop amplitude |
| ST11 | 65 Hz | 48 or 58 Hz | | U/f function bend position |

2.1.2 - Setting potentiometers function

| Delivery position | Pot. | Function |
|-------------------|------|---|
| 0 | P1 | Quadrature droop ; // operation with C.T. |
| 400V | P2 | Voltage |
| Centre | P3 | Stability |
| Maxi | P5 | Excitation current ceiling |

2.2 - Frequency compared with voltage (without LAM)



2.3 - LAM (Load Acceptance Module) characteristics

2.3.1 - Voltage drop

The LAM system is integrated in the R 438 AVR as standard.

Role of the «LAM» (Load Adjustment Module) :

On application of a load, the rotation speed of the generator set decreases. When it passes below the preset frequency threshold, the LAM causes the voltage to drop by approximately 13% or 25% and consequently the amount of active load applied is reduced by approximately 25% to 50%, until the speed reaches its rated value again.

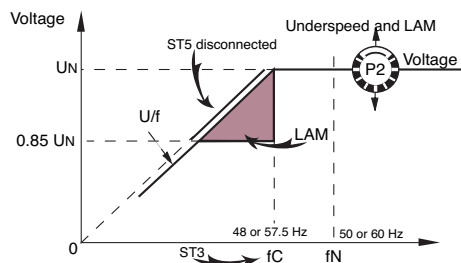
Hence the LAM can be used either to reduce the speed variation (frequency) and its duration for a given applied load, or to increase the applied load possible for one speed variation (turbo-charged engine).

To avoid voltage oscillations, the trip threshold for the LAM function should be set approximately 2 Hz below the lowest frequency in steady state.

R438

A.V.R.

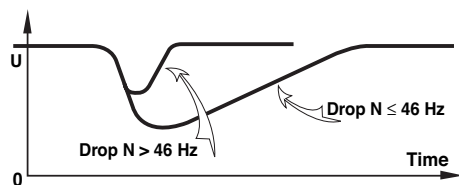
- LAM : action eliminated by cutting the ST5 jumper.



2.3.2 - Gradual voltage return function

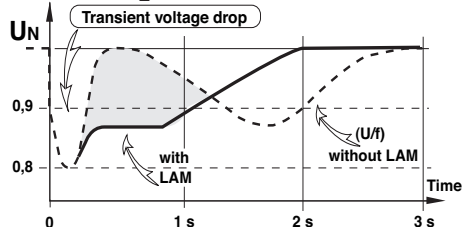
During load impacts, the function helps the genset to return to its rated speed faster thanks to a gradual increase in voltage according to the principle:

- If the speed drops between 46 and 50 Hz, the rated voltage follows a fast gradient as it is restored.
- If the speed drops below 46 Hz, since the engine needs more help, the voltage follows a slow gradient as it returns to the reference value.

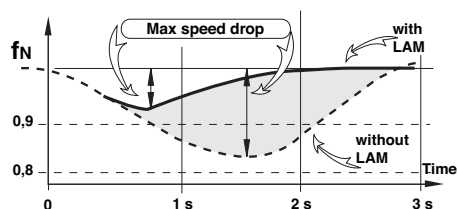


2.4 - Typical effects of the LAM with a diesel engine with or without a LAM (U/F only)

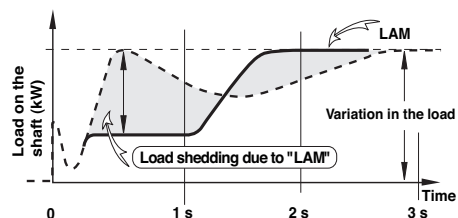
2.4.1 - Voltage



2.4.2 - Frequency



2.4.3 - Power



R438

A.V.R.

2.5 - R438 A.V.R. options

- **Current transformer** for parallel operation of/1A. 5 VA CL 1.

- **Remote voltage adjustment potentiometer:** 470 Ω , 0.5 W min: adjustment range $\pm 5\%$ (range limited by internal voltage potentiometer **P2**). Remove ST4 to connect the potentiometer. (A 1 k Ω potentiometer can also be used to extend the adjustment range).



For wiring up the external potentiometer; the “earth” wires must be isolated as well as the potentiometer terminals (wires at the same voltage as the power).

- **R 731 external module:** sensing of 3-phase voltage 200 to 500 V, compatible with parallel operation. Disconnect ST1 to connect the module; set the voltage via the module potentiometer.

- **R 734 module:** detection of 3-phase current and voltage for parallel operation on unbalanced installations (imbalance > 15%).

- **R 726 module:** 3 functions (mounted externally).

P.F. regulation (2F) and voltage sensing circuit before paralleling (3 F).

- **Control through DC voltage** used monitoring apply to the terminals for connection of a potentiometer DC voltage :

- internal impedance 1,5 k Ω
- $\pm 0,5V$ enable a voltage setting of 10%.

R438

A.V.R.

3 - INSTALLATION - COMMISSIONING

3.1 - Electrical checks on the AVR

- Check that all connections have been made properly as shown in the attached wiring diagram.

- Check that the ST3 frequency selection jumper is on the correct frequency setting.

- Check whether the ST4 jumper or the remote adjustment potentiometer have been connected.

- Optional operating modes.

- ST1 jumper : open to connect the R 731 or R 734 3-phase sensing module.

- ST2 jumper : open if rapid response time used

- ST5 jumper : open to suppress the LAM function.

3.2 - Settings



The machine is tested and set at the factory. When first used with no load, make sure that the drive speed is correct and stable (see the nameplate). After operational testing, replace all access panels or covers.

The only possible adjustments to the machine should be made on the AVR.

3.2.1 - R438 settings (AREP or PMG system)

WARNING

Before any intervention on the A.V.R., make sure that the ST9 jumper is closed with AREP excitation and disconnected with PMG or SHUNT or separate excitation.

a) Initial potentiometer settings (see table below)

- Remote voltage adjustment potentiometer : centre (ST4 jumper removed).

| Action | Factory setting | Pot. |
|---|--------------------------------------|------|
| Voltage minimum fully anti-clockwise | 400V - 50 Hz (Input 0 - 380 V) | |
| Stability | Not set (centre position) | |
| Voltage quadrature droop (// operation with C.T.) - 0 quadrature loop fully anti-clockwise. | Not set (fully anti-clockwise) | |
| Excitation ceiling Limit of excitation and short-circuit current, minimum fully anti-clockwise. | 10 A maximum | |

Stability adjustments in standalone operation

b) Install a D.C. analogue voltmeter (needle dial) cal. 50V on terminals E+, E- and an A.C. voltmeter cal 300 - 500 or 1000V on the alternator output terminals.

c) Make sure that the **ST3** jumper is positioned on the desired frequency (50 or 60 Hz).

d) Voltage potentiometer **P2** at minimum, fully anti-clockwise.

e) Stability potentiometer **P3** to around 1/3 of the anti-clockwise limit.

f) Start the engine and set its speed to a frequency of 48 Hz for 50 Hz, or 58 for 60 Hz.

g) Set the output voltage to the desired value using **P2**.

- Rated voltage UN for solo operation (eg. 400 V)

- Or UN + 2 to 4% for parallel operation with C.T. (eg. 410 V)

If the voltage oscillates, use P3 to make adjustments (try both directions) observing the voltage between E+ and E- (approx. 10V D.C.).

