

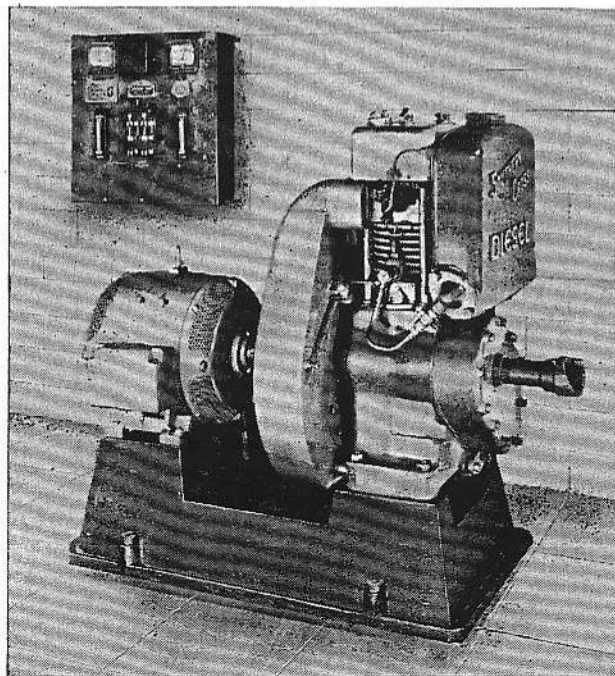
INSTALLATION – OPERATION and MAINTENANCE INSTRUCTIONS

for

SOUTHERN CROSS

Figs. 3106, 3143 and 3107 GENERATING SETS

This Instruction Manual Also Suits Fig. 3165 Generating Sets.



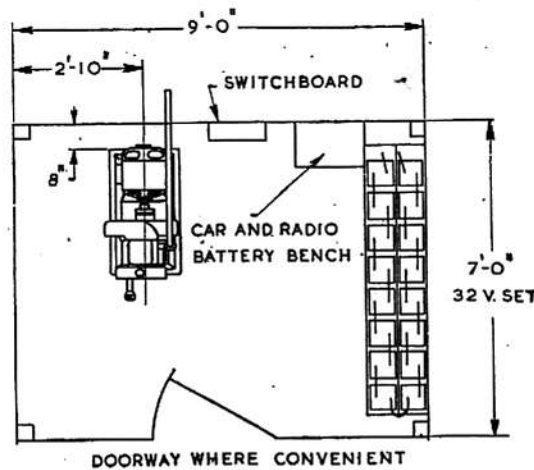
*Fig. 3106 1 K.W. 32 Volt Battery Charging
or Direct Supply Generating Set*

Installation of Fig. 3106 1 k.w. and Figs. 3143/3107 1.5 k.w. Generating Sets

Layout of Set

Before starting to install the set, decide on the position for the engine and generator, switchboard and battery. The illustrations below show convenient layouts for the sets. The main points to remember when planning the layout are:

1. The switchboard should be mounted on a wall where it is easily accessible.
2. The battery must not be placed under the switchboard as acid fumes may affect the board.
3. If a shelf is being made to hold a Car or Radio Battery while it is being charged, place it to the side and not under the Switchboard.



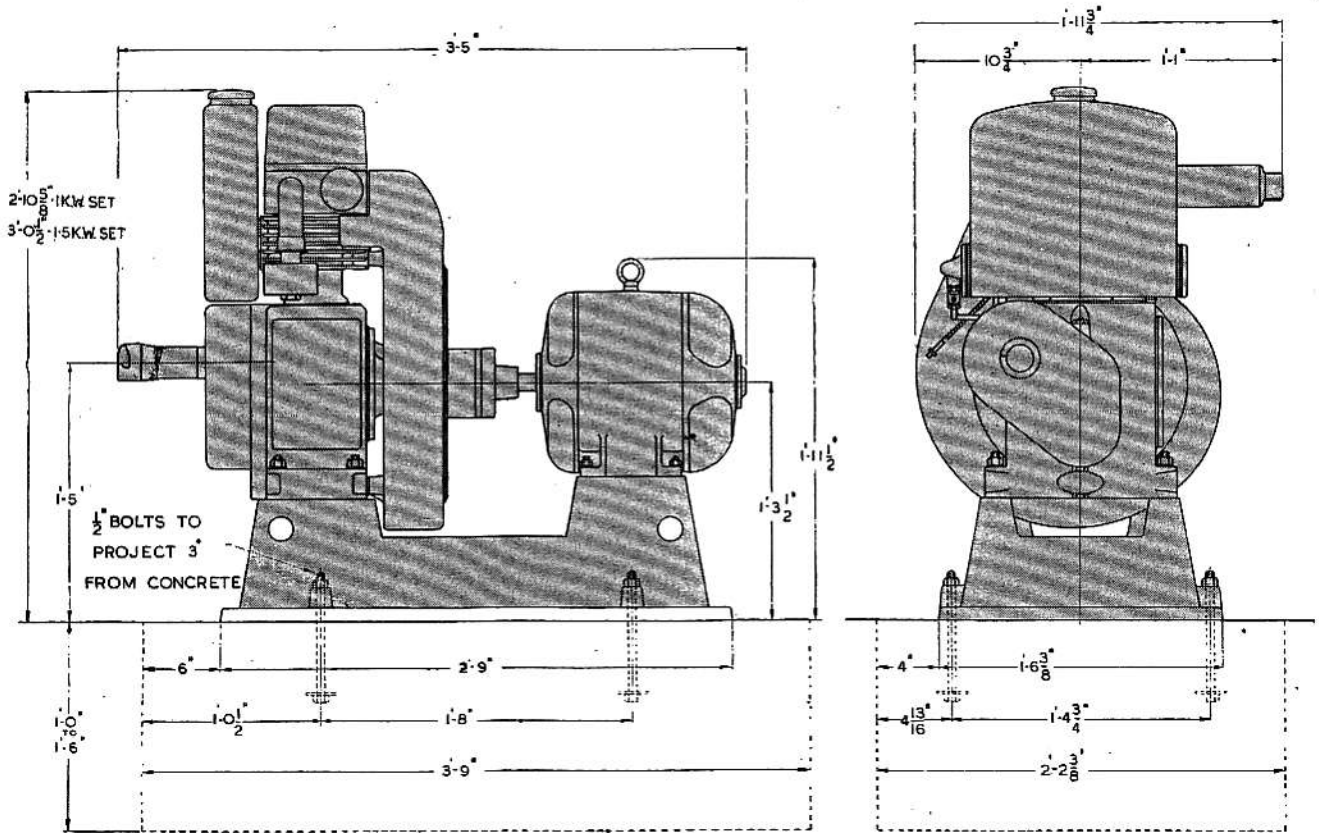
Layout of Fig. 3106 1 K.W. and Figs. 3143/3107 1.5 K.W. Generating Sets

Foundation for Set

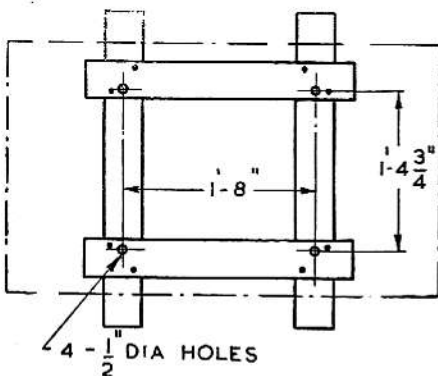
To obtain the best results from this set, install it on a firm foundation. A large block of concrete with the foundation bolts set into it, makes a suitable foundation.

