

OM200C12

For Models: M200C12

OPERATOR'S MANUAL

Marine Generators | Marine Diesel Engines | Land-Based Generators



NORTHERN LIGHTS
MARINE GENERATORS





— CALIFORNIA —
Proposition 65 Warning:

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

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Printed in U.S.A.
PART NO.: OM200C12 5/13



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MARINE GENERATORS

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for Model:
M200C12

*Read this operator's manual thoroughly before starting to operate your equipment.
This manual contains information you will need to run and service your new unit.*

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Introduction

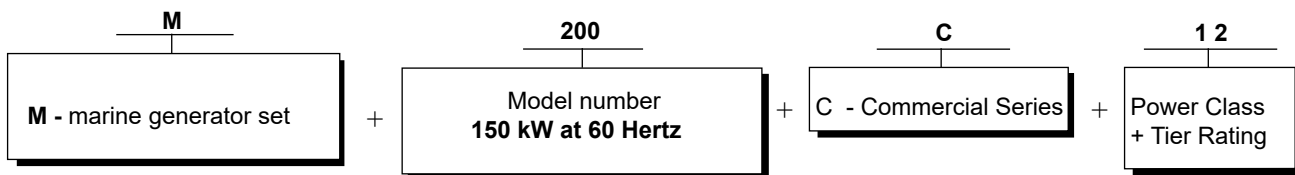
Servicing of marine engines and generator sets presents unique problems. In many cases boats cannot be moved to a repair facility. Marine engines cannot be compared to the servicing of automobiles, trucks or even farm equipment. Failures often occur in remote areas far from competent assistance. Marine engines are taxed far more severely than auto or truck engines; therefore, maintenance schedules must be adhered to more strictly.

Failures begin with minor problems that are overlooked and become amplified when not corrected during routine maintenance.

As operator, it is your obligation to learn about your equipment and its proper maintenance. This is not a comprehensive technical service manual. Nor will it make the reader into an expert mechanic. Its aim is to aid you in maintaining your unit properly.

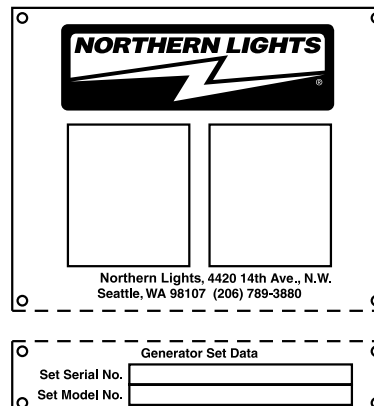
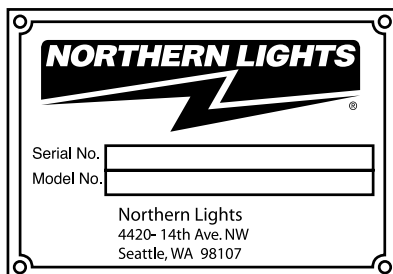
Model Numbers

Model numbers give the unit's application, block model, aspiration, and RPM:



Serial Numbers

When referencing equipment by serial number, please refer only to the number stamped on the serial number plate.



Warranty

A warranty registration certificate is supplied with your set. The extent of coverage is described in the Limited Warranty Statement. We recommend that you study the statement carefully.

NOTE: If the warranty is to apply, the servicing instructions outlined in this manual must be followed. If further information is needed, please contact an authorized dealer or the factory.

Safety Rules



NOTICE: *Accident reports show that careless use of engines causes a high percentage of accidents. You can avoid accidents by observing these safety rules. Study these rules carefully and enforce them on the job.*

IMPORTANT SAFETY INSTRUCTIONS.

Electromagnetic equipment, including generator sets and their accessories, can cause bodily harm and life threatening injuries when improperly installed, operated or maintained. To prevent accidents be aware of potential dangers and act safely.



READ AND FOLLOW ALL SAFETY INSTRUCTIONS IN THIS MANUAL, PRIOR TO THE INSTALLATION OF ANY GENERATOR SET OR ACCESSORY. KEEP THESE INSTRUCTIONS FOR FUTURE REFERENCE.

Recognize Safety Symbols and Instructions

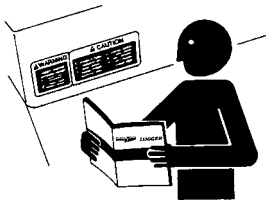
In addition to the information found in this section, this operator's manual uses three different signal words to outline potential dangers of a specific nature.

	DANGER	DANGER indicates a hazardous situation which, if not avoided, will result in death or serious injury.
	WARNING	WARNING indicates a hazardous situation which, if not avoided, could result in death or serious injury.
	CAUTION	CAUTION indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.

Follow All Safety Instructions

Carefully read and understand all safety messages in this manual and on your machine's safety signs. Keep signs in good and clean condition. Replace missing or damaged signs. Be sure new equipment components and repair parts include the current safety signs. For replacement signs, proper placement of safety signs or clarification on any safety issue, consult your Northern Lights dealer or the factory.

There can be additional safety information contained



on parts and components from outside suppliers that is not reproduced in this manual. Consult the suppliers for additional safety information.

Learn how to operate the machine and how to use the controls properly. Only trained personnel should operate machines, or work on or around them.

Keep you machine in proper working condition. **UNAUTHORIZED MODIFICATIONS TO THE MACHINERY MAY IMPAIR ITS FUNCTION AND SAFETY PARAMETERS.**

Prevent Bypass and Accidental Starting



Do not start engine by shorting across start terminal. Engine will start if normal circuitry is bypassed, creating a hazard by runaway machinery.



Start engine only from operator's station.

Handle Fuel Safely - Avoid Flames



Diesel is highly flammable and should be treated with care at all times. Do not refuel while smoking or when near sparks or open flame.

ALWAYS STOP ENGINE BEFORE FUELING MACHINE. Always fill portable fuel tank outdoors. Never fuel a hot engine.



Safety Rules

Prevent accidental discharge of starting fluids by storing all cans in a cool, safe place, away from sparks or open flame. Store with cap securely on container. Never incinerate or puncture a fuel container.

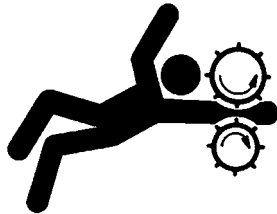
Prevent fires by keeping machine clean of accumulated trash, grease and debris. Always clean any spilled fuel as swiftly as possible. Do not store oily rags, which can ignite and burn spontaneously.

Be prepared if a fire starts. Keep a first aid kit and fire extinguisher handy. Keep emergency contact numbers for fire department, doctors, ambulance and hospital near the telephone.

Service Machines Safely

! DANGER

Do not wear a necktie, scarf, necklace, rings or other jewelry, or any loose clothing when working near moving parts. Tie long hair behind your head. If any of these items get caught in moving machinery, severe injury or death could result.



Check for any loose electrical connections or faulty wiring.

Look completely around engine to make sure that everything is clear before starting.

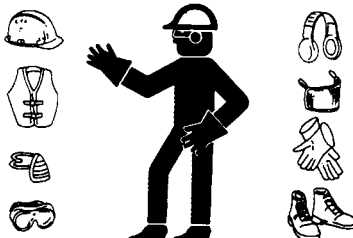
Wear Protective Clothing

! WARNING

To prevent catching anything in moving machinery, always wear close fitting clothes and safety equipment appropriate to the job.

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

Wear suitable authorized hearing protection, such as earmuffs or plugs to protect against loud noises



Operating equipment requires the full attention of the operator. Do not use radio or music headphones while operating machinery.

Practice Safe Maintenance

! CAUTION

Understand all service procedures before starting work. Keep area clean and dry. Never lubricate, service, or adjust machine while it is in operation.



Keep hands, feet and clothing away from power-driven equipment. When shutting down an engine, disengage all power and operator controls. Allow the engine to cool completely before beginning any service work.

Securely support any machinery elements that must be raised for service work with support or lifting machinery specifically intended for that purpose.

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

Disconnect battery ground cable (-) before making any adjustments or service work.

Stay Clear of Rotating Drivelines

! DANGER

Entanglement in rotating drivelines can cause serious injury or death. Keep shields in place at all times. Make sure that rotating shields turn freely in pace with the drivelines.

Do not wear loose fitting equipment around rotating drivelines. Stop the engine and make sure that all moving parts have stopped before making any adjustments, connections, or performing any other type of service to the engine or other driven equipment.



Safety Rules (Continued)

Install all Safety Guards

! WARNING

Direct contact with rotating fans, belts, pulley and drives can cause serious injury.

Keep all guards in place at all times during engine operation.

Wear close-fitting clothes. Stop the engine and be sure all fans, belts, pulleys and drives are stopped before making adjustments, connections, or cleaning near fans and their components.

Do not allow anything on your person to dangle into or come in contact with a moving fan, belt, pulley or drive. Fans can act as vacuums and pull materials up from below, so avoid that area as well while in service.



To Avoid Hazards:

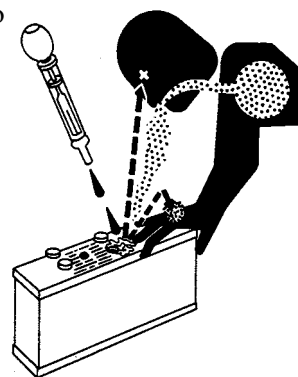
- Fill batteries only in well-ventilated areas.
- Wear appropriate eye protection and rubber gloves.
- Never use air pressure to clean batteries.
- Wear appropriate ventilation equipment to avoid inhaling fumes when adding electrolyte.
- Do not spill or drip electrolyte.
- Use correct jump-start procedure if required.

If acid is spilled on skin or in eyes:

1. Flush skin with water.
2. Apply baking soda or lime to help neutralize acid.
3. Flush eyes with water for 15-30 minutes.
4. Get medical attention immediately.

If acid is swallowed:

1. DO NOT induce vomiting.
2. Drink large amounts of water or milk, without exceeding 2 liters (2 quarts)
3. Get medical attention immediately



Safe Battery Handling

! WARNING

Prevent Battery Explosions

Battery gas is highly flammable. Battery explosions can cause severe injury or death. To help prevent battery explosions, keep sparks, lighted matches and open flame away from the top of battery. When checking battery electrolyte level, use a flashlight.

Never check battery charge by contacting the posts with a metal object. Use a volt-meter or hydrometer.

Frozen batteries may explode if charged. Never charge a battery that has not been allowed to warm to at least 16°C (60°F).

Always remove grounded (-) battery clamp first and replace ground clamp last.

Sulfuric acid in battery electrolyte is poisonous and strong enough to burn skin, eat holes into clothing and other materials, and cause blindness if splashed into eyes.



! WARNING

Battery posts, terminals, and related accessories can contain lead and lead compounds, chemicals known to the State of California to cause cancer and reproductive harm. Wash hands after handling.

Handle Chemical Products Safely

! WARNING

Direct exposure to hazardous chemicals can cause serious injury. Among the potentially hazardous chemicals that may be used with Northern Lights products are lubricants, coolants, paints and adhesives.



All potentially hazardous chemicals come with a Material Safety Sheet (MSDS). The MSDS provides specific details on chemical products, including physical hazards, safety procedures and emergency response techniques

Safety Rules (Continued)

Read and understand the MSDS for each chemical before you start any job that includes it. Follow the procedures and use appropriate equipment exactly as recommended.

Contact your dealer or factory for MSDS's used on products.

Work in Well Ventilated Areas

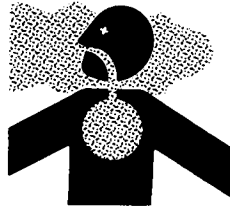
CAUTION

Exhaust fumes from engines contain carbon monoxide and can cause sickness or death. Work in well ventilated areas to avoid prolonged exposure to engine fumes. If it is necessary to run an engine in an enclosed area, route the exhaust fumes out of the area with an approved, leak proof exhaust pipe extension.

Remove Paint Before Welding or Heating

WARNING

Hazardous fumes can be generated when paint is heated by welding, soldering or using a torch. To avoid potentially toxic fumes and dust, remove paint before heating.



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

Do not use a chlorinated solvent in an area where welding will occur. Work only in areas that are well ventilated. Dispose of paint and solvent properly.

Service Cooling System Safely

WARNING

Opening a pressurized cooling system can release explosive fluids and causing serious burns. Before opening any pressurized cooling system, make sure the



engine has been shut off. Do not remove a filler cap unless it is cool enough to comfortably grip with bare hands. Slowly loosen cap to relieve pressure before opening fully.

Avoid High Pressure Fluids

WARNING

Relieve pressure prior to disconnecting pressurized lines. Escaping fluid under pressure can penetrate the skin causing serious injury. Always relieve pressure before disconnecting hydraulic or other pressurized lines. Tighten all connections firmly before re-applying pressure.



If searching for leaks, use a piece of cardboard. Always protect your hands and other body parts from high-pressure fluids.

If an accident occurs, see a doctor immediately. Any high pressure spray injected into the skin must be removed within a few hours to prevent the risk of gangrene or other infection.

Avoid Heating Near Pressurized Fluid Lines

WARNING

Flammable spray can be generated by heating near pressurized fluid lines, resulting in severe burns and bodily injury. Pressurized lines can rupture when heat goes beyond the immediate flame area. Do not weld, solder or use a torch or open flame near pressurized lines or other flammable fluids.



Do Not Open High-Pressure Fuel System

DANGER

Many engines use high-pressure fuel injection. High-pressure fluid remaining in fuel lines can cause serious injury. Do not disconnect or attempt any repair of fuel lines, sensors, or other

Safety Rules (Continued)

components between the high-pressure fuel pump and nozzles on engines with high pressure fuel systems.



ONLY AUTHORIZED TECHNICIANS CAN PERFORM REPAIRS ON AN HIGH PRESSURE FUEL INJECTION SYSTEMS.

Avoid Hot Exhaust



Avoid exposure to and physical contact with hot exhaust gases. Exhaust parts and streams can reach high temperatures during operation, leading to burns or other serious injury.



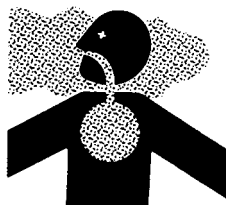
Cleaning exhaust filters can also lead to exposure to hot exhaust gas and the injury risk associated with it. Avoid exposure to and physical contact with hot exhaust gases when cleaning exhaust filters.

