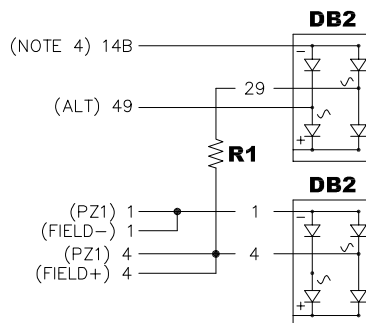
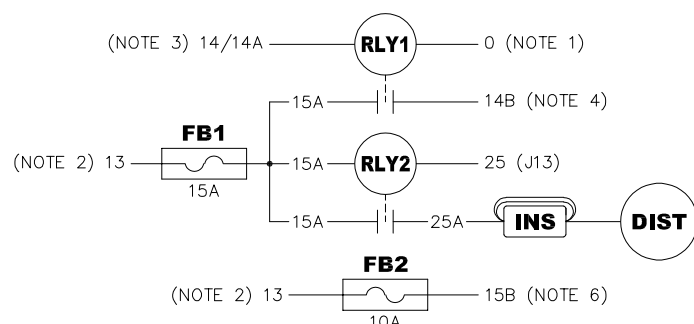
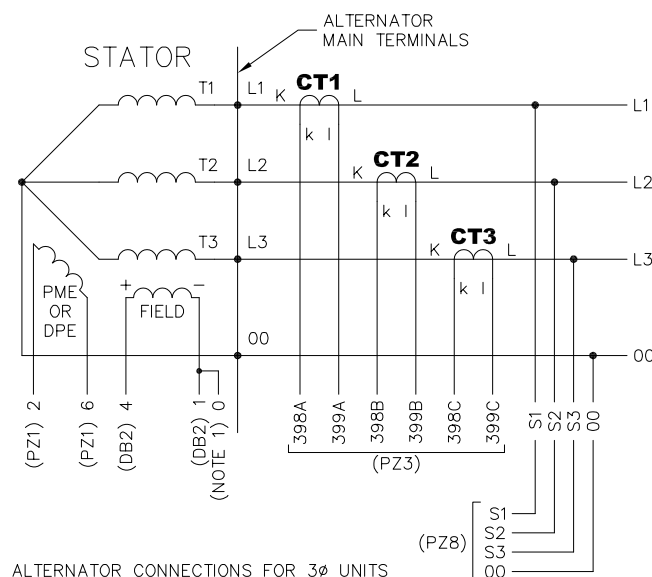
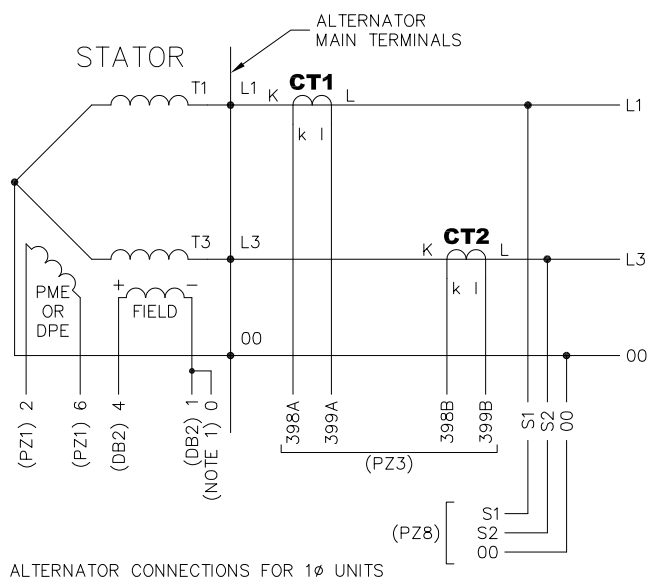
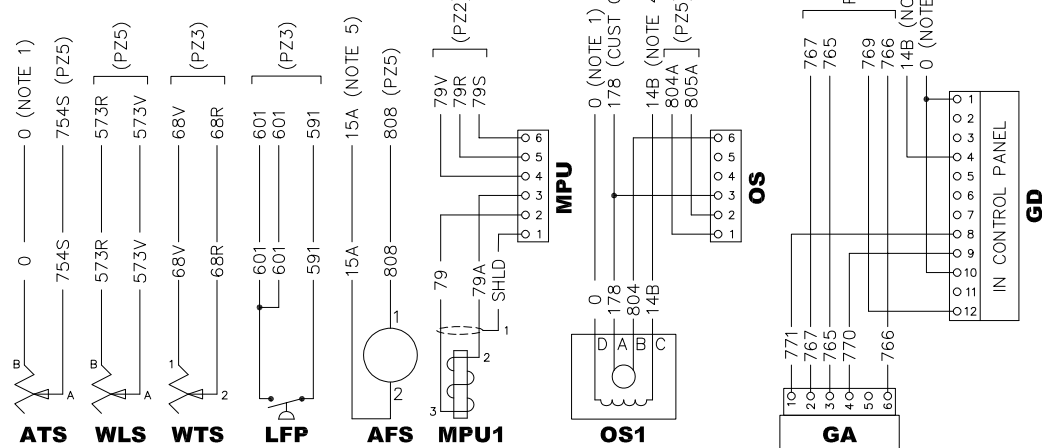
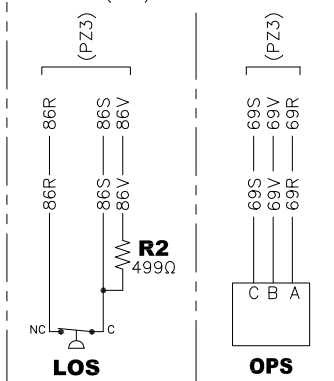