To Make Concrete Block

1. After deciding where the set is to be installed, sink a hole in the ground 1ft. to 1ft. 6in. deep and to the sizes on the General Arrangement Illustration on Page 3. Light soil requires a larger base than heavy, well-packed soil, but always make the block larger for preference.
2. Make a wooden template to hold the foundation bolts in their correct positions while the concrete is being poured. (Refer to illustration on Page 3.) Slide the base on to the template and, using a $\frac{3}{8}$ inch bit, mark the positions for the holes. Remove the base and bore $\frac{1}{2}$ inch holes through the template.
3. Place template in position over the hole in the ground. Take the foundation bolts from the engine case, put large washers on them and then hang them from the template so the tops will project 3 inches above the concrete when the template is removed.
4. Drive in some small pegs around the ends of the crossboards to hold the template in position. Check that the template is level with a spirit level and pack under the ends if necessary.
5. Mix a batch of concrete, using 4 parts sharp stone or rubble, 2 parts sand and one part cement. See that the stone and sand are clean and do not contain any clay or dirt. If they do, wash carefully before mixing. A block 1ft. 6in. deep will require approximately 4 bags of cement, $\frac{1}{2}$ yard of sand and $\frac{1}{2}$ yard of stone.
6. Fill the hole with concrete and at the same time, place old bars and bolts in for reinforcements.
7. Allow the concrete to set for two or three hours and then carefully lift off the template, taking care not to disturb the bolts. If necessary, smooth off the top of the block, using a mixture of 2 parts sand and one part cement. Allow the concrete to set for a day.



General Arrangement of Fig. 3106 1 K.W. and Figs. 3143/3107 1.5 K.W. Generating Sets



Bolt Template for Fig. 3106 1 K.W. and Figs. 3143/3107 1.5 K.W. Generating Sets

Lining Up The Set

1. Lift the base into position on the concrete block, and with a spirit level, check that the base is level. Where necessary, place thin pieces of tin under the edge of the base to level it, and then tighten down the nuts on the foundation bolts.
2. Take the studs supplied and screw them into the base, short-threaded end first. To tighten the studs into the base, screw two nuts on to each stud in turn, lock them together, tighten stud using the spanner on the top nut and then unlock nuts.
3. Unscrew the cylinder head cover nut on the engine, lift off the cylinder head cover and screw on the lifting shackle. Then lift the engine on to the base and replace the cover and cover nut.

4. Clean the face of the engine flywheel and fit the driving half of the flexible coupling. Screw it on to the engine crankshaft and tighten, using the starting handle as a tommy bar.
5. Slide the other half of the coupling on to the generator shaft and see that the key is in position. Fit the coupling disc on to the driving pegs and lift the generator on to the base.
6. The two halves of the coupling are the same diameter so that if the diameters coincide, the engine and generator must be in line. By checking with a straight edge on top, underneath, and on either side, line up the coupling. The generator can be raised as required, using the packing shims supplied. Take particular care with the lining-up as accuracy is important.
7. When the lining-up is correct, bolt the engine and generator down, fitting the spring washers supplied. Then re-check the lining up.
8. Shift the driven half of the coupling along so that the coupling disc slides on to the other set of pins and is gripped tightly between the two halves of the coupling. Then ease the driven half back just enough so that the disc is free, and lock it in this position.

Mounting Switchboard on Wall

The Switchboard must be mounted vertically on the wall in a convenient position close to the generating set.

IMPORTANT: Do not mount the switchboard over the battery as the acid fumes may affect it.

Fix suitable bearers of about 3in. x 2in. timber at a convenient height, and then bolt the switchboard to the bearers, using the bolts supplied.

Setting Up the Battery

The generating set has been designed for use with the battery in the engine-room, but the battery may be placed at the house subject to the following conditions:

- (a) The set cannot be used for direct supply.
- (b) The engine cannot be electrically started.

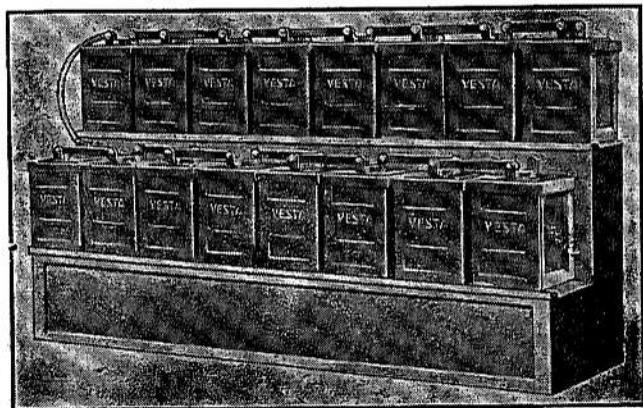
Although the installation of the battery at the house limits the operation of the set as above, it enables the set to be installed much further from the house without an increase in the size of the overhead lines between the house and the set. Refer to next section "Wiring Up Set" which shows maximum permissible distance between the set and the house for different size overhead lines.

Make a stand to set the cells on—a good type is illustrated below. It is recommended that the stand be painted with acid proof paint.

Connect the cells together, making sure they are connected correctly, that is, positive terminal of one cell to the negative of the next cell. Use the flexible connection between the end cells of the two rows.

Tack the battery instruction chart on the wall behind the battery.

Make a small bracket to support the hydrometer by its bulb, allowing it to hang free without any risk of breaking.



