



USERS MANUAL

M-SC6 / 8 / 10

- 3000 RPM -

Marine diesel generating set 230V / 50Hz
Digital Diesel Control



Art.nr. 40200151

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CONTENTS:

1	INTRODUCTION	4
1.1	General	4
1.2	Service and maintenance	4
1.3	Guarantee	4
1.4	Liability	5
1.5	Identification	6
1.5.1	General.....	6
1.5.2	Identification plate	6
2	INFORMATION	7
2.1	Safety	7
2.1.1	General.....	7
2.1.2	Electrical safety	7
2.1.3	Earth insulation failures	7
2.1.4	Installation	7
2.1.5	Operation.....	8
2.1.6	Fire and explosion	8
2.1.7	Chemicals.....	8
2.2	Transport, lifting and storage.....	9
2.3	The M-SC6/8/10	9
2.3.1	Features	9
2.3.2	Remote control	9
2.3.3	Documentation	9
2.3.4	Accessories included in the standard delivery	9
2.4	Components	10
2.4.1	Main components to identify.....	10
2.4.2	Generator control panel.....	11
2.4.3	Remote control panel	11
2.5	Technical Information	11
2.5.1	AC alternator	11
2.5.2	Engine	11
2.5.3	Digital Diesel Control system.....	11
2.5.4	Battery charger	12
2.5.5	Alarms and shut down	12
2.5.6	Control.....	12
2.5.7	Remote control	12
2.5.8	Hour counter.....	12
2.5.9	Load indicator	12
2.5.10	Fuel specification.....	12
2.5.11	Oil information	12
2.5.12	Cooling liquid.....	13
2.5.13	Technical data	13
2.5.14	Wiring codes and colours	14
2.5.15	Lay out control wiring.....	15
2.5.16	Electrical diagram 230 V AC / 50 Hz	16
2.6	Diagram electronic governor	17

3	OPERATION	18
3.1	General	18
3.2	Operating Instructions	18
3.2.1	Summarised operating instructions (daily use)	18
3.2.2	Extended operating instructions	19
4	MAINTENANCE	21
4.1	Alternator	21
4.2	Engine	21
4.2.1	Preliminary instructions	21
4.2.2	Bleeding fuel lines	21
4.2.3	Valve clearance	21
4.2.4	Replacing fuel filter	21
4.2.5	Replacing oil filter	21
4.2.6	Readjustment of the V-belt	22
4.3	Regular maintenance	22
4.3.1	Maintenance schedule	23
4.3.2	Putting out of service	24
5	TROUBLE SHOOTING	25
5.1	Alternator/ electrical faults	25
5.1.1	General	25
5.1.2	Trouble shooting table	25
5.2	Engine faults	27
5.2.1	General	27
5.2.2	Trouble shooting table	27
5.2.3	Warnings	30
5.2.4	Service address	30
5.3	Special procedures alternator	31
5.3.1	Residual voltage check / excitation procedure	31
5.3.2	Testing rotary rectifier diodes	31
5.3.3	Winding resistant values	32
5.3.4	Meggering	32
5.4	Special procedures engine	32
5.4.1	Setting the RPM	32
5.4.2	Adjusting valve clearance and retightening the cylinder head bolts.	33
5.4.3	Measuring exhaust backpressure	34
5.4.4	Disassembling instructions	34
6	SPARE PARTS LIST	35
	MAINTENANCE LOG	37

1 INTRODUCTION

1.1 GENERAL

The M-SC6/8/10 Marine Diesel Generating set is manufactured and marketed by WhisperPower.

It is important to read this manual before installing and operating the generating set. Both safety and durability rely very much on the correct identification, installation and a good understanding of ratings, features, design, maintenance and operation procedures.

The information, specifications, illustrations and statements contained within this publication are given with our best intentions and are believed to be correct at the time of going to press.

All of the specifications, provisions and instructions contained in this manual apply solely to standard versions of the WhisperPower M-SC6, 8 and 10 generating set.

This manual is valid for the following models:

Part number	Description
40902005	M-SC6 230V 3000rpm
40902006	M-SC6 230V 3000rpm - ungrounded
40903005	M-SC8 230V 3000rpm
40903006	M-SC8 230V 3000rpm - ungrounded
40904005	M-SC10 230V 3000rpm
40904006	M-SC10 230V 3000rpm - ungrounded

For other models see other manuals available on our website: www.whisperpower.eu.

Our policy is one of continued development and we reserve the right to amend any technical information without prior notice. Whilst every effort is made to ensure the accuracy of the particulars contained within this publication neither the manufacturer, distributor, or dealer in any circumstances shall be held liable for any inaccuracy or the consequences thereof.



WARNING

A warning symbol draws attention to special warnings, instructions or procedures which, if not strictly observed, may result in damage or destruction of equipment, severe personal injury or loss of life.



DANGER

This danger symbol refers to electric danger and draws attention to special warnings, instructions or procedures which, if not strictly observed, may result in electrical shock which will result in severe personal injury or loss of life.

1.2 SERVICE AND MAINTENANCE

Regular service and maintenance should be carried out according to the directions in this manual. For service and maintenance one can appeal to the manufacturer or the dealers.

1.3 GUARANTEE

WhisperPower guarantees that this generating set has been built according to good workmanship, according to the specifications in this manual and according to European Community safety regulations.

During production and prior to delivery, all of our generating sets are tested and inspected.

The correct functioning of this generating set is subject to guarantee. The period and conditions of this guarantee are laid down in the general conditions of delivery as registered with the Chamber of Commerce and Industries for the North of the Netherlands number 01120025 are available on request. The guarantee period is two years, limited to 1000 running hours. Some aspects of our guarantee scheme are given here in more detail: Guarantee period 1000 running hours or 24 months whichever occurs first. Warrantee does not cover failures that are caused by misuse, neglect or a faulty installation.

Example 1. Faulty installation:

Seawater entering the engine is the most common cause of damage to combustion engines in boats. (Both to propulsion and generator engines.) The entry of water must be avoided under all conditions. Be aware that the conditions in blue water sailing can be extreme. Refer to the installation manual for instructions but remember these are for guidance only as many factors influence the installation of a generator. The ultimate responsibility will always be with the owner to ensure a safe and compliant installation. If in doubt ask!



DAMAGE CAUSED BY THE INGRESS OF WATER IS NEVER COVERED BY WARRANTY

Example 2: Misuse:

Long term running with no load or too little load can cause the exhaust to get choked with soot or carbon. Cleaning the exhaust is not covered by warranty.

Example 3: Neglect

Sometimes the seal of the raw water pump starts leaking. Mostly this begins with a little drip and slowly gets worse. Regular visual inspection of the generator is necessary to prevent damage to occur from a leaking water pump. When one finds serious damage after weeks of neglect warranty claims will not be honoured.

Example 4: Neglect

M-SC generators have an option for an auto start/stop mode or interval mode.

WhisperPower cannot be held responsible for damage caused by the unattended running generator.

Guarantee means that faulty parts are repaired or replaced free of charge. If necessary the whole generator unit will be exchanged. Labour necessary to complete repairs on board a vessel executed by an authorized service engineer is covered, but is limited to a reasonable number of hours and reasonable rates in relation to the actual repair work that has to be done.

Travel expenses and travel hours are not covered. Also not covered is the labour required to take a generator out of a boat or for reinstallation. There is no cover for labour needed to get access to the generator, for example to remove equipment or bulkheads etc.

Goods to be delivered under warranty will be invoiced. Only after the faulty goods are returned will the invoice be credited. Payment in advance may be required or guaranteed by credit card. If after the faulty goods are returned, it is indicated that the failure was not covered by warranty a credit will not be issued. For example if a

Printed Circuit Board is returned with clear damage caused by seawater, guarantee will be refused.

Freight costs to deliver spares by normal mail or carriers is covered under warranty. Special services like express mail, overnight delivery etc. are not covered. Taxes and duties are not covered. For shipments to remote off shore areas any additional costs incurred over normal carriage will be invoiced to the customer.

The cost for returning faulty goods is not covered under warranty.

If any problem arises which could be subject of warranty, procedures should be followed as described in the warranty certificate, unauthorised repairs could lead to further damage and violate the warranty conditions.



Should work take place, which is not in accordance with the guidelines, instructions and specifications contained in this user's manual and the supplementary installation manual, then damage may occur and the generating set may not fulfil its specifications. In all these cases the warranty may become invalid. Use original spare parts only!

1.4 LIABILITY

WhisperPower does not accept responsibility for damage, injuries or casualties which are the result of operation of the generating set in specific conditions which brings dangers which could not be foreseen, or could be avoided by additional measures. WhisperPower does not accept liability for damage due to use of the generator, possible errors in the manuals and the results thereof.

Automatic start/stop

WhisperPower cannot be held responsible for damage caused by the unattended running generator using the auto-start/stop mode or interval mode.

1.5 IDENTIFICATION

1.5.1 General

Before using this generating set it is very important to identify the set correctly. To communicate for service or ordering parts it is also essential to correctly identify the generating set. Also for the daily operation of the generating set it is necessary that the operator knows the correct specifications.

1.5.2 Identification plate

All required identification data are on the identification plate. For location of the identification plate see figure 1.

