Operation and Maintenance Manual

404A-22SG1 Gas Industrial Engine

EX1 1-UP (Engine)
Important Safety Information

Most accidents that involve product operation, maintenance and repair are caused by failure to observe basic safety rules or precautions. An accident can often be avoided by recognizing potentially hazardous situations before an accident occurs. A person must be alert to potential hazards. This person should also have the necessary training, skills and tools to perform these functions properly.

**Improper operation, lubrication, maintenance or repair of this product can be dangerous and could result in injury or death.**

**Do not operate or perform any lubrication, maintenance or repair on this product, until you have read and understood the operation, lubrication, maintenance and repair information.**

Safety precautions and warnings are provided in this manual and on the product. If these hazard warnings are not heeded, bodily injury or death could occur to you or to other persons.

The hazards are identified by the “Safety Alert Symbol” and followed by a “Signal Word” such as “DANGER”, “WARNING” or “CAUTION”. The Safety Alert “WARNING” label is shown below.

![WARNING](image)

The meaning of this safety alert symbol is as follows:

**Attention! Become Alert! Your Safety is Involved.**

The message that appears under the warning explains the hazard and can be either written or pictorially presented.

Operations that may cause product damage are identified by “NOTICE” labels on the product and in this publication.

**Perkins cannot anticipate every possible circumstance that might involve a potential hazard. The warnings in this publication and on the product are, therefore, not all inclusive. If a tool, procedure, work method or operating technique that is not specifically recommended by Perkins is used, you must satisfy yourself that it is safe for you and for others. You should also ensure that the product will not be damaged or be made unsafe by the operation, lubrication, maintenance or repair procedures that you choose.**

The information, specifications, and illustrations in this publication are on the basis of information that was available at the time that the publication was written. The specifications, torques, pressures, measurements, adjustments, illustrations, and other items can change at any time. These changes can affect the service that is given to the product. Obtain the complete and most current information before you start any job. Perkins dealers or Perkins distributors have the most current information available.

![WARNING](image)

When replacement parts are required for this product Perkins recommends using Perkins replacement parts. Failure to heed this warning can lead to premature failures, product damage, personal injury or death.
# Table of Contents

**Foreword** .............................................................. 4  
**Safety Section**

Safety Messages ...................................................... 5  
General Hazard Information ....................................... 5  
Burn Prevention ...................................................... 8  
Fire Prevention and Explosion Prevention ........... 9  
Crushing Prevention and Cutting Prevention ... 11  
Mounting and Dismounting ................................. 11  
Ignition Systems .................................................... 11  
Before Starting Engine ........................................ 11  
Engine Starting ...................................................... 11  
Engine Stopping ...................................................... 12  
Electrical System .................................................... 12  
**Product Information Section**

Model Views and Specifications ............................. 13  
Product Identification Information ...................... 16  
**Operation Section**

Lifting and Storage ............................................... 17  
Gauges and Indicators ........................................... 19  
Features and Controls .......................................... 20  
Engine Starting ...................................................... 23  
Engine Operation .................................................... 26  
Engine Stopping ...................................................... 27  
**Maintenance Section**

Refill Capacities .................................................... 28  
Maintenance Interval Schedule ............................ 34  
**Reference Information Section**

Reference Materials .............................................. 51  
**Index Section**

Index ........................................................................ 53
Foreword

Literature Information

This manual contains safety, operation instructions, lubrication and maintenance information. This manual should be stored in or near the engine area in a literature holder or literature storage area. Read, study and keep it with the literature and engine information.

English is the primary language for all Perkins publications. The English used facilitates translation and consistency.

Some photographs or illustrations in this manual show details or attachments that may be different from your engine. Guards and covers may have been removed for illustrative purposes. Continuing improvement and advancement of product design may have caused changes to your engine which are not included in this manual. Whenever a question arises regarding your engine, or this manual, please consult with your Perkins dealer or your Perkins distributor for the latest available information.

Safety

This safety section lists basic safety precautions. In addition, this section identifies hazardous, warning situations. Read and understand the basic precautions listed in the safety section before operating or performing lubrication, maintenance and repair on this product.

Operation

Operating techniques outlined in this manual are basic. They assist with developing the skills and techniques required to operate the engine more efficiently and economically. Skill and techniques develop as the operator gains knowledge of the engine and its capabilities.

The operation section is a reference for operators. Photographs and illustrations guide the operator through procedures of inspecting, starting, operating and stopping the engine. This section also includes a discussion of electronic diagnostic information.

Maintenance

The maintenance section is a guide to engine care. The illustrated, step-by-step instructions are grouped by service hours and/or calendar time maintenance intervals. Items in the maintenance schedule are referenced to detailed instructions that follow.

Recommended service should be performed at the appropriate intervals as indicated in the Maintenance Interval Schedule. The actual operating environment of the engine also governs the Maintenance Interval Schedule. Therefore, under extremely severe, dusty, wet or freezing cold operating conditions, more frequent lubrication and maintenance than is specified in the Maintenance Interval Schedule may be necessary.

The maintenance schedule items are organized for a preventive maintenance management program. If the preventive maintenance program is followed, a periodic tune-up is not required. The implementation of a preventive maintenance management program should minimize operating costs through cost avoidances resulting from reductions in unscheduled downtime and failures.

Maintenance Intervals

Perform maintenance on items at multiples of the original requirement. We recommend that the maintenance schedules be reproduced and displayed near the engine as a convenient reminder. We also recommend that a maintenance record be maintained as part of the engine's permanent record.

Your authorized Perkins dealer or your Perkins distributor can assist you in adjusting your maintenance schedule to meet the needs of your operating environment.

Overhaul

Major engine overhaul details are not covered in the Operation and Maintenance Manual except for the interval and the maintenance items in that interval. Major repairs should only be carried out by Perkins authorized personnel. Your Perkins dealer or your Perkins distributor offers a variety of options regarding overhaul programs. If you experience a major engine failure, there are also numerous after failure overhaul options available. Consult with your Perkins dealer or your Perkins distributor for information regarding these options.

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. Battery posts, terminals and related accessories contain lead and lead compounds. Wash hands after handling.
Safety Section

Safety Messages

SMCS Code: 1000; 7405

There may be several specific warning signs on your engine. The exact location and a description of the warning signs are reviewed in this section. Become familiar with all warning signs.

Ensure that all the warning signs are legible. Clean the warning signs or replace the warning signs if the words cannot be read or if the illustrations are not visible. Use a cloth, water, and soap to clean the warning signs. Do not use solvents, gasoline, or other harsh chemicals. Solvents, gasoline, or harsh chemicals could loosen the adhesive that secures the warning signs. The warning signs that are loosened could drop off the engine.

Replace any warning sign that is damaged or missing. If a warning sign is attached to a part of the engine that is replaced, install a new warning sign on the replacement part. Your Perkins distributor can provide new warning signs.

(A) Universal Warning

![Warning Sign]

**WARNING**

Do not operate or work on this equipment unless you have read and understand the instructions and warnings in the Operation and Maintenance Manuals. Failure to follow the instructions or heed the warnings could result in serious injury or death.

![Warning Tag]

Attach a “Do Not Operate” warning tag or a similar warning tag to the start switch or to the controls before the engine is serviced or before the engine is repaired. Attach the warning tags to the engine and to each operator control station. When appropriate, disconnect the starting controls.

Do not allow unauthorized personnel on the engine, or around the engine when the engine is being serviced.

The universe warning label (1) is on the left side of the engine on the valve mechanism cover.

Illustration 1  
Typical example  
g00104545
• Tampering with the engine installation or tampering with the OEM supplied wiring can be dangerous. Personal injury, death and/or engine damage could result.

• Vent the engine exhaust to the outside when the engine is operated in an enclosed area.

• If the engine is not running, do not release the secondary brake or the parking brake systems unless the vehicle is blocked or unless the vehicle is restrained.

• Wear a hard hat, protective glasses, and other protective equipment, as required.

• When work is performed around an engine that is operating, wear protective devices for ears in order to help prevent damage to hearing.

• Do not wear loose clothing or jewelry that can snag on controls or on other parts of the engine.

• Ensure that all protective guards and all covers are secured in place on the engine.

• Never put maintenance fluids into glass containers. Glass containers can break.

• Use all cleaning solutions with care.

• Report all necessary repairs.

Unless other instructions are provided, perform the maintenance under the following conditions:

• The engine is stopped. Ensure that the engine cannot be started.

• The protective locks or the controls are in the applied position.

• Engage the secondary brakes or parking brakes.

• Block the vehicle or restrain the vehicle before maintenance or repairs are performed.

• Disconnect the batteries when maintenance is performed or when the electrical system is serviced. Disconnect the battery ground leads. Tape the leads in order to help prevent sparks.

• Do not attempt any repairs or any adjustments to the engine while the engine is operating.

• Do not attempt any repairs that are not understood. Use the proper tools. Replace any equipment that is damaged or repair the equipment.

• For initial start-up of a new engine or for starting an engine that has been serviced, make provisions to stop the engine if an overspeed occurs. The stopping of the engine may be accomplished by shutting off the fuel supply and/or the air supply to the engine. Ensure that only the fuel supply line is shut off. Ensure that the fuel return line is open.

• Start the engine from the operators station (cab). Never short across the starting motor terminals or the batteries. This action could bypass the engine neutral start system and/or the electrical system could be damaged.

Engine exhaust contains products of combustion which may be harmful to your health. Always start the engine and operate the engine in a well ventilated area. If the engine is in an enclosed area, vent the engine exhaust to the outside.

Cautiously remove the following parts. To help prevent spraying or splashing of pressurized fluids, hold a rag over the part that is being removed.

• Filler caps
• Grease fittings
• Pressure taps
• Breathers
• Drain plugs

Use caution when cover plates are removed. Gradually loosen, but do not remove the last two bolts or nuts that are located at opposite ends of the cover plate or the device. Before removing the last two bolts or nuts, pry the cover loose in order to relieve any spring pressure or other pressure.

• Wear a hard hat, protective glasses, and other protective equipment, as required.
• When work is performed around an engine that is operating, wear protective devices for ears in order to help prevent damage to hearing.

• Do not wear loose clothing or jewelry that can snag on controls or on other parts of the engine.

• Ensure that all protective guards and all covers are secured in place on the engine.

• Never put maintenance fluids into glass containers. Glass containers can break.

• Use all cleaning solutions with care.

• Report all necessary repairs.

Unless other instructions are provided, perform the maintenance under the following conditions:

• The engine is stopped. Ensure that the engine cannot be started.

• Disconnect the batteries when maintenance is performed or when the electrical system is serviced. Disconnect the battery ground leads. Tape the leads in order to help prevent sparks.

• Do not attempt any repairs that are not understood. Use the proper tools. Replace any equipment that is damaged or repair the equipment.

Electrostatic Discharge

Before performing any service or repair follow the instruction:

• Discharge the static electricity on your body to ground by touching and holding a grounded metal object.

Pressurized Air and Water

Pressurized air and/or water can cause debris and/or hot water to be blown out. This action could result in personal injury.

When pressurized air and/or pressurized water is used for cleaning, wear protective clothing, protective shoes, and eye protection. Eye protection includes goggles or a protective face shield.

The maximum air pressure for cleaning purposes must be below 205 kPa (30 psi). The maximum water pressure for cleaning purposes must be below 275 kPa (40 psi).

Containing Fluid Spillage

Care must be taken to ensure that fluids are contained during performance of inspection, maintenance, testing, adjusting, and repair of the product. Be prepared to collect the fluid with suitable containers before opening any compartment or disassembling any component containing fluids.

Dispose of all fluids according to local regulations and mandates.

Inhalation

Exhaust

Use caution. Exhaust fumes can be hazardous to health. If you operate the equipment in an enclosed area, adequate ventilation is necessary.

Asbestos Information

Perkins equipment and replacement parts that are shipped from Perkins engine company limited are asbestos free. Perkins recommends the use of only genuine Perkins replacement parts. Use the following guidelines when you handle any replacement parts that contain asbestos or when you handle asbestos debris.

Use caution. Avoid inhaling dust that might be generated when you handle components that contain asbestos fibers. Inhaling this dust can be hazardous to your health. The components that may contain asbestos fibers are brake pads, brake bands, lining material, clutch plates, and some gaskets. The asbestos that is used in these components is usually bound in a resin or sealed in some way. Normal handling is not hazardous unless airborne dust that contains asbestos is generated.
If dust that may contain asbestos is present, there are several guidelines that should be followed:

- Never use compressed air for cleaning.
- Avoid brushing materials that contain asbestos.
- Avoid grinding materials that contain asbestos.
- Use a wet method in order to clean up asbestos materials.
- A vacuum cleaner that is equipped with a high efficiency particulate air filter (HEPA) can also be used.
- Use exhaust ventilation on permanent machining jobs.
- Wear an approved respirator if there is no other way to control the dust.
- Comply with applicable rules and regulations for the workplace. In the United States, use Occupational Safety and Health Administration (OSHA) requirements. These OSHA requirements can be found in “29 CFR 1910.1001”.
- Obey environmental regulations for the disposal of asbestos.
- Stay away from areas that might have asbestos particles in the air.

