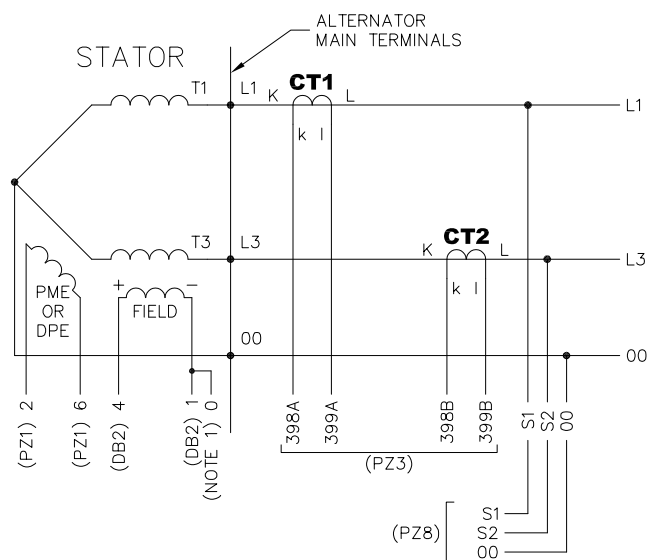


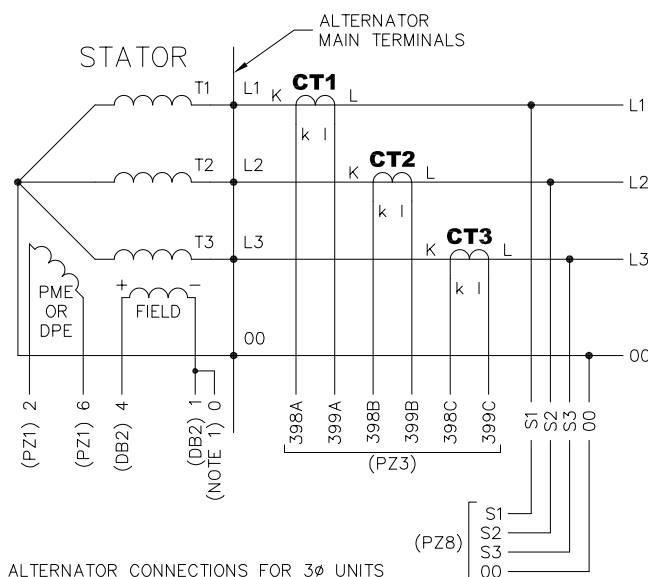
GROUP G

LEGEND

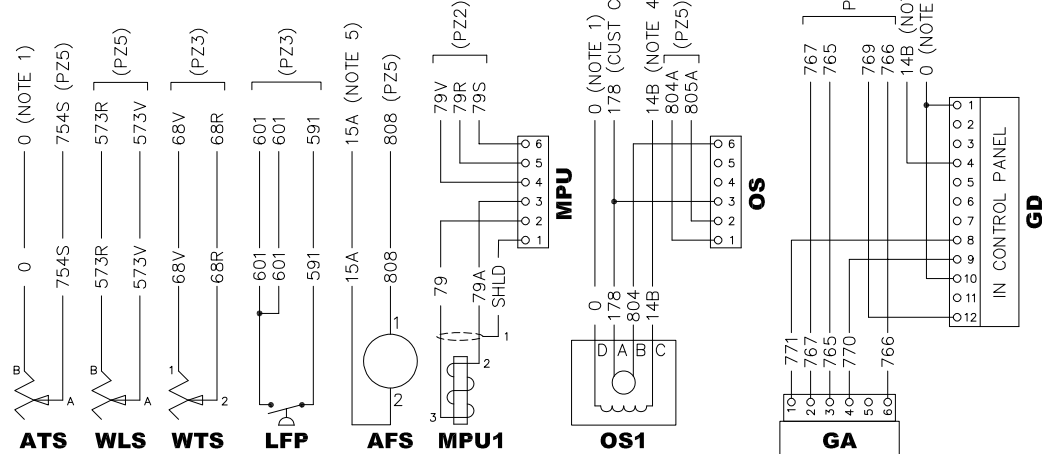
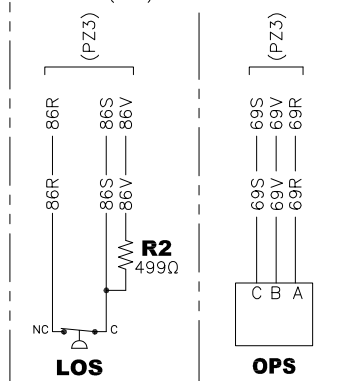
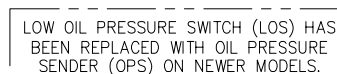
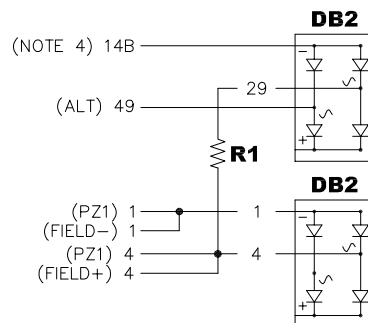
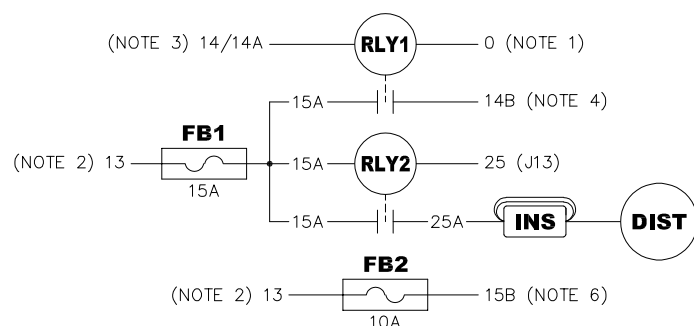
AFS	— AIR FUEL SOLENOID	ES1	— REMOTE EMERGENCY STOP (OPT)	HT_	— HEATER	R_	— RESISTOR
ALT	— DC CHARGE ALTERNATOR	ES2	— STOP SWITCH (ON ENCLOSURE)	INS	— IGNITION NOISE SUPPRESSION	RLY_	— RELAY
ATS	— AIR TEMPERATURE SENSOR	ES3	— EMERGENCY STOP (NFPA MODULE)	LFP	— LOW FUEL PRESSURE SWITCH	SC	— STARTER CONTACTOR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