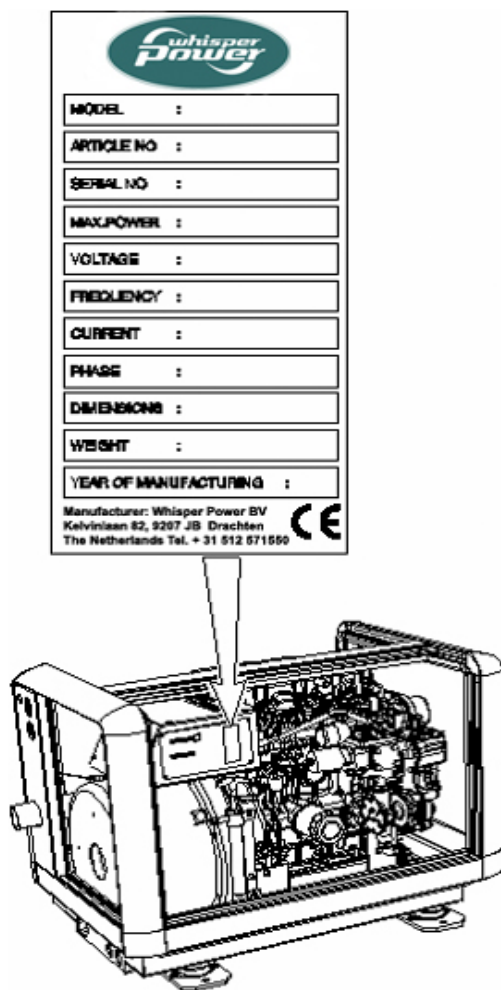


Figure 1: Location identification plate

- The identity of the generating set is given by the SERIAL NUMBER.
When this number is available the manufacturer can trace the specifications of the generating set. On the identification plate are also some basic features of the set:

- POWER**
The identification plate gives the nominal maximum continuous load in kVA (= kW) calculated with power factor one. When calculating a load one should always take into account the power factor or cos phi of this load. The power should never exceed the nominal power as shown on the identification plate. Power is rated at an ambient temperature of 40°C and a seawater temperature of 25°C. For higher temperatures the generating set has to be derated.
- VOLTAGE** shows the nominal voltage.
This voltage should be within the specified tolerance at the nominal frequency.
- FREQUENCY** is shown in Hz and is determined by the speed of the engine (RPM). 50 Hz correlates with 3000 rpm, 60 Hz correlates with 3600 rpm.
- CURRENT** shows the maximum current that is acceptable at the specified frequency, voltage and power factor.
- WEIGHT** shows the net dry weight (approximately) in kg. This is without fuel, oil, packing and external installation equipment
- The CE symbol shows that the generating set is build according to European Community safety regulations. This includes the regulations regarding the safety of pleasure craft, machinery, electric safety and electric magnetic compatibility (EMC) and other relevant directives.

Safety also relies on the installation, application and circumstances. See also the remarks in this manual under SAFETY

Before changing a factory setting you are advised to consult the manufacturer. When the generating set you have to identify is not new you have to take into account the possibility that former users may have changed the settings. Check the settings (voltage, frequency, rpm) when there is any doubt.

2 INFORMATION

2.1 SAFETY

2.1.1 General

When correctly installed and used in normal circumstances this generating set fulfils EC safety regulations. This generating set could be part of an installation or could be used in a way that additional regulations of the EC or other authorities have to be taken into account.



Circumstances could make it also necessary to take additional measures. Be aware of wet conditions and hazardous environments caused by explosive gases etc

2.1.2 Electrical safety



The voltage of 230 Volt generated by this generating set is dangerous and if instructions and procedures are not strictly observed may result in electrical shock which will result in severe personal injury or loss of life.

- Check all wiring at least once a year. Defects, such as loose connections, burned cables etc. must be repaired immediately.
- Do not work on the electrical system if it is still connected to a current source. Only allow changes in your electrical system to be carried out by qualified electricians.
- Connection and protection must be done in accordance with local standards.
- **Using the auto-start/stop (interval) mode the generator can start unexpectedly. When working on the electrical system, the 3 Amp fuse must be removed from the control panel and the battery plus cable must be removed from the battery.**



Warning signs indicate parts which could be live.

2.1.3 Earth insulation failures

According to local regulations and depending on the application it could be necessary to take measures for protection against earth insulation failures.

In the standard delivery “neutral” and “ground” are not connected. To make a connection between “neutral” and “ground” could be necessary as part of a specific insulation failure protection system.

Small pleasure craft in Europe is submitted to The Recreational Craft Directive 94/25/EC. The guidelines of this directive refer to (ISO 13297).

When the installation complies with this standard the “neutral” and “ground” should be connected on the generating set.

Be aware that insulation protection systems can be different for different applications and even within the ship there could be different standards for different spaces. We did refer to the Recreational Craft Directive that applies to pleasure craft up to 24 m of length. Sometimes one has to comply with other standards such as the rules of certification societies like Lloyds Register of Shipping or Veritas, regulations for the protection of personal, building legislation, etc. It is of the greatest importance to have expert advice on this issue.



In all situations the transfer switches between shore, inverter and generator should switch both neutral and L1. Of course this is the case when using a Masterswitch.

2.1.4 Installation

M-SC generating sets are not self contained and have to be properly installed in enclosed areas such as a machine room.



Installation includes measures to be taken to outlet exhaust fumes which contain carbon monoxide and are extremely dangerous. Carbon monoxide (CO) is an invisible odourless gas. Inhalation produces headache, nausea or death. Installation includes measures for proper ventilation, safe electric connections, safe installation of the starting battery, proper fitting of the cooling system and fuel pipes etc. Refer to the installation manual.

2.1.5 Operation

External moving parts like fans and V-belts are covered by the canopy and therefore the M-SC are very safe when the canopy is closed.



Nevertheless take note of the signs on the generating set which show symbols in a triangle indicating danger.



When service has to be carried out while the engine is running, be aware of moving parts like V-belts.

- The generating set should be operated by authorised personnel only.
- Be aware of hot parts and especially parts of the exhaust system and the cooling system.
- If the generating set is unsafe, fit danger notices and disconnect the battery positive (+) lead so that it cannot be started until the condition is corrected.
- Do not attempt to operate the generating set with a known unsafe condition. Disconnect the battery positive (+) lead prior to attempting any repairs or cleaning inside the enclosure.
- Always consult the manual before carrying out maintenance.
- Do not change the settings without consulting the manufacturer. Keep a record of setting changes in this manual.

2.1.6 Fire and explosion



Fuels can be flammable. Proper handling limits the risk of fire and explosion.

- Avoid refilling the fuel tank while the engine is running. When oil or fuel is leaking do not use the generating set.
- Do not run the engine close to explosives or gasses.
- Hydrogen gas generated by charging batteries is explosive. Ensure for proper ventilation. Do not smoke or allow sparks, flames, or other sources of ignition around batteries.
- Keep a fire extinguisher on hand.
- Poor electrical connections or using wiring which is not suited for the rated currents can cause overheating and possibly fire.

2.1.7 Chemicals

- Fuels, oils, coolants, and battery electrolyte can be hazardous to personnel if not treated properly. Do not swallow or have skin contact with these liquids. Do not wear clothing that has been contaminated by fuel or lubricating oil.
- Gaskets may be manufactured from asbestos. Particles of this material should not be inhaled as this may result in fatal diseases.
- On no account allow any unprotected skin to come into contact with the injector spray as the fuel may enter the blood stream with fatal results.
- Engines may be fitted with seals or O-rings manufactured from "viton" or similar material. When exposed to abnormal high temperatures in excess of 400°C an extremely corrosive acid is produced which cannot be removed from the skin. If signs of decomposition are evident, or if in doubt, always wear disposable heavy duty gloves.

2.2 TRANSPORT, LIFTING AND STORAGE



When lifting the generating set avoid any risk of personal injuries, do not stand under the generating set..

- Use soft slings to avoid damage
- On the engine are two lifting eyes, only to be used to take the generator out of the capsule. Do not use to lift the set including the capsule and certainly not including the steel foundation plate !
- After transporting the generating set check for damage before installation.
- Long term storage can have detrimental effects on engine and alternator. The engine should be put through an engine preservation procedure. (Refer to the maintenance chapter)
- The alternator windings tend to condense. To minimise condensation, store the generating set in a dry and warm storage area.
- After removing the generating set from long term storage perform an insulation check. (Refer to the alternator maintenance paragraph for procedures)
- While the battery is stored it should be recharged every 12 weeks.

2.3 THE M-SC6/8/10

2.3.1 Features

This generating set includes a diesel engine which is connected by close coupling to an alternator in a sound attenuated capsule. The set is mounted on a steel base frame and mounted securely on anti vibration mounting pads to the capsule base. All cables and hoses are guided through the capsule's left side. The set is not self contained and is only operable after proper installation using additional accessories and installation materials. Installation accessories are listed in the installation manual and are available through the supplier of the generating set. The full automatic Digital Control is based on microprocessor technology. Several automatic start/stop functions can be programmed and monitored (refer to Digital Diesel Control user manual).

2.3.2 Remote control

The full automatic remote control panel including 15 mtr cable comes as standard with the M-SC6/8/10.

2.3.3 Documentation

Included in the delivery are:

- This user manual (number: 40200351)
- An installation manual (number: 40200361)
- A user manual for DCC (number: 40200261).
- A quick reference guide for DDC (number 40200275)

Not included in the standard delivery but available as options are:

- Parts manual; number: 40200381 (M-SC6/8)
- Parts manual; number: 40200382 (M-SC10)
- Workshop manual; number: 40200171 (M-SC6/8/10)

However in this manual there is a list of important parts for maintenance and spare parts as well as a chapter on maintenance and problem solving.

