

Cummins **Onan**



Operator Manual

RV Generator Set

HDKCA (Spec A-E)

HDKCB (Spec A-E)

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SAFETY PRECAUTIONS

Thoroughly read the **OPERATOR'S MANUAL** before operating the genset. Safe operation and top performance can only be obtained when equipment is operated and maintained properly.

The following symbols in this manual alert you to potential hazards to the operator, service person and equipment.

⚠ DANGER alerts you to an immediate hazard that will result in severe personal injury or death.

⚠ WARNING alerts you to a hazard or unsafe practice that can result in severe personal injury or death.

⚠ CAUTION alerts you to a hazard or unsafe practice that can result in personal injury or equipment damage.

When equipped with an integral or add-on Automatic Generator Starting System (AGS) control, exhaust carbon monoxide (CO), electric shock, and moving parts hazards are possible due to unexpected starting. Turn off AGS whenever performing maintenance or service, when the vehicle is stored between uses, is awaiting service, or is parked in a garage or other confined area.

GENERAL PRECAUTIONS

- Keep children away from the genset.
 - Do not use evaporative starting fluids. They are highly explosive.
 - To prevent accidental or remote starting while working on the genset, disconnect the negative (-) battery cable at the battery.
 - Let the engine cool down before removing the coolant pressure cap or opening the coolant drain. Hot coolant under pressure can spray out and cause severe burns.
 - Keep the genset and its compartment clean. Excess oil and oily rags can catch fire. Dirt and gear stowed in the compartment can restrict cooling air.
 - Make sure all fasteners are secure and torqued properly.
- Do not work on the genset when mentally or physically fatigued or after consuming alcohol or drugs.
 - You must be trained and experienced to make adjustments while the genset is running—hot, moving or electrically live parts can cause severe personal injury or death.
 - Used engine oil has been identified by some U. S. state and federal agencies as causing cancer or reproductive toxicity. Do not ingest, inhale, or contact used oil or its vapors.
 - Ethylene glycol, used as engine antifreeze, is toxic to humans and animals. Clean up spills and dispose of used engine coolant in accordance with local environmental regulations.
 - Keep multi-class ABC fire extinguishers handy. Class A fires involve ordinary combustible materials such as wood and cloth; Class B fires, combustible and flammable liquid fuels and gaseous fuels; Class C fires, live electrical equipment. (ref. NFPA No. 10)
 - Genset installation and operation must comply with all applicable local, state and federal codes and regulations.

GENERATOR VOLTAGE IS DEADLY

- Disable the automatic genset starting feature (AGS) of an inverter-charger or other automatic starting device before servicing the genset to avoid unexpected starting.
- Generator electrical output connections must be made by a trained and experienced electrician in accordance with applicable codes.
- The genset must not be connected to the public utility or any other source of electrical power. Back-feed could lead to electrocution of utility personnel and damage to equipment. An approved switching device must be used to prevent interconnections.
- Use caution when working on live electrical equipment. Remove jewelry, make sure clothing and shoes are dry, stand on a dry wooden platform or rubber insulating mat and use tools with insulated handles.

ENGINE EXHAUST IS DEADLY

- Inspect for exhaust leaks at every startup and after every eight hours of running.
- Prior to every startup and every eight hours of running, all carbon monoxide detectors must be tested and confirmed to be working in accordance with the manufacturer's instructions or owners manual.
- Learn the symptoms of carbon monoxide poisoning in the Operator's Manual.
- Never occupy the vehicle while the genset is running unless the vehicle is equipped with a working carbon monoxide detector.
- Do not operate the genset when the vehicle is in a confined space, such as a garage.
- Disable the automatic genset starting feature of an inverter-charger or other automatic starting device before storing the vehicle or parking it in a garage or other confined space.
- The exhaust system must be installed in accordance with the genset Installation Manual.
- Engine cooling air must not be used for heating working or living spaces or compartments.

DIESEL FUEL IS COMBUSTIBLE

- Do not smoke or turn electrical switches ON or OFF where fuel fumes are present or in areas sharing ventilation with fuel tanks or equipment. Keep flames, sparks, pilot lights, arc-producing equipment and all other sources of ignition well away.
- Fuel lines must be secured, free of leaks and separated or shielded from electrical wiring.

BATTERY GAS IS EXPLOSIVE

- Wear safety glasses.
- Do not smoke.
- To reduce arcing when disconnecting or reconnecting battery cables, always disconnect the negative (-) battery cable first and reconnect it last.

MOVING PARTS CAN CAUSE SEVERE PERSONAL INJURY OR DEATH

- Disable the automatic genset starting feature (AGS) of an inverter-charger or other automatic starting device before servicing the genset to avoid unexpected starting.
- Do not wear loose clothing or jewelry near moving parts such as PTO shafts, fans, belts and pulleys.
- Keep hands away from moving parts.
- Keep guards in place over fans, belts, pulleys, and other moving parts.

FLAMMABLE VAPOR CAN CAUSE A DIESEL ENGINE TO OVERSPEED

Flammable vapor can cause a diesel engine to overspeed and become difficult to stop, resulting in possible fire, explosion, severe personal injury and death. ***Do not operate a diesel-powered genset where a flammable vapor environment can be created by fuel spill, leak, etc.*** The owners and operators of the genset are solely responsible for operating the genset safely.



1. Introduction

ABOUT THIS MANUAL

This is the Operator's Manual for the generator sets (gensets) listed on the front cover. Read and carefully observe all of the instructions and precautions in this manual. Keep this manual and the genset Installation Manual with the other vehicle manuals.

This is the Service Manual for the generator sets (gensets) listed on the front cover.

Operation, Periodic Maintenance and Troubleshooting provide the instructions necessary for operating the genset and maintaining top performance. The owner is responsible for performing maintenance in accordance with the PERIODIC MAINTENANCE SCHEDULE (p. 3-1).

⚠WARNING *This genset is not a life support system. It can stop without warning. Children, persons with physical or mental limitations, and pets could suffer personal injury or death. A personal attendant, redundant power or alarm system must be used if genset operation is critical.*

⚠WARNING *Improper service or replacement of parts can lead to severe personal injury or death and to damage to equipment and property. Service personnel must be qualified to perform electrical and mechanical service.*

Unauthorized modifications or replacement of fuel, exhaust, air intake or speed control system components that affect engine emissions are prohibited by law in the State of California.

NAMEPLATE

Be ready to provide the genset model and serial numbers on the nameplate when contacting Onan for parts, service or information. Figure 1-1 illustrates the nameplate and its location. The gray boxes illustrate where to look for the model and serial numbers.

Record these numbers in Figure 1-2 so that they are easy to find when needed. Each character in these numbers is significant. The last character of the model number is the specification letter, which is important for obtaining the right parts. Genuine

Onan® replacement parts are recommended for best results. Refer to the genset Parts Catalog.

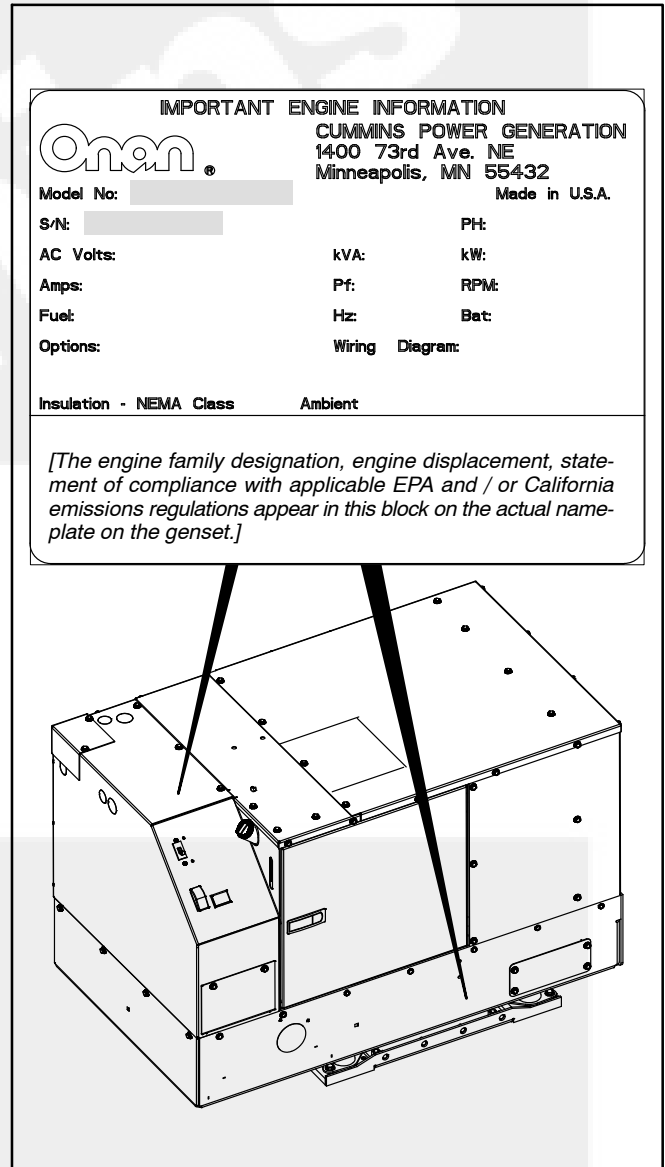


FIGURE 1-1. TYPICAL NAMEPLATE

MODEL NUMBER: _____

SERIAL NUMBER: _____

FIGURE 1-2. RECORD NUMBERS HERE

HOW TO OBTAIN SERVICE

When you call for service, parts, or product literature (such as the Service Manual or Parts Catalog) for your genset, contact the nearest authorized distributor. Onan has factory-trained representatives to handle your requests for genset parts and service.

In North America

Call 1-800-888-ONAN to contact the nearest Cummins/Onan or Onan-only distributor in the United States or Canada. (This automated service utilizes touch-tone phones only). Select OPTION 1 (press 1) to be automatically connected to the distributor nearest to you.

If you are unable to contact a distributor using the automated service, consult the Yellow Pages. Typically, our distributors are listed under:

GENERATORS – ELECTRIC,
ENGINES – GASOLINE OR DIESEL, or
RECREATIONAL VEHICLES – EQUIPMENT,
PARTS AND SERVICE.

If you have difficulty in arranging service or resolving a problem, please contact the Service Manager at the nearest Cummins/Onan distributor for assistance.

Outside North America

If you are outside North America, call Onan Corporation at 1-763-574-5000 from 7:30 AM to 4:00 PM, Central Standard Time, Monday through Friday, or fax 1-763-528-7229.

Information to Have Ready

Before calling for service, have the following information available:

1. *The complete genset model number and serial number. See About This Manual (Page 1-1).*
2. *The date of purchase*
3. *The nature of the problem. See Section 4. Troubleshooting.*

EMISSIONS

You should carefully review Operator (Owner), Installation manuals and other information you receive with your genset. If you are unsure that the installation, use, maintenance or service of your genset is authorized, you should seek assistance from an approved Onan dealer.

California genset users may use Table 1-1 as an aid in locating information related to the California Air Resources Board requirements for emissions control.

TABLE 1-1. EMISSIONS CONTROL INFORMATION TABLE

Emissions Warranty Information	The California emissions control warranty statement is located in the same packet of information as this manual when the genset is shipped from the factory.
Engine Valve Clearance (Lash)	See <i>Section 5. Specifications.</i>
Engine Fuel Requirements	The engine is certified to operate on diesel fuel. See FUEL RECOMMENDATIONS (Page 2-1).
Engine Lubricating Oil Requirements	See ENGINE OIL RECOMMENDATIONS (Page 2-2).
Engine Adjustments	High Idle Speed. This is a service procedure requiring trained personnel and proper tools. See the Service Manual.
Engine Emission Control System	The engine emission control system consists of engine design and precision manufacture. (IFI)

TYPICAL GENSET

Figure 1-3 illustrates the fuel, battery, remote control and AC output connection points, the flow of

cooling and ventilating air and the maintenance and service access panels of a typical genset. Not shown are the combustion air inlet and oil drain openings in the base.