During auto or manual/stationary exhaust filter cleaning operations, the engine will run at elevated temperatures for an extended period of time. Exhaust parts and streams can reach high temperatures during operation, leading to burns or other serious injury.

Avoid Harmful Asbestos Dust



Inhaling asbestos fibers may cause lung cancer. Avoid breathing any dust that may be generated when handling components containing asbestos fibers, including some gaskets.



The asbestos used in these components is usually found in a resin or otherwise sealed. Normal handling of these components is not dangerous, as long as airborne dust containing asbestos is not generated.

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

material containing asbestos. Keep all bystanders away from any area where asbestos dust may be generated.

Use Proper Lifting Equipment and Techniques



Lifting heavy components incorrectly can cause severe injury or damage to machinery. Avoid unbalanced loads. Do not use lifting eyes. Lift the generator set using lifting bars inserted through the lifting holes on the skid. Follow all recommended removal and installation procedures in this and associated Northern Lights manuals.



Use Proper Tools



Makeshift tools and procedures can create safety hazards. Always use appropriate tools for the job.



Use power tools only to loosen threaded parts and fasteners. For loosening and tightening hardware, always use the correct sized tools.

Do not use US measurement tools on metric fasteners, or vice versa. Use only service parts that meet Northern Lights specifications.

Dispose of Waste Properly



Disposing of waste improperly can threaten the environment and lead to unsafe working conditions. Potentially harmful waste used in Northern Lights equipment can include oil, fuel, coolant, filters and batteries.

Use leakproof containers to drain fluid. Do not use food or beverage containers that may mislead someone into drinking from them.

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

Lock Out / Tag Out Procedures

Scope

During maintenance, repairs or retooling of a Northern Lights generator set, simply turning the machine off or unplugging it while it is being worked on does not give enough protection to others who are not performing the maintenance or repair. Many serious accidents happen when someone thought the machine was turned off, or all of its energy was safely blocked or released.

General Policy

CAUTION

To avoid dangerous or hazardous situations, refrain from any of the following:

- Removing or bypassing a guard or other safety device
- Placing any part of your body in a position where you could be caught by moving machinery.
- Cleaning or oiling machinery when in operation.
- Adjusting circuits, chillers, pumps, air handlers, valves, circuit breakers or fans while in operation.
- Working on piping or high pressure systems.

Lock Out/Tag Out Instructions - Electrical Equipment

WARNING

Be sure the equipment's ON/OFF switch is in the OFF position and is unplugged from any electrical source before attempting to perform any type of work on the equipment. Obtain an electrical plug cap cover with a lockset. Secure the plug terminal end using the electrical plug lockout cap. Lock the cap and retain the key.

If the equipment is directly wired into an electrical box with a shut off switch, obtain a lock pad and/or the appropriate colored tags and place the lock and tag through the shut off lever. Retain the key until the repair is completed and the machine is safe to start. Be certain the shut off lever is in the OFF position before restarting. NEVER give a lock out key to unauthorized personnel.

If the equipment is directly wired into an electrical box without a shut off switch and lock out capability, then a circuit breaker lock out will be required. Obtain a circuit lock and tag set. Install the lock onto the circuit breaker box. Ensure the unit ON/OFF switch is in the OFF position before restarting.

Lock Out/Tag Out Instructions - Pneumatic and Hydraulic Equipment

WARNING

For servicing pneumatic and hydraulic equipment, the following additional procedures must be implemented, following completion of lock out/tag out procedures for the unit to be serviced:

Shut off air, water or supply valves at the equipment to be serviced.

Check the local bleed-off point for completed release of pressurized air, water or oil.

If shutting off of air, water or other material cannot be achieved at the local supply valve, shut off valves further back in the system and re-check the bleed-off point until complete shut-off is achieved.

Affix a DO NOT OPERATE tag to each valve handle that requires shut off. Each DO NOT OPERATE tag must be signed and dated by the authorized technician servicing the equipment.

Lock Out/Tag Out Instructions - Air Hose Connected Pneumatic Equipment

WARNING

Equipment connected to the compressed air system through an air hose with a detachable fitting must be shutdown and unplugged. Excess air must be bled prior to removing the air hose, prior to any maintenance or repair activities.

Affix a DO NOT OPERATE tag to the air hose near the detachable fitting. Each DO NOT OPERATE tag must be signed and dated by the authorized technician servicing the equipment. Check that the equipment cannot be operated by activating the ON switch.

Stored Energy

WARNING

Immediately after applying Lock Out or Tag Out devices, ensure that all potentially hazardous stored or residual energy is relieved, disconnected, restrained and otherwise rendered safe.

Verification of Isolation

CAUTION

Verify the machinery or equipment is actually isolated and de-energized prior to beginning work on a machine or on equipment that has been locked out.

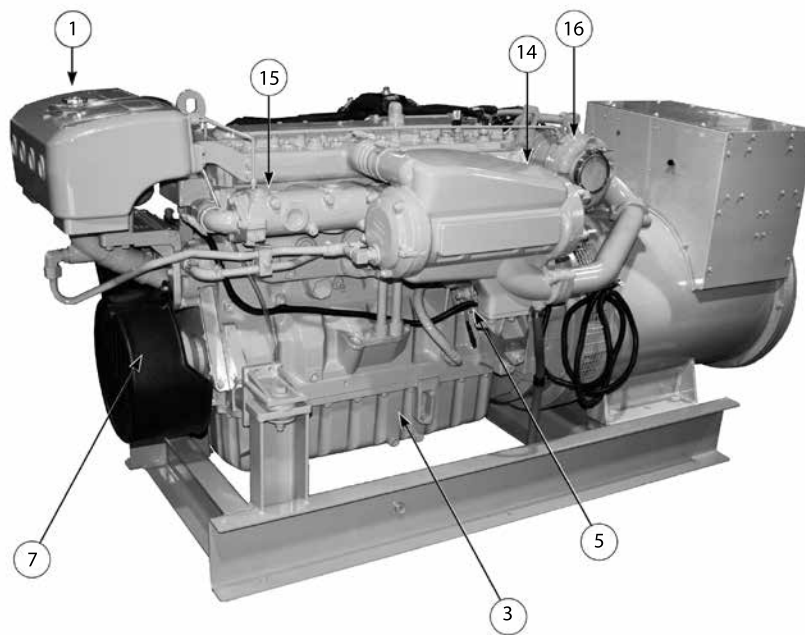
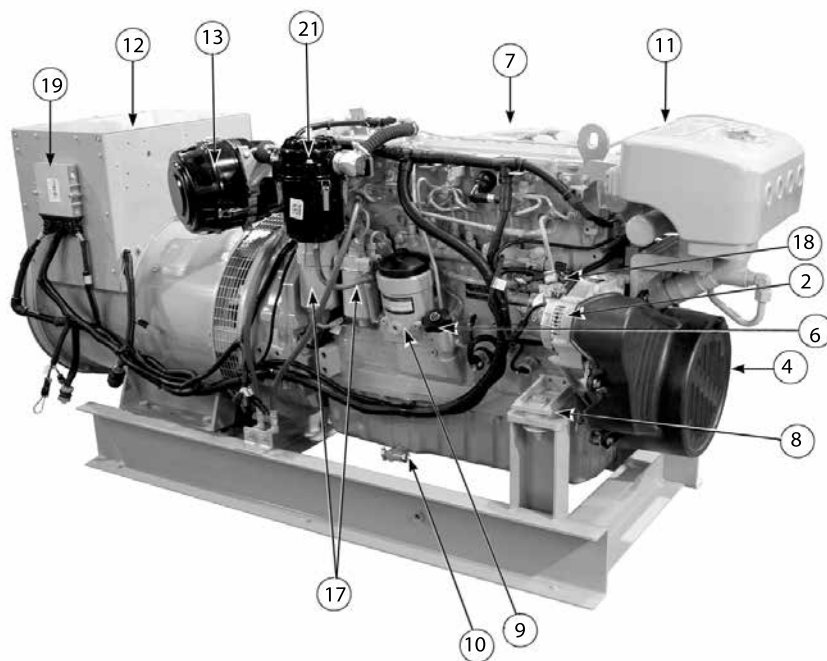
Restarting Procedures

CAUTION

Follow the procedures below prior to restoring energy:

- Ensure that all machinery or equipment is properly reassembled. Inspect the machinery or equipment to verify non-essential items have been removed.
- Ensure that all personnel are safely outside danger zones. Notify personnel that lock out/tag out devices have been removed and energy will be reapplied.
- Only authorized personnel may remove lock out/tag out devices or notices.

Component Locations



Figures 1 & 2: M200C12

- | | | | |
|---------------------|-----------------------------|----------------------|-------------------------------|
| 1. Coolant Fill | 6. Lube Oil Fill & Dipstick | 11. Expansion Tank | 16. Turbocharger |
| 2. DC Alternator | 7. Coolant Pump | 12. Junction Box | 17. Fuel Filters |
| 3. Crankcase | 8. Center Banded Mounts | 13. Air Cleaner | 18. Fuel Injection Pump |
| 4. Belt Guard | 9. Oil Filter | 14. Aftercooler | 19. ECU |
| 5. Electric Starter | 10. Lube Oil Drain | 15. Exhaust Manifold | 20. Coolant Inlet |
| | | | 21. Crankcase Breather Filter |

Control Panel



Figure 5: Series 3B Generator Control Panel

1. SHUTDOWN BYPASS SWITCH

This switch bypasses the safety shutdown feature during the starting process.

2. ENGINE CONTROL SWITCH

To start the engine, hold this switch in the START position until the engine is running.

NOTE: Excessive cranking of marine sets equipped with water lift muffler systems can cause engine damage.

After the engine starts, release the switch and it will return to RUN position. To stop the engine, hold the switch in the STOP position.

3. OIL PRESSURE GAUGE

The oil pressure gauge shows the oil pressure in the engine lubricating system. If the pressure drops below 15 PSI at a speed higher than idling, stop the engine and investigate.

4. COOLANT TEMPERATURE GAUGE

Water temperature gauge shows the temperature of the cooling water. If the gauge registers over 200° (93.3°C) or drops below 140° (60°C), stop the engine and investigate.

5. HOUR METER

Keeps track of the engine running time.

6. DC VOLTMETER

When the engine is running, it indicates the voltage output of the alternator.

Operating Procedures

BEFORE STARTING

1. Check the water level by removing the pressure cap from the expansion tank. In order to give the cooling water room to expand, the level should be about 1 3/4 in. (4-5 cm) below the filler cap sealing surface when the engine is cold. When filling with coolant, the venting cock on top of the turbocharger should be opened to ensure that no air pockets form in the cooling system (**see Service Point #14**).



CAUTION: Use protective clothing and open the filler cap carefully when the engine is warm to prevent burns.

2. Check the oil level in the crankcase with the dipstick. The oil level should be between the “waffled area” and the “oo”. Never allow the level to go below the “oo”. Always add the same viscosity of oil as is already in the crankcase (**see Service Point #1**).
3. Check the fuel tank level and open any fuel valves.
4. Disengage clutch, if equipped.
5. Close the seacock, check and clean the strainer and reopen the seacock.
6. Place the battery switch in the ON position.

NOTE: The battery switch must always be kept ON while the engine is running. If the switch is turned OFF while the engine is running, the battery charging regulator could be ruined.

Starting

1. While holding the Shutdown Bypass switch in the ON position, push the Engine Control switch to the START position.
2. As soon as the engine starts, release both switches.
Do not crank the starter for more than 20 seconds.
3. If the engine fails to start the first time, be sure the starter has stopped before re-engaging. Wait 2 minutes before starting engine again.

NOTE: If there is a governor locked at a specific speed on the generator set, there may not be a slow idle function, so in that case operate the engine at high idle for 1 to 2 minutes before adding load. If the stand-by generator set is loaded as soon as it reaches rated speed, this procedure would not apply.

Operating

1. Check Gauges Often: Oil pressure must be above 29 PSI (if not above 15 PSI within 5 seconds of starting, the engine should be stopped and the problem should be explored). Normal oil pressure is 50 PSI at rated load speed (1800 to 2500 RPM). Oil temperature should be 115°C (240°F) for normal operating temperature. The D.C. voltmeter should read between 13 and 14 volts (26-28 volts, 24 volt systems).
2. Check AC voltage and frequency meters (Series 4 Panel). If gauges deviate from normal levels, shut down the set and investigate.
3. Check belt for good alignment.
4. Let the unit run unloaded for a three to five minute warm-up period before applying load.
5. Do not add full electrical load until engine is at maximum operating temperature.

NOTE: If engine dies while under load, immediately remove load and restart engine. Turbocharger parts could overheat if the oil flow stopped.

Shutdown

1. Turn the Engine Control Switch to the OFF position.
2. Close the sea cock and fuel valves, and put the battery switch in the OFF position if the unit will be off for an extended period.

NOTE: Do not turn the battery switch to OFF while the engine is running.

SHUTDOWNS AND ALARMS

1. Your unit is fitted with a system to protect it from high water temperature or low oil pressure.
 - a. Generator sets have shutdown systems to stop the engine. They have no warning horns.
 - b. Other alarms and shutdowns are available as optional equipment.

NOTE: Do not rely on your warning or shutdown system to the exclusion of careful gauge monitoring. Watching your gauges can prevent damage to the unit and dangerous power losses.

Operating Procedures

2. Do the following when your shutdown system is activated:
 - a. Check the temperature gauge. If the temperature is above 205°F (97°C), shut off the engine immediately.
 - b. Use the Trouble Shooting Guide on pages 22- 24 to isolate the cause of the overheat.



CAUTION: Do not remove the water fill cap of an overheated engine. Escaping high temperature steam can cause severe burns. Allow the engine to cool and then remove the cap slowly, **using protective clothing.**

- c. Make repairs and restart after the temperature gauge registers below 180°F (83°C).
 - d. Watch the temperature gauge regularly and turn off the unit if the temperature rises above 200°F (94°C). Repeat the troubleshooting process.
3. If the shutdown is activated and the temperature gauge shows temperature within normal temperature range:
 - a. Check the engine crankcase oil level.
 - b. If the oil level is low, fill with recommended lubricating oil and restart. Watch the oil pressure gauge carefully and shut off the engine if it does not show a normal reading after a few seconds of operation.
 - c. If the oil level was normal, DO NOT restart the engine. Call your dealer for assistance.

