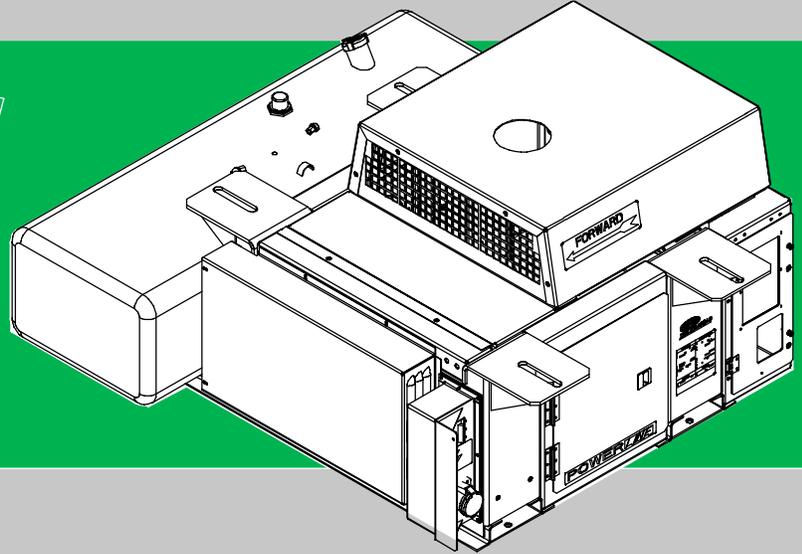
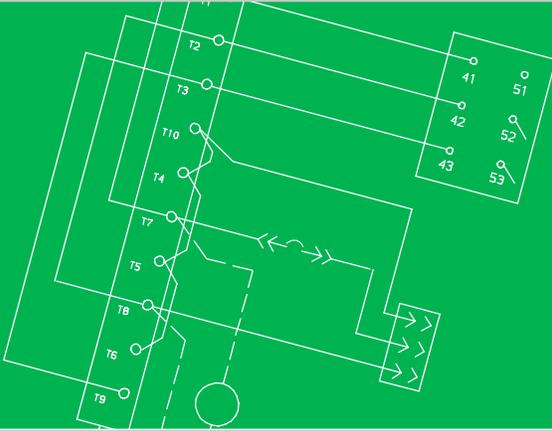




Diesel Generator Set



OPERATION & SERVICE for **69UG15** Generator Set Units



TRANSICOLD

**OPERATION AND SERVICE MANUAL
DIESEL DRIVEN GENERATOR SET**

**MODEL
69UG15**

SAFETY SUMMARY

GENERAL SAFETY NOTICES

The following general safety notices supplement the specific warnings and cautions appearing elsewhere in this manual. They are recommended precautions that must be understood and applied during operation and maintenance of the equipment covered herein. The general safety notices are presented in the following three sections labeled: First Aid, Operating Precautions and Maintenance Precautions. A listing of the specific warnings and cautions appearing elsewhere in the manual follows the general safety notices.

FIRST AID

An injury, no matter how slight, should never go unattended. Always obtain first aid or medical attention immediately.

OPERATING PRECAUTIONS

Always wear safety glasses and hearing protection.

Keep hands, clothing and tools clear of the radiator fan and rotating belts.

No work should be performed on the unit until all circuit breakers and start-stop switches are turned off and the negative battery terminal has been disconnected..

Always work in pairs. Never work on the equipment alone.

In case of severe vibration or unusual noise, stop the unit and investigate.

MAINTENANCE PRECAUTIONS

Be sure power is turned off and the negative battery cable is disconnected before working on generator set.

Do not bypass any electrical safety devices, e.g. bridging an overload, or using any sort of jumper wires. Problems with the system should be diagnosed, and any necessary repairs performed, by qualified service personnel.

In case of electrical fire, open circuit switch and extinguish with CO₂ (never use water).

Fuel Tanks present explosion, fire and rupture hazards even if liquid fuel has been drained. Do not attempt any repairs, especially repairs using flame, welder or torch, unless you have been properly trained and the tank has been emptied of liquid fuel and fuel vapors and the tank is properly ventilated.

UNIT LABEL IDENTIFICATION

To help identify the hazard labels on the Unit and explain the level of awareness each one carries, explanations with appropriate consequences are provided below:

DANGER - indicates an immediate hazard which WILL result in severe personal injury or death.

WARNING - indicates hazards or unsafe conditions which COULD result in severe personal injury or death.

CAUTION - indicates potential hazards or unsafe practices which COULD result in minor personal injury, product or property damage.

SPECIFIC WARNING AND CAUTION STATEMENTS

The statements that follow are applicable to the generator set and appear elsewhere in this manual. These recommended precautions must be understood and applied during operation and maintenance of the equipment covered herein.

WARNING

Do not use gasoline to clean air cleaner parts.

WARNING

Beware of moving V-belt, belt driven components and hot exhaust components.

WARNING

Under no circumstances should ether or any other unauthorized starting aids be used in conjunction with the glow plugs.

WARNING

Do not direct water or steam into the generator openings. Do not allow any soap and water solutions to enter the alternator.

WARNING

High voltage (dielectric) testing must not be performed to the machine without first observing NEMA rules. The insulation of this generator winding may be safely checked by using a megger. A high megger reading indicates good insulation.

CAUTION

Observe proper polarity when installing the battery or connecting a battery charger, the negative battery terminal must be grounded. Reverse polarity may damage the charging system. When charging the battery in unit, isolate the battery by disconnecting the negative battery terminal first, then the positive. Once the battery has been charged, connect the positive battery terminal first, then the negative.

CAUTION

The generator set circuit breaker must be in the ON position in order to supply power to the refrigeration unit.

CAUTION

Never pour cold water into a hot engine.

CAUTION

Use only ethylene glycol, anti-freeze (with inhibitors) in system as glycol by itself will damage the cooling system.

CAUTION

Always cover the engine inlet tube while the air cleaner is being serviced.

CAUTION

Do not underfill or overfill the cups. Overfilling of cups means loss of capacity and underfilling means lack of filtering efficiency.

CAUTION

Continued operation with failed shockmounts may result in engine or generator damage.

CAUTION

The rotor should not be pulled out from the alternator more than 0.75 inches. Damage to the bearing and windings may result.

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SECTION 1 DESCRIPTION

1.1 INTRODUCTION

The carrier Transcold model 69UG15 under-mounted diesel-driven generator sets serve to provide electrical power for all-electric refrigeration units.

The generator set (see Figure 1-1 and Figure 1-2) consist of a diesel engine direct connected to an alternating current generator and mounted in a structural steel frame. The engine is a vertical in-line, four cylinder diesel manufactured by Kubota while the generator is a 15 KW, brushless, single bearing type manufactured by Lima. The generator provides a constant 460 or 230 vac, 3 phase, 60 hertz electrical supply.

Electrical controls are mounted in a control box with operating controls and gauges mounted on a control panel (which also serves as the control box cover). The control panel components are protected by a deflector assembly or a windowed control box door.

Auxiliary engine equipment consists of the starting battery, battery charging system (alternator or solid state), glow plugs (used as a starting aid), "spin-on" lube oil and fuel filters (for easier filter changes) and other necessary components for proper unit operation. The water pump and the radiator cooling fan are belt-driven from the engine crankshaft. All references to engine are as viewed from the fly wheel end.

1.2 CONFIGURATION IDENTIFICATION

Generator set identification information is provided on a plate located inside the engine inspection door (see Figure 1-2). The plate provides the generator set model number, serial number and parts identification number (PID). The model number identifies the overall configuration while the PID provides information on specific optional equipment and differences in detailed parts.

Separately bound manuals covering the diesel engine and Auto Restart Option are also available, see the following chart. Note, all referenced engines have been assembled using the two piece oil pan

Manual/Form No.	Equipment Covered	Type of Manual
62-03741*	CT4-134-DI-B	Workshop
62-03459*	CT4-134-DI-B	Engine Parts List
62-10301**	CT4-134-DI	Workshop
62-10295**	CT4-134-DI	Engine Parts List
62-10411	Auto Restart	Supplement
62-10866***	V1903-TV V2203-T4	Workshop
62-10863****	V2203-DI	Engine Parts List
62-10865****	V2203-DI	Workshop

*Prior to Serial Number XA0001

** Starting with Serial Number XA0001

*** Starting with Serial Number 4A0001

**** Starting with Serial Number 3Y0015

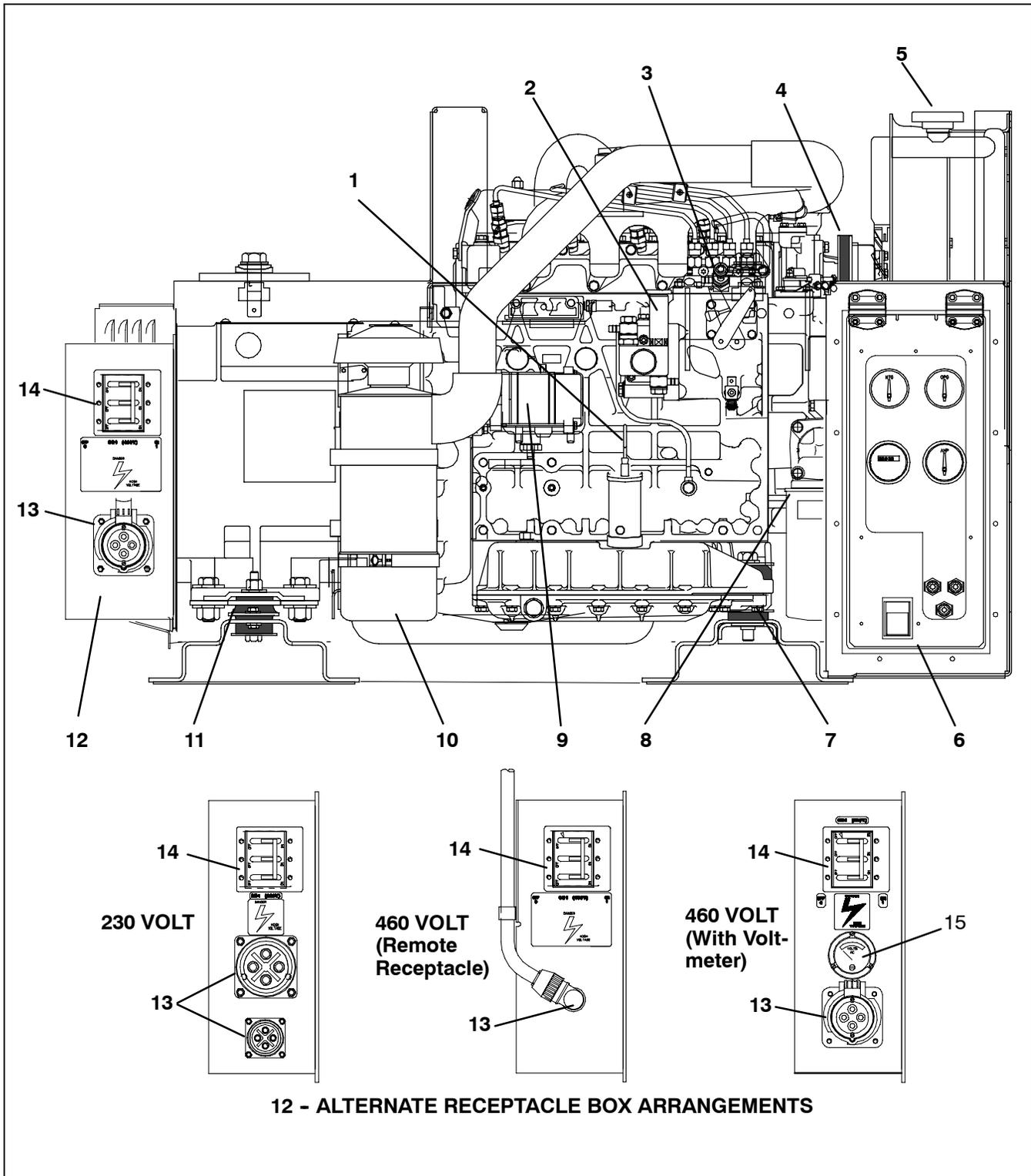
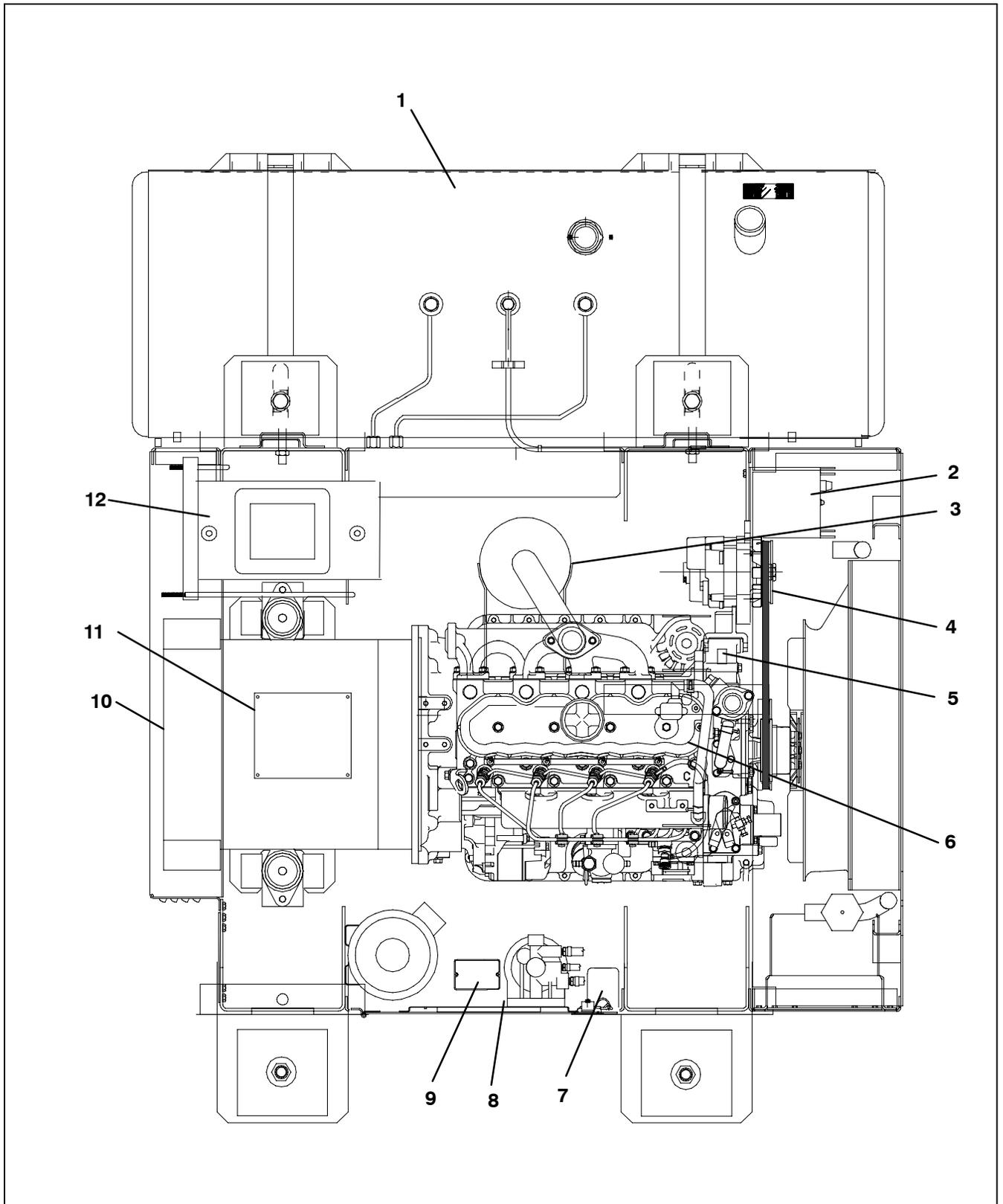


Figure 1-1. Typical Generator Set - Control Box (Road) Side



- | | |
|--|--|
| 1. Fuel Tank | 7. Coolant Overflow Bottle |
| 2. Solid State Battery Charger (If Equipped) | 8. Fuel Filter |
| 3. Exhaust Muffler | 9. Serial Plate |
| 4. D.C. Alternator (If Equipped) | 10. Alternating Current Generator |
| 5. Water Temperature Sender | 11. AC Generator Connection Box Access |
| 6. Engine | 12. Battery |

Figure 1-2. Typical Generator Set - Top View with Top Frame Members Removed for Clarity

1.3 ENGINE

The engine is a vertical in-line four cylinder diesel which is direct connected to the alternating current generator. Information on the major engine systems is provided in the following subparagraphs.

1.3.1 Engine Air System

The air cleaner (Item 10, Figure 1-1) is designed to prolong engine life and performance by preventing dirt and grit from entering the engine and causing excessive wear on all operating parts. However, the operator is charged with the responsibility of providing the air cleaner equipment with regular maintenance in accordance with the instructions.

1.3.2 Lube Oil Filter Arrangement

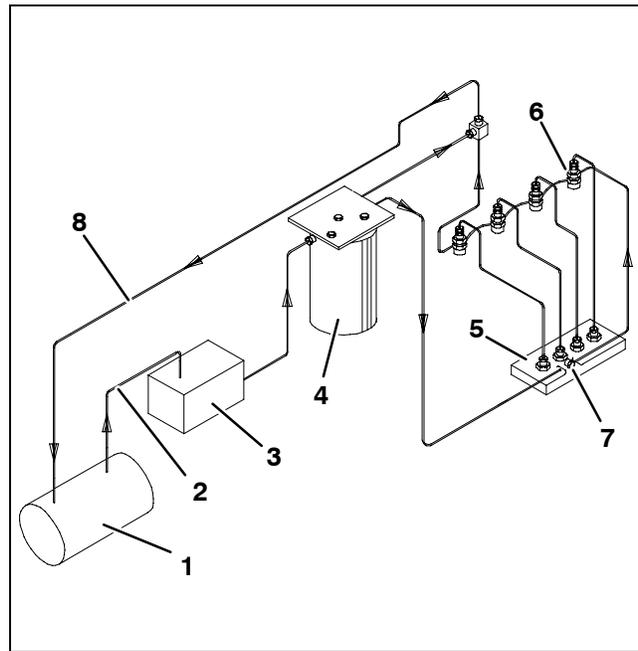
The engine lubricating oil filter may be mounted in a horizontal or vertical arrangement. Also, an additional by-pass filter may be supplied. Flow through the by-pass filter is from the standard filter with return to the oil pan. Filter arrangements are shown in Figure 1-4.

1.3.3 Fuel System

The fuel system is fitted with a filter which also acts as a water separator. The filter may also be fitted with an optional heater. The fuel system is shown in Figure 1-3

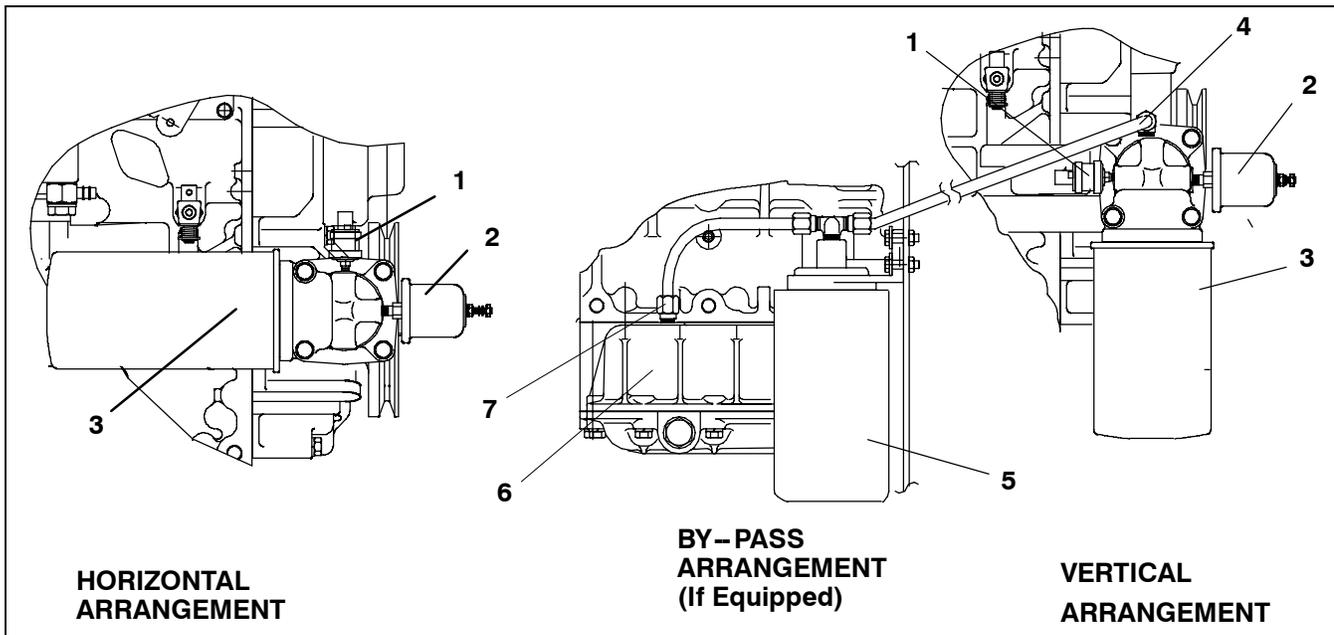
1.4 ENGINE SCREW THREADS

All threads used on the engine are metric except the oil drain plug which is American Standard Pipe Thread (NPT).