R438

A.V.R.

The best response times are obtained at the limit of the instability. If no stable position can be obtained, try disconnecting or replacing the ST2 jumper (normal/fast).

h) Check LAM operation : **ST5** closed.

i) Vary the frequency (speed) around 48 or 58 Hz according to the operating frequency, and check the change in voltage from that observed previously (~ 15%).

j) Readjust the speed of the unit to its rated no-load value.
Adjustments in parallel operation

Before any intervention on the alternator, make sure that the speed droop is identical for all engines.

k) Preset for parallel operation (with C.T. connected to S1, S2)

- Potentiometer P1 (quadrature droop) in centre position.

Apply the rated load ($\cos \varphi = 0.8$ inductive). The voltage should drop by 2 to 3%. If it increases, check that V and W and also S1 and S2 have not been reversed.

l) The no-load voltages should be identical for all the alternators intended to run in parallel.

- Couple the machines in parallel.

- By adjusting the **speed**, try to obtain **0 KW** power exchange.

- By altering the voltage setting P2 on one of the machines, try to cancel (or minimise) the **current** circulating between the machines.

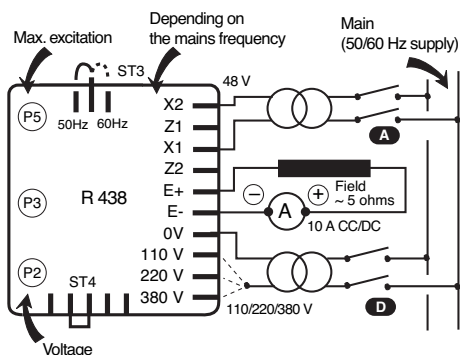
- From now on, do not touch the voltage settings.

m) Apply the available load (the setting is only correct if a **reactive** load is available)

- By altering the **speed**, match the **kW** (or divide the rated power of the units proportionally)

- By altering the quadrature droop potentiometer **P1**, match or divide the **currents**.

3.2.2 - Max. excitation setting (excitation ceiling)



Static adjustment of the current limit, potentiometer P5 (factory setting: 7.5 A, fuse rating: 8 A - 10 seconds).

The maximum factory setting corresponds to that of the excitation current required to obtain a 3-phase short-circuit current of approximately 3 IN at 50 Hz for industrial power, unless otherwise specified(*).

A static method can be used to reduce this value or adapt the Isc to the actual operating power (derated machine), which is safer for the alternator and the installation. Disconnect power supply wires X1, X2 and Z1, Z2 and the voltage reference (0-110V-220V-380V) on the alternator.

Connect the mains power supply using a transformer (200-240V) as indicated (X1, X2 : 48V). Install a 10A D.C. ammeter in series with the exciter field. Turn P5 fully anti-clockwise and activate the power supply. If there is no output current from the AVR, turn potentiometer P2 (voltage) clockwise until the ammeter indicates a stable current. Switch the power supply off, then on again, turn P5 clockwise until the required max. current is obtained (no more than 8 A).

R438

A.V.R.

Checking the internal protection :

Open switch (D) : the excitation current should increase to its preset ceiling, remain at that level for ≥ 10 seconds and then drop to < 1 A.

To reset, switch off the power supply by opening switch (A).

Note: After setting the excitation ceiling as described, adjust the voltage again (see section 2.1.1)

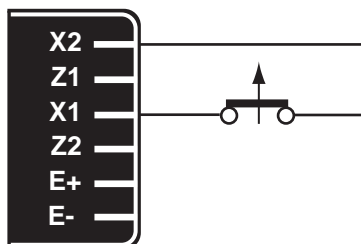
(*) In some countries it is a legal requirement to have a short-circuit current of $3 I_N$, so as to offer selective protection.

3.2.3 - Special type of use

WARNING

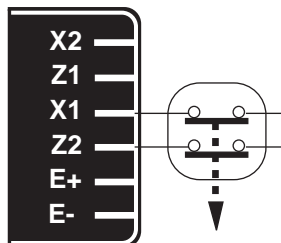
Excitation circuit E+, E- must not be left open when the machine is running : AVR damage will occur.

3.2.3.1 - R438 field weakening (SHUNT)



The exciter is switched off by disconnecting the AVR power supply (1 wire - X1 or X2). Contact rating 16 A - 250V A.C.

3.2.3.2 - R438 field weakening (AREP/ PMG)



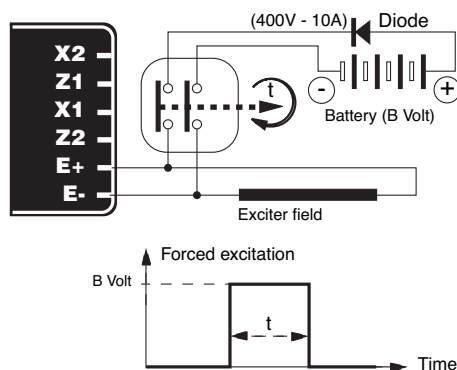
The exciter is switched off by disconnecting the AVR power supply (1 wire on each auxiliary winding) - contact rating 16 A - 250V A.C.

Connection is identical for resetting the AVR internal protection.



In case of using the de-excitation, provide a forced excitation.

3.2.3.3 - R438 field forcing



| Applications | B volts | Time t |
|-----------------------------------|---------|----------|
| Guaranteed voltage build-up | 12 (1A) | 1 - 2 s |
| Parallel operation, de-energized | 12 (1A) | 1 - 2 s |
| Parallel operation, at standstill | 12 (1A) | 5 - 10 s |
| Frequency starting | 12 (1A) | 5 - 10 s |
| Sustained voltage on overload | 12 (1A) | 5 - 10 s |

| | | |
|------------------------------|------------------------------|-----------------------|
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| R438 A.V.R. | | |

3.3 - Electrical faults

| Fault | Action | Effect | Check/Cause |
|--|--|--|---|
| No voltage at no load on start-up | Connect a new battery of 4 to 12 volts to terminals E- and E+, respecting the polarity, for 2 to 3 seconds | The alternator builds up and its voltage is still correct when the battery is removed. | - Lack of residual magnetism |
| | | The alternator builds up but its voltage does not reach the rated value when the battery is removed. | - Check the connection of the voltage reference to the AVR - Faulty diodes - Armature short-circuit |
| | | The alternator builds up but its voltage disappears when the battery is removed | - Faulty AVR - Field windings disconnected - Main field winding open circuit - check the resistance |
| Voltage too low | Check the drive speed | Correct speed | Check the AVR connections (AVR may be faulty) - Field windings short-circuited - Rotating diodes burnt out - Main field winding short-circuited - Check the resistance |
| | | Speed too low | Increase the drive speed (Do not touch the AVR voltage pot. (P2) before running at the correct speed.) |
| Voltage too high | Adjust AVR voltage potentiometer | Adjustment ineffective | Faulty AVR |
| Voltage oscillations | Adjust AVR stability potentiometer | If no effect : try normal / fast recovery modes (ST2) | - Check the speed : possibility of cyclic irregularity - Loose connections - Faulty AVR - Speed too low when on load (or U/F bend set too high) |
| Voltage correct at no load and too low when on load (*) | Run at no load and check the voltage between E+ and E- on the AVR | Voltage between E+ and E-SHUNT < 20 V AREP / PMG < 10V | - Check the speed (or U/F bend set too high) |
| | | Voltage between E+ and E-SHUNT > 30V AREP / PMG > 15V | - Faulty rotating diodes - Short-circuit in the main field. Check the resistance - Faulty exciter armature. |
| (*) Caution : For single-phase operation, check that the sensing wires coming from the AVR are correctly connected to the operating terminals | | | |
| Voltage disappears during operation (**) | Check the AVR, the surge suppressor, the rotating diodes, and replace any defective components | The voltage does not return to the rated value. | - Exciter winding open circuit - Faulty exciter armature - Faulty AVR - Main field open circuit or short-circuited |
| (**) Caution : Internal protection may be activated (overload, open circuit, short-circuit) | | | |



Warning : after operational testing, replace all access panels or covers.