Battery Stand

Wiring Up Set

1. Remove the small panel from the front of the switchboard to expose the terminal strip. Also remove the cover from the generator terminal box.
2. Refer to the wiring diagram, bottom of page 5, which shows the necessary connections where the battery is installed in the engine room. For installations with the battery at the house the connections are shown in the wiring diagram at top of page 5. Use 7/.044 wiring between the Switchboard and Generator and the Switchboard and Battery, if installed in the Engine Room. The connections between the Switchboard and Push Button can be made, using 3/.029 wire. **NOTE: The Push Button may be placed up to 200 yards from the set.**

It is recommended that the wiring between the generator and switchboard be run in conduit; and where there is a concrete floor, the conduit can be concreted in if screwed conduit is used. The bottoms of the generator terminal box and the switchboard

are drilled for conduit connections. It may be necessary to use a short length of flexible conduit to connect to the generator terminal box. After fitting the conduit, but before joining the pieces together, push a piece of wire through them so that the main connection leads can be pulled through.

Tough Rubber Sheathed Cable (TRS) may be used between the Switchboard and the battery.

Hard Drawn Bare Copper Cable may be used for the overhead lines, but where there is any likelihood of personal contact, covered or insulated cable should be used. For instance, where the lines are well above normal reach, covered or insulated cable would only have to be used between the set and the first pole, and between the last pole and the house.

The size of the overhead lines to the house will vary according to the distance the set is installed from the house. The table below shows the maximum distances the generating set, with the battery in the engine room, can be from the house to ensure good lights.

Size of Set	Wire Sizes			
	7/.064	7/.080	7/.092	7/.104
1 K.W. 32 Volt	200ft.	310ft.	410ft.	525ft.
1.5 K.W. 32 Volt	130ft.	200ft.	275ft.	350ft.

Maximum Distances between Set and House for Different Wire Sizes (Battery in Engine Room)

The battery may be installed at the house, if desired, but if it is, the set cannot be used for direct supply, and the engine cannot be electrically started. With the battery at the house, the maximum distances the generating set can be placed from the house are as follows:

Size of Set	Wire Sizes				
	7/.052	7/.064	7/.080	7/.092	7/.104
1 K.W. and 1.5 K.W. 32 Volt	325ft.	475ft.	750ft.	1,000ft.	1,250ft.

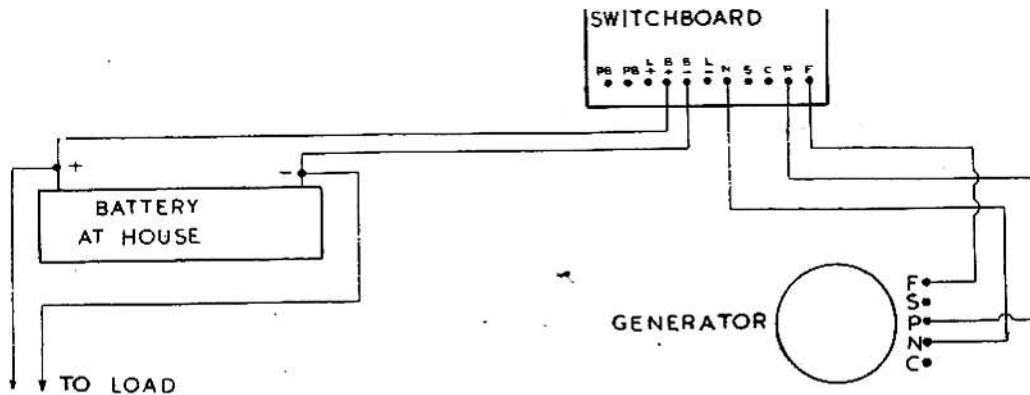
Maximum Distances between Set and House for Different Wire Sizes (Battery at House)

Separate small loads such as lights in outbuildings may be wired up, using separate small overhead lines. Consult the installing electrician about the size of these overhead lines.

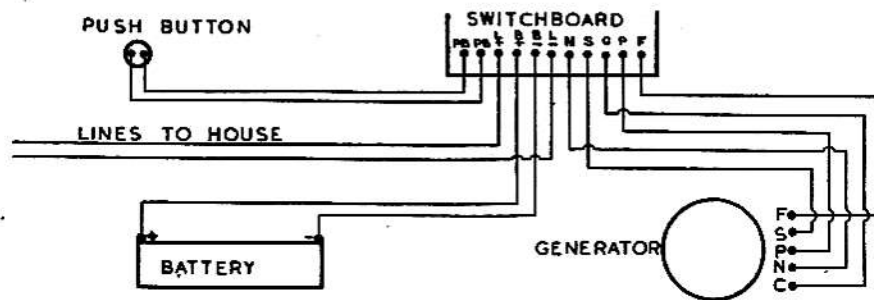
Earthing: Connect a wire between the terminal marked E on the switchboard terminal strip, and one of the studs which hold the generator terminal box in place. Also continue this wire and connect it to a piece of iron or copper bar driven into the ground outside the building.

The above connection earths only the frames of the switchboard and generator to avoid any possibility of shock, should a leak occur. It does not earth either the positive or negative line.