**Dispose of Waste Properly**

Always use leakproof containers when you drain fluids. Do not pour waste onto the ground, down a drain, or into any source of water.

**Burn Prevention**

**SMCS Code:** 1000

Allow the engine system to cool before any maintenance is performed. Relieve all pressure in the air system, hydraulic system, lubrication system, fuel system, and the cooling system before the related items are disconnected.

Allow the pressure to be purged in the air system, in the hydraulic system, in the lubrication system, or in the cooling system before any lines, fittings, or related items are disconnected.

**Coolant**

When the engine is at operating temperature, the engine coolant is hot. The coolant is also under pressure. The radiator and all lines to the heaters or to the engine contain hot coolant.

Any contact with hot coolant or with steam can cause severe burns. Allow cooling system components to cool before the cooling system is drained.

Check that the coolant level after the engine has stopped and the engine has been allowed to cool.

Ensure that the filler cap is cool before removing the filler cap. The filler cap must be cool enough to touch with a bare hand. Remove the filler cap slowly in order to relieve pressure.
Cooling system conditioner contains alkali. Alkali can cause personal injury. Do not allow alkali to contact the skin, the eyes, or the mouth.

**Oils**

Skin may be irritated following repeated or prolonged exposure to mineral and synthetic base oils. Refer to your suppliers Material Safety Data Sheets for detailed information. Hot oil and lubricating components can cause personal injury. Do not allow hot oil to contact the skin. Appropriate personal protective equipment should be used.

**Batteries**

Electrolyte is an acid. Electrolyte can cause personal injury. Do not allow electrolyte to contact the skin or the eyes. Always wear protective glasses for servicing batteries. Wash hands after touching the batteries and connectors. Use of gloves is recommended.

**Fire Prevention and Explosion Prevention**

SMCS Code: 1000

Determine whether the engine will be operated in an environment that allows combustible gases to be drawn into the air inlet system. These gases could cause the engine to overspeed. Personal injury, property damage, or engine damage could result.

If the application involves the presence of combustible gases, consult your Perkins distributor for additional information about suitable protection devices.

Remove all flammable combustible materials or conductive materials such as fuel, oil, and debris from the engine. Do not allow any flammable combustible materials or conductive materials to accumulate on the engine.

Store fuels and lubricants in correctly marked containers away from unauthorized persons. Store oily rags and any flammable materials in protective containers. Do not smoke in areas that are used for storing flammable materials.

Do not expose the engine to any flame.

Exhaust shields (if equipped) protect hot exhaust components from oil or fuel line, tube, or a seal failure. Exhaust shields must be installed correctly.

Do not weld on lines or tanks that contain flammable fluids. Do not flame cut lines or tanks that contain flammable fluid. Clean any such lines or tanks thoroughly with a nonflammable solvent prior to welding or flame cutting.

Wiring must be kept in good condition. Ensure that all electrical wires are correctly installed and securely attached. Check all electrical wires daily. Repair any wires that are loose or frayed before you operate the engine. Clean all electrical connections and tighten all electrical connections.

Eliminate all wiring that is unattached or unnecessary. Do not use any wires or cables that are smaller than the recommended gauge. Do not bypass any fuses and/or circuit breakers.

Arcing or sparking could cause a fire. Secure connections, recommended wiring, and correctly maintained battery cables will help to prevent arcing or sparking.

Ensure that the engine is stopped. Inspect all lines and hoses for wear or for deterioration. Ensure that the hoses are correctly routed. The lines and hoses must have adequate support and secure clamps.

Oil filters and fuel filters must be installed correctly. The filter housings must be tightened to the correct torque. Refer to the Disassembly and Assembly manual for more information.

All fuels, most lubricants, and some coolant mixtures are flammable.

Flammable fluids that are leaking or spilled onto hot surfaces or onto electrical components can cause a fire. Fire may cause personal injury and property damage.

After the emergency stop button is operated, ensure that you allow 15 minutes, before the engine covers are removed.
Use caution when you are refueling an engine. Do not smoke while you are refueling an engine. Do not refuel an engine near open flames or sparks. Always stop the engine before refueling.

Avoid static electricity risk when fueling. Consult your fuel or fuel system supplier to ensure that the delivery system is in compliance with fueling standards for proper grounding and bonding practices.

Gases from a battery can explode. Keep any open flames or sparks away from the top of a battery. Do not smoke in battery charging areas.

Never check the battery charge by placing a metal object across the terminal posts. Use a voltmeter or a hydrometer.

Incorrect jumper cable connections can cause an explosion that can result in injury. Refer to the Operation Section of this manual for specific instructions.

Do not charge a frozen battery. A frozen battery may cause an explosion.

The batteries must be kept clean. The covers (if equipped) must be kept on the cells. Use the recommended cables, connections, and battery box covers when the engine is operated.

**Fire Extinguisher**

Make sure that a fire extinguisher is available. Be familiar with the operation of the fire extinguisher. Inspect the fire extinguisher and service the fire extinguisher regularly. Obey the recommendations on the instruction plate.

**Lines, Tubes, and Hoses**

Do not bend high-pressure lines. Do not strike high-pressure lines. Do not install any lines that are damaged.

Leaks can cause fires. Consult your Perkins distributor for replacement parts.

Replace the parts if any of the following conditions are present:

- End fittings are damaged or leaking.
- Outer coverings are chafed or cut.
- Wires are exposed.
- Outer coverings are ballooning.
- Flexible parts of the hoses are kinked.
- Outer covers have embedded armoring.
- End fittings are displaced.
Make sure that all clamps, guards, and heat shields are installed correctly. During engine operation, correct installation will help to prevent vibration, rubbing against other parts, and excessive heat.

Crushing Prevention and Cutting Prevention

**SMCS Code: 1000**

Support the component correctly when work beneath the component is performed.

Unless other maintenance instructions are provided, never attempt adjustments while the engine is running.

Stay clear of all rotating parts and of all moving parts. Leave the guards in place until maintenance is performed. After the maintenance is performed, reinstall the guards.

Keep objects away from moving fan blades. The fan blades will throw objects or cut objects.

When objects are struck, wear protective glasses in order to avoid injury to the eyes.

Chips or other debris may fly off objects when objects are struck. Before objects are struck, ensure that no one will be injured by flying debris.

Mounting and Dismounting

**SMCS Code: 1000**

Do not climb on the engine. The engine has not been designed with mounting or dismounting locations.

Refer to the OEM for the location of foot and hand holds for your specific application.

Ignition Systems

**SMCS Code: 1550**

Ignition systems can cause electrical shocks. Avoid contacting the ignition system components and wiring.

If the control is in the AUTOMATIC or START position the ignition system may discharge, and a spark plug will operate. The spark plug will ignite any gas that has accumulated in that cylinder. The crankshaft and the driven equipment can move. Personal injury may result. Gas that has accumulated in the exhaust system can also be ignited.

Ensure that the power supply is isolated before any service or repairs are performed.

**Before Starting Engine**

**SMCS Code: 1000**

**NOTICE**

For initial start-up of a new or rebuilt engine, and for start-up of an engine that has been serviced, make provision to shut the engine off should an overspeed occur. This may be accomplished by shutting off the air and/or fuel supply to the engine.

**WARNING**

Engine exhaust contains products of combustion which may be harmful to your health. Always start and operate the engine in a well ventilated area and, if in an enclosed area, vent the exhaust to the outside.

Inspect the engine for potential hazards.

Do not start the engine or move any of the controls if there is a “DO NOT OPERATE” warning tag or similar warning tag attached to the start switch or to the controls.

Before starting the engine, ensure that no one is on, underneath, or close to the engine. Ensure that the area is free of personnel.

If equipped, ensure that the lighting system for the engine is suitable for the conditions. Ensure that all lights work properly, if equipped.

All protective guards and all protective covers must be installed if the engine must be started in order to perform service procedures. To help prevent an accident that is caused by parts in rotation, work around the parts carefully.

Do not bypass the automatic shutoff circuits. Do not disable the automatic shutoff circuits. The circuits are provided in order to help prevent personal injury. The circuits are also provided in order to help prevent engine damage.

See the Service Manual for repairs and for adjustments.

**Engine Starting**

**SMCS Code: 1000**

If a warning tag is attached to the engine start switch, or to the controls DO NOT start the engine or move the controls. Consult with the person that attached the warning tag before the engine is started.
All protective guards and all protective covers must be installed if the engine must be started in order to perform service procedures. To help prevent an accident that is caused by parts in rotation, work around the parts carefully.

Start the engine from the operators compartment or from the engine start switch.

Always start the engine according to the procedure that is described in the Operation and Maintenance Manual, “Engine Starting” topic in the Operation Section. Knowing that the correct procedure will help to prevent major damage to the engine components. Knowing that the procedure will also help to prevent personal injury.

To ensure that the jacket water heater (if equipped) and/or the lube oil heater (if equipped) is working correctly, check the water temperature gauge. Also, check the oil temperature gauge during the heater operation.

Engine exhaust contains products of combustion which can be harmful to your health. Always start the engine and operate the engine in a well ventilated area. If the engine is started in an enclosed area, vent the engine exhaust to the outside.

**Engine Stopping**

**SMCS Code:** 1000

Stop the engine according to the procedure in the Operation and Maintenance Manual, “Engine Stopping (Operation Section)” in order to avoid overheating of the engine and accelerated wear of the engine components.

Use the Emergency Stop Button (if equipped) ONLY in an emergency situation. Do not use the Emergency Stop Button for normal engine stopping. After an emergency stop, DO NOT start the engine until the problem that caused the emergency stop has been corrected.

Stop the engine if an overspeed condition occurs during the initial start-up of a new engine or an engine that has been overhauled.

To stop an electronically controlled engine, cut the power to the engine and/or shutting off the air supply to the engine.

**Electrical System**

**SMCS Code:** 1000; 1400

Never disconnect any charging unit circuit or battery circuit cable from the battery when the charging unit is operating. A spark can cause the combustible gases that are produced by some batteries to ignite.

To help prevent sparks from igniting combustible gases that are produced by some batteries, the negative “−” jump start cable should be connected last from the external power source to the negative “−” terminal of the starting motor. If the starting motor is not equipped with a negative “−” terminal, connect the jump start cable to the engine block.

Check the electrical wires daily for wires that are loose or frayed. Tighten all loose electrical wires before the engine is started. Repair all frayed electrical wires before the engine is started. See the Operation and Maintenance Manual for specific starting instructions.

**Grounding Practices**

Correct grounding for the engine electrical system is necessary for optimum engine performance and reliability. Incorrect grounding will result in uncontrolled electrical circuit paths and in unreliable electrical circuit paths.

Uncontrolled electrical circuit paths can result in damage to main bearings, to crankshaft bearing journal surfaces, and to aluminum components.

Engines that are installed without engine-to-frame ground straps can be damaged by electrical discharge.

To ensure that the engine and the engine electrical systems function correctly, an engine-to-frame ground strap with a direct path to the battery must be used. This path may be provided by way of a direct engine ground to the frame.

All grounds should be tight and free of corrosion. The engine alternator must be grounded to the negative “−” battery terminal with a wire that is adequate to handle the full charging current of the alternator.
Product Information Section

Model Views and Specifications

Model View Illustrations

SMCS Code: 1000

The following model views show typical features of the engine. Due to individual applications, your engine may appear different from the illustrations.

Typical example

(1) Coolant filler pressure cap
(2) Top oil filler cap
(3) Control throttle
(4) Control
(5) Mixer
(6) Starting motor
(7) Breather outlet hose
(8) Alternator
(9) Thermostat housing
Product Description

SMCS Code: 1000; 4450; 4491

The Perkins 404A-22SG1 is a gas fueled constant speed industrial engine.

The 404A-22SG1 has the following characteristics:

- In-line four cylinder
- Two valves per cylinder
- Four stroke cycle
- Valve Lash Setting (Inlet) 0.20 mm (0.00787 inch)
- Valve Lash Setting (Exhaust) 0.20 mm (0.00787 inch)
- Compression Ratio 9:1
- Firing Order 1-3-4-2
- RPM 1500/1800
When auxiliary devices, accessories, or consumables (filters, additives, catalysts,) which are made by other manufacturers are used on Perkins products, the Perkins warranty is not affected simply because of such use.

However, failures that result from the installation or use of other manufacturers devices, accessories, or consumables are NOT Perkins defects. Therefore, the defects are NOT covered under the Perkins warranty.
Product Identification Information

Plate Locations and Film Locations
SMCS Code: 1000; 4450

Typical example
(1) Engine serial plate location

Perkins engines are identified by a serial number. This number is shown on a serial number plate that is mounted above the fuel injection pump on the right-hand side of the engine block.