R438
A.V.R.**4 - SPARE PARTS****4.1 - Designation**

| Description | Type | Code |
|-------------|-------|----------------|
| A.V.R. | R 438 | AEM 110 RE 017 |

4.2 - Technical support service

Our technical support service will be happy to provide any information you require.

When ordering spare parts, you should indicate the complete machine type, its serial number and the information indicated on the nameplate.

Part numbers should be identified from the exploded views and their description in the parts list.

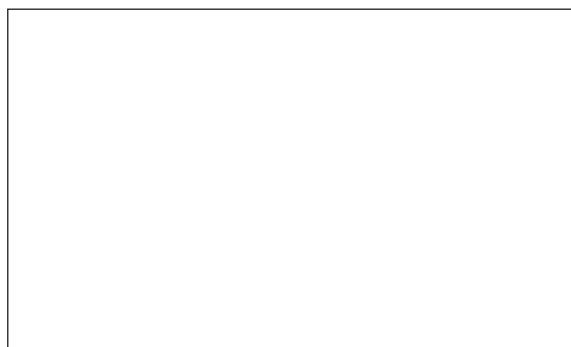
Our extensive network of «service stations» can dispatch the necessary parts without delay.

To ensure correct operation and the safety of our machines, we recommend the use of original manufacture spare parts.

In the event of failure to comply with this advice, the manufacturer cannot be held responsible for any damage.

| | | |
|-----------------------------|------------------------------|-----------------------|
| LEROY-SOMER | Installation and maintenance | 3971 en - 2010.11 / f |
| R438 NOTES | | |

R438**NOTES**



MOTEURS LEROY-SOMER 16015 ANGOULÊME CEDEX - FRANCE

338 567 258 RCS ANGOULÊME

S.A. au capital de 62 779 000 €

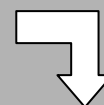
www.leroy-somer.com

9.3. Appendix C - Common spare parts


GenPARTS




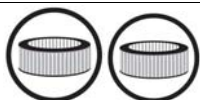


R44

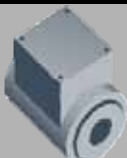
Rental PowerJOHN DEERE
3029TF120

| | | | |
|--------|--------------------------------|-----------|-----|
| ENGINE | Starter motor solenoid | 330361644 | X 1 |
| | Radiator cap | 330901058 | X 1 |
| | Alternator diode | 330360144 | X 1 |
| | Fan belt | 330360175 | X 1 |
| | Thermostat | 330360012 | X 1 |
| | Thermostat seal | 330361286 | X 1 |
| | Alarm oil pressure sensor | 330360059 | X 1 |
| | Alarm water temperature sensor | 330360061 | X 1 |

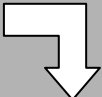
| | | | | |
|--------|---|---------|-----------|-----|
| GENLUB |  | x 20 L | 330910115 | X 1 |
| | | x 208 L | 330910095 | |

| | | | | |
|---------|---|---------|-----------|-----|
| GENCOOL |  | x 20 L | 330910098 | X 1 |
| | | x 60 L | 330910099 | |
| | | x 210 L | 330910100 | |

| | | |
|---|---------------------|-----|
|  | 330510021+330510020 | x 1 |
|  | 330560552+330510015 | x 1 |
|  | 330560632 | x 1 |



LEROY-SOMER
LSA432S15



| | | | |
|------------|--------------|-----------|-----|
| ALTERNATOR | Diode bridge | 330410713 | x 1 |
| | Varistor | 330410335 | x 1 |

| | |
|------|---|
| Note | For all technical assistance or spare part requests, contact your nearest SDMO agent. |
|------|---|



9.4. Appendix D - List of John Deere - Volvo and Perkins fault codes

| SPN | CID | SID | PID | PPID | FMI | John Deere | Volvo | Perkins | Description | Commentary |
|-----|-----|-----|-----|------|-----|------------|-------|---------|--|--|
| 28 | | | | | | | | | Throttle #3 Position | |
| | | | | | 3 | | | | Throttle Voltage high, short to V+ | Short to V+ |
| | | | | | 4 | | | | Throttle Voltage low, short to V- | Short to V- |
| 29 | | | | | | | | | Throttle #2 Position | |
| | | | | | 3 | | | | Throttle Voltage high, short to V+ | Short to V+ |
| | | | | | 4 | | | | Throttle Voltage low, short to V- | Short to V- |
| | | | | | 14 | | | | Throttle Voltage out of range | |
| 84 | | | | | | | | | Vehicle speed | |
| | | | | | 2 | | | | Vehicle invalid or missing | Not possible with genset application |
| | | | | | 31 | | | | Vehicle speed mismatch | |
| 91 | 91 | | 91 | 132 | | | | | Accelerator pedal position | FMI non déterminé pour tous les VOLVO |
| | | | | | 3 | | | | Throttle Voltage high, short to V+ | Not possible with genset application, codes declared by the CAN J1587 for VOLVO. |
| | | | | | 4 | | | | Throttle Voltage low, short to V- | |
| | | | | | 7 | | | | Throttle calibration invalid | |
| | | | | | 8 | | | | PWM throttle abnormal pulse width | |
| | | | | | 9 | | | | Throttle invalid (CAN value) | |
| | | | | | 10 | | | | Throttle voltage out of range low | |
| | | | | | 13 | | | | Throttle calibration aborted | |
| | | | | | 14 | | | | Throttle voltage out of range | |
| 94 | | | 94 | | | | | | Fuel rail pressure sensor | |
| | | | | | 1 | | | | Fuel supply pressure extremely low | |
| | | | | | 3 | | | | Fuel rail pressure input voltage high | Short to V+ |
| | | | | | 4 | | | | Fuel rail pressure input voltage low | Short to V- |
| | | | | | 5 | | | | Fuel rail pressure sensor open circuit | |
| | | | | | 10 | | | | Fuel rail pressure lost detected | |
| | | | | | 13 | | | | Fuel rail pressure higher than expected | |
| | | | | | 16 | | | | Fuel supply pressure moderately high | |
| | | | | | 17 | | | | Fuel rail pressure not developed | |
| | | | | | 18 | | | | Fuel supply pressure moderately low | |
| 97 | | | 97 | | | | | | Water in fuel sensor | |
| | | | | | 0 | | | | Water in fuel continuously detected | |
| | | | | | 3 | | | | Water in fuel input voltage high | Short to V+ |
| | | | | | 4 | | | | Water in fuel input voltage low | Short to V- |
| | | | | | 16 | | | | Water in fuel detected | |
| | | | | | 31 | | | | Water in fuel detected | |
| 98 | | | 98 | | | | | | Oil level sensor | |
| | | | | | 1 | | | | Oil level value below normal | |
| | | | | | 3 | | | | Oil level sensor input voltage high | Short to V+ |
| | | | | | 4 | | | | Oil level sensor input voltage low | Short to V- |
| | | | | | 5 | | | | Oil level sensor open circuit | |
| 99 | | | 99 | | | | | | Engine Oil filter Differential Pressure | |