- | | |
|----------------------------------|---------------------|
| 1. Fuel Tank | Separator |
| 2. Fuel Supply Line | 5. Injection Pump |
| 3. Mechanical Fuel Pump (Engine) | 6. Injector Nozzles |
| 4. Fuel Filter & Water | 7. Fuel Bleed Valve |
| | 8. Fuel Return Line |

Figure 1-3. Fuel System Diagram



- | | |
|-------------------------|-----------------------|
| 1. Oil Pressure Switch | 5. By-Pass Oil Filter |
| 2. Oil Pressure Sender | 6. Oil Pan |
| 3. Oil Filter (Primary) | 7. By-Pass Oil Return |
| 4. By-Pass Oil Supply | |

Figure 1-4. Lube Oil

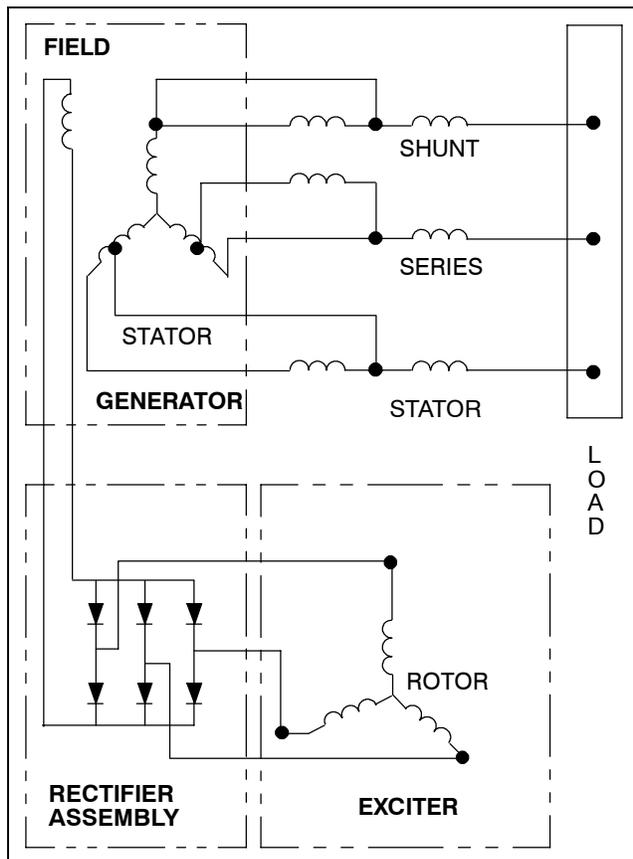


Figure 1-5. A-C Generator Circuit Diagram

1.5 ALTERNATING CURRENT GENERATOR

1.5.1 Principle of Operation

The Marathon Alternator Company (Lima) brushless A-C generator (10, Figure 1-2) is a self-regulated, rotating field synchronous unit. The generator stator and exciter stator are combined in a common housing. The generator field, exciter rotor and rotating rectifier assembly are mounted on a common shaft. The output of the exciter rotor is applied to the generator field winding through a rotating, full-wave bridge, silicon rectifier unit.

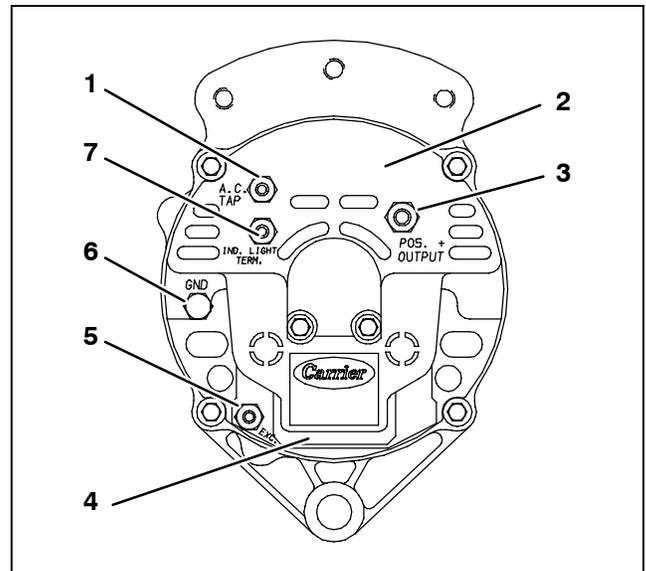
All connections between the exciter stator windings and the generator stator windings internal within the stator housing. Only the output power leads are connected at the terminal box, located on top of the generator.

1.5.2 Alternating Current Generator Diagram

Figure 1-5 shows the internal schematic diagram of the generator, exciter and rectifier unit. The generator is a three phase unit and the exciter stator and exciter rotor also have three phase windings. A portion of the exciter stator windings is connected across a tap on the generator stator winding. This exciter shunt winding provides the generator field excitation power required for the generator no-load voltage. Another portion of the exciter stator windings is connected in series with the output of the generator and provides a compounding excitation characteristic.

The rotor is, in effect, the secondary of a rotating current transformer induction frequency converter. The exciter rotor output voltage is applied to the generator field windings by a three phase full wave rotating silicon

rectifier unit. The response time of the excitation system is very fast since the exciter stator carries an alternating current corresponding to the load current which appears immediately on the exciter primary. An increase in load current will cause an immediate increase in the exciter secondary output voltage which is rectified and applied to the generator field windings. The inherent compounding characteristics of the excitation system provide excellent voltage regulation even under heavy overload conditions.



- | | |
|-------------------------|-----------------------------------|
| 1. AC Tap | 5. Excite |
| 2. Back Cover | 6. Ground |
| 3. Positive Output (B+) | 7. 12 vdc Test Lamp Terminal (D+) |
| 4. Integral Regulator | |

1.6 BATTERY CHARGING - ALTERNATOR

CAUTION

Observe proper polarity when installing the battery or connecting a battery charger, the negative battery terminal must be grounded. Reverse polarity may damage the charging system. When charging the battery in unit, isolate the battery by disconnecting the negative battery terminal first, then the positive. Once the battery has been charged, connect the positive battery terminal first, then the negative.

1.6.1 Introduction

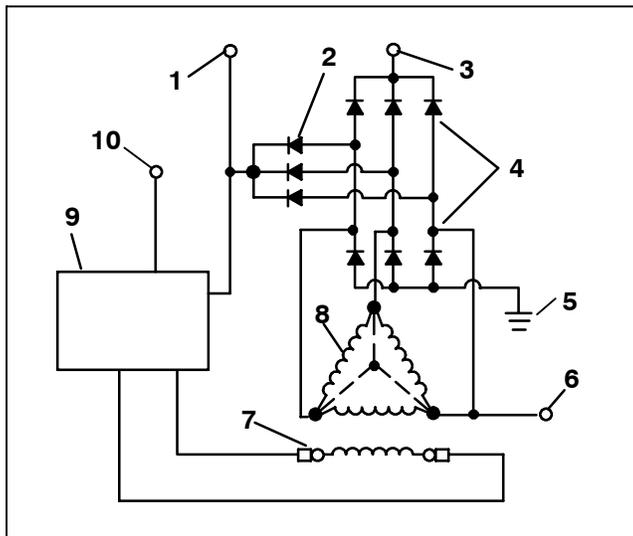
The mechanical construction of the alternator differs from the DC generator in that the field rotates and the (armature) generating windings are stationary. The field current necessary to control the output of the alternator is supplied from the solid-state regulator. This integral voltage regulator controls the current feed to the field via the brushes and rotor slip rings. (See Figure 1-6)

Two completely sealed ball bearings support the rotor in the front and rear housing.

1.6.2 Alternator Operation

The alternator converts mechanical and magnetic energy to alternating current (A.C.) and voltage, by the rotation of an electromagnetic field (rotor) inside a three phase stator assembly. The voltage is changed to DC voltage, by passing A.C. energy through a three phase, full-wave rectifier system. Six silicon rectifier diodes are used (see Figure 1-7).

Figure 1-6. Alternator and Regulator



- | | |
|--|-----------------------|
| 1. 12vdc Test Lamp Terminal (D+) (Not connected) | 5. Ground |
| 2. Diode Trio | 6. AC Tap |
| 3. Positive Output (B+) | 7. Rotor (Field) |
| 4. Rectifier | 8. Stator |
| | 9. Integral Regulator |
| | 10. Excite |

Figure 1-7. Alternator Schematic Diagram

1.6.3 Integral Voltage Regulator Operation (12 volts d-c)

The regulator is an all-electronic, transistorized device. No mechanical contacts or relays are used to perform the voltage regulation of the alternator system. The electronic circuitry should never require adjustment and the solid state active elements used have proved reliable enough to warrant a sealed unit. The system is temperature compensated to permit the ideal charging rate at all temperatures.

The regulator is an electronic switching device. It senses the voltage appearing at the auxiliary terminal of the alternator and supplies the necessary field current for maintaining the system voltage at the output terminal. The output current is determined by the load.

CAUTION

Observe proper polarity when installing the battery or connecting a battery charger, the

negative battery terminal must be grounded. Reverse polarity may damage the charging system. When charging the battery in unit, isolate the battery by disconnecting the negative battery terminal first, then the positive. Once the battery has been charged, connect the positive battery terminal first, then the negative.

1.7 BATTERY CHARGING - SOLID STATE SYSTEM

The solid state battery charger (see Figure 1-2) is located to the left of the radiator. The charger is powered by the generator and this input is protected by a circuit breaker located on the control panel. The battery charger produces a tapered charge (25 amps maximum) and is designed not to overcharge the battery.

1.8 OPERATING CONTROLS AND INSTRUMENTS

1.8.1 Introduction

Components required for monitoring and controlling the unit are located in the control box, on the control panel (see Figure 1-8) and on the receptacle box (see Figure 1-1).

1.8.2 Control Panel and Related Components

a. Gauges and Senders

1 Oil Pressure Gauge (see Figure 1-8)

The purpose of this gauge is to observe normal operating engine oil pressure. Normal oil pressure is 35 to 60 psig (3.3 to 5.2 kg/cm²).

2 Oil Pressure Sender

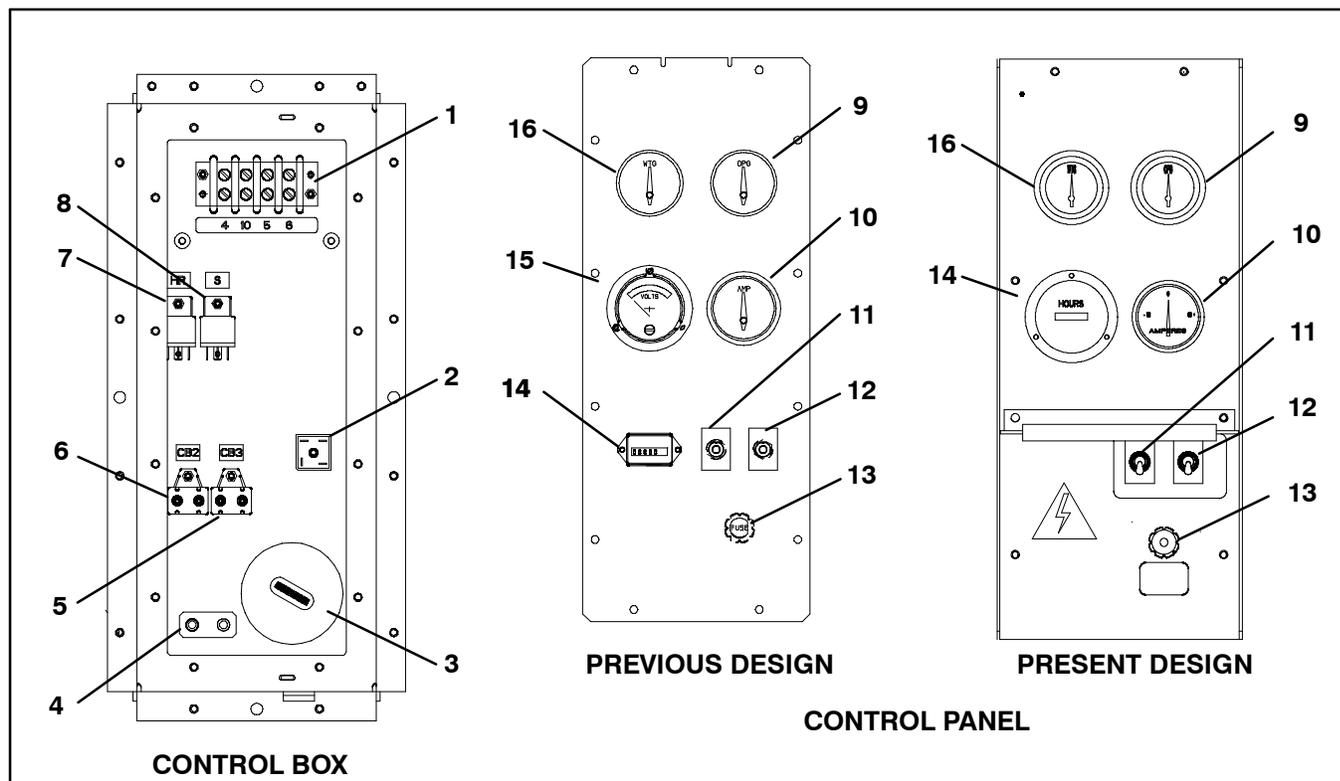
This device (see Figure 1-4) senses engine lube oil pressure and transmits a signal to the oil pressure gauge. The oil pressure sender is located on the primary oil filter housing.

3 Water Temperature Gauge (see Figure 1-8)

The function of this gauge is to observe water operating temperature. The gauge is connected to the water temperature sender.

4 Water Temperature Sender

This sensing device (see Figure 1-2) senses engine water temperature and transmits a signal to the water temperature gauge. The water temperature sender is located on the top, left-hand side of the engine below the HWT switch.



- | | | |
|---------------------------------|-------------------------------|---|
| 1. Terminal Block (If Equipped) | 7. Heater Relay (If Equipped) | 13. Battery Charger Fuse or Circuit Breaker (CB5) |
| 2. Rectifier (If Equipped) | 8. Safety Relay | 14. Total Time Meter |
| 3. Low Voltage Harness | 9. Oil Pressure Gauge | 15. Volt Meter |
| 4. Ground Studs | 10. Ammeter | 16. Water Temperature Gauge |
| 5. Circuit Breaker (CB3) | 11. Glow Plug Switch | |
| 6. Circuit Breaker (CB2) | 12. Ignition Switch | |

Figure 1-8. Control Box and Panel

b. Meters

1 Ammeter (A)

The ammeter (see Figure 1-8) indicates the rate of discharge or charge of the battery. It is an indicator of charging system function. Also, the ammeter provides information on glow plug condition. During operation, each plug draws approximately 7.5 amp.

2 Total Time Meter (TT)

This meter (see Figure 1-8) designates the total hours and provides an accurate readout of accumulated engine running time. This data can be used to establish the proper periodic maintenance schedule. (Refer to section 4.1.)

3. Voltmeter (V) - Optional

The A-C voltmeter (see Figure 1-1 or Figure 1-8) is a sealed device indicating the line-to-line voltage output from the A-C generator. When the unit has an output of 460 vac (or 230 vac if so optioned), the indicating needle will be in the green band. (Refer to section 4.4.7.)

c. Manual Switches

1 Glow Plug Switch (GPS) (see Figure 1-8)

The glow plug switch is of the momentary type and when held in the PREHEAT position, permits battery current

(approximately 30 amps) to flow to the glow plugs and preheat the combustion chambers. The glow plugs are located under the fuel injectors. When starting engine, it is necessary to continue to hold the glow plug switch in the UP position until the engine has developed sufficient oil pressure to close the oil pressure safety switch.

2 Ignition Switch (IGN) (see Figure 1-8)

The ignition switch is of the momentary type in the START position), when held in the START (ignition) position it energizes the starter motor solenoid which in turn allows the starter motor to crank the engine. The switch is released to the RUN position once the engine has started.

1.9 SAFETY DEVICES

System components are protected from damage caused by unsafe operating conditions by safety devices including circuit breakers, fuses and safety switches.

The A-C generator and the glow plug circuit are protected by circuit breakers which will open on excessive current draw to interrupt the component electrical circuit. The battery charger is protected in the same manner but the protective device may be a circuit breaker or a fuse.

The engine, engine control devices and engine monitoring devices are protected by a circuit breaker, a low oil pressure switch and a high water temperature switch. These safety devices monitor system operating conditions and open a set of electrical contacts when an

unsafe condition occurs. Opening one or more of these safety switch contacts will de-energize the fuel solenoid.

De-energizing the fuel solenoid shuts off the fuel supply to the engine; thus stopping the engine. Safety device specifications are provided in Table 1-1.