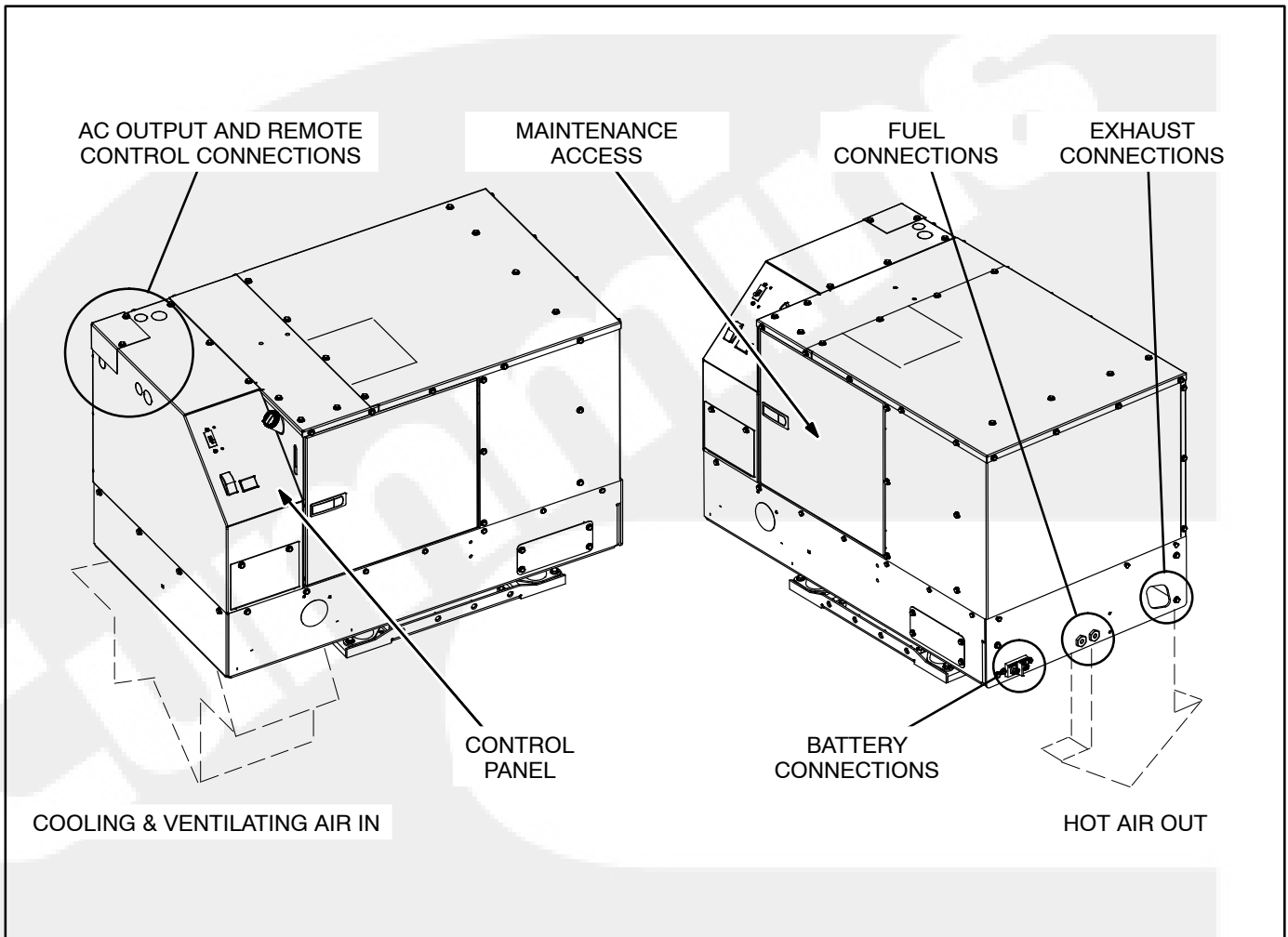


FIGURE 1-3. TYPICAL GENSET



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2. Operation

RECOMMENDED FUEL

⚠️WARNING *Diesel fuel is combustible and can cause severe personal injury or death. Do not smoke near fuel tanks or fuel-burning equipment or in areas sharing ventilation with such equipment. Keep flames, sparks, pilot flames, electrical arcs and switches and all other sources of ignition well away. Keep a multi-class ABC fire extinguisher handy.*

Use clean, fresh No. 2 diesel fuel (ASTM 2-D) when the outdoor ambient temperature is above freezing, and No. 1 diesel fuel (ASTM 1-D) when below freezing. The fuel should have a Cetane number of at least 45 for reliable starting.

BIO-DIESEL FUELS B5 – B20

B5 bio-diesel fuel that meets industry specifications and quality is suitable for use with this generator set.

Bio-Diesel Above B5 and up to B20 Bio-Diesel Blends

The following must be verified before using bio-diesel blends up to B20:

- The generator set is at Spec E or higher.
- The vehicle propulsion engine is capable of using B20 when sharing the same fuel tank.
- The OEM has installed B20 compatible fuel line from fuel tank to generator set.
- The OEM has installed a water separator in the fuel line just before the generator set.

Approved Bio-Diesel Fuel:

- Bio-diesel meeting either ASTM D6751 or EN14214. Fuel meeting either ASTM D6751 or EN14214 can be blended with an acceptable diesel fuel meeting ASTM D975, meeting ASTM D975 up to 20 percent volume concentration (B20).
- Blended bio-diesels fuels should be bought pre-blended and not made by customers.

Bio-Diesel Properties:

- Bio-diesel has poor oxidation stability which can accelerate fuel oxidation. Fuel oxidation will reduce generator performance. This effect is accelerated at increases ambient temperatures.
- Bio-diesel properties change at low ambient temperatures (below 23°F/-5°C). Necessary precautions must be taken when operating the generator with bio-diesel blends in low ambient temperatures, such as a fuel heater, hose insulation, or additional anti-gel fuel additives.
- Bio-diesel fuel blends are an excellent medium for microbial growth. Microbes cause fuel system corrosion and premature filter plugging. The effectiveness of all commercially available conventional anti-microbial additives, when used in bio-diesel, is not known. Consult your fuel and additive supplier for assistance.

⚠️WARNING It is highly recommended that specific market applications are avoided or exercised with extra care due to some of the properties of bio-diesel fuel blends such as cold weather operation, long term storage, material incompatibilities and other effects on engine operating characteristics. Such applications that should use standard fuels include applications that will experience seasonal usage, storage for periods exceeding 60 days, and extreme temperatures or humidity.

Storage Requirements:

- If using bio-diesel for seasonal applications (stored more than 90 days), the generator must be purged before storage by running the engine on pure diesel fuel meeting ASTM D975 for a minimum of 30 minutes.

Warranty Coverage:

Cummins Onan Warranty covers failures that are a direct result of defects in material or factory workmanship. Generator damage, service issues and/or performance issues determined by Cummins Onan to be caused by bio-diesel fuel blends not meeting the specifications outlined in the applicable Installation, Operator, and Service Manuals are not considered to be defects in material or workmanship and may affect your generator's warranty.

RECOMMENDED COOLANT

Use the best quality ethylene glycol antifreeze solution available. It should be fully formulated with rust inhibitors and coolant stabilizers. Use fresh water that is low in minerals and corrosive chemicals. Distilled water is best.

See *Section 5. Specifications* for coolant capacity.

ENGINE OIL RECOMMENDATIONS

Use API (American Petroleum Institute) performance Class **CH-4** engine oil or better. Also look for the SAE (Society of Automotive Engineers) viscosity grade. Referring to Figure 2-1, choose the viscosity grade appropriate for the ambient temperatures expected until the next scheduled oil change. Multi-grade oils such as SAE 15W-40 are recommended for year-round use.

See *Section 5. Specifications* for oil capacity.

STARTING BATTERIES

The genset requires a 12 volt battery to power its control and starting circuits. Reliable genset starting and starter service life depend upon adequate battery system capacity and maintenance.

See MAINTAINING THE BATTERY AND BATTERY CONNECTIONS (p. 3-5) and *Section 5. Specifications* for minimum required battery ratings.

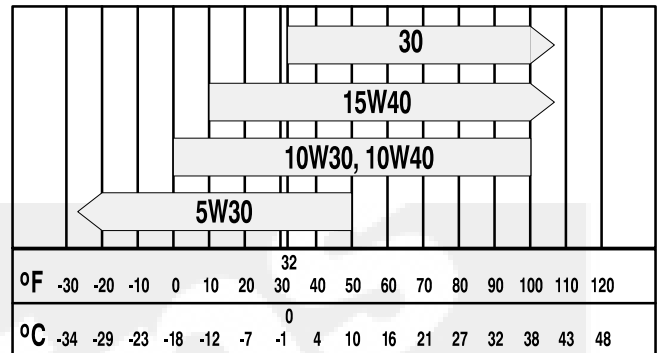


FIGURE 2-1. OIL VISCOSITY VS. TEMPERATURE

CONTROL PANEL

The control panel (Figure 2-2) has the following features:

Control Switch – This switch is used to start and stop the genset, prime the engine fuel system and restore the fault code (blinking status light).

Status Lamp – This is a lamp in the control switch that blinks rapidly during preheat and cranking. It stays on continuously while the genset is running. If the genset shuts down, it will blink a numerical code to indicate the nature of the fault shutdown (see *Section 4. Troubleshooting*).

(Rapid blinking before cranking starts indicates that the glow plugs are preheating the combustion chambers. The genset controller automatically varies the time based on engine temperature.)

Line Circuit Breaker(s) – The line circuit breakers protect the AC power leads connected to the genset.

Coolant Recovery Tank Fill Cap – The recovery tank provides for coolant expansion. Replenish the normal loss of coolant by filling here.

Hour Meter – The hour meter records the total running time of the genset. It cannot be reset.

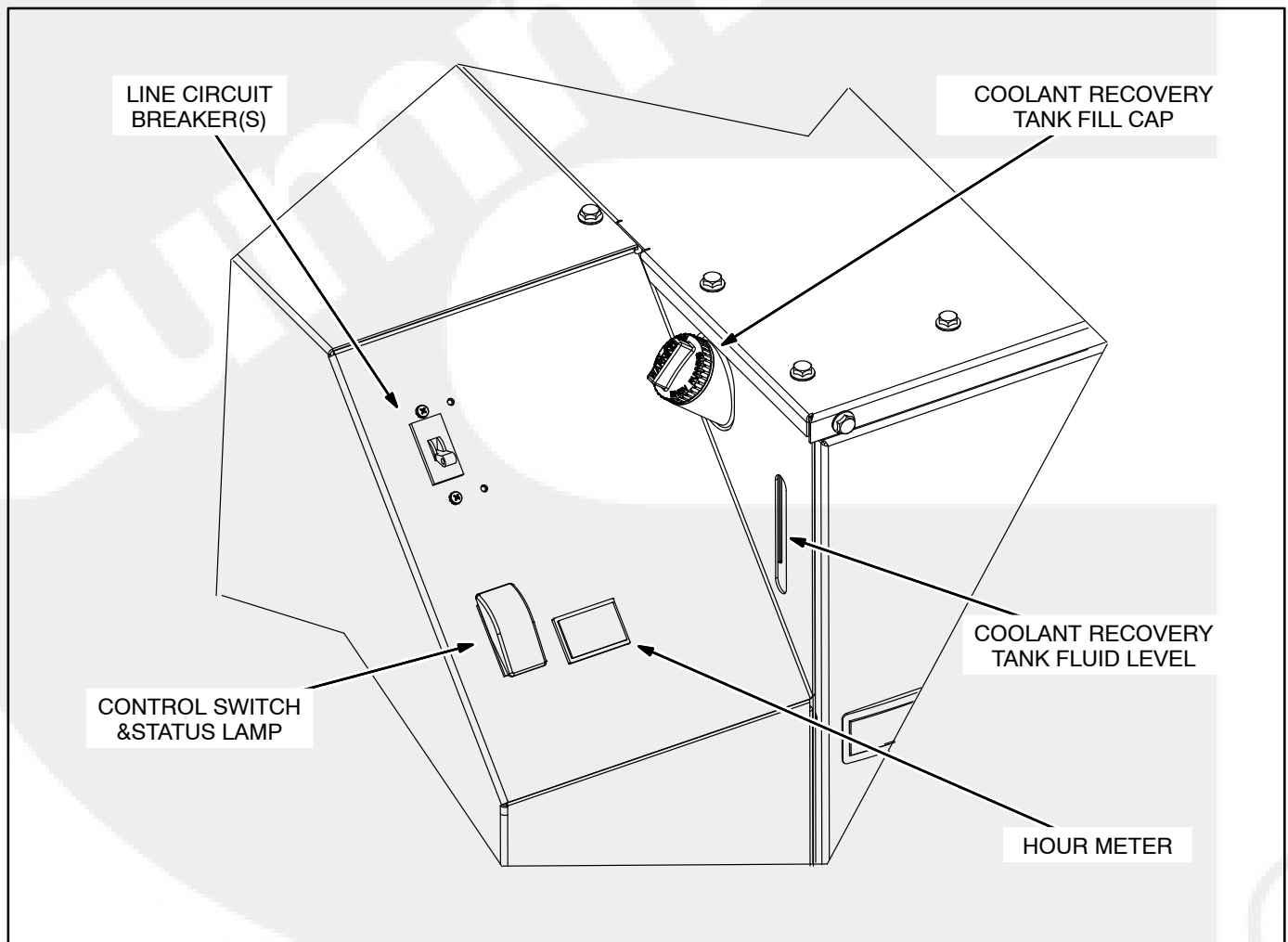


FIGURE 2-2. CONTROL PANEL

REMOTE CONTROL PANELS

There probably is a remote genset control panel inside the vehicle. Onan offers three remote control kits as follows:

- Remote switch / status lamp (Figure 2-3).
- Remote switch / status lamp and hour meter (Figure 2-4).
- Remote switch / status lamp and DC voltmeter (Figure 2-5).