2.3.4 Accessories included in the standard delivery

- Special hose connector for measuring exhaust backpressure
- Expansion tank, hose and fittings

2.4 COMPONENTS

2.4.1 Main components to identify

- 1 Air inlet;
- 2 Starter motor;
- 3 Battery connection (negative);
- 4 Battery connection (positive);
- 5 AC 230V wiring;
- 6 AC 230V output connection box;
- 7 Fuel filter;
- 8 Fuel pipe inlet;
- 9 Fuel pipe return;
- 10 Bypass hose air vent;
- 11 Cooling water in;
- 12 Exhaust manifold (water cooled);
- 13 Thermo-switch exhaust;
- 14 Injector (M-SC6/8)2x (M-SC10 3x);
- 15 Glow plug (M-SC6/8)2x (M-SC10 3x);
- 16 Valve cover;
- 17 Circulation pump;
- 18 Filling cap oil 2x;
- 19 Solenoid;
- 20 Electric fuel lift pump;
- 21 Raw water pump;
- 22 Cooling liquid temperature switch;
- 23 Fuel pressure pump
- 24 Oil pressure switch;
- 25 Oil sump pump;
- 26 Exhaust connection;
- 27 Fuel vent screw;
- 28 Oil level indicator;
- 29 Control panel;
- 30 Capacitors (optional voltage regulator M-SC8/10);
- 31 Fuse 1;
- 32 Fuse 2;
- 33 Remote control cable;
- 34 Cooling water injection;
- 35 RPM adjustment screw;
- 36 Thermostat housing;
- 37 Alternator;
- 38 Filling cap coolant;
- 39 Heat exchanger;
- 40 Drain plug coolant;
- 41 Stop lever;
- 42 Oil filter;
- 43 Digital Diesel Control unit.

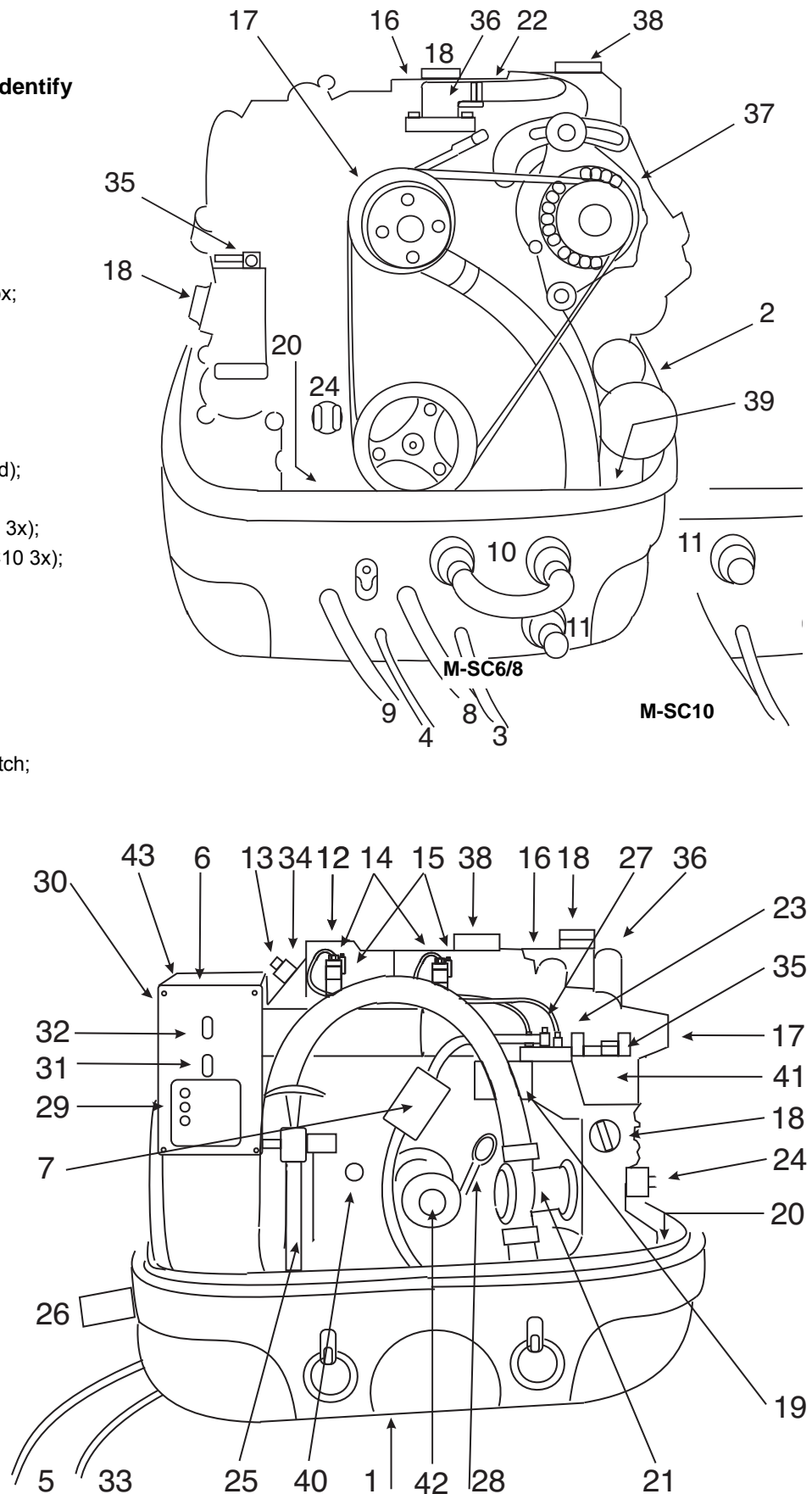


Fig. 2: Overview M-SC6/8/10

2.4.2 Generator control panel

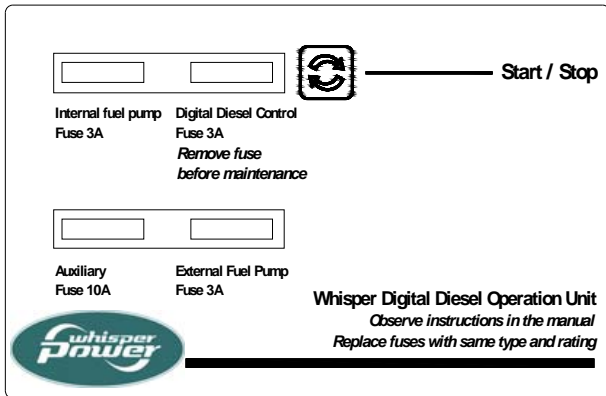


Fig. 3: Control panel.

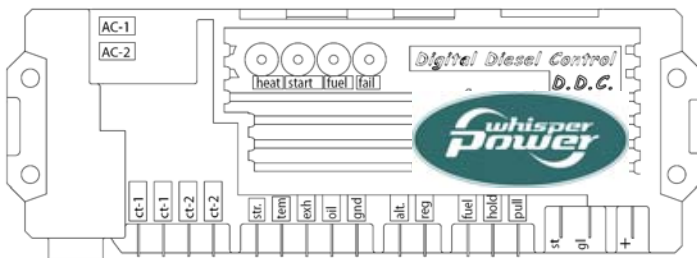


Fig. 4: Digital Diesel Control unit

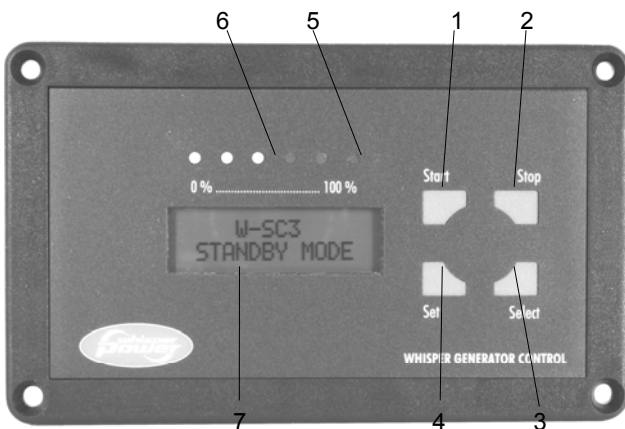


Fig. 5: Digital Diesel remote control panel

2.4.3 Remote control panel

- 1 Start button;
- 2 Stop button;
- 3 Select button;
- 4 Set button;
- 5 Failure lamp;
- 6 Generator load indicator.
- 7 Display

2.5 TECHNICAL INFORMATION

2.5.1 AC alternator

The single phase alternator is directly coupled, one bearing, brushless, rotating field design, two poles (3000 RPM) and self regulating.

Residual magnetism causes a small voltage over the stator windings and allows a current to flow in the windings, which is magnified because of the feed back effect between rotor and stator. The field windings in the rotor are short-circuited over a diode to rectify the current. A capacitor over an additional winding in the stator which is at an angle with the power-winding keeps the voltage stable within 5 % at the specified rpm and provides voltage fall off with speed, preventing over-excitation at low engine speeds and softening the effect of load switching to relieve the burden on the engine. The M-SC8 and 10 can be equipped with an optional voltage regulator to keep the voltage tolerance within 2%.

Further technical data on the design of the alternator can be found in drawings and diagrams in this manual.

2.5.2 Engine

The M-SC6 and 8 generating set is based on the Mitsubishi L2E 2 cylinder diesel engine. The M-SC10 on the L3E 3 cylinder. The engine is indirectly injected. The engine is oil cooled and the oil is cooled by a heat exchanger and raw water. The heat exchanger and all other parts which are in direct contact with the raw (sea) water are made of seawater resistant material like naval brass and gunmetal.

The engine has been specially adapted for the WhisperPower application and is very different from the standard engine supplied for industrial applications!

2.5.3 Digital Diesel Control system

The standard electrical engine control system is 12 Volt negative earth, non earth return (ungrounded) is available as optional. Check your identification data to determine which system is applied. The system is designed according to the "energise to run" system. The Digital Diesel Control is a very advanced microprocessor based full automatic system. Besides automatic start the system offers many monitoring options. Refer to the separate Digital Diesel Control users manual.

The microprocessor unit is located on top of the alternator.