BREAK-IN PERIOD

1. Your engine is ready to be put into service. However, the first 100 hours on a new or reconditioned engine are critical to its life and performance. This is especially true of an engine that runs at a constant speed such as a generator engine.
2. Operate with an average of 75% load on your engine for the first 100 hours. Maintain no less than a 50% load to ensure proper seating of the piston rings.
3. Oil consumption is greater during break-in as piston rings take time to seat.
4. Your engine comes equipped with break-in oil. Change engine oil and filter at 50 hours using API Service Category CC, CD, or CE break-in oil. Change the oil and filter again at 100 hours. (Consult the lubricants section for oil recommendation.)
5. Frequently check the engine temperature and oil pressure gauges.

Service Schedule Chart

The Servicing Schedule Chart below shows the service schedule required for proper maintenance of your marine engine or generator set. More detailed coverage of each Service Point (SP) is listed on the page noted in the 'page' column.

DAILY:

- SP1 Check oil level in engine
- SP8 Check primary fuel filter
- SP15 Check coolant water level
- SP26 Check crankcase vent system filter svc. indicator button

AFTER FIRST 50 HOURS:

- SP2 Change engine oil
- SP3 Change lube oil filter

EVERY 50 HOURS:

- SP21 Check electrolyte in batteries

AFTER FIRST 100 HOURS/ EVERY TWO WEEKS ⁵:

- SP2 Change engine oil after first 100 hrs., then check every 2 wks.
- SP3 Change oil filter after first 100 hrs., then check every 2 wks.
- SP7 Check crankshaft vibration damper⁷
- SP15 Check coolant level

EVERY 250 HOURS:

- SP2 Change engine oil
- SP3 Change oil filter
- SP4 Check air cleaner
- SP19 Check zincs

EVERY 500 HOURS / YEARLY:

- SP4 Replace air cleaner
- SP5 Check belt condition
- SP9 Change primary filter element (Racor)
- SP10 Change secondary fuel filter
- SP14 Check turbocharger boost pressure
- SP16 Check cooling system
- SP20 Change impeller in raw water pump
- SP22 Check the state of the charge of the batteries
- SP25 Check engine mounts
- SP26 Clean crankcase vent system, change element at 500 hrs.
- SP27 Check air intake hoses
- SP29 Check electrical ground connection

EVERY 2000 HOURS:

- SP6 Check & adjust valve clearance
- SP7 Check crankshaft vibration damper
- SP16 Flush cooling system
- SP17 Check and clean heat exchanger
- SP23 Test thermostats
- SP30 Check aftercooler, clean air side

SERVICE POINT	PAGE	OPERATION	DAILY	50 Hours	100 Hours	250 Hours	500 Hours	2000 Hours
ENGINE:								
SP1	12	Check oil level	•					
SP2	12	Change engine oil 2)		1)	1)	•		
SP3	12	Change lube oil filters 2)		1)	1)	•		
SP4	12	Check air cleaner				•	•	
SP5		Check belt condition 2)					•	
SP6	13	Check valve clearances 2)						•
SP7	15	Check crankshaft vibration damper 5)						•
SP25		Check engine mounts					•	
SP27		Check air intake hoses					•	
FUEL SYSTEM:								
SP8	15	Check primary filter (Racor) 3)	•					
SP9	15	Change primary filter element (Racor) 3) 4)					•	
SP10	14	Change secondary fuel filter 2) 4)					•	
					•			
TURBOCHARGER:								
SP13	17	Check air, oil & cooling water lines for leakage 2)			•			
SP14	17	Check boost pressure					•	
SP26	17	Check crankcase vent system 2)		•			7)	
SP30	21	Check aftercooler, clean air side						•
COOLING SYSTEM:								
SP15	19	Check coolant level	•					
SP16	19	Check and flush cooling system 2)					6)	•
SP17	20	Check and clean heat exchanger 2)						•
SP19	20	Check zinc electrodes 2) 4)				•		
SP20	20	Change impeller in raw water pump 2) 4)					•	
ELECTRICAL SYSTEM:								
SP21	21	Check electrolyte level in batteries 2) 4)		•				
SP22	21	Check condition of batteries with hydrometer 2)					•	
SP23		Test thermostats						•
SP29		Check electrical ground connection					•	

- 1) Change the oil and filter before the first 100 hours of operation during engine break-in.
- 2) Perform all maintenance once a year even if hour level has not been reached.
- 3) Consult manufacturer's maintenance schedule, note on chart.
- 4) Whenever necessary.

- 5) Replace damper every 4500 hours or after 60 months.
- 6) Check cooling system at 500 hours, flush at 2000 hours.
- 7) Check hoses and o-rings on crankcase vent system, change element at 500 hours.

Servicing

LUBRICATION

Break-in oil

1. Use one of the following during the first 100 hours of operation:
 - a. John Deere Engine Break-In Oil
 - b. API Service Category CC, CD, or CE oil
 - c. ACEA Specification E1
2. *Do not use* John Deere PLUS-50 oil or engine oils meeting API CG4, API CF4, ACEA E3, or ACEA E2 performance levels during the first 100 hours of operation of a new or rebuilt engine. These oils will not allow the engine to break-in properly.

Lubrication - General

1. Use only clean, high quality lubricants stored in clean containers in a protected area.
2. These oils are acceptable after the first 100 hours:
 - a. ACEA Oil Sequence E5 and E4
 - b. API Service Category CI-4 or CH-4.
 - c. ACEA Oil Sequence E3 multi-viscosity oil.
3. Use the proper weight oil for your average operation temperature.

Air Temperature	Single Viscosity	Multi Viscosity
Above 32°F (0°C)	SAE-30W	SAE15-40W
-10°F to 32°F (-23°C to 0°C)	SAE-10W	SAE10-30W
Below -10°F (-23°C)	SAE-5W	SAE5-20W

4. Some increase in oil consumption may be expected when SAE 5W and SAE 5-20W oils are used. Check oil level frequently.
5. Never put additives or flushing oil in crankcase.

SP1. CHECK ENGINE OIL LEVEL

1. Check the oil level in the crankcase, with the oil dipstick, daily.
2. The oil level must be between the “Waffled area” and the “oo”. Never allow the level to go below the “oo”.
3. Always add the same viscosity of oil as is already in the crankcase.

SP2. OIL CHANGES

1. Using the oil recommended above, change the engine oil and filter after the first 50 hours of operation, the first 100 hours, and every 250 hours thereafter.

2. During intermittent cold weather operation, change oil every 100 hours or six weeks, whichever comes first.
3. Change oil at any seasonal change in temperature when a new viscosity of oil is required.
 - a. Remove plug from outlet in base frame. Screw in owner-supplied drain hose.
 - b. Open valve at oil pan outlet. After oil has been drained into suitable container, close valve, remove drain hose and replace plug in base frame outlet.
 - c. Refill engine with recommended oil.
4. Engine Lube Oil Capacity:

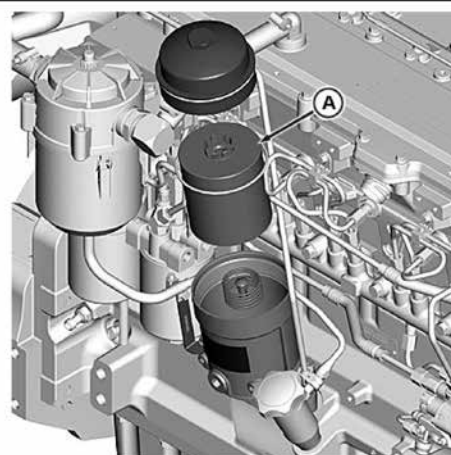
M200C12	32.8 qts.	31.0 liters
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SP3. CHANGING ENGINE OIL AND REPLACING OIL FILTER

IMPORTANT: Changing engine oil and filter ever 375 hours or 6 months depends on the following requirements:

- Engine equipped with an oil pan that allows capacity for this extended drain interval.
- Use of premium oil John Deere PLUS-50, ACEA E7 or ACEA E6.
- Perform engine oil analysis to determine the actual extended service life of ACEA E7 and ACEA E6 oils.
- Use of the approved John Deere Oil Filter.
- Use of diesel fuel with sulfur content less than 0.50% (5000 ppm) is strongly recommended.

The oil and filter change interval is reduced if any of the above listed requirements are not followed.



Changing Engine Oil and Replacing Oil Filter

Servicing

NOTE: During break-in, change engine oil and filter for the first time before 100 hours maximum or operation.

NOTE: Service intervals depend on sulfur content of the diesel fuel, oil pan capacity, and the oil and filter used.



CAUTION: Engine oil and metal surfaces of engine may be hot to the touch after shut-down.

Use care to prevent burns

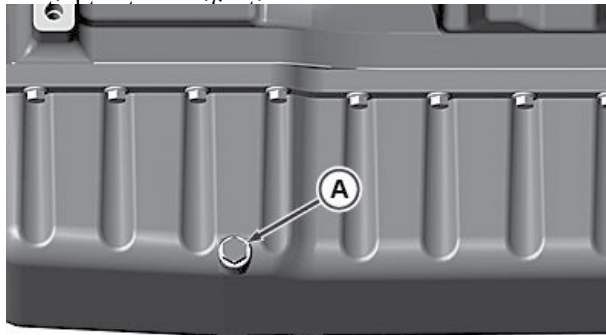
Change engine oil as follows:

1. Run engine approximately 5 minutes to warm up oil
Shut off engine.

NOTE: Drain plug location may vary, depending on the application.

2. Remove oil pan drain plug.
3. Drain crankcase oil from engine while warm.
NOTE: For more complete draining of oil, wait to install oil pan drain plug until filter oil is drained back (see following procedure).

4. Install oil pan drain plug with a new O-ring and



Oil Pan Drain Plug

RG17150—UN—26MAY09

Specification

Oil Pan Drain Plug—Torque..... 46 N·m (34 lb-ft)

Replacing Oil Filter

IMPORTANT: Filtration of oils is critical to proper lubrication. Always change filter regularly. Use filter meeting John Deere performance specifications.

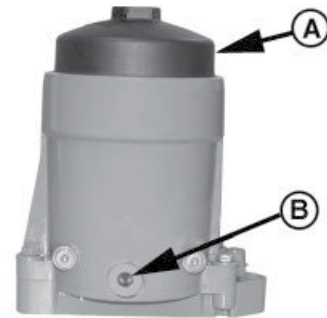
NOTE: Do NOT remove plug (B). Plug (B) is not an oil drain. Oil in filter will drain down automatically as filter cap is loosened.

5. Loosen filter cap (A) one-half turn with wrench. Wait 30 seconds to allow oil filter housing to drain. Remove cap and filter assembly.
6. While holding cap, strike filter element against solid surface as shown to unfasten filter from cap. Discard used filter.
7. Remove O-ring seal, and replace with new O-ring provided with new filter element.
8. Press new filter element into cap until it snaps into place.
9. Insert cap and filter assembly into oil filter housing. Screw cap into place.
10. Tighten cap to specifications.

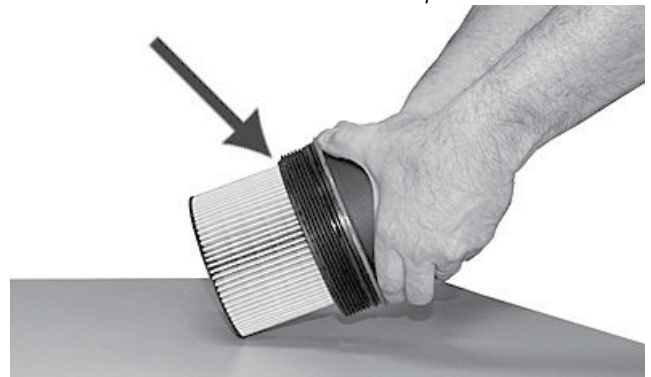
Specification

Top-Load Oil Filter

Cap—Torque..... 45 N·m (33 lb-ft)



Remove Oil Filter Cap



Remove Filter Element from Cap

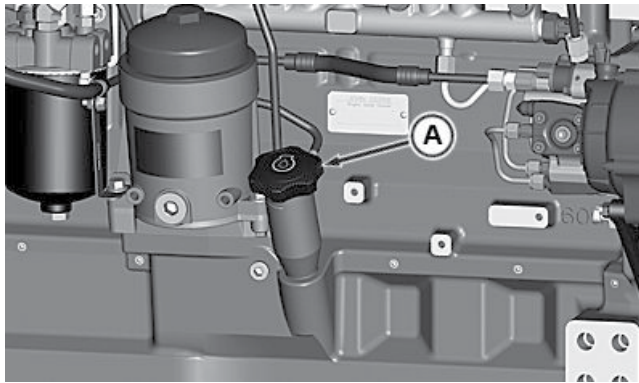
A—Oil Filter Cap

B—Plug (DO NOT REMOVE)

RG13817A—UN—01APR05

RG17135—UN—18MAY09

Servicing



Filling Engine Crankcase With Oil

RG17146—UN—26MAY09

A—Oil Fill Cap/Dipstick

Filling Engine Crankcase with Oil

1. Remove oil fill cap/dipstick (A) and fill engine crankcase with correct engine oil.

NOTE: Crankcase oil capacity may vary slightly. ALWAYS fill crankcase to full mark or within crosshatch on dipstick, whichever is present. DO NOT overfill.

IMPORTANT: Immediately after completing any oil change, crank engine for 30 seconds without permitting engine to start. This will help insure adequate lubrication to engine components before engine starts.

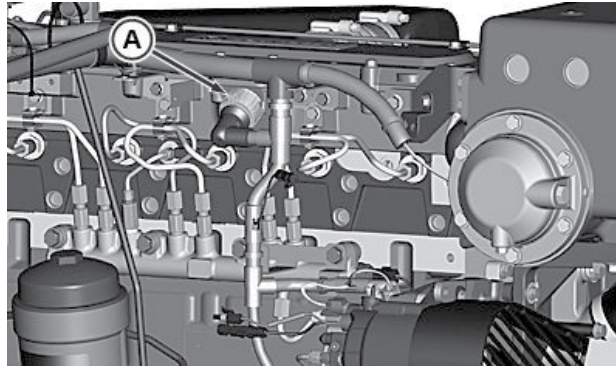
2. Start engine and run to check for possible leaks.
3. Stop engine and check oil level after 10 minutes. Oil level reading should be on upper mark of dipstick.