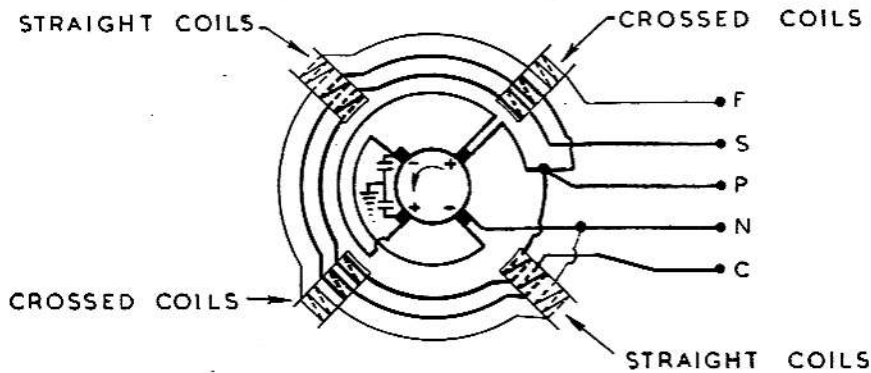
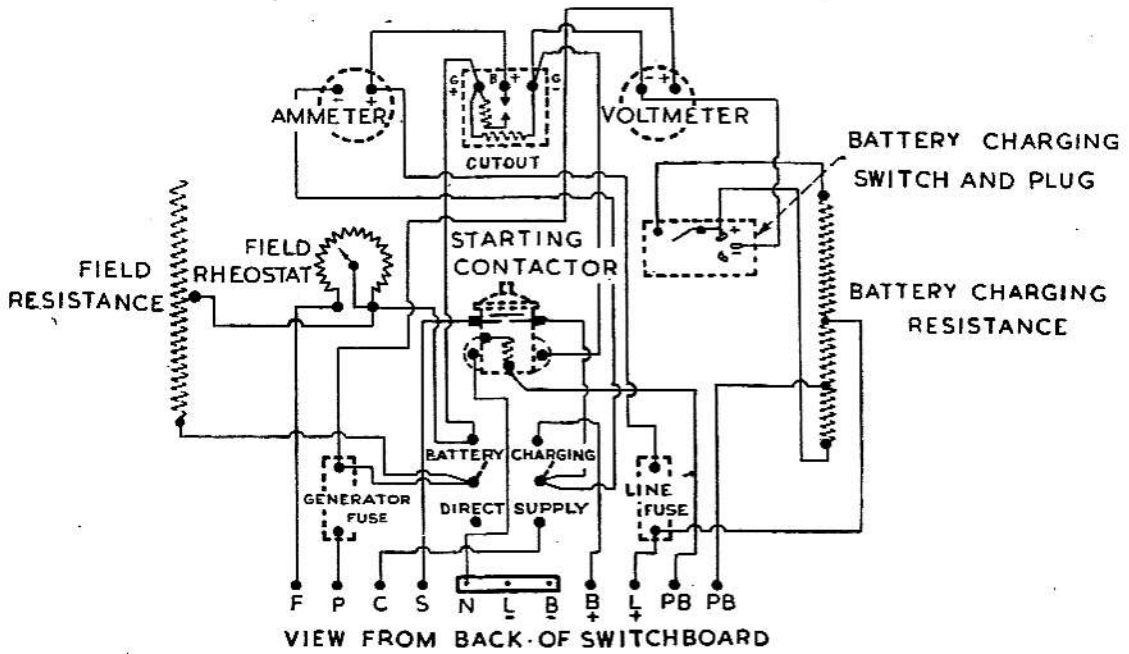
If it is desired to earth the negative line for any reason, this can be done by making the connections shown above and in addition, connecting the common N, L—, B— terminals to the terminal E on the switchboard terminal strip. Consult the installing electrician about your particular earthing requirements.



Wiring of Set where Battery is at House



Wiring of Set where Battery is in Engine Room



VIEW FROM COMMUTATOR END

Running Instructions

Operating Switchboard

Knife Switch: There are three different positions for the knife switch. They are (1) Off; (2) Battery Charging and (3) Direct Supply. Both the "Battery Charging" and "Direct Supply" positions are marked on the board, and if the switch is not in either of these positions, it is "off."

In the "off" position, the set cannot be electrically started; the battery cannot be charged and load cannot be taken from the battery, i.e., lights, etc., cannot be used at the house.

The switch must be in the "Battery Charging" position for starting the set electrically and for charging the battery.

The "Direct Supply" position is only used when the battery is not installed or when the battery cannot be used for any reason.

Battery Charging Switch and Plug. This control is provided so that Car and Radio Batteries can be charged when required. Refer to section, "Charging Car and Radio Batteries" on page 8, which gives instructions for its use.

CONTROL	BATTERY CHARGING POSITION		DIRECT SUPPLY POSITION
	Battery in Engine Room	Battery at House	
Ammeter	Indicates the charge to or discharge from the battery. The readings will vary and depend on: (a) Whether or not the set is charging. (b) The amount of load at the house. (c) Whether or not Car and Radio Batteries are being charged. (d) The setting of the field rheostat (when set is charging).	Indicates the charge to and discharge from the battery, where the discharge is taken from the Switchboard, i.e. (Car and Radio Charging Plug or Line Terminals). Does not indicate main discharge from Battery to house.	Indicates total load on set on the discharge side of the meter.
Voltmeter	When the battery is being charged, the generator voltage must be greater than the battery voltage to give a charging current through the battery. For this reason the voltmeter will show higher readings when used for "Battery Charging" than when used for "Direct Supply" and these readings will vary with the condition of the battery during charge, i.e., as the battery becomes charged, the voltage will rise. Voltmeter readings are not important and may be disregarded.		Indicates Voltage output of set, which should be: 31 to 33 Volts. To alter voltage, adjust field rheostat.
Field Rheostat	To increase the charge to the battery, turn the rheostat knob in a clockwise direction and vice versa.		To increase the voltage turn the rheostat knob in a clockwise direction and vice versa.
Fuses (if blown)			
(a) Generator Fuse (right hand fuse)	Generator will still electric start the engine. Battery will supply light. Generator will not charge the battery.	Battery will supply light. Generator will not charge the battery.	Voltmeter will not work but load can be taken from the set.
(b) Line Fuse. (left hand fuse)	Generator will not electric start the engine. Generator will charge the battery. Neither the battery nor generator can supply light.	Car and Radio Battery Charging Plug will not operate.	Voltmeter indicates but no load can be taken from the set.

ed of Set

The "ET" Pattern Diesel Engines, as supplied, are run at 1,500 R.P.M. on full load so it will not be necessary to make any adjustment to the speed of the engine.

Start Set

The following procedure applies to sets which can be electrically started from the battery.

Prepare engine for the first run as detailed in the Engine Instruction Manual.

Close the knife switch in the Battery Charging position, and turn the field rheostat knob as far as it will go in an anti-clockwise direction.

See that the fuel pump control rod stop is in the running position. (Refer to Engine Instruction Manual). If this is not done the engine will be difficult to start as it will not receive sufficient fuel.

Pour sufficient lubricating oil into the starter plug to fill it, then put into cylinder head cover. Two fillings may be necessary in cold weather but never use more than two fillings of oil or pour oil in while the engine is running, otherwise the engine may be damaged.

Press push button and as soon as the engine commences to fire, release the push button.

The small plunger which projects from the front panel of the switchboard immediately above the knife switch may be used for the electric starting of the set. The push button should normally be used, but where it is installed some distance away from the set, the pressing of this plunger provides an alternative means of electric starting.

If the engine does not commence firing then the instructions for preparing the Engine for first run in the Engine Instruction Manual have not been followed.

NOTE:

- Do not hold the push button closed for more than about thirty seconds at a time.
- After each attempt to start, allow the battery to stand idle for at least one minute while the engine is checked over to see why it did not start.

If a battery is not installed, or if it is installed at a house, the engine must be cranked by hand as detailed in the Engine Instruction Manual.

Stop Set

Stop engine as detailed in the Engine Instruction Manual.

Charging the New Battery

Although the new cells are fully charged when supplied by the manufacturer they may lose some of their charge during the time they are standing before they are used. Therefore the new battery should be put on charge as soon as possible.

To charge the battery proceed as follows:

Read the recommended level for the electrolyte shown on the Battery Instruction Chart and then check each cell. If necessary, add pure distilled water to correct the level.