2.5.4 Battery charger

On the engine is an alternator generating 40 Amp 12V. This current is rectified to charge the battery. The voltage is regulated at $\pm 14.4V$.

2.5.5 Alarms and shut down

In the event of malfunctioning this will be indicated by the failure light and details will be shown on the display the engine will be shut down. There are three functions guarded: oil pressure, oil temperature and exhaust temperature.

Exhaust temperature too high indicates the cooling water to be blocked.

All alarm switches are closed when no malfunction occur. A contact is cut in the event of an alarm. This means that the generating set will not work when the alarm switches are broken or there is a loose wire. The system therefore is intrinsically safe. The panel will display details about the alarm.

2.5.6 Control

The generating set can be operated by push buttons on the panel on the alternator or by the remote control. By pushing the START button the control system is activated and will start the engine automatically. Pushing the STOP button will stop the engine and the electrical system will be deactivated.

2.5.7 Remote control

All wiring connections from the remote control to the board are made by plug in connectors.

An intermediate communication cable is in the standard supply. If necessary an optional longer 8 wire cable can be connected if the standard length does not suit the required distance. Numerous remote control units can be put in parallel by using the connectors on the back of the units. (Refer to installation instructions)

2.5.8 Hour counter

The remote control offers several timer functions that help to schedule maintenance.

2.5.9 Load indicator

On the remote control the load will be indicated on the display and by the LED-bar. The load is measured by a current transformer on the alternator.

2.5.10 Fuel specification

The engine must only be used with diesel fuel oil which conforms to the standards for use in modern diesel engines. Fuel free from water and contaminants is of the utmost importance.

2.5.11 Oil information

1 Specification:

The oil must be suitable for oil changes as specified in the maintenance chapter. The engine must be run on heavy duty lubricating oil meeting the requirements of API class CD, CF or CF₄.



It is very important to use the correct oil specification. Very often local oil suppliers recommend a higher class, because they assume that a higher class is allowed. This is not the case. One should not follow these recommendations.

Using the wrong specification will cause high oil consumption.

2 Oil viscosity:

We recommend a multigrade oil 15W40.

3 Oil capacity:

Excluding the oil filter the content of the crankcase of the M-SC6/8 is 2.4 l; M-SC10: 3,6 l. Including the oil filter it is 2.9 l; M-SC10: 4,1 l.

4 Oil pressure

- Minimum at idle 49 Kpa (0,5 kgf/cm² - 7psi).
- Normal at 3000 rpm between 147 and 490 Kpa (1,5 up to 5 kgf/cm² - 21 up to 71 psi).
- Minimum at 3000 rpm 98 Kpa (1,0 kgf/cm² - 14 psi).

2.5.12 Cooling liquid

The engine is cooled by cooling liquid. The capacity of this system of the M-SC6-8 is 2 litres and of the M-SC10 3,5 litres.

We recommend not using water but cooling liquid that is marketed for the use in combustion engines. Cooling liquid protects the engine against frost to minus 25° C. Also it protects the engine block against corrosion. One can fill the engine via the filling cap on the exhaust manifold. Fill up till the level is just below the filling cap. When the engine is on temperature the liquid will expand and the redundant liquid will be pressed into the expansion tank. This tank has to be filled up till the mark. When cooling liquid is not available clean fresh water could be used with

an additive of anti freeze. When using water with anti freeze the right mixture has to be calculated according to the information of the supplier of the anti freeze. When the cooling is based on keel cooling or radiator cooling the capacity of these coolers and piping has to be taken into account calculating the right mixture. The cooling liquid in the engine is pressurised and has a boiling point above 100° C. The temperature switch in the thermostat housing switches at 110° C. When keel cooling or radiator cooling is applied the cooling system is not pressurised. There should be a special cap on the manifold without valves leaving the connection to the expansion tank open. Refer to the manual on keel cooling and radiator cooling.

2.5.13 Technical data

Model	M-SC6	M-SC8	M-SC10
GENERAL			
RPM	3000	3000	3000
Alternator	water cooled, synchronous		
Engine: Mitsubishi diesel, model	L2E	L2E	L3E
Number of cylinders	2	2	3
Displacement	635 cm3	635 cm3	952 cm3
Bore X stroke	76x70 mm	76x70 mm	76x70 mm
Combustion air consumption	0.9 m3/min	0.9 m3/min	1,4 m3/min
Continuous power engine	5 kW	6,4 kW	10,5 kW
Cooling system	indirect cooling by raw water, 10-15 l/min.		
Cooling water pump	PTO driven WhisperPower self priming impeller pump, type M		
Fuel lift pump engine	electric pump (12 V DC), additional pump available upon request		
Starting battery (optional)	60-90 Ah 12V		
Fuel consumption	1.5-4 litre/hour, load dependent		
Control	Digital Diesel Control including automatic start/stop		
ELECTRICAL SPECIFICATIONS			
Output voltage	230V 50 Hz alternating current (AC) single phase		
Output rating at power factor cos phi = 1	5 kW	6,4 kW	9.4 kW
Voltage tolerance	± 5%	± 5%	± 5%
Frequency tolerance	± 5%	± 1% *	± 1% *
Alternator	brushless, two pole, synchronous		
Voltage regulation:	capacitor	capacitor + AVR (option)	capacitor + AVR (option)
MECHANICAL SPECIFICATIONS			
Supply includes	generating set, built into tugged GRP sound shield with steel base plate, mounted on rubber anti vibration mounts		
Dimensions hwxwd	660x495x550 mm	660x495x550 mm	810x525x615 mm
Colour	top white, bottom green		
Weight (including canopy)	178 kg	182 kg;	210 kg
Max. installation angle	25 degrees	25 degrees	25 degrees
Standard supplies	remote panel (+15 m cable), fuel lift pump, expansion tank		
Optional mobile	Installation kits, mobile (vehicle) version, non earth return, spare part kits		

* Electronic governor

2.5.14 Wiring codes and colours

	number	colour	cable code no cross section
battery > starter motor		red	25 mm ²
starter motor > DDC	1	red	6 mm ²
starter motor > LCP	13	red	2,5 mm ²
battery > ground		black	25 mm ²
ground > LCP ground (GND)	2	black	2,5 mm ²
DDC > glow plug	3	brown	4 mm ²
DDC > starter solenoid	4	yellow	2,5 mm ²
LCP > fuel lift pump +	5	brown	1,5 mm ²
LCP > fuel lift pump –	15	black	1,5 mm ²
DDC > LCD	5	grey	1,5 mm ²
DDC > oil pressure switch	6	purple	1 mm ²
LCP > oil pressure switch	6	purple/black	1 mm ²
DDC > oil temperature switch	7	blue	1 mm ²
LCP > oil temperature switch	7	blue/black	1 mm ²
DDC > exhaust temperature switch	8	blue/green	1 mm ²
LCP > exhaust temperature switch	8	blue/rose	1 mm ²
DDC > fuel solenoid (hold)	9	green	1,5 mm ²
DDC > fuel solenoid (pull)	20	pink	1,5 mm ²
DDC > fuel solenoid (com.)	17	black	1,5 mm ²
B+ terminal alternator > starter motor	21	red	6 mm ²
DDC > R terminal alternator	18	white	1,5 mm ²
DDC > L terminal alternator	19	orange	1,5 mm ²
DDC > current measuring transformer	11	black	1 mm ²
DDC > current measuring transformer	11	red	1 mm ²
DDC > LCP	12	black	1,5 mm ²
DDC > LCP	14	red	1,5 mm ²
DDC > LCP	16	red/green	1,5 mm ²
DDC > generator AC output	33	brown	1 mm ²
DDC > generator AC output	33	blue	1 mm ²