Table 1-1. Safety Devices

Unsafe Condition	Safety Switch	Switch Setting
ENGINE		
Low engine lubricating oil pressure	Low oil pressure switch (LOP) - Automatic reset	Opens below 15 psig (1.05 kg/cm ²)
High engine cooling water temperature	Water temperature switch (HWT) - Automatic reset	Opens at 230°F (110°C)
Excessive current draw by the fuel solenoid, fuel heater, water temperature gauge, oil pressure gauge or total time meter.	Circuit breaker (CB-2) - Automatic reset	Trips at 30 amps
GLOW PLUGS		
Excessive current draw on glow plug circuit.	Circuit breaker (CB-3) - Automatic reset	Opens at 50 amps
BATTERY CHARGER		
Excessive current draw on 230 volt feed circuit.	Circuit breaker (CB-5) - Automatic reset or fuse	Opens at 3 amps
GENERATOR		
Excessive current draw by load	Circuit breaker (CB-1, 460 volt) - Manual reset	Trips at 26 amps (460 vac)
	Circuit breaker (CB-4, 230 volt) - Manual reset	Trips at 48 amps (230 vac)

1.10 UNIT SPECIFICATIONS

	Nominal Tank Sizes	Fill Capacity	Draw Capacity
a. Fuel Tanks	50 Gallon (Integral) Steel	57.6 Gallon	50 Gallon*
	65 Gallon (Integral) Steel	67.5 Gallon	65 Gallon*
	80 Gallon (Integral) Aluminum	85 Gallon	80 Gallon*
	55 Gallon (Remote) Steel	-	50 Gallon
	55 Gallon (Remote) Aluminum	-	50 Gallon
	85 Gallon (Remote) Steel	-	80 Gallon

*Allows for DOT required 5% vapor space

b. Weights	Battery	52 lb (23.6 kg)
	Generator (A-C)	285 lb (129 kg)
	Engine (Dry) - without Accessories	418 lb (189.5 kg) Approximate
	Unit (with integral 50 gal tank, dry)	1570 lb (712 kg)
	Unit (with integral 65 gal tank, dry)	1585 lb (720 kg)
	Unit (with integral 80 gal tank, dry)	1500 lb (680 kg)

1.11 ENGINE DATA

a. Bore/Stroke	3.43 in. (87 mm) / 3.64 in. (92.4 mm)
b. Compression Ratio	20.5 : 1
c. Cylinders (Number)	Four
d. Displacement	134 cubic inches (2.2 liters)
e. Firing Order	1-3-4-2

1.11 ENGINE DATA (Continued)

	Winter		Summer		
	Diesel No. 1		Diesel No. 2		
f. Fuel and Fuel Heater Thermostat (FHT)	FHT				
	Close on temperature fall @ 45 ± 6.5 °F		Open on temperature rise @ 75 ± 6.5 °F		
	Power Consumption: 140-165 Watts @ 12-15.5 vdc				
g. Glow Plug Amperage	7.5 amps per plug at 12 vdc				
h. Horsepower	28 hp @ 1800 rpm at 3000 feet above sea level.				
	33 hp @ 1800 rpm at sea level.				
i. Cooling System	Capacity	6 U.S. quarts (5.68 liters) – includes 1 quart (0.95 liter) in coolant recovery bottle. (Refer to section 4.4.4)			
	Anti-Freeze: Conventional	The cooling system may be factory charged with a 50/50 mix of ethylene glycol and water. This mixture provides protection to -34°F (-37°C). For replacement, use a low silicate anti-freeze meeting GM specifications GM 6038M or equal. Again, a 50/50 mix is recommended.			
	Anti-Freeze: Extended Life	The cooling system may be factory charged with a 50/50 mix of extended life coolant (ELC) and deionized water. This mixture provides protection to -34°F (-37°C). For replacement, with extended life coolant (ELC) meeting GM specification GM6277M and deionized water. Again, a 50/50 mix is recommended. Extended life coolant is red or orange in color. DO NOT mix with conventional coolant.			
j. Cooling System	Water Temperature Safety Switch Setting	Opens	230 ± 5°F (110 ± 3°C)		
k. Cooling System	Water Temperature Safety Switch Setting	Resets	200°F (93°C) – minimum		
	Thermostat	Starts to open	177 to 182°F (80 to 84°C)		
		Fully open	203°F (95°C)		
l. Lubrication System	Oil Pressure	35 to 60 psig (3.3 to 5.2 kg/cm ²)			
	Oil Pressure Safety Switch Setting Opens	15 psig (2.08 kg/cm ²)			
	Capacity	Engine – 17.2 U.S. quarts (16.3 liters) includes standard filter.			
	Oil Level Indicator	Dipstick in oil pan or fill cap NOTE To check oil level on engines with the dip stick mounted in the fill cap, remove the cap and wipe the dipstick clean. Insert the cap back onto the oil fill tube then remove to check level. It is not necessary to screw the cap back into the fill tube when checking level. DO NOT add oil if level is within the “safe” range. If needed, add oil to bring level within the “safe” range. Screw cap fully into fill tube after checking level.			
	Lube Oil Specification	Use a heavy duty lubricating oil conforming to American Petroleum Institute (API) Service Classification CG, CH or CI, Base Number 8 or above.			
	Lube Oil Viscosity	Outdoor Temperature			
			Fahrenheit	Centigrade	SAE
		Below -20°F	Below -29°C	0W, 5W or 5W20	
		-20° to 32°F	-29° to 0°C	10W or 10W30	
		32° to 77°F	0° to 25°C	20W or 15W40	
	Over 77°F	Over +25°C	30W or 15W40		

SECTION 2

OPERATION

2.1 GENERATOR SET INSTALLATION AND REMOVAL - STANDARD MOUNT

The generator set is mounted under the center of the trailer chassis and is easily handled with a fork lift truck capable of handling 2000 pounds. The fork lift pockets provided are accessible from either side. Mounting clamps are designed to be attached to outside I beam flanges only. Maximum chassis width is 38" on center.

a. Installation

- 1 Loosen mounting bolts (see Figure 2-1) sufficient to push mounting plates to the outermost position
- 2 Place forks into fork lift pockets of generator set. Attach safety chain between unit and fork truck.
- 3 Center generator under chassis slide mounting plates fully onto chassis I-beams and torque mount-

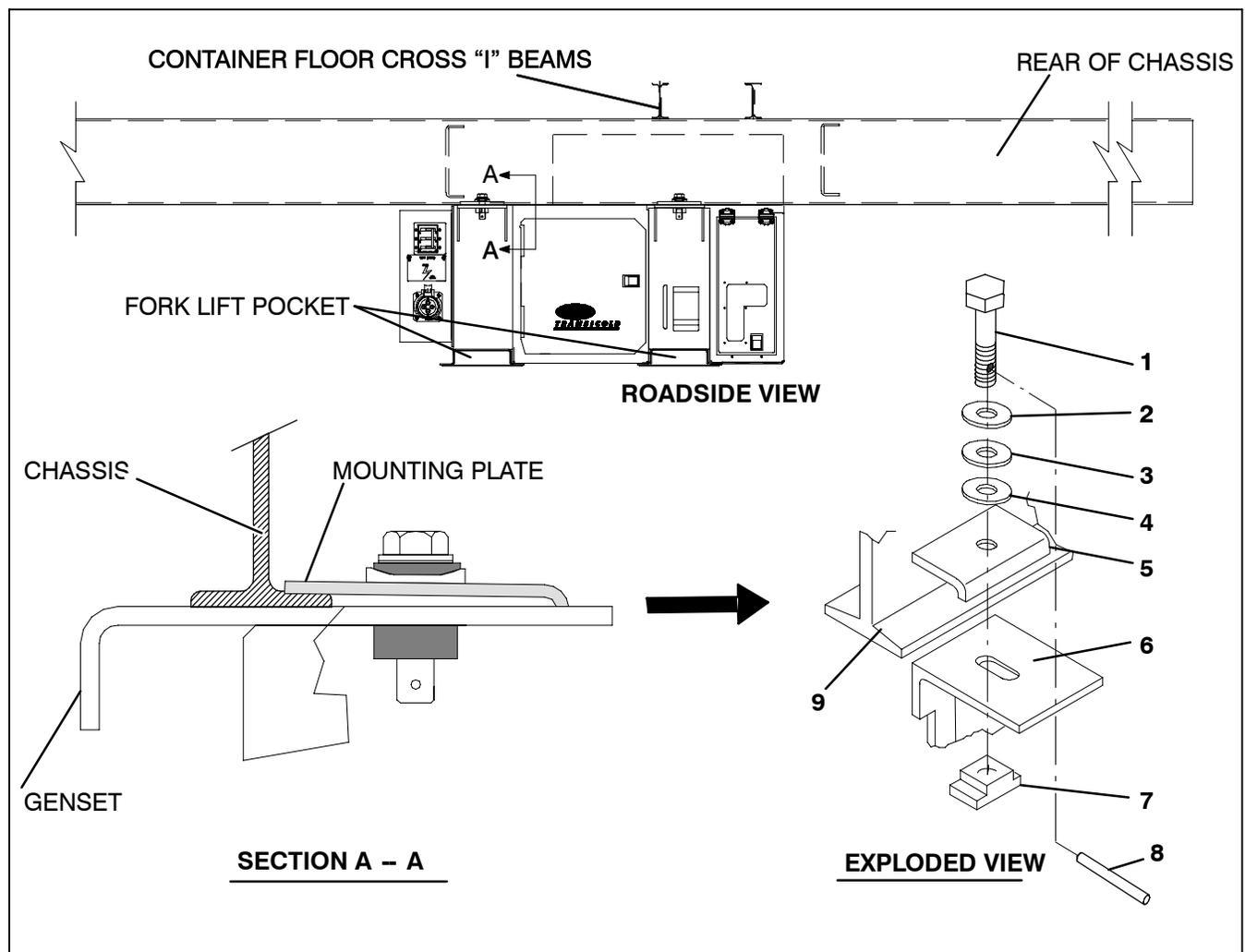
ing bolts to 80 – 90 ft-lbs (11.1 – 12.4 mkg). Upon completion, remove safety chain before removing forks of fork lift truck from unit.

4. If mounting a generator with power cable, secure power cable to chassis using tube clamps.

5. If fuel tank is remote, connect fuel lines.

b. Removal

- 1 Disconnect power cable at generator (if connected).
- 2 Disconnect fuel lines (if fuel tank is remote).
- 3 With fork lift in position and safety chain attached slide mounting plates back sufficient to clear chassis.
- 4 Lower and remove generator.



- | | |
|-----------------------|--------------------|
| 1. Bolt | 6. Generator Frame |
| 2. Washer, Belleville | 7. Tee Nut |
| 3. Washer, Spherical | 8. Roll Pin |
| 4. Washer, Spherical | 9. Chassis I-beam |
| 5. Mounting Plate | |

Figure 2-1. Typical Generator Set Mounting - Standard Mount

2.2 GENERATOR SET INSTALLATION AND REMOVAL - QUICK MOUNT

The generator set is mounted under the center of the trailer chassis and is easily handled with a fork lift truck capable of handling 2000 pounds. The fork lift pockets provided are accessible from either side.

a. Installation

- 1 Before lifting unit in place loosen the mounting bolts sufficient to bring the clamp to the open position. To orient in open position, lift nut end of bolt out of slot, clamp will fall open.
- 2 Place forks into fork lift pockets of generator. Attach safety chain between unit and fork truck.
- 3 Center the generator set in desired position under chassis.

- 4 Lift clamp (item 1) in place ensuring bolt (item 4) is secured in slot.

- 5 Tighten bolt to 55 – 65 ft-lbs (7.6 – 9.0 mkg).

- 6 Upon completion, remove safety chain before removing forks of fork lift truck from unit.

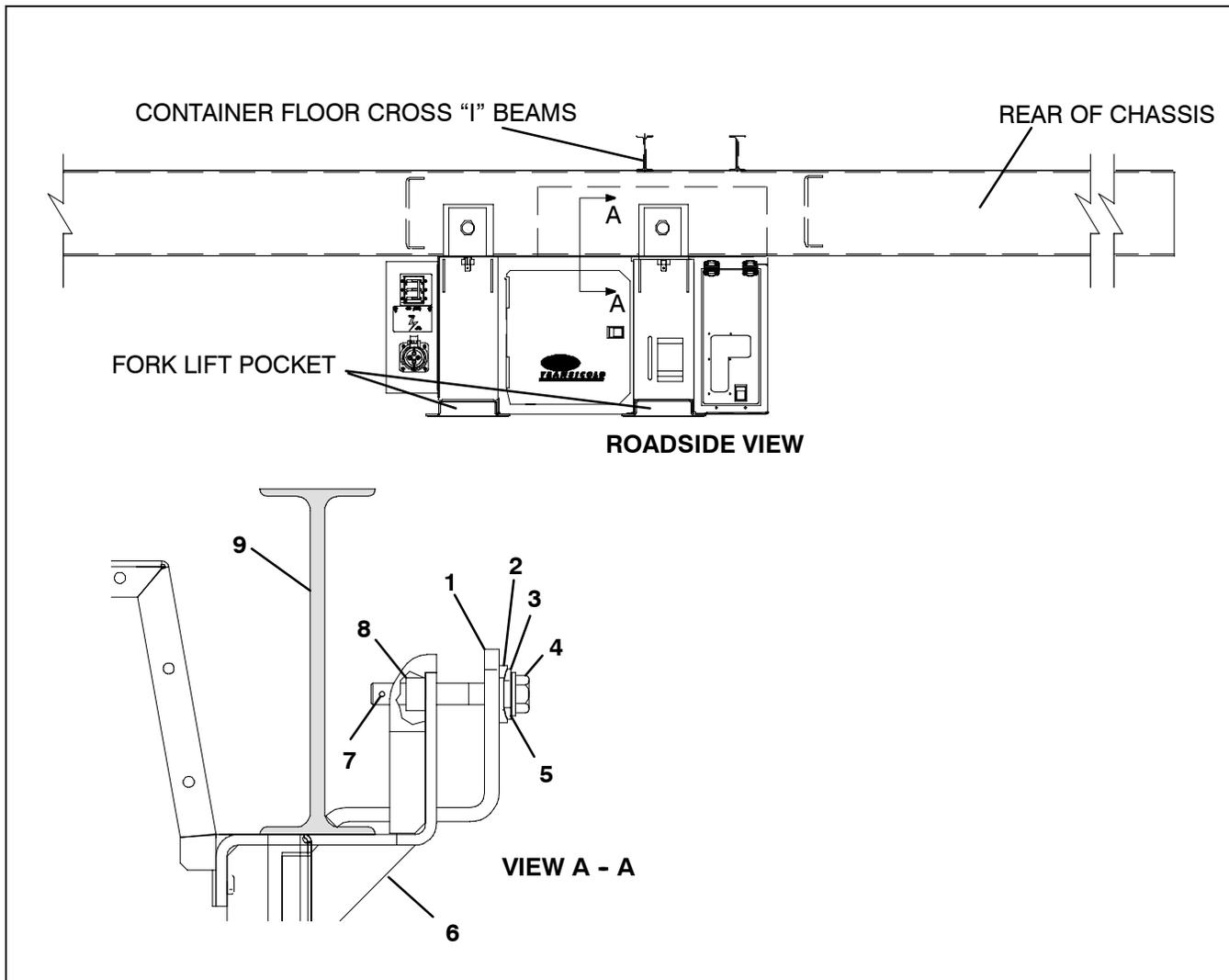
b. Removal

- 1 Disconnect power cable to unit (if connected).

- 2 Disconnect fuel lines (if fuel tank is remote).

- 3 With fork lift in position and safety chain attached, loosen mounting bolts and lift end of bolts out of slot to orient clamps to open position.

- 4 Lower and remove generator.



1. Angle Assembly, Clamp

2. Washer, Spherical

3. Washer, Spherical

4. Bolt

5. Washer, Spherical, Belleville

6. Frame Assembly

7. Roll Pin

8. Nut, Hex, 3/4-10

9. Chassis I-beam

Figure 2-2. Typical Generator Set Mounting - Quick Mount

2.3 STARTING AND STOPPING INSTRUCTIONS

2.3.1 Pre-Start Inspection

- a. Check engine lubrication and fuel filters, oil lines, and connections for leaks. If required, tighten connections and/or replace gaskets.
- b. Check engine lubricating oil level. (Refer to paragraph 1.11, table entry l.)
- c. Check V-belt for fraying or cracks and proper tension. (Refer to paragraph 4.4.5.)
- d. Check radiator hoses for leaks and check radiator coolant level. (Refer to paragraph 1.11, table entry i.)
- e. Check radiator coil and generator air intake screen for cleanliness. If required, clean using compressed air, reversing the normal air flow.
- f. Check air cleaner for cleanliness and clean if necessary. (Refer to paragraph 4.4.8).
- g. Drain water from fuel tank sump and filter bowl.
- h. Fill fuel tank with diesel fuel. (Refer to paragraph 1.11, table entry f.)
- i. Check glow plug amperage. (Refer to paragraph 1.11, table entry g.)
- j. Check battery terminals for cleanliness and secureness. If required, clean, then coat with a battery terminal sealant.
- k. Check and if required, tighten all electrical connections.
- l. Check and if required, tighten all hardware (brackets, etc.).
- m. Ensure the main generator set circuit breaker (CB-1 for 460 volt units or CB4 for 230 volt units). Connect power cable to refrigeration unit and proceed to paragraph 2.3.2.

2.3.2 Starting Instructions

WARNING

Beware of moving V-belt, belt driven components and hot exhaust components.

WARNING

Under no circumstances should ether or any other unauthorized starting aids be used in conjunction with the glow plugs.

NOTE

Piston rings in engines that have operated less than 100 hours may not be fully seated. This may lead to the possibility of oil seepage out the exhaust pipe. To properly seat the rings, operate the engine under full load for a period of 24 hours. If condition persists, check valve clearance when engine is cold. (Refer to engine workshop manual listed in paragraph 1.2.)

- a. Hold glow plug switch (See Figure 1-8) in the PRE-HEAT position. Suggested hold times for a cold engine are as follows.

COLD ENGINE GLOW TIMES

Ambient Temperature	Time
68°F/20°C	5 seconds
32°F/0°C	20 seconds
18°F/-8°C	40 seconds
Below 18°F/-8°C	1 minute intervals

- b. With glow plug switch held in the PREHEAT position, place the ignition switch in the START position.
- c. After engine has started, continue to hold the glow plug switch in the PREHEAT position until the engine develops sufficient oil pressure to close the oil pressure safety switch. When released, the glow plug switch will automatically return to the OFF position.

2.3.3 Post-Start Inspection

- a. Check generator output with a voltmeter. In the no load condition, output should be at rated output of 460(± 10%) or 230 volts a-c (± 5%) with 1820 to 1840 engine RPM. Place generator set main circuit breaker in the ON position. Start refrigeration unit and check generator (1710 rpm).
- b. Check total time meter operation (run engine 10 minutes).
- c. Listen for abnormal bearing noise (A-C generator).
- d. Check fuel lines, lube oil lines and filters for leaks.
- e. Check exhaust system for leaks.

2.3.4 Stopping Instructions

Place the ignition switch in the OFF position.

2.4 CONTROL CIRCUIT OPERATION

WARNING

Beware of moving V-Belt and belt driven components.

2.4.1 Sequence Of Operation (Units using Figure 5-2)

NOTE

In 1997, early production units were retrofitted to move the low oil pressure switch from the wiring feeding terminal board terminal TB4 to the wiring feeding the safety relay. If servicing a unit that is not wired as shown in Figure 5-2, the unit should be retrofitted. Contact Carrier Service Engineering.

With the glow plug switch (GPS) held in the pre-heat position, current flows to the glow plugs (GP). A second set of contacts also energizes the safety relay (S). Energizing the safety relay provides a potential circuit to the run winding of the fuel solenoid (FS) and to the contacts of the heater relay (HR). The safety relay will not energize, and the engine will not start, if the high water temperature switch (HWT) opens to break the safety relay ground connection.

To start the engine, the ignition switch (IGN) is held in the START position. With the switch in the START position, current flows to the start solenoid (SS) and through the SS contacts to the starter motor (SM) and pull in winding of the fuel solenoid (FS).

Also, a second set of contacts provides power to terminal board terminal TB4. From TB4 power flows to the oil pressure gauge (OPG), water temperature gauge, heater relay (HR) and to the safety relay contacts. Energizing the heater relay provides a circuit to the fuel heater thermostat (FHT) while providing power to the safety relay contacts energizes the run winding of the fuel solenoid. A thermostat (FHT), internal to the fuel filter head, closes to energize the fuel heater (FH) at cold fuel temperatures.

The starter motor turns over the engine resulting in pumping of fuel to the engine cylinders by the injection pump. This fuel is ignited by heat of compression; thus starting the engine. When the engine has developed sufficient oil pressure, the low oil pressure switch contacts close to maintain the circuit to the safety relay.

Once the engine has started, the ignition switch is released to the RUN position. The glow plug switch is then released. Releasing the glow plug switch de-energizes the glow plugs while releasing the ignition switch de-energizes the starter motor.

With the engine running, the battery charger or alternator provides DC power to operate the control system and charge the battery.

2.4.2 Sequence Of Operation (Units using Figure 5-6)

With the glow plug switch (GPS) held in the pre-heat position, current flows to the glow plugs (GP). A second set of contacts also energizes the safety relay (S).

The safety relay will not energize, and the engine will not start, if the high water temperature switch (HWT) opens to break the safety relay ground connection.

To start the engine, the ignition switch (IGN) is held in the START position. With the switch in the START position, current flows to the start solenoid (SS), through the SS contacts to the starter motor (SM) and to the pull in winding of the fuel solenoid (FS). Also, a second set of contacts energizes the oil pressure gauge (OPG), water temperature gauge (WTG), the total time meter (TT) and the run winding of the fuel solenoid. Also, at this time, power flows to the fuel heater thermostat (FHT) or (on systems fitted with a heater relay) the heater relay (HR) is energized. Energizing HR provides a circuit to the fuel heater thermostat. The thermostat internal to the fuel filter head energizes the fuel heater (FH) at cold fuel temperatures.

The starter motor turns over the engine resulting in pumping of fuel to the engine cylinders by the injection pump. This fuel is ignited by heat of compression; thus starting the engine. When the engine has developed sufficient oil pressure, the low oil pressure switch contacts close to maintain power to the safety relay.

Once the engine has started, the ignition switch is released to the RUN position. The glow plug switch is then released. Releasing the glow plug switch de-energizes the glow plugs while releasing the ignition switch de-energizes the starter motor.

With the engine running, the battery charger or alternator provides DC power to operate the control system and charge the battery.