| SPN | CID | SID | PID | PPID | FMI | John Deere | Volvo | Perkins | Description | Commentary |
|-----|-----|-----|-----|------|-----|------------|-------|---------|--|--------------------------------------|
| 100 | 100 | | 100 | | | | | | Oil pressure sensor | |
| | | | | | 1 | | | | Engine oil pressure extremely low | |
| | | | | | 3 | | | | Oil pressure sensor input voltage high | Short to V+ |
| | | | | | 4 | | | | Oil pressure sensor input voltage low | Short to V- |
| | | | | | 5 | | | | Oil pressure sensor open circuit | |
| | | | | | 17 | | | | Engine oil pressure low | |
| | | | | | 18 | | | | Engine oil pressure moderately low | |
| 102 | 273 | | 102 | | | | | | Manifold air pressure sensor | |
| | | | | | 0 | | | | Manifold air pressure above normal | |
| | | | | | 1 | | | | Manifold air pressure below normal | |
| | | | | | 3 | | | | Manifold air pressure sensor input voltage high | Short to V+ |
| | | | | | 4 | | | | Manifold air pressure sensor input voltage low | Short to V- |
| | | | | | 15 | | | | Manifold air pressure moderately low | |
| | | | | | 16 | | | | Manifold air pressure low | |
| 105 | | | 105 | | | | | | Manifold air temperature sensor | |
| | | | | | 0 | | | | Manifold air temperature extremely high | |
| | | | | | 3 | | | | Manifold air temperature sensor input voltage high | |
| | | | | | 4 | | | | Manifold air temperature sensor input voltage low | |
| | | | | | 5 | | | | Manifold air temperature sensor open circuit | |
| | | | | | 16 | | | | Manifold air temperature moderately high | |
| 106 | | | 106 | | | | | | Air inlet pressure sensor | |
| | | | | | 0 | | | | Air inlet pressure above normal | |
| | | | | | 3 | | | | Air inlet pressure sensor input voltage high | |
| | | | | | 5 | | | | Air inlet pressure sensor open circuit | |
| 107 | | | 107 | | | | | | Air filter differential pressure sensor | |
| | | | | | 0 | | | | Air filter restriction high | |
| | | | | | 3 | | | | Air filter differential pressure sensor input voltage high | |
| | | | | | 4 | | | | Air filter differential pressure sensor input voltage low | |
| | | | | | 5 | | | | Air filter differential pressure sensor open circuit | |
| | | | | | 31 | | | | Air filter restriction high | |
| 108 | 274 | | 108 | | | | | | Barometric pressure sensor | Not use with EDC III and EMS2 |
| | | | | | 3 | | | | High barometric pressure sensor short to high | |
| | | | | | 4 | | | | High barometric pressure sensor short to low | |
| | | | | | 17 | | | | High barometric pressure | ECM option, sensor not connected |

| SPN | CID | SID | PID | PPID | FMI | John Deere | Volvo | Perkins | Description | Commentary |
|-----|-----|-----|-----|------|-----|------------|-------|---------|---|---|
| 110 | 110 | | 110 | | | | | | Coolant temperature sensor | |
| | | | | | 0 | | | | Coolant temperature extremely high | |
| | | | | | 3 | | | | Coolant temperature sensor input voltage high | |
| | | | | | 4 | | | | Coolant temperature sensor input voltage low | |
| | | | | | 5 | | | | Coolant temperature sensor open circuit | |
| | | | | | 15 | | | | Coolant temperature high least severe | |
| | | | | | 16 | | | | Coolant temperature moderately high | |
| | | | | | 31 | | | | Coolant temperature high | |
| 111 | | | 111 | | | | | | Coolant level sensor | |
| | | | | | 0 | | | | Engine coolant level low | |
| | | | | | 1 | | | | Engine coolant level low | |
| | | | | | 3 | | | | Coolant level sensor input voltage high | |
| | | | | | 4 | | | | Coolant level sensor input voltage low | |
| 153 | | | 153 | | | | | | Crankcase pressure sensor | |
| | | | | | 0 | | | | Value above normal | |
| | | | | | 3 | | | | Crankcase pressure sensor input voltage high | |
| | | | | | 5 | | | | Crankcase pressure sensor open circuit | |
| 158 | | | 158 | | | | | | Battery voltage sensor | |
| | | | | | 1 | | | | Voltage above normal | |
| | | | | | 17 | | | | ECU power down error | |
| 160 | | | | | | | | | Wheel speed sensor | |
| | | | | | 2 | | | | Wheel speed input noise | |
| 164 | | 164 | | | | | | | Injection Control Pressure | |
| 168 | 168 | | | | | | | | Electrical system voltage | |
| | | | | | 2 | | | | Electrical system voltage low | |
| 172 | 172 | | 172 | | | | | | Ambiant air temperature sensor | Inlet air temperature sensor for PERKINS |
| | | | | | 3 | | | | Ambiant air temperature sensor input voltage high | Inlet air temperature sensor input voltage high |
| | | | | | 4 | | | | Ambiant air temperature sensor input voltage low | Inlet air temperature sensor input voltage low |
| | | | | | 5 | | | | Ambiant air temperature sensor open circuit | |
| | | | | | 15 | | | | | High Inlet air temperature alarm-warning |
| | | | | | 16 | | | | | High Inlet air temperature alarm-action alert |
| 174 | 174 | | | | | | | | Fuel temperature sensor | |
| | | | | | 0 | | | | Fuel temperature high most severe | |
| | | | | | 3 | | | | Fuel temperature sensor input voltage high | |
| | | | | | 4 | | | | Fuel temperature sensor input voltage low | |
| | | | | | 15 | | | | Fuel temperature high | |
| | | | | | 16 | | | | Fuel temperature high moderately high | |
| | | | | | 31 | | | | Fuel temperature sensor faulty | |