The DC voltmeter indicates whether voltage across the 12 VDC control system and battery is normal. If the indicator consistently stays above or below the normal zone, see MAINTAINING THE BATTERY AND BATTERY CONNECTIONS (p. 3-5).

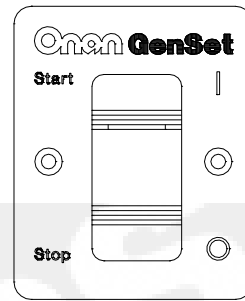


FIGURE 2-3. REMOTE SWITCH

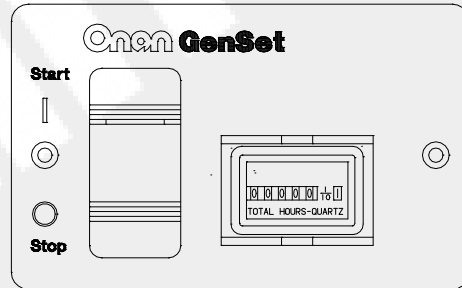


FIGURE 2-4. REMOTE SWITCH / HOUR METER

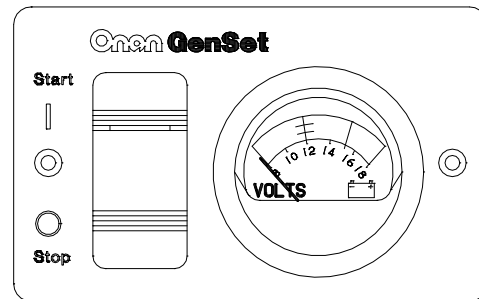


FIGURE 2-5. REMOTE SWITCH / DC VOLTMETER

⚠WARNING **EXHAUST GAS is deadly. All engine exhaust contains carbon monoxide; an odorless, colorless, poisonous gas that can cause unconsciousness and death. Symptoms of carbon monoxide poisoning include:**

- **Dizziness**
- **Headache**
- **Nausea**
- **Weakness and Sleepiness**
- **Vomiting**
- **Inability to Think Coherently**

IF YOU EXPERIENCE ANY OF THESE SYMPTOMS, GET INTO FRESH AIR IMMEDIATELY. If symptoms persist, seek medical attention. Shut down the genset and do not operate it until it has been inspected and repaired.

Never occupy the vehicle while the genset is running unless the vehicle has a working carbon monoxide detector. The exhaust system must be installed in accordance with the genset Installation Manual. Make sure there is ample fresh air when operating the genset in a confined area.

PRE-START CHECKS

Before the first start of the day and after every eight hours of operation, inspect the genset as instructed under GENERAL INSPECTION (p. 3-2). Keep a log of maintenance and the hours run and perform any maintenance that may be due. See Returning the Genset to Service (p. 2-8) if the vehicle has been in storage.

Before each start:

1. Make sure all vehicle carbon monoxide (CO) detectors are working.
2. Check for signs of fuel and exhaust leaks and damage to the exhaust system.
3. To prevent overheating and to reduce fouling with dust and debris, make sure the genset's normal ground clearance is not being reduced by sloping ground, curbs, logs or other objects. Repark the vehicle if necessary and/or remove any objects blocking the air inlet or air outlet.

4. Turn off air conditioners and other large appliances.

PRIMING THE FUEL SYSTEM

The fuel system should be primed after replacing the fuel filter or running the genset out of fuel. To prime the fuel system, hold the control switch down in its **Stop** position for half a minute.

MANUAL STARTING

The genset can be started and stopped from the genset control panel or from a remote panel.

1. Perform the PRE-START CHECKS, prime the fuel system if necessary, and turn off the air conditioners and other large electrical loads.
2. Push and hold **Start** until the genset starts. The status lamp will come on when the genset starts and will stay on while it runs. While starting it will blink rapidly indicating preheating and cranking. (Depending on how cold it is, preheating can take up to 15 seconds, extending the time that the lamp blinks.)

⚠CAUTION **Excessive cranking can overheat and damage the starter motor. Do not crank for more than 30 seconds at a time. Wait at least 2 minutes before trying again.**

3. See *Section 4. Troubleshooting* if the genset does not start after several tries.
4. Let the genset warm up a few minutes until it is running smoothly before connecting the vehicle electrical loads (appliances).
5. Check for fuel, exhaust and coolant leaks. Stop the genset immediately if there is a fuel, exhaust or coolant leak and have it repaired.

MANUAL STOPPING

Run the genset under no load for a few minutes to allow the engine to cool down and then push and release **Stop**.

AUTOMATIC STARTING AND STOPPING

The vehicle may be equipped with an inverter-charger or other automatic genset starting device. Always follow the instructions and safety precautions provided by the manufacturer of the automatic starting device when enabling automatic genset starting.

⚠️WARNING **EXHAUST GAS is deadly. MOVING PARTS and ELECTRICITY can cause severe personal injury or death. To reduce exposure to these hazards, always disable automatic genset starting before:**

- **Occupying the vehicle, unless vehicle has a working CARBON MONOXIDE detector**
- **Parking vehicle in garage or confined space**
- **Parking vehicle for storage**
- **Servicing genset**
- **Servicing batteries**
- **Servicing electrical appliances**
- **Fueling vehicle**

LOADING THE GENSET

The genset can power AC motors, air conditioners, AC/DC converters, battery chargers and other appliances. How much appliance load* can be powered depends upon the genset power rating. The genset will shut down or its circuit breakers will trip if the sum of the loads exceeds genset power. See *Section 4. Troubleshooting.*

To avoid overloading the genset and causing shut-downs, compare the sum of the loads of the appliances that are likely to be used at the same time to the power rating of the genset. Use Table 2-1 or the ratings on the appliances themselves (if so marked) to obtain the individual appliance loads. ***It may be necessary to run fewer appliances at the same time—the sum of the loads must not be greater than genset rating.***

The genset may shut down due to overload when a large motor or air conditioner is started or cycles off

and then on again, even though the sum of the loads is less than genset rating. The reason for this is that a motor's startup load is much larger than its running load. ***It may be necessary to run fewer appliances when large motors and air conditioners are cycling on and off.***

Maximum power decreases as altitude increases because air density decreases. For every 1000-foot (305 m) increase in elevation you can expect power to decrease approximately 3.5 percent. Table 2-2 shows the results of typical calculations. ***It may be necessary to run fewer appliances at higher altitudes.***

TABLE 2-1. TYPICAL APPLIANCE LOADS

Appliance	Load (watts)
Air Conditioner	1400-2000
Battery Charger	Up to 3600
DC Converter	300-900
Refrigerator	600-1000
Microwave Oven	1000-1500
Electric Frying Pan or Wok	1000-1500
Electric Stove Element	350-1000
Electric Water Heater	1000-1500
Electric Iron	500-1200
Electric Hair Dryer	800-1500
Coffee Percolator	550-750
Television	200-600
Radio	50-200
Electric Drill	250-750
Electric Broom	200-500
Electric Blanket	50-200

TABLE 2-2. POWER VS. ALTITUDE

Elevation above Sea Level	Maximum Power
at/below 500 ft (152 m)	12,000 W (rated)
at 2500 ft (762 m)	11,280 W
at 5500 ft (1676 m)	10,200 W
above 5500 ft (1676 m)	10,200 W minus 360 W every 1000 ft (305 m)

* Appliance load and genset power are measured in terms of watts (W) or kilowatts (kW), where 1 kilowatt (kW) = 1000 watts (W).

RESETTING CIRCUIT BREAKERS

If a circuit breaker in the main power distribution panel of the vehicle or on the genset (Figure 2-2) trips, either a circuit shorted or too many appliances were running. Note that the genset will continue to run after a circuit breaker trips.

If a circuit breaker trips, disconnect or turn off as many loads as possible and reset the circuit breaker. (Push the circuit breaker to **OFF** to reset it and then to **ON** to reconnect the circuit.) If the circuit breaker trips right away, either the electrical distribution system has a short or the circuit breaker is faulty. Call a qualified electrician.

If the circuit breaker does not trip, reconnect the appliances, one by one, up to a total load that does not overload the genset or cause the circuit breaker to trip. If a circuit breaker trips right away when an appliance is connected, the appliance probably has a short.

Electrical appliances and tools must be used and maintained properly and be properly grounded to cause the line circuit breakers to trip when short circuits occur.

⚠WARNING *Short circuits in electrical appliances and tools can cause fire and electrical shock leading to severe personal injury or death. Read and follow the equipment and tool manufacturer's instructions and warnings regarding use, maintenance and proper grounding.*

CONNECTING TO UTILITY POWER

A vehicle with provisions for connecting utility power must have an approved device to keep the genset and utility from being interconnected. See the genset Installation Manual for more information.

⚠WARNING *Interconnecting the genset and the public utility (or any other power source) can lead to electrocution of utility line workers, equipment damage and fire. Use an approved switching device to prevent interconnections.*

OPERATING IN COLD WEATHER

Make sure the engine oil viscosity is appropriate for the cold weather temperatures. See ENGINE OIL RECOMMENDATIONS (Page 2-2). Be sure to change the oil if a sudden drop in temperature occurs.

OPERATING IN HOT WEATHER

Pay particular attention to the following items when operating the genset in hot weather:

1. Make sure nothing blocks airflow to and from the genset.
2. Make sure engine oil viscosity is appropriate for the ambient temperatures. See ENGINE OIL RECOMMENDATIONS (Page 2-2).
3. Keep the genset clean.
4. Perform maintenance due. See PERIODIC MAINTENANCE SCHEDULE (Page 3-1).

OPERATING AT HIGH ALTITUDE

For the effect of altitude on maximum power, see LOADING THE GENSET (Page 2-6).

OPERATING IN DUSTY ENVIRONMENTS

Pay particular attention to the following items when operating the genset in dusty environments:

1. Do not let dirt and debris accumulate inside the genset compartment. Keep the genset clean.
2. Perform air cleaner maintenance more often. See PERIODIC MAINTENANCE SCHEDULE (Page 3-1).
3. Change engine oil more often. See PERIODIC MAINTENANCE SCHEDULE (Page 3-1).
4. Keep containers of engine oil that have been opened tightly closed to keep out dust.

BREAKING IN A NEW ENGINE

Proper engine break-in on a new genset or on one with a rebuilt engine is essential for top engine performance and acceptable oil consumption. Run the genset at approximately 1/2 rated power for the first 2 hours and then at 3/4 rated power for 2 more hours. See **LOADING THE GENSET** (Page 2-6).

Proper engine oil and oil level are especially critical during break-in because of the higher engine temperatures that can be expected. Change the oil if not appropriate for the ambient temperatures during break-in. See **ENGINE OIL RECOMMENDATIONS** (Page 2-2). Check oil level twice a day or every 4 hours during the first 24 hours of operation and change the oil and oil filter after the first 50 hours of operation.

EXERCISING THE GENSET

Exercise the genset at least 2 hours each month if use is infrequent. Run the genset at approximately 1/2 rated power. See **LOADING THE GENSET** (Page 2-6). A single two hour exercise period is better than several shorter periods.

Exercising a genset drives off moisture, re-lubricates the engine, replaces stale fuel and removes oxides from electrical contacts. The result is better starting, more reliable operation and longer engine life.

STORING THE GENSET

Proper storage is essential for preserving top genset performance and reliability when the genset cannot be exercised regularly and will be idle for more than 120 days.

Storing the Genset

1. Disable the automatic genset starting feature of an inverter-charger or other automatic starting device.

⚠WARNING ***CARBON MONOXIDE is deadly and can accumulate to dangerous levels in garages and other confined spaces. Disable the automatic genset starting feature of an inverter-charger or other automatic starting device before storing the vehicle.***

2. Push the genset line circuit breaker OFF (Page 2-7).
3. Change the engine oil and attach a tag indicating oil viscosity. See **ENGINE OIL RECOMMENDATIONS** (Page 2-2).
4. Disconnect the battery cables (negative [-] cable first) from the starting battery and store the battery according to the battery manufacturer's recommendations. See **MAINTAINING THE BATTERY AND BATTERY CONNECTIONS** (Page 3-5).
5. Plug the exhaust tail pipe to keep out dirt, moisture, bugs, etc.
6. Close the fuel supply valve (if so equipped).

Returning the Genset to Service

1. Check the oil tag on the genset and change the oil if the viscosity indicated is not appropriate for the temperatures expected. See **ENGINE OIL RECOMMENDATIONS** (Page 2-2).
2. Reconnect the starting battery (negative [-] cable last). See **MAINTAINING THE BATTERY AND BATTERY CONNECTIONS** (Page 3-5).
3. Remove the plug from the exhaust tailpipe.
4. Change the air filter element if it is dirty (Page 3-5).
5. Open the fuel supply valve (if so equipped).
6. Inspect the genset. See **GENERAL INSPECTION** (Page 3-2).
7. Push the genset line circuit breaker ON (Page 2-7) when the genset is ready to power appliances.
8. Enable the automatic genset starting feature of an inverter-charger or other automatic starting device following the device manufacturer's instructions and safety precautions.