An example of an engine number is EX*****U000001A.

E_________________________Engine family
X__________________________Type of engine
*****____________The list number of the engine
U________________________Country of manufacture
0_____________The first digit is a production code.
00001______________Engine Serial Number
A________________________Year of Manufacture

Perkins dealers or Perkins distributors need all these numbers to determine the components that were included with the engine. This information permits accurate identification of replacement part numbers.
Lifting and Storage

Product Lifting

**SMCS Code:** 1000; 7002

**NOTICE**

Never bend the eyebolts and the brackets. Only load the eyebolts and the brackets under tension. Remember that the capacity of an eyebolt is less as the angle between the supporting members and the object becomes less than 90 degrees.

Use a hoist to remove heavy components. Use an adjustable lifting beam to lift the engine. All supporting members (chains and cables) should be parallel to each other. The chains and cables should be perpendicular to the top of the object that is being lifted.

The lifting eyes should be used to lift only the engine and radiator as supplied by Perkins.

Lifting eyes are designed and installed for specific engine arrangements. Alterations to the lifting eyes and/or the engine make the lifting eyes and the lifting fixtures obsolete. If alterations are made, ensure that correct lifting devices are provided. Consult your Perkins distributor for information regarding fixtures for correct engine lifting.

Product Storage

**SMCS Code:** 1000; 7002

Perkins are not responsible for damage which may occur when an engine is in storage after a period in service.

Your Perkins distributor can assist in preparing the engine for extended storage periods.

**Condition for Storage**

The engine must be stored in a water proof building. The building must be kept at a constant temperature. Engines that are filled with Perkins ELC will have coolant protection to an ambient temperature of −36°C (−32.8°F). The engine must not be subjected to extreme variations in temperature and humidity.

**Storage Period**

An engine can be stored for up to 6 months provided all the recommendation are adhered to.

**Storage Procedure**

Keep a record of the procedure that has been completed on the engine.

1. Ensure that the engine is clean and dry.
2. Ensure that all open ports on the fuel system are capped so that no ingress of fluid or dirt can enter the fuel system.
3. The engine oil will not need to be drained in order to store the engine. Provided the correct specification of engine oil is used the engine can be stored for up to 6 months. For the correct specification of engine oil refer to this Operation and Maintenance Manual, "Fluid recommendations".
4. Remove the drive belts from the engine.

**Sealed Coolant System**

Ensure that the cooling system is filled with Perkins ELC, or an antifreeze that meets "ASTM D6210" specification.
Open Cooling System

Ensure that all cooling drain plugs have been opened. Allow the coolant to drain. Install the drain plugs. Place a vapor phase inhibitor into the system. The coolant system must be sealed once the vapor phase inhibitor has been introduced. The effect of the vapor phase inhibitor will be lost if the cooling system is open to the atmosphere.

For maintenance procedures refer to this Operation and Maintenance Manual.

Monthly Checks

The crankshaft must be rotated in order to change the spring loading on the valve train. Rotate the crankshaft more than 180 degrees. Visibly check for damage or corrosion to the engine.
Gauges and Indicators

Your engine may not have the same gauges or all the gauges that are described. For more information about the gauge package, see the OEM information.

Gauges provide indications of engine performance. Ensure that the gauges are in good working order. Determine the normal operating range by observing the gauges over a period of time.

Noticeable changes in gauge readings indicate potential gauge or engine problems. Problems may also be indicated by gauge readings that change even if the readings are within specifications. Determine and correct the cause of any significant change in the readings. Consult your Perkins distributor for assistance.

**NOTICE**

If no oil pressure is indicated, STOP the engine. If maximum coolant temperature is exceeded, STOP the engine. Engine damage can result.

**Engine Oil Pressure** – The oil pressure should be greatest after a cold engine is started. The typical engine oil pressure with SAE10W30 is 207 kPa to 413 kPa (30 psi to 60 psi) at rated rpm.

A lower oil pressure is normal at low idle. If the load is stable and the gauge reading changes, perform the following procedure:

1. Remove the load.
2. Stop the engine
3. Check and maintain the oil level. If necessary, determine the reason why the oil level is low.

**Jacket Water Coolant Temperature** – Typical temperature range is 71°C to 96°C (160°F to 205°F). The maximum allowable temperature with the pressurized cooling system at 90 kPa (13 psi) is 112°C (233.6°F). Higher temperatures may occur under certain conditions. The water temperature reading may vary according to load. The reading should never exceed the boiling point for the pressurized system that is being used.

If the engine is operating above the normal range and steam becomes apparent, perform the following procedure:

1. Reduce the load and the engine rpm.

**Diagnostic Lamp**

A diagnostic lamp is used to indicate the existence of an active fault. A fault diagnostic code will remain active until the problem is repaired. Refer to Troubleshooting manual for more information.
Features and Controls

Sensors and Electrical Components

SMCS Code: 1900; 7400

The engine is equipped with the following sensors or switches:

• Coolant temperature switch
• Temperature and Manifold Air Pressure (TMAP) sensor
• Camshaft position sensor
• Crankshaft position sensor/Flywheel
• Heated Exhaust Gas Oxygen (HEGO) sensor
• Oil pressure switch

The engine is equipped with the following electrical components:

• Shut off solenoid valve
• Control throttle (mixer)
• Control (Trim valve)
• Ignition coils
• Spark plug
• ECM
• Alternator
• Starting motor
Typical example

1. Coolant temperature sensor
2. Temperature and Manifold Air Pressure (TMAP) sensor
3. Control throttle (mixer)
4. Control
5. Heated Exhaust Gas Oxygen (HEGO) sensor
6. Starting motor
7. Alternator
8. Electronic control module
Alarms and Shutoffs

SMCS Code: 7400

Shutoffs

The shutoff is electrically controlled, and mechanically operated. The mechanically operated shutoff is controlled by the Electronic Control Module (ECM).

Alarms

The engine is equipped with the following sensors:

- Crankshaft position sensor
- Camshaft position sensor
- Oil pressure switch
- Temperature and Manifold Air Pressure (TMAP) sensor
- Coolant temperature sensor

- Heated Exhaust Gas Oxygen (HEGO) sensor

These sensors are connected to the ECM and will signal the ECM. The ECM will send a signal in order to illuminate the lamp, if action is required.

Control Panel

SMCS Code: 7451

For information on the control panel installed, refer to the OEM instructions.
Engine Starting

Before Starting Engine

SMCS Code: 1000

Before the engine is started, perform the required daily maintenance and any other periodic maintenance that is due. Refer to the Operation and Maintenance Manual, “Maintenance Interval Schedule” for more information.

• For the maximum service life of the engine, make a thorough inspection within the engine compartment before the engine is started. Look for the following items: oil leaks, coolant leaks, loose bolts and excessive dirt and/or grease. Remove any excess dirt and/or grease buildup. Repair any faults that were identified during the inspection.

• Inspect the cooling system hoses for cracks and for loose clamps.

• Inspect the alternator and accessory drive belts for cracks, breaks, and other damage.

• Inspect the wiring for loose connections and for worn wires or frayed wires.

• Check the fuel supply. Ensure that the fuel supply valve is open.

ENGINE EXHAUST CONTAINS PRODUCTS OF COMBUSTION WHICH MAY BE HARMFUL TO YOUR HEALTH. ALWAYS START AND OPERATE THE ENGINE IN A WELL VENTILATED AREA AND, IF IN AN ENCLOSED AREA, VENT THE EXHAUST TO THE OUTSIDE.

• Do not start the engine or move any of the controls if there is a “DO NOT OPERATE” warning tag or similar warning tag attached to the start switch or to the controls.

• Ensure that the areas around the rotating parts are clear.

• All of the guards must be put in place. Check for damaged guards or for missing guards. Repair any damaged guards. Replace damaged guards and/or missing guards.

• Disconnect any battery chargers that are not protected against the high current drain that is created when the electric starting motor is engaged. Check electrical cables and check the battery for poor connections and for corrosion.

• Reset all of the shutoffs or alarm components (if equipped).

• Check the engine lubrication oil level. Maintain the oil level between the “ADD” mark and the “FULL” mark on the engine oil level gauge.

• Check the coolant level. Observe the coolant level in the header tank (if equipped). Maintain the coolant level to the “FULL” mark on the header tank.

• If the engine is not equipped with a header tank, maintain the coolant level within 13 mm (0.5 inch) of the bottom of the filler pipe. If the engine is equipped with a sight glass, maintain the coolant level in the sight glass.

• Observe the air cleaner service indicator (if equipped). Service the air cleaner when the yellow diaphragm enters the red zone, or when the red piston locks in the visible position.

• Ensure that any equipment that is driven by the engine has been disengaged from the engine. Minimize electrical loads or remove any electrical loads.

Starting the Engine

SMCS Code: 1000

ENGINE EXHAUST CONTAINS PRODUCTS OF COMBUSTION WHICH MAY BE HARMFUL TO YOUR HEALTH. ALWAYS START AND OPERATE THE ENGINE IN A WELL VENTILATED AREA AND, IF IN AN ENCLOSED AREA, VENT THE EXHAUST TO THE OUTSIDE.

Unburned gas in the air inlet and exhaust system may ignite when the engine is started. Personal injury and/or property damage may result.

Before starting an engine that may contain unburned gas, purge the unburned gas from the air inlet and exhaust system. Refer to the topic on purging unburned gas in the “Starting the Engine” section.

NOTICE

For initial start-up of a new or rebuilt engine, and for start-up of an engine that has been serviced, make provision to shut the engine off should an overspeed occur. This may be accomplished by shutting off the fuel supply and/or the ignition to the engine.
First Engine Start

Note: The fuel system must comply with all local regulations.

1. The starting and the stopping of the engine must be on no load.

2. Ensure that the starting procedure and stopping procedure are understood before starting the engine. If necessary, select the desired engine speed. Refer to OEM for the correct procedure to select the engine speed.

3. Start the engine and allow the engine to run at the desired speed for 10 minutes.

4. Operate the engine under normal working conditions. Check the gauges and lamps to see the condition of the engine. If a diagnostic lamp is active, stop the engine and investigate the issue immediately. Refer to Troubleshooting for more information.

5. If the engine fails to start after two attempts, manually turn off the gas supply and investigate the cause. Purge the unburned gas then, refer to Troubleshooting for more information.

Purging Unburned Gas

The following events cause unburned gas to remain in the air inlet and in the exhaust manifold:

• Emergency stop
• Engine overspeed
• Unsuccessful successive attempts to start the engine

Unburned gas may remain in the air inlet and exhaust system after several unsuccessful attempts to start the engine. The unburned gas may increase to a concentration that may ignite during a successive attempt to start the engine.

Perform the following procedure to purge the unburned gas:

1. Turn the manual gas shutoff valve to the CLOSED position. Refer to OEM information for the location of the valve.

2. Start the engine and crank the engine for 20 seconds. Stop the engine cranking.

3. Refer to the Troubleshooting for more information.

Starting the Engine

Refer to the OEM manual for your type of controls.
If the engine will not start, refer to Troubleshooting, "Engine Cranks But Will Not Start".

Starting with Jump Start Cables
(Do Not Use This Procedure in Hazardous Locations that have Explosive Atmospheres)

SMCS Code: 1000; 1401; 1402

**WARNING**

Improper jump start cable connections can cause an explosion resulting in personal injury.

Prevent sparks near the batteries. Sparks could cause vapors to explode. Do not allow jump start cable ends to contact each other or the engine.

Note: If possible, first diagnose the reason for the starting failure. Make any necessary repairs. If the engine will not start only due to the condition of the battery, either charge the battery, or start the engine with jump-start cables. The condition of the battery can be rechecked after the engine has been switched OFF.

**NOTICE**

Using a battery source with the same voltage as the electric starting motor. Use ONLY equal voltage for jump starting. The use of higher voltage will damage the electrical system.

Do not reverse the battery cables. The alternator can be damaged. Attach ground cable last and remove first.

When using an external electrical source to start the engine, turn the generator set control switch to the "OFF" position. Turn all electrical accessories OFF before attaching the jump start cables.

Ensure that the main power switch is in the OFF position before attaching the jump start cables to the engine being started.

1. Turn the start switch to the OFF position. Turn off all the engines accessories.

2. Connect one positive end of the jump-start cable to the positive cable terminal of the discharged battery. Connect the other positive end of the jump-start cable to the positive cable terminal of the electrical source.

3. Connect one negative end of the jump-start cable to the negative cable terminal of the electrical source. Connect the other negative end of the jump-start cable to the engine block or to the chassis ground. This procedure helps to prevent potential sparks from igniting the combustible gases that are produced by some batteries.

Note: Before starting engine, ensure that the ECM and control panel have power. Check control panel for issues.