SECTION 3

TROUBLESHOOTING

3.1 DIESEL ENGINE

CONDITION	POSSIBLE CAUSE	REMEDY/ REFERENCE SECTION
3.1.1 Engine Will Not Start		
Starter motor will not crank or low cranking speed	Battery insufficiently charged Battery terminal post or battery defective Bad electrical connections at starter Starter motor malfunctions Starter motor solenoid defective Open starting circuit Incorrect grade of lubricating oil	Charge Check Correct 3.1.4 Engine Manual 3.1.4 1.11.j
Starter motor cranks but fails to start	No fuel in tank Air in fuel system Water in fuel system Plugged fuel filters Glow plug(s) defective Plugged fuel lines to injector(s) Mechanical lift fuel pump malfunction	1.10/1.11.g 4.4.1 Drain Sump Replace 4.4.10 Engine Manual Engine Manual
Starter cranks, engages but dies after a few seconds	Engine lube oil too heavy Voltage drop in starter cable(s)	1.11.j Check
3.1.2 Engine Starts Then Stops		
Engine stops after a few rotations	No fuel in tank Fuel filter restricted Air cleaner or hose restricted Safety device open Open wiring circuit to fuel solenoid Fuel solenoid Fuel supply restricted Mechanical lift fuel pump malfunction Oil pressure switch defective Leak in fuel system Injector nozzle(s) defective Injection pump defective Generator internal overloads open	1.10/1.11.g Replace 4.4.8 1.9 Check Replace 1.11.g/4.2 Engine Manual Replace Check Engine Manual Engine Manual Table 1-1
3.1.3 Engine Will Not Shut Off		
Engine will not shut off	Loose ground connection Improperly seated fuel solenoid	Clean & Tighten Correct

CONDITION	POSSIBLE CAUSE	REMEDY/ REFERENCE SECTION
3.1.4 Starter Motor Malfunction		
Starter motor will not crank or turns slowly	Battery insufficiently charged Battery cable connections loose or oxidized Battery cables defective Starter brushes shorted out Starter brushes hang up, defective or have no contact Starter solenoid damaged Ignition switch defective Engine lube oil too heavy	Charge Check Replace Engine Manual Engine Manual Engine Manual Replace 1.11.j
Starter motor turns but pinion does not engage	Pinion or ring gear obstructed or worn	Engine Manual
Starter motor does not disengage after switch has been released	Ignition switch defective Starter motor solenoid defective	Replace Engine Manual
Pinion does not disengage after engine is running	Defective starter	Engine Manual
3.1.5 Malfunction In The Engine Starting Circuit		
No power to starter motor solenoid	Battery defective Loose electrical connections	Correct Tighten
Fuel solenoid does not energize or does not remain energized	Battery defective Loose electrical connections Oil pressure switch defective Water temperature safety switch open Fuel solenoid defective Ignition switch defective	Correct Tighten 1.9 1.9 Engine Manual Replace
3.1.6 Miscellaneous Engine Troubleshooting		
Loss of power	Restriction in air cleaner Air in fuel system Air vent restricted Restricted fuel lines Defective fuel injection pump Defective injector(s) or incorrect type Incorrect fuel injection pump timing Incorrect valve timing Poor compression	4.4.8 4.4.1 Clean Engine Manual Engine Manual Engine Manual Engine Manual Engine Manual
Vibration	Engine shockmounts defective Poor compression	Replace Engine Manual
Overheating	Restriction in air cleaner Exhaust pipe restriction Restriction in water jacket Restriction in radiator Coolant level too low Loose water pump/alternator V-belt Defective thermostat Defective water pump	4.4.8 Remove Engine Manual 4.4.4 1.11.i. 4.4.5 Engine Manual Engine Manual
Excessive crankcase pressure	Plugged crankcase breather line	4.4.9

CONDITION	POSSIBLE CAUSE	REMEDY/ REFERENCE SECTION
3.2 BATTERY CHARGING ALTERNATOR		
Battery undercharged	Defective cables, dirty battery posts or corroded terminals Loose or broken belt Worn or broken brushes Defective alternator system Defective wire harness Broken brush Defective alternator	Clean 4.4.5 4.7.5 Check Replace 4.7.5 Replace
Battery Overcharged –excessive use of water. Voltmeter indicates greater than 14.5 volts (connected across battery with no load) with engine running.	Defective alternator system	4.8
Battery charges with engine running (no load), but discharges under load conditions.	Slipping belt Alternator defective	4.4.5 4.7.7
3.3 BATTERY CHARGER (SOLID STATE)		
Input fuse blows when charger is turned on	Short in 12 volt wiring causing overload of charger	Locate and remove short
Input fuse blows repeatedly, even when not connected	Internal short	Replace
Charger does not taper back after charging for a few minutes	Bad cell in battery Defective charger	Test battery for defect according to battery manufacturer's instructions Replace
Charger does not charge	Open input circuit breaker Charger is not receiving AC input Charger output is not connected to 12 volt battery Defective charger	Reset Using a voltmeter, confirm charger is receiving correct (230v) AC voltage. If not check input connections. Check output wiring connections to battery. Replace
Low output voltage measured across charger output	Battery not connected to charger. It is normal to measure 12 volts or less across charger output with no battery connected	Check charging leads from charger to battery
Reverse polarity connection to battery has caused charger to stop charging	Internal DC fuse blown and possible damage to current carrying components	Replace

CONDITION	POSSIBLE CAUSE	REMEDY/ REFERENCE SECTION
3.4 ALTERNATING CURRENT GENERATOR		
No voltage	Loss of residual magnetism in exciter field Circuit breaker tripped Open in stator windings Open or short in rotating rectifiers Short circuited Open in alternator field Shorted exciter armature	4.5.1.a. Check 4.5.4 4.5.1.c. 4.5.4 4.5.4 4.5.4
Low voltage	Low engine speed Excessive load High resistance connections - connections warm or hot Shorted field	4.4.7 Check Tighten 4.5.4
Fluctuating voltage (May be indicated by flickering lights)	Fluctuating speed Irregular speed of engine Loose terminal or load connections Defective bearing causing uneven air gap	4.4.7 Engine Manual Tighten 4.5.1.4.5.3
High voltage	Excessive engine speed	4.4.7
Overheating	Generator overloaded Clogged ventilating screens High temperature surrounding generator Insufficient circulation Unbalanced load Dry bearing	Check Clean 4.4.4 4.4.4 Balance 4.5.1.4.5.3
Mechanical Noise	Defective bearing Rotor scrubbing on stator Loose laminations Loose or misaligned coupling	4.5.1.4.5.3 4.5.1.4.5.3 4.5.4 4.5.4
Generator frame produces shock when touched	Static charge Grounded armature of field coil	Check ground to frame 4.5.4

SECTION 4

SERVICE AND PREVENTIVE MAINTENANCE

4.1 INTRODUCTION

This section covers service for the generator set and general engine service. Refer to the Kubota engine workshop manual (refer to section 1.1) for other engine servicing.

WARNING

Beware of moving V-belt and belt driven components.

4.2 PREVENTIVE MAINTENANCE SCHEDULE

A tabular listing of the recommended preventative maintenance activities and schedule is provided in Table 4-1.

4.3 BATTERY SERVICE

When replacing the battery, note if the unit was supplied with a matt in the battery tray. If so equipped, the matt must also be replaced.

4.4 ENGINE SERVICE AND COMPONENTS

4.4.1 Priming The Fuel System

The unit is equipped with a mechanical fuel lift pump, mounted on the engine next to the injection pump. The fuel system is a closed circuit which will require bleeding if loss of fuel has occurred. To fill and bleed the system, do the following:

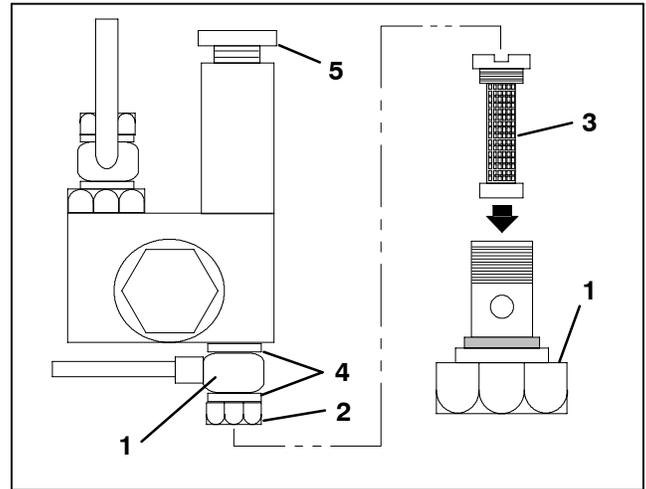
- Turn bleed valve (Red, see Figure 1-3) counter-clockwise until fully opened.
- Turn the top of the manual plunger (see Figure 4-1) counter-clockwise to unlock it then, rapidly hand pump the manual plunger until a positive pressure (resistance) is felt, which will indicate fuel flow.
- Depress and turn the top of the manual plunger clockwise to lock in place.
- Start engine. (Refer to section 2.3).
- When engine is running properly, turn bleed valve clockwise until fully closed.

4.4.2 Servicing Fuel Pump Internal Filter

Due to foreign particles in the fuel and wax as a result of using the wrong grade of fuel or untreated fuel in cold weather, the internal fuel filter may become plugged or restricted and the engine will loose capacity. The filter must be cleaned on a regular schedule. Quality of fuel will effect filter cleaning schedule (refer to section 4.2).

- Turn nut (item 1) counter-clockwise to loosen and remove .
- Remove banjo fitting (item 2) and let it hang loose, making sure to keep copper rings (item 4) for replacement.

- Turn filter (item 3) counter-clockwise and remove. Check and clean.
- To install reverse steps 1 through 3.



- | | |
|-----------|------------------------|
| 1. Nut | 4. Copper Rings |
| 2. Banjo | 5. Manual Priming Pump |
| 3. Filter | |

Figure 4-1. Mechanical Fuel Pump

4.4.3 Fuel Filter

The full flow filter is located on the generator set frame (see Figure 1-2). To renew, remove the filter with a filter wrench, pre-fill the new filter with fuel, lightly oil gasket with lube oil and replace by hand.

4.4.4 Cooling System

The radiator must be clean, externally and internally, for adequate cooling. The fan belt must be adjusted periodically to provide maximum air flow (refer to paragraph 4.4.5). To service the cooling system, do the following:

- Remove all foreign material from the radiator coil by reversing the normal air flow. Compressed air or water may be used as a cleaning agent. It may be necessary to use warm water mixed with any good commercial dishwasher detergent. Rinse coil(s) with fresh water if a detergent is used.
- Drain coolant completely by opening drain-cock and removing radiator cap.

CAUTION

Never pour cold water into a hot engine.

- Close drain-cock and fill system with clean, untreated water to which three to five percent of an alkaline base radiator cleaner should be added; six ounces (dry) = 151 grams to one gallon (3.8 liter) of water.

Table 4-1 Preventative Maintenance Actions and Schedule

Description of Procedure	Reference Paragraph	Perform at Pre-Trip Inspection	Standard Service Interval Units		Extended Service Interval Units*
			Every 1000 Hours	Annually or Every 3000 Hours	
For Pre-Trip inspection perform items 1 through 13 than perform "After Start-up" checks, items 32 through 36					
1. Check (In Place) Engine/Generator Shockmounts for Cracks, Cuts, Abrasion or Flaring		X			
2. Check Engine Lubrication, Fuel Filter, and Connections for Leaks.		X	X		X
3. Check Engine Lubrication Oil Level, Add as Required	1.11.i.	X	X		X
4. Check V-Belt for Fraying or Cracks and Proper Tension, Adjust as Required	4.4.5	X	X		X
5. Check Radiator Hoses for Leaks, Check Coolant Level and 50/50 Mixture	1.11.i.	X	X		X
6. Check Radiator Coil and Generator Air Intake for Cleanliness (Clean Using Compressed Air, Reversing Air Flow Direction)		X	X		X
7. Check Air Cleaner					
7a. Oil Bath Air Filter: Check for Cleanliness and Clean (Filter Body, and Internal Mesh) Change Oil every 250 Hours	4.4.8	X	X		X
7b. Dry Element Air Filter with Filter Minder. Check for Cleanliness and Clean/ Replace as Filter Minder indicates.	4.4.8	X	X		X
8. Drain Water from Fuel Tank Sump and Fuel Filter Bowl		X	X		X
9. Fill Fuel Tank with Diesel Fuel, Check Fuel Gauge Operation	1.11.f.	X	X		X
10. Check Glow Plug Amperage	1.11.g.	X	X		X
11. Check Battery Terminals for Tightness and Cleanliness. (Clean and coat w/battery terminal sealant)		X	X		X
12. Check for Dirty/Loose Electrical Connections, Frayed Cables/Wires and Cracked Insulation		X	X		X
13. Tighten all Hardware (Brackets, etc.)		X	X		X
14. Change Lubricating Oil and Filter(s) (See Note 1)	4.4.6		X		X
15. Clean Oil Bath Air Filter Body, and Internal Mesh. (See Note 2)	4.4.8		X		X
16. Clean Mechanical Fuel Lift Pump Internal Filter	4.4.2	X	X		X
17. Tighten Engine and Generator Mounting Bolts.	4.8		X		X
18. Tighten all Electrical Connections in the Control Box			X		X

* Extended Service Interval (ESI) Units can be identified by a label on the access door opening.

Table 4-1 Preventative Maintenance Actions and Schedule (Continued)

Description of Procedure	Reference Paragraph	Perform at Pre-Trip Inspection	Standard Service Interval Units		Extended Service Interval Units
			Every 1000 Hours	Annually or Every 3000 Hours	
19. Verify Operation Of Engine Protective Devices			X		X
20. Check Battery Charger Amperage Output	4.7		X		X
21. Check Water Pump Bearing End Play	See Engine Manual		X		X
22. Change Fuel Filter	4.4.3			X	X
23. Clean Crankcase Breather	4.4.9			X	X
24. Remove and Check Engine/Generator Shockmounts for Cracks, Cuts, Splits, Abrasion or Flaring	4.6.2			X	X
25. Check and If Required Replace V-Belt	4.4.5			X	X
26. Clean and Flush Coolant System	4.4.4			X	See Note 3
27. Check Starter Condition	See Engine Manual			X	X
28. Check Engine Compression	See Engine Manual			X	X
29. Check and Adjust Injector Nozzles	See Engine Manual			X	X
30. Perform Generator Maintenance	4.5.1			X	X
After Starting Generator Set, perform the following:					
31 Check Total Time Meter Operation (Allow Engine to Run 10 Minutes)		X			
32 Listen for Abnormal Bearing Noise		X			
33 Check Fuel Lines, Lube Oil Lines and Filters for Leaks.		X			
34 Check Exhaust System For Leaks		X			
35 Check with voltmeter. Generator output should be 400 - 500 volts AC no load (engine, 1830 - 1840 RPM). With a nominal frequency of 60Hz ± 2.5% Turn refrigeration unit on and check generator 1720 RPM minimum under full load (15Kw).		X			

NOTES:

1. 500 hour interval in extreme operation conditions
2. 250 hour interval in extreme operation conditions
3. 4 years or 4000 hours if unit is factory charged with long life (red/orange) coolant

- d. Run engine 6 to 12 hours and drain system while warm. Rinse system three times after it has cooled down. Refill system with water.



CAUTION

Use only ethylene glycol, anti-freeze (with inhibitors) in system as glycol by itself will damage the cooling system. (Refer to paragraph 1.11.i.)

- e. Run engine to operating temperature. Drain system again and fill with treated water/anti-freeze. (See above Caution note and refer to paragraph 1.11.i.)

4.4.5 Servicing And Adjusting V-belt



WARNING

Beware of moving V-belt and belt driven components

NOTE

Frayed, cracked or worn V-belt must be replaced. After installing a new belt, it is advisable to check the adjustment after running the unit for three or four hours. This is to allow for the initial stretch which is common on new belts. Once this initial stretch has taken place, the belt should be checked at regular intervals.

The V-belt is driven by a sheave on the engine crankshaft. Its three functions are: (1) drive the alternator (if equipped), (2) drive the radiator fan, and (3) to drive the water pump. To replace or adjust the belt, do the following:

a. Replacing the V-Belt

1. Depending on equipment supplied, loosen the alternator adjustment arm pivot bolt or the idler pivot bolt.
2. Replace belt and adjust tension in accordance with the following step.

b. Adjusting Tension

1. Check belt tension, correct tension is 40-45 pounds on the Burroughs gauge (Carrier Transicold P/N 07-00203). Use hand force only on the alternator to tighten belt. *Do not use pry bar or excessive force as it may cause alternator housing damage.*
2. When belt is at correct tension, tighten pivot bolt.

4.4.6 Lube Oil Filter

The primary oil filter is located near the radiator fan while the by-pass filter is located on the generator set frame (see Figure 1-4).

After warming up the engine, stop engine, remove drain plug from oil reservoir and drain engine lube oil.

Replace filters. Lightly oil gasket on filter before installing. Add lube oil. (Refer to paragraph 1.11.i.) Warm up engine and check for leaks.

4.4.7 Adjusting Engine Speed

The engine is to operate at 1820 to 1840 rpm (no load), 1710 rpm (with full load). To check the engine speed, do the following:

- a. With the engine stopped, place a mark (white paint for example) on the crankshaft sheave. Start engine and verify engine speed using a strobe tachometer (Strobette-model 964, Carrier Transicold Part No. 07-00206.)

b. To Increase Speed:

Loosen jam nut (see Figure 4-2). Turn capscrew clockwise until correct speed is achieved, then tighten jam nut and recheck engine speed.

c. To Decrease Speed:

Loosen jam nut (see Figure 4-2). Turn capscrew counter-clockwise until correct speed is achieved, then tighten jam nut and recheck engine speed.

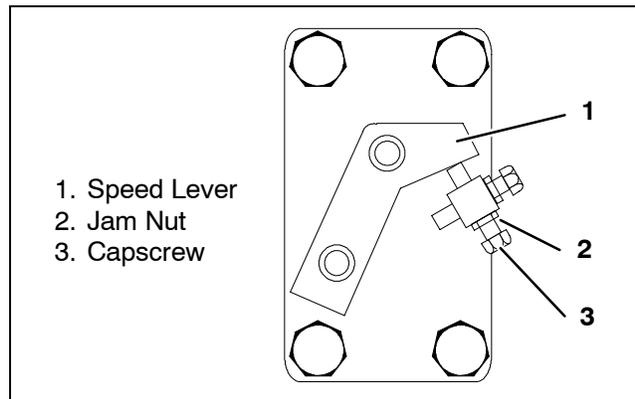


Figure 4-2. Engine Speed Adjustment

4.4.8 Engine Air Cleaner

a. Inspection

The dry type or oil bath air cleaner should be inspected regularly for leaks. A damaged air cleaner or hose can seriously affect the performance and life of the engine. The air cleaner is designed to effectively remove contaminants from the air stream entering the engine. An excessive accumulation of these contaminants in the air cleaner will impair its operation, therefore, a service schedule must be set up and followed.

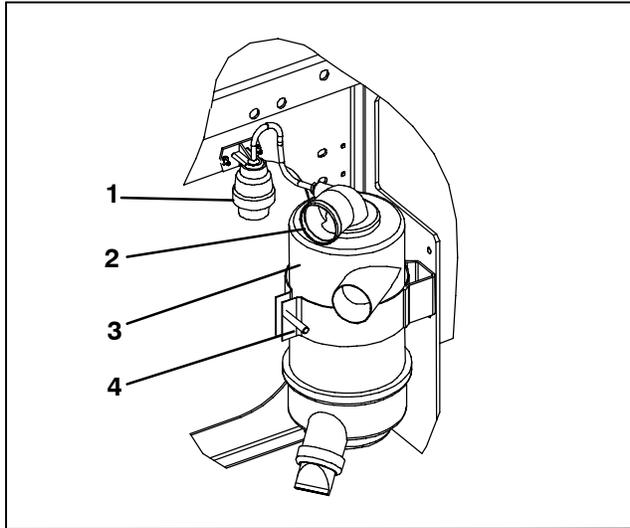
1. Check all connections for mechanical tightness. Be sure cleaner outlet pipe is not fractured.
2. In case of leakage and if adjustment does not correct the trouble, replace necessary parts or gaskets. *Swelled or distorted gaskets must always be replaced.*

b. Air Cleaner Service Indicator

The air cleaner indicator is mounted on the unit frame and connected to the engine air intake. Its function is to indicate when the air cleaner requires replacing. In operation: When a plugged air cleaner decreases intake manifold pressure to 500 mm (20") WG, the indicator moves to the red line. The air cleaner should be replaced and the indicator reset by pressing the reset button.

c. Service Procedure (Dry Type)

1. Stop the engine, remove air cleaner. Install new air filter cleaner. See



1. Filter Minder
2. Air Inlet
3. Air Cleaner Body
4. Cap Clamp

Figure 4-3. Air Filter (Dry Element Type)

d. Service Procedure (Oil Type)

Inspect the oil cups (see Figure 4-4) at regular intervals. Initially inspect daily or as often as conditions require. Never allow more than 1/2 inch (12.7 mm) of dirt deposit in the cup. More than 1/2 inch accumulation could result in oil and dirt to carry over into the engine causing accelerated engine wear. Heavily contaminated oil will not allow the air cleaner to function properly.