DDC=Digital Diesel Control Unit

LCP=Local Control Panel

2.5.15 Lay out control wiring

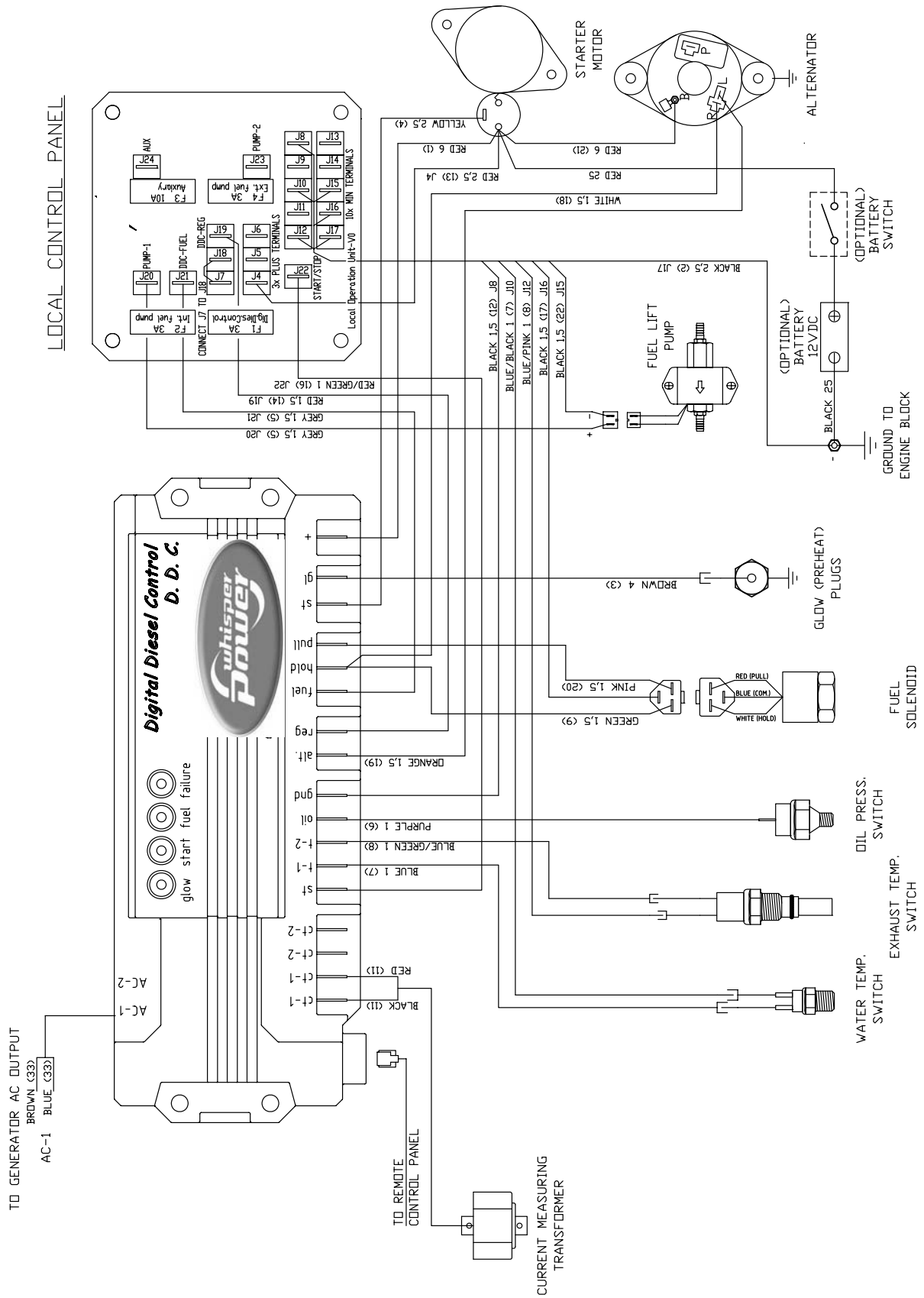


Fig 6: Lay out control wiring

2.5.16 Electrical diagram 230 V AC / 50 Hz

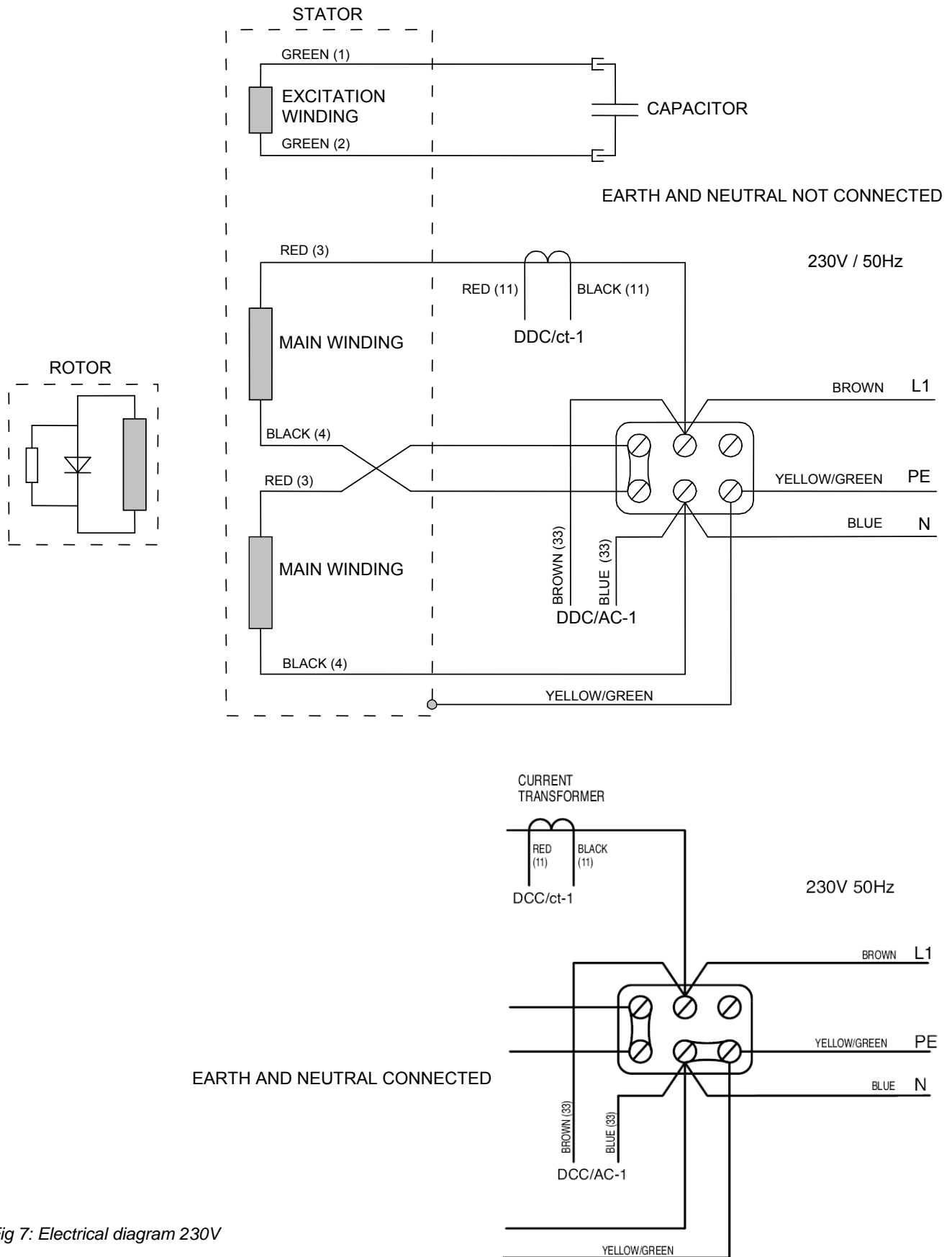


Fig 7: Electrical diagram 230V

2.6 DIAGRAM ELECTRONIC GOVERNOR

The M-SC8 and 10 3000 rpm are equipped with an electronic governor in addition to the mechanical governor that is on other M-SC models. A governor keeps the speed (RPM=Rotations Per Minute) of the engine at a fixed value. The RPM of the engine correlates with the frequency of the electrical output (3000 RPM =50 Hz) of the alternator.

Under full load the RPM of the M-SC models that has only a mechanical governor can drop 75 RPM (=2.5 Hz) at full load and will go further down or collapse when further loaded. However the engines with the electronic governor will keep the RPM and frequency at the set value. As the voltage is related to the frequency, the voltage will be more stable as well.

The RPM represents power and the alternator performs better as well on a higher speed. M-SC models with an electronic governor will bring more power.

So the electronic governor offers three advantages: a more stable frequency and voltage and more power.

The electronic governor system contains two parts:

- 1 The actuator controls the engine speed. This actuator replaces the standard hold solenoid that is on all other mechanical controlled M-SC engines. The actuator controls the RPM directly on the fuel rack inside the fuel pump without levers and other mechanical transmissions.
- 2 A microprocessor keeps the speed at the set value by controlling the actuator. The microprocessor is programmed at the WhisperPower factory and many parameters are set to perform well. It should not be necessary to make adjustments. When adjustments are necessary this can only be done with the help of an interface to a computer and special software to get access to the microprocessor.

The WhisperPower electronic governor does not need a pickup device in the flywheel housing that counts the passing tooth of the flywheel and determines the exact RPM of the engine, because the processor uses the 50 Hz of the AC output voltage as a reference.

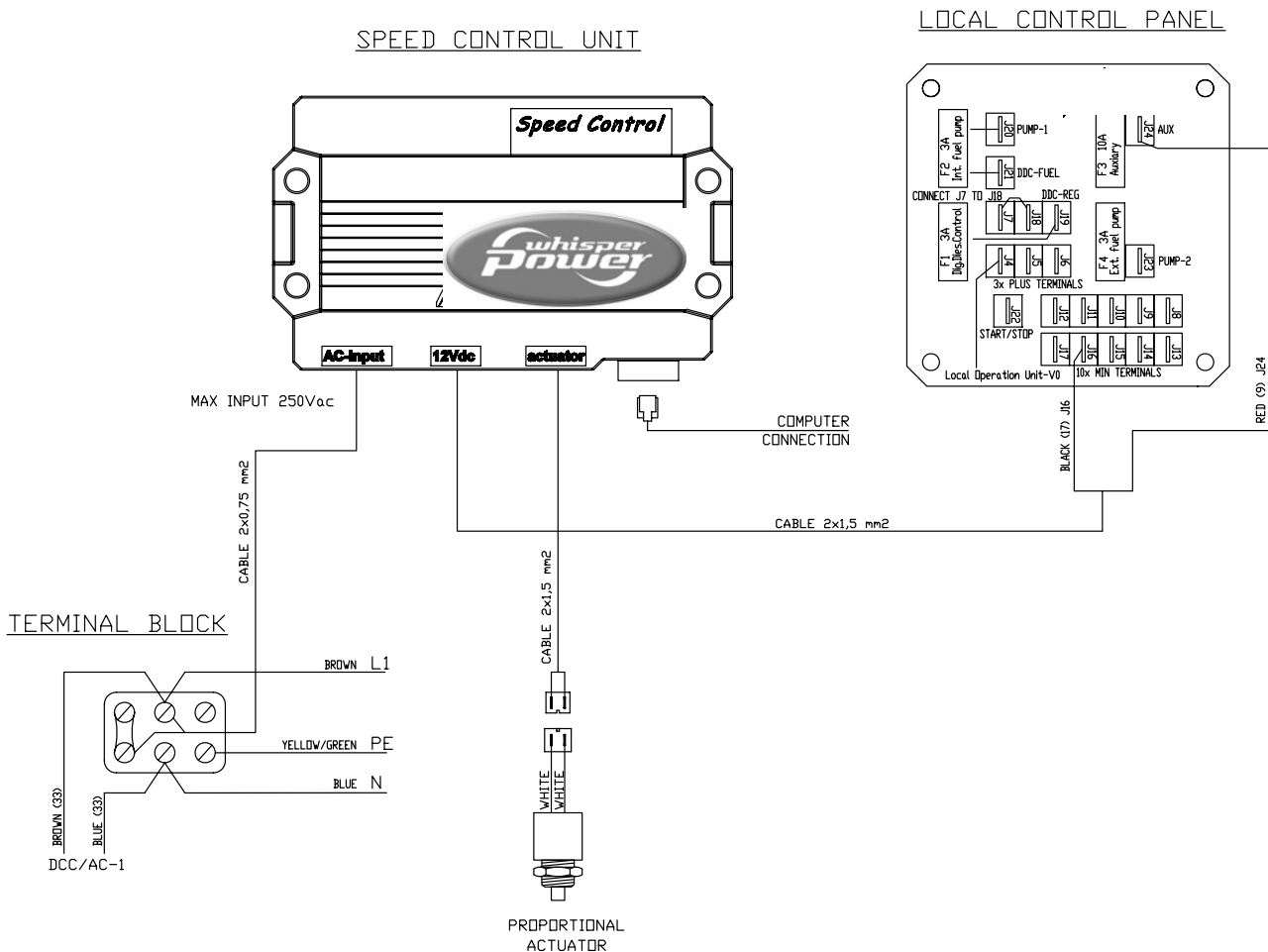
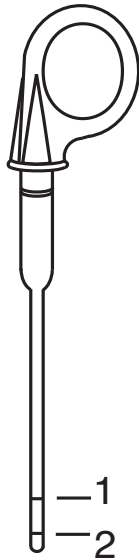


