



# Service Report for Workorder 1966075 Segment 02 Service Report ID 'A'

Dealer Code:  Customer Name:   
 Date of Repair:  Employee ID:  Equipment Location:   
 Make:  Model:  Serial Number:   
 Hours:  Miles:  Kilometers:

Instructions

Part# Responsible	<input type="text"/>	Part Name	<input type="text"/>	Qty	<input type="text"/>	Desc Code	<input type="text"/>
Group#	<input type="text"/>	Group Name	<input type="text"/>	Inoperable?	<input type="text"/>	Desc Comment	<input type="text"/>

**Related Serial Numbers**

Engine Model:  Serial #:   
 Transmission Model:  Serial #:   
 Torque Converter Model:  Serial #:   
 OEM Make/Model:  Vehicle Config:  Delivery Date:

**Complaint** During power outage generator shut down on AL-8 fault that was generator under voltage.

**Cause**  
 At this time the AL 8 fault for generator under voltage is unknown due to not being able to test the unit on building load. Talked to customer and most possible cause from an utility power failure in secretion conductions and adding additional load to building this could have been too much inrush from everything trying to start up at one time causing the generator voltage to drop below low voltage set point causing generator to shut down on under voltage. F17 fuse blowing, found the battery charger was wired for 208V and there was a double pole circuit breaker in the power panel for the battery charger and there was also a circuit #6 single pole also feeding the F17 fuse, this was a dead short, the F17 fuse was probably blown when the enclosure package was built.

**Complication**

**Correction**  
 Fault was cleared on the EMCP II+ and the generator still would not build voltage due to the CDVR was locked out on the same fault, cleared the CDVR fault and started and ran unit and all three phases were producing 480 volts, at this time due to the power outage and utility had returned customer elected not to do a building load test transfer to it being a 911 center and the UPS batteries had drained all the way down, Also found F17 fuse for battery charger was blown, installed a new fuse and it blew, traced down circuit and found battery charger had a 208V feeding charger and a 120V feeding the charger and this was a dead short, removed 120V wire from circuit #6 that was wired into the bottom of the HC contractor and caped it off and marked it as a spare and marked it in the control panel.

Servicemans Name: HOUSEMAN, CURTIS