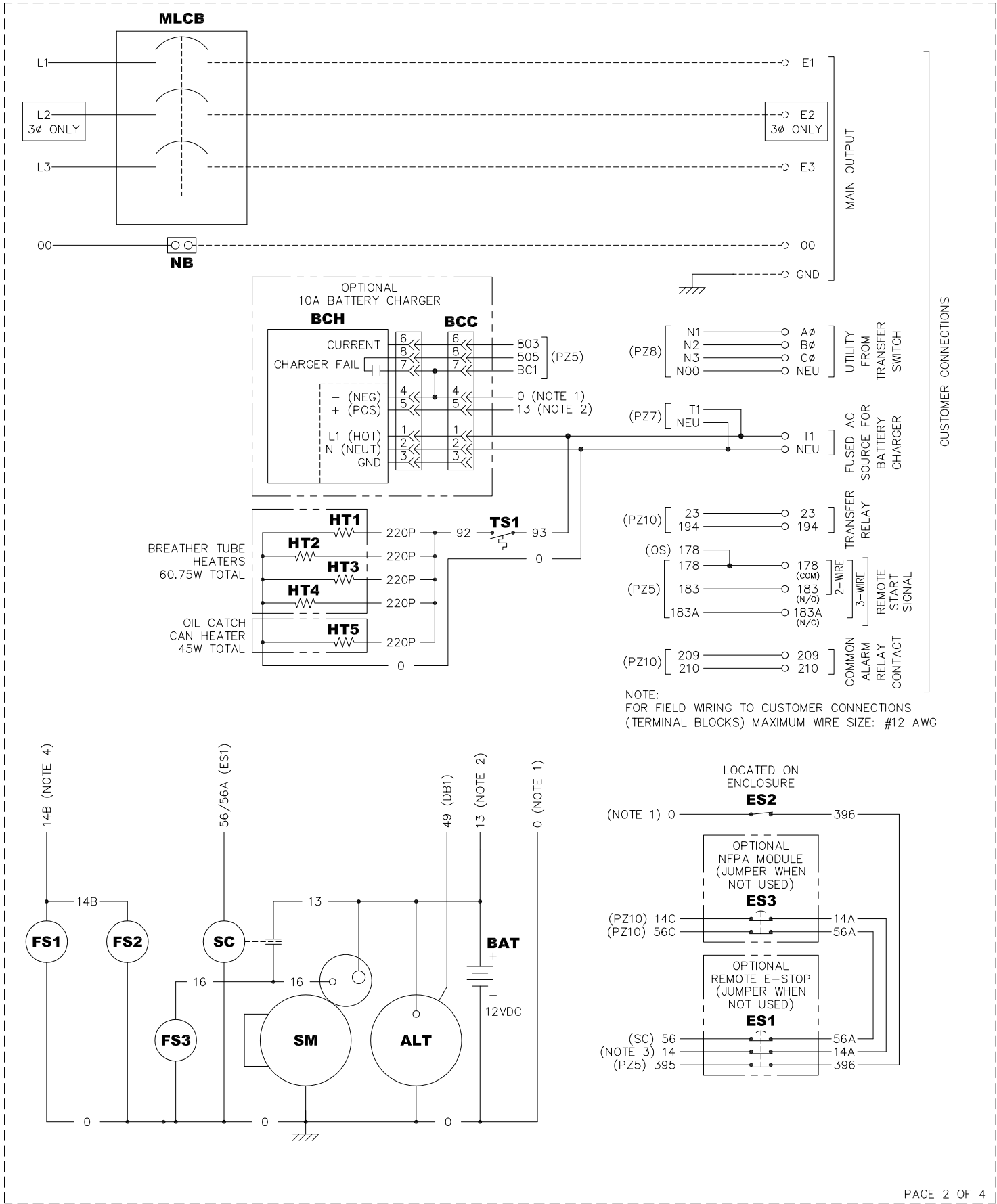
LEGEND

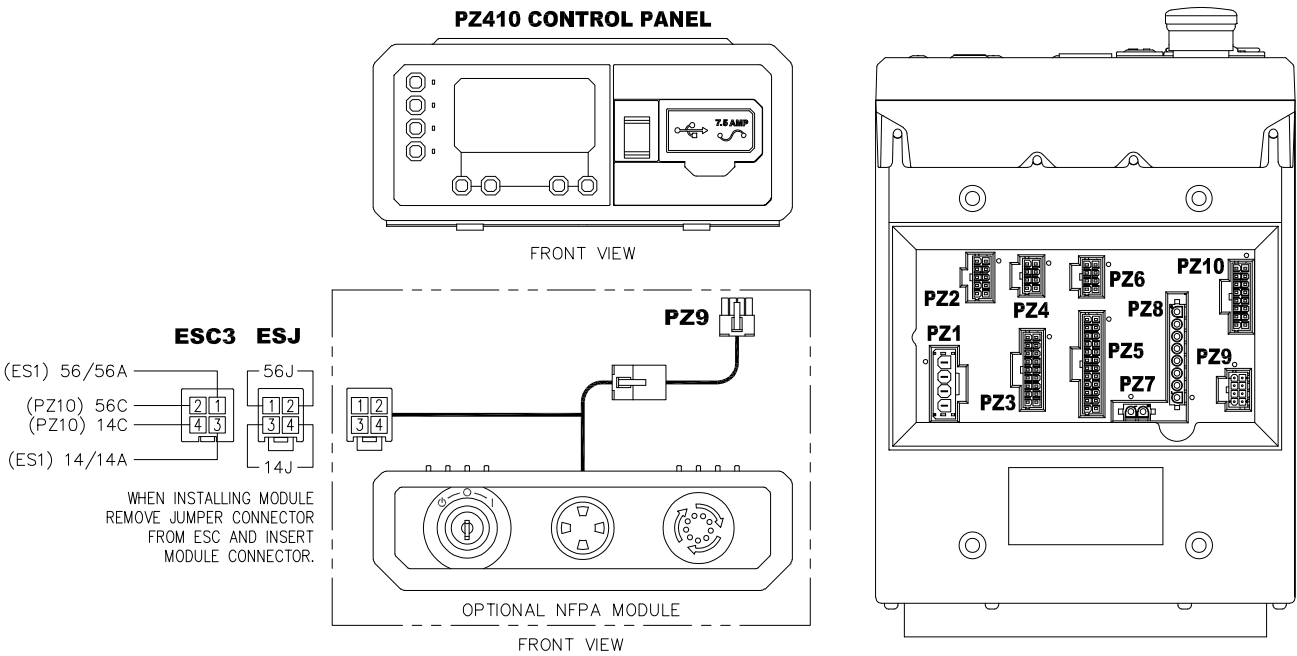
AFS - AIR FUEL SOLENOID	ES1 - REMOTE EMERGENCY STOP (OPT)	HT_ - HEATER	R_ - RESISTOR
ALT - DC CHARGE ALTERNATOR	ES2 - STOP SWITCH (ON ENCLOSURE)	INS - IGNITION NOISE SUPPRESSION	RLY_ - RELAY
ATS - AIR TEMPERATURE SENSOR	ES3 - EMERGENCY STOP (NFPA MODULE)	LFP - LOW FUEL PRESSURE SWITCH	SC - STARTER CONTACTOR
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	