3. Periodic Maintenance

Periodic maintenance is essential for top performance and long genset life. Use Table 3-1 as a guide for normal periodic maintenance. In hot and dusty environments some maintenance procedures should be performed more frequently, as indicated by the footnotes in the table.

Maintenance, replacement or repair of emission control devices and systems may be performed by any engine repair establishment or individual. How-

ever, warranty work must be completed by an authorized Onan dealer.

⚠WARNING *Accidental or remote starting can cause severe personal injury or death. Disconnect the negative (-) cable at the battery to prevent starting while working on the genset.*

⚠WARNING *Only authorized and competent personnel who are familiar with the equipment and its operation should carry out maintenance.*

TABLE 3-1. PERIODIC MAINTENANCE SCHEDULE

MAINTENANCE TASK	FREQUENCY							
	After First 50 Hrs	Every Day	Every Month	Every 250 Hrs	Every 500 Hrs	Every 800 Hrs	Every 1500 Hrs	Page
General Inspection		•						3-2
Check Engine Oil Level		•						3-2
Check Engine Coolant Level		•						3-8
Check Battery & Battery Connections ¹			•					3-5
Change Engine Oil & Oil Filter ^{1, 2, 3}	•			•				3-3
Check Primary V-Belt Tension ⁴				•				-
Clean Spark Arrestor ³				•				3-6
Replace Engine Air Filter ^{2, 3}					•			3-5
Replace Fuel Filter ^{3, 9}					•			3-7
Adjust Engine Valve Lash ⁷						•		-
Flush Coolant System ⁵							•	3-8
Replace Coolant Pressure Cap ⁵							•	3-8
Replace V-Belts & Coolant Hoses ^{6, 7}							•	-
Check Fuel Injector Pressure ^{7, 8}							•	-

1. Perform more often when operating in hot weather.
2. Perform more often when operating in dusty conditions.
3. Perform at least once a year.
4. Tighten or replace the belt (the one closest of the two to the engine) in accordance with the Service Manual if it can be deflected more than 1/2 in (12 mm) by thumb. (The tension on the front belt is automatically adjusted.)
5. Perform at least once every two years.
6. Perform at least once every five years.
7. Must be performed by trained and experienced personnel (authorized Onan service representatives).
8. EPA requirement.
9. Perform every 250 hours when using B20 Bio-diesel fuel.

GENERAL INSPECTION

Inspect the genset before the first start of the day and after every eight hours of operation.

Oil Level

Check engine oil level (Figure 3-1).

Engine Coolant System

CAUTION *Operating the genset when coolant level is low can cause serious engine damage.*

Check the engine coolant level and look for coolant leaks around the bottom of the genset and on the ground below. Minor leaks that can be replenished by daily additions of coolant to the recovery tank should be repaired by a qualified service technician as soon as possible. Larger leaks are cause for shutting down the genset until it can be repaired.

Exhaust System

WARNING *EXHAUST GAS IS DEADLY! Do not operate the genset if there is an exhaust leak or any danger of exhaust gases entering or being drawn into the vehicle.*

Look and listen for exhaust system leaks while the genset is running. Shut down the genset if a leak is found and have it repaired before operating the genset again.

Look for openings or holes between the genset compartment and vehicle cab or living space if the genset engine sounds louder than usual. Have all such openings or holes closed off or sealed to prevent exhaust gases from entering the vehicle.

Replace dented, bent or severely rusted sections of the tailpipe and make sure the tailpipe extends at least 1 inch (25.4 mm) beyond the perimeter of the vehicle.

WARNING *Do not park the vehicle in high grass or brush. Contact with the exhaust system can cause a fire.*

Park the vehicle so that the genset exhaust gases can disperse away from the vehicle. Barriers such as walls, snow banks, high grass and brush and other vehicles can cause exhaust gases to accumulate in and around the vehicle.

Do not operate power ventilators or exhaust fans while the vehicle is standing with the genset running. The ventilator or fan can draw exhaust gases into the vehicle.

Fuel System

Check for leaks at hose, tube and pipe fittings in the fuel supply system while the genset is running and while it is stopped. Check flexible fuel hose sections for cuts, cracks, and abrasions. Make sure the fuel line is not rubbing against other parts. Replace worn or damaged fuel line parts before leaks occur.

WARNING *Diesel fuel leaks can lead to fire. Do not operate the genset if operation causes fuel to leak.*

Prime the fuel system if the genset ran out of fuel.

Battery Connections

Check the battery terminals for clean, tight connections. Loose or corroded connections have high electrical resistance which makes starting harder. See MAINTAINING THE BATTERY AND BATTERY CONNECTIONS (p. 3-5).

Mechanical

Look for mechanical damage and listen for unusual noises. Check the genset mounting bolts.

To prevent overheating and to reduce fouling with dust and debris, make sure the genset's normal ground clearance is not being reduced by sloping ground, curbs, logs or other objects. Repark the vehicle if necessary and/or remove any objects blocking the air inlet or air outlet.

CHECKING ENGINE OIL LEVEL

WARNING *State and federal agencies have determined that contact with used engine oil can cause cancer or reproductive toxicity. Avoid skin contact and breathing of vapors. Use rubber gloves and wash exposed skin.*

1. Park the vehicle on level ground, shut down the genset and remove the front access door.
2. Pull out the oil dip stick, wipe it clean, reinsert it and pull it out again to check the oil level (Figure 3-1).

3. Add or drain oil as necessary. See ENGINE OIL RECOMMENDATIONS (p. 2-2). Keep the oil level between the FULL and ADD marks.

⚠ CAUTION *Too much oil can cause high oil consumption. Too little oil can cause severe engine damage. Keep the oil level between the FULL and ADD marks.*

4. Reinsert the dipstick and secure the oil fill cap and front access door.

CHANGING ENGINE OIL AND OIL FILTER

Refer to Table 3-1 for scheduled engine oil change. Change oil more often in hot and dusty environments.

1. Park the vehicle on level ground and set the parking break.
2. Run the generator set until it is warm and shut-down the generator set.
3. Place a pan large enough to hold the fuel oil capacity (Figure 3-1).

⚠ WARNING *Crankcase pressure can blow hot engine oil out the fill opening causing, severe burns. Always stop the generator set before removing the oil fill cap.*

4. Remove the front access door and remove the oil fill cap.

5. Remove the oil drain plug using the appropriate size socket and breaker bar. Allow all the oil to drain from the engine.

6. Reinstall the oil drain plug and torque to 32 lb-ft (44 Nm).

7. Spin off the oil filter and drain off oil.

8. Thoroughly wipe off the filter mounting surface and remove the old gasket if it does not come off with the oil filter.

9. Make sure the new gasket is in place on the new oil filter and apply a thin film of clean oil to the gasket. Spin the filter on by hand until the gasket just touches the mounting surface and turn the filter an additional 1/2 to 3/4 turn. Do not over tighten.

⚠ CAUTION *Too little oil can cause severe engine damage. Too much oil can cause high oil consumption. Keep the oil level between the high and low beads on the dipstick.*

10. Refill with oil. See ENGINE OIL RECOMMENDATIONS (p. 2-2). Check the oil level and add or drain oil as necessary.

11. Screw the oil cap on securely and reinstall the front access door.

12. Dispose of the used oil and oil filter in accordance with local governmental regulations.



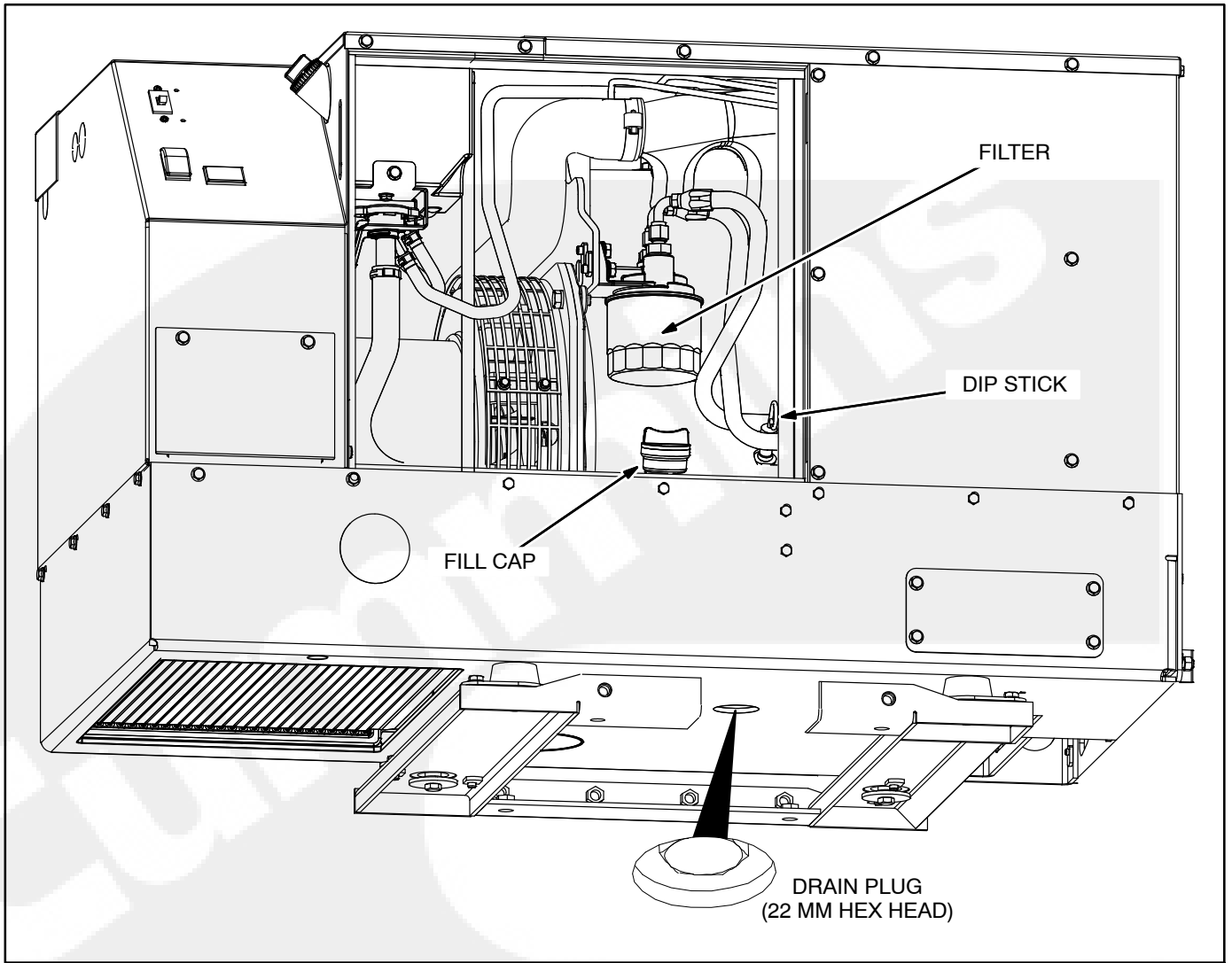


FIGURE 3-1. ENGINE OIL MAINTENANCE



MAINTAINING THE BATTERY AND BATTERY CONNECTIONS

⚠WARNING Arcing at battery terminals or in light switches or other equipment, and flames or sparks, can ignite battery gas causing severe personal injury—Ventilate battery area before working on or near battery—Wear safety glasses—Do not smoke—Switch work light ON or OFF away from battery—Stop genset and disconnect charger before disconnecting battery cables—Disconnect negative (-) cable first and reconnect last.

Refer to Table 3-1 for scheduled battery maintenance, and follow the battery manufacturer's instructions. Have the battery charging system serviced if DC system voltage is consistently low or high. Always:

1. Keep the battery case and terminals clean and dry and the terminals tight.

2. Remove battery cables with a battery terminal puller.
3. Make sure which terminal is positive (+) and which is negative (-) before making battery connections, always removing the negative (-) cable first and reconnecting it last to reduce arcing.

REPLACING THE AIR FILTER ELEMENT

Refer to Table 3-1 for scheduled air filter replacement. Replace it more often in dusty environments.

The air filter is accessible through the front access door (Figure 3-2). Loosen the three screws that secure the coolant recovery tank to the housing top panel and move it out of the way. Loosen the two screws that secure the air filter housing to the housing top panel so that the spring clips that secure the filter housing end cap can be unlatched. Remove the end cap and replace the filter element. Secure the filter housing, coolant tank and access door.