Fig 8: Diagram electronic governor

3 OPERATION

3.1 GENERAL

The generating set is operational after full installation and filling up with: fuel, engine lubricating oil and cooling liquid, filling the starter battery with acid, connecting the battery to earth and connecting the digital remote control panel.



- 1 Maximum oil level
- 2 Minimum oil level

Fig. 9:

3.2 OPERATING INSTRUCTIONS

3.2.1 Summarised operating instructions (daily use)

Routine "pre-start" checks:

- 1 Check oil level (refer to fig. 9).
- 2 Engine cooling system (all valves open).
- 3 Power source selector switch (off/shore power/generator power). Switch to power source switch "OFF", or switch off all consumers in the usual way. If a Mass System switch is installed, this operates automatically.
- 4 Switch on battery switch (when installed).
- 5 Fuel valve: open.

Starting:

Push the start button to initiate the full automatic starting procedure. You can monitor the procedure on the display.

In operation checks:

- 1 Check for abnormal noise or vibration
- 2 Check the voltage
- 3 Check sea water flow at exhaust outlet
- 4 Power source selector switch (off/shore power/generator power). Switch to power source generator. If a Mass System switch is installed, this operates automatically.
- 5 Before loading the generating set up to maximum, have it run warm. Continuous load should be restricted to 70 % of maximum load.

Stopping generator:

- 1 Switch off all electrical devices (consumers). If the generating set has been running under full load for a longer period, do not shut it down abruptly. Reduce the electrical load to about 30% of the rated load and let it run for approx. 5 minutes.
- 2 Press the STOP button.
- 3 Close the inlet sea water cock.
- 4 Switch to another AC power source, if available. If a Master switch is installed, this is done automatically.

3.2.2 Extended operating instructions

Check when starting the first time or after a longer period of rest:

- 1 If there is any damage caused by transport or installation.
- 2 Check if installation conforms to the installation instructions.
- 3 Ensure the generating set is free to turn without obstruction.
- 4 Check all hoses and hose connections for leaks.
- 5 Check all cables and cable end terminal connections.
- 6 Check the engine and generator mounting bolts.

Routine "pre-start" checks:

- 1 Check engine oil level.
The generator switches off in the event of insufficient oil-pressure. Even when the oil level is too low the oil pressure can be high enough. Do not run the generator with the oil below the lowest mark in the, because a smaller volume of oil will become contaminated considerably quicker than a larger volume. Therefore we recommend daily oil-checks. Check oil level prior to starting the engine or at least 5 minutes after the engine has stopped.
- 2 Check sea water cocks. Do not forget the valve of the water outlet in case of a water/exhaust gas separator.
- 3 Check the water strainer.
- 4 Check for leaks.
- 5 Regularly check the siphon vent in the cooling water supply.
- 6 If no Mass System switch is used: Switch main Power Source Selector switch to "OFF" or switch off all devices.
- 7 Switch on the battery switch.

Starting the generator:

By pushing the start button briefly the electric system is activated, the fuel lift pump starts pumping and the starting procedure will begin. (By pushing the stop button the system is deactivated)

The first time starting up or after running out of fuel it could be necessary to prime the fuel system. (Refer to bleeding fuel system instructions in the maintenance chapter).

A restart protection prevents starting the engine when it is already running, which could cause damage.



In the event of starting problems (numerous attempts are made), close the sea-water inlet cock while cranking to prevent the outlet system and engine to fill up with water.

During the starting process, the cooling water pump is driven with the engine. The cooling water is discharged to the exhaust outlet, because the engine does not run, the exhaust pressure is not high enough to expel this water.

Open the valve directly when the engine starts to prevent damaging the impeller.

Water in the cylinder will cause serious damage to the engine. For instance; a bent piston rod or a cracked cylinder head. In fact water in the cylinder is the main cause for engine damage in pleasure craft.

Checks once the generator is in operation:

- 1 Check for abnormal noise or vibration.
- 2 Check the voltage.
- 3 Check coolant flow.

Always check immediately after starting the generator if cooling water flows at the exhaust outlet. If this is not the case, check the cooling water pump. After having become acquainted with the generator you will be able to recognise the coolant flowing through the system by listening for the noise of the water which is expelled.



Be aware that especially in harbours the coolant water inlet can easily be blocked by floating objects.

- 4 Power source selector switch (off/shore power/generator power). Switch to power source generator. If a Mass System switch is installed, this operates automatically.

Before loading the generating set up to maximum, have it run warm. The first 50 hours of running the continuous load should be restricted to 70 % of maximum load. Running for long periods at no load or light load in the first 50 hours can cause cylinder glazing and high oil consumption.

Engine load during longer operation:

Please ensure that the generating set is not overloaded. Overloading occurs when the electrical load (demand) is so high that the generator cannot be turned around properly by the diesel engine. Overloading causes the engine to run rough, while using oil and excessive fuel and producing soot by the exhaust. The engine can even stop.

The generator should therefore only be loaded at the maximum rated power for short periods (2-3 hours) only!

The high peak current is meant for the ability to start electrical devices that need a high current for starting especially electric motors and compressors (from a still stand state).

In order to prolong the generating set's life expectancy, the nominal electrical demand on the system should be about 70% or the rated generating set's maximum load. Please note this when switching on your electrical devices!

Nevertheless, the M-SC6/8/10 is designed so as not to overheat, even under extreme conditions.

Do not run the generator for very long periods at no load or at very low load. When this is necessary do load the generator at least one hour in 10 hours for minimum 70%. Long term running at too low load will cause the exhaust to be choked by carbon.



Never remove the battery while the engine is running or any electrical cable while the battery is connected in the circuit. Only disconnect the battery with the engine stopped and all switches in "OFF" position

Stopping the generating set:

- 1 Avoid stopping of the generator abruptly after a long period of operation at high load! Doing so, you avoid unnecessary thermal load to your generating set!

Act as follows:

Prior to switching off the generating set, decrease the generator load (i.e. turn off most electrical users) and let the generator run at low load for approx. 5 minutes to allow the engine to get properly cool (the influent sea water must flow through the system in order to cool the engine).

If the generator is operating in a hot environment and you do not act as given above, the excessive heat in the engine can trip the "high temp" alarms. In that case, a restart of the engine is not possible for some time. It is also recommended to switch off electrical users prior to stopping the generator because of the voltage drop that occurs as the engine comes to a halt. Such voltage drops may cause damage to electric motors, compressors (in refrigerators or air conditioners etc.).

- 2 Press the STOP button.
- 3 Close the inlet sea water cock.
- 4 Switch to another 230V power source, if available. If a Mass System switch is installed, this is done automatically.



If the engine is not running and 'failure' and 'charging' LED is blinking, reset by stop button, otherwise it will drain the start battery

4 MAINTENANCE

4.1 ALTERNATOR

The alternator does not require any maintenance. Periodic inspection and cleaning is recommended, depending on environmental conditions.

However when the alternator has been idle for a long period attention to winding condition is recommended.

The condition of windings can be assessed by measurement of insulation resistance to earth.

The CAPACITOR should be disconnected during this test. A 500V 'megger' or similar instrument should be used. The insulation resistance to earth of all windings should be in excess of 1.0 MOhm. Should the insulation resistance be less than this value, drying out the generator windings is essential. Drying out can be carried out by direct warm air from a fan heater or similar apparatus into the generator air inlets or outlets.

All bearings are greased for life and not regreasable.

4.2 ENGINE

4.2.1 Preliminary instructions

All regular maintenance can be carried out when the enclosure is open. When oil and dirt has gathered in the enclosure measures have to be taken to avoid spilling oil and polluting the environment.

The first service on the engine should be carried out after 50 hours of its life and after a major overhaul. In the first 50 hours the engine should receive special attention:

Long periods of light or no load running in the first 50 hours may lead to cylinder glazing and high oil consumption.



For the same reason it is of the greatest importance to use the right oil specification

The first time starting up or after running out of fuel it could be necessary to prime the fuel system.