| SPN | CID | SID | PID | PPID | FMI | John Deere | Volvo | Perkins | Description | Commentary |
|-----|-----|-----|-----|------|-----|------------|-------|---------|--|--------------------------------------|
| 175 | | | 175 | | | | | | Oil temperature sensor | |
| | | | | | 0 | | | | Oil temperature extremely high | |
| | | | | | 3 | | | | Oil temperature sensor input voltage high | |
| | | | | | 4 | | | | Oil temperature sensor input voltage low | |
| | | | | | 5 | | | | Oil temperature sensor open circuit | |
| 177 | | | | | | | | | Transmission oil temperature sensor | |
| | | | | | 9 | | | | Transmission oil temperature invalid | not possible with Genset application |
| 189 | | | | | | | | | Rated engine speed | |
| | | | | | 0 | | | | Engine speed de rated | |
| | | | | | 31 | | | | Engine speed de rated | |
| 190 | 190 | | 190 | | | | | | Engine speed sensor | |
| | | | | | 0 | | | | Overspeed extreme | |
| | | | | | 2 | | | | Engine speed sensor data intermittent | |
| | | | | | 9 | | | | Engine speed sensor abnormal update | |
| | | | | | 11 | | | | Engine speed sensor signal lost | |
| | | | | | 12 | | | | Engine speed sensor signal lost | |
| | | | | | 15 | | | | Overspeed | |
| | | | | | 16 | | | | Overspeed moderate | |
| 228 | 261 | | | | | | | | Speed sensor calibration | |
| | | | | | 13 | | | | Engine timing abnormal calibration | |
| 252 | 252 | | | | | | | | Software | |
| | | | | | 11 | | | | Incorrect engine software | |
| 234 | 253 | | | | | | | | Check system parameters | |
| | | | | | 2 | | | | Incorrect parameters | |
| 281 | 281 | | | | | | | | Action alert output status | |
| | | | | | 3 | | | | Action alert output open/short to B+ | |
| | | | | | 4 | | | | Action alert output short to ground | |
| | | | | | 5 | | | | Action alert output open circuit | |
| 282 | 282 | | | | | | | | Overspeed output status | |
| | | | | | 3 | | | | Overspeed output open/short to B+ | |
| | | | | | 4 | | | | Overspeed output short to ground | |
| 285 | 285 | | | | | | | | Coolant temperature output status | |
| | | | | | 3 | | | | Coolant temperature lamp open/short to B+ | |
| | | | | | 4 | | | | Coolant temperature lamp short to ground | |
| 286 | 286 | | | | | | | | Oil pressure output status | |
| | | | | | 3 | | | | Oil pressure output open/short to B+ | |
| | | | | | 4 | | | | Oil pressure output short to ground | |
| | | | | | 5 | | | | Oil pressure output open circuit | |
| 323 | 323 | | | | | | | | Shutdown output status | |
| | | | | | 3 | | | | Shutdown output open/short to B+ | |
| | | | | | 4 | | | | Shutdown output short to ground | |
| | | | | | 5 | | | | Shutdown output open circuit | |

| SPN | CID | SID | PID | PPID | FMI | John Deere | Volvo | Perkins | Description | Commentary |
|-----|-----|-----|-----|------|-----|------------|-------|---------|---|---|
| 324 | 324 | | | | | | | | Warning output status | |
| | | | | | 3 | | | | Warning output open/short to B+ | |
| | | | | | 4 | | | | Warning output short to ground | |
| | | | | | 5 | | | | Warning output open circuit | |
| 443 | 443 | | | | | | | | ENGINE RUN output status | |
| | | | | | 3 | | | | Engine run output open/short to B+ | |
| | | | | | 4 | | | | Engine run output short to B- | |
| 523 | | | | | | | | | Gear selection | |
| | | | | | 9 | | | | Gear selection invalid | Not possible with Genset application |
| 608 | | 250 | | 98 | | | | | Data link faulty J1587 Start/Stop redundancy / J1939 communication bus | |
| 611 | | | | | | | | | Injector wiring status | |
| | | | | | 3 | | | | Injector wiring shorted to power source | |
| | | | | | 4 | | | | Injector wiring shorted to ground | |
| 620 | 262 | 232 | | | | | | | 5 Volt sensor power supply | FMI not informed by VOLVO |
| | | | | | 3 | | | | Sensor power supply open/short to B+ | |
| | | | | | 4 | | | | Sensor power supply short to ground | |
| 626 | | | 45 | | | | | | Start enable device (intake heater and ether) | |
| | | | | | 3 | | | | Start enable device output short to B+ | Not use, the control panel is in charge to manage the start enable device |
| | | | | | 4 | | | | Start enable device output short to ground | |
| | | | | | 5 | | | | Start enable device output open circuit | |
| 627 | | | | | | | | | Power supply | |
| | | | | | 1 | | | | Injector supply voltage problem | For 6125HF070 only |
| | | | | | 4 | | | | ECU unswitched power missing | For 6068HF275 VP44 only |
| 628 | | 240 | | | | | | | Memory fault in EMS2 | |
| 629 | | 254 | | | | | | | ECU status/controller error | CIU module status |
| | | | | | 2 | | | | RAM cell test failure | |
| | | | | | 8 | | | | CPU watchdog reset test failure | |
| | | | | | 11 | | | | Main and fuelling ASIC test fail | |
| | | | | | 12 | | | | RAM address test failure | |
| | | | | | 13 | | | | Watchdog trip failure | |
| | | | | | 19 | | | | ECU to injection pump communication error | Possible only with 6068HF475 VP44 |
| 630 | | 253 | | | | | | | Data set memory EEPROM | |
| 632 | | | | | | | | | Injection status | |
| | | | | | 2 | | | | Fuel shutoff error | |
| | | | | | 5 | | | | Fuel shutoff non-functional | |

| SPN | CID | SID | PID | PPID | FMI | John Deere | Volvo | Perkins | Description | Commentary |
|-----|-----|-----|-----|------|-----|------------|-------|---------|--|--|
| 636 | | 21 | | | | | | | Pump position sensor/Cam position sensor/Speed sensor CAM | Pump position or CAM position in function of the type of injection |
| | | | | | 2 | | | | Pump position sensor/cam position sensor input noise | |
| | | | | | 3 | | | | Permanent loss of signal | |
| | | | | | 8 | | | | Pump position sensor/cam position sensor input missing | |
| | | | | | 9 | | | | Not informed by VOLVO | |
| | | | | | 10 | | | | Pump position sensor/cam position sensor input pattern error | |
| 637 | | 22 | | | | | | | Crank position sensor/Speed sensor flywheel | |
| | | | | | 2 | | | | Crank position input noise | |
| | | | | | 3 | | | | Permanent loss of signal | |
| | | | | | 7 | | | | Crank position/Cam position out of synchronisation | |
| | | | | | 8 | | | | Crank position input missing | |
| | | | | | 9 | | | | Not informed by VOLVO | |
| | | | | | 10 | | | | Crank position sensor input pattern error | |
| 639 | 247 | 231 | | | | | | | Communication status | |
| | | | | | 2 | | | | Bus Off error | |
| | | | | | 9 | | | | Passive bus error | |
| | | | | | 11 | | | | Data registers read back failure | |
| | | | | | 12 | | | | Loss of message error | |
| | | | | | 13 | | | | Bus CAN error | |
| 640 | | | | | | | | | Engine shutdown vehicle status | |
| | | | | | 11 | | | | Engine shutdown vehicle request invalid | |
| | | | | | 31 | | | | Engine shutdown vehicle request | |
| 651 | 1 | 1 | 651 | | | | | | Cylinder #1 status injector | |
| | | | | | 2 | | | | Short circuit high side to B+ | |
| | | | | | 3 | | | | Short circuit high side to low side or low side to B+ | |
| | | | | | 4 | | | | Short circuit high or low side to ground | |
| | | | | | 5 | | | | Cylinder #1 circuit open | |
| | | | | | 6 | | | | Cylinder #1 circuit shorted | |
| | | | | | 7 | | | | Cylinder #1 balancing error/mechanical failure | |
| | | | | | 11 | | | | Cylinder #1 unknown error/mechanical failure | |
| 652 | 2 | 2 | 652 | | | | | | Cylinder #2 status injector | |
| | | | | | 2 | | | | Short circuit high side to B+ | |
| | | | | | 3 | | | | Short circuit high side to low side or low side to B+ | |
| | | | | | 4 | | | | Short circuit high or low side to ground | |
| | | | | | 5 | | | | Cylinder #2 circuit open | |
| | | | | | 6 | | | | Cylinder #2 circuit shorted | |
| | | | | | 7 | | | | Cylinder #2 balancing error/mechanical failure | |
| | | | | | 11 | | | | Cylinder #2 unknown error/mechanical failure | |