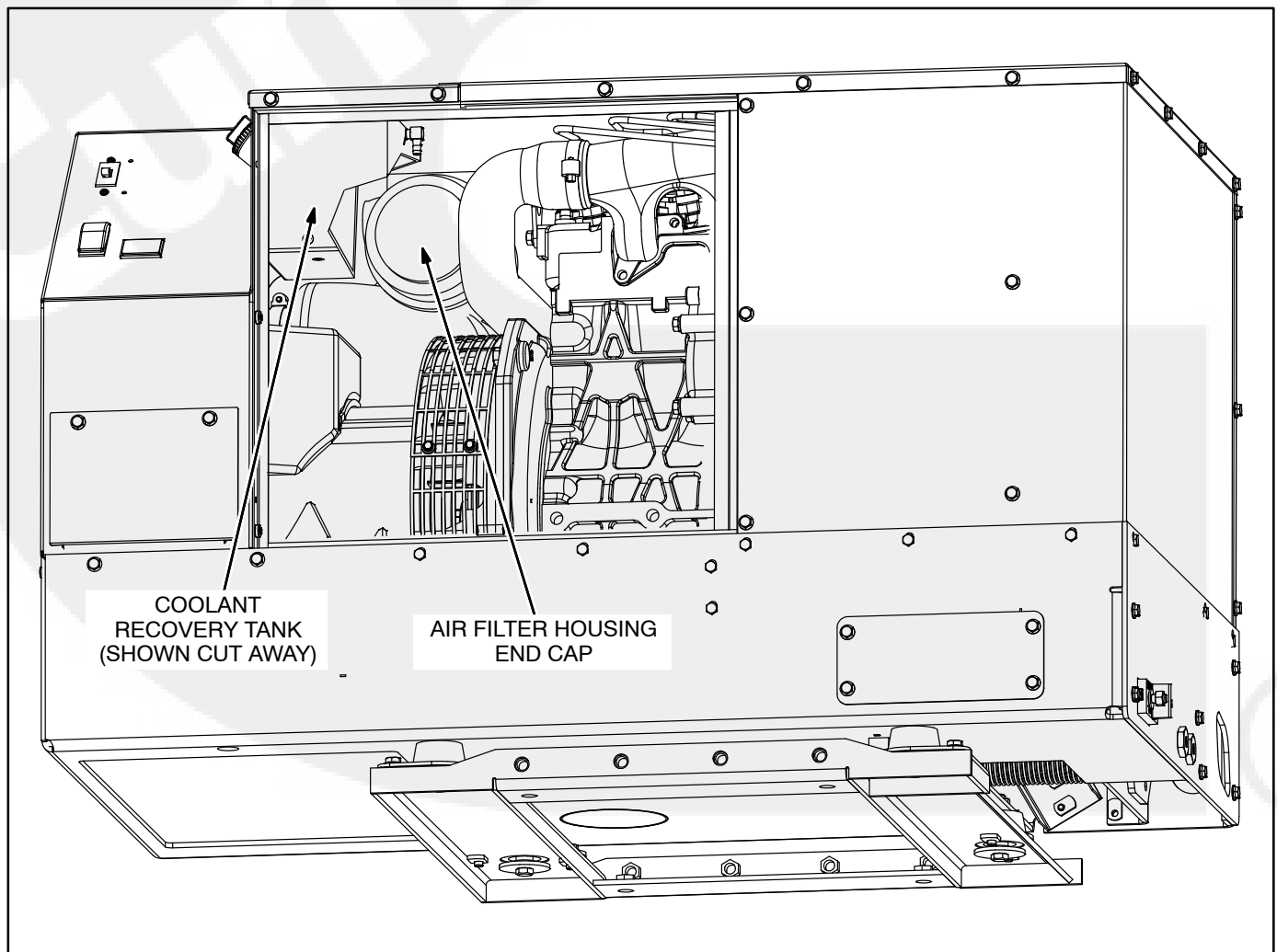


FIGURE 3-2. REPLACING THE AIR FILTER ELEMENT

CLEANING THE SPARK ARRESTOR

Refer to Table 3-1 for scheduled cleaning of the spark arrestor muffler (which meets U.S. Forest Service requirements). Cleaning is required for maximum genset performance.

⚠WARNING *A hot muffler can cause severe burns. Let the muffler cool down before removing or installing the cleanout plug.*

The muffler is mounted inside the genset housing (Figure 3-3). The spark arrestor cleanout plug is located on the side of the muffler and is accessible by removing the top enclosure panel. Clean out the muffler as follows:

1. Remove the top enclosure panel.
2. Remove the cleanout plug from the muffler. Secure the top enclosure panel before running the genset. With the cover in place there will be enough air flow to cool the engine properly and carry the soot out of the compartment.
3. Start the genset and load it nearly to full power. Let the genset run for about five minutes to expel the soot.
4. Stop the genset, allow the muffler to cool down, reinstall the cleanout plug and secure the top panel.

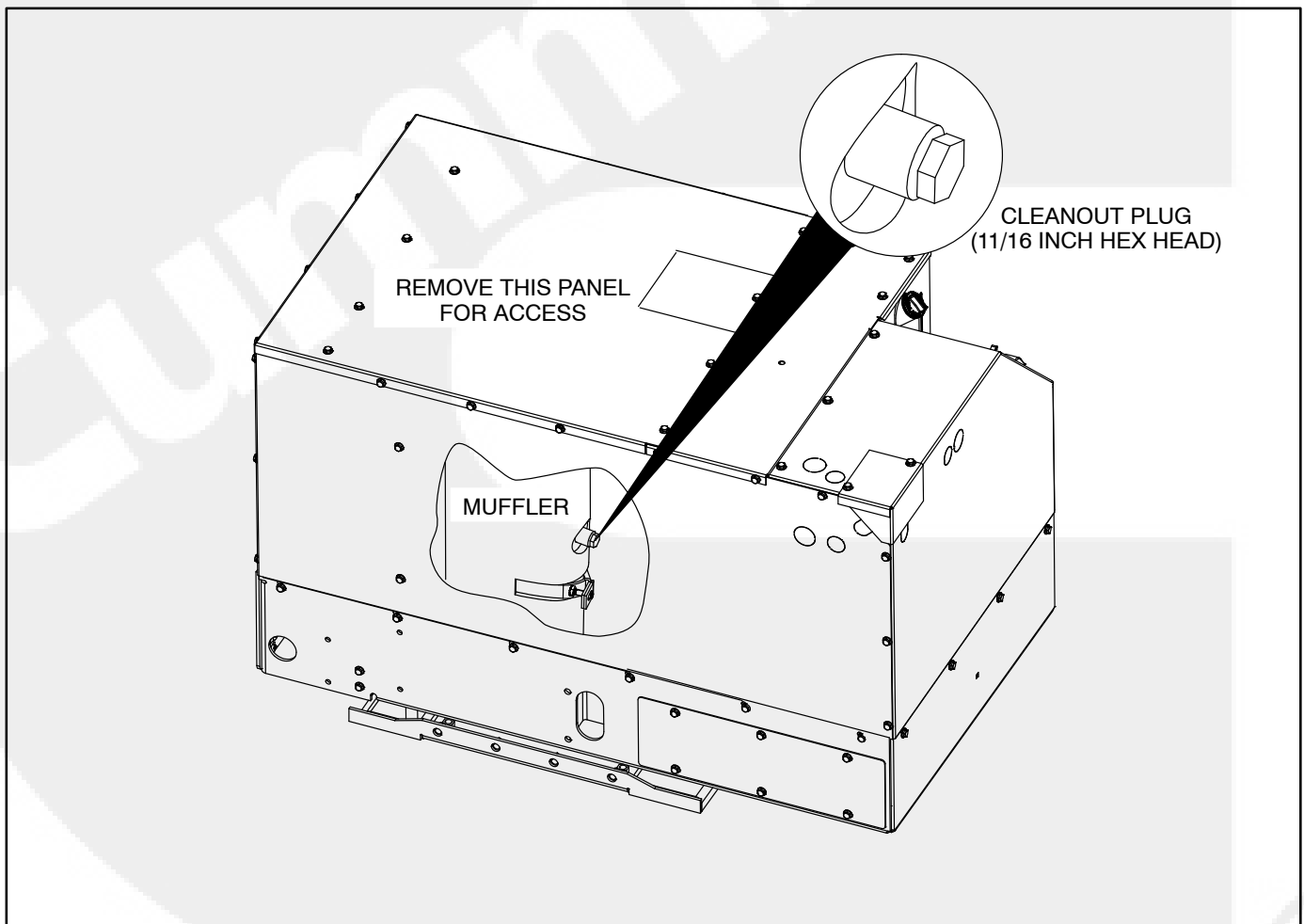


FIGURE 3-3. SPARK ARRESTOR CLEANOUT PLUG

REPLACING THE FUEL FILTER

See Table 3-1 for scheduled fuel filter replacement. A dirty fuel filter may be the cause of a failure to start. The fuel filter is accessible through the front access door (Figure 3-4).

⚠ WARNING Diesel fuel is combustible and can cause severe personal injury or death. Do not smoke near diesel fuel tanks or equipment. Keep flames, sparks, pilot lights, electrical switches, arc-producing equipment and all other sources of ignition well away. Keep a type ABC fire extinguisher in the vehicle.

Close any fuel line shutoff valve before disconnecting the fuel line from the filter.

Accidental or remote starting can cause severe personal injury or death. Disconnect the negative (-) cable at the battery to prevent starting while working on the genset.

Removing the Fuel Filter

Disconnect the two fittings at the filter and remove the mounting nut. Apply a wrench on the filter fitting

as well as on the flare nut so as not to stress the fitting. Flare nut wrenches should be used on the flare nuts so as not to round the corners on the nuts. Dispose of the fuel filter according to local regulations. (Note: Filter removal will be easier if the filter mounting bracket screws are removed.)

⚠ CAUTION Wipe dirt off the fuel hose fittings at the fuel filter before disconnecting the hoses so as to keep dirt out of the fuel system.

Installing the Fuel Filter

Rotate the filter half a turn around its mounting stud if the fittings interfere with the bracket. It only fits one way.

Connect the fuel fittings before tightening the filter mounting nut. Take care not to crossthread the fuel fittings. Thread them in by hand and *tighten one flat past seating with two wrenches.*

Prime the fuel system for half a minute to fill the new filter with fuel.

Secure the access door.

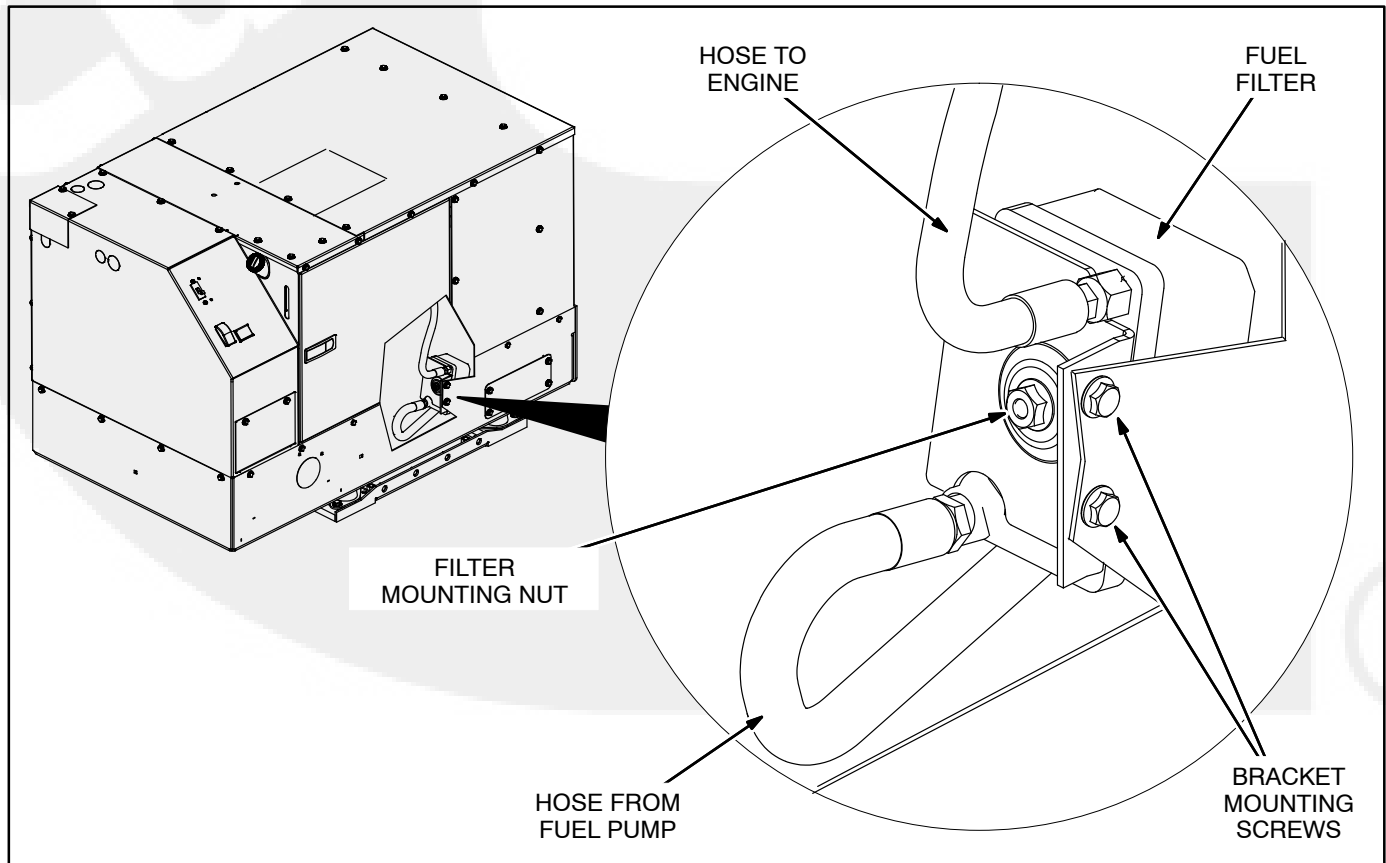


FIGURE 3-4. FUEL FILTER

MAINTAINING THE COOLANT SYSTEM

Refer to Table 3-1 for scheduled maintenance. The engine cooling system is filled with a 50/50 mixture of ethylene glycol anti-freeze and water when the genset leaves the factory, which is suitable for temperatures down to -34° F (-37° C).