SP4. AIR CLEANER

1. Inspect air cleaner every 100 hours. Replace filter every 500 hours, or yearly, whichever comes first.
2. Clean the rubber tube at the cleaner. Loosen the hose clamp and the attaching strip for the cleaner.
3. Make sure the rubber tube is in good condition and that the new filter is absolutely clean and installed properly.
4. Start the engine and check for leaks.

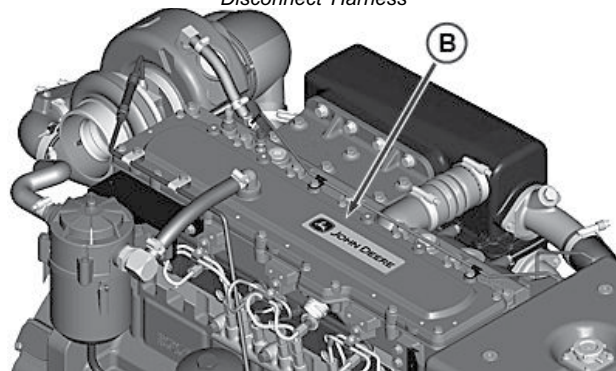
NOTE: Make absolutely sure no impurities enter the engine while changing the element. Do not run the

engine with the air cleaner removed.
SP5. ADJUSTING VALVE CLEARANCE
CAUTION: To prevent accidental starting of engine while performing valve adjustments, always disconnect NEGATIVE (—) battery terminal.



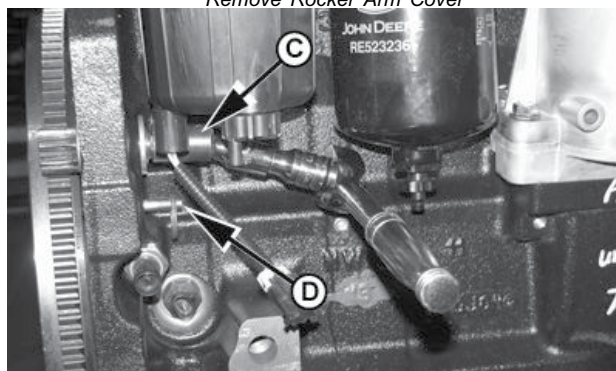
Disconnect Harness

RG17157—UN—26MAY09



Remove Rocker Arm Cover

RG17158—UN—26MAY09



Flywheel Turning Tool and Timing Pin

RG13871—UN—07FEB05

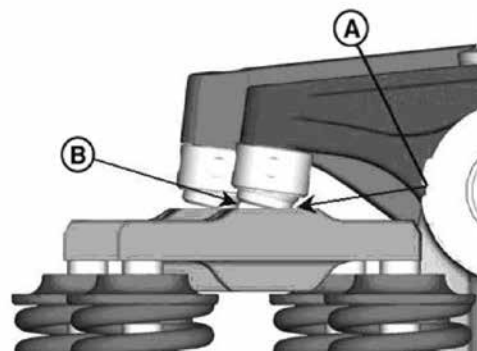
IMPORTANT: Valve clearance MUST BE adjusted with engine COLD. Accurate valve adjustment is critical for maximum engine performance.

- A—Wiring Harness
B—Rocker Arm Cover
C—JDG820 Flywheel Turning Tool
D—JDE81-4 Timing Pin

Servicing

1. Disconnect wiring harness (A).
2. Remove rocker arm cover (B) with vent tub

IMPORTANT: Visually inspect contact surfaces of valve tips and rocker arm wear pads. Check all parts for excessive wear, breakage, or cracks. Replace parts that show visible damage. Rocker arms that exhibit excessive valve clearance should be inspected more thoroughly to identify damaged parts.



Valve Clearance Setting Procedure

RG13842—UN—07JAN05

3. Remove plastic plugs from cylinder block bores and install JDG820 Flywheel Turning Tool (C) and JDE81-4 Timing Pin (D).
4. Rotate engine with the flywheel turning tool until timing pin engages timing hole in flywheel.
5. If the rocker arms for No. 1 (front) cylinder are loose, the engine is at No. 1 TDC-Compression.
6. If the rocker arms for No. 6 (rear) cylinder are loose, the engine is at No. 6 TDC-Compression. Rotate the engine one full revolution (360 degrees) to No. 1 TDC-Compression.



Checking Valve Clearance Using Bent Feeler Gauge

RG13846—UN—04FEB05

NOTE: To assist in adjusting valve clearance, push the rocker arm foot forward (A) for easier feeler gauge access (B)

- A—Rocker Arm Foot
- B—Feeler Gauge Access

7. With engine lock-pinned at “TDC” of No. 1 piston’s compression stroke, use a bent feeler gauge to check valve clearance on Nos. 1, 3, and 5 exhaust valves and Nos. 1, 2, and 4 intake valves. If out of specification, loosen lock nut on rocker arm adjusting screw. Turn adjusting screw until feeler gauge slips with a slight drag. Hold the adjusting screw from turning with screwdriver and tighten lock nut to specifications.

Valve Adjusting Screw
 Lock Nut—Torque..... 27 N•m (20 lb-ft)
 Recheck clearance again after tightening lock nut.
 Readjust clearance as necessary.

Specification

Intake Valve Clearance
 (Rocker Arm-to-Valve Tip With Engine Cold)
 Clearance..... 0.18 mm (0.007 in.)

Exhaust Valve Clearance
 (Rocker Arm-to-Valve Tip With Engine Cold)
 Clearance.....0.64 mm (0.025 in.)

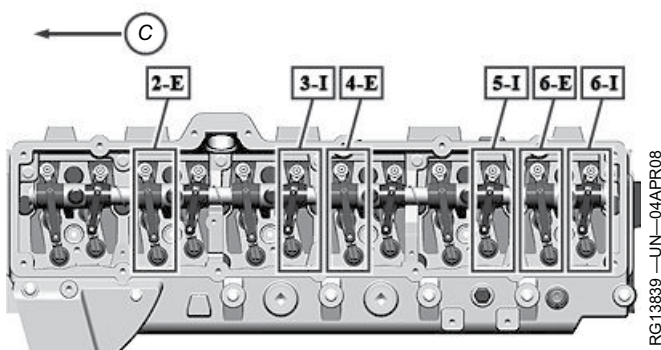
Valve Adjusting Screw Lock Nut
 Torque..... 27 N•m (20 lb-ft)
 Recheck clearance again after tightening lock nut.
 Readjust clearance as necessary
 Clearance.....0.64 mm (0.025 in.)

8. Remove timing pin and rotate flywheel 360° and install timing pin. No. 6 piston is now at “TDC” of its compression stroke. Rocker arms for No. 6 piston should be loose.
9. Check and adjust valve clearance to the same specifications on Nos. 2, 4, and 6 exhaust and Nos. 3, 5, and 6 intake valves.

Servicing

IMPORTANT: Replace rocker arm cover gasket whenever rocker arm cover is removed.

10. Install new rocker arm cover gasket.



Valve Adjusting Sequence - No. 6 Cylinder at TDC

A—Front of Engine

11. Install rocker arm cover with vent tube and tighten cap screws finger tight in sequence shown. Then tighten screws in same sequence to specification.

Specification

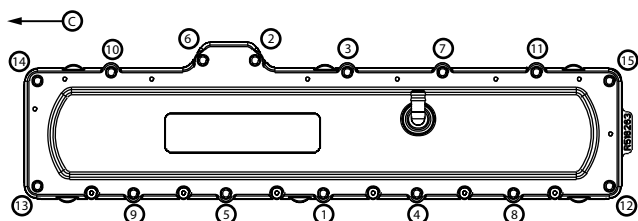
Rocker Arm Cover Cap Screws

Torque..... 35 N•m (26 lb-ft)

12. Connect wiring harness.

13. Remove timing pin and flywheel turning tool.
Install plastic plugs in block.

RG13907 —UN—14JAN05



Rocker Arm Cover Torque Sequence

C—Front of Engine

FUELS - GENERAL

1. Use only clean, high quality fuels of the following specifications, as defined by ASTM designation D975 for diesel fuels:
 - a. Use Grade No. 2 diesel at ambient temperatures above freezing 30°F (0°C).
 - b. Use Grade No.1 at ambient temperatures below freezing and for all temperatures at an altitude of above 5,500 ft. (1500 meters).
2. Sulphur content should not exceed 0.5% (preferably less than 0.5%).
3. The cetane number should be a minimum of 45.
4. **DO NOT** use these unsuitable grades of fuel:
 - a. Domestic heating oils, all types.
 - b. Class B engine, Class D domestic fuels.
 - c. Class E, F, G or H industrial or marine fuels.
 - e. ASTM-D975-60T No. 4-D and higher number fuels or JP4.
5. Storing fuel:
 - a. Keep dirt, scale, water and other foreign matter out of fuel.
 - b. Avoid storing fuel for long periods of time.
 - c. Fill the fuel tank at the end of each day's operation. This will reduce condensation.
6. Biodiesel:

Biodiesel involves the transesterification of vegetable oils or animal fats. Mainly in the U.S. soybean methyl ester is used (SME), but in Europe mainly rapeseed (canola) methyl ester is made (RME), and in Asia palm methyl ester is made (PME). 100% biodiesel (B100) is made in compliance with ASTM D6751 or EN14214 (EU) specifications. Biodiesel may be used in a 5% blend (5% biodiesel/ 95% diesel) from a BQ-9000 accredited producer. 20% biodiesel blends can only be used if they meet ASTM D6751 or EN14214 (EU) specifications. A 2% reduction in power and a 3% reduction in fuel economy can be expected using a 20% blend, and a fuel conditioner is recommended. Biodiesel blends must be used within 90 days of their manufacture. Oil level, leaking, microbial growth, plugging, and component degradation all must be checked more frequently using biodiesel blends. Request a certificate of analysis from an approved biodiesel fuel distributor to make sure the blend meets specifications.

NOTE: *Using raw pressed or partially refined vegetable oils or recycled greases as fuel (which have not been through transesterification) could cause engine failure.*

Servicing

SP8-10. FUEL FILTERS

1. Your engine or generator set should have a primary fuel filter installed. We recommend the Racor brand of fuel filter - water separators.
 - a. Check the primary fuel filter daily as recommended by the filter manufacturer. Empty the collection bowl as necessary.
 - b. Change the element every 500 hours or whenever necessary.
 - c. If the bowl fills with water, change the primary and secondary elements immediately.
2. Change secondary fuel filter every 500 hours.

NOTE: The fuel filter on the engine is considered the "secondary fuel filter". The engine will be fitted with a quick change disposable secondary fuel filter.



CAUTION: Serious injury can result from escaping high pressure fluid. Relieve pressure before disconnecting fuel or other lines. Before applying pressure, tighten all connections. Do not use your hand to search for leaks - use a piece of cardboard or paper. Gangrene could develop if fluid is accidentally injected into the skin, a doctor needs to surgically remove the fluid within a few hours of the accident.

- a. Turn off the fuel.

Do not "prefill" the new fuel filter as the fuel used may be contaminated and damage the fuel system components.

Drain Water From Fuel Filters

NOTE: Always perform regular fuel filter changes at 500 Hours/12 Months.

The primary fuel filter is equipped with a sensor that detects the presence of water in the fuel filter element.

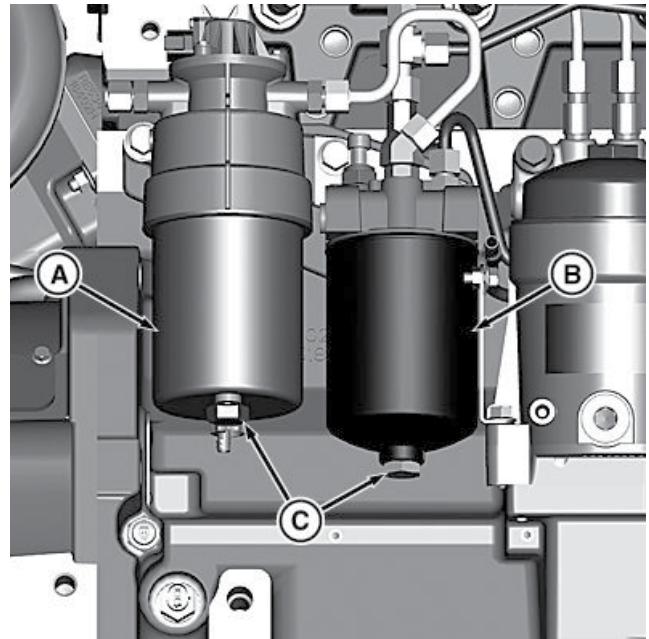
This sensor will illuminate the red "STOP ENGINE" warning light on the diagnostic gauge and also sound an audible alarm. A Diagnostic Trouble

Code (DTC), a description of the trouble code and the corrective action needed will be displayed on the diagnostic gauge.

ALWAYS STOP ENGINE IMMEDIATELY and drain water from the primary (A) and final fuel filter (B) when these warnings occur.

1. Loosen drain valves (C) to drain water and debris as needed.
2. Retighten valves securely.

NOTE: Also replace fuel filter elements when amber indicator on instrument panel lights up AND Diagnostic Trouble Code (DTC) in diagnostic gauge window indicates plugged fuel filters ("low fuel pressure").



Drain Water from Fuel Filters

A—Primary Fuel Filter
B—Final Fuel Filter

C—Drain Valves

Remove and Install Primary Fuel Filter Element

IMPORTANT: Do NOT pre-fill filter with fuel. This may introduce debris into the fuel system.

1. Thoroughly clean primary filter header (A) and surrounding area to keep from getting dirt and debris into fuel system.
2. Connect a fuel drain line to primary filter drain valve

Servicing

(B) on bottom of filter and drain all fuel from the primary filter canister (D).

3. Disconnect water-in-fuel sensor connector (C).
4. Turn primary filter canister (D) counterclockwise (CCW) to remove.
5. Once primary filter canister (D) is removed, pull primary filter element (E) down to remove from primary filter header (A).
6. Inspect primary filter header (A) and primary filter canister (D) sealing surfaces. Clean as required.
7. Place new packing (F) on primary filter canister (D).
8. Place thin film of fuel on primary filter packing (F).
9. Place new primary filter element (E) in canister (D) with tangs on bottom going into canister.
10. Screw canister (D) into filter header (A), turn clockwise (CW). Tighten until canister lip (G) snugly mates with header lip (H).
11. Turn filter additional 3/4 turn after seal contact with header.
12. Connect water-in-fuel sensor connector (C).