| SPN | CID | SID | PID | PPID | FMI | John Deere | Volvo | Perkins | Description | Commentary |
|-----|-----|-----|-----|------|-----|------------|-------|---------|---|------------|
| 653 | 3 | 3 | 653 | | | | | | Cylinder #3 status injector | |
| | | | | | 2 | | | | Short circuit high side to B+ | |
| | | | | | 3 | | | | Short circuit high side to low side or low side to B+ | |
| | | | | | 4 | | | | Short circuit high or low side to ground | |
| | | | | | 5 | | | | Cylinder #3 circuit open | |
| | | | | | 6 | | | | Cylinder #3 circuit shorted | |
| | | | | | 7 | | | | Cylinder #3 balancing error/mechanical failure | |
| | | | | | 11 | | | | Cylinder #3 unknown error/mechanical failure | |
| 654 | 4 | 4 | 654 | | | | | | Cylinder #4 status injector | |
| | | | | | 2 | | | | Short circuit high side to B+ | |
| | | | | | 3 | | | | Short circuit high side to low side or low side to B+ | |
| | | | | | 4 | | | | Short circuit high or low side to ground | |
| | | | | | 5 | | | | Cylinder #4 circuit open | |
| | | | | | 6 | | | | Cylinder #4 circuit shorted | |
| | | | | | 7 | | | | Cylinder #4 balancing error/mechanical failure | |
| | | | | | 11 | | | | Cylinder #4 unknown error/mechanical failure | |
| 655 | 5 | 5 | 655 | | | | | | Cylinder #5 status injector | |
| | | | | | 2 | | | | Short circuit high side to B+ | |
| | | | | | 3 | | | | Short circuit high side to low side or low side to B+ | |
| | | | | | 4 | | | | Short circuit high or low side to ground | |
| | | | | | 5 | | | | Cylinder #5 circuit open | |
| | | | | | 6 | | | | Cylinder #5 circuit shorted | |
| | | | | | 7 | | | | Cylinder #5 balancing error/mechanical failure | |
| | | | | | 11 | | | | Cylinder #5 unknown error/mechanical failure | |
| 656 | 6 | 6 | 656 | | | | | | Cylinder #6 status injector | |
| | | | | | 2 | | | | Short circuit high side to B+ | |
| | | | | | 3 | | | | Short circuit high side to low side or low side to B+ | |
| | | | | | 4 | | | | Short circuit high or low side to ground | |
| | | | | | 5 | | | | Cylinder #6 circuit open | |
| | | | | | 6 | | | | Cylinder #6 circuit shorted | |
| | | | | | 7 | | | | Cylinder #6 balancing error/mechanical failure | |
| | | | | | 11 | | | | Cylinder #6 unknown error/mechanical failure | |
| 676 | | 39 | | | | | | | Glow plug relay status | |
| | | | | | 3 | | | | Glow plug relay voltage high | |
| | | | | | 5 | | | | Glow plug relay voltage low | |
| 677 | | | | 3 | | | | | Start relay status | |
| | | | | | 3 | | | | Start relay control short circuit to high | |
| | | | | | 4 | | | | Start relay control short circuit low | |
| | | | | | 5 | | | | Start relay control open circuit | |

| SPN | CID | SID | PID | PPID | FMI | John Deere | Volvo | Perkins | Description | Commentary |
|------|-----|-----|-----|------|-----|---------------|-------|---------|--|--------------------------------------|
| 678 | 41 | | | | | | | | 8 Volt power supply | |
| | | | | | 3 | | | | ACM 8 Volt DC supply open/short to B+ | |
| | | | | | 4 | | | | ACM 8 Volt DC supply open/short to ground | |
| 679 | | 42 | | | | | | | Injection control pressure regulator/pressure release valve | |
| 723 | 342 | | | | | | | | Secondary speed sensor | |
| | | | | | 2 | | | | Secondary engine speed sensor data intermittent | |
| | | | | | 11 | | | | Secondary engine speed sensor loss of signal | |
| | | | | | 12 | | | | Loss of signal/sensor failure | |
| 729 | | 70 | | | | | | | Inlet air heater signal/Preheat sense | |
| | | | | | 3 | | | | Inlet air heater signal high | |
| | | | | | 5 | | | | Inlet air heater signal low | |
| 810 | | | | | | | | | Vehicle speed | |
| | | | | | 2 | | | | Calculated vehicle speed input noise | Not possible with Genset application |
| 861 | 861 | | | | | | | | Diagnostic output status | |
| | | | | | 3 | | | | Diagnostic output open/short to B+ | |
| | | | | | 4 | | | | Diagnostic output short to ground | |
| 898 | | | | | | | | | CAN throttle status | |
| | | | | | 9 | | | | Speed value invalid or missing | |
| 970 | | | | 6 | | | | | Auxiliary engine shutdown switch status EMS | |
| | | | | | 2 | | | | Auxiliary engine shutdown switch signal invalid | Not used |
| | | | | | 31 | | | | Auxiliary engine shutdown switch active | |
| 971 | | | | | | | | | External engine de rate switch status | |
| | | | | | 31 | | | | External engine de rate switch active | Not used |
| 1069 | | | | | | | | | Tire size status | |
| | | | | | 2 | | | | Tire size error | Not possible with Genset application |
| | | | | | 9 | | | | Tire size invalid | |
| | | | | | 31 | | | | Tire size error | |
| 1076 | | | | | | | | | Fuel Injection pump status | |
| | | | | | 0 | | | | Pump control valve closure too long | Injection DE10 |
| | | | | | 1 | | | | Pump control valve closure too short | Injection DE10 |
| | | | | | 2 | | | | Pump detected defect | Injection VP44 |
| | | | | | 3 | | | | Pump solenoid current high | Injection DE10 |
| | | | | | 5 | | | | Pump solenoid circuit open | Injection DE10 |
| | | | | | 6 | | | | Pump solenoid circuit severely shorted | Injection DE10 |
| | | | | | 7 | | | | Pump control valve closure not detected | Injection DE10 |
| | | | | | 10 | | | | Pump solenoid circuit moderately shorted | Injection DE10 |
| | | | | | 13 | | | | Pump current decay time invalid | Injection DE10 |
| 1077 | | | | | | | | | Fuel injection pump controller status | |
| | | | | | 7 | | | | Attempting to fuel without command | |
| | | | | | 11 | | | | Pump supply voltage out of range | |
| | | | | | 12 | | | | Pump self test error | |
| | | | | | 19 | | | | Pump detected communication error | |
| | | | | | 31 | | | | Pump initiated engine protection | |