Recommended Coolant

See RECOMMENDED COOLANT (p. 2-2).

Pressure Cap

Replace the pressure cap (Figure 3-5) every two years (seals deteriorate and leak). Proper cooling system pressure (14 psi) is essential for optimal engine cooling and minimal coolant loss.

Draining and Cleaning Cooling System

⚠WARNING *Hot coolant spray can cause severe burns. Let the engine cool before releasing the pressure cap or removing the drain cap.*

Accidental or remote starting can cause severe personal injury or death. Disconnect the negative (-) cable at the battery to prevent starting while working on the genset.

Let the engine cool before removing the pressure cap. Relieve any remaining pressure by turning the pressure cap slowly, without pushing down. When the pressure has been relieved, push down on the

cap, turn it the rest of the way and withdraw it. Then remove the coolant drain plug (Figure 3-5) and drain the coolant into a suitable container.

⚠WARNING *Ethylene glycol antifreeze is considered toxic. Dispose of it according to local regulations for hazardous substances.*

Flush and clean the cooling system before refilling. Radiator cleaning chemicals are available at local auto parts stores. Follow the instructions for cleaning and flushing that come with the cleaning solution.

Refilling Cooling System

Install the coolant drain plug *using pipe thread sealant*. Tighten it just enough so that it does not leak when the genset is running and has warmed up. Pull the hose connected to the pressure cap assembly out as far and as high as it will go and fill the system with coolant. When the coolant level reaches the fill opening, start and operate the genset for a few minutes and shut it down. Add more coolant if necessary and secure the pressure cap.

Fill the recovery tank with coolant mixture to the COLD mark.

Coolant Level Check

Check coolant level in the recovery tank (Figure 3-5) before the first startup of each day and fill to the COLD mark if necessary.



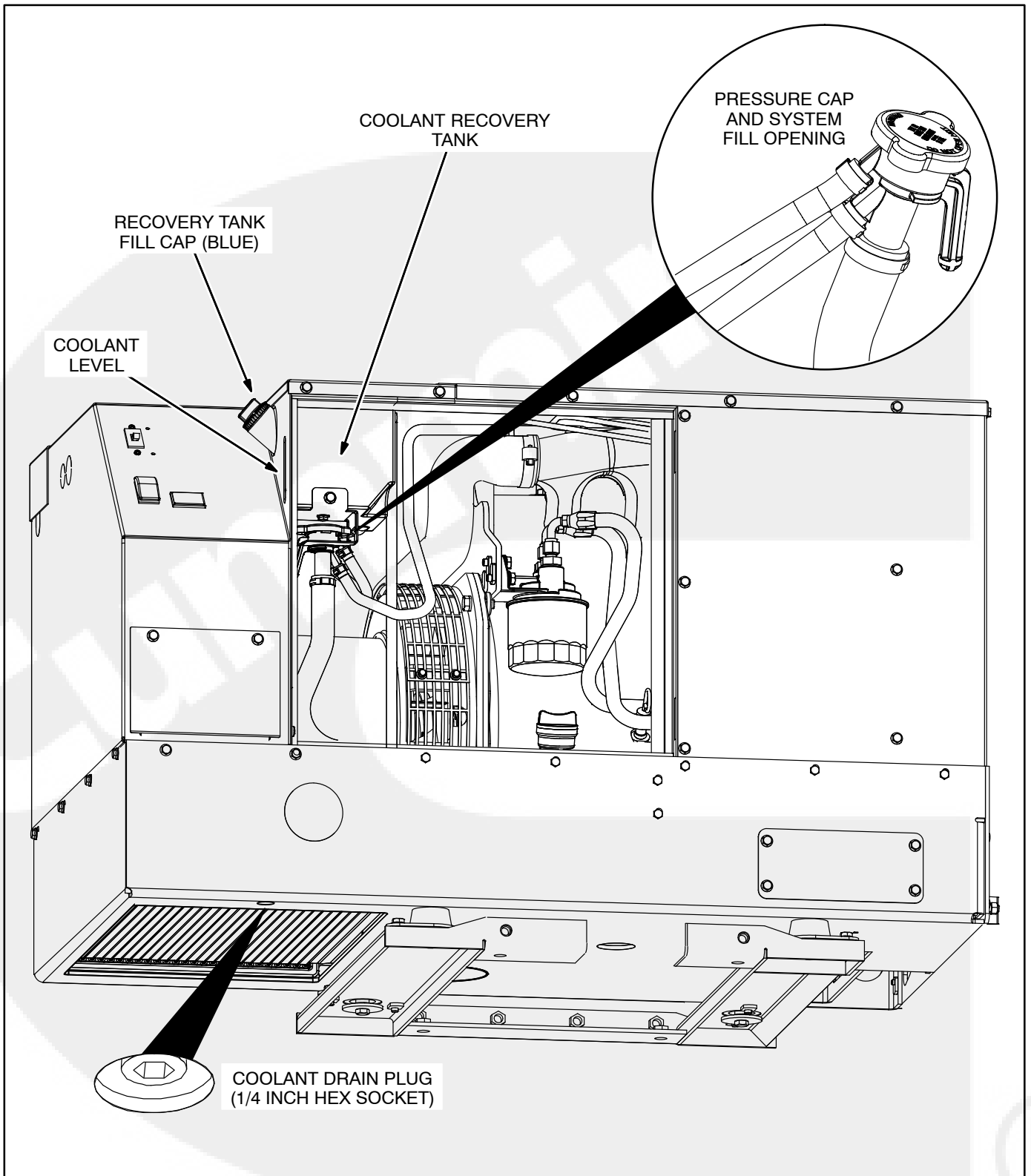


FIGURE 3-5. ENGINE COOLING SYSTEM



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4. Troubleshooting

TROUBLESHOOTING WITH TABLE 4-1

To aid troubleshooting the genset controller causes the status indicator light to blink the numeric code assigned to the fault that caused shutdown. For a brief description of the fault and step-by-step corrective action, refer to TABLE 4-1. TROUBLESHOOTING, which lists the fault codes in numerical order.

If you are unable to resolve the problem after taking the corrective actions suggested, contact an authorized Onan dealer. See HOW TO OBTAIN SERVICE (p.).

Many genset shutdowns can be avoided by performing periodic maintenance on schedule (TABLE 3-1. PERIODIC MAINTENANCE SCHEDULE) and by *not* running the genset out of fuel. Note that when the genset and propulsion engine draw from the same fuel tank, the fuel dip tubes are usually arranged so that the genset will run out of fuel first. By marking the genset empty point on the fuel gauge, it will be easier to tell when the genset may run out of fuel.

FAULT CODE BLINKING

At fault shutdown, the status indicator light will repeatedly blink sets of 1, 2, 3 or 4 blinks.

- **One blink** indicates shutdown due to high engine coolant temperature.

- **Two blinks** indicate shutdown due to a loss of engine oil pressure.
- **Three blinks** indicate a service fault. Press **Stop** once to cause the two-digit, second-level shutdown code to blink. (Pressing **Stop** again will stop the blinking.) The two-digit code consists of 1, 2, 3, 4 or 5 blinks, a brief pause, and then 1 to 9 blinks. The first set of blinks represents the tens digit and the second set of blinks the units digit of the shutdown code number. For example, **shutdown code No. 36** appears as:

blink-blink-blink—*pause*—blink-blink-blink-blink-blink-blink—
long pause—repeat

- **Four blinks** indicate that cranking time exceeded 35 seconds.
- *To avoid the possibility of anyone misinterpreting Code Nos. 3 and 4 as Code Nos. 33 and 44, the latter have not been assigned faults.*

RESTORING FAULT CODE BLINKING

The fault code stops blinking after five minutes. Press **Stop** three times within three seconds to restore fault code blinking.

Note: The last fault logged will blink even though the condition that caused the shutdown may have been corrected.



TABLE 4-1. TROUBLESHOOTING

⚠WARNING *Some genset service procedures present hazards that can result in severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform genset service. See Safety Precautions.*

NO RESPONSE AT CONTROL SWITCH

(Faulty switch, poor or missing connections, dead battery)

Corrective Action:

1. Try the genset (local) control switch if there is no response at the remote control switch, and vice versa.
 - If there is no response at either remote or local switch, go to Step 3.
 - If there is no response at the remote switch but at the local, go to Step 4.
 - If there is no response at the local switch but at the remote, go to Step 7.
2. Check for 12 VDC across genset battery cable terminal block. Service as necessary by cleaning and tightening battery cable connections, recharging or replacing the battery or replacing damaged or missing battery cables.
3. Check for 12 VDC across genset battery cable terminal block **TB1**. *If there is no voltage*, service as necessary by cleaning and tightening battery cable connections, recharging or replacing the battery or replacing damaged or missing battery cables. *If there is voltage* across **TB1**, but no response at either remote or local switch, go first to Step 4, and then, if necessary, also to Step 7.
4. Disconnect harness connector **P8** from the remote circuits. Check for **B+** (12 VDC) at **P8-C** (Start) and at **P8-E** (Stop) and for ground continuity at **P8-A** (Ground). If there is **B+** and ground continuity, service the remote switch and harness (p. 2–4). If not, go to Step 5.
5. Disconnect harness connector **P1** from the control board and check for **B+** at **P1-10** and for ground continuity at **P1-27**. If there is **B+** and ground continuity, go to Step 6. If not, go to Step 10.
6. Check for wiring continuity in the harness between connectors **P8-C** and **P1-9** (Start), **P8-E** and **P1-32** (Stop), **P8-B** and **P1-7** (Status), **P8-F** and **P1-8** (Run) and **P8-A** and **P1-27** (Ground). Repair as necessary. Make sure connector pin sockets are not damaged or corroded and that they are fully seated and can't be pulled out. Replace the control board if the genset still does not start.
7. Disconnect harness connector **P9** from control switch S1. Check for **B+** (12 VDC) at **P9-3** (Start) and at **P9-1** (Stop) and for ground continuity at **P9-2** (Ground). If there is **B+** and ground continuity, test control switch S1 and replace if necessary. If not, go to Step 8.
8. Disconnect harness connector **P1** from the control board and check for **B+** at **P1-10** and for ground continuity at **P1-27**. If there is **B+** and ground continuity, go to Step 9. If not, go to Step 10.
9. Check for wiring continuity in the harness between connectors **P9-3** and **P1-9** (Start), **P9-1** and **P1-32** (Stop), **P9-8** and **P1-7** (Status), **P9-7** and **P1-27** (Status Ground) and **P9-2** and **P1-27** (Start/Stop Ground). Repair as necessary. Make sure connector pin sockets are not damaged or corroded and that they are fully seated and can't be pulled out. Replace the control board if the genset still does not start.
10. Remove the top housing panel and check that both harness connectors labeled **B1-BAT** are secure on the starter solenoid terminal, that **GND** is secure on the chassis ground and that there is wiring continuity in the harness between connectors **P1-10** and **B1-BAT** and between connectors **P1-27** and **GND**. Repair as necessary. Make sure connector pin sockets are not damaged or corroded and that they are fully seated and can't be pulled out. Replace the control board if the genset still does not start.
11. Remove the top housing panel and replace broken or missing cables between **TB1** and the engine. Tighten loose connections.

TABLE 4-1. TROUBLESHOOTING

⚠WARNING *Some genset service procedures present hazards that can result in severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform genset service. See Safety Precautions.*

THE STARTER ENGAGES AND DISENGAGES

(Low cranking voltage)

Corrective Action:

1. Have the vehicle propulsion engine running while trying to start the genset. Its charging alternator may be able to maintain a high enough battery terminal voltage to start the genset.
2. Service the battery as necessary by cleaning and tightening connections, recharging or replacing the battery or replacing damaged battery cables.