4. Start the engine.

5. Immediately after the stalled engine is started, disconnect the jump-start cables in reverse order. After jump starting, the alternator may not be able to recharge fully batteries that are severely discharged. The batteries must be replaced or charged to the correct voltage with a battery charger after the engine is stopped. Many batteries which are considered unusable are still rechargeable. Refer to Operation and Maintenance Manual, "Battery - Replace" and Testing and Adjusting Manual, "Battery - Test".

After Starting Engine

SMCS Code: 1000

Operate the engine with out load.

- Visible check for fluid or gas leaks
- Check all gauges for normal operation

Note: Gauge readings should be observed and the data should be recorded frequently while the engine is operating. Comparing the data over time will help to determine normal readings for each gauge. Comparing data over time will also help detect abnormal operating developments. Significant changes in the readings should be investigated.
Engine Operation

SMCS Code: 1000

Correct operation and maintenance are key factors in obtaining the maximum life and economy of the engine. If the directions in the Operation and Maintenance Manual are followed, costs can be minimized and engine service life can be maximized.

For constant speed engines, allow the engine to operate without load in order to warm the engine before applying load.

Gauge readings should be observed and the data should be recorded frequently while the engine is operating. Comparing the data over time will help to determine normal readings for each gauge. Comparing data over time will also help detect abnormal operating developments. Significant changes in the readings should be investigated.
Engine Stopping

Emergency Stopping
SMCS Code: 1000

NOTICE
Emergency shutoff controls are for EMERGENCY use ONLY. DO NOT use emergency shutoff devices or controls for normal stopping procedure.

The OEM may have equipped the application with an emergency stop button. For more information about the emergency stop button, refer to the OEM information.

Ensure that any components for the external system that support the engine operation are secured after the engine is stopped.

Manual Stop Procedure
SMCS Code: 1000

Stopping the Engine

NOTICE
Stopping the engine immediately after it has been working under load, can result in overheating and accelerated wear of the engine components.

Avoid accelerating the engine prior to shutting it down.

Avoiding hot engine shutdowns will maximize turbocharger shaft and bearing life.

Note: Individual applications will have different control systems. Ensure that the shutoff procedures are understood. Use the following general guidelines in order to stop the engine.

1. Remove the load from the engine. Allow the engine to run under no load conditions for 5 minutes in order to cool the engine.

2. Stop the engine after the cool down period according to the shutoff system on the engine and turn the ignition keyswitch to the OFF position. If necessary, refer to the instructions that are provided by the OEM.

After Stopping Engine
SMCS Code: 1000

Note: Before you check the engine oil, do not operate the engine for at least 10 minutes in order to allow the engine oil to return to the oil pan.

• Check the crankcase oil level. Maintain the oil level between the "MIN" mark and the "MAX" mark on the oil level dipstick.

• If necessary, perform minor adjustments. Repair any leaks and tighten any loose bolts.

• Note the required service interval. Perform the maintenance that is in the Operation and Maintenance Manual, "Maintenance Interval Schedule".

• Check fuel level.

NOTICE
Only use antifreeze/coolant mixtures recommended in this Operation and Maintenance Manual, "Refill Capacities and Recommendations" topic or in this Operation and Maintenance Manual, "Fluid Recommendations" topic. Failure to do so can cause engine damage.

• Allow the engine to cool. Check the coolant level.

• If freezing temperatures are expected, check the coolant for the correct antifreeze protection. The cooling system must be protected against freezing to the lowest expected outside temperature. Add the correct coolant/water mixture, if necessary.

• Perform all required periodic maintenance on all driven equipment. This maintenance is outlined in the instructions from the OEM.
Maintenance Section

Refill Capacities

Fluid Recommendations
SMCS Code: 1280; 1348; 1395; 7560

General Coolant Information

NOTICE
Never add coolant to an overheated engine. Engine damage could result. Allow the engine to cool first.

NOTICE
If the engine is to be stored in, or shipped to an area with below freezing temperatures, the cooling system must be either protected to the lowest outside temperature or drained completely to prevent damage.

NOTICE
Frequently check the specific gravity of the coolant for proper freeze protection or for anti-boil protection.

Clean the cooling system for the following reasons:
- Contamination of the cooling system
- Overheating of the engine
- Foaming of the coolant

NOTICE
Never operate an engine without water temperature regulators in the cooling system. Water temperature regulators help to maintain the engine coolant at the proper operating temperature. Cooling system problems can develop without water temperature regulators.

Many engine failures are related to the cooling system. The following problems are related to cooling system failures: Overheating, leakage of the water pump and plugged radiators or heat exchangers.

These failures can be avoided with correct cooling system maintenance. Cooling system maintenance is as important as maintenance of the fuel system and the lubrication system. Quality of the coolant is as important as the quality of the fuel and the lubricating oil.

Coolant is normally composed of three elements: Water, additives and glycol.

Water

Water is used in the cooling system in order to transfer heat.

Distilled water or deionized water is recommended for use in engine cooling systems.

DO NOT use the following types of water in cooling systems: Hard water, softened water that has been conditioned with salt and sea water.

If distilled water or deionized water is not available, use water with the properties that are listed in Table 1.

<table>
<thead>
<tr>
<th>Property</th>
<th>Maximum Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chloride (Cl)</td>
<td>40 mg/L</td>
</tr>
<tr>
<td>Sulfate (SO₄)</td>
<td>100 mg/L</td>
</tr>
<tr>
<td>Total Hardness</td>
<td>170 mg/L</td>
</tr>
<tr>
<td>Total Solids</td>
<td>340 mg/L</td>
</tr>
<tr>
<td>Acidity</td>
<td>pH of 5.5 to 9.0</td>
</tr>
</tbody>
</table>

For a water analysis, consult one of the following sources:
- Local water utility company
- Agricultural agent
- Independent laboratory

Additives

Additives help to protect the metal surfaces of the cooling system. A lack of coolant additives or insufficient amounts of additives enable the following conditions to occur:
- Corrosion
- Formation of mineral deposits
- Rust
- Scale
- Foaming of the coolant

Many additives are depleted during engine operation. These additives must be replaced periodically.

Additives must be added at the correct concentration. Over concentration of additives can cause the inhibitors to drop out-of-solution. The deposits can enable the following problems to occur:
- Formation of gel compounds
- Reduction of heat transfer
• Leakage of the water pump seal
• Plugging of radiators, coolers, and small passages

**Glycol**

Glycol in the coolant helps to provide protection against the following conditions:

• Boiling
• Freezing
• Cavitation of the water pump

For optimum performance, Perkins recommends a 1:1 mixture of a water/glycol solution.

**Note:** Use a mixture that will provide protection against the lowest ambient temperature.

**Note:** 100 percent pure glycol will freeze at a temperature of −13 °C (8.6 °F).

Most conventional antifreezes use ethylene glycol. Propylene glycol may also be used. In a 1:1 mixture with water, ethylene and propylene glycol provide similar protection against freezing and boiling. Refer to Table 2 and refer to table 3.

<table>
<thead>
<tr>
<th>Ethylene Glycol</th>
<th>Concentration</th>
<th>Freeze Protection</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>50 Percent</td>
<td>−36 °C (~33 °F)</td>
</tr>
<tr>
<td></td>
<td>60 Percent</td>
<td>−51 °C (~60 °F)</td>
</tr>
</tbody>
</table>

**NOTICE**

Do not use propylene glycol in concentrations that exceed 50 percent glycol because of the reduced heat transfer capability of propylene glycol. Use ethylene glycol in conditions that require additional protection against boiling or freezing.

<table>
<thead>
<tr>
<th>Propylene Glycol</th>
<th>Concentration</th>
<th>Freeze Protection</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>50 Percent</td>
<td>−29 °C (~20 °F)</td>
</tr>
</tbody>
</table>

To check the concentration of glycol in the coolant, measure the specific gravity of the coolant.

**Coolant Recommendations**

• ELC_________Extended Life Coolant
• SCA_________Supplement Coolant Additive
• ASTM________American Society for Testing and Materials

The following two coolants are used in Perkins engines:

**Preferred** – Perkins ELC

**Acceptable** – A commercial heavy-duty antifreeze that meets “ASTM D6210” specifications

**NOTICE**

The 404A-22SG1 industrial engines must be operated with a 1:1 mixture of water and glycol.

**NOTICE**

Do not use a commercial coolant/antifreeze that only meets the ASTM D3306 specification. This type of coolant/antifreeze is made for light automotive applications.

Perkins recommends a 1:1 mixture of water and glycol. This mixture of water and glycol will provide optimum heavy-duty performance as an antifreeze. This ratio may be increased to 1:2 water to glycol if extra freezing protection is required.

A mixture of SCA inhibitor and water is acceptable but will not give the same level of corrosion, boiling and, freezing protection as ELC. Perkins recommends a 6 percent to 8 percent concentration of SCA in those cooling systems. Distilled water or deionized water is preferred. Standard required ASTM D1384, D2570, and D4340

<table>
<thead>
<tr>
<th>Coolant Service Life</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Coolant Type</strong></td>
</tr>
<tr>
<td>Perkins ELC</td>
</tr>
<tr>
<td>Commercial Heavy-Duty Antifreeze that meets “ASTM D6210”</td>
</tr>
<tr>
<td>Commercial SCA inhibitor and Water</td>
</tr>
</tbody>
</table>

(1) Use the interval that occurs first. The cooling system must also be flushed out at this time.

**ELC**

Perkins provides ELC for use in the following applications:

• Heavy-duty spark ignited gas engines
The anti-corrosion package for ELC is different from the anti-corrosion package for other coolants. ELC is an ethylene glycol base coolant. However, ELC contains organic corrosion inhibitors and antifoam agents with low amounts of nitrite. Perkins ELC has been formulated with the correct amount of these additives in order to provide superior corrosion protection for all metals in engine cooling systems.

ELC is available in a premixed cooling solution with distilled water. ELC is a 1:1 mixture. The Premixed ELC provides freeze protection to −36 °C (−33 °F). The Premixed ELC is recommended for the initial fill of the cooling system. The Premixed ELC is also recommended for topping off the cooling system.

Containers of several sizes are available. Consult your Perkins distributor for the part numbers.

**ELC Cooling System Maintenance**

**Correct additions to the Extended Life Coolant**

**NOTICE**

Use only Perkins products for pre-mixed or concentrated coolants.

Mixing Extended Life Coolant with other products reduces the Extended Life Coolant service life. Failure to follow the recommendations can reduce cooling system components life unless appropriate corrective action is performed.

In order to maintain the correct balance between the antifreeze and the additives, you must maintain the recommended concentration of ELC. Lowering the proportion of antifreeze lowers the proportion of additive. This change will lower the ability of the coolant to protect the system from pitting, from cavitation, from erosion, and from deposits.

**NOTICE**

Do not use a conventional coolant to top-off a cooling system that is filled with Extended Life Coolant (ELC).

Do not use standard supplemental coolant additive (SCA).

When using Perkins ELC, do not use standard SCA’s or SCA filters.

**ELC Cooling System Cleaning**

**Note:** If the cooling system is already using ELC, cleaning agents are not required to be used at the specified coolant change interval. Cleaning agents are only required if the system has been contaminated by the addition of some other type of coolant or by cooling system damage.

Clean water is the only cleaning agent that is required when ELC is drained from the cooling system.

Before the cooling system is filled, the heater control (if equipped) must be set to the HOT position. Refer to the OEM in order to set the heater control. After the cooling system is drained and the cooling system is refilled, operate the engine until the coolant level reaches the normal operating temperature and until the coolant level stabilizes. As needed, add the coolant mixture in order to fill the system to the specified level.

**Changing to Perkins ELC**

To change from heavy-duty antifreeze to the Perkins ELC, perform the following steps:

**NOTICE**

Care must be taken to ensure that all fluids are contained during performance of inspection, maintenance, testing, adjusting and the repair of the product. Be prepared to collect the fluid with suitable containers before opening any compartment or disassembling any component containing fluids.

Dispose of all fluids according to local regulations and mandates.

1. Drain the coolant into a suitable container.
2. Dispose of the coolant according to local regulations.
3. Fill the cooling system with distilled or deionized water and operate the engine until the engine is warmed to 49° to 66°C (120° to 150°F).
4. Fill the cooling system with a 33 percent solution of Perkins ELC and operate the engine, ensure that the thermostat opens. Stop the engine and allow the engine to cool. Drain the coolant.
5. Again, fill the cooling system with a 33 percent solution of Perkins ELC and operate the engine, ensure that the thermostat opens. Stop the engine and allow to cool.
6. Drain the drain the cooling system.

**NOTICE**

Incorrect or incomplete flushing of the cooling system can result in damage to copper and other metal components.