CAUTION

Always cover the engine inlet tube while the air cleaner is being serviced.

Stop the engine and remove the oil cups from the air cleaner. Dispose of the oil in an environmentally safe manner. Remove the inner cup from the oil cup and clean both cups.

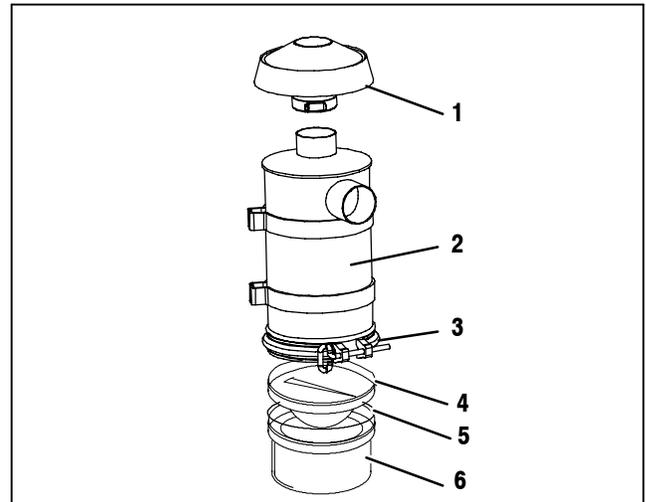
Reassemble and fill both oil cups to the *indicated level* with oil specified in paragraph 1.11.1.



CAUTION

Do not underfill or overfill the cups. Overfilling of cups means loss of capacity

and underfilling means lack of filtering efficiency.



1. Air Inlet Hood
2. Air Cleaner Body
3. Cap Clamp
4. Inner Oil Cup
5. Gasket
6. Oil Cup

Figure 4-4. Air Filter (Oil Bath Type)

e. Service - Body Assembly

The lower portion of the air cleaner should be inspected each time the oil cup is inspected or serviced. If there is any sign of contaminant buildup or plugging, the body assembly should be removed and back flushed. At least once a year or at regular engine service periods remove the entire air cleaner and perform the following:

- 1 Remove oil cups. Check and clean center tube.



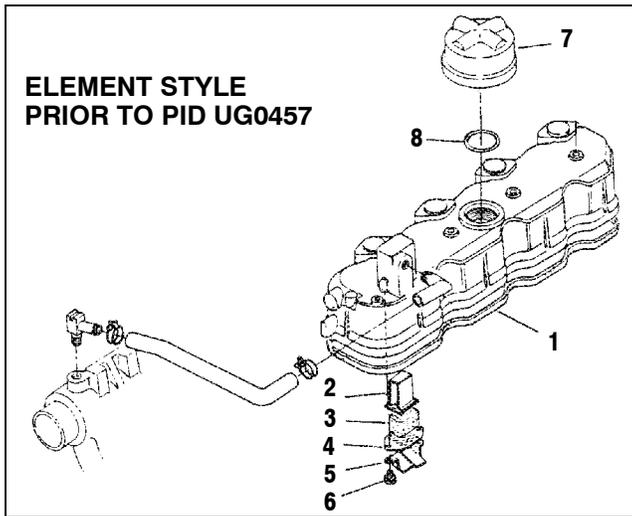
WARNING

Do not use gasoline to clean air cleaner parts.

- 2 Pump solvent through the air outlet with sufficient force and volume to produce a hard, even stream out the bottom of the body assembly. Reverse flush until all foreign material is removed.

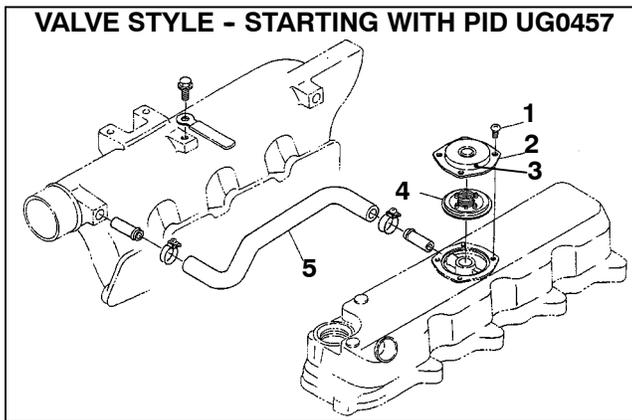
4.4.9 Engine Crankcase Breather

The engine uses a closed type breather with the breather line attached to the cylinder head cover. (See Figure 4-5.) Element style breather assemblies should be brushed clean. It is not necessary to disassemble valve style elements for cleaning. However the bleed hole should be checked to ensure it is free of obstruction. Check once a year or at every 3000 hours maintenance interval (whichever comes first).



**ELEMENT STYLE
PRIOR TO PID UG0457**

- | | |
|------------------------|------------------------|
| 1. Cylinder Head Cover | 5. Breather Oil Shield |
| 2. Breather Cover | 6. Capscrew |
| 3. Breather Element | 7. Breather Assembly |
| 4. Plate | 8. O-Ring |



VALVE STYLE - STARTING WITH PID UG0457

- | | |
|-------------------|-------------------|
| 1. Screw | 4. Breather Valve |
| 2. Breather Cover | 5. Breather Tube |
| 3. Bleed Hole | |

Figure 4-5. Engine Crankcase Breather

4.4.10 Servicing Glow Plugs

The glow plugs are parallel connected and when energized, each plug draws 7.5 amps at 12 vdc. When servicing, the glow plug is to be hand fitted into the cylinder head to prevent thread damage.

Torque value for the glow plugs is 28.9 to 36.2 ft-lb (4.0 to 5.0 mkg).

Checking for a Defective Glow Plug:

- Method 1: Place an ammeter (or clip-on ammeter in series with each glow plug and energize the plugs. Each plug should show 7 to 10 amps draw.
- Method 2: Disconnect the wire connection to the plug and test the resistance from the plug to a ground on the engine block. The reading should be 0.7 to 1.2 ohms if the plug is good.

4.5 SERVICING THE ALTERNATING CURRENT GENERATOR

4.5.1 Preventive Maintenance and Operating Precautions

Costly repairs and down time can usually be prevented by operating electrical equipment under conditions which are compatible with those at which the equipment

was designed. Follow the instructions outlined below to insure maximum efficiency of the electrical equipment.

a. Cooling

Keep all cooling parts clean. *DO NOT EXCEED TEMPERATURE RISE OF 80°C (176°F) ABOVE A 40°C (104°F) AMBIENT.* This ensures that the NEMA Class "F" insulation will not be damaged. *DO NOT EXCEED RATED LOAD* except as specified for the equipment. *OPERATE GENERATOR AT RATED SPEED.* Failure to operate generators at rated load or speed will cause overheating and possible damage to windings due to over voltage or current.

b. Generator Windings (Drying)



Do not direct water or steam into the generator openings. Do not allow any soap and water solutions to enter the alternator.



High voltage (dielectric) testing must not be performed to the machine without first observing NEMA rules. The insulation of this generator winding may be safely checked by using a megger. A high megger reading indicates good insulation.

Generators that have been in transit, recently steam cleaned, or in storage for long periods may be subjected to extreme temperature and moisture changes. This can cause excessive condensation, and the generator windings should be thoroughly dried out before bringing the generator up to full nameplate voltage. If this precaution is not taken, serious damage to the generator can result. The following steps should be taken to effectively dry the generator windings:

- Dry windings by placing generator in drying oven or hot room or dry with warm air blower directed through windings.
- If the generator has been operated and is being placed into storage for any period of time, a P.D. George #11127 type air-dry fungus resistant varnish should be applied.

The finest insulation job can be very quickly broken down by carelessly applying high voltage to windings in a moisture saturated condition. Failure to follow these guide lines could easily cause a breakdown, making it necessary to return the generator to the factory for repair.

c. Rotor Damage

If a rotor becomes defective, it should be returned to the factory with full nameplate data. To repair a rotor, the special tooling and technique of the factory are necessary and essential. Should a failure occur, Carrier Transicold should be notified immediately and steps will be taken to return the generator for service.

d. Terminal Strip Cleaning

Open Terminal Box. Remove dust and debris and clean terminal strip with wire brush. Reapply protective coating.

4.5.2 Generator Repair/Test Procedures

a. Restoring Residual Magnetism

The direct current (DC) necessary to magnetize the alternator field is obtained from the exciter. Initially, upon

starting the generator, current flow and voltage are induced into the exciter armature by the magnetic lines of force set up by the residual magnetism of the exciter field poles.

Residual magnetism of the exciter field poles may be lost or weakened by a strong neutralizing magnetic field from any source, or if the generator is not operated for a long period of time.

Should the generator fail to build up voltage after being disassembled for any reason, a momentary short-circuit of any two generator leads (L1, L2 and L3) while generator is running should be sufficient to correct this condition.

NOTE

When trying to restore residual magnetism, be sure to wear safety glasses and non-conductive gloves. Use an insulated 12 gauge (or higher) jumper wire. Cut-off all but a few strands from both ends of the jumper wire to help ensure fusing does not take place.

As an alternate method, apply either an alternating current or a direct current voltage of approximately 20 volts to any two generator leads (L1, L2 and L3) while generator is running. Do not make a positive connection but rather touch the leads together until the generator voltage begins to rise and then remove. It is suggested that a 30 ampere fuse be inserted in the circuit to prevent any damage in case the build-up voltage is not removed quickly enough.

Reflash field if generator output voltage does not build up.

b. Winding Insulation Testing

Continuity test results for the stator winding tests are provided on the following table.

Wire Pair	Ohm*	Wire Pair	Ohm*	Wire Pair	Ohm*
T10-T1	I	T1-T8	I	T4-T5	I
T10-T2	I	T1-T9	I	T4-T6	I
T10-T3	I	T2-T3	I	T4-T7	I
T10-T4	I	T2-T4	I	T4-T8	I
T10-T5	I	T2-T5	0	T4-T9	I
T10-T6	I	T2-T6	I	T5-T6	I
T10-T7	0	T2-T7	I	T5-T7	I
T10-T8	0	T2-T8	I	T5-T8	I
T10-T9	0	T2-T9	I	T5-T9	I
T1-T2	I	T3-T4	I	T6-T7	I
T1-T3	I	T3-T5	I	T6-T8	I
T1-T4	0	T3-T6	0	T6-T9	I
T1-T5	I	T3-T7	I	T7-T8	0
T1-T6	I	T3-T8	I	T7-T9	0
T1-T7	I	T3-T9	I	T8-T9	0

* 0 = no resistance (closed circuit) & I = infinite resistance (open circuit)

c. Diode Testing.

The rectifier diode assemblies can be tested and if damaged, replaced. Over current, over voltage, over speed, or reverse currents can damage the assembly or

diodes. To remove the diode assemblies and perform diode testing do the following:

1. Remove the bearing cover by removing the four bolts (see Figure 4-7). Both the bearing and diode assemblies will be visible.
2. Mark and disconnect the alternator rotor wires at the rectifier screw terminals. Note that the terminals are marked with red paint for the forward diode assembly and black for the reverse diode assembly. Mark and disconnect the exciter leads from the double spade terminals. (See Figure 4-6.)
3. Remove the two capscrews which secure each diode assembly to the spider. Once this procedure is complete the diode assemblies are free for removal.
4. A forward diode should have a low resistance when the + of an ohm meter is connected to the exciter rotor lead connection (anode) and the - to the diode bridge (cathode), and a high resistance when the polarity of the ohmmeter is reversed.
5. A reverse diode should have a high resistance when the + of an ohm meter is connected to the exciter rotor lead connection (anode) and the - to the diode bridge (cathode), and a low resistance when the polarity of the ohmmeter is reversed.
6. If both resistances are high or both are low, then the diode is defective and the diode assembly should be replaced.

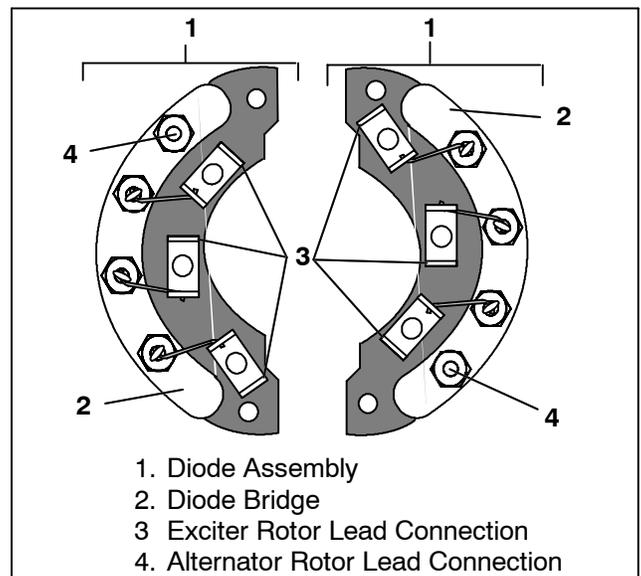


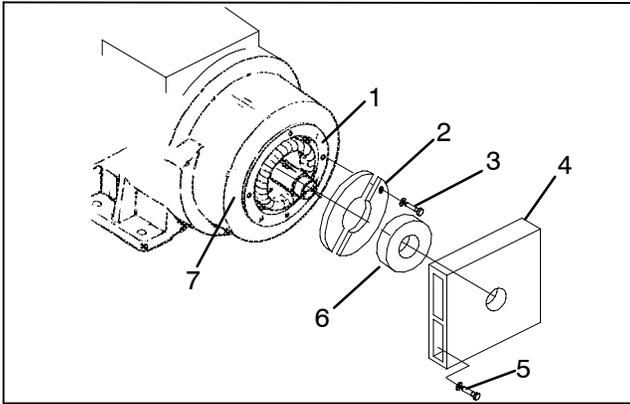
Figure 4-6. A-C Generator Rectifier Assembly

4.5.3 Bearing Replacement

Factory lubricated shielded bearings will normally provide years of trouble free service when operated under normal conditions. Excessive bearing load and adverse environment conditions will greatly shorten bearing life. To remove the bearings, do the following:

1. Remove bearing cover. (See Figure 4-7.)
2. Remove bearing with using a bearing or wheel puller.
3. Install new bearing. Ball bearings are pre-lubricated and require no further lubrication for the life of the bearing.

- Coat mating surface of bearing cover flange with anti-corrosion compound (Tef-Gel, Carrier Part Number 02-00083-00). Replace bearing cover.



- | | |
|-----------------------|-------------------------|
| 1. Rectifier Flange | 5. Bearing Cover Bolt |
| 2. Rectifier Assembly | 6. Bearing |
| 3. Rectifier Bolt | 7. Bearing Cover Flange |
| 4. Bearing Cover | |

Figure 4-7. Rectifier Removal

4.5.4 Generator Installation and Removal

a. Removing the Generator

- Remove covers and ground wire from frame of generator set.
- Remove connection box cover, disconnect power leads.
- Remove screen cover and generator exhaust baffle from coupling end of generator.
- Remove six 8mm hex head bolts and washers securing the generator drive disc to the engine flywheel. Turn bolts counter-clockwise with offset wrench to start, then use flexible shaft and socket assembly for removal of bolts.
- Remove twelve 3/8 inch hex head capscrews and washers that secure generator frame to engine flywheel housing.
- Remove four 5/8 inch bolts that secure the generator mounting feet to the shock mount bracket, then remove generator.

b. Installing the Generator

NOTE

For torque values refer to paragraph 4.8.

The generator is a single bearing type which means the shaft end of the rotor floats. Before installing generator, rotate shaft and check if bearing rotates.

- Brush anti-seize lubricant (lube-plate) on the face of flywheel.
- Move generator into position and line up with the holes on housing and flywheel. If required, turn crankshaft to align threaded holes in flywheel with generator drive disc mounting holes.

CAUTION

The rotor should not be pulled out from the alternator more than 0.75 inches. Damage to the bearing and windings may result.

- Start the 8mm bolts (by hand) through the disc plate and into the flywheel. Once alignment is made torque bolts (six).
- Secure two of the housing bolts (3/8), on the top and bottom of the generator housing, to draw the mating flanges together.
- Secure remaining bolts and washers (3/8) and torque bolts (twelve) in a staggered pattern.
- Install and torque generator mounting bracket bolts (5/8 inch). Install screen cover, generator exhaust baffle, power leads, ground wiring and generator cover. Install new gasket when installing generator connection box cover.

4.6 GENERAL GENERATOR SET MAINTENANCE

4.6.1 Maintenance Of Painted Surfaces

The unit is protected against the corrosive atmosphere in which it normally operates by a special paint system. However, should the paint system be damaged, the base metal can corrode. If the paint system is scratched or damaged, do the following:

- Clean area to bare metal using a wire brush, emery paper or equivalent cleaning method.
- Immediately following cleaning, spray or brush on a zinc rich primer.
- After the primer has dried, spray or brush on finish coat of paint to match original unit color.

4.6.2 Check and Replace Isolators/ Shockmounts

a. Replacement Criteria

CAUTION

Continued operation with failed shockmounts may result in engine or generator damage.

When a shockmount has been cut, split, abraded or has flared due to normal deterioration, it must be replaced. Damage to the mounts may not be visible when installed and under load from the component. To correctly inspect shockmounts, they must be removed.

b. Engine Isolator/Shockmount Replacement

NOTE

For torque values refer to paragraph 4.8.

- Use the two lift eyes to lift and support the engine.
- Remove remove upper Isoator and Channel Support as shown in Figure 4-8, if equipped.
Remove truss, unidrive isolator and all hardware as shown in Figure 4-9, if equipped.
- Remove all hardware as shown in Figure 4-10.
- Raise the engine just enough to remove the shockmounts (item 3).
- Install new shockmounts.
- Lower the engine enough to assemble hardware as shown and torque per paragraph 4.8.
- Remove chains from the lift eyes.