| SPN | CID | SID | PID | PPID | FMI | John Deere | Volvo | Perkins | Description | Commentary |
|------|------|-----|------|------|-----|------------|-------|---------|--|---|
| 1078 | | | | | | | | | ECU/Pump timing status | |
| | | | | | 7 | | | | ECU/Pump timing moderately out of synchronisation | |
| | | | | | 11 | | | | ECU/Pump timing speed out of synchronisation | |
| | | | | | 31 | | | | ECU/Pump timing extremely out of synchronisation | |
| 1079 | | | | | | | | | Sensor supply voltage (+5 Volt) | Analog throttle reference |
| | | | | | 3 | | | | Sensor supply voltage high | > 5,5 Volt |
| | | | | | 4 | | | | Sensor supply voltage low | < 4,44 Volt |
| 1080 | | 211 | | | | | | | Sensor supply voltage (Oil pressure, Coolant temp, fuel pressure)/+5V sensor supply 2 | |
| | | | | | 3 | | | | Sensor supply voltage high | > 5,5 Volt |
| | | | | | 4 | | | | Sensor supply voltage low | < 4,40 Volt |
| 1109 | | | | | | | | | Engine/ECU status | |
| | | | | | 31 | | | | Engine shutdown warning | |
| 1110 | | | | | | | | | Engine status | |
| | | | | | 31 | | | | Engine shutdown | |
| 1111 | 268 | | | | | | | | Check parameters | |
| | | | | | 2 | | | | Programmed parameter fault | |
| 1136 | | | | 55 | | | | | ECU Temperature | |
| 1184 | | | 173 | | | | | | Exhaust gas temperature sensor | |
| 1188 | | 32 | | | | | | | Wastegate | |
| 1231 | | | | | | | | | CAN bus 2 | |
| 1239 | | | | | | | | | Rail pressure system | |
| 1266 | 1266 | | | | | | | | General fault output status | |
| | | | | | 3 | | | | General fault output open/short to B+ | |
| | | | | | 4 | | | | General fault output short to ground | |
| 1347 | | | | | | | | | Pump control valve status | Pump control valve #1 status for 6081HF070 |
| | | | | | 3 | | | | Pump control valve current high | |
| | | | | | 5 | | | | Pump control valve error/mismatch | |
| | | | | | 7 | | | | Fuel rail pressure control error | |
| | | | | | 10 | | | | Pump control valve fuel flow not detected | |
| 1348 | | | | | | | | | Pump control valve #2 status | Only for 6081HF070 |
| | | | | | 5 | | | | Pump control valve #2 error/mismatch | |
| | | | | | 10 | | | | Pump control valve #2 fuel flow not detected | |
| 1485 | | | 1485 | 5 | | | | | Pump power relay status | ECU main relay of VOLVO EMS/EDC |
| | | | | | 2 | | | | Pump power relay fault | |
| | | | | | 3 | | | | | ECU main relay short circuit high |
| 1568 | | | | | | | | | Torque curve selection | |
| | | | | | 2 | | | | Torque curve selection invalid | |
| | | | | | 4 | | | | Torque curve input voltage high | |
| | | | | | 9 | | | | Torque curve selection missing | |
| 1569 | | | | | | | | | Fuel supply status | |
| | | | | | 31 | | | | Fuel de rate | |

| SPN | CID | SID | PID | PPID | FMI | John Deere | Volvo | Perkins | Description | Commentary |
|--------|------|-----|-----|------|-----|------------|-------|---------|--|--------------------------------------|
| 1639 | | | | | | | | | Fan speed sensor | |
| | | | | | 1 | | | | Fan speed signal missing | Not possible with Genset application |
| | | | | | 2 | | | | Fan speed signal erratic | |
| | | | | | 16 | | | | Fan speed higher than expected | |
| | | | | | 18 | | | | Fan speed lower than expected | |
| 1675 | | | | | | | | | Engine starter motor relay | |
| 1690 | 1690 | | | | | | | | Analogue throttle status | |
| | | | | | | | | | Abnormal pulse signal | |
| 2000 | | | | | | | | | ECU status | |
| | | | | | 6 | | | | Vehicle ID missing | |
| | | | | | 13 | | | | Security violation | |
| 2017 | | | | | | | | | J1939 Communication bus | |
| 2791 | | | | 19 | | | | | Internal EGR status | |
| 520192 | | | | 8 | | | | | Piston cooling switch | |
| 520193 | | | | 267 | | | | | Sea water pressure | |
| 520194 | | | | 4 | | | | | Starter input sensor (start request) | |
| 520195 | | | | 6 | | | | | Key off input sensor (stop request) CIU | |



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FMI and Description

FMI=0—DATA VALID BUT ABOVE NORMAL OPERATIONAL RANGE - MOST SEVERE LEVEL

The signal communicating information is within a defined acceptable and valid range, but the real world condition is above what would be considered normal as determined by the predefined most severe level limits for that particular measure of the real world condition (*Region e* of the signal range definition). Broadcast of data values is continued as normal.

FMI=1—DATA VALID BUT BELOW NORMAL OPERATIONAL RANGE - MOST SEVERE LEVEL

The signal communicating information is within a defined acceptable and valid range, but the real world condition is below what would be considered normal as determined by the predefined least severe level limits for that particular measure of the real world condition (*Region e* of the signal range definition). Broadcast of data values is continued as normal.

FMI=2—DATA ERRATIC, INTERMITTENT OR INCORRECT

Erratic or intermittent data includes all measurements that change at a rate that is not considered possible in the real world condition and must be caused by improper operation of the measuring device or its connection to the module. Broadcast of data values is substituted with the “error indicator” value.

Incorrect data includes any data not received and any data that is exclusive of the situations covered by FMIs 3, 4, 5 and 6. Data may also be considered incorrect if it is inconsistent with other information collected or known about the system.

FMI=3—VOLTAGE ABOVE NORMAL, OR SHORTED TO HIGH SOURCE

- a. A voltage signal, data or otherwise, is above the predefined limits that bound the range (*Region e* of the signal range definition). Broadcast of data values is substituted with the “error indicator” value.
- b. Any signal external to an electronic control module whose voltage remains at a high level when the ECM commands it to low. Broadcast of data value is substituted with the “error indicator” value.

FMI=4—VOLTAGE BELOW NORMAL, OR SHORTED TO LOW SOURCE

- c. A voltage signal, data or otherwise, is below the predefined limits that bound the range (*Region e* of the signal range definition). Broadcast of data values is substituted with the “error indicator” value.
- d. Any signal external to an electronic control module whose voltage remains at a low level when the ECM commands it to high. Broadcast of data value is substituted with the “error indicator” value.

FMI=5—CURRENT BELOW NORMAL OR OPEN CIRCUIT

- e. A current signal, data or otherwise, is below the predefined limits that bound the range (*Region e* of the signal range definition). Broadcast of data values is substituted with the “error indicator” value.
- f. Any signal external to an electronic control module whose current remains off when the ECM commands it on. Broadcast of data value is substituted with the “error indicator” value.