THE STARTING BATTERIES DO NOT MAINTAIN A CHARGE

(Marginal battery, battery connections or charging system)

Corrective Action:

1. Service the battery as necessary by cleaning and tightening connections, recharging or replacing the battery or replacing damaged battery cables.
2. Have the battery recharging system serviced.
3. **Models HDKCA and HDKCB** – The genset starting battery is recharged by the vehicle engine or separate battery charger. Service as required.
4. **Models HDKCC and HDKCD** – These models have a feature whereby genset battery charging alternator **G1** can be disabled, via relay **K1**, by connecting **B+** to remote connector pin **P8-D**. Service the vehicle engine or separate battery charger if depended upon for recharging the genset starting battery. If genset battery charging alternator **G1** is not disabled, continue with Step 5.
5. Remove the top housing panel and check for wiring continuity in the harness between charging alternator **G1** and starter solenoid terminal **B+ (BAT)**. Repair as necessary.
6. Check for proper operation of relay **K1** and replace if necessary.
7. Check for wiring continuity in the harness between connectors **G1-VR** and **K1-87a**. Repair as necessary.
8. Disconnect harness connector **P1** from the control board. Check for wiring continuity in the harness between connectors **P1-24** and **K1-30**. Repair as necessary. Make sure connector pin sockets are not damaged or corroded and that they are fully seated and can't be pulled out.
9. Replace battery charging alternator **G1**.

NO AC POWER WHEN GENSET IS RUNNING

(A Circuit Breaker is OFF, tripped or malfunctioning or there are poor AC harness connections)

Corrective Action:

1. Reset or turn ON genset circuit breaker **CB1**.
2. Reset or turn ON any other circuit breaker in the AC power supply system.
3. Check voltage at genset AC output terminal block **TB2** when the genset is running. If there is approximately 120 VAC across **TB2-1** and **TB2-3** and across **TB2-2** and **TB2-3**, repair or reconnect the wiring between the genset and the main vehicle distribution panel. If there is no voltage, go to Step 4.
4. Check for proper **AC** harness connections and repair as necessary.
5. Test each circuit breaker and replace if necessary.

TABLE 4-1. TROUBLESHOOTING

⚠WARNING *Some genset service procedures present hazards that can result in severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform genset service. See Safety Precautions.*

ENGINE OVER TEMPERATURE—CODE NO. 1

(During normal operation engine coolant temperature exceeded 239° F [115° C] for 10 seconds)

Corrective Action:

1. Check engine coolant level, add coolant as necessary and repair any leaks.
2. Check for and remove any objects blocking the air inlet or outlet openings in the bottom of the genset and clean out dirt fouling the radiator passages.
3. Run fewer appliances at the same time to keep down engine temperature. (Note that high altitude and high ambient temperature decrease engine cooling capacity.)
4. Look for loose or broken fan belts and have them serviced. readjust or replace as necessary.
5. Clean and flush the cooling system to remove coolant passage fouling (p. 3-8).
6. Check for air leaks in the housing as a result of missing or loose housing panels and access covers, including the access cover for the AC terminals (Figure).
7. If loose, reconnect wiring harness connector **E3-1** to engine coolant temperature sender E3. (The Controller interprets a loose lead touching ground as high temperature.)
8. Replace the coolant thermostat, which might not be fully opening. See Engine Workshop Manual 981-0541.
9. Test temperature sender E3 and replace if necessary.

LOW OIL PRESSURE—CODE NO. 2

(During normal operation engine oil pressure dropped to less than 14 psi for 3 seconds—switch closed)

Corrective Action:

1. Check engine oil level, add oil as necessary and repair any leaks.
2. Drain the excess oil if the level is above Full on the dipstick. If the level is too high the crankshaft can whip the oil into foam, which the pump can't pump.)
3. Test low oil pressure cutoff switch S2 and replace if necessary.
4. Service the engine. See Engine Workshop Manual 981-0541.

SERVICE CHECK—CODE NO. 3

(A second-level fault occurred)

Corrective Action: Check the second-level fault code by momentarily pressing Stop. The second-level fault will be one of the following in this table.

TABLE 4-1. TROUBLESHOOTING

⚠WARNING *Some genset service procedures present hazards that can result in severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform genset service. See Safety Precautions.*

OVER CRANK—CODE NO. 4

(First-level fault code—Cranking time exceeded 35 seconds)

Corrective Action: .

1. Check fuel level and refill as necessary. (Note: The genset fuel pickup is probably higher than the vehicle engine fuel pickup.)
2. Prime the engine fuel system for one minute (p. 2-5). If the fuel pump does not operate, check for loose wiring harness connectors **E2-1** and **E2-2** and reconnect them to the pump. If they were found connected, disconnect them and power the pump directly with a 12 volt battery. Replace the fuel pump if it does not operate. If the pump operates, disconnect **P1** from the control board and check for wiring continuity in the harness between connectors **P1-24** and **E2-1** and for ground continuity at connector **E2-2**. Repair as necessary. Make sure connector pin sockets are not damaged or corroded and that they are fully seated and can't be pulled out. Replace the control board if the fuel pump still does not operate.
3. Check the engine air filter and remove any blockage (p. 3-5).
4. Change the engine oil to oil of the proper viscosity for the ambient temperature. High oil viscosity can slow down cranking speed.
5. Check all fuel fittings for fuel and air leaks and tighten as necessary. Reprime.
6. Replace the fuel filter (p. 3-7).
7. Conduct a fuel flow test and service as necessary.
8. If loose, reconnect wiring harness connector **HR-1** to the glow plug bus bar. If it was found connected, check for **B+** on the glow plug bus bar while cranking. **If there is B+**, remove the glow plug bus bar and check for electrical continuity between each glow plug terminal and ground. Replace all three glow plugs if any glow plug is open. **If there is no B+**, check for proper operation of glow plug relay **K3**. If the relay functions properly, check for wiring continuity in the harness between connectors **HR1** and **K3-87** and for ground continuity at **K3-86**. If good, disconnect harness connector **P1** from the control board and check for wiring continuity in the harness between connectors **P1-23** and **K3-85** and between **P1-10** and **K3-30**. Repair as necessary. Make sure connector pin sockets are not damaged or corroded and that they are fully seated and can't be pulled out. Replace the control board if there still is no **B+** at the glow plug bus bar during cranking.
9. Remove the governor actuator, test it for proper operation and replace if necessary. (The engine cannot start if the actuator fails to pull in its spring-loaded plunger.)
10. Service the fuel injectors and injection pump.
11. Service the internal engine governor mechanism.
12. Service a worn engine.

OVER VOLTAGE—CODE NO. 12

(After voltage regulation was enabled Output Voltage jumped to more than 150 VAC [125% of rated] for 75 milliseconds or to more than 138 VAC [115% of rated] for 3 seconds)

Corrective Action: See an authorized Onan dealer.

1. Push the line circuit breaker to OFF, start the genset and measure output voltage. If output voltage is normal, the problem is in the circuits external to the genset. If there is no voltage, test for and service a grounded or shorted main, field or quadrature windings or grounded or shorted voltage sense transformer.
2. Replace the control board.

TABLE 4-1. TROUBLESHOOTING

⚠WARNING *Some genset service procedures present hazards that can result in severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform genset service. See Safety Precautions.*

UNDER VOLTAGE—CODE NO. 13

(After voltage regulation was enabled Output Voltage fell to less than 108 VAC [90% of rated] for 5 seconds)

Corrective Action: Turn OFF the line circuit breaker on the operator's console. If the genset now runs, run it with fewer connected loads.

1. Push the line circuit breaker to OFF, start the genset and measure output voltage. If output voltage is normal, the problem is in the circuits external to the genset. If there is no voltage, test for and service a grounded or shorted main, field or quadrature windings or grounded or shorted voltage sense transformer.
2. Replace the control board.

OVER FREQUENCY—CODE NO. 14

(After the starter was engaged Frequency jumped to more than 70 Hz for 40 milliseconds or to more than 66 Hz for 6 seconds)

Corrective Action:

1. Check for a tripped genset circuit breaker, reset it if necessary, and run with fewer connected loads. (A breaker tripping under load can cause genset frequency to overshoot.)
2. Check all fuel fittings for fuel and air leaks and tighten as necessary. Reprime. (Air bubbles can disrupt frequency.)
3. Remove the governor actuator, test it for proper operation and replace if necessary.
4. Check high-idle speed and readjust if necessary.
5. Replace the control board.
6. Service the internal engine governor mechanism according to Engine Workshop Manual 981-0541.

UNDER FREQUENCY—CODE NO. 15

(During normal operation Frequency fell to less than 54 Hz for more than 8 seconds)

Corrective Action:

1. Push the line circuit breaker to OFF and restart the genset. If the genset now runs, run it with fewer connected loads, especially those with high motor starting loads such as air conditioners.
2. Check all fuel fittings for fuel and air leaks and tighten as necessary. Reprime. (Air bubbles can disrupt frequency.)
3. Replace the engine air filter and clean the spark-arrest muffler (p. 3-5).
4. Replace the fuel filter (p. 3-7).
5. Conduct a fuel flow test and service as necessary.
6. Remove the governor actuator, test it for proper operation and replace if necessary.
7. Check high-idle speed and readjust if necessary.
8. Replace the control board.
9. Service the fuel injectors and injection pump.
10. Check fuel injection timing.
11. Service the internal engine governor mechanism.
12. Service a worn engine.

TABLE 4-1. TROUBLESHOOTING

⚠WARNING *Some genset service procedures present hazards that can result in severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform genset service. See Safety Precautions.*

ACTUATOR SHORTED OR OPEN—CODE NO. 19

(At startup the Controller sensed an open or shorted governor actuator/harness)

Corrective Action: See an authorized Onan dealer.

1. If loose, reconnect wiring harness connectors **E1-1** and **E1-2** to the governor actuator. If they were found connected, disconnect the wiring harness and measure electrical resistance across the actuator leads. Replace the actuator if resistance is not 2.8 to 2.9 ohms.
2. Disconnect harness connector **P1** from the control board and check for wiring continuity in the harness between connectors **P1-28** and **E1-1** and for ground continuity at connector **E1-2**. Repair as necessary. Make sure connector pin sockets are not damaged or corroded and that they are fully seated and can't be pulled out. Replace the control board if the fault still occurs.

ACTUATOR OVERLOAD—CODE NO. 22

(Due to connected overload or low engine performance, the Controller maintained the governor actuator at full-duty cycle—maximum pulse-width-modulated square-wave signal [PWM]—for 60 consecutive seconds)

Corrective Action:

1. Reduce the number of appliances running at the same time, especially those with high motor starting loads such as air conditioners.
2. Check all fuel fittings for fuel and air leaks and tighten as necessary. Reprime.
3. Replace the engine air filter and clean the spark-arrest muffler (p. 3-5).
4. Replace the fuel filter (p. 3-7).
5. Conduct a fuel flow test and service as necessary.
6. Remove the governor actuator, test it for proper operation and replace if necessary.
7. Check high-idle speed and readjust if necessary.
8. Service the fuel injectors and injection pump.
9. Check fuel injection timing.
10. Service the internal engine governor mechanism.
11. Service a worn engine.

FAULTY ENGINE TEMPERATURE SENDER—CODE NO. 24

(After 10 minutes of normal operation the Controller checked for and sensed an open temperature sender/harness)

Corrective Action: See an authorized Onan dealer.

1. If loose, reconnect wiring harness connector **E3-1** to engine coolant temperature sender E3.
2. Test the temperature sender and replace if necessary.
3. Disconnect harness connector **P1** from the control board and check for wiring continuity in the harness between connectors **P1-21** and **E3-1**. Repair as necessary. Make sure connector pin sockets are not damaged or corroded and that they are fully seated and can't be pulled out. Replace the control board if the fault still occurs.

TABLE 4-1. TROUBLESHOOTING

⚠WARNING *Some genset service procedures present hazards that can result in severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform genset service. See Safety Precautions.*

VAC SENSE LOST—CODE NO. 27

(The Controller lost VAC sensing during normal voltage regulation when the field was functioning normally and frequency was at least 40 Hz)

Corrective Action: See an authorized Onan dealer.

1. Disconnect harness connector **P1** from the control board and check for electrical resistance between pins **P1-33** and **P1-34**, which should be approximately 586 ohms (**TX1** secondary winding, p. NO TAG). Go to Step 2 if the secondary circuit of voltage sense transformer **TX1** is good. If not, disconnect the four harness leads from **TX1** and test the transformer. Replace the transformer if either winding is faulty. If the transformer is good, check wiring continuity in harness leads **P1-33—TX1-RED** and **P1-34—TX1-GRN**. Repair or replace components as necessary. Make sure connector pin sockets are not damaged or corroded and that they are fully seated and can't be pulled out.
2. Make sure the line circuit breaker (**CB1/CB2**) is OFF, disconnect the four harness leads from **TX1** and test the transformer. Replace the transformer if either winding is faulty. If the transformer is good, check electrical resistance between harness leads **TX1-S1** and **TX1-S2**, which should be approximately twice the individual winding resistances in Table (**T1-T2 + T3-T4**). If not, check wiring continuity in harness leads **CB1-LINE—TX1-S1** and **CB2-LINE—TX1-S2** and for proper connections of both sense leads and generator leads to the line terminals on **CB1** and **CB2**. Repair, reconnect or replace components as necessary.
3. Replace the control board.