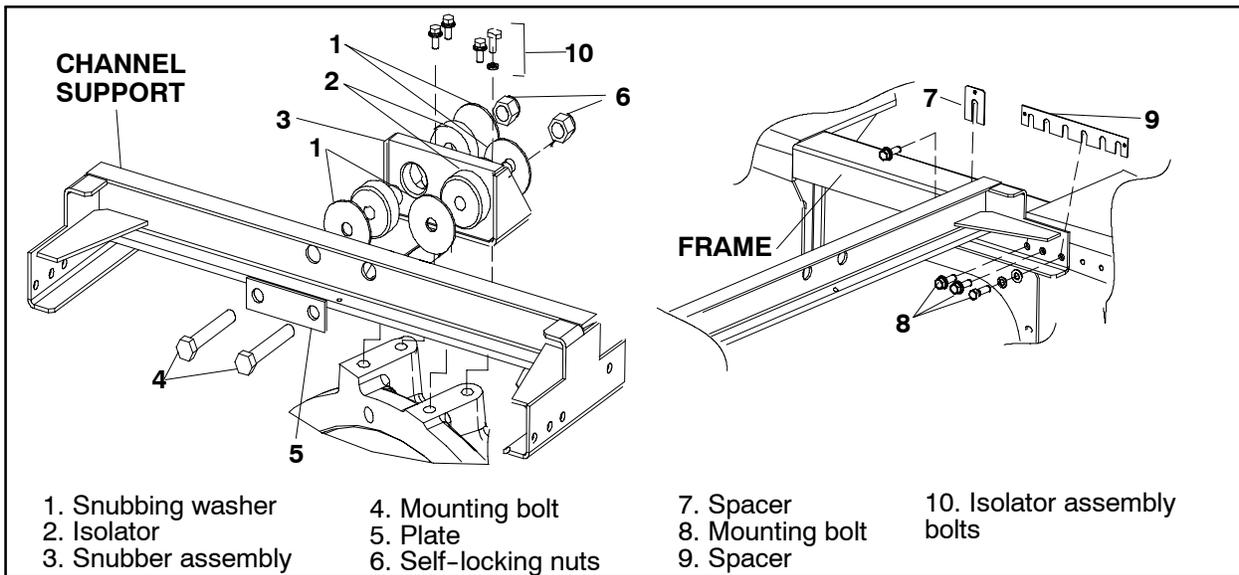


Figure 4-8. "L" Bracket and Isolator

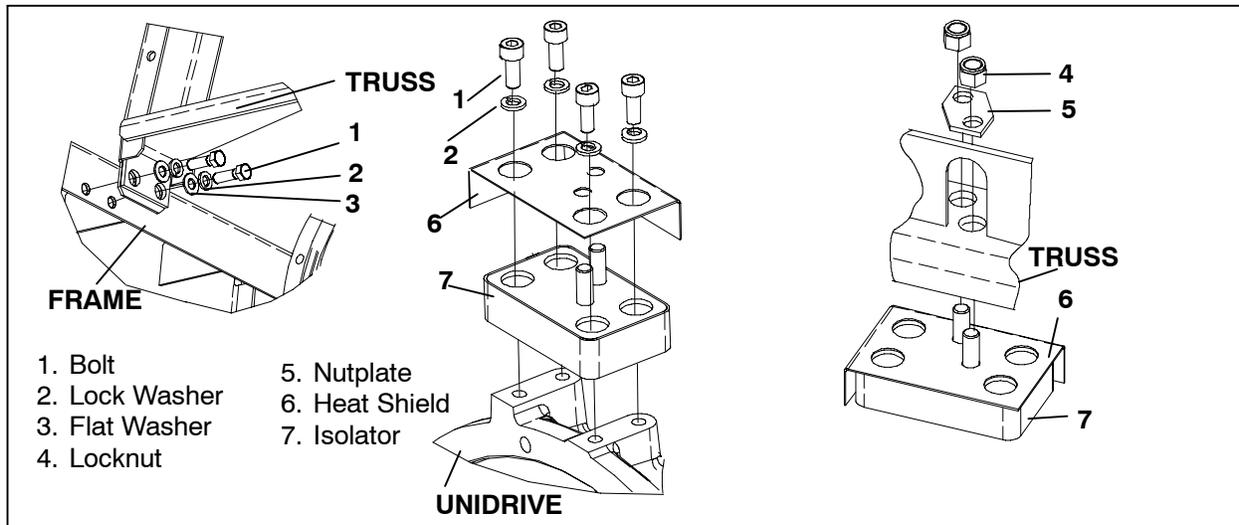


Figure 4-9. Truss and Isolator

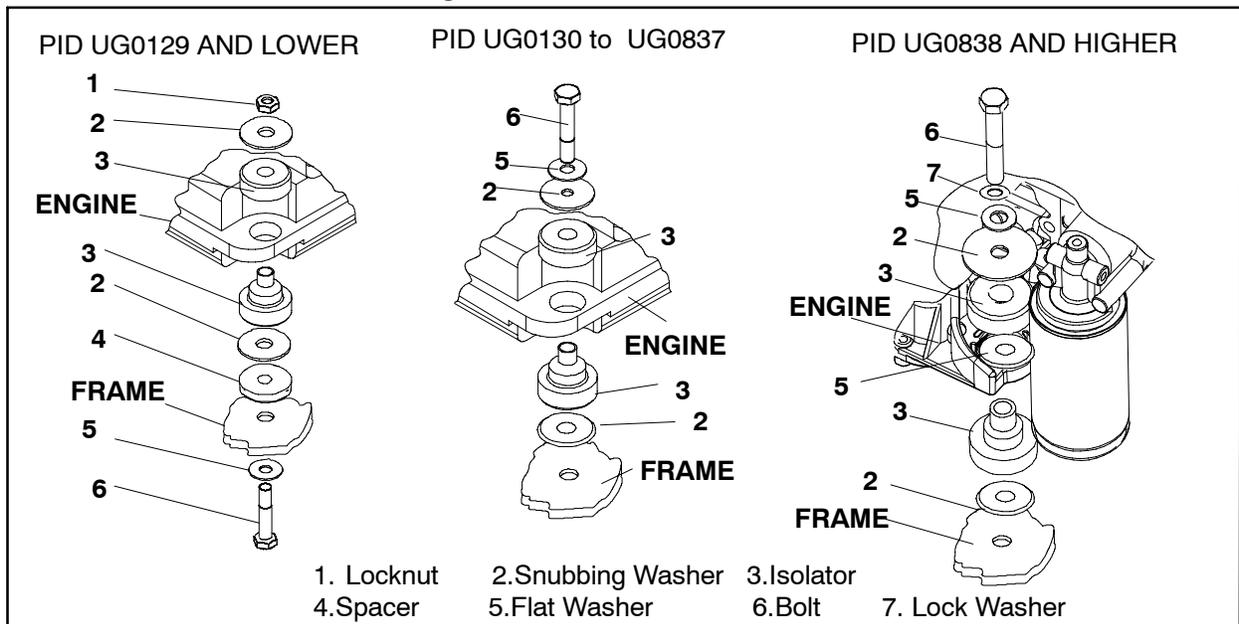
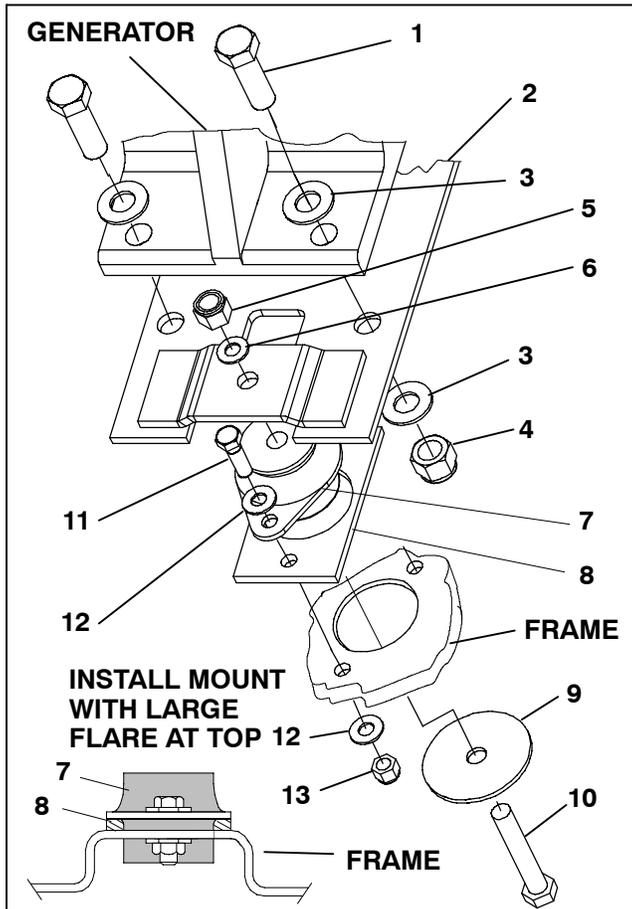


Figure 4-10. Engine Shockmounts

c. Generator Shockmount Replacement

1. Use the two lift eyes to lift and support the engine.
2. Remove shockmount hardware.
3. Raise the generator just enough to remove the shockmounts (item 7).
4. Install new shockmounts.
5. Lower the engine enough to assemble hardware as shown and torque. Refer to paragraph 4.8 for torque values.
6. Remove chains from the lift eyes.



- | | |
|----------------------|-----------------------|
| 1. Screw (5/8) | 8. Spacer |
| 2. Mounting Base | 9. Snubbing Washer |
| 3. Flat Washer (5/8) | 10. Screw (1/2) |
| 4. Locknut (5/8) | 11. Screw (3/8) |
| 5. Locknut (1/2) | 12. Flat Washer (3/8) |
| 6. Flat Washer (1/2) | 13. Locknut (3/8) |
| 7. Shockmount | |

Figure 4-11. Generator Shockmounts

4.7 SERVICING THE ALTERNATOR



WARNING

Beware of moving V-Belt and belt driven components.

4.7.1 Preliminary Checks and Tests

NOTE

Before starting electrical tests, the charging system, battery and wiring should be checked to eliminate problem areas. Figure 1-6 identifies the terminals on rear of the alternator.

- a. Check the condition of the V-belt.
 1. Check belt adjustment (refer to paragraph 4.4.5).
 2. Replace V-belt if worn or glazed.
- b. Check to see that all terminals, connectors and plugs are clean and tight.
 1. Loose or corroded connections cause high resistance and this could cause overcharging, undercharging or damage to the charging system.
 2. Badly corroded battery cables could prevent the battery from reaching a fully charged condition.
- c. Check battery condition and charge if necessary. A low or discharged battery may cause false or misleading readings when conducting in-unit tests.

4.7.2 Test Tools

The following tools are required to perform tests on the alternator and its components.

1. Volt-ohm meter
2. Single-pole, single throw switch
3. 12 vdc lamp
4. Insulated 12 gauge stranded wire
5. Alligator clamp terminals

4.7.3 Problem Area Determination

Suggested test sequence for battery undercharge and battery overcharge are as follows:

- a. Battery Undercharged
 1. Perform open diode-trio test. (Refer to paragraph 4.7.4 Test No. 1)
 2. Perform regulator tests. (Refer to paragraph 4.7.4 Test No. 2). If the regulator is working, the cause is probably an open field circuit, and the alternator must be removed for repair.
 3. Further investigation requires alternator removal and repair (diodes).
- b. Battery Overcharged
 1. Perform alternator output test. (Refer to paragraph 4.7.4, Test No. 3)
 2. Regulator shorted. Replace regulator.

4.7.4 In-Unit Alternator/Regulator Tests

Test No. 1 - Open Diode-Trio Test

CONDITIONS: Start-run-stop switch (SRS) in RUN position and engine stopped (after proper hook-up is made and test leads connected). No electrical loads.

- With jumper not attached. Check for battery voltage at terminal A and for 1.5 to 3.0 volts at terminal B, see Figure 4-12.
- Add jumper JU1 between terminals A and B. Start engine and run with no load. If the test lamp now goes off, and charging voltage is present at terminal A (more than battery voltage), the diode-trio is open. Alternator should be removed for repair. If the voltmeter indication is not in this range, remove the jumper and proceed to the regulator test (test no. 2).

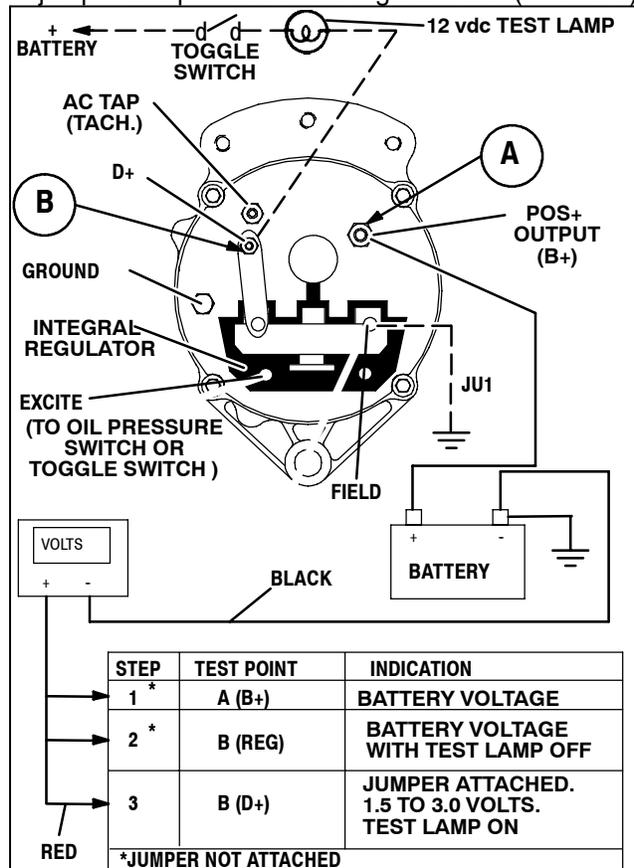


Figure 4-12. Open Diode-Trio Test (Test No. 1)

Test No. 2 - Open Regulator Test

CONDITIONS: Engine stopped (start-run-stop switch in the RUN position) and voltmeter set-up as shown in Figure 4-13.

NOTE

Before performing test, removal of back cover is required. To remove, disconnect wires from terminals extending through back cover. Remove back cover (two screws) and reconnect all wires.

- With jumper not attached, check for battery voltage at terminals A and B. Test lamp will be off.
- Add jumper JU1 between field and ground (see Figure 4-13). If 1.5 to 3.0 volts is present at terminal B and the test lamp is on, the regulator is open. Alternator should be removed for repair.

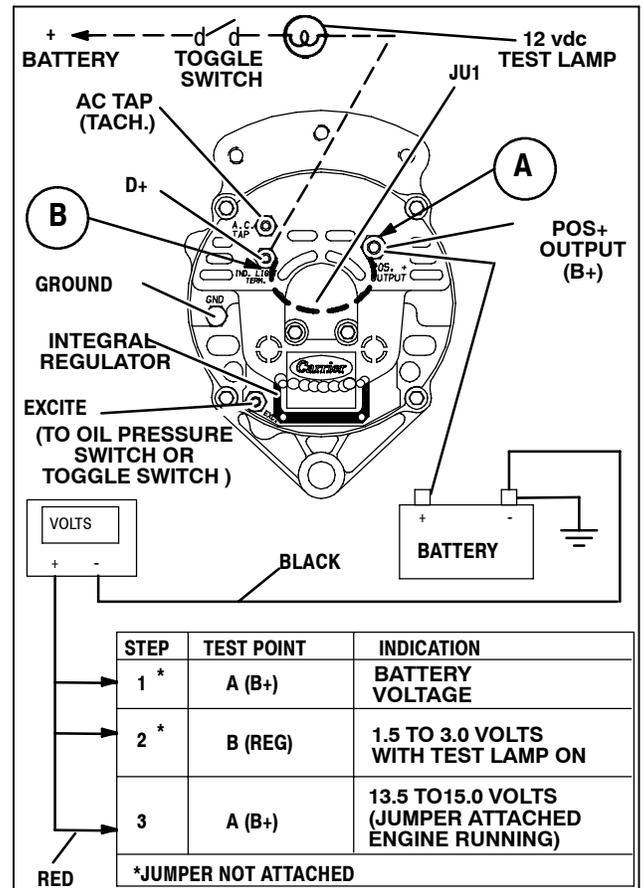


Figure 4-13. Open Regulator Test (Test No. 2)

Test No. 3. Alternator Output Test

CONDITIONS: Engine running (after voltmeter is connected as shown in Figure 4-14).

- Start unit and run engine with load. With the unit operating (placing a load on charging circuit) check for nominal system output voltage of between 13.8 - 14.8 volts for a properly operating charging system. (Voltages may vary a few tenths of a volt, higher or lower, due to ambient temperature variations.)

b. If the alternator output voltage does not fall within the proper range, the alternator should be removed for further inspection and tests. (Refer to Prestolite manual.)

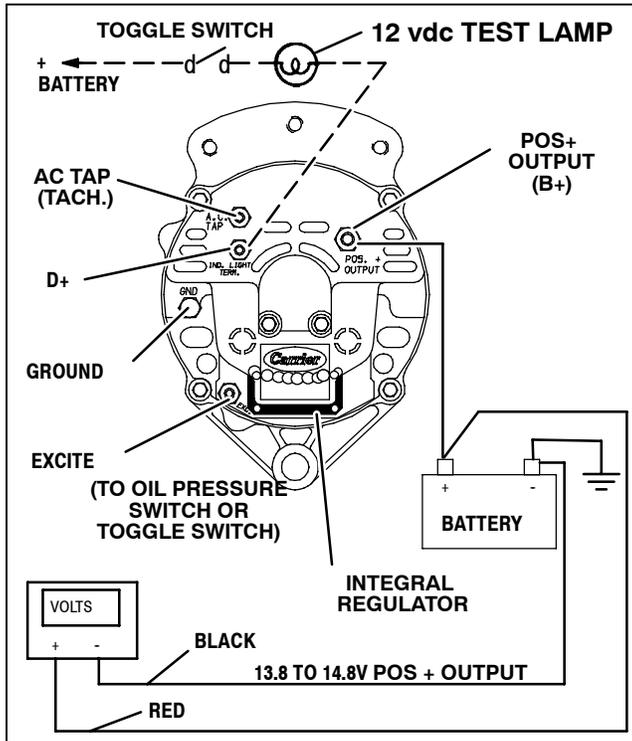


Figure 4-14. Alternator Output Test (Test No. 3)

4.7.5 Alternator Brush Test Procedure

NOTE

Before performing test, removal of back cover is required. To remove, disconnect wires from terminals extending through back cover. Remove two screws securing back cover to rear housing and remove cover.

a. Removing Brush Set

1. Remove two locknuts securing brush holder and remove brush assembly.
2. Check brush assembly for cracked, chipped or oil soaked brushes. Remaining brush length should be at least 3/16 inch (4.76 mm) long.
3. Check slip rings for carbon build-up.
4. Using a 12 vdc test lamp or ohmmeter, test brush assembly for continuity and insulation (see Figure 4-15). Replace brush assembly if necessary.

b. Brush Continuity Check

Using a 12 vdc test lamp or ohmmeter, test brush assembly for continuity and insulation as shown. Remove brush assembly if necessary.

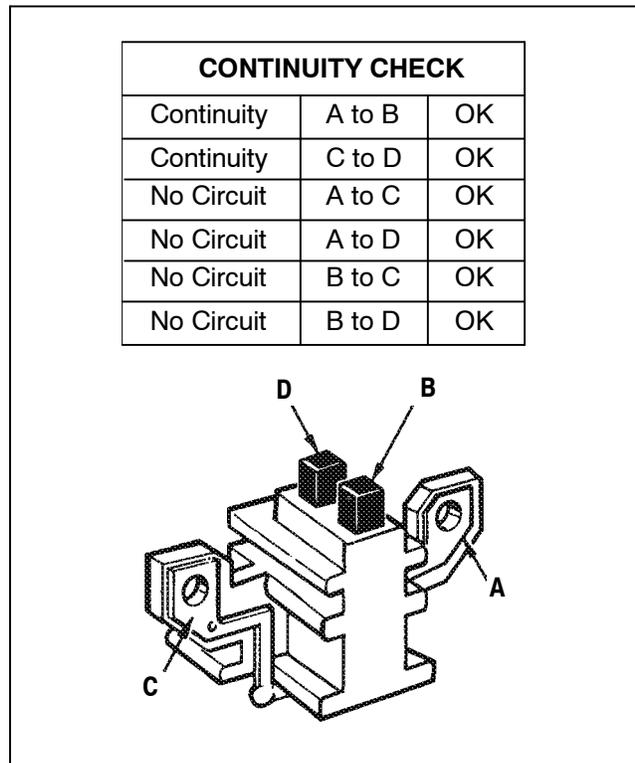


Figure 4-15. Alternator Brush Assembly

4.7.6 Slip Ring Servicing

Clean brush contacting surfaces with fine crocus cloth. Wipe dust and residue away.

If surfaces are worn beyond this restoration, replace entire rotor assembly.

4.7.7 Alternator Installation

- a. Make sure negative battery terminal is disconnected.
- b. Install alternator to mounting bracket with the alternator pivot bolt and adjustment arm bolt loosely in position.
- c. Place V-belt on alternator sheave.
- d. Check the center alignment of the generator driving pulley and alternator pulley, to ensure proper drive. Pulley misalignment will create excess belt wear and limit alternator bearing life. The center line of the alternator sheave and the driving sheave must be in line.
- e. Pivot alternator to place tension on belt. For correct belt tension see paragraph 4.4.5. Tighten pivot and adjustment bolts.
- f. Connect wiring to alternator.
- g. Connect battery cable. Start unit and check for output per paragraph 4.7.4, Test No.3.

4.8 UNIDRIVE TORQUE REQUIREMENTS

Extensive damage may occur if the proper hardware is not used and/or proper procedures are not followed when working with the unidrive assembly. Periodic inspection of hardware and bolt torque is recommended to ensure the integrity of the unidrive.