4.2.2 Bleeding fuel lines

Ensure there is sufficient fuel. The system is self bleeding. The first time starting up or after running out of fuel it could be necessary to prime the fuel system. Push the start button activating the electric system and activating the fuel pump. When more time is needed to bleed, push "start" and hold on the local control panel (so not on the remote panel) Hold as long as necessary to bleed the system. Retighten the bleed screw when no further air bubbles are expelled.

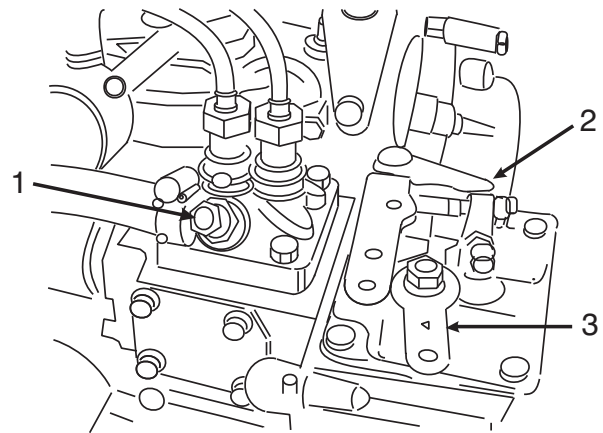


Figure 10: Bleeding fuel lines 1 = Fuel bleeding screw

4.2.3 Valve clearance

When the engine is in cold condition both valves (inlet and outlet) should have a clearance between 0.25 mm. The adjustment has to be done at TDC (refer to § 5.4.2).

4.2.4 Replacing fuel filter

Filter change depends on contamination of the fuel, but should be done however, at least every 1000 running hours. Before changing the filter, clamp off the supply line. Remove the hoses from filter and attach them on the new filter again. The arrow on the filter housing indicates the direction of the flow. A clogged filter results in a lack of output of the generating set.

4.2.5 Replacing oil filter

The oil filter is in front of the service side. Replacement has to be executed according to the schedule in this manual. Drain the oil using the sump pump and put some tissues under the filter.

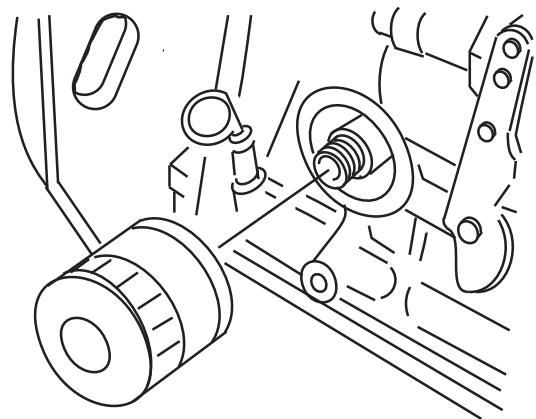


Figure 11

A smear of oil has to be put on the seal of the filter before fitting the filter. The filter should be fastened manually: when the rubber touches the metal turn 3/4 further.

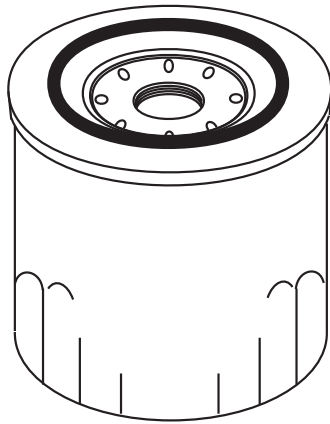


Figure 12

4.2.6 Readjustment of the V-belt

The alternator bracket allows for readjust of the V-belt. Deflections should be 10 mm (refer to fig. 13)

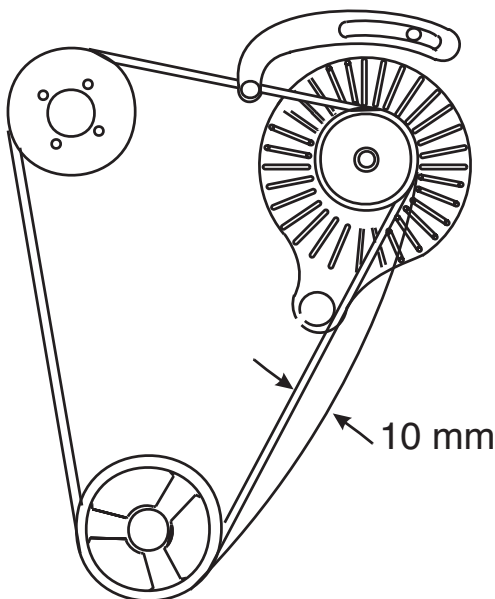


Figure 13

4.3 REGULAR MAINTENANCE

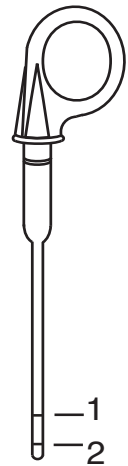
CHECK DAILY:

- Oil level (see fig. 14)

Take care the oil level is never below the mark. Do not oil when the level is still above the mark

- 1 Minimum oil level
- 2 Maximum oil level

Fig. 14:



CHECK DAILY:

- Level cooling liquid
- Hoses for loose connections or deterioration.
- Water inlet filter.

AFTER FIRST 50 HOURS:

- Change oil and replace the oil filter.
Have the engine run until it is on temperature and stop it. Drain oil by the sump pump into a suitable retainer and fill up with fresh oil. Start the engine again and have it run for 5 minutes. Stop the engine again and pause for a few minutes to let the oil gather in the crankcase. Check the level again and add oil when necessary.
- Check and tighten nuts, bolts, and unions, paying particular attention to the fuel system.
- Observe the exhaust at the normal full load. The exhaust must be free from soot. Do not allow the engine to run with a dirty exhaust without investigating the cause as this may result in an expensive breakdown.
- Check air vent on a regular basis. When the air vent it not working properly the engine can fill up with water by siphoning. Water in the combustion chamber causes serious damage to the engine.
- Check and readjust V-belt.
- Check the electrical connections

EVERY 150 HOURS:

- Change oil.
- Check the battery acid level (not applicable when WhisperPower batteries are used).
- Check battery terminals for corrosion
- Check and readjust V-belt
- Check impeller raw water pump (durability depends on the purity of the sea water. In sandy water and warm water wear will increase).

When replacing the impeller the gasket between the pump case and the cover should be replaced as well. So when ordering a spare impeller order a gasket as well. Remove the cover to get access to the impeller. Remove the old impeller with the help of two screwdrivers. Install the new impeller and add some grease. Turn the blades in the direction of rotation of the pump i.e. anti clockwise looking at the impeller.

EVERY 300 HOURS:

- Replace the impeller of the raw water pump.
- Retighten cylinder head bolts/adjust + valve clearance.
- Replace the oil filter.
- Replace the fuel filter
Replacement depends on the condition of the fuel. We recommend replacement every 300 hours. Isolate the fuel supply and change the element.

EVERY 1000 HOURS:

- Replace the V-belt.
- Retighten cylinder head bolts/adjust + valve clearance.

EVERY 2000 HOURS:

- Check lubricating oil pressure
- Clean and check or replace fuel injector nozzles and check injection pressure.
- Check the air filter element:
The air is taken in via the cover on the alternator. Below this cover is a spongy material which filters the air and holds some electrical components which are cooled by the inlet air. This filter does not require regular maintenance. Only in very dusty circumstances this filter should be cleaned. The spongy material can be washed in solvent or replaced.
- Check the cooling system:
The engine cooling liquid is indirectly cooled by raw water via a heat exchanger. The alternator is cooled by seawater which is pumped by the PTO driven impeller pump through the cooler elements in the generator housing. All parts of the cooling system are of corrosion free and seawater resistant materials such as brass and gunmetal. In case of gathering of dirt in the system it could be cleaned by compressed air. When overhauling the engine one could clean the parts thoroughly or replace.



When the generator set runs less than 100 hours a year the oil should be changed yearly

4.3.1 Maintenance schedule

Check oil level	daily
Check water inlet filter	daily
Check the level of the cooling liquid	daily
Change oil and oil filter	after first 50 hours
Check and tighten nuts, bolts, etc.	after first 50 hours
Check exhaust	after first 50 hours
Check air vent	after first 50 hours
Check and readjust V-belt	after first 50 hours
Check electrical connections	after first 50 hours
Change oil	150 hours
Check battery	150 hours
Check air vent	150 hours
Check and readjust V-belt	150 hours
Check impeller water pump	150 hours
Replace impeller water pump	300 hours
Retighten cylinderhead bolts and readjust valve clearance	300 hours
Replace oil filter	300 hours
Replace fuel filter	300 hours
Retighten cylinderhead bolts , adjust valve clearance	1000 hours
Replace the V-belt	1000 hours
Check lubricating oil pressure	2000 hours
Check injector and injection pressure	2000 hours
Check inlet air filter	2000 hours
Check cooling system	2000 hours

4.3.2 Putting out of service

When not using the generating set for a longer period it is recommended to execute an engine preservation procedure.

- 1 Clean the engine.
- 2 Loosen the fuel suction pipe and fuel return and put them in a can with preservation diesel fuel. Start the engine and run the engine warm.
- 3 Drain the hot engine oil and refill with preservation oil.
- 4 Stop the engine and take loose the inlet of the raw water pump. Drain the water from the water lock. Crank the engine having the raw water inlet sucking

anti freeze from a can until the pump, heat exchanger and manifold are filled.

- 5 The coolant can stay in the engine
- 6 Disconnect the battery and store it in a place free of frost and dry and charge it regularly.
- 7 Close inlet- and outlet openings with tape.
- 8 Protect the generating set against the influences of bad weather conditions.