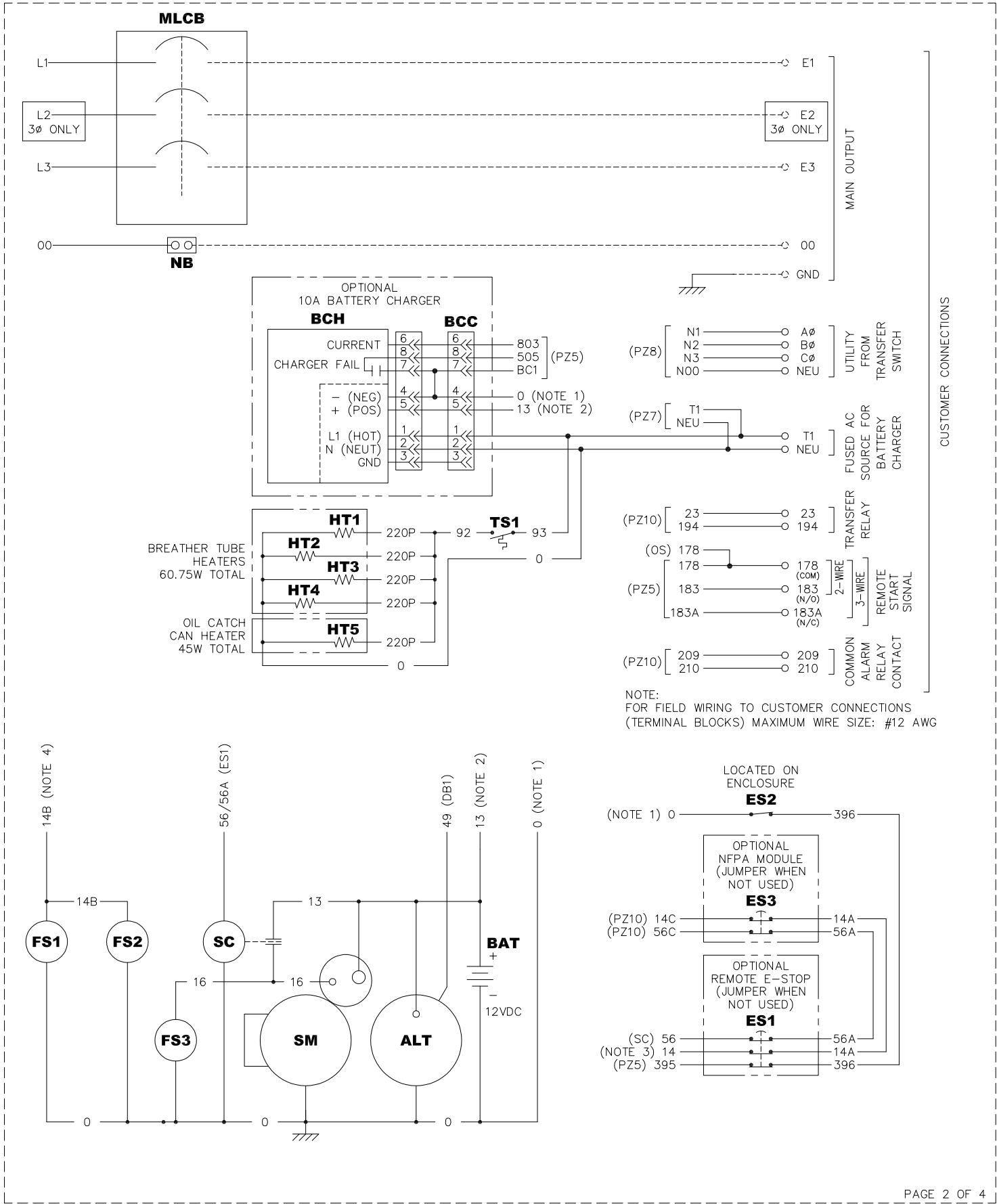


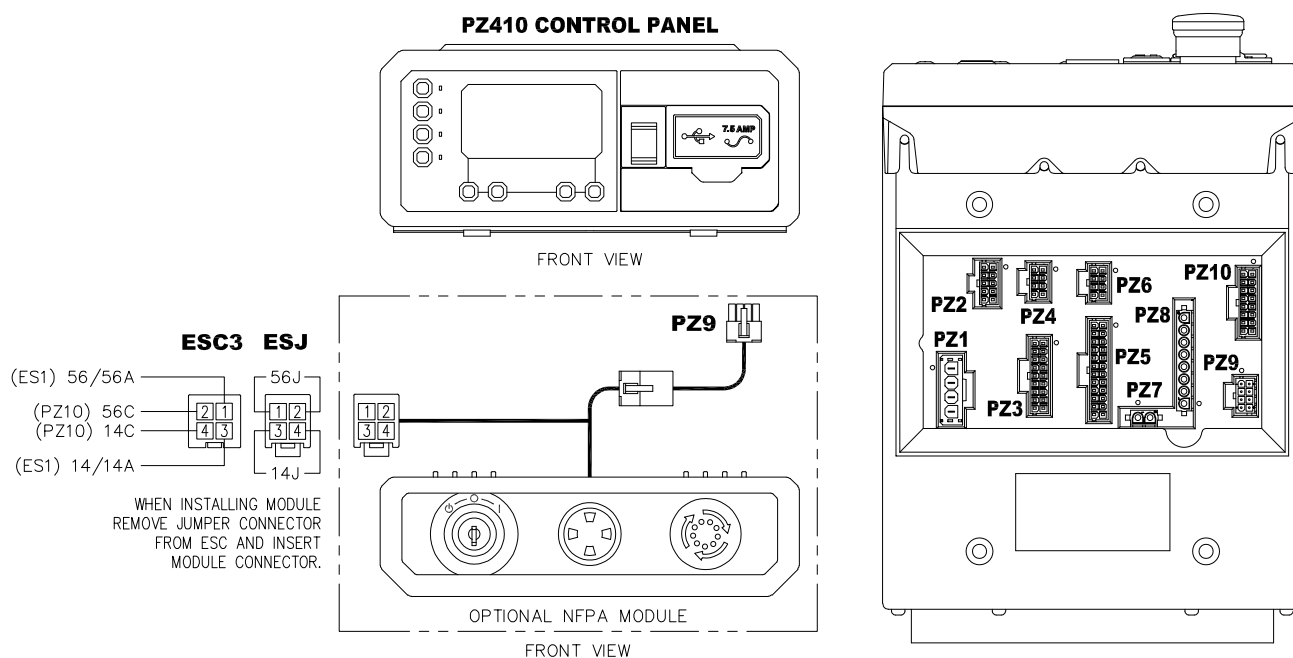
ALTERNATOR CONNECTIONS FOR 1Ø UNITS



ALTERNATOR CONNECTIONS FOR 3 ϕ UNITS





**PZ1**

PIN



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

PIN



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)

PZ3

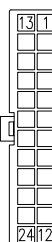
PIN



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

PIN



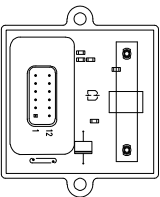
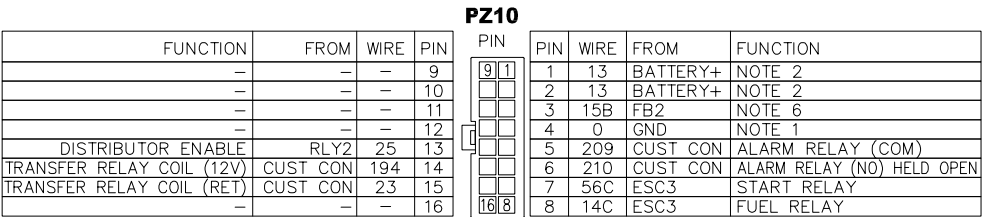
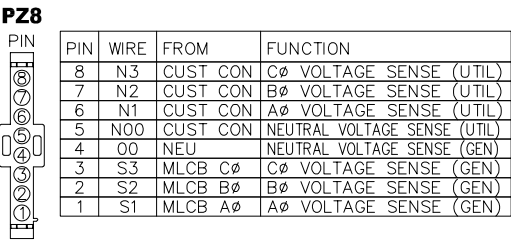
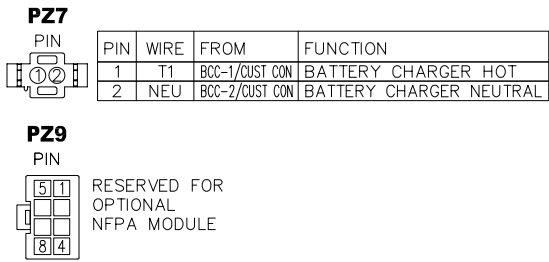
FUNCTION	FROM	WIRE	PIN
-	-	-	13
AIR/FUEL SOLENOID	AFS-1	808	14
INTAKE AIR TEMP SENSOR	ATS-A	754S	15
OXYGEN SENSOR	OS-2	805A	16
EXT. BATT. CHARGER CURRENT	BCC-6	803	17
-	-	-	18
AUXILIARY SHUTDOWN	GND	395/396	19
-	-	-	20
-	-	-	21
EXT. BATT. CHARGER FAIL	BCC-8	505	22
COOLANT LEVEL (+)	WLS-A	573V	23
COOLANT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

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

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.