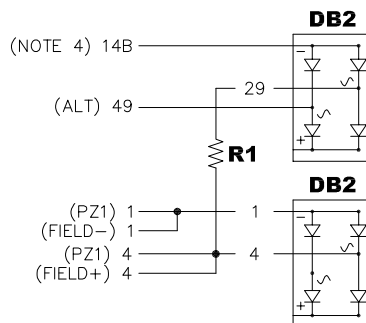
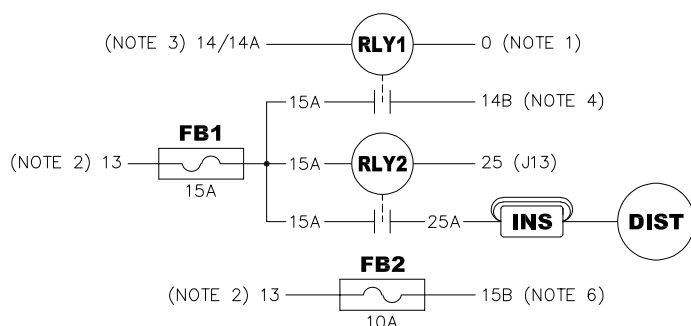
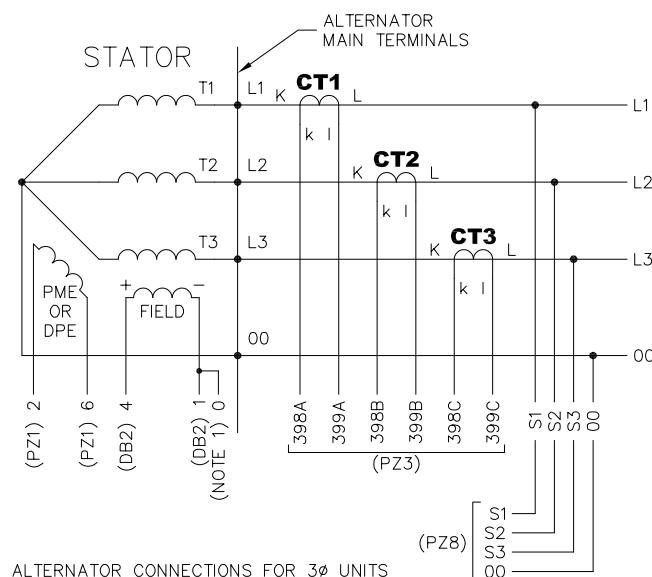
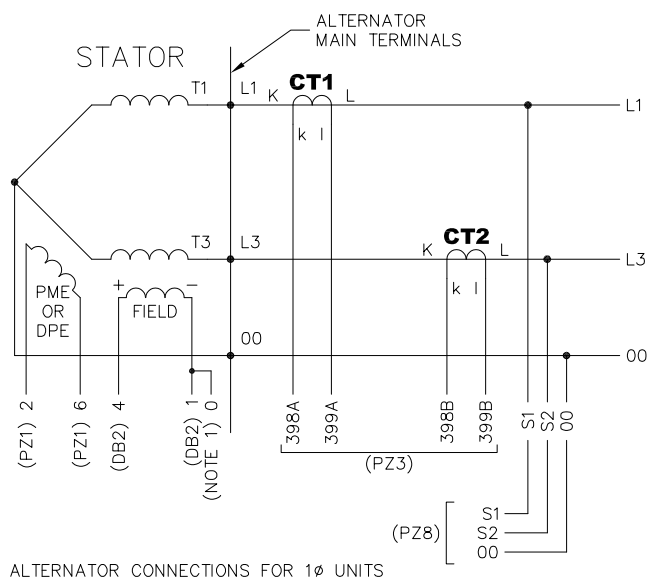
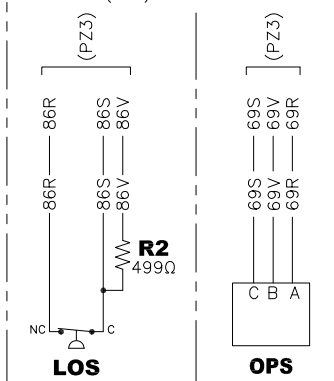