- Start set as shown in instructions, "To Start Set."
- Adjust the field rheostat knob until the charging rate shown on the ammeter rises to the Finish Charging Rate (usually half the normal charging rate) specified on the Instruction Chart supplied with the battery.
- Charge for one hour and then check the specific gravity of each cell with the hydrometer supplied with the battery. Continue charging until the specific gravity reaches the fully charged specific gravity given on the Battery Instruction Chart. If the charging rate has dropped while charging, reset it and then stop the set leaving the field rheostat knob at the set position.

When Battery should be Charged

Daily checking of the specific gravity of the cells with the hydrometer will show when it is necessary to charge. Never allow the specific gravity to drop below the recommended recharging figure shown on the Battery Instruction Chart or allow periods between charging to exceed one week.

When charging does become necessary, proceed as follows:

- With the field rheostat knob still set as for the first charging, start the set. The ammeter will show a much higher charge than the setting made during the first charging. This is quite normal and as the battery becomes charged the rate will drop. When the battery is fully charged the rate will have dropped to the recommended Finish Charging Rate.
- With the field rheostat set as above, it may be found that the rate during the earlier part of the charging may be below the Maximum Charging Rate shown on the Battery Instruction Chart. In this case, adjustment of the rate to the maximum recommended rate will give faster charging. **IMPORTANT:** The Maximum Charging Rate must not be exceeded, and when the cells start gassing freely, reduce the rate to the Finish Charging Rate.
- Charge until the specific gravity rises to the fully charged figure, and then stop the set.
- Once every month continue the charging until the specific gravity of all the cells is up to the fully charged figure. In cases where one or two cells have less charge than the rest it may be necessary to continue charging from one to four hours after the rest are fully charged. While making this extra charge, feel the cells with a bare hand, and if they get noticeably warmer, reduce the charging rate. Take readings of the specific gravity every half hour and charge until the lagging cells stop rising. Where a cell will not come up to full charge it is likely that some fault has developed in the cell. In this case consult the Battery Manufacturer.

DANGER: Keep naked lights away from the tops of the cells, otherwise there may be an explosion.

Charging Car and Radio Batteries

When a car or radio battery requires charging, attach the positive clip on the lead to the positive terminal of the battery, and the negative clip to the negative terminal, and then plug the lead into the board.

IMPORTANT: Do not handle the clips while the lead is plugged into the board, as this could cause a spark which may cause an explosion.

When more than one battery is to be charged, connect them in series (i.e., positive terminal of one to the negative terminal of the other), but it is recommended that the connected batteries should not total more than 18 volts. When more than one battery is being charged at once, the charging rate is reduced and so the batteries will take longer to charge.

The switch alongside the plug is used to select either the "high" or the "low" charging rate. Move switch up for the "low" rate and down for the "high" rate.

The charging rate will vary with the voltage of the batteries being charged and will be approximately as follows:

Voltage of Batteries being Charged	32 Volt Set	
	High	Low
2 Volts	4	2
4 Volts	3.7	1.8
6 Volts	3.5	1.7
12 Volts	2.7	1.3
18 Volts	1.9	.9

Use the "high" charging rate except where the battery manufacturer specifies a slower rate, or where the battery gasses excessively, indicating that the rate should be reduced.

When Car or Radio Batteries need charging it is best to charge them when the set is running and to pull the charging lead plug out when the set is stopped. If the plug is left in, the car or radio battery will be charged from the lighting battery. This method of charging may be used if the battery is required urgently, but it is not recommended unless the lighting battery is almost fully charged.

If the knife switch is left in the "Direct Supply" position when the set is stopped, the Car or Radio Battery will discharge back into the line at a low rate.

Use of Electrical Apparatus

Before using any electrical apparatus in conjunction with this generating set it is necessary to consider the following points:

- Capacity of the Battery in ampere-hours.
- Ampere discharge from battery to operate apparatus.
- Number of hours the apparatus will be in use.
- Need for more frequent recharging of battery.

The battery capacity is the amount of current the battery will produce while discharging and is measured in

ampere hours. To obtain the ampere hour capacity, the number of amperes flowing from the battery is multiplied by the number of hours that the current is flowing. This means that for a fully charged battery rated at 210 ampere hour capacity, 21 amperes could be drawn from the battery for 10 hours.

Battery Manufacturers commonly rate their batteries at a certain discharge for 10 hours, and this is called the "10 hour rate."

As a general rule the total rate of discharge from your battery should not be allowed to exceed the "10 hour rate" of your battery.

Where an appliance such as a household iron, or a $\frac{1}{2}$ h.p. electric motor, which causes a high rate of discharge, is to be used for several hours, it is advisable to run the set while using the appliance.

Set out below is a list of some of the electrical apparatus which may be used and the power required to operate it.

Aparatus	Watts	Amps at 32 Volts
25 Watt Globe	25	0.8
40 Watt Globe	40	1.25
50 Watt Globe	50	1.6
60 Watt Globe	60	1.9
75 Watt Globe	75	2.4
1/16 H.P. Motor	80	2.5
$\frac{1}{8}$ H.P. Motor	150	4.7
1/6 H.P. Motor	200	6.2
$\frac{1}{4}$ H.P. Motor	275	8.6
$\frac{1}{2}$ H.P. Motor	535	16.7
Sewing Machine Motor	20	0.6
Washing Machine	200	6.2
Fan Motor, 9in.	30	0.9
Fan Motor, 12in.	50	1.6
Fan Motor, 16in.	60	1.9
Vacuum Cleaner—Small ..	120	3.7
Vacuum Cleaner—Medium	200	6.2
Soldering Iron	100—	3.1—
	200	6.2
Household Iron	550	17.1
Toaster	480	15.0
Radio	60	1.9
Electric Kettle	500	15.7
Kitchen Mixer	150	4.7
Electric Polisher	250	8.0
Electric Shaver	15	0.5

Care of the Generator

In order to ensure trouble-free operation of the Generator it is necessary to observe a certain maintenance routine.

Cleaning

Keep all parts of the generator clean. It is most important that the commutator be kept free from dust and dirt. The commutator, brushes, brush holders and spindles, windings and terminals should be periodically wiped down with a clean, dry rag.

Bearings

When the Generator leaves the works the bearings are packed with grease, and do not require further attention before the plant is put into operation.

However, it is advisable to remove the end caps from the bearings about once a year to examine them. The balls and races should be clean and show no signs of rusting. There need only be a smear of grease on the bearing. If necessary, grease should be added to the bearing. Only fill the bearing cage, don't fill the cap with grease, or the bearing will overheat and grease will be forced from the bearing over the windings of the Generator.

Under no condition must oil or grease containing graphite be used.