Torque value and hardware requirements for unidrive assembly are provided in Figure 4-16.

NOTES

SST is an abbreviation for 300 Series Corrosion Resistant Steel.

Loctite #242 or an equivalent product should be used on ALL hardware shown on this page.

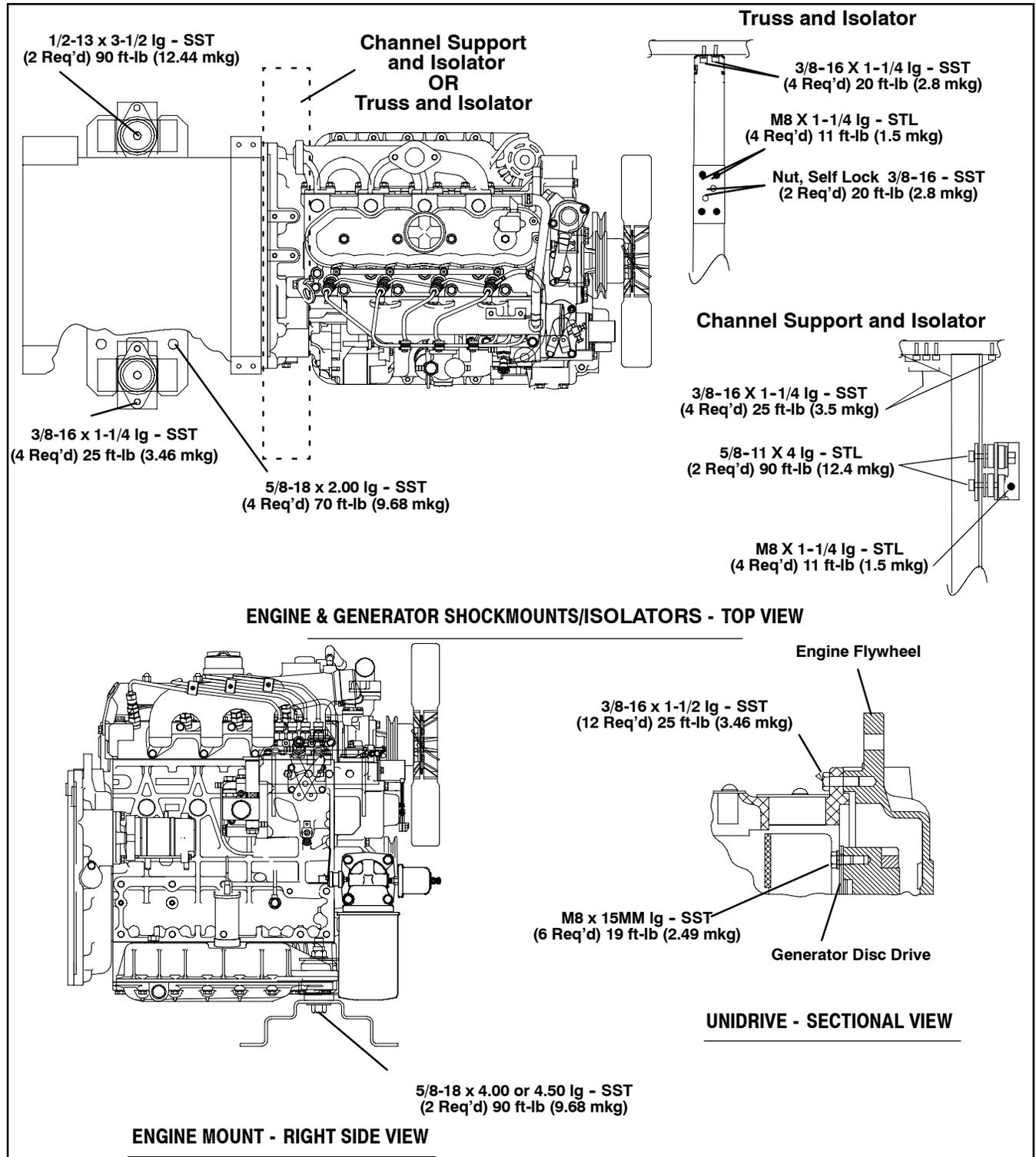


Figure 4-16. Unidrive Torque Requirements

SECTION 5

SCHEMATICS

5.1 INTRODUCTION

This section contains the 12 volt DC control circuit schematics, the 460 volt alternating current generator schematic and the 230 volt alternating current generator schematic. To identify the schematics applicable to your PID number refer to Table 5-1.

Table 5-1. PID Number and Electrical Schematic Reference

PID Range	Electrical Wiring Schematic and Diagram Figures
UG0025-0413*	5-1, 5-2, 5-3, 5-4
UG0427-0837	5-5, 5-6, 5-7, 5-8
UG0838 and Up	5-9, 5-10, 5-11

* UG0025 and UG0229 utilize both Figures 5-3, and 5-4

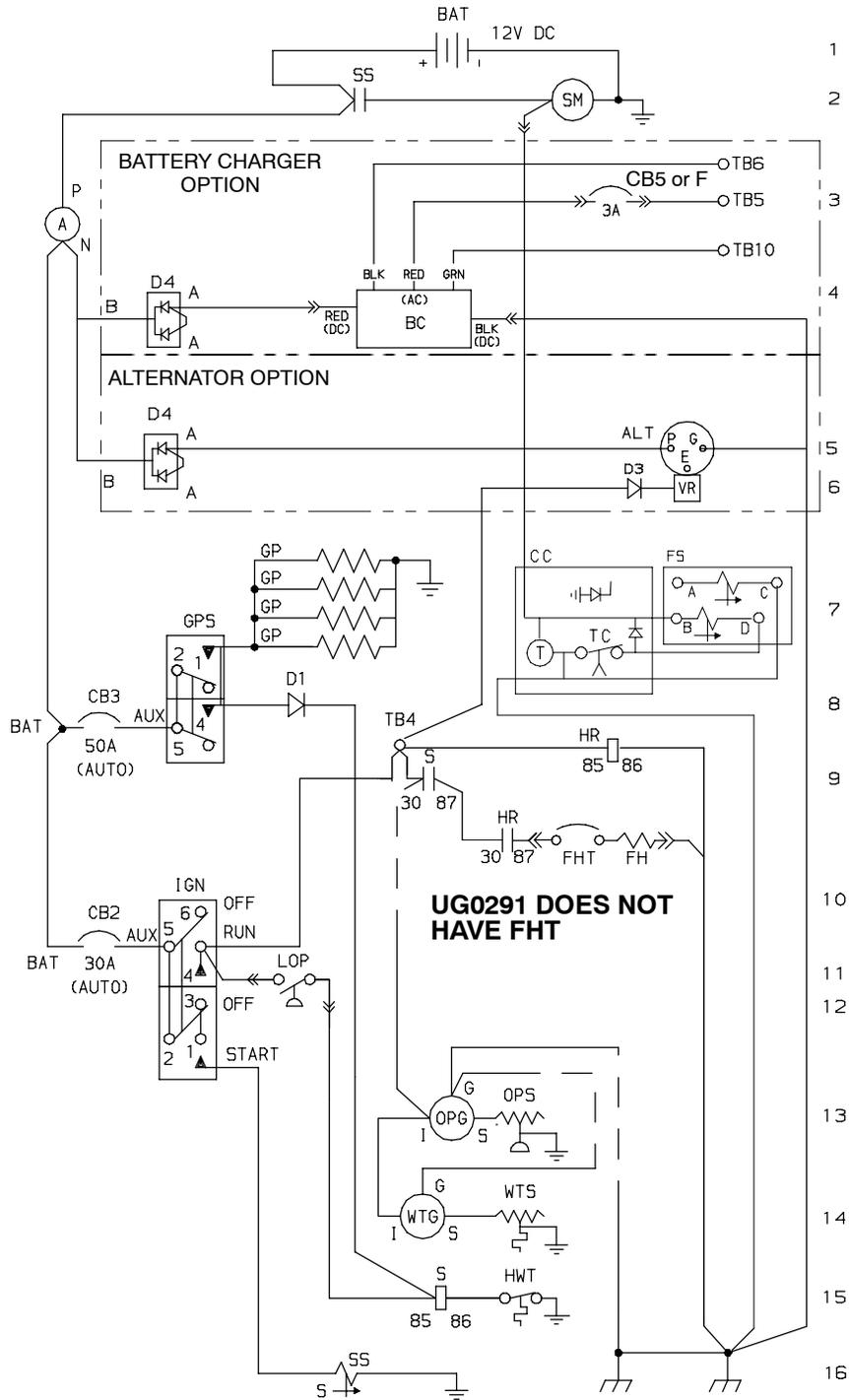
LINE	SYMBOL	LEGEND
	- - - - -	OPTIONAL
		ENGINE GROUND
		CHASSIS GROUND
3	A	AMMETER
5	ALT	ALTERNATOR
8,10	AUX	AUXILIARY CONTACTS
4	BC	BATTERY CHARGER
1	BAT	BATTERY
3,8,11	CB	CIRCUIT BREAKER
4,5,6,8	D	DIODE
3	F	FUSE, 3 AMP
3	FHT	FUEL HEATER THERMOSTAT
12	FH	FUEL HEATER
10	FS	FUEL SOLENOID
10	FSA	FUEL SOLENOID - HOLD
10	FSB	FUEL SOLENOID - PULL
7	GP	GLOW PLUG
7	GPS	GLOW PLUG SWITCH
8,12	HR	HEATER RELAY
15	HWT	HIGH WATER TEMPERATURE SWITCH
10	IGN	IGNITION SWITCH
11	LOP	LOW OIL PRESSURE SWITCH
13	OPG	OIL PRESSURE GAUGE
13	OPS	OIL PRESSURE SENDER
9,15	S	SAFETY RELAY
2	SM	STARTER MOTOR
2,16	SS	STARTER SOLENOID
3,8	TB	TERMINAL BLOCK
14	WTG	WATER TEMPERATURE GAUGE
14	WTS	WATER TEMPERATURE SENDER

Based On Drawing 62-02678 Rev A

Figure 5-1 Schematic Diagram

- Legend - (Applies to Figure 5-2)

12VDC CONTROL CIRCUIT



NOTE

In 1997, early production units were retrofitted to move the low oil pressure switch from the wiring feeding terminal board terminal TB4 to the wiring feeding the safety relay. If servicing a unit that is not wired as shown above, the unit should be retrofitted. Contact Carrier Service Engineering.

Based On Drawings 62-10008-00 Rev A & 62-0009-00 Rev A

Figure 5-2 Schematic Diagram
(For Applicability, Refer to Table 5-1)

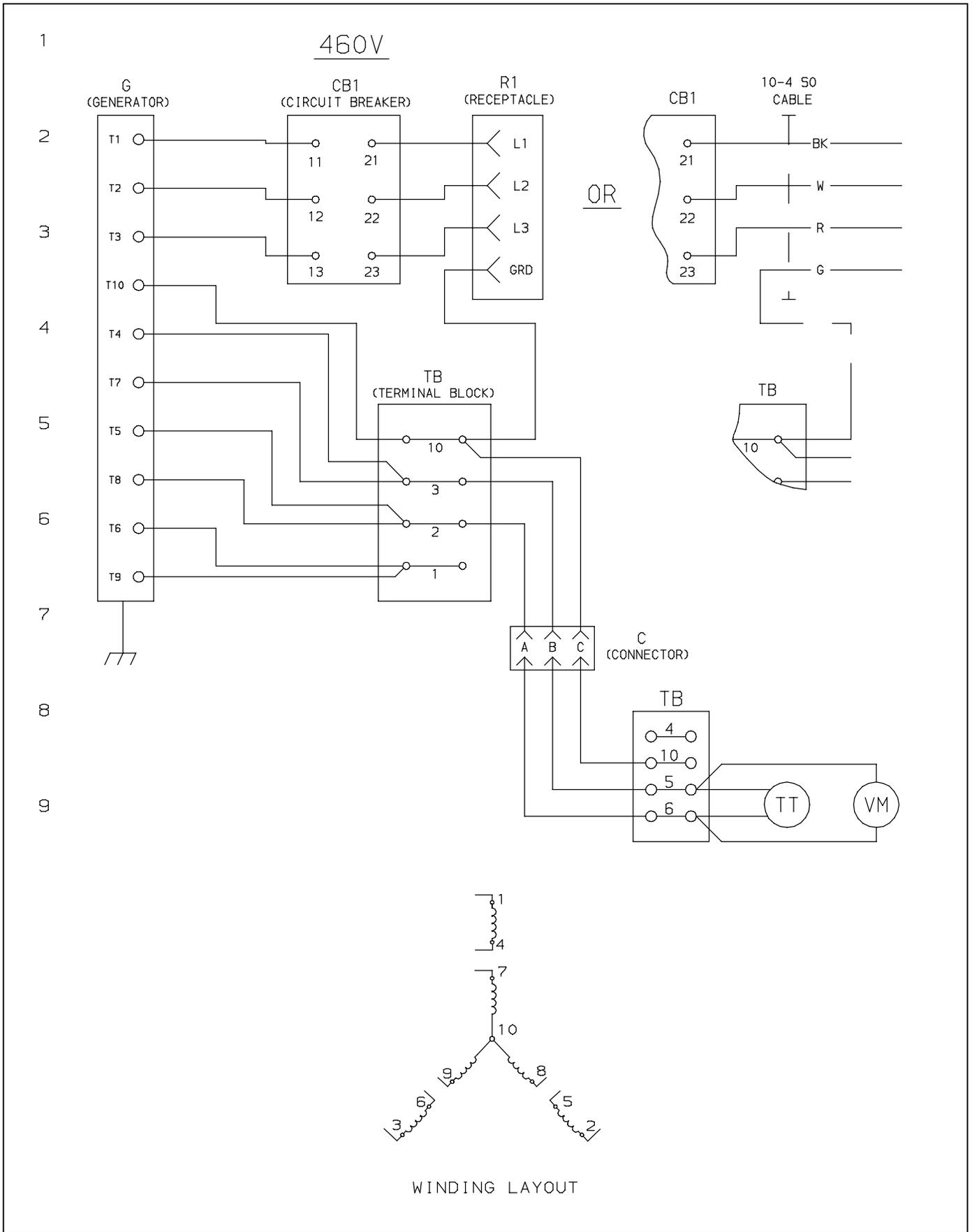


Figure 5-3 Schematic Diagram
460 Volt Alternating Current Generator (For Applicability, Refer to Table 5-1)

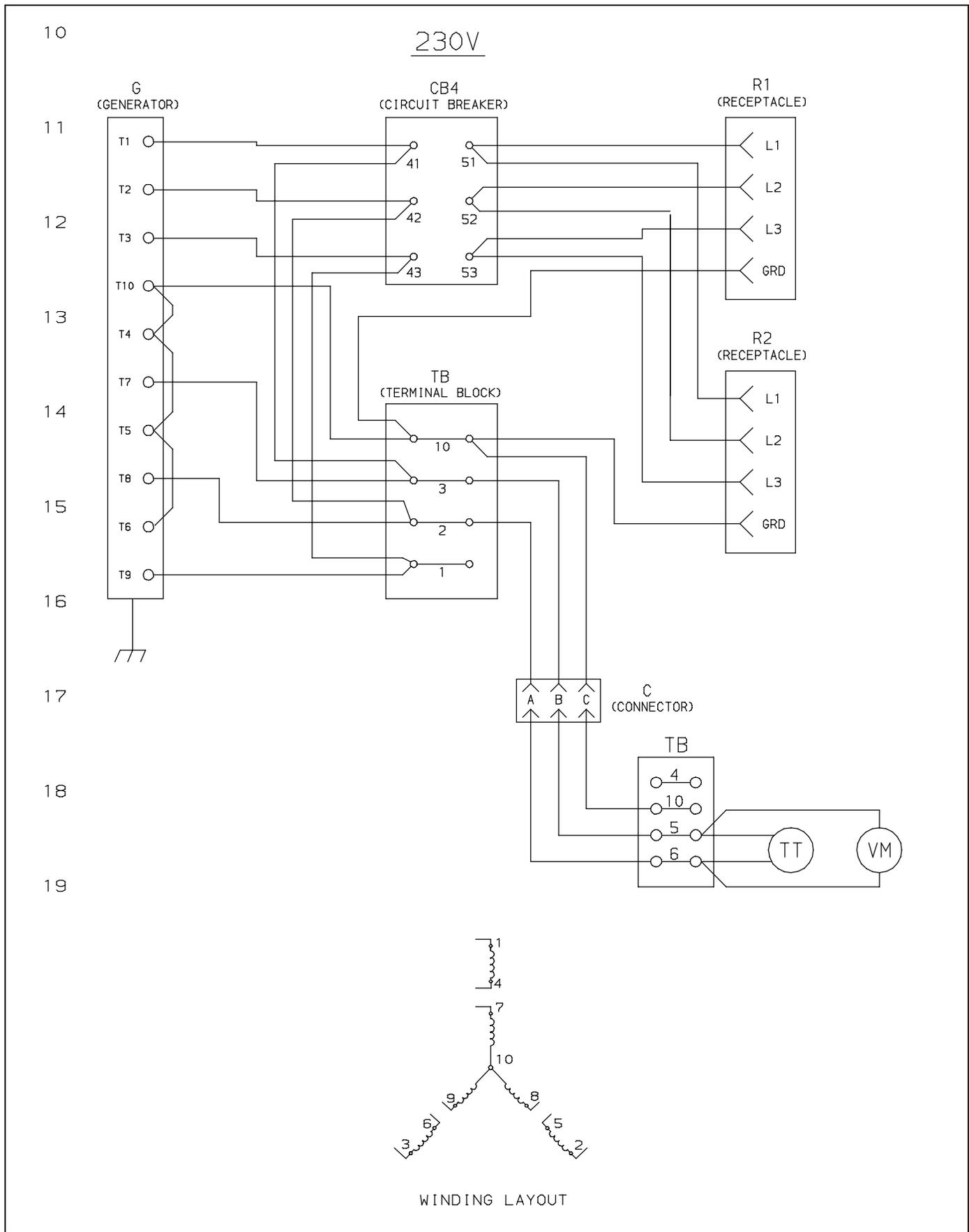


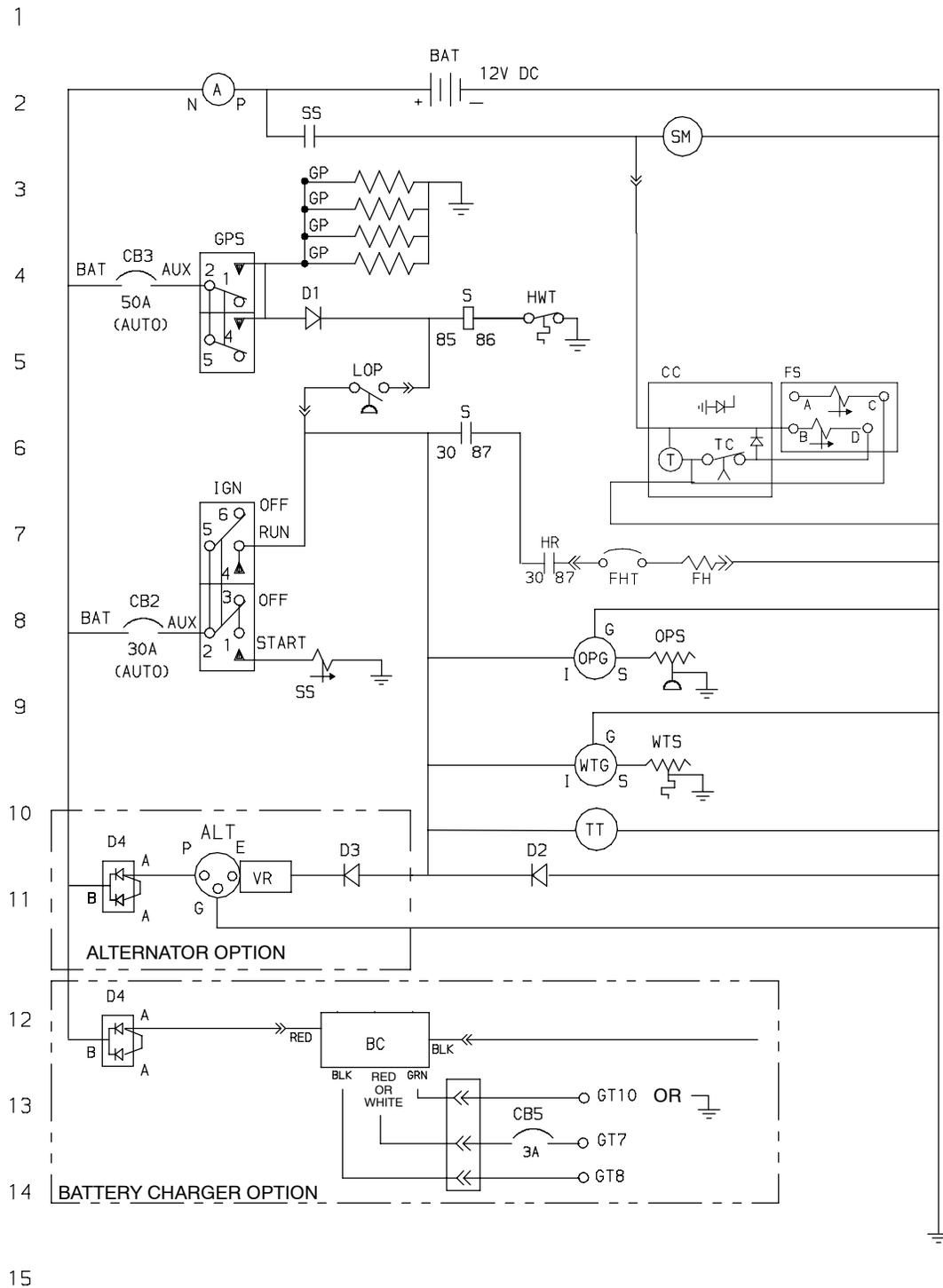
Figure 5-4 Schematic Diagram
230 Volt Alternating Current Generator (For Applicability, Refer to Table 5-1)