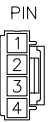
LOW OIL PRESSURE SWITCH (LOS) HAS BEEN REPLACED WITH OIL PRESSURE SENDER (OPS) ON NEWER MODELS.







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

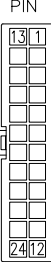
FROM	WIRE	FUNCTION	FROM	WIRE	PIN
R2	86V	COOLANT TEMP (+)	WTS-1	68V	10
LOS-2	86S	COOLANT TEMP (RET)	WTS-2	68R	11
LOS-1	86R	OIL PRESSURE (+5V)	OPS-B	69V	12
		OIL PRESSURE (SIG)	OPS-C	69S	13
		OIL PRESSURE (RET)	OPS-A	69R	14
		FUEL LEVEL (+5V)	LFP	601	15
		FUEL LEVEL (SIG)	LFP	601	16
		FUEL LEVEL (RET)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

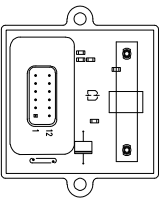
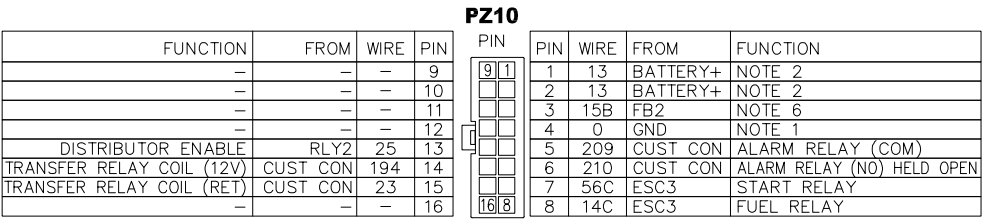
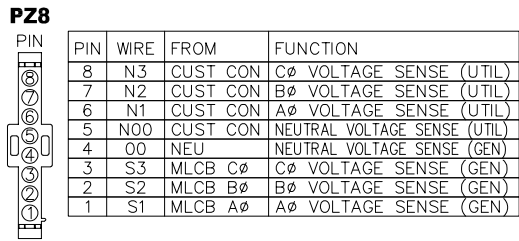
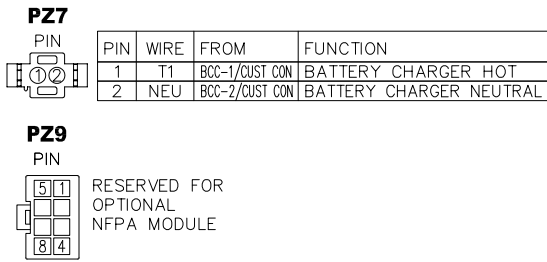
PZ5



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.)



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.