LEGEND

AFS - AIR FUEL SOLENOID	ES1 - REMOTE EMERGENCY STOP (OPT)	HT_ - HEATER	R_ - RESISTOR
ALT - DC CHARGE ALTERNATOR	ES2 - STOP SWITCH (ON ENCLOSURE)	INS - IGNITION NOISE SUPPRESSION	RLY_ - RELAY
ATS - AIR TEMPERATURE SENSOR	ES3 - EMERGENCY STOP (NFPA MODULE)	LFP - LOW FUEL PRESSURE SWITCH	SC - STARTER CONTACTOR
BAT - BATTERY	ESC3 - E-STOP CONNECTOR	LOS - LOW OIL PRESSURE SWITCH	SM - STARTER MOTOR
BCC - BATTERY CHARGER CONNECTOR	ESJ - E-STOP CONNECTOR JUMPER	MLCB - MAIN LINE CIRCUIT BREAKER	TS1 - THERMOSTAT
BCH - BATTERY CHARGER	FB_ - FUSE BLOCK	MPU - MAGNETIC PICK-UP	WLS - COOLANT LEVEL SENSOR
CT_ - CURRENT TRANSFORMER	FS_ - FUEL SOLENOID	NB - NEUTRAL BLOCK	WTS - COOLANT TEMPERATURE SENSOR
DB_ - DIODE BRIDGE	GA - GOVERNOR ACTUATOR	OS - OXYGEN SENSOR	
DIST - DISTRIBUTOR CAP	GD - GOVERNOR DRIVER	PME - PERMANENT MAGNET EXCITER	
DPE - DISPLACED PHASE EXCITATION	GND - GROUND CONNECTION	PZ_ - POWER ZONE 410 CONNECTOR	



LOW OIL PRESSURE SWITCH (LOS) HAS BEEN REPLACED WITH OIL PRESSURE SENDER (OPS) ON NEWER MODELS.



ATS 0 (NOTE 1) 754S (PZ5)

WLS 573R (PZ5) 573V (PZ5)

WTS 68V (PZ3) 68R (PZ3)

LFP 601 (PZ3) 601 (PZ3) 591 (PZ3)

AFS 15A (NOTE 5) 808 (PZ5)

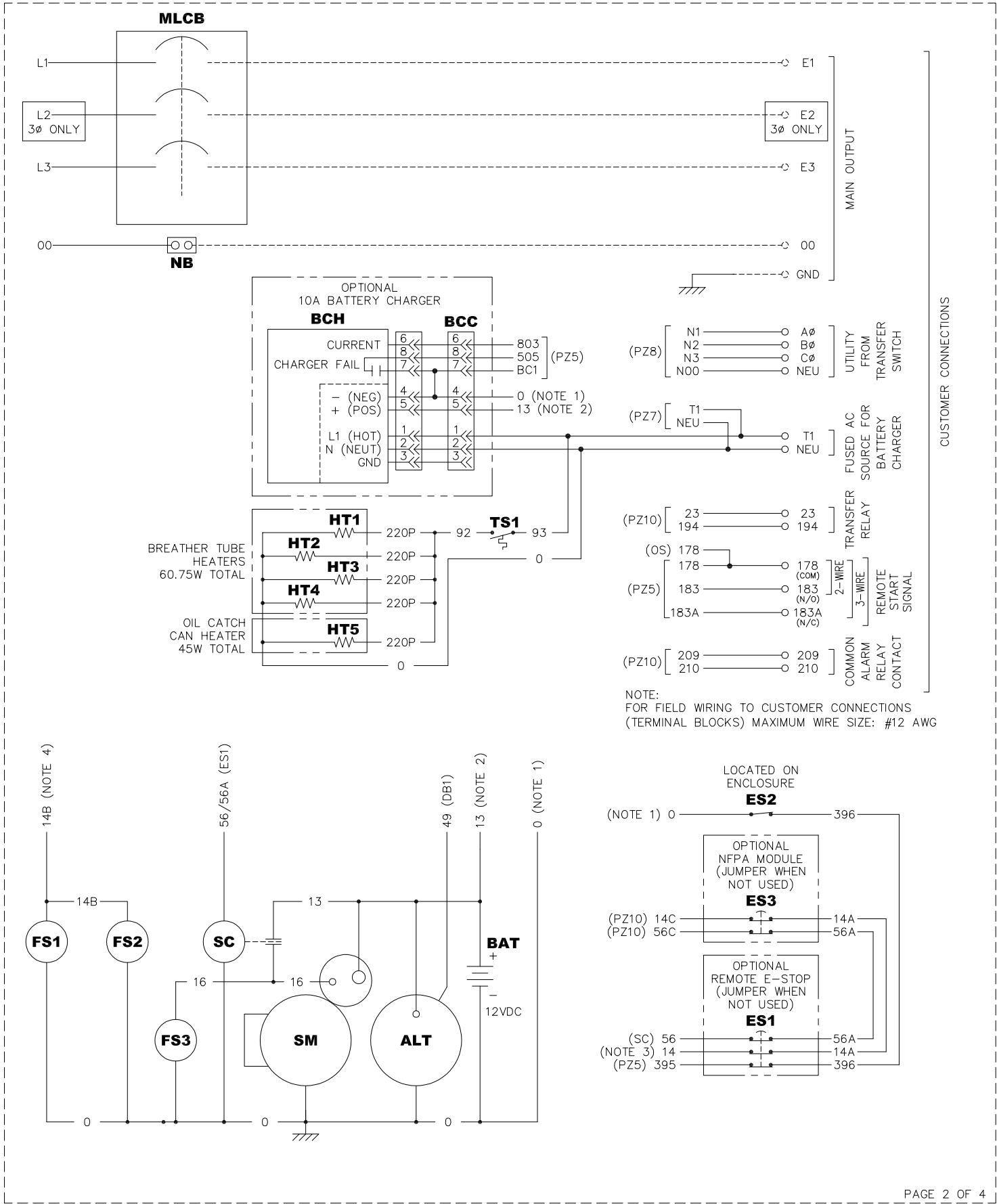
MPU1 79V (PZ2) 79R (PZ2) 79S (PZ2)