7. Fill the cooling system with the Perkins Premixed ELC. Operate the engine. Ensure that all coolant valves open then stop the engine. When cool check the coolant level.
ELC Cooling System Contamination

NOTICE
Mixing ELC with other products reduces the effectiveness of the ELC and shortens the ELC service life. Use only Perkins Products for premixed or concentrate coolants. Failure to follow these recommendations can result in shortened cooling system component life.

ELC cooling systems can withstand contamination to a maximum of 10 percent of conventional heavy-duty antifreeze or SCA. If the contamination exceeds 10 percent of the total system capacity, perform ONE of the following procedures:

• Drain the cooling system into a suitable container. Dispose of the coolant according to local regulations. Flush the system with a 5 to 10 percent solution of Perkins ELC. Fill the system with the Perkins ELC.

• Drain a portion of the cooling system into a suitable container according to local regulations. Then, fill the cooling system with premixed ELC. This procedure should lower the contamination to less than 10 percent.

• Maintain the system as a conventional Heavy-Duty Coolant. Treat the system with an SCA. Change the coolant at the interval that is recommended for the conventional Heavy-Duty Coolant.

Commercial Heavy-Duty Antifreeze and SCA

NOTICE
Commercial Heavy-Duty Coolant which contains Amine as part of the corrosion protection system must not be used.

NOTICE
Never operate an engine without water temperature regulators in the cooling system. Water temperature regulators help to maintain the engine coolant at the correct operating temperature. Cooling system problems can develop without water temperature regulators.

Check the antifreeze (glycol concentration) in order to ensure adequate protection against boiling or freezing. Perkins recommends the use of a refractometer for checking the glycol concentration. A hydrometer should not be used.

Perkins engine cooling systems should be tested at 500 hour intervals for the concentration of SCA.

Additions of SCA are based on the results of the test. An SCA that is liquid may be needed at 500 hour intervals.

Adding the SCA to Heavy-Duty Coolant at the Initial Fill

Use the equation that is in Table 5 to determine the amount of SCA that is required when the cooling system is initially filled.

Table 5

| Equation For Adding The SCA To The Heavy-Duty Coolant At The Initial Fill |
|-----------------------------|-----------------------------|-----------------------------|
| V × 0.045 = X               |                             |                             |
V is the total volume of the cooling system.  
X is the amount of SCA that is required.

Table 6 is an example for using the equation that is in Table 5.

Table 6

| Example Of The Equation For Adding The SCA To The Heavy-Duty Coolant At The Initial Fill |
|-----------------------------------------------|-----------------------------------------------|-----------------------------------------------|
| Total Volume of the Cooling System (V)      | Multiplication Factor | Amount of SCA that is Required (X) |
| 15 L (4 US gal)                              | 0.045                         | 0.7 L (24 oz) |

Adding The SCA to The Heavy-Duty Coolant For Maintenance

Heavy-duty antifreeze of all types REQUIRE periodic additions of an SCA.

Test the antifreeze periodically for the concentration of SCA. For the interval, refer to the Operation and Maintenance Manual, "Maintenance Interval Schedule" (Maintenance Section). Cooling System Supplemental Coolant Additive (SCA) Test/Add.

Additions of SCA are based on the results of the test. The size of the cooling system determines the amount of SCA that is needed.

Use the equation that is in Table 7 to determine the amount of SCA that is required, if necessary:

Table 7

<table>
<thead>
<tr>
<th>Equation For Adding The SCA To The Heavy-Duty Coolant For Maintenance</th>
</tr>
</thead>
<tbody>
<tr>
<td>V × 0.014 = X</td>
</tr>
</tbody>
</table>
V is the total volume of the cooling system.  
X is the amount of SCA that is required.

Table 8 is an example for using the equation that is in Table 7.
Table 8

Example Of The Equation For Adding The SCA To The Heavy-Duty Coolant For Maintenance

<table>
<thead>
<tr>
<th>Total Volume of the Cooling System (V)</th>
<th>Multiplication Factor</th>
<th>Amount of SCA that is Required (X)</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 L (4 US gal)</td>
<td>× 0.014</td>
<td>0.2 L (7 oz)</td>
</tr>
</tbody>
</table>

Cleaning the System of Heavy-Duty Antifreeze

- Clean the cooling system after used coolant is drained or before the cooling system is filled with new coolant.
- Clean the cooling system whenever the coolant is contaminated or whenever the coolant is foaming.

Fluid Recommendations

SMCS Code: 1280; 1348; 1395; 7560

General Lubricant Information

Because of government regulations regarding the certification of exhaust emissions from the engine, the lubricant recommendations must be followed.

Commercial Oils

Notice

Perkins require the use of the following specification of engine oil. Failure to use the appropriate specification of engine oil will reduce the life of your engine.

Table 9

Classifications for the 404A-22SG1 Gas Industrial Engine

<table>
<thead>
<tr>
<th>Oil Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>API CI-4</td>
</tr>
</tbody>
</table>

Lubricant Viscosity Recommendations

The correct SAE viscosity grade of oil is determined by the minimum ambient temperature during cold engine start-up, and the maximum ambient temperature during engine operation.

Refer to illustration 18 (minimum temperature) to determine the required oil viscosity for starting a cold engine.

Refer to illustration 18 (maximum temperature) to select the oil viscosity for engine operation at the highest ambient temperature that is anticipated.

Generally, use the highest oil viscosity that is available to meet the requirement for the temperature at start-up.

Lubricant Viscosities

Supplemental heat is recommended for cold soaked starts below the minimum ambient temperature. Supplemental heat may be required for cold soaked starts that are above the minimum temperature that is stated, depending on the parasitic load and other factors. Cold soaked starts occur when the engine has not been operated for a period of time. This interval will allow the oil to become more viscous due to cooler ambient temperatures.

Note: −10°C (14.° F) is the lowest temperature that the engine may be operated.

Aftermarket Oil Additives

Perkins does not recommend the use of aftermarket additives in oil. Do not use aftermarket additives to achieve the engines maximum service life or rated performance. Fully formulated, finished oils consist of base oils and of commercial additive packages. These additive packages are blended into the base oils at precise percentages in order to help provide finished oils with performance characteristics that meet industry standards.

There are no industry standard tests that evaluate the performance or the compatibility of aftermarket additives in finished oil. Aftermarket additives may not be compatible with the finished oils additive package, which could lower the performance of the finished oil. The aftermarket additive could fail to mix with the finished oil. This failure could produce sludge in the crankcase. Perkins discourages the use of aftermarket additives in finished oils.
To achieve the best performance from a Perkins engine, conform to the following guidelines:

- See the appropriate "Lubricant Viscosities". Refer to the illustration 18 to find the correct oil viscosity grade for your engine.
- At the specified interval, service the engine. Use new oil and install a new oil filter.
- Perform maintenance at the intervals that are specified in the Operation and Maintenance Manual, "Maintenance Interval Schedule".

**Oil analysis**

Some engines may be equipped with an oil sampling valve. If oil analysis is required, the oil sampling valve is used to obtain samples of the engine oil. The oil analysis will complement the preventive maintenance program.

The oil analysis is a diagnostic tool that is used to determine oil performance and component wear rates. Contamination can be identified and measured by using oil analysis. The oil analysis includes the following tests:

- The Wear Rate Analysis monitors the wear of the engines metals. The amount of wear metal and type of wear metal that is in the oil is analyzed. The increase in the rate of engine wear metal in the oil is as important as the quantity of engine wear metal in the oil.
- Tests are conducted to detect contamination of the oil by water, glycol, or fuel.

- The Oil Condition Analysis determines the loss of the oils lubricating properties. An infrared analysis is used to compare the properties of new oil to the properties of the used oil sample. This analysis allows technicians to determine the amount of deterioration of the oil during use. This analysis also allows technicians to verify the performance of the oil according to the specification during the entire oil change interval.

**Fluid Recommendations**

**SMCS Code:** 1280; 1348; 1395; 7560

**Gas Specification**

The Gas specification for the 404A-22SG1 gas industrial engine is ASTM1835. The fuel grade required is HD-5 with Propane content of 95 percent.

**Refill Capacities**

**SMCS Code:** 7560

**Lubrication System**

The refill capacities for the engine crankcase reflect the approximate capacity of the crankcase or sump plus standard oil filters. Auxiliary oil filter systems will require additional oil. Refer to the OEM specifications for the capacity of the auxiliary oil filter.

- Engine only 8.9 to 10.6 L (1.9 to 2.3 Imp gal)

**Coolant System**

- Engine only 3.6 L (0.8 Imp gal)
## Maintenance Interval Schedule

### SMCS Code: 7500

### When Required
- **Battery - Replace** ........................................ 36
- **Engine - Clean** ........................................... 42

### Daily
- **Control Panel - Inspect** ................................. 37
- **Cooling System Coolant Level - Check** ............... 41
- **Driven Equipment - Check** ............................. 42
- **Engine Air Cleaner Service Indicator - Inspect** ..... 43
- **Engine Oil Level - Check** ............................... 44
- **Walk-Around Inspection** ................................. 50

### Every Week
- **Engine Protective Devices - Check** ................... 46
- **Hoses and Clamps - Inspect/Replace** ................ 47

### Every 250 Service Hours or 6 Months
- **Alternator and Fan Belts - Inspect/Adjust** .......... 35

### Every 500 Service Hours or 1 Year
- **Battery Electrolyte Level - Check** ................. 37
- **Radiator - Clean** ....................................... 49

### Every 1000 Service Hours
- **Alternator and Fan Belts - Replace** ................. 36
- **Carburetor Air/Fuel Ratio - Check/Adjust** ........ 37
- **Engine Air Cleaner Element (Single Element) - Inspect/Clean/Replace** ................................. 42
- **Engine Oil and Filter - Change** ....................... 45
- **Engine Valve Lash - Inspect/Adjust** ................. 47
- **Fuel System Filter - Replace** .......................... 47

### Every 2000 Service Hours
- **Alternator - Inspect** .................................. 35
- **Engine Crankcase Breather - Replace** ............ 44
- **Engine Mounts - Check** ................................ 44

### Every 3000 Service Hours
- **Ignition System Spark Plugs - Replace** .......... 48
- **Water Pump - Inspect** .................................. 50

### Every 3000 Service Hours or 2 Years
- **Cooling System Coolant (DEAC) - Change** ........ 37

### Every 6000 Service Hours or 3 Years
- **Cooling System Coolant Extender (ELC) - Add** .................. 41

### Every 12 000 Service Hours or 6 Years
- **Cooling System Coolant (ELC) - Change** .......... 39

### Every 12 000 Service Hours or 6 Years
- **Gas Pressure Regulator - Check** ................... 47
Alternator - Inspect

SMCS Code: 1405-040

Perkins recommends a scheduled inspection of the alternator. Inspect the alternator for loose connections and correct battery charging. Check the ammeter (if equipped) during engine operation in order to ensure correct battery performance and/or correct performance of the electrical system. Make repairs, as required.

Check the alternator and the battery charger for correct operation. If the batteries are correctly charged, the ammeter reading should be very near zero. All batteries should be kept charged. The batteries should be kept warm because temperature affects the cranking power. If the battery is too cold, the battery will not crank the engine. When the engine is not run for long periods of time or if the engine is run for short periods, the batteries may not fully charge. A battery with a low charge will freeze more easily than a battery with a full charge.

Alternator and Fan Belts - Inspect/Adjust

SMCS Code: 1357-025; 1357-040; 1405-025-BE; 1405-040-BE

Inspection

To maximize the engine performance, inspect the belts for wear and for cracking. Replace belts that are worn or damaged.

For applications that require multiple drive belts, replace the belts in matched sets. Replacing only one belt of a matched set will cause the new belt to carry more load because the older belt is stretched. The additional load on the new belt could cause the new belt to break.

If the belts are too loose, vibration causes unnecessary wear on the belts and pulleys. Loose belts may slip enough to cause overheating.

To accurately check the belt tension, a suitable gauge should be used.

Adjustment

1. Loosen mounting bolts (2) and adjusting bolt (1).
2. Move the alternator in order to increase or decrease the belt tension.

3. Tighten adjusting bolt (1). Tighten mounting bolts (2). Refer to the Specifications Manual for the correct torque settings.

Alternator and Fan Belts - Replace

SMCS Code: 1357-510

Battery - Replace

SMCS Code: 1401-510

**WARNING**

Batteries give off combustible gases which can explode. A spark can cause the combustible gases to ignite. This can result in severe personal injury or death.

Ensure proper ventilation for batteries that are in an enclosure. Follow the proper procedures in order to help prevent electrical arcs and/or sparks near batteries. Do not smoke when batteries are serviced.

**WARNING**

The battery cables or the batteries should not be removed with the battery cover in place. The battery cover should be removed before any servicing is attempted.

Removing the battery cables or the batteries with the cover in place may cause a battery explosion resulting in personal injury.