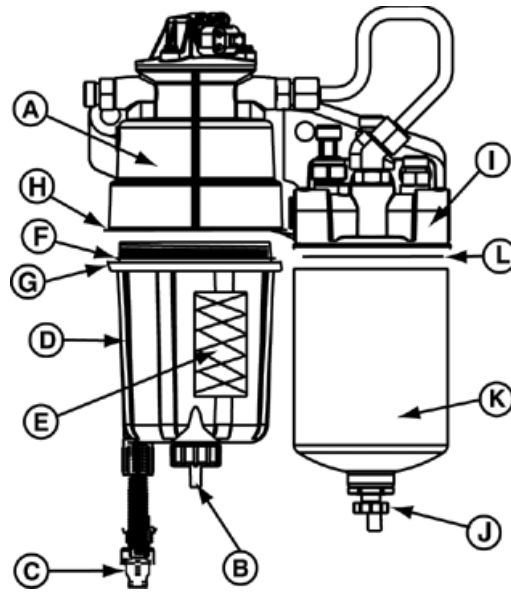
NOTE: Be sure to also replace final fuel filter and then prime system (see following).

Remove and Install Final Fuel Filter

IMPORTANT: Do NOT pre-fill filter with fuel. This may introduce debris into the fuel system.

NOTE: Final filter replacement instructions are printed on the new filter.

1. Thoroughly clean final filter header (I) and surrounding area to keep from getting dirt and debris into fuel system.
2. Connect a fuel drain line to final filter drain valve (J) on bottom of filter and drain all fuel from the filter.
3. Turn final filter (K) counterclockwise (CCW) to remove.
4. Inspect final filter header (I) sealing surface. Clean as required.
5. Install new final filter fuel drain valve (J), tighten to specification.



- | | |
|---------------------------------------|-------------------------------|
| A—Primary Filter Header | G—Primary Filter Canister Lip |
| B—Primary Filter Canister Drain Valve | H—Primary Filter Header Lip |
| C—Water-In-Fuel Sensor Connector | I—Final Fuel Filter Header |
| D—Primary Filter Canister | J—Final Filter Drain Valve |
| E—Primary Filter Element | K—Final Fuel Filter |
| F—Primary Filter Packing | L—Final Filter Packing |

Specification

Final Fuel Filter Drain Valve—

Torque..... 3.4—4 Nm (30—35 lb-in)

6. Place new final filter packing (L) on filter.
7. Place thin film of fuel on packing (L).
8. Screw final fuel filter (K) into secondary fuel filter header (I), turn clockwise (CW). Tighten until final fuel filter (K) snugly mates with final fuel filter header (I).
9. Turn filter additional 3/4 turn after seal contact with header.

NOTE: Turn ignition Key to ON for 60 seconds to prime the fuel system before starting engine. It may be necessary to turn key off and on again to reprime the system before starting.

RG14250—UN—06JUN05

Servicing

FUEL SYSTEM



CAUTION: DO NOT OPEN THE HIGH PRESSURE FUEL SYSTEM.

Serious injury can be caused by the high-pressure fluid in the fuel lines. Do not disconnect or attempt to repair fuel lines, sensors, or any components between the high-pressure fuel pump and nozzles on engines with High Pressure Common Rail (HPCR) fuel system.

See your dealer for qualified technicians to perform these repairs.

NOTE: Altering or modifying the injection pump, the injection pump timing, or the fuel injectors in ways not recommended by the manufacturer will result in the termination of the warranty obligation to the owner.

Also, tampering with the fuel system that alters emission-related equipment on engines could result in fines or other penalties per EPA regulations or other local emissions laws.

See your dealer for qualified technicians to perform repairs on the injection pump or fuel injectors.

SP11. TURBOCHARGER

1. Check for air leaks every 100 hours. Air leakage will lower engine output and may cause black exhaust smoke and soot.
2. Listen along air line while engine is running. A whistling or hissing sound indicates leakage.
3. Leakage on the pressure side, between turbo and engine, can be found by applying soapy water to the air line.
4. Tighten the hose clamps, replace hose or gaskets as required.
5. Check to see that the lubrication and cooling lines are tight and without leaks.

SP12. TURBO BOOST

1. This check measures the amount of air the turbo is pushing into the engine. It should be done by an authorized dealer every 500 hours.
2. On the inlet manifold there is a 1/8" NPT threaded port. Remove the plug and install the boost gauge hose. Refer to your engine specifications for correct pressure.

SP13. SERVICING AIR CLEANER FILTER ELEMENT

IMPORTANT: Always service primary air cleaner element when air restriction indicator shows a vacuum of 625 mm (25 in.) H₂O, is torn, or is visibly dirty.

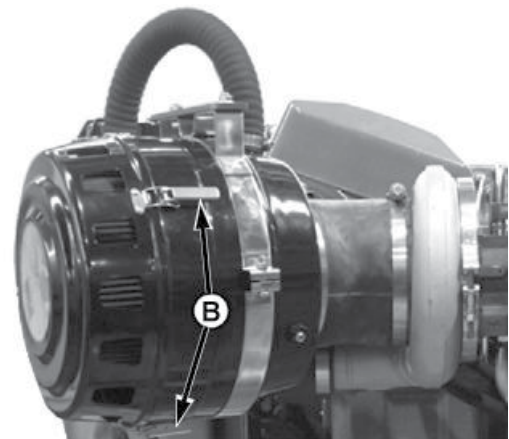
NOTE: This procedure applies to Northern Lights air cleaner kits. Refer to manufacturers' instructions for servicing air cleaners not supplied by Northern Lights.

1. Release latches (B) and separate canister halves. Remove air filter.

IMPORTANT: Replace filter element after 10 cleanings. (See following blocks.)

2. Tap end of filter GENTLY on hard surface to dislodge loose dirt.
3. Brush dirt side of filter GENTLY with soft bristle brush.
IMPORTANT: See your John Deere dealer for the appropriate service kit to service filter element. DO NOT clean element with gasoline, solvents, parts cleaners, strong detergents, or caustic cleaning solutions. DO NOT steam clean or use high-pressure washers to clean element. These processes will damage filter media and/or element base and end material.
4. Apply air filter cleaner from service kit liberally onto entire element. Let soak into filter media for 10 minutes.
5. Rinse filter with low pressure water, flushing opposite the direction of air flow (from clean side to dirty side).

IMPORTANT: Let element dry at room temperature. Compressed air will damage filter media. Heat will shrink filter media and may damage rubber base or end cap.



Servicing

6. Shake off excess water and let the element dry at room temperature.

IMPORTANT: Never put filter in service without oiling it. The filter will not function properly without being oiled with oil provided in service kit. Do not use automatic transmission fluid, motor oil, diesel fuel, or any type light-weight spray lubricant. These products will damage filter or degrade its performance.

7. Apply air filter oil from service kit from distance of 25 cm (10 in.) until all pleats are thoroughly covered.

8. Install air filter element, align canister latches, and interlock canister halves. Snap latches shut.

IMPORTANT: Whenever the air cleaner has been serviced, **ALWAYS** fully depress the air restriction indicator reset button (if equipped) to assure accurate readings.

9. If equipped, fully depress air restriction indicator reset button (A) and release to reset indicator.

SP14. CRANKCASE VENT SYSTEM

1. Check the red filter service indicator button daily - if it pops up the filter element needs to be changed. After changing the element, unscrew the clear plastic cover on the button and push the indicator down to reset it, then replace the cover.

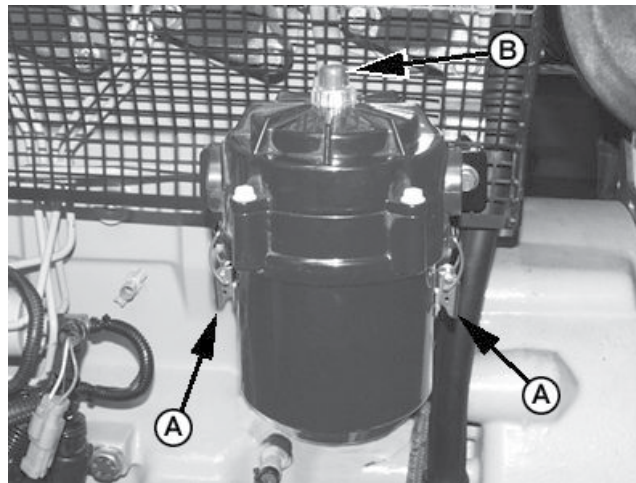
Note: This service should be performed with the engine shut down. The vacuum in the filter canister because of engine operation may make it difficult to take apart.

Normally, the filter element should be changed every 750 hours.

REPLACE CLOSED CRANKCASE VENT FILTER

(If Equipped)

1. Open clips (A) and remove the crankcase vent bowl.
2. Remove old filter and discard.
3. Install new filter in bowl and install bowl.
4. Press restriction indicator (B) down to reset.



RG13288—UN—17NOV03

Replace Crankcase Vent Filter

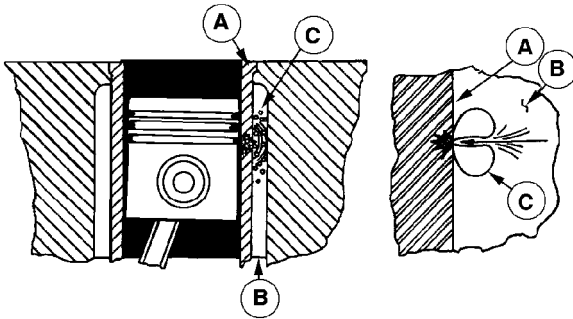
COOLING REQUIREMENTS

1. To meet cooling system protection requirements, the coolant solution must consist of:
 - a. **Quality water**
 - b. **Ethylene glycol concentrate (EGC) commonly known as antifreeze.**
 - c. **Supplemental coolant additives (SCA's).**
2. A coolant solution of ethylene glycol concentrate (EGC-antifreeze), quality water and supplemental coolant additives (SCA's) **MUST** be used **YEAR ROUND** to protect against freezing, boil-over, liner erosion or pitting and to provide a stable, noncorrosive environment for cooling system components.
3. **Ethylene glycol coolant concentrate (antifreeze) normally DOES NOT contain the SCA chemical inhibitors needed to control liner pitting or erosion, rust, scale, and acidity.**

Servicing

LINER EROSION (PITTING)

1. Cylinder liner walls (Figure 16-A) which are in contact with engine coolant (Figure 16-B) can be eroded or pitted unless the proper concentration and type of SCA's are present in the coolant. Water pump impellers are also susceptible to pitting.
2. Vapor bubbles (Figure 16-C) are formed when the piston's impact causes the liner walls to vibrate, sending pressure waves into the coolant.
3. These tiny vapor bubbles collect on the surface of metal parts. As the bubbles collapse (pop) a microscopic piece of metal is eroded from the metal part. Over a period of time, this pitting may progress completely through the cylinder liner of a wet-sleeve, heavy-duty diesel engine. This allows coolant to enter the combustion chamber. Engine failure or other serious damage will result.



A - Cylinder Liner Walls B - Engine Coolant C - Vapor Bubbles

Figure 16

4. Unprotected engines with low quality water as coolant can have liner failure in as few as 500 hours.

WATER QUALITY

1. Distilled, deionized, soft water is preferred for use in cooling systems. Bottled distilled water from a food store or water supplier is recommended. Tap water often has a high mineral content. Tap water should NEVER be put in a cooling system unless first tested by a water quality laboratory. Do not use water made by the reverse osmosis method unless it has been PH neutralized.
2. Here are acceptable water quality specifications:

Contaminates	Parts per Million	Grains per Gallon
Maximum Chlorides	40	2.5
Maximum Sulfates	100	5.9
Maximum Dissolved Solids	340	20.0
Maximum Total Hardness	170	10.0
PH Level 5.5 to 9.0		

3. If chlorides, sulfates or total dissolved solids are higher than the above given specification, the water must be distilled, demineralized, or deionized before it is used in a cooling system.
4. If total hardness is higher than 170 ppm and all other parameters are within the given specifications, the water must be softened before it is used to make coolant solution.

EGC: ETHYLENE GLYCOL CONCENTRATE (ANTIFREEZE)



CAUTION: EGC (Antifreeze) is flammable.

Keep it away from any open flame. Avoid contact with eyes. Avoid contact with skin. Do not take internally. In case of contact, immediately wash skin with soap and water. For eyes, flush with large amounts of water for at least 15 minutes. Call a physician. **KEEP OUT OF REACH OF CHILDREN.** Follow all warnings on the container.

1. Ethylene glycol coolant concentrate is commonly mixed with water to produce an engine coolant with a low freeze point and high boiling point.
2. A **low silicate** form of ethylene glycol coolant is recommended for all diesel engines.
3. Use an ethylene glycol coolant concentrate meeting ASTM D 4985P, SAEJ1941, General Motors Performance Specification GM1899M, or formulated to GM6038M.
4. This product is concentrated and should be mixed to the following specification.
5. If additional coolant solution needs to be added to the engine due to leaks or loss, the glycol concentration should be checked with a hydrometer to assure that the desired freeze point is maintained.

Servicing

	Distilled Water %	EGC % Antifreeze	Freeze Point	Boiling Point
Optimum	50%	50%	-37°C -34°F	+109°C +226°F
Minimum	60%	40%	-24°C -12°F	+106°C +222°F
Maximum	40%	60%	-52°C -62°F	+111°C +232°F

IMPORTANT

- DO NOT** use methyl alcohol or methoxy propanol base EGC. These concentrates are not compatible with chemicals used in supplemental coolant additives. Damage can occur to rubber seals on cylinder liners which are in contact with coolant.
- DO NOT** use an EGC containing sealer or stop-leak additives.
- DO NOT** use EGC containing more than 0.1% anhydrous metasilicate. This type of concentrate, which is intended for use in aluminum engines, may cause a gel-like deposit to form that reduces heat transfer and coolant flow. Check container label or consult with supplier.