Recommended grease is:

SOUTHERN CROSS GREASE,

or if this is not available, any Ball Bearing Grease as recommended by a reputable oil company.

Brushes

Keep the Brushes free in their holders and all even in pressure. When worn down to less than $\frac{1}{16}$ in. long they should be replaced with new brushes of the size and grade stamped on the name plate.

To Fit New Brushes

1. Remove the covers from the Commutator End End-Shield.
2. Remove the brushes from the holders. Loosen nuts which hold the brush leads to the brush holders and remove them.
3. Try new brushes of the size and grade shown on the name plate in the brush holder.
4. They should slide freely without sticking. If they are tight, ease them down carefully by rubbing the tight side lightly on a flat sheet of fine sand paper until they will just slide in the holder.
5. Put the brushes in the holder and connect the brush leads to the brush holders.
6. Place a piece of sand paper, sand side out, around the commutator, and allow the brushes to seat on the sand paper.
7. Carefully draw the paper backwards and forwards until the brushes assume the correct curvature, taking care to keep it round the commutator so that a flat is not formed in the brush. When the process is nearly completed, fine glass paper should be used to obtain a very smooth finish.
8. After bedding carefully, clean away every trace of dust from the Commutator, Brushes and Holders. Make sure no specks of abrasive material are embedded in the face of the brush.
9. Replace the covers on the endshield and the generator may be started. It is advisable to run it on light load for a few hours before putting on full load to enable the brushes to settle down properly.

Troubles and Their Remedies

A. Sparking at the Brushes

The commutator should be examined occasionally while the plant is running. It should be practically sparkless at all times. If sparking does occur, steps should be taken to cure it or serious trouble may arise in a short time. Sparking may be due to several causes:

1. **Overload of Generator.**
Reduce load and observe whether sparking reduces.
2. **Jumping of Brushes due to Vibration.**
To check for this trouble, proceed as follows: Place a finger lightly on the brush tension arm. If vibration is felt and if the sparking decreases with the added pressure, the sparking is probably caused by vibration. In this case, tighten the screw on the brush holder to increase the tension on the brush.
3. **Brushes not Sliding Freely in the Brush Holder.**
If the Generator is used in dusty conditions the brushes may become jammed in the holders with dust. Remove and clean both holders and brushes.
4. **Wrong Grade of Brushes Being Used.**
Use only the grade of Brush which is specified on the nameplate.
5. **Brush Holders Assembled Wrong Way Around on Spindle.**
Brushes should run directly opposite the centre of the field pole.

B. Generator will not Charge, or Electric Start the Engine

Check the following in order.

1. Make sure there are no loose or dirty connections in the switchboard or between the cells.
2. Check the brushes and make sure they slide freely in their holders. If one brush is not making good contact the efficiency of the Generator is decreased considerably.
3. The right hand fuse looking at the front of the switchboard is connected in series in the charging circuit of the generator. If this fuse is blown, the generator will not charge, but will electric start the engine.
4. If the left hand fuse looking at the front of the switchboard is blown, the generator will not electric start the engine, but the battery can be charged.

NOTE: Spare Fuse Wire is supplied inside the Back cover of this Instruction Manual. If more fuse wire is ever required, use 20 S.W.G. Bare Coppe: Wire.

C. No Power at House

Check the following in order:

1. The left hand fuse looking at the front of the switchboard is connected in the circuit between the battery and the lines to the house. If the fuse is blown there will not be any power at the house.
2. Knife switch not in "Battery Charging" position or "Direct Supply" position when set is being run without a battery.

D. Radio Interference

D.C. Generators and motors, when running, cause radio interference, and if this interference is allowed to get into the radio set it may result in so much noise that radio stations become inaudible behind the interference.

Radio interference may be suppressed, but it is almost impossible to completely eliminate it. The greater the degree of suppression required—the more expensive it becomes.

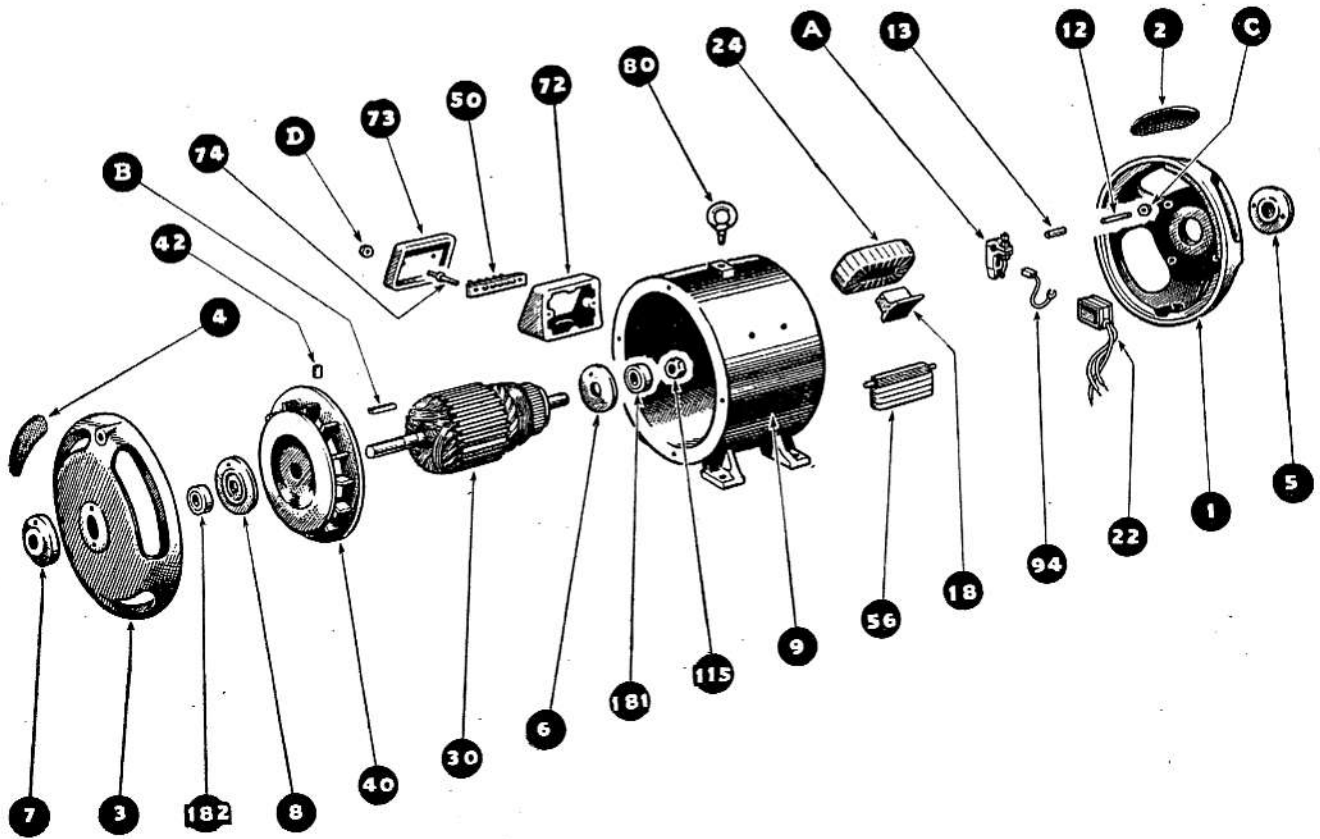
However, interference can be minimized by careful installation. When buying your radio set, get your radio man to suggest the best installation for your particular case.