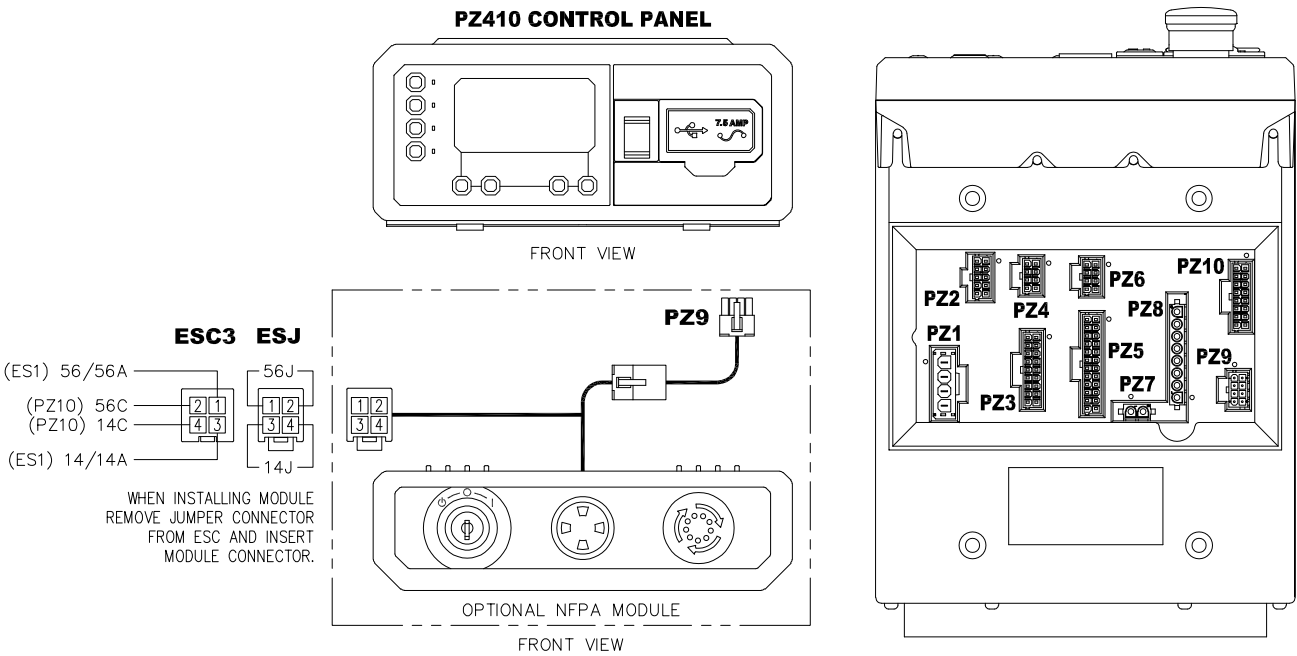
OS1 0 (NOTE 1) 178 (CUST CON) 14B (NOTE 4) 804A (PZ5) 805A (PZ5)

GA 771 767 765 769 766 14B (NOTE 4) 0 (NOTE 1)

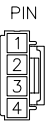
IN CONTROL PANEL

GD





PZ1



PIN	WIRE	FROM	FUNCTION
1	2	PME	DPE 1 CURRENT LIMITING
2	1	FIELD	FIELD (-)
3	6	PME	DPE 2
4	4	FIELD	FIELD (+)

PZ2



FUNCTION	FROM	WIRE	PIN
THROTTLE PWM	GD-12	769	6
-	-	-	7
-	-	-	8
SPEED (RET)	MPU-5	SHLD	9
SPEED (SIG)	MPU-6	79S	10

PIN	WIRE	FROM	FUNCTION
1	766	GA-6	THROTTLE POSITION (SIG)
2	765	GA-3	THROTTLE POSITION (+)
3	767	GA-2	THROTTLE POSITION (RET)
4	-	-	-
5	79V	MPU-4	SPEED (+12V)