SUPPLEMENTAL COOLANT ADDITIVE (SCA)



CAUTION: Supplemental coolant additive contains alkali. Avoid contact with eyes. Avoid contact with skin. Do not take internally. In case of contact immediately wash skin with soap and water. For eyes, flush with large amounts of water for at least 15 minutes. Call a physician. **KEEP OUT OF REACH OF CHILDREN.** Follow all warnings on the container.

- Important heat exchanger cooled engines**
Additional SCA's should NOT be added to the mixture of EGC/H₂O on initial fill up of engines with a coolant conditioner-filter. A high SCA concentration will result and can cause silicate-dropout. When this happens, a gel-type deposit is created in the cooling system which retards heat transfer and coolant flow.
- If additional SCA's are needed, prepare a mixture of 50% quality water and 50%EGC (antifreeze). Add liquid SCA at a rate of 3%, by volume.

Example: 30 mL of SCA per liter of H₂O/EGC mixture (1.0 fl oz of SCA per qt of H₂O/EGC). Add the resulting mixture to the cooling system in quart increments. Run the engine for 2 hours and retest the coolant. Continue process until SCA concentration meets recommended levels.

- SCA is available from your dealer in the following sizes.

Pint - Part Number.....20-00002

1/2 gallon - Part Number.....20-00003

- DO NOT** use any coolant system additives containing soluble oil.

COOLANT TESTING

- Coolant test kits are available to allow on-site evaluation of the coolant condition.
- The kits use small strips of paper which are dipped into the coolant. The paper changes color and indicates the SCA concentration. It also indicates the amount of EGC (antifreeze).
- Test kits are available through your dealer.
 - 4 Pack - Part Number.....20-00005
 - 50 Pack - Part Number.....20-00010

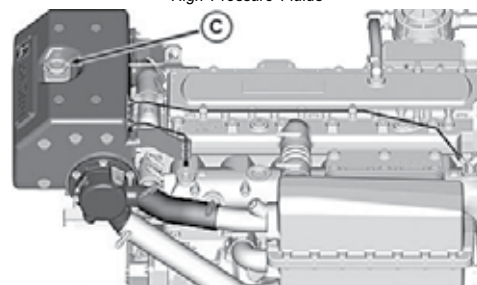
SP15. CHECKING COOLANT LEVEL



CAUTION: The cooling water in the engine reaches extremely high temperatures. You must use extreme caution when working on hot engines to avoid burns. Allow the engine to cool before working on the cooling system. Open the filler cap carefully, using protective clothing when the engine is warm.



High Pressure Fluids



Top Tank with Cap and Heat Exchanger

C—Top Tank Pressure Cap

TS281—UN—23AUG88

RG17154—UN—26MAY09

JR74534_000029B -19-28JAN10-2/5

Servicing



CAUTION: Explosive release of fluids from pressurized cooling system can cause serious burns. Only remove filler cap when engine is cold or when cool enough to touch with bare hands. Slowly loosen cap to first stop to relieve pressure before removing completely.

1. Check the coolant level when engine is cold. Coolant level should be at bottom of the filler neck (C). Fill coolant tank or heat exchanger tank (C) with proper coolant solution if level is low. (See **ADDING COOLANT** in Service As Required Section.) Check overall cooling system for leaks. Refer to your boat operator's manual for recommendations for non-Northern Lights supplied accessories.
2. Check the coolant level each day before starting the engine.
3. Remove the pressure cap from the expansion tank and check water level. In order to give the coolant an opportunity to expand, the level should be about 1 3/4 in. (4-5 cm) below the filler cap sealing surface when the engine is cold. When filling with coolant, the venting cock on top of the turbocharger (for engines fitted with turbocharger) should be opened to ensure that no air pockets form in the cooling system.
4. The pressure valve in the filler cap releases when the pressure is approximately 16 PSI (1.10 bar). Use a cap pressure tester to check cap if you suspect it is faulty.
5. The makeup coolant, added to compensate for loss or leaks, must meet engine coolant requirements outlined in previous section.

SP16. FLUSHING THE COOLING SYSTEM



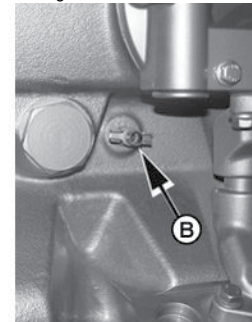
CAUTION: The cooling water in the engine reaches extremely high temperatures. You must use extreme caution when working on hot engines to avoid burns. Allow the engine to cool before working on the cooling system. Open the filler cap carefully, using protective clothing when the engine is warm.

1. Flush the cooling system and check for leaks and blockage every 2000 hours. **The engine must be stopped and cold.**
2. Close the seacock.
3. Remove the pressure cap from the expansion tank with caution. If applicable, open the cooling system

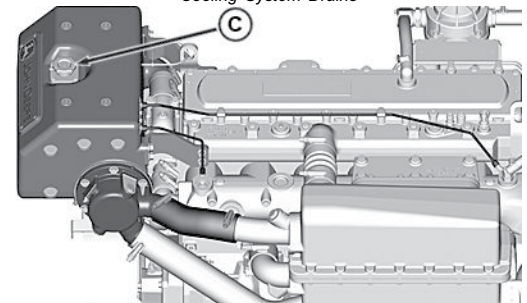
air vent on top of turbocharger.

4. Open the drains on the exhaust manifold and engine block. Drain the fresh water system (see Component Locations, pages 4 - 5).
5. For vessels with keel cooling, the vessel must be out of the water to allow draining of the keel cooler.
6. With drains open, pour clean water into the expansion tank. When the water from drain is clear and free from discoloration and sediment, close that drain. When all drains are closed, flushing is complete.
7. Fill the fresh water system by pouring the recommended coolant mixture as described in previous sections.
8. Close cooling system air vent on turbocharger.
9. Open the seacock.
10. Start the engine. Check hoses and connections and repair any leakage.

High Pressure Fluids



Cooling System Drains



Top Tank

B—Block Drain Valve

C—Pressure Cap

Flushing And Refilling Cooling System



CAUTION: Explosive release of fluids from pressurized cooling system can cause serious burns. Shut off engine. Only remove filler cap when cool enough to touch with bare hands. Slowly loosen cap to first stop to relieve pressure before removing completely.

Servicing

NOTE: Drain the initial factory fill engine coolant after the first 3000 hours or 36 months of operation. Subsequent drain intervals are determined by the coolant used for service.

When COOL-GARD is used, the drain interval is 3000 hours or 36 months. The drain interval may be extended to 5000 hours or 60 months of operation **provided that the coolant is tested annually AND additives are replenished as needed, by adding a supplemental cooling additive (SCA).**

If COOL-GARD is not used, the drain interval is reduced to 2000 hours or 24 months of operation.

Drain old coolant, flush the entire cooling system, replace thermostats, and fill with recommended clean coolant as follows:


1. Pressure test entire cooling system and pressure cap if not previously done.
2. Slowly open the engine cooling system filler cap or pressure cap (C) to relieve pressure and allow coolant to drain faster.
3. Open coolant pump drain valve (A) and engine block drain valve (B) on left side of engine. Drain all coolant from engine block.
4. Open the coolant drain valve and drain coolant from engine.
5. Remove thermostats (A) at this time, if not previously done. Install cover (without thermostats) and tighten cap screws to specifications.

Specification

Cast Iron Thermostat

Cover Cap Screws-Torque.....45 N·m (33 lb-ft)

2. Test thermostat opening temperature.

 **CAUTION:** Do not run engine longer than 10 minutes. Doing so may cause engine to overheat which may cause burns when radiator water is draining.

6. Close all drain valves after coolant has drained.
7. Fill the cooling system with clean water. Run the engine about 10 minutes to stir up possible rust or sediment.
8. Stop engine and immediately drain the water from system before rust and sediment settle.
9. After draining water, close drain valves and fill the cooling system with clean water and a heavy duty cooling system cleaner such as FLEETGUARD® RESTORE™ or RESTORE PLUS™. Follow manufacturer's directions on label.

10. After cleaning the cooling system, drain cleaner and fill with water to flush the system. Run the engine about 10 minutes, then drain out flushing water.

11. Close all drain valves on engine, top tank, and heat exchanger. Install new rubber seal on each thermostat and install thermostats. Install cover and tighten cap screws to specifications.

Specification

Cast Iron Thermostat Cover Cap

Screws—Torque..... 45 N·m (33 lb-ft)

IMPORTANT: Air must be expelled from cooling system when system is refilled. Loosen temperature sending unit fitting in cylinder head or plug in thermostat housing to allow air to escape when filling system. Retighten fitting or plug when all the air has been expelled. Cooling system must be free of air by time engine coolant temperature reaches 80°C (176°F) or damage to EGR cooler (if equipped) may result. See Bleeding Air From Cooling System in this section.

12. Refill heat exchanger with fresh coolant until coolant touches bottom of the filler neck. (See ADDING COOLANT in Service As Required Section.)
13. Run engine until it reaches operating temperature. This mixes the solution uniformly and circulates it through the entire system. The normal engine coolant temperature range is 82° - 94°C (180° - 202°F).
14. After running the engine, check coolant level and entire cooling system for leaks.
15. Inspect fan belt for wear and check belt tension. (See Checking Belt Tensioner in Lubrication And Maintenance 500 Hour/12 Month)

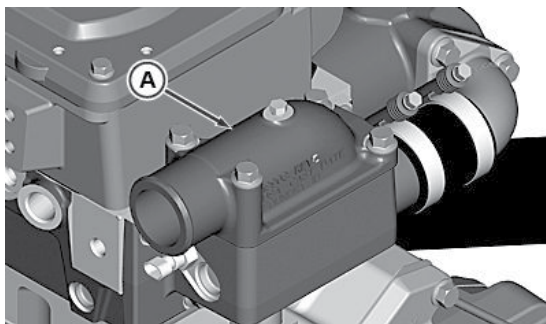
TESTING THERMOSTATS



CAUTION: Explosive release of fluids from Pressurized cooling system can cause serious Burns. Do not drain coolant until coolant Temperature is below operating temperature. Always loosen cooling system filler cap, radiator Cap or drain valve slowly to relieve pressure.

1. Visually inspect the area around the coolant manifold for leaks. Partially drain coolant from the cooling system.
2. Remove thermostat cover (A).

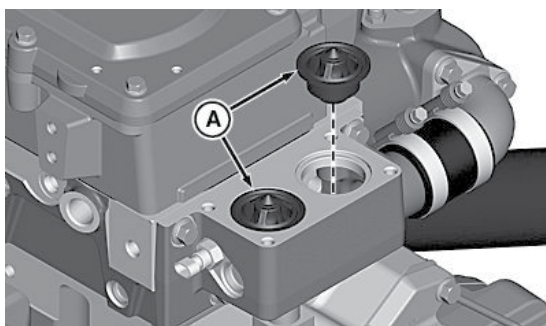
Servicing



Remove Thermostat Cover

A—Thermostat Cover

JR74534,000031E -19-22FEB11-1/4



Removing Thermostats

JR74534,000031E -19-22FEB11-2/4

3. Inspect thermostats.
4. Test each thermostat for proper opening temperature.

CHECKING COOLING SYSTEM



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

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

IMPORTANT: Air must be expelled from cooling system when system is refilled. Loosen temperature sending unit fitting at rear of cylinder head or plug in thermostat housing to allow air to escape when filling system. Retighten fitting or plug when all the air has been expelled.

1. Check entire cooling system for leaks. Tighten all clamps securely.

2. Thoroughly inspect all cooling system hoses for hard, flimsy, or cracked conditions. Replace hoses if any of the above conditions are found.

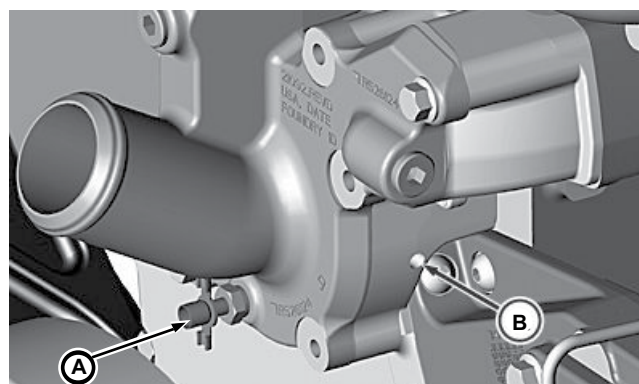


High Pressure Fluids

VISUALLY INSPECTING COOLANT PUMP

Inspect Weep Hole

1. Inspect weep hole (B) for oil or coolant leakage.
 - Oil leakage indicates a damaged rear seal.
 - Coolant leakage indicates a damaged front seal.
2. Replace complete coolant pump assembly if leakage is detected: individual repair parts are not available.
 - Inspect for Impeller Contact with Cover
3. Remove radiator-to-coolant pump hose from coolant pump inlet elbow.
4. Using a flashlight, inspect ID of coolant pump cover for internal impeller contact.
 - Impeller contact with cover usually indicates that impeller has moved on shaft or there is a damaged bearing.



Coolant Pump Weep Hole

A—Pump Drain Valve

B—Weep Hole



Replace coolant pump assembly and cover as necessary if impeller contact is detected.

CHECKING BELT WEAR

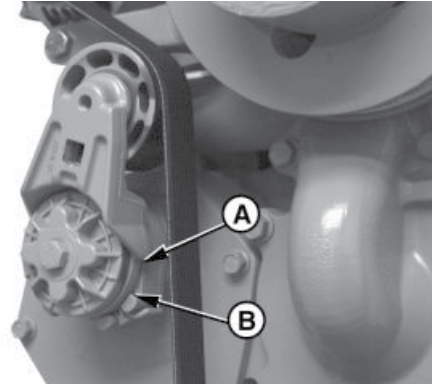
NOTE: While belt is loosened, inspect pulleys and bearings. Rotate and feel for hard turning or any unusual sounds. If pulleys or bearings need replacement, see your John Deere dealer.

The belt tensioner is designed to operate within the limit of arm movement provided by the cast stops (A and B) when correct belt length and geometry is used.

Servicing

Visually inspect cast stops (A and B) on belt tensioner assembly.

If the tensioner stop (A) on swing arm is hitting the fixed stop (B), check mounting brackets (alternator, belt tensioner, idler pulley, etc.) and the belt length. Replace belt as needed.