The following items should be carefully studied before installing your radio, to make sure that interference is minimized.

1. Locate the receiving aerial as far away as possible from the generating plant, and run it at right angles (not parallel) to the power lines from the engine shed to the house, keeping the aerial as high as possible. Use shielded wire from the lead-in to the house right to the set, or use the aerial filters and twin lead-in wires which are available from your radio store. Consult your radio man on this point and use the type of lead-in he recommends.
2. Make sure the generator and switchboard frames are effectively earthed (refer "Earthing," instructions on page 4).
3. Keep the commutator and brush gear clean. Ensure that brushes are free in their holders and that there is no excessive sparking. Brushes sticking in the holders will spark badly, and will burn away and cause interference.
4. In new installations, it will be found that the noise will lessen over the first few weeks' running as the brushes bed down and acquire the normal smooth surfaces.
5. Where convenient placement of the aerial is not possible and the noise level is still objectionable, after ensuring that the above conditions are met with, it may prove necessary to fit an alternative suppression device, such as a larger suppressor condenser or a line filter. Consult your radio technician.

PARTS LIST

Mark DK-G 1/1.5 K.W. 32 Volt Generator.



No. off	Sym. No.	Name of Part
1	DL-G 1	Commutator End Endshield
4	DL-G 2	Commutator End Endshield Cover
1	DL-G 3	Drive End Endshield
4	DL-G 4	Drive End Endshield Cover
1	DL-G 5	Commutator End Outside Bearing Cap
1	DL-G 6	Commutator End Inside Bearing Cap
1	DL-G 7	Drive End Outside Bearing Cap
1	DL-G 8	Drive End Inside Bearing Cap
1	DM-G 9	Body
4	DL-G 12	Brush Holder Stud
4	DL-G 13	Brush Holder Insulating Sleeve
4	DK-G 18	Main Pole
1	KN	Suppressor Condensor
4	DK-G 24	Field Coils—2 crossed, 2 straight.
1	DK-G 30	Armature.
1	DL-G 40	Fan
1	IZB 42B	Fan Locking Screw
1	DM-G 50	Terminal Strip

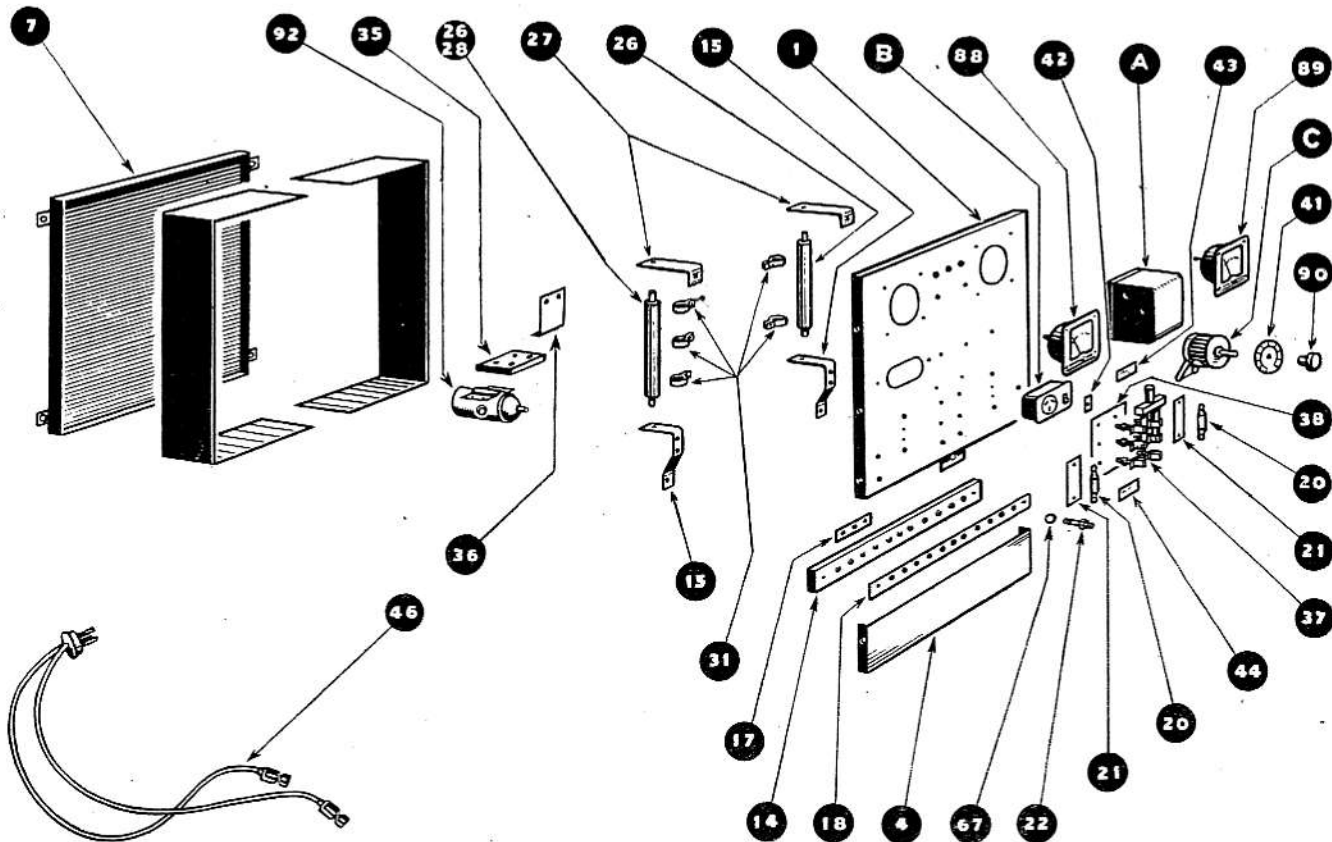
No. off	Sym. No.	Name of Part
1	DM-G 51	Terminal Connection Marking Strip
1	DM-G 72	Terminal Box
1	DM-G 73	Terminal Box Cover
2	DM-G 74	Terminal Box Stud
1	DM-G 80	Eye Bolt
4	AO-N 94	Brush
1	AW-D115	Bearing Locknut
1	AO-B181	Commutator End Bearing
1	DL-G182	Drive End Bearing
4	A	Brush Holder (Morgan Crucible Co. MF 63).
1	B	Generator Key (2 1/4 in. x 5/16 in. x 5/16 in. M.S. Parallel Key)
4	C	Brush Holder Stud Locknut (3/8 in. Whit. Locknut)
2	D	Terminal Box Stud Nut (5/16 in. Whit. Locknut).