1. Switch the engine to the OFF position. Remove all electrical loads.
2. Turn off any battery chargers. Disconnect any battery chargers.
3. The NEGATIVE “-” cable connects the NEGATIVE “-” battery terminal to the NEGATIVE “-” terminal on the starting motor. Disconnect the cable from the NEGATIVE “-” battery terminal.
4. The POSITIVE “+” cable connects the POSITIVE “+” battery terminal to the POSITIVE “+” terminal on the starting motor. Disconnect the cable from the POSITIVE “+” battery terminal.

**Note:** Always recycle a battery. Never discard a battery. Dispose of used batteries to an appropriate recycling facility.

5. Remove the used battery.
6. Install the new battery.

**Note:** Before the cables are connected, ensure that the engine start switch is OFF.

7. Connect the cable from the starting motor to the POSITIVE “+” battery terminal.
8. Connect the NEGATIVE “-” cable to the NEGATIVE “-” battery terminal.
Battery Electrolyte Level - Check
SMCS Code: 1401-535-FLV

When the engine is not run for long periods of time or when the engine is run for short periods, the batteries may not fully recharge. Ensure a full charge in order to help prevent the battery from freezing. If batteries are correctly charged, the ammeter reading should be very near zero, when the engine is in operation.

**WARNING**

All lead-acid batteries contain sulfuric acid which can burn the skin and clothing. Always wear a face shield and protective clothing when working on or near batteries.

1. Remove the filler caps. Maintain the electrolyte level to the “FULL” mark on the battery.

   If the addition of water is necessary, use distilled water. If distilled water is not available use clean water that is low in minerals. Do not use artificially softened water.

2. Check the condition of the electrolyte with a suitable battery tester.

3. Install the caps.

4. Keep the batteries clean.

   Clean the battery case with one of the following cleaning solutions:
   - Use a solution of 0.1 kg (0.2 lb) baking soda and 1 L (1 qt) of clean water.
   - Use a solution of ammonium hydroxide.

   Thoroughly rinse the battery case with clean water.

Carburetor Air/Fuel Ratio - Check/Adjust (Mixer)
SMCS Code: 1266-535

An engine failure may occur if the air/fuel ratio is not appropriate for the fuel and for the operating conditions. The service life of the engine components may be reduced.

Ensure that the mixer is adjusted properly so that the air/fuel ratio is correct.

Control Panel - Inspect
SMCS Code: 4490-040

Inspect the condition of the panel. If a component is damaged, ensure that the component is repaired or that the component is replaced. If equipped, ensure that the electronic displays are operating properly.

Inspect the wiring for good condition. Ensure that the wiring connections are secure.

Record the Data and Review the Data

If equipped, check the gauges and check the indicators frequently during normal operation. Record the data in a log. Compare the new data to the data that was previously recorded. Comparing the new data to the recorded data will establish the normal gauge readings for the engine. A gauge reading that is abnormal may indicate a problem with operation or with the gauge.

Cooling System Coolant (DEAC) - Change
SMCS Code: 1395-044

**NOTICE**

Care must be taken to ensure that fluids are contained during performance of inspection, maintenance, testing, adjusting and repair of the product. Be prepared to collect the fluid with suitable containers before opening any compartment or disassembling any component containing fluids.

Dispose of all fluids according to Local regulations and mandates.

**NOTICE**

Keep all parts clean from contaminants.

Contaminants may cause rapid wear and shortened component life.

Clean the cooling system and flush the cooling system before the recommended maintenance interval if the following conditions exist:

- The engine overheats frequently.
- Foaming of the coolant is observed.
- The oil has entered the cooling system and the coolant is contaminated.

**Note:** When the cooling system is cleaned, only clean water is needed.
Drain

**WARNING**
Pressurized System: Hot coolant can cause serious burns. To open the cooling system filler cap, stop the engine and wait until the cooling system components are cool. Loosen the cooling system pressure cap slowly in order to relieve the pressure.

1. Stop the engine and allow the engine to cool. Loosen the cooling system filler cap slowly in order to relieve any pressure. Remove the cooling system filler cap.

Illustration 22  
Typical example

2. Open the drain cock or remove the drain plug (1) on the engine. Open the drain cock or remove the drain plug on the radiator.

   Allow the coolant to drain.

   **NOTICE**
   Dispose of used engine coolant or recycle. Various methods have been proposed to reclaim used coolant for reuse in engine cooling systems. The full distillation procedure is the only method acceptable by Perkins to reclaim the coolant.

For information regarding the disposal and the recycling of used coolant, consult your Perkins distributor.

Flush

1. Flush the cooling system with clean water in order to remove any debris.

2. Close the drain cock or install the drain plug in the engine. Close the drain cock or install the drain plug on the radiator.

   **NOTICE**
   Do not fill the cooling system faster than 5 L (1.3 US gal) per minute to avoid air locks.

   Cooling system air locks may result in engine damage.

3. Fill the cooling system with clean water. Install the cooling system filler cap.

4. Start and operate the engine with no load until the temperature reaches 49 to 66 °C (120 to 150 °F).

5. Stop the engine and allow the engine to cool. Loosen the cooling system filler cap slowly in order to relieve any pressure. Remove the cooling system filler cap. Open the drain cock or remove the drain plug on the engine. Open the drain cock or remove the drain plug on the radiator. Allow the water to drain. Flush the cooling system with clean water.

Fill

1. Close the drain cock or install the drain plug on the engine. Close the drain cock or install the drain plug on the radiator.

   **NOTICE**
   Do not fill the cooling system faster than 5 L (1.3 US gal) per minute to avoid air locks.

   Cooling system air locks may result in engine damage.

2. Fill the cooling system with Commercial Heavy-Duty Coolant. Add Supplemental Coolant Additive to the coolant. For the correct amount, refer to the Operation and Maintenance Manual, "Fluid Recommendations" for more information on cooling system specifications. Do not install the cooling system filler cap.
3. Start and operate the engine with no load. Operate the engine for 1 minute in order to purge the air from the cavities of the engine block. Stop the engine.

4. Check the coolant level. Maintain the coolant level within 13 mm (0.5 inch) below the bottom of the pipe for filling. Maintain the coolant level in the expansion bottle (if equipped) at the correct level.

5. Clean the cooling system filler cap and inspect the gasket. If the gasket is damaged, discard the old filler cap and install a new filler cap. If the gasket is not damaged, use a suitable pressurizing pump in order to pressure test the filler cap. The correct pressure is stamped on the face of the filler cap. If the filler cap does not retain the correct pressure, install a new filler cap.

6. Start the engine. Inspect the cooling system for leaks and for correct operating temperature.

Cooling System Coolant (ELC) - Change

SMCS Code: 1395-044-NL

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NOTICE

Care must be taken to ensure that fluids are contained during performance of inspection, maintenance, testing, adjusting and repair of the product. Be prepared to collect the fluid with suitable containers before opening any compartment or disassembling any component containing fluids.

Dispose of all fluids according to Local regulations and mandates.

---

NOTICE

Keep all parts clean from contaminants.

Contaminants may cause rapid wear and shortened component life.

---

Clean the cooling system and flush the cooling system before the recommended maintenance interval if the following conditions exist:

- The engine overheats frequently.
- Foaming of the coolant is observed.
- The oil has entered the cooling system and the coolant is contaminated.
- The fuel has entered the cooling system and the coolant is contaminated.

**Note:** When the cooling system is cleaned, only clean water is needed when the ELC is drained and replaced.

**Note:** Inspect the water pump and the water temperature regulator after the cooling system has been drained. This maintenance is a good opportunity to replace the water pump, the water temperature regulator, and the hoses, if necessary.

---

Drain

**WARNING**

Pressurized System: Hot coolant can cause serious burns. To open the cooling system filler cap, stop the engine and wait until the cooling system components are cool. Loosen the cooling system pressure cap slowly in order to relieve the pressure.

---

1. Stop the engine and allow the engine to cool. Loosen the cooling system filler cap slowly in order to relieve any pressure. Remove the cooling system filler cap.
2. Open the drain cock or remove the drain plug (1) on the engine. Open the drain cock or remove the drain plug on the radiator.

Allow the coolant to drain.

NOTICE
Dispose of used engine coolant or recycle. Various methods have been proposed to reclaim used coolant for reuse in engine cooling systems. The full distillation procedure is the only method acceptable by Perkins to reclaim the coolant.

For information regarding the disposal and the recycling of used coolant, consult your Perkins dealer or your Perkins distributor.

Flush

1. Flush the cooling system with clean water in order to remove any debris.

2. Close the drain cock or install the drain plug in the engine. Close the drain cock or install the drain plug on the radiator.

   NOTICE
Do not fill the cooling system faster than 5 L (1.3 US gal) per minute to avoid air locks.

   Cooling system air locks may result in engine damage.

3. Fill the cooling system with clean water. Install the cooling system filler cap.

4. Start and run the engine at low idle until the temperature reaches 49 to 66 °C (120 to 150 °F).

5. Stop the engine and allow the engine to cool. Loosen the cooling system filler cap slowly in order to relieve any pressure. Remove the cooling system filler cap. Open the drain cock or remove the drain plug on the engine. Open the drain cock or remove the drain plug on the radiator. Allow the water to drain. Flush the cooling system with clean water.

Fill

1. Close the drain cock or install the drain plug on the engine. Close the drain cock or install the drain plug on the radiator.

   NOTICE
Do not fill the cooling system faster than 5 L (1.3 US gal) per minute to avoid air locks.

   Cooling system air locks may result in engine damage.

2. Fill the cooling system with Extended Life Coolant (ELC). Refer to the Operation and Maintenance Manual, “Fluid Recommendations” for more information on cooling system specifications. Do not install the cooling system filler cap.

3. Start and run the engine at low idle. Increase the engine rpm to high idle. Run the engine at high idle for 1 minute in order to purge the air from the cavities of the engine block. Decrease the engine speed to low idle. Stop the engine.

4. Check the coolant level. Maintain the coolant level within 13 mm (0.5 inch) below the bottom of the pipe for filling. Maintain the coolant level in the expansion bottle (if equipped) at the correct level.
5. Clean the cooling system filler cap and inspect the gasket. If the gasket is damaged, discard the old filler cap and install a new filler cap. If the gasket is not damaged, use a suitable pressurizing pump in order to pressure test the filler cap. The correct pressure is stamped on the face of the filler cap. If the filler cap does not retain the correct pressure, install a new filler cap.

6. Start the engine. Inspect the cooling system for leaks and for correct operating temperature.

**Cooling System Coolant Extender (ELC) - Add**

**SMCS Code:** 1352-045

In order for Perkins ELC to achieve 12000 hours an extender must be added at 6000 hours. For a suitable extender, contact your Perkins distributor.

**Cooling System Coolant Level - Check**

**SMCS Code:** 1395-535

**Engines With a Coolant Recovery Tank**

**Note:** The cooling system may not have been provided by Perkins. The procedure that follows is for typical cooling systems. Refer to the OEM information for the correct procedures.

Check the coolant level when the engine is stopped and cool.

---

**NOTICE**

When any servicing or repair of the engine cooling system is performed, the procedure must be performed with the engine on level ground. This action will allow you to check accurately the coolant level. This action will also help in avoiding the risk of introducing an air lock into the coolant system.

1. Observe the coolant level in the coolant recovery tank. Maintain the coolant level to “COLD FULL” mark on the coolant recovery tank.

---

**Engines Without a Coolant Recovery Tank**

Check the coolant level when the engine is stopped and cool.

---

**WARNING**

Pressurized System: Hot coolant can cause serious burns. To open the cooling system filler cap, stop the engine and wait until the cooling system components are cool. Loosen the cooling system pressure cap slowly in order to relieve the pressure.

2. Loosen filler cap slowly in order to relieve any pressure. Remove the filler cap.

3. Pour the correct coolant mixture into the tank. Refer to the Operation and Maintenance Manual, “Refill Capacities and Recommendations” for information on the correct mixture and type of coolant. Refer to the Operation and Maintenance Manual, “Refill Capacities and Recommendations” for the cooling system capacity. Do not fill the coolant recovery tank above “COLD FULL” mark.

---

4. Clean filler cap and the receptacle. Reinstall the filler cap and inspect the cooling system for leaks.

**Note:** The coolant will expand as the coolant heats up during normal engine operation. The additional volume will be forced into the coolant recovery tank during engine operation. When the engine is stopped and cool, the coolant will return to the engine.
Cooling system filler cap

**WARNING**

Pressurized System: Hot coolant can cause serious burns. To open the cooling system filler cap, stop the engine and wait until the cooling system components are cool. Loosen the cooling system pressure cap slowly in order to relieve the pressure.

1. Remove the cooling system filler cap slowly in order to relieve pressure.
2. Maintain the coolant level at the maximum mark that is correct for your application. If the engine is equipped with a sight glass, maintain the coolant level to the correct level in the sight glass.
3. Clean the cooling system filler cap and inspect the gasket. If the gasket is damaged, discard the old filler cap and install a new filler cap. If the gasket is not damaged, use a suitable pressurizing pump in order to pressure test the filler cap. The correct pressure is stamped on the face of the filler cap. If the filler cap does not retain the correct pressure, install a new filler cap.
4. Inspect the cooling system for leaks.