Belt Tensioner

RG7380—UN—28NOV97

CHECKING TENSIONER SPRING TENSION

A belt tension gauge will not give an accurate measure of the belt tension when automatic spring tensioner is used.

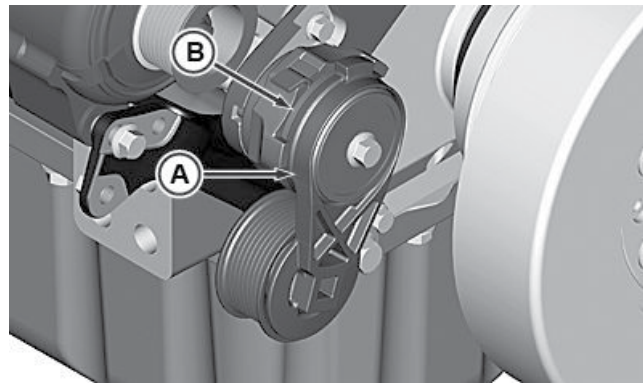
Measure tensioner spring tension using a torque wrench and procedure outlined below:

1. Release tension on belt using a long-handled 1/2 inch drive tool in tensioner arm. Remove belt from pulleys.
2. Release tension on tensioner arm and remove drive tool.
3. Put a mark (A) on swing arm of tensioner as shown.
4. Measure 21 mm (0.83 in.) from mark (A) and put a mark (B) on tensioner mounting base.
5. Rotate the swing arm using a torque wrench until marks (A and B) are aligned.
6. Record torque wrench measurement and compare with specification below. Replace tensioner assembly as required.

A—Tensioner Stop

B—Fixed Stop

OURGP11,0000288 -19-11OCT06-1/1



A—Mark

B—Mark

RG17153—UN—26MAY09

Specification

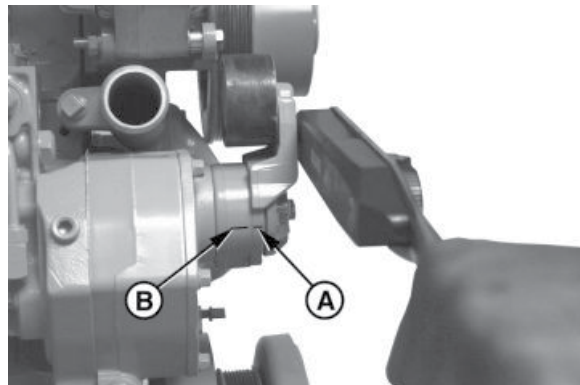
Spring—Tension.....24-28 N·m (17-21 lb-ft)

JR74534,00001F7 -19-06JAN10-1/2

DRIVEN EQUIPMENT

Gears and PTO's

1. Manufacturer's service recommendations vary. See your Owner's Manual for service information. If you do not have a manual, see your local dealer for the equipment in question.



Checking Belt Tensioner Spring Tension

RG7381—UN—28NOV97

A—Mark

B—Mark

JR74534,00001F7 -19-06JAN10-2/2

Servicing

NOTE: Some PTO and marine gears have rigid lubrication requirements. Follow service recommendations closely.

Generator Ends

2. The maintenance and operation recommendations for the generator end are in a separate Owner's Manual. If you do not have one of these manuals, contact your local dealer.

ELECTRICAL SYSTEM - GENERAL

1. Never switch battery switch off or break the circuit between the alternator and batteries while the engine is running. Regulator damage can result.
2. DO NOT reverse the polarity of battery cables when installing the battery.
3. When welding on the unit, disconnect the regulator and battery. Isolate the leads.
4. Disconnect battery cables when servicing the DC alternator.
5. Never test with a screwdriver, etc., against any terminal to see if it emits sparks.
6. A DC circuit breaker protects your control panel and wiring harness.



BOOSTER BATTERIES

CAUTION: Battery Gas Can Explode. Keep all flames and sparks away from batteries.

1. Before changing or using booster batteries, check battery electrolyte level. Add distilled water.
2. Booster and main batteries must have the same voltage rating.
3. First, connect positive (+) terminal of booster battery to positive (+) terminal of main battery.

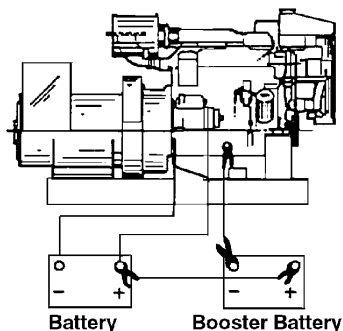


Figure 18: Booster Battery Connections

4. Then, connect negative (-) terminal of booster battery to ground on the engine block (see Figure 18).
5. Remove booster battery after starting engine.

6. Sealed batteries: see manufacturer charging and booster instructions.

SP21-22. BATTERY CARE - LEAD/ACID TYPE BATTERIES

1. Check electrolyte level every 50 hours or once per month. Add distilled water to manufacturer's recommended level.
2. Batteries, cables and cable terminals should be checked and cleaned every 100 hours. Clean corrosion with a water and baking soda solution. Flush with clean water. Tighten terminals and grease them to inhibit corrosion.
3. Check the battery condition with a hydrometer every 500 hours.

SP24. WINTERIZING, OUT-OF-SERVICE

If the generator set will not be used for more than 6 months the following preparations should be taken for long term storage.

1. Change the engine oil and replace the filter. Service the air cleaner.
2. Drain, flush, and refill the cooling system.
3. Crank the engine a few times with a starter, without starting the engine.
4. Remove and clean batteries.
5. All engine openings should be sealed with plastic bags and tape.
6. Store in a dry protected place.

To Remove Generator Set from Long-Term Storage:

1. Take off all protective coverings and unseal all the openings that were covered up.
2. Install batteries that are fully charged and connect the terminals.
3. Install the fan and alternator belts if they had been removed.
4. Fill the fuel tank.
5. Perform all pre-start checks.
6. Crank the engine for 20 seconds with the starter, without letting the engine start. Wait 2 minutes and crank the engine an additional 20 seconds to make sure all bearing surfaces are well coated.
7. Start the engine and run at no load in a low idle for several minutes. Make sure the engine is warmed up and check gauges before going under load.
8. Check all gauges and check for leaks.

SP30. AFTERCOOLER

1. The aftercooler should be removed and inspected for deposits and the air side cleaned every 2000 hours.

Troubleshooting

If you cannot correct problems with these procedures, see your dealer.

DC ELECTRICAL SYSTEM

✓ Battery Will Not Charge

Loose or corroded connections:

- Clean and tighten battery connections.

Sulfated or worn out batteries:

- Check specific gravity of each battery cell.
- Check electrolyte level of each battery cell.

Loose or defective alternator belt:

- Adjust belt tension.
- Replace belt.

✓ Undercharged Electrical System

Excessive electrical load from added accessories:

- Take off accessories or install higher output alternator.

Engine idling excessively.

- Increase the engine RPM when there is a heavy electrical load.

Poor electrical connections on battery, ground strap, starter, or alternator.

- Inspect connections and clean if necessary.

Defective battery.

- Test battery.

Battery charging rate too high.

- Test charging system.

✓ Starter Inoperative

PTO engaged.

- Disengage PTO.

Check DC circuit breaker:

- If the breaker is tripped, reset it.

Faulty start circuit relay.

- See dealer.

Blown main system fuse.

- Replace fuse.

Loose or corroded connections:

- Clean and tighten loose battery and harness plug connection.

Low battery output:

- Check specific gravity of each battery cell.
- Check electrolyte level of each battery cell.

Defective electrical system ground wire:

- Repair or replace.

✓ Starter Cranks Slowly

Low battery output:

- Battery is too small.
- Battery cables are too small.

Check specific gravity of each battery cell:

- Replace battery if necessary.

Check electrolyte level of each battery cell:

- If low, fill cells with distilled water.

Crankcase oil too heavy:

- Fill with oil of appropriate viscosity.

Loose or corroded connections:

- Clean and tighten loose connections.

✓ Starter and Hour Meter Function but rest of Electrical System Does Not Function

Blown fuse on magnetic switch.

- Replace fuse.

✓ Entire Electrical System Does Not Function

Check DC circuit breaker:

- If breaker is tripped, reset it.

Faulty connection:

- Clean and tighten battery and harness plug connections.

Sulfated or worn out batteries:

- Check specific gravity and electrolyte level of each battery cell.

ENGINE

✓ Engine Hard to Start or Will Not Start

Engine starting under load.

- Disengage PTO if applicable.

Improper starting procedure:

- See starting section of this manual. Take special note of Bypass Switch operation.

No fuel:

- Check level of fuel in fuel tank.

Low battery output:

- Check electrolyte level and condition.

Excessive resistance in starting circuit:

- Clean and tighten all battery connections.

Crankcase oil too heavy:

- Use oil of proper viscosity.

Improper type of fuel:

- Consult fuel supplier and use proper type of fuel for operating condition.

Water, dirt or air in fuel system:

- Drain, flush, fill and bleed system.

Clogged primary fuel filter element:

- Clean or replace filter element.

Clogged secondary fuel filter element:

- Replace filter element.

Electronic Fuel System problem:

- See your dealer.

Injection pump not getting fuel or air in fuel system.

- Check fuel flow at supply pump or bleed fuel system.

Troubleshooting

If you cannot correct problems with these procedures, see your dealer.

✓ Engine Runs Irregularly or Stalls Frequently

Below normal engine temperature:

- Remove and check thermostat.

Clogged primary fuel filter element:

- Clean or replace filter element.

Clogged secondary fuel filter element:

- Replace secondary filter element.

Water or dirt in the fuel system:

- Drain, flush, fill and bleed system.

Dirty or faulty injection nozzles:

- Have your dealer check injection nozzles.

Air in fuel system:

- Inspect clamps and hoses on suction side of fuel pump for air leak, bleed fuel system.

Improper type of fuel:

- Consult fuel supplier and use proper type of fuel for operating condition.

✓ Lack of Engine Power

Intake air restriction:

- Service air cleaner.
- Service aftercooler.

Clogged primary fuel filter element:

- Clean or replace filter element.

Clogged secondary fuel filter element:

- Replace filter element.

Improper type of fuel:

- Consult fuel supplier and use proper type of fuel for operating conditions.

Overheated engine:

- See “Engine Overheats” in next category.

Below normal engine temperature:

- Remove and check thermostat.

Electronic fuel system problem.

- See your dealer.

Turbocharger not functioning (if equipped).

- See your dealer.

Leaking exhaust manifold gasket.

- See your dealer.

Defective aneroid control line.

- See your dealer.

Restricted fuel hose.

- Clean or replace fuel hose.

Low fast idle speed.

- See your dealer.

Improper valve clearance:

- Reset valves. Best done by dealer.

✓ Engine Overheats

Engine overloaded.

- Reduce the load.

Low coolant level:

- Fill tank or radiator to proper level.
- Check hoses for loose connections and leaks.

Keel cooling tubes have been painted (marine):

- Remove paint from tubes.

Stretched belt or defective belt tensioner.

- Check automatic belt tensioner and check belts for stretching. Replace as required.

Low engine oil level.

- Check oil level, add oil as needed.

Incorrect grade of fuel.

- Use correct grade of fuel.

Cooling system needs flushing:

- Flush cooling system.

Defective thermostat:

- Remove and check thermostat.

Defective temperature gauge:

- Check water temperature with thermometer and replace gauge if necessary.

Water pump impeller worn/broken:

- Check impeller and replace if necessary.

✓ Engine Knocks

Low oil level:

- Add oil to engine crankcase.

Below normal engine temperature:

- Check your thermostats.
- Check water temperature to see if temperature gauge is working properly.

Engine overheating:

- See “Engine Overheating” section.

Troubleshooting

If you cannot correct problems with these procedures, see your dealer.

✓ High Fuel Consumption

Engine overloaded.

- Reduce load.

Air in fuel system:

- Bleed fuel system.

Improper type of fuel:

- Use correct fuel for temperature.

Clogged or dirty air cleaner:

- Service air cleaner.

Improper valve clearance:

- See your dealer.

Electronic fuel system problem.

- See your dealer.

Engine not at proper temperature:

- Check your thermostats.
- Check water temperature with thermometer and replace gauge if necessary.

✓ Below Normal Engine Temperature

Thermostats not working properly:

- Check thermostats.

Temperature gauge not working properly:

- Check water temperature with thermometer.

✓ Low Oil Pressure

Low oil level:

- Fill crankcase to proper level.

Improper type of oil:

- Drain and fill crankcase with correct oil.

Partially plugged oil filter:

- Replace filter.

✓ High Oil Consumption

Break-in period:

- Oil consumption decreases after break in.

Crankcase oil too light:

- Use proper viscosity oil.

Oil leaks:

- Check for leaks in lines around gaskets and drain plug.

✓ Engine Emits Black or Gray Exhaust Smoke

Clogged or dirty air cleaner:

- Service air cleaner.

Clogged aftercooler:

- Service aftercooler.

Defective muffler (back pressure too high):

- Have dealer check back pressure.

Improper fuel:

- Use correct fuel for temperature.

Engine overloaded.

- Reduce load.

Electronic fuel system problem.

- See your dealer.

Turbocharger not functioning.

- See your dealer.

Engine timing off:

- See your dealer.

✓ Engine Emits White Smoke

Improper fuel:

- Use correct fuel for temperature.

Cold engine:

- Warm up engine to normal operating temperature.