HIGH BATTERY VOLTAGE—CODE NO. 29

(During startup the Controller sensed that battery system voltage was greater than 19.2 volts for 5 milliseconds or greater than 19.2 volts for 1 second will running)

Corrective Action:

1. Check battery bank connections and reconnect if necessary so that the 12 volt batteries serving the genset are connected in parallel (12 volt) rather than in series (24 volt).
2. Select a lower battery booster charge rate.



TABLE 4-1. TROUBLESHOOTING

⚠WARNING *Some genset service procedures present hazards that can result in severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform genset service. See Safety Precautions.*

STARTING FAULT—CODE NO. 32

(The Controller could not detect cranking speed [quadrature zero crossings] for 12 seconds)

Corrective Action:

1. Have the vehicle propulsion engine running while trying to start the genset. Its charging alternator may be able to maintain a high enough battery terminal voltage to start the genset.
2. Service the battery as necessary by cleaning and tightening connections, recharging or replacing the battery or replacing damaged battery cables.
3. Change the engine oil to oil of the proper viscosity for the ambient temperature. High oil viscosity can slow down cranking speed.
4. Remove the top housing panel and check for wiring continuity in the harness between connectors **SW** (starter solenoid) and **K2-87** (starter pilot relay) and between **K2-30** and **B+** (**BAT**) (starter solenoid). Repair as necessary.
5. Check for proper operation of starter pilot relay K2 and replace if necessary.
6. Disconnect harness connector **P1** from the control board and check for wiring continuity in the harness between connectors **J1-12** and **K2-85** and for ground continuity at connector **K2-86**. Repair as necessary. Make sure connector pin sockets are not damaged or corroded and that they are fully seated and can't be pulled out.
7. Service or replace the starter motor assembly.
8. Replace the control board.

EE CHECKSUM FAULT—CODE NO. 35

(During startup the genset Controller detected an EE memory error)

Corrective Action: Replace the control board See an authorized Onan dealer.

MECHANICAL FAULT—CODE NO. 36

(The Controller declared this fault because engine speed fell below 1000 RPM for 0.5 seconds, though not by Controller action)

Corrective Action:

1. Check fuel level and refill as necessary. (Note: The genset fuel pickup is probably higher than the vehicle engine fuel pickup.)
2. Prime the engine fuel system for one minute (p. 2-5).
3. Check all fuel fittings for fuel and air leaks and tighten as necessary. Reprime.
4. Check the engine air filter and remove any blockage (p. 3-5).
5. Replace the fuel filter (p. 3-7).
6. Conduct a fuel flow test and service as necessary.
7. Remove the governor actuator, test it for proper operation and replace if necessary.
8. Replace the control board.
9. Service the engine.

TABLE 4-1. TROUBLESHOOTING

⚠WARNING *Some genset service procedures present hazards that can result in severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform genset service. See Safety Precautions.*

FIELD OVERLOAD—CODE NO. 38

(During normal voltage regulation Field Voltage exceeded 180 VAC for 10 seconds)

Corrective Action:

1. Reduce the number of air conditioners running at the same time, and other appliances that cause low power factor. (The lower the power factor of a motor or compressor, the more current it draws per kilowatt. The genset Controller, in turn, must boost field voltage to meet the higher demand for current imposed by low power factor.)
2. Have the air conditioners and other appliances checked for proper operation. (A locked compressor rotor can cause a very low power factor.)
3. Test the generator field and stator windings and service as necessary.

GENERATOR ROTOR SHORT—CODE NO. 41

(While flashing the field the Controller sensed that the rotor circuit was shorted to ground)

Corrective Action: See an authorized Onan dealer.

1. Disconnect Generator connector **J3/P3** and check for a short to ground at **P3-7** and at **P3-8**. Service or replace brushes, slip rings and rotor as necessary.
2. Replace the control board.

ROM FAULT—CODE NO. 42

(During startup the genset Controller detected a ROM memory error)

Corrective Action: Replace the control board See an authorized Onan dealer.

RAM FAULT—CODE NO. 43

(During startup the genset Controller detected a RAM memory error)

Corrective Action: Replace the control board (p. NO TAG) See an authorized Onan dealer.

SPEED SENSE LOST—CODE NO. 45

(After start disconnect the Controller lost speed sense [quadrature zero crossings] for 0.25 seconds)

Corrective Action: See an authorized Onan dealer. Replace the control board See an authorized Onan dealer.

1. Disconnect Generator connector **J3/P3** and check for open and shorted field (**P3-7—P3-8**) and quadrature (**P3-3—P3-6**) windings. Service or replace brush block, slip rings, rotor or stator as necessary.
2. Replace the control board.

TABLE 4-1. TROUBLESHOOTING

⚠WARNING *Some genset service procedures present hazards that can result in severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform genset service. See Safety Precautions.*

LOSS OF FIELD SENSE—CODE NO. 48

(The field sense circuit on the Controller circuit board failed during normal voltage regulation)

Corrective Action: Replace the control board See an authorized Onan dealer.

OVERPRIME—CODE NO. 57

(The local or remote control switch was held in the Prime position for more than 3 minutes)

Corrective Action: Check for and remove any object that may be holding either control switch (remote or local) in the prime position.





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5. Specifications

MODEL:	HDKCA	HDKCB
GENSET CONTROL: Integrated Microprocessor-Based Engine and Generator Controller		
GENERATOR: Single-Bearing, 4-Pole Rotating Field, 1800 RPM		
Power (@1.0 power factor)	10,000 W	12,500 W
Voltage	120 / 240	120 / 240
Frequency	60 Hz	60 Hz
Number of Phases	1	1
Current	41.7 amps per leg	52.1 amps per leg
Line Circuit Breaker	2-pole, 45 amp	2-pole, 50 amp
FUEL CONSUMPTION:		
No-load	0.11 gph (0.41 lph)	0.11 gph (0.41 lph)
Half-load	0.48 gph (1.82 lph)	0.48 gph (1.82 lph)
Full-load	1.01 gph (3.8 lph)	1.2 gph (4.54 lph)
ENGINE: 3-Cylinder In-Line, Water-Cooled, Indirect-Injection (IDI), 4-Stroke Cycle Diesel		
Bore	3.43 in (87 mm)	
Stroke	3.64 in (92.4 mm)	
Displacement	100.5 in ³ (1,647 cc)	
Compression Ratio	22.6 : 1	
Fuel Injection Timing (BTDC)	14.50° (Spec A-B)	14.25° (Begin Spec C)
Firing Order	1-3-2	
Fuel Nozzle Injection Pressure	1991 psi (13.731 mPa)	
Cylinder Compression Test	370 psi (2.55 mPa) minimum	
Valve Lash: Intake & Exhaust (cold)	0.0071 to 0.0087 in (0.18 to 0.22 mm)	
Oil Capacity (with filter)	5.9 quart (5.6 liter)	
Cooling System Capacity	6.6 quart (6.2 liter)	
DC SYSTEM:		
Nominal Battery Voltage	12 volts	
Minimum Battery Capacity CCA (Cold Cranking Amps)	475 amps down to 0°F (-17°C) 650 amps down to -20°F (-29°C)	
Battery Recharging	Installer must provide for battery charging	
WEIGHT:	792 lbs (359 kg)	816 lbs (370 kg)
SIZE (L x W x H): 41.4 x 24.5 x 27 in (105 x 62 x 68.6 cm)		
SOUND LEVEL: 68 dB(A) @ 10 ft (3m) & 54 dB(A) @ 50 ft (15m)—in “free field site” @ half load		

SPECIFICATIONS

MODEL:	HDKCC	HDKCD
GENSET CONTROL: Integrated Microprocessor-Based Engine and Generator Controller		
GENERATOR: Single-Bearing, 4-Pole Rotating Field, 1800 RPM		
Power (@1.0 power factor)	10,000 W	12,000 W
Voltage	120 / 240	120 / 240
Frequency	60 Hz	60 Hz
Number of Phases	1	1
Current	41.7 amps per leg	50 amps per leg
Line Circuit Breaker	2-pole, 45 amp	2-pole, 50 amp
FUEL CONSUMPTION:		
No-load	0.11 gph (0.41 lph)	0.11 gph (0.41 lph)
Half-load	0.48 gph (1.82 lph)	0.48 gph (1.82 lph)
Full-load	1.01 gph (3.80 lph)	1.20 gph (4.54 lph)
ENGINE: 3-Cylinder In-Line, Water-Cooled, Indirect-Injection (IDI), 4-Stroke Cycle Diesel		
Bore	3.43 in (87 mm)	
Stroke	3.64 in (92.4 mm)	
Displacement	100.5 in ³ (1,647 cc)	
Compression Ratio	22.6 : 1	
Fuel Injection Timing (BTDC)	14.50° (Spec A-B)	14.25° (Begin Spec C)
Firing Order	1-3-2	
Fuel Nozzle Injection Pressure	1991 psi (13.731 mPa)	
Cylinder Compression Test	370 psi (2.55 mPa) minimum	
Valve Lash: Intake & Exhaust (cold)	0.0071 to 0.0087 in (0.18 to 0.22 mm)	
Oil Capacity (with filter)	5.9 quart (5.6 liter)	
Cooling System Capacity	6.6 quart (6.2 liter)	
DC SYSTEM:		
Nominal Battery Voltage	12 volts	
Minimum Battery Capacity CCA (Cold Cranking Amps)	475 amps down to 0°F (-17°C) 650 amps down to -20°F (-29°C)	
Maximum Regulated Charging Current	20 amps	
WEIGHT:	816 lbs (370 kg)	816 lbs (370 kg)
SIZE (L x W x H): 41.4 x 24.5 x 27 in (105 x 62 x 68.6 cm)		
SOUND LEVEL: 68 dB(A) @ 10 ft (3m) & 54 dB(A) @ 50 ft (15m)—in “free field site” @ half load		

6. Bolt Torques

	lb-ft	N-m
Housing Panel Screws	7-9	10-12
Intake Air Hose Clamp Screws	7-9	10-12
Intake Air Resonator Mounting Screws	6-12 lb-inch	0.7-1.4
Radiator Access Plate Screws	7-9	10-12
Fuel Pump and Fuel Filter Bracket Mounting Screws	7-9	10-12
Fuel Fittings at Pump and Fuel Filter—One Flat passed finger tight.	–	–
Exhaust Assembly Flange Screws and Nuts	16-20	22-28
Battery Cable Terminal Block Terminal Nuts	6.7-8.3	9-11
Battery Cable Terminal Block Mounting Screws	7-9	10-12
Starter Solenoid Terminal Nuts	4.4-8.7	5.9-11.8
AC Output Terminal Block Terminal Screws	12-14 lb-inch	1.4-1.6
AC Output Terminal Block Mounting Screws	20-22 lb-inch	2.2-2.5
Circuit Breaker Terminal Screws	12-14 lb-inch	1.4-1.6
Circuit Breaker Mounting Screws	12-14 lb-inch	1.4-1.6
Vibration Isolator Mounting Screws	7-9	10-12
Primary Vibration Isolator Center Bolt*	43-53	58-72
Secondary Vibration Isolator Center Bolt*	27-30	37-41
Generator Drive Disc to Flywheel Bolts*	24-32	33-44
Generator Drive Disc to Rotor Bolts*	19-21	25-29
Generator Through Bolt Nuts*	20-25	28-34
Generator to Flywheel Housing Bolts*	39	52
Flywheel Housing Mounting Bolts*	30-40	41-55
Flywheel Mounting Bolts*	65-80	88-108
Starter Mounting Bolts*	18-22	24-30
Engine Mounting Bracket Bolts*	36-43	48-58
Engine Lifting Bracket Bolts*	18-22	24-30
Engine Oil Drain Plug*	32	44
Fan Spacer Bolts*	18-22	24-30
Free-Spinning Fan Coupling (Pulley)*	103-118	137-157
M6 Engine Bolts Except When Otherwise Specified*	5.8-6.9	7.9-9.3
M8 Engine Bolts Except When Otherwise Specified*	13.0-15.2	17.7-20.6
M10 Engine Bolts Except When Otherwise Specified*	28.9-33.3	39.2-45.1
M12 Engine Bolts Except When Otherwise Specified*	46.3-53.5	62.8-72.6
Oil Filter Adapter Mounting Nut	40-50	–
Remote Oil Line Fittings	24-26	–
Remote Oil Filter Elbow — One Full Turn Past Hand Tighten	–	–

* – Use engine oil as a thread lubricant.



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