LINE	SYMBOL	LEGEND
	---	OPTIONAL
		ENGINE GROUND
		CHASSIS GROUND
2	A	AMMETER
11	ALT	ALTERNATOR
12	BC	BATTERY CHARGER
2	BAT	BATTERY
4,8,13	CB	CIRCUIT BREAKER
5,11,12	D	DIODE
7	FHT	FUEL HEATER THERMOSTAT
7	FH	FUEL HEATER
6	FS	FUEL SOLENOID
6	FSA	FUEL SOLENOID - HOLD
6	FSB	FUEL SOLENOID - PULL
13,14	GT	GENERATOR TERMINAL
3,4	GP	GLOW PLUG
4,5	GPS	GLOW PLUG SWITCH
5	HWT	HIGH WATER TEMPERATURE SWITCH
7,8	IGN	IGNITION SWITCH
5	LOP	LOW OIL PRESSURE SWITCH
8	OPG	OIL PRESSURE GAUGE
8	OPS	OIL PRESSURE SENDER
5,6	S	SAFETY RELAY
2	SM	STARTER MOTOR
2,9	SS	STARTER SOLENOID
10	TT	TIME METER
11	VR	VOLTAGE REGULATOR
9	WTG	WATER TEMPERATURE GAUGE
9	WTS	WATER TEMPERATURE SENDER

Based On Drawings 62-10213-00 Rev D, 62-10592 Rev A & 62-10732 Rev -

Figure 5-5 Schematic Diagram
- Legend - Applies to Figure 5-6

12VDC CONTROL CIRCUIT

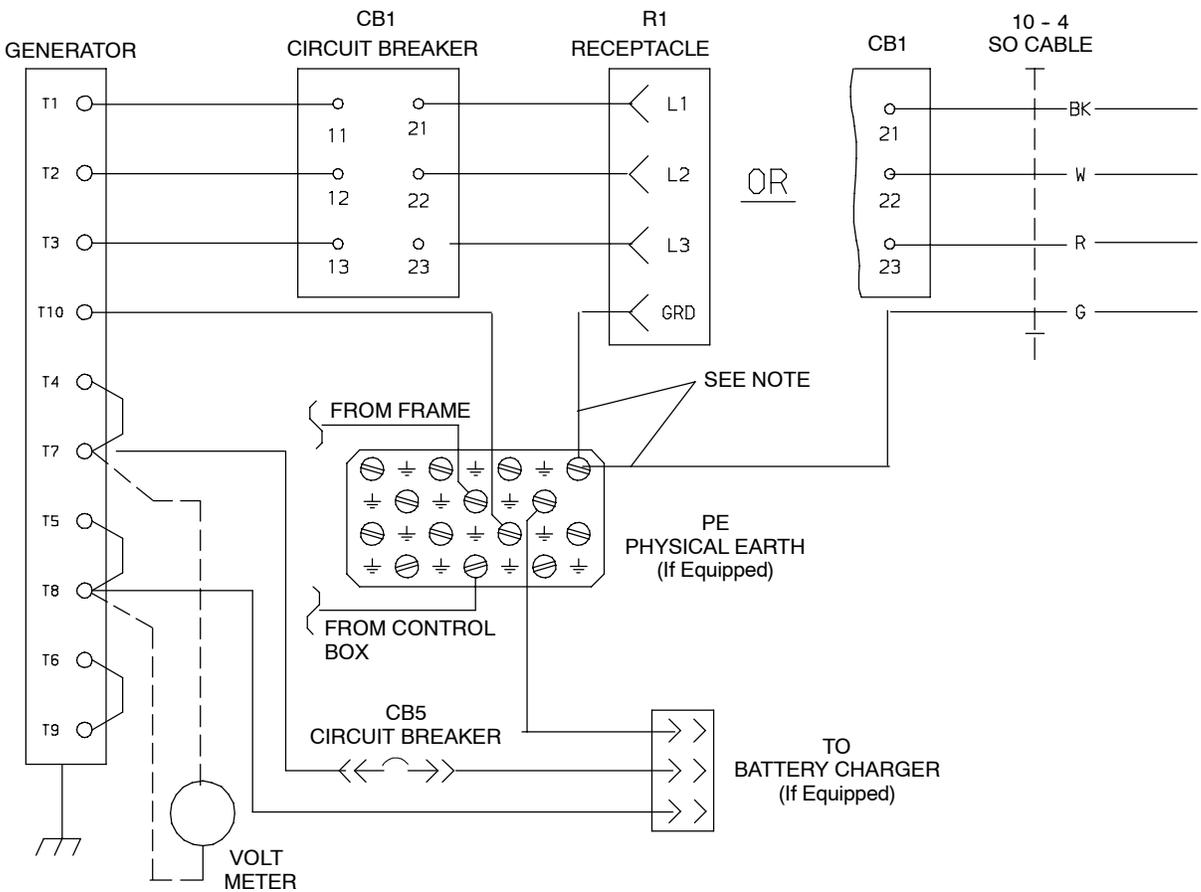


Based On Drawings 62-10213-00 Rev D, 62-10592 Rev A & 62-10732 Rev -

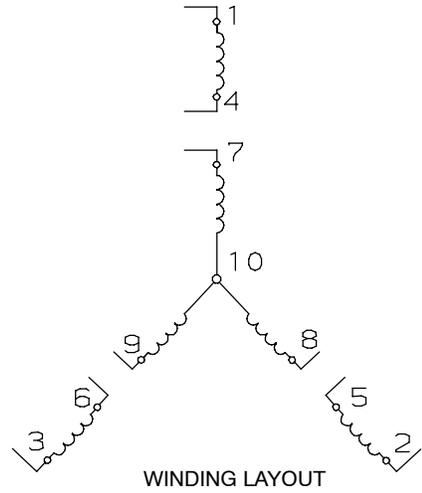
Figure 5-6 Schematic Diagram
(For Applicability, Refer to Table 5-1)

460V

1
2
3
4
5
6
7



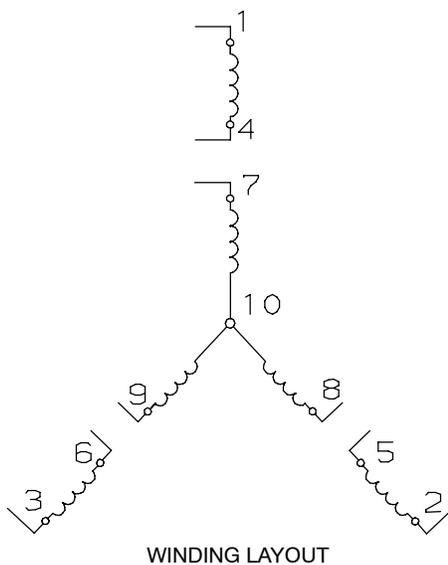
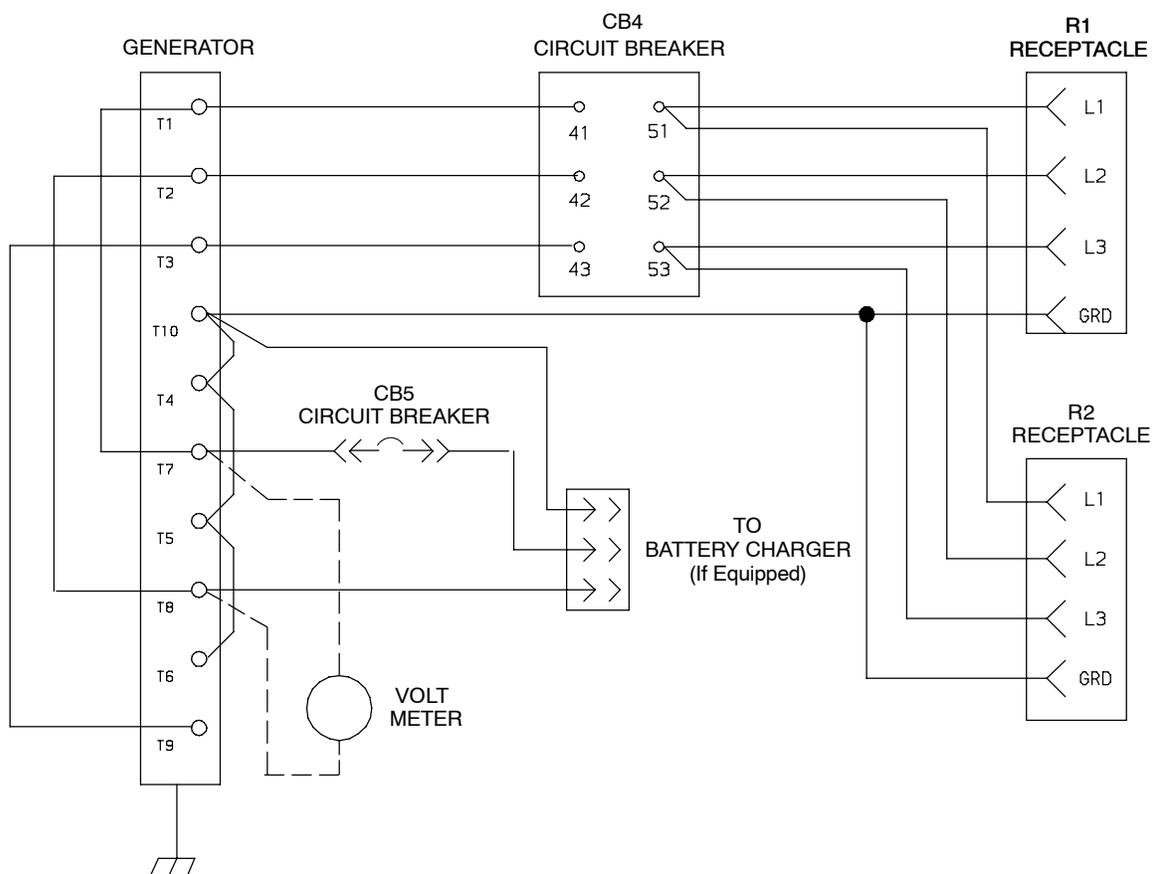
NOTE:
WHEN PE IS NOT FITTED, OUTPUT GROUND WIRES
ARE CONNECTED DIRECTLY AT GENERATOR TERMINAL
STRIP TERMINAL T10.



Based On Drawings 62-10213-00 Rev D, 62-10592 Rev A & 62-10732 Rev -

Figure 5-7 Schematic Diagram
460 Volt Alternating Current Generator (For Applicability, Refer to Table 5-1)

230V



Based On Drawings 62-10213-00 Rev D, 62-10592 Rev A & 62-10732 Rev -

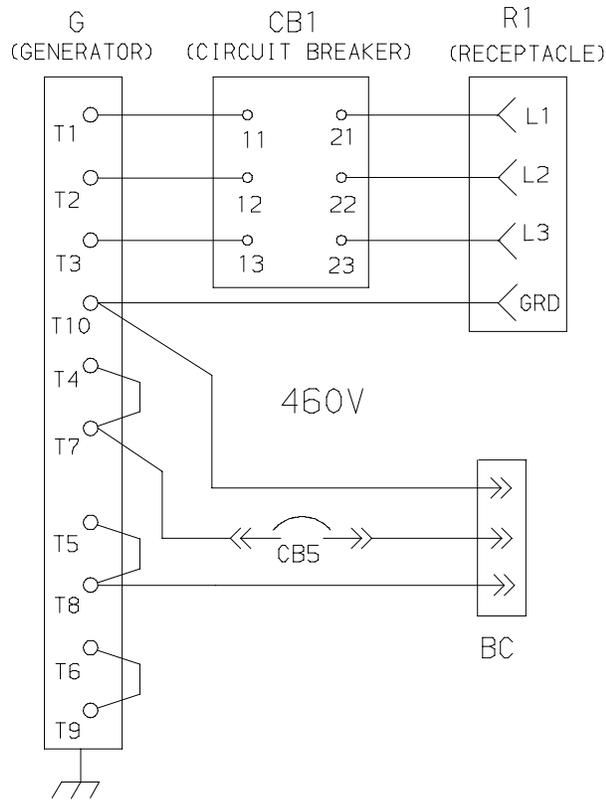
Figure 5-8 Schematic Diagram
230 Volt Alternating Current Generator (For Applicability, Refer to Table 5-1)

LINE	SYMBOL	LEGEND
	— - - —	OPTIONAL
		ENGINE GROUND
		CHASSIS GROUND
2	A	AMMETER
11	ALT	ALTERNATOR
12	BC	BATTERY CHARGER
2	BAT	BATTERY
1,4,8,14	CB	CIRCUIT BREAKER
5	CC	COIL COMMANDER
4,12	D	DIODE
8	FHT	FUEL HEATER THERMOSTAT
8	FH	FUEL HEATER
6	FS	FUEL SOLENOID
6	FSA	FUEL SOLENOID - HOLD
6	FSB	FUEL SOLENOID - PULL
2,3,9	G	GENERATOR
3	GP	GLOW PLUG
4	GPS	GLOW PLUG SWITCH
5	HWT	HIGH WATER TEMPERATURE SWITCH
7,8	IGN	IGNITION SWITCH
5	LOP	LOW OIL PRESSURE SWITCH
9	OPG	OIL PRESSURE GAUGE
9	OPS	OIL PRESSURE SENDER
2,3,9,11	R1	RECEPTICAL
12,13	R2	RECEPTICAL
4,7	S	SAFETY RELAY
2	SM	STARTER MOTOR
2	SS	STARTER SOLENOID
6	TC	TIMER CIRCUIT
11	TT	TIME METER
10	WTG	WATER TEMPERATURE GAUGE
10	WTS	WATER TEMPERATURE SENDER

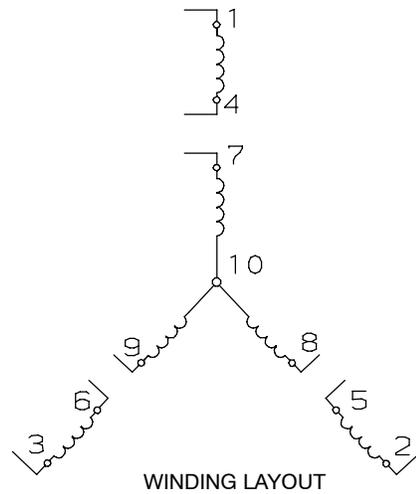
Based On Drawing 62-10956-00 Rev -

Figure 5-9 Schematic Diagram
- Legend - Applies to Figure 5-10

460V



NOTE:
 WHEN PE IS NOT FITTED, OUTPUT GROUND WIRES
 ARE CONNECTED DIRECTLY AT GENERATOR TERMINAL
 STRIP TERMINAL T10.



Based On Drawings 62-10934-00 Rev- 62-10956-00 Rev -

Figure 5-11 Schematic Diagram
460 Volt Alternating Current Generator (For Applicability, Refer to Table 5-1)

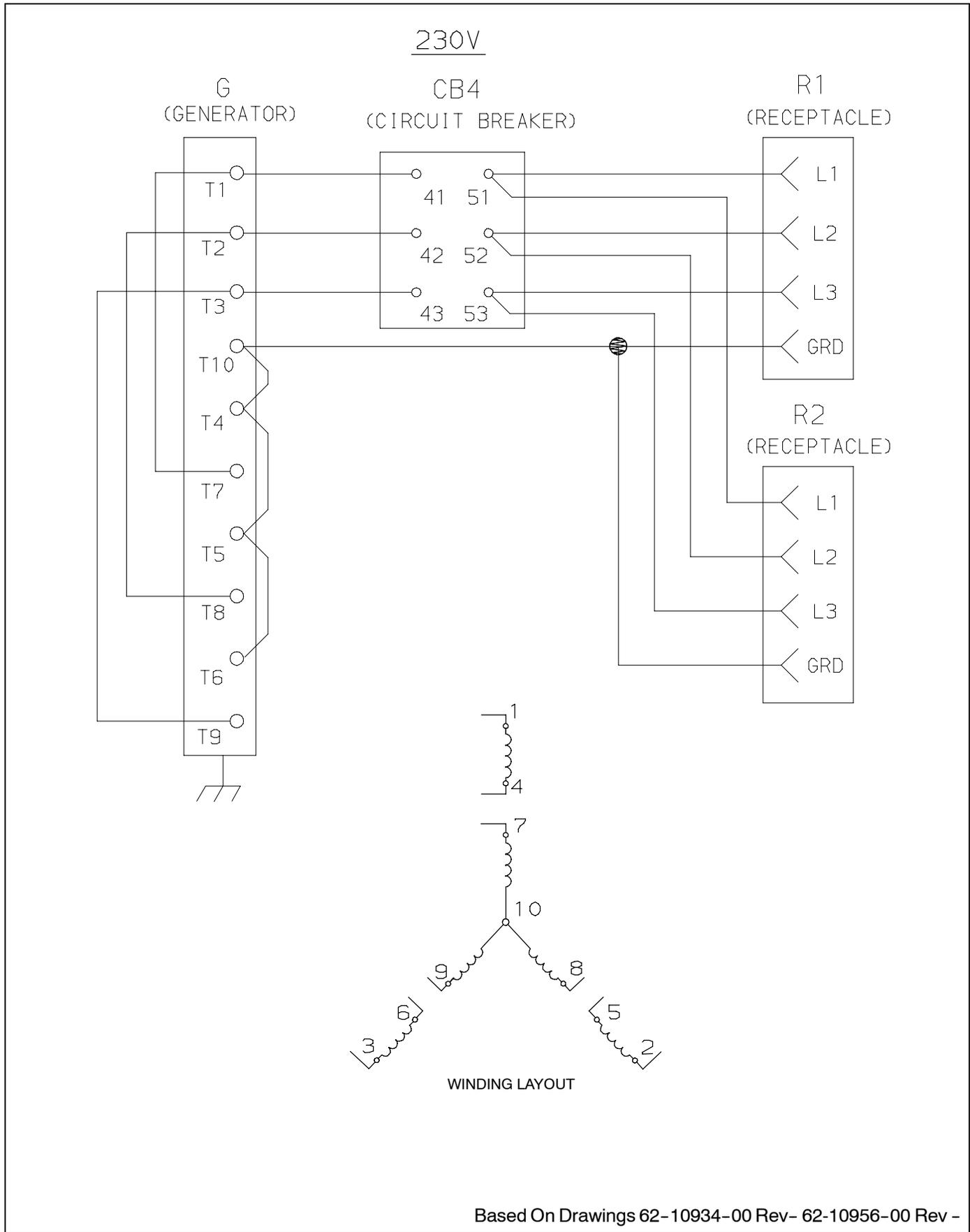


Figure 5-12 Schematic Diagram
230 Volt Alternating Current Generator (For Applicability, Refer to Table 5-1)

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