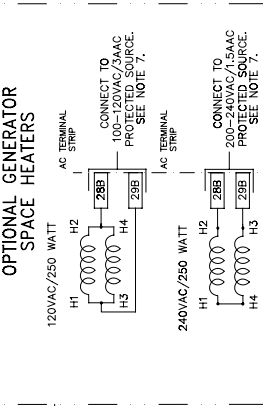
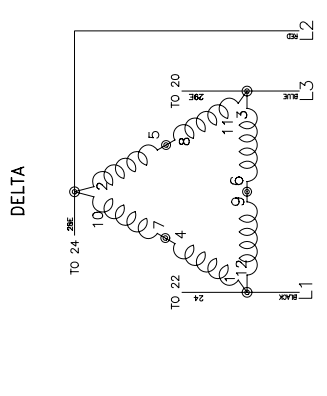
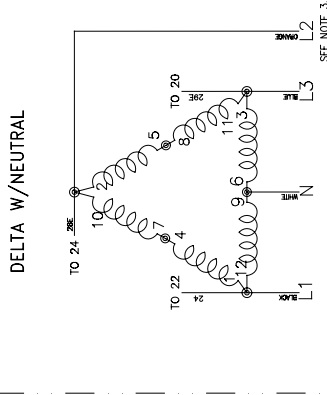
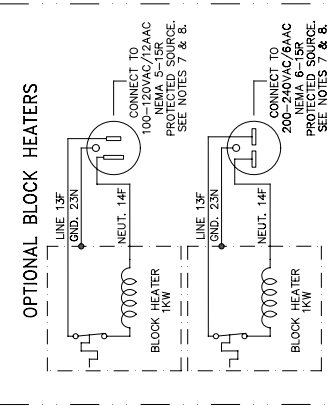
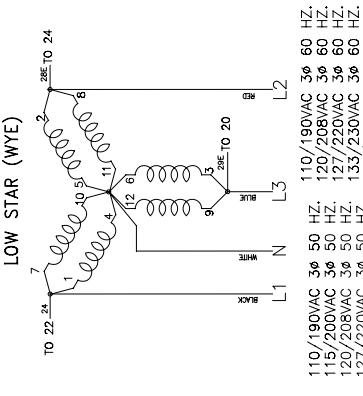
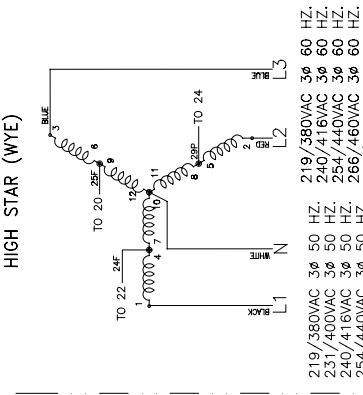
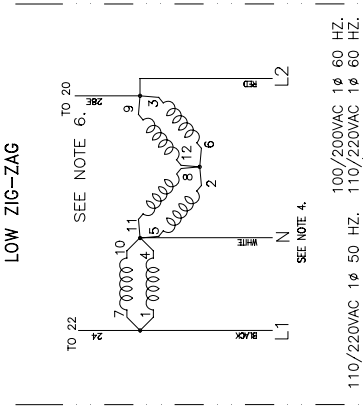
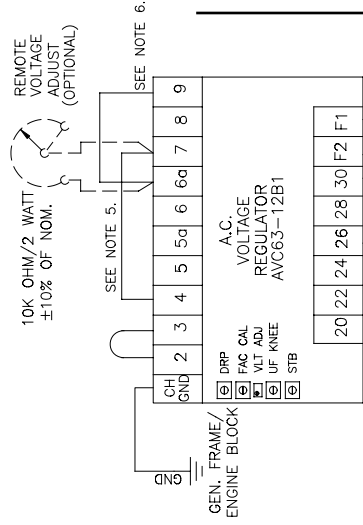
Defective thermostat:

- Remove and check thermostat.

Engine out of time:

- See your dealer.

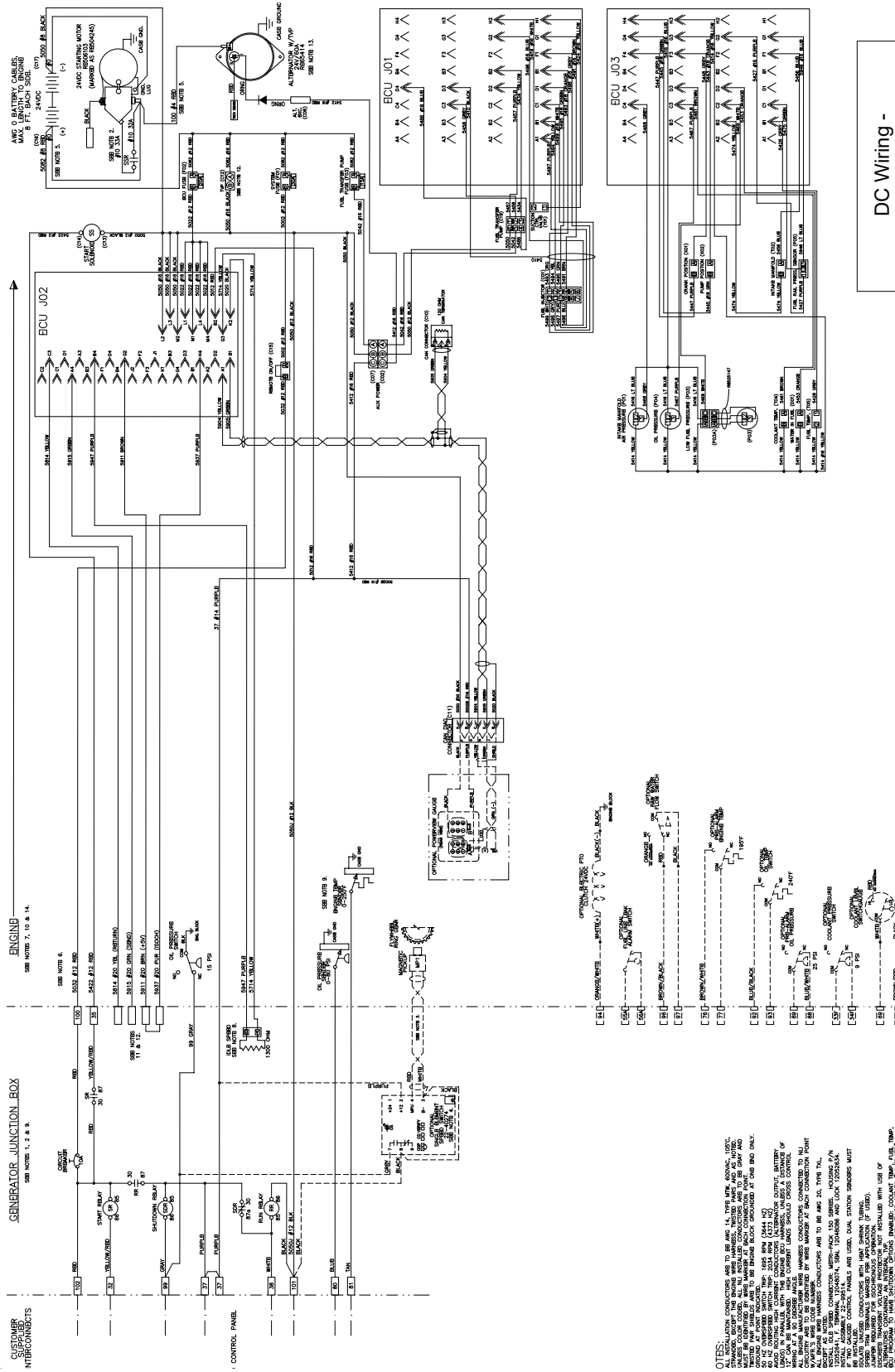
AC Wiring Diagram



- ### NOTES:
1. ALL INSTALLATION CONDUCTORS ARE TO BE AWG 14, TYPE MTW, 600VAC, 105C, STRANDED.
 2. UNLESS COLOR CODED, ALL NLI INSTALLED CONDUCTORS ARE TO BE GRAY AND MUST BE IDENTIFIED BY WIRE MARKER AT EACH CONNECTION POINT.
 3. LINE TWO (HIGH LEG) TO BE MARKED ORANGE IN COMPLIANCE WITH ARTICLE 215-8 OF THE NATIONAL ELECTRIC CODE. VOLTAGE BETWEEN LINE TWO AND NEUTRAL IS FOUND BY DIVIDING THE LINE TO LINE VOLTAGE BY 1.73.
 4. IF LOWER (L-N) VOLTAGE IS NOT REQUIRED DO NOT BRING OUT NEUTRAL POINT (NO NEUTRAL CONDUCTOR).
 5. REMOVE JUMPER BETWEEN TERMINALS 4 AND 7 IF A REMOTE VOLTAGE ADJUST RHEOSTAT IS USED. TURN THE INTERNAL VOLTAGE ADJUST POTENTIOMETER FULLY CLOCKWISE FOR PROPER REMOTE VAR OPERATION.
 6. REMOVE JUMPER BETWEEN TERMINALS 6a AND 9 FOR SINGLE PHASE SENSING.
 7. DO NOT ENERGIZE HEATERS WHILE UNIT IS IN OPERATION.
 8. REMOVE THREE-POLE PLUG AND WIRE BLOCK HEATER LEADS TO TERMINALS NUMBERED AS INDICATED FOR MARINE DUTY UNITS ONLY.

A.C. Wiring -
AVR SX460 W/Stamford
4 & 12 Wire
Drawing B-7429

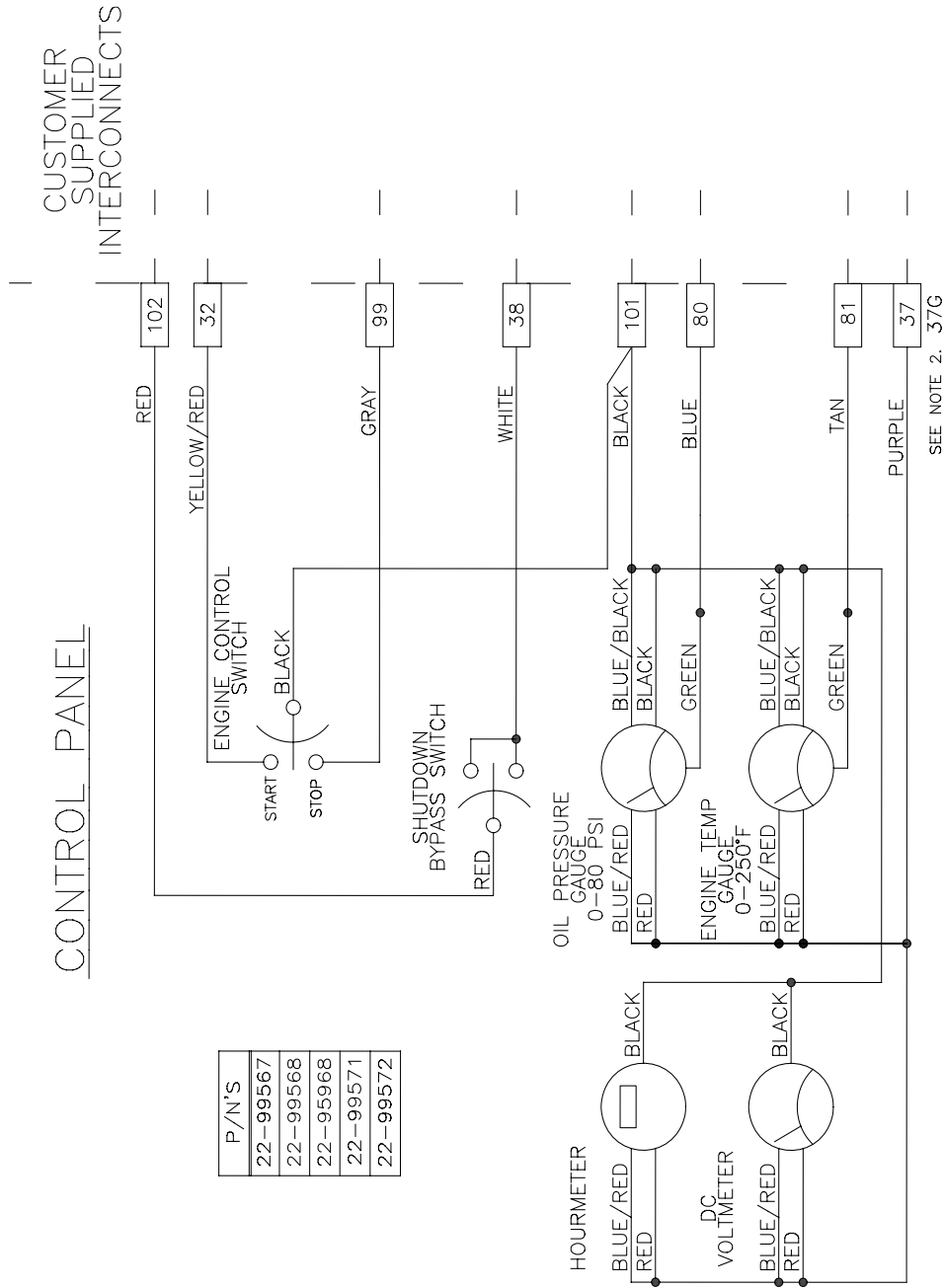
DC Wiring Diagram



DC Wiring -
M200C12 12 VDC
Standard Ground
Drawing D-4681

- NOTES:**
1. ALL WIRING CONDUCTORS ARE TO BE AWG 14, UNLESS OTHERWISE SPECIFIED.
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Panel Wiring Diagram



NOTES:

1. ALL INSTALLATION CONDUCTORS ARE TO BE AWG 14, TYPE MTW, 600VAC, 105°C, STRANDED, EXCEPT AS NOTED.
 2. RELABEL TERMINAL 37 TO 37G WHEN LIGHTING FUSE IS USED.
- REFER TO DC WIRING DIAGRAM.

Panel Wiring Diagram
S-3B/S-3C Oceanline/
Viewline panels 12V
Drawing A-12638

On Board Spare Parts

Safety at sea depends on careful preparation, product knowledge, and having the right tools and parts. Below is a list of recommended parts that you carry onboard at all times.

Onboard Parts Kits are available from your dealer.

We consider these minimum quantities. Your vessel's operating conditions may require more of a given part. Consult your dealer.

Item	Description	Quantity
1	Lube Oil Filter	4
2	Air Filter Element	1
3	Fuel Filter	2
4	Fuel Filter Element	4
5	Fuel Lift Pump	1
6	Injector	1
7	Thermostat	2
8	Thermostat Seal Ring	2
9	Thermostat Cover Gasket	1
10	Rocker Cover Gasket	1
11	Engine Overhaul Gasket Kit	1
12	Zinc Anode*	6
13	Raw Water Pump Impeller*	2
14	Raw Water Pump Cover Gasket*	2
15	Raw Water Pump*	1
16	Raw Water Pump Bearing*	2
17	Coolant Pump Repair Kit	1
18	Coolant Pump Gasket	1
19	Drive Belt	1
20	Workshop Manual	1
*Heat exchanger cooled engines only		



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