**Driven Equipment - Check**

**SMCS Code:** 3279-535

Refer to the OEM specifications for more information on the following maintenance recommendations for the driven equipment:

- Inspection
- Adjustment
- Lubrication

- Other maintenance recommendations

Perform any maintenance for the driven equipment which is recommended by the OEM.

**Engine - Clean**

**SMCS Code:** 1000-070

**WARNING**

Personal injury or death can result from high voltage.

Moisture can create paths of electrical conductivity.

Make sure that the electrical system is OFF. Lock out the starting controls and tag the controls "DO NOT OPERATE".

**NOTICE**

Accumulated grease and oil on an engine is a fire hazard. Keep the engine clean. Remove debris and fluid spills whenever a significant quantity accumulates on the engine.

Periodic cleaning of the engine is recommended. Steam cleaning the engine will remove accumulated oil and grease. A clean engine provides the following benefits:

- Easy detection of fluid leaks
- Maximum heat transfer characteristics
- Ease of maintenance

**Note:** Caution must be used in order to prevent electrical components from being damaged by excessive water when the engine is cleaned. Pressure washers and steam cleaners should not be directed at any electrical connectors or the junction of cables into the rear of the connectors. Avoid electrical components such as the alternator, and the starter. Protect the fuel injection pump from fluids in order to wash the engine.

**Engine Air Cleaner Element**

**(Single Element) - Inspect/Clean/Replace**

**(If Equipped)**

**SMCS Code:** 1051; 1054-070; 1054-040; 1054-510

Due to individual applications, your air cleaner assembly may appear different from the illustration.
Some engines are equipped with a differential gauge for inlet air pressure. The differential gauge for inlet air pressure displays the difference in the pressure that is measured before the air cleaner element and the pressure that is measured after the air cleaner element. As the air cleaner element becomes dirty, the pressure differential rises. If your engine is equipped with a different type of service indicator, follow the OEM recommendations in order to service the air cleaner service indicator.

The service indicator may be mounted on the air cleaner element or in a remote location.

Engine Air Cleaner Service Indicator - Inspect

**SMCS Code:** 7452-040

Some engines may be equipped with a different service indicator.
The service indicator may need to be replaced frequently in environments that are severely dusty.

**Engine Crankcase Breather - Replace**

**SMCS Code:** 1317-510

**NOTICE**

Keep all parts clean from contaminants.

Contaminants may cause rapid wear and shortened component life.

---

Illustration 30  
g0006518

Typical example

(1) Screws for the breather cover  
(2) Breather cover  
(3) Clip  
(4) Hose  
(5) Seal  
(6) Valve mechanism cover

1. Loosen clip (3) and remove hose (4). Ensure the hose (4) is clean and free from damage and obstructions.

2. Remove the screws (1) and remove the breather cover (2) from the valve mechanism cover (6).

3. Remove the seal (5) and discard.

4. Clean the cavity in the valve mechanism cover (6) and the breather cover (2). Install a new seal (5).

5. Install the breather cover (2) and the screws (1). Tighten the screws (1) securely.

6. Install the hose (4) and tighten clip (3) securely.

---

**Engine Oil Level - Check**

**SMCS Code:** 1348-535

**WARNING**

Hot oil and hot components can cause personal injury. Do not allow hot oil or hot components to contact the skin.

(Y) “ADD” mark. (X) “FULL” mark.
NOTICE
Perform this maintenance with the engine stopped.

1. Maintain the oil level between “ADD” mark (Y) and “FULL” mark (X) on oil level gauge (1). Do not fill the crankcase above “FULL” mark (X).

NOTICE
Operating your engine when the oil level is above the “FULL” mark could cause your crankshaft to dip into the oil. The air bubbles created from the crankshaft dipping into the oil reduces the oil’s lubricating characteristics and could result in the loss of power.

2. Remove the oil filler cap and add oil, if necessary. Clean the oil filler cap. Install the oil filler cap.

Engine Oil and Filter - Change
SMCS Code: 1318-510

WARNING
Hot oil and hot components can cause personal injury. Do not allow hot oil or hot components to contact the skin.

NOTICE
Care must be taken to ensure that fluids are contained during performance of inspection, maintenance, testing, adjusting and repair of the product. Be prepared to collect the fluid with suitable containers before opening any compartment or disassembling any component containing fluids.

Dispose of all fluids according to local regulations and mandates.

NOTICE
Keep all parts clean from contaminants.

Contaminants may cause rapid wear and shortened component life.

Do not drain the oil when the engine is cold. As the oil cools, suspended waste particles settle on the bottom of the oil pan. The waste particles are not removed with the draining cold oil. Drain the crankcase with the engine stopped. Drain the crankcase with the oil warm. This draining method allows the waste particles that are suspended in the oil to be drained correctly.

Failure to follow this recommended procedure will cause the waste particles to be recirculated through the engine lubrication system with the new oil.

Drain the Engine Oil

After the engine has been run at the normal operating temperature, stop the engine. Use one of the following methods to drain the engine crankcase oil:

- If the engine is equipped with a drain valve, turn the drain valve knob counterclockwise in order to drain the oil. After the oil has drained, turn the drain valve knob clockwise in order to close the drain valve.
- If the engine is not equipped with a drain valve, remove the oil drain plug (4) in order to allow the oil to drain. After the oil has drained, the oil drain plug should be cleaned and installed. The oil drain plug must be tightened securely.

Replace the Oil Filter

Illustration 32
Typical example
(1) Sealing surface on cylinder block
(2) Oil filter
(3) Oil filter seal
(4) Oil drain plug

1. Remove the oil filter (2) with a suitable tool.
2. Clean the sealing surface of the cylinder block (1).
3. Apply clean engine oil to the new oil filter seal (3) and Install the oil filter.
4. Tighten the oil filter by hand. Do not overtighten the oil filter.

**Fill the Engine Crankcase**

1. Ensure that the fuel supply is isolated and the engine cannot start if cranked.

2. Remove the oil filler cap. Refer to the Operation and Maintenance Manual for more information on lubricant specifications. Fill the crankcase with the correct amount of oil. Refer to the Operation and Maintenance Manual for more information on refill capacities.

   **NOTICE**
   
   If equipped with an auxiliary oil filter system or a remote oil filter system, follow the OEM or filter manufacturer's recommendations. Underfilling or overfilling the crankcase with oil can cause engine damage.

   **NOTICE**
   
   To prevent crankshaft bearing damage, crank the engine with the fuel OFF. This will fill the oil filters before starting the engine. Do not crank the engine for more than 30 seconds.

3. Crank the engine in order to fill oil filter.

4. Open valve in order to allow fuel to flow to engine. Start the engine and operate the engine.

5. Allow the engine to operate with no load for 2 minutes. Inspect oil filter and oil drain for leaks.

6. Stop the engine and allow the oil to drain back to the sump for a minimum of 10 minutes.

   ![Illustration 33](g03306420)

   (Y) "ADD" mark. (X) "FULL" mark.

   (A) Original oil level gauge
   (B) Alternative oil level gauge

7. Remove the oil level gauge in order to check the oil level. Maintain the oil level between the "MIN" and "MAX" marks on the oil level gauge.

---

### Engine Protective Devices - Check

**SMCS Code:** 7400-535

Alarms and shutoffs must function properly. Alarms provide timely warning to the operator. Shutoffs help to prevent damage to the engine. Determining if the engine protective devices are in good working order during normal operation is impossible. Malfunctions must be simulated in order to test the engine protective devices.

A calibration check of the engine protective devices will ensure that the alarms and shutoffs activate at the setpoints. Ensure that the engine protective devices functioning properly.

**NOTICE**

During testing, abnormal operating conditions must be simulated.

The tests must be performed correctly in order to prevent possible damage to the engine.

To prevent damage to the engine, only authorized service personnel or your Perkins distributor should perform the tests.
Visually check the condition of all gauges, sensors, and wiring. Look for wiring and components that are loose, broken, or damaged. Damaged wiring or components should be repaired or replaced immediately.

Check the correct operation of the fuel shutoff valve. Refer to Systems Operation Testing and Adjusting for more information.

**Engine Valve Lash - Inspect/Adjust**

**SMCS Code:** 1102-535; 1105-535

This maintenance is recommended by Perkins as part of a lubrication and preventive maintenance schedule in order to help provide maximum engine life. The maintenance for the valve lash is important in order to keep the engine compliant.

**NOTICE**

Only qualified service personnel should perform this maintenance. Refer to the Service Manual or your authorized Perkins dealer or your Perkins distributor for the complete valve lash adjustment procedure.

Operation of Perkins engines with incorrect valve lash can reduce engine efficiency, and also reduce engine component life.

**WARNING**

Ensure that the engine can not be started while this maintenance is being performed. To help prevent possible injury, do not use the starting motor to turn the flywheel.

Hot engine components can cause burns. Allow additional time for the engine to cool before measuring/adjusting valve lash clearance.

Ensure that the engine is stopped before measuring the valve lash. The engine valve lash can be inspected and adjusted when the temperature of the engine is hot or cold.

Refer to Systems Operation, Testing and Adjusting, “Engine Valve Lash - Inspect/Adjust” for more information.

**Fuel System Filter - Replace**

**SMCS Code:** 1261-510; 1261

The fuel filter should be 40 micron filter. The filter element must be capable of a 1000 hours service period. Refer to OEM for instructions on how the filter is replaced.

**Gas Pressure Regulator - Check**

**SMCS Code:** 1270-535

The gas pressure regulator maintains a pressure differential between the air and the fuel that is supplied to the mixer. After setting, the gas pressure regulator will maintain the pressure differential in response to changes in the air pressure.

Visually check the gas pressure regulator for cracks or abrasions.

**Required Procedure**

The control system on the engine has a feature called adaptive learn. This feature adjusts for long-term corrections in gas supply pressure. The adaptive learn will create values that must be removed (reset) at this service interval, using the electronic service tool.

The values must be removed (reset) at:

- Every time the gas pressure is adjusted
- Change in gas type
- Every 1000 hours

For more information on pressure setting and adjustment, refer to Systems Operation Testing and Adjusting, “Air/Fuel Ratio Control-Adjust”.

**Hoses and Clamps - Inspect/Replace**

**SMCS Code:** 1000; 7554-510; 7554-040

Inspect all oil vacuum and coolant hoses for leaks that are caused by the following conditions:

- Cracking
- Softness
- Loose clamps
Replace hoses that are cracked or soft. Tighten any loose clamps.

Check for the following conditions:

• End fittings that are damaged or leaking
• Outer covering that is chafed or cut
• Exposed wire that is used for reinforcement
• Outer covering that is ballooning locally
• Flexible part of the hose that is kinked or crushed
• Armoring that is embedded in the outer covering

**Inspection of Gas Hoses and Connection**

The fuel lines can be checked for leaks by using a gas detector, or by using detection spray.

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**Ignition System Spark Plugs - Replace**

**SMCS Code:** 1555-510

---

**WARNING**

Ignition systems can cause electrical shocks. Avoid contacting the ignition system components and wiring.

Do not attempt to remove the valve covers when the engine is operating. The transformers are grounded to the valve covers. Personal injury or death may result and the ignition system will be damaged if the valve covers are removed during engine operation. The engine will not operate without the valve covers.

Ensure that the engine is stopped. Ensure that the engine fuel system is in the closed position. Allow engine to cool before replacing the spark plugs.

At the maintenance interval all the spark plugs must be replaced.

---

**Removing the Spark Plug**

1. Ensure that the area around the components to be removed are clean and free from dirt.
2. Disconnect electrical connector (3).
3. Remove bolt (2) and remove coil assembly (1).
Typical example

(4) Cylinder head
(5) Spark plug

Note: Ensure that debris cannot enter the cylinder head (4), after the spark plug (5) has been removed.

4. Using a suitable tool remove the spark plug (5) from cylinder head (4). Discard the old spark plug.

Installing the Spark Plug

1. Visually inspect the new spark plug (5) for damage check that the spark plug gap is correct. The spark plug gap is 0.7 mm (0.02756 inch). Ensure that the threads of the spark plug are clean and free from dirt.
2. Install the new spark plug (5) and tighten to a torque of 25 N·m (221 lb in).
3. Install coil assembly (1) and install bolt (2). Tighten bolt (2) to a torque of 10 N·m (88 lb in).
4. Connect electrical connection (3).

Radiator - Clean

SMCS Code: 1353-070

The radiator is not usually supplied by Perkins. The following text describes a typical cleaning procedure for the radiator. Refer to the OEM information for further information on cleaning the radiator.

Note: Adjust the frequency of cleaning according to the effects of the operating environment.