FOR LOS

FROM	WIRE	FUNCTION	FROM	WIRE	PIN
R2	86V	COOLANT TEMP (+)	WTS-1	68V	10
LOS-2	86S	COOLANT TEMP (RET)	WTS-2	68R	11
LOS-1	86R	OIL PRESSURE (+5V)	OPS-B	69V	12
		OIL PRESSURE (SIG)	OPS-C	69S	13
		OIL PRESSURE (RET)	OPS-A	69R	14
		FUEL LEVEL (+5V)	LFP	601	15
		FUEL LEVEL (SIG)	LFP	601	16
		FUEL LEVEL (RET)	LFP	591	17
		-	-	-	18

PZ3



PIN	WIRE	FROM	FUNCTION
1	-	-	-
2	-	-	-
3	-	-	-
4	398A	CT1-2	CURRENT A (+)
5	399A	CT1-1	CURRENT A (-)
6	398B	CT2-2	CURRENT B (+)
7	399B	CT2-1	CURRENT B (-)
8	398C	CT3-2	CURRENT C (+)
9	399C	CT3-1	CURRENT C (-)

PZ5



FUNCTION	FROM	WIRE	PIN
-	-	-	13
AIR/FUEL SOLENOID	AFS-1	808	14
INTAKE AIR TEMP SENSOR	ATS-A	754S	15
OXYGEN SENSOR	OS-2	805A	16
EXT. BATT. CHARGER CURRENT	BCC-6	803	17
-	-	-	18
AUXILIARY SHUTDOWN	GND	395/396	19
-	-	-	20
-	-	-	21
EXT. BATT. CHARGER FAIL	BCC-8	505	22
COOLANT LEVEL (+)	WLS-A	573V	23
COOLANT LEVEL (-)	WLS-B	573R	24

PIN	WIRE	FROM	FUNCTION
1	-	-	-
2	178	CUST CON	2-WIRE START (COM)
3	183	CUST CON	2-WIRE START (N/O)
4	183A	CUST CON	3-WIRE START (N/C)
5	-	-	-
6	-	-	-
7	-	-	-
8	BC1	BCC-7	EXT. BATT. CHARGER PRESENT
9	-	-	-
10	-	-	-
11	-	-	-
12	804A	OS-1	OXYGEN SENSOR

PZ410 CONTROL PANEL (CONT.)

PZ7

PIN	WIRE	FROM	FUNCTION
1	T1	BCC-1/CUST CON	BATTERY CHARGER HOT
2	NEU	BCC-2/CUST CON	BATTERY CHARGER NEUTRAL

PZ9

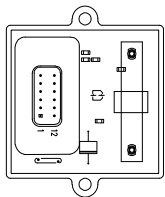
PIN	FUNCTION
5	RESERVED FOR OPTIONAL NFPA MODULE
8	

PZ8

PIN	WIRE	FROM	FUNCTION
8	N3	CUST CON	CØ VOLTAGE SENSE (UTIL)
7	N2	CUST CON	BØ VOLTAGE SENSE (UTIL)
6	N1	CUST CON	AØ VOLTAGE SENSE (UTIL)
5	N00	CUST CON	NEUTRAL VOLTAGE SENSE (UTIL)
4	00	NEU	NEUTRAL VOLTAGE SENSE (GEN)
3	S3	MLCB CØ	CØ VOLTAGE SENSE (GEN)
2	S2	MLCB BØ	BØ VOLTAGE SENSE (GEN)
1	S1	MLCB AØ	AØ VOLTAGE SENSE (GEN)

PZ10

FUNCTION	FROM	WIRE	PIN
-	-	-	9
-	-	-	10
-	-	-	11
-	-	-	12
DISTRIBUTOR ENABLE	RLY2	25	13
TRANSFER RELAY COIL (12V)	CUST CON	194	14
TRANSFER RELAY COIL (RET)	CUST CON	23	15
-	-	-	16



GD CONNECTOR

PIN	WIRE	FROM	FUNCTION
1	0	GND	NOTE 1
4	14B	RLY1	NOTE 4
8	771	GA-1	THROTTLE DRIVE LOW
9	770	GA-4	THROTTLE DRIVE HIGH
10	0	GND	NOTE 1
12	769	PZ2	THROTTLE PWM

- NOTES:
- 1) WIRE #0 IS CHASSIS GROUND (BATTERY-) UNLESS NOTED OTHERWISE.
 - 2) WIRE #13 IS UNFUSED +12VDC (BATTERY+).
 - 3) WIRE #14/14A IS LOW CURRENT +12VDC WHEN GENERATOR IS CRANKING OR RUNNING AND E-STOP IS NOT ACTIVATED.
 - 4) WIRE #14B IS HIGH CURRENT FUSED +12VDC WHEN GENERATOR IS CRANKING OR RUNNING AND E-STOP IS NOT ACTIVATED.
 - 5) WIRE #15A IS FUSED (15A) +12VDC.
 - 6) WIRE #15B IS FUSED (10A) +12VDC.