IMPORTANT.— When ordering a part for a Generator or Switchboard, please supply the following information from the Generator Nameplate :—

- (a) Mark Generator.
- (b) Generator No.
- (c) Name and Symbol Number of Part.

PARTS LIST

Mark DA-G Switchboard (for 1/1.5 K.W. 32 V. Generating Sets)



No. off	Sym. No.	Name of Part
1	DA-G 1D	Front Panel Assembly
1	DA-G 4B	Terminal Strip Cover
1	DA-G 7B	Back Panel Assembly
1	DA-G 14B	Terminal Strip
2	DA-G 15B	Terminal Strip Mounting Bracket
1	DA-G 17B	Terminal Strip Common Connection
1	DA-G 18B	Terminal Connection Marking Strip
1	DA-G 19	Fuse Wire
2	DA-G 20	Fuse Assembly
2	DA-G 21	Fuse Mounting Strip
4	DA-G 22	Fuse Connection
2	DA-G 26	Field Limiting Resistance (1)
2	DA-G 27B	Radio Battery Charging Resistance (1)
6	DA-G 31	Resistance Clip
1	DA-G 35C	Starting Contactor Insulating Panel
1	DA-G 36B	Starting Contactor Insulating Panel Mounting Bracket.
1	DA-G 37	Knife Switch
1	DA-G 38	Knife Switch Insulating Panel

No. off	Sym. No.	Name of Part
1	DA-G 41	Rheostat Indicator Plate
1	DA-G 42	Radio Battery Switch Nameplate
1	DA-G 43	Change Over Switch Nameplate for Battery Charging
1	DA-G 44	Change Over Switch Nameplate for Direct Supply.
1	DA-G 46	Battery Connection Leads
11	KC 67	Fuse Insulating Washer (4), Knife Switch Insulating Washer (6), Starter Contactor Insulating Washer (1)
1	DA-G 71	Starter Push Button Switch.
1	DA-G 88	Voltmeter
1	DA-G 89	Ammeter
1	DA-G 90	Rheostat Knob.
1	DA-G 92	Starting Contactor.
1	A	Cutout (University 32 Volt)
1	B	Switch and Plug Combination (Ring Grip No. 85 10 Amp. 240 V.)
1	C	Rheostat (I.R.C. 75 Ohms 50 Watt Type PR50.

Fig. 3154, 1.5 K.W., 32 Volt Battery Charging and Direct Supply Generating Unit

The Fig. 3154 Generating Unit uses the same Generator and Switchboard as the Figs. 3106, 3143, 3107, and 3165 Generating Sets. The instructions shown in this Instruction Manual, commencing at Section, "Mounting Switchboard on Wall", on Page 3, apply to the Fig. 3154 Unit.

OUTPUT OF FIG. 3154 GENERATING UNIT.

The 4 H.P. Diesel Engine, Mark EU-C, driving a Milking Machine, Separator, and Skim Milk Pump, will be overloaded if the generator has to deliver the full 1.5 kilowatt output.

When charging the battery, full output of the generator is only required in the following cases:—

1. When battery is fully discharged, and then only until it is brought up to about three-quarter charge. If the battery is fully discharged, take the belts off the vacuum pump, separator, and skim milk pump and run engine for about 2 hours to put a charge in the battery.
2. When an excessive load is applied to the set (such as the use of household electrical appliances) and both the battery and generator are supplying the load. In this case nothing can be done but reduce the load. (i.e., discontinue the use of some of the electrical appliances.)

On no account run the engine for long periods when the exhaust shows black smoke. This is a sure indication that the engine is overloaded or out of adjustment.

Try to overcome the black exhaust smoke by reducing the charging rate, using the adjustable Field Rheostat on the switchboard.

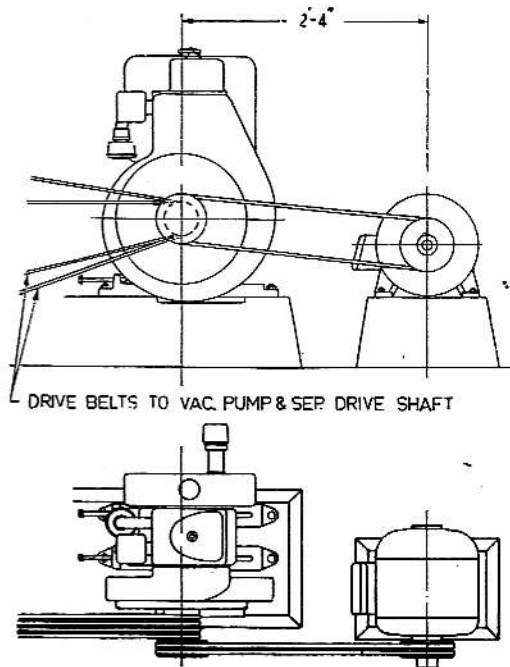
If the exhaust still shows black smoke, refer to the section "Overload and Dirty Exhaust" in the Engine Instruction Manual for further instructions.

TO START UNIT.

Prior to starting, remove a rubber plug from one of the air line crosses on the milking machine to reduce the load on the engine. Then follow the starting instructions shown on Page 8.

BATTERY CHARGING.

The battery charging requirements will vary with each different installation according to the number of lights and electrical appliances being used and the periods they are in use. For this reason it is necessary for each user to work out a routine to suit his own particular unit.



General Arrangement of Fig. 3154 Generating Unit

The battery should not be kept in a fully charged condition—allow it to become partly discharged before charging again.

This means that in some cases a fully-charged battery may be used for a few days without charging during the milkings. The battery would then be charged during the next few milkings until it is fully charged again, and so on.

If the knife switch on the switchboard is opened the generator will not charge the battery during the milking and the generator will not be damaged even though it is running. NOTE: Where the battery is in the engine room, the knife switch will have to be closed before light can be used at the house.

The instructions shown under heading, "When Battery Should Be Charged", on Page 8, give further information.