Inspect the radiator for these items: Damaged fins, corrosion, dirt, grease, insects, leaves, oil and other debris. Clean the radiator, if necessary.

**WARNING**

Personal injury can result from air pressure.

Personal injury can result without following proper procedure. When using pressure air, wear a protective face shield and protective clothing.

Maximum air pressure at the nozzle must be less than 205 kPa (30 psi) for cleaning purposes.

Pressurized air is the preferred method for removing loose debris. Direct the air in the opposite direction to the fan's air flow. Hold the nozzle approximately 6 mm (0.25 inch) away from the radiator fins. Slowly move the air nozzle in a direction that is parallel with the radiator tube assembly. This will remove debris that is between the tubes.

Pressurized water may also be used for cleaning. The maximum water pressure for cleaning purposes must be less than 275 kPa (40 psi). Use pressurized water in order to soften mud. Clean the core from both sides.

Use a degreaser and steam for removal of oil and grease. Clean both sides of the core. Wash the core with detergent and hot water. Thoroughly rinse the core with clean water.

If the radiator is blocked internally, refer to the OEM Manual for information regarding flushing the cooling system.

After cleaning the radiator, start the engine. Allow the engine to operate at low idle speed for three to five minutes. Accelerate the engine to high idle. This will help in the removal of debris and the drying of the core. Slowly reduce the engine speed to low idle and then stop the engine. Use a light bulb behind the core in order to inspect the core for cleanliness. Repeat the cleaning, if necessary.

Inspect the fins for damage. Bent fins may be opened with a "comb". Inspect these items for good condition: Welds, mounting brackets, air lines, connections, clamps and seals. Make repairs, if necessary.
Walk-Around Inspection

SMCS Code: 1000-040

Inspect the Engine for Leaks and for Loose Connections

A walk-around inspection should only take a few minutes. When the time is taken to perform these checks, costly repairs and accidents can be avoided.

For maximum engine service life, thoroughly inspect the engine room before starting the engine. Look for items such as leaks, loose bolts, loose connections, and trash buildup. Make repairs, as needed.

- The guards must be in the proper place. Repair damaged guards or replace missing guards.
- Wipe all caps and plugs before the engine is serviced to reduce the chance of system contamination.

**NOTICE**

For any type of leak, clean up the fluid. If leaking is observed, find the source and correct the leak. If leaking is suspected, check the fluid levels more often than recommended until the leak is found or fixed, or until the suspicion of a leak is proved to be unwarranted.

**NOTICE**

Accumulated grease and oil on an engine is a fire hazard. Keep the engine clean. Remove debris and fluid spills whenever a significant quantity accumulates on the engine.

- Ensure that cooling lines are properly clamped. Check for leaks. Check the condition of all pipes.
- Inspect the water pumps for coolant leaks. Refer to this manual, "Water Pump - Inspect".

**Note:** The water pump seal is lubricated by coolant in the cooling system. It is normal for a small amount of leakage to occur when the engine cools and the parts contract.

- Inspect the lubrication system for leaks at the front crankshaft seal, the rear crankshaft seal, the oil pan, the oil filters, and the valve covers.

---

**WARNING**

NEVER use a flame to check for gas leaks. Use a gas detector.

An open flame can ignite mixtures of air and fuel. This will cause explosion and/or fire which could result in severe personal injury or death.

- Check the fuel system for leaks. Look for loose fuel line clamps.
- Inspect the piping for the air inlet system and the elbows for cracks and for loose clamps.
- Inspect the wiring and the wiring harnesses for loose connections and for worn wires or frayed wires.
- Inspect the ground straps for good connections and for good condition.
- Check the condition of the gauges. Replace any gauge that is damaged. Replace any gauge that cannot be calibrated.
- Inspect the exhaust system for leaks. If a leak is found, make repairs.
- Ensure that the breather hose is free from obstructions.

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Water Pump - Inspect

SMCS Code: 1361-040

A failed water pump may cause severe engine overheating problems that could result in the following conditions:

- Cracks in the cylinder head
- A piston seizure
- Other potential damage to the engine

**Note:** The water pump seal is lubricated by the coolant in the cooling system. It is normal for a small amount of leakage to occur as the engine cools down and parts contract.

Visually inspect the water pump for leaks. Renew the water pump seal or the water pump if there is an excessive leakage of coolant. Refer to the Disassembly and Assembly Manual, "Water Pump - Remove and Install" for the disassembly and assembly procedure.
Maintenance Records

**SMCS Code:** 1000

Perkins recommends the retention of accurate maintenance records. Accurate maintenance records can be used for the following purposes:

- Determine operating costs.
- Establish maintenance schedules for other engines that are operated in the same environment.
- Show compliance with the required maintenance practices and maintenance intervals.

Maintenance records can be used for a variety of other business decisions that are related to engine maintenance.

Maintenance records are a key element of a maintenance program that is well managed. Accurate maintenance records can help your Perkins dealer to fine tune the recommended maintenance intervals in order to meet the specific operating situation. This should result in a lower engine operating cost.

### Maintenance Log

**SMCS Code:** 1000

<table>
<thead>
<tr>
<th>Engine Model</th>
<th>Customer Identifier</th>
</tr>
</thead>
<tbody>
<tr>
<td>Serial Number</td>
<td>Arrangement Number</td>
</tr>
<tr>
<td>Service Hours</td>
<td>Quantity Of Fuel</td>
</tr>
<tr>
<td>Service Item</td>
<td>Date</td>
</tr>
</tbody>
</table>

(continued)
<table>
<thead>
<tr>
<th>SMCS Code: 1000</th>
</tr>
</thead>
</table>

For all warranty information refer to your Perkins distributor. Ensure that you have all the information from the serial number plate.
## Index

### A
- After Starting Engine ........................................... 25
- After Stopping Engine ......................................... 27
- Alarms and Shutoffs ........................................... 22
  - Alarms ......................................................... 22
  - Shutoffs ...................................................... 22
- Alternator - Inspect ............................................ 35
- Alternator and Fan Belts - Inspect/Adjust ............... 35
  - Adjustment .................................................. 35
  - Inspection .................................................... 35
- Alternator and Fan Belts - Replace ....................... 36

### B
- Battery - Replace ............................................... 36
- Battery Electrolyte Level - Check ........................ 37
- Before Starting Engine ...................................... 11, 23
- Burn Prevention .............................................. 8
  - Batteries ..................................................... 9
  - Coolant ....................................................... 8
  - Oils ............................................................. 9

### C
- Carburetor Air/Fuel Ratio - Check/Adjust
  (Mixer) ......................................................... 37
- Control Panel ............................................... 22
- Control Panel - Inspect .................................... 37
  - Record the Data and Review the Data ................. 37
- Cooling System Coolant (DEAC) - Change ............ 37
  - Drain ......................................................... 38
  - Fill ............................................................ 38
  - Flush .......................................................... 38
- Cooling System Coolant (ELC) - Change ............ 39
  - Drain ......................................................... 39
  - Fill ............................................................ 40
  - Flush .......................................................... 40
- Cooling System Coolant Extender (ELC) - Add ....... 41
- Cooling System Coolant Level - Check ............... 41
  - Engines With a Coolant Recovery Tank ............. 41
  - Engines Without a Coolant Recovery Tank ......... 41
- Crushing Prevention and Cutting Prevention ........ 11

### D
- Diagnostic Lamp ................................................ 19
- Driven Equipment - Check .................................. 42

### E
- Electrical System .............................................. 12
  - Grounding Practices .................................... 12
  - Emergency Stopping ..................................... 27
- Engine - Clean .............................................. 42
- Engine Air Cleaner Element (Single Element) - Inspect/Clean/Replace (If Equipped) .............................. 42
- Engine Air Cleaner Service Indicator - Inspect .......... 43
  - Test the Service Indicator ............................ 43
- Engine Crankcase Breather - Replace .................. 44
- Engine Mounts - Check ................................... 44
- Engine Oil and Filter - Change .......................... 45
  - Drain the Engine Oil .................................... 45
  - Fill the Engine Crankcase .............................. 46
  - Replace the Oil Filter ................................. 45
- Engine Oil Level - Check ................................ 44
- Engine Operation .......................................... 26
- Engine Protective Devices - Check ...................... 46
- Engine Starting ............................................. 11, 23
- Engine Stopping ............................................ 12, 27
- Engine Valve Lash - Inspect/Adjust .................... 47

### F
- Features and Controls .................................... 20
- Fire Prevention and Explosion Prevention ............ 9
  - Fire Extinguisher ........................................ 10
  - Lines, Tubes, and Hoses ................................. 10
- Fluid Recommendations ................................ 28, 32–33
- ELC Cooling System Maintenance ......................... 30
- Gas Specification .......................................... 33
  - General Coolant Information .......................... 28
  - General Lubricant Information ......................... 32
- Foreword ..................................................... 4
  - California Proposition 65 Warning ................. 4
- Literature Information .................................. 4
- Maintenance ................................................. 4
  - Maintenance Intervals ................................ 4
  - Operation .................................................. 4
  - Overhaul .................................................... 4
  - Safety ....................................................... 4
- Fuel System Filter - Replace ............................ 47

### G
- Gas Pressure Regulator - Check ......................... 47
- Required Procedure ......................................... 47
Gauges and Indicators ........................................ 19
General Hazard Information ............................... 5
  Containing Fluid Spillage ............................... 7
  Dispose of Waste Properly .............................. 8
  Electrostatic Discharge ................................ 7
  Inhalation .................................................. 7
  Pressurized Air and Water .............................. 7

H
Hoses and Clamps - Inspect/Replace .................. 47
  Inspection of Gas Hoses and Connection ............ 48

I
Ignition System Spark Plugs - Replace ............ 48
  Removing the Spark Plug ............................... 48
Ignition Systems .......................................... 11
Important Safety Information .......................... 2

L
Lifting and Storage ......................................... 17

M
Maintenance Interval Schedule ......................... 34
  Daily ......................................................... 34
  Every 1000 Service Hours ............................. 34
  Every 12 000 Service Hours or 6 Years ............ 34
  Every 2000 Service Hours ............................. 34
  Every 250 Service Hours or 6 Months ............... 34
  Every 3000 Service Hours ............................. 34
  Every 3000 Service Hours or 2 Years ............... 34
  Every 500 Service Hours or 1 Year ................. 34
  Every 6000 Service Hours or 3 Years ............... 34
  Every Week .............................................. 34
  When Required .......................................... 34
Maintenance Log ........................................... 51
Maintenance Records ..................................... 51
Maintenance Section ....................................... 28
Manual Stop Procedure .................................. 27
  Stopping the Engine ................................... 27
Model View Illustrations ................................. 13
Model Views and Specifications ........................ 13
Mounting and Dismounting ............................... 11

O
Operation Section ......................................... 17

P
Plate Locations and Film Locations ................. 16
  Serial Number Plate ................................... 16
Product Description ....................................... 14
  Aftermarket Products and Perkins
    Engines .................................................. 15
  Engine Service Life .................................. 15
  Gas System ............................................. 15
  Ignition System ........................................ 15
Product Identification Information ................. 16
Product Information Section ............................ 13
Product Lifting ........................................... 17
Product Storage .......................................... 17
  Condition for Storage .................................. 17

R
Radiator - Clean .......................................... 49
Reference Information Section .......................... 51
Reference Materials ....................................... 51
Refill Capacities ......................................... 28, 33
  Coolant System ........................................ 33
  Lubrication System ................................... 33

S
Safety Messages ........................................... 5
  (A) Universal Warning .................................. 5
Safety Section ............................................. 5
Sensors and Electrical Components .................... 20
Starting the Engine ....................................... 23
  First Engine Start .................................... 24
  Purging Unburned Gas ................................ 24
  Starting the Engine .................................... 24
Starting with Jump Start Cables (Do Not
Use This Procedure in Hazardous
Locations that have Explosive
Atmospheres) ............................................. 25

T
Table of Contents ......................................... 3

W
Walk-Around Inspection .................................. 50
  Inspect the Engine for Leaks and for Loose
    Connections ............................................ 50
Warranty Information .................................... 52
Water Pump - Inspect .................................... 50
Product and Dealer Information

Note: For product identification plate locations, see the section “Product Identification Information” in the Operation and Maintenance Manual.

Delivery Date: ______________________

Product Information

Model: __________________________________________________________

Product Identification Number: ____________________________________

Engine Serial Number: __________________________________________

Transmission Serial Number: ______________________________________

Generator Serial Number: _________________________________________

Attachment Serial Numbers: _______________________________________

Attachment Information: _________________________________________

Customer Equipment Number: _____________________________________

Dealer Equipment Number: _______________________________________

Dealer Information

Name: ___________________________________________ Branch: ______________________

Address: _______________________________________________________

Dealer Contact Phone Number Hours

Sales: ___________________________ ________________________________

Parts: ___________________________ ________________________________

Service: _________________________ ________________________________