FMI=6—CURRENT ABOVE NORMAL OR GROUNDED CIRCUIT

- g. A current signal, data or otherwise, is above the predefined limits that bound the range. (*Region e* of the signal range definition). Broadcast of data values is substituted with the “error indicator” value.
- h. Any signal external to an electronic control module whose current remains on when the ECM commands it off. Broadcast of data value is substituted with the “error indicator” value.

FMI=7—MECHANICAL SYSTEM NOT RESPONDING OR OUT OF ADJUSTMENT

Any fault that is detected as the result of an improper mechanical adjustment or an improper response or action of a mechanical system that, with a reasonable confidence level, is not caused by an electronic or electrical system failure. This type of fault may or may not be directly associated with the value of general broadcast information.

FMI=8—ABNORMAL FREQUENCY OR PULSE WIDTH OR PERIOD

To be considered in cases of FMI 4 and 5. Any frequency or PWM signal that is outside the predefined limits which bound the signal range for frequency or duty cycle (outside *Region b* or the signal definition). Also if the signal is an ECM output, any signal whose frequency or duty cycle is not consistent with the signal which is emitted. Broadcast of data value is substituted with the “error indicator” value.

FMI=9—ABNORMAL UPDATE RATE

Any failure that is detected when receipt of data via the data link or as input from a smart actuator or smart sensor is not at the update rate expected or required by the ECM (outside *Region c* of the signal range definition). Also any error that causes the ECM not to send information at the rate required by the system. This type of fault may or may not be directly associated with the value of general broadcast information.

FMI=10—ABNORMAL RATE OF CHANGE

Any data, exclusive of the abnormalities covered by FMI 2, that is considered valid but whose data is changing at a rate that is outside the predefined limits that bound the rate of change for a properly functioning system (outside *Region c* of the signal range definition). Broadcast of data values is continued as normal.

FMI=11—ROOT CAUSE NOT KNOWN

It has been detected that a failure has occurred in a particular subsystem but the exact nature of the fault is not known. Broadcast of data value is substituted with the “error indicator” value.

FMI=12—BAD INTELLIGENT DEVICE OR COMPONENT

Internal diagnostic procedures have determined that the failure is one which requires the replacement of the ECU, used here to mean the packaged unit that includes some microprocessor and its associated components and circuits. It can be assumed that the communications subsystem is not the part that has failed, and the manufacturer has determined that there is no serviceable component smaller than the ECU involved in the failure. Broadcast of data value is substituted with the “error indicator” value if appropriate, as there may or may not be any broadcast involved. This error is to include all internal controller trouble codes that can not be caused by connections or systems external to the controller.

FMI=13—OUT OF CALIBRATION

A failure that can be identified to be the result of not being properly calibrated. This may be the case for a subsystem which can identify that the calibration attempting to be used by the controller is out of date. Or it may be the case that the mechanical subsystem is determined to be out of calibration. This failure mode does not relate to the signal range definition as do many of the FMIs.

FMI=14—SPECIAL INSTRUCTIONS

“Special Instructions” is the FMI to be used when the on-board system can isolate the failure to a small number of choices but not to a single point of failure. When the FMI is used, there is clear necessity for the service technician to take some action to complete the specific diagnosis, and the manufacturer has provided instructions for the completion of that diagnosis. There are two cases where this will be used: 1. for emission-related diagnostics where the particular failure cannot be separated between a sensor out of range and the case where the actual value is at the edge of a diagnostic region, and 2. for the older SPN 611 to 615 where the problem is in determining which of two or more circuits (which may interact) is the one that needs repair.

SPNs 611 through 615 are defined as “System Diagnostic Codes” and are used to identify failures that cannot be tied to a specific field replaceable component. Specific subsystem fault isolation is the goal of any diagnostic system, but for various reasons this cannot always be accomplished. These SPNs allow the manufacturer some flexibility to communicate non-“specific component” diagnostic information. Since SPNs 611-615 use the standard SPN/FMI format it allows the use of standard diagnostic tools, electronic dashboards, satellite systems and other advanced devices that scan Parameter Groups containing the SPN/FMI formats. Because manufacturer defined codes are not desirable in terms of standardization, the use of these codes should only occur when diagnostic information cannot be communicated as a specific component and failure mode.

Possible reasons for using a System Diagnostic Code include:

1. Cost of specific component fault isolation is not justified, or
2. New concepts in Total Vehicle Diagnostics are being developed, or
3. New diagnostic strategies that are not component specific are being developed.

Due to the fact that SPNs 611-615 are manufacturer defined and are not component specific, FMIs 0-13 and 15-31 have little meaning. Therefore, FMI 14, “Special Instructions”, is usually used. The goal is to refer the service personnel to the manufacturer's troubleshooting manual for more information on the particular diagnostic code. This failure mode does not relate to the signal range definition as do many of the FMIs. This type of fault may or may not be directly associated with the value of general broadcast information.

FMI=15—DATA VALID BUT ABOVE NORMAL OPERATING RANGE - LEAST SEVERE LEVEL

The signal communicating information is within a defined acceptable and valid range, but the real world condition is above what would be considered normal as determined by the predefined least severe level limits for that particular measure of the real world condition (*Region i* of the signal range definition). Broadcast of data values is continued as normal.

FMI=16—DATA VALID BUT ABOVE NORMAL OPERATING RANGE - MODERATELY SEVERE LEVEL

The signal communicating information is within a defined acceptable and valid range, but the real world condition is above what would be considered normal as determined by the predefined moderately severe level limits for that particular measure of the real world condition (*Region k* of the signal range definition). Broadcast of data values is continued as normal.

**FMI=17—DATA VALID BUT BELOW NORMAL OPERATING RANGE - LEAST SEVERE LEVEL**

The signal communicating information is within a defined acceptable and valid range, but the real world condition is below what would be considered normal as determined by the predefined least severe level limits for that particular measure of the real world condition (*Region h* of the signal range definition). Broadcast of data values is continued as normal.

FMI=18—DATA VALID BUT BELOW NORMAL OPERATING RANGE - MODERATELY SEVERE LEVEL

The signal communicating information is within a defined acceptable and valid range, but the real world condition is below what would be considered normal as determined by the predefined moderately severe level limits for that particular measure of the real world condition (*Region j* of the signal range definition). Broadcast of data values is continued as normal.

FMI=19—RECEIVED NETWORK DATA IN ERROR

Any failure that is detected when the data received via the network is found substituted with the “error indicator” value (i.e. FE₁₆, see J1939-71). This type of failure is associated with received network data. The component used to measure the real world signal is wired directly to the module sourcing the data to the network and not to the module receiving the data via the network. The FMI is applicable to *Region f* and *g* of the signal range definition. This type of fault may or may not be directly associated with the value of general broadcast information.

FMI=20-30—RESERVED FOR SAE ASSIGNMENT**FMI=31—CONDITION EXISTS**

Used to indicate that the condition that is identified by the SPN exists when no more applicable FMI exists or in cases when the reported SPN name spells out the component and a non-standard failure mode. This type of fault may or may be directly associated with the value of general broadcast information. This FMI will mean “not available” when the associated SPN is also “not available” as when the remainder of the packet is filled with binary ones after all data has been transmitted.