This method of preservation will be sufficient for 6 months. Repeat steps 2, 3, and 4, every 6 months. Change oil before using the engine again.

5 TROUBLE SHOOTING

5.1 ALTERNATOR/ ELECTRICAL FAULTS



Beware of parts which are live!



Remove 3 Amp. Fuse in the control panel while working on the generator to prevent the engine from starting

A failure code is displayed when a hardware failure at the generator is detected

5.1.1 General

If any problem should occur, check basic conditions and examine all external wiring, switch gear and circuit breakers. Also check if measuring instruments give the correct value. If in doubt, measure directly on the alternator terminals with an independent instrument. These measurements should only be carried out by an experienced electrician

If during these measurements the engine immediately stops after starting and an error code is displayed at the remote control panel ("AC VOLTAGE"), one can start the generator by means of a "service start" at the service menu (see paragraph "service start" of the user's manual of the Digital Diesel Control). By doing this, the generator will keep running for 2 minutes before it stops. This offers you the possibility to carry out measurements to investigate the cause of the failure.

Check if the engine is running correctly at 3000 RPM (50 Hz) according to its settings and does as well under load.

A RPM drop of 5% at full load is acceptable. Therefore a no load setting should be at 3150 RPM = 52.5 Hz. Under no circumstances should the RPM under full load be below 2940 RPM = 49 Hz.

When the problem is in the RPM refer to the engine fault finding paragraph.

Digital Diesel Control system will help to indicate failures and display causes

<i>Failure code</i>	<i>Problem</i>
COMMUNICATION	Communication error between the panel end the generator
LOW START BAT	Starter battery voltage too low
ALTERNATOR	No output battery charging voltage
EXHAUST TEMP	Exhaust temperature is too high
WATER TEMP	Coolant temperature is too high
OIL PRESSURE	Oil pressure failure
AC VOLTAGE	Generator AC output voltage is either too high or too low
HIGH CURRENT	Generator is in overload
FREQUENCY	Output frequency of the generator is too low

5.1.2 Trouble shooting table

PROBLEM	CAUSE	SOLUTION
No output (Voltage) at all	• Circuit breaker "off" or faulty fuse	Check switches and fuses and measure directly on the alternator to exclude external causes.
	• Low engine RPM.	Check the engine RPM and adjust (refer to special procedures).
	• Loss of residual magnetism.	Check the residual magnetism and flash the alternator (refer to special procedures).
	• Capacitor loose or broken.	Check by independent excitation if the problem is in the capacitor or in the windings.
	• Rotor diodes broken.	Check the diodes in the rotor (refer to special procedures) The M-SC6/8/10 has one diode in the rotor.
Generator output voltage too low when no load is on it (less than 210V/105V)).	• No load at all or very low load.	Switch on a load and check voltage.
	• Engine is not reaching the rated RPM.	Refer to special procedures to readjust RPM.
	• Defective capacitor.	Check capacitor and replace if necessary (refer to special procedures).
	• Defective diode (one of the two)	Check the diodes in the rotor and replace (refer to special procedures).

PROBLEM	CAUSE	SOLUTION
Generator output voltage too low under load (less than 210V/105V). In no load condition it is ok	• Generator is overloaded.	Switch off a load; (part off) consumers.
	• Engine is not reaching the rated RPM.	Refer to engine RPM problems
	• Defective capacitor	Check capacitor and replace if necessary (refer to special procedures).
	• Defective voltage regulator (Optional for M-SC8/10)	Replace voltage regulator
Generator voltage too high, (more than 245V/130V)	• Engine is running too fast (RPM too high).	Check engine speed and adjust (refer to special procedures).
	• Over-energising due to defective capacitors	Check capacitor specification and replace capacitors if necessary.
	• Presence of a strong capacitive load (leading power factor)	Compensate for this capacity and seek for experts advice (WHISPERPOWER customers service)
	• Defective voltage regulator (Optional for M-SC8/10)	Replace voltage regulator
Generator voltage fluctuates.	• Disturbances on the electrical system/ user side.	Check if electrical load is fluctuating
	• Engine runs irregularly.	When engine runs irregularly refer to section: "Engine runs irregularly".
Generator is not able to start an electric motor	If the generator is unable to supply enough power to start an AC electric motor, this is usually because this motor draws too much current during starting	Check the electric motor's current draw required for starting. This should not exceed the rated generator peak output current. This could be remedied by providing stronger capacitors to the motor or using a "soft-start". Inquire at your nearest WhisperPower dealer or directly at the manufacturer, WhisperPower in the Netherlands.

5.2 ENGINE FAULTS



Remove 3 Amp. fuse in the control panel while working on the generator to prevent the engine from starting.

5.2.1 General

Most electrical problems relating to Voltage or Frequency are due to wrong engine speed.

Note that RPM and Hz are basically the same.

Use the problem solving table to find the cause of a wrong engine speed. When there is no obvious cause one can adjust the RPM (refer to special procedures). When the engine is not cranking well, starting problems almost always originate from battery problems or poor battery cable connections.

When the engine is cranking, well starting problems almost always originate from lack of fuel or air bubbles in the fuel pipes.



When the engine does not start instantly, prolonged cranking can fill up the exhaust system with cooling water because of the water injected exhaust. When the water enters the cylinder through the valves this will bring severe damage to the engine. When the engine does not start and repeated cranking is necessary shut off the seawater inlet. Open the valve immediately after the engine has started.

A failure code is displayed when a hardware failure at the generator is detected.

<i>Failure code</i>	<i>Problem</i>
COMMUNICATION	Communication error between the panel end the generator
LOW START BAT	Starter battery voltage too low
ALTERNATOR	No output battery charging voltage
EXHAUST TEMP	Exhaust temperature is too high
WATER TEMP	Coolant temperature is too high
OIL PRESSURE	Oil pressure failure
AC VOLTAGE	Generator AC output voltage is either too high or too low
HIGH CURRENT	Generator is in overload
FREQUENCY	Output frequency of the generator is too low

5.2.2 Trouble shooting table

PROBLEM	CAUSE	SOLUTION
Diesel engine fails to crank, the starter makes clicking noises, or the engine cranks very slowly	<ul style="list-style-type: none"> • Almost certainly this is an electrical problem. Display will indicate "LOW START BAT" • One other possibility is that the engine is locked by water in the cylinder or there is other severe damage. 	Check on water in the cylinder and further damage by cranking. When there is water in the cylinder, then deactivate the control system, disconnect the battery, remove the glow plugs. Crank the engine to remove the water through the opening of the glow plugs. Check oil on the presence of water and change oil. Find out how the water did enter the cylinder (check the air vent). Take precautions to prevent it from happening again. When there is no mechanical malfunction the problem must be an electric malfunction.
	<ul style="list-style-type: none"> • Starter battery switched "OFF". 	Check position of the battery switch and switch "ON".
	<ul style="list-style-type: none"> • Starter battery voltage insufficient (battery too weak). 	Check battery voltage. Recharge the battery. Inspect battery terminals and cables for a good electrical connection (inspect against corrosion, tattered wires, etc.)
	<ul style="list-style-type: none"> • Faulty fuse • Wing control system faulty 	Replace fuse
	<ul style="list-style-type: none"> • Starter broken 	During the normal starting process, the battery voltage drops to 11V (with a fully charged battery). If the voltage does not drop during starting, the electrical connection is faulty. If the battery voltage drops lower than 11V, then the battery has been discharged too deep. Repair the starter motor



PROBLEM	CAUSE	SOLUTION	
	<ul style="list-style-type: none"> • To thick engine lubricating oil. 	Change oil for a lower viscosity.	
Starter is turning engine smoothly, but engine fails to start	<ul style="list-style-type: none"> • Out of fuel or faulty fuel, water in the fuel. 	Fill up with fuel or replace with better quality.	
	<ul style="list-style-type: none"> • Fuel solenoid is not opening. 	Check wire connections and circuitry to solenoid. (Refer to DC wiring diagram)	
	<ul style="list-style-type: none"> • Fuel lift pump is not working. • Fuel filter is blocked. • Air in fuel lines. 	Check fuel filter and fuel lift pump: clean or replace if necessary. Bleed air from fuel system (refer to maintenance section).	
	<ul style="list-style-type: none"> • Wrong valve clearance. 	Adjust valve clearance,	
	<ul style="list-style-type: none"> • Low compression because of dirty valves. 	Clean valves. Take off the injection bent and inspect the outlet port. When little rust in the port clean the valve by taking off the valve spring and rotate until rust is removed. When the outlet port is strongly affected by rust, the exhaust system is not properly installed (refer to paragraph 5.4.3). Contact WhisperPower service department for advice.	
	<ul style="list-style-type: none"> • Blocked injector. 	Have the injector tested and cleaned if necessary.	
	<ul style="list-style-type: none"> • Loss of compression by wear out or damage 	Repair by WhisperPower service	
Engine runs irregularly.	<ul style="list-style-type: none"> • Unsuitable contaminated fuel • Lack of fuel. 	Fill up with fuel or replace by better quality.	
	<ul style="list-style-type: none"> • Choked fuel filter. 	Check fuel filter and fuel lift pump: clean or replace if necessary.	
	<ul style="list-style-type: none"> • Faulty fuel lift pump. 	Check and repair	
	<ul style="list-style-type: none"> • Choked air filter. • Lack of air. 	Check the air intake	
	<ul style="list-style-type: none"> • Choked exhaust system, exhaust blocked, rubber exhaust hose kinked. 	Check the exhaust hose	
	<ul style="list-style-type: none"> • Air in the fuel pipes 	Bleed air from fuel system (refer to maintenance section).	
	<ul style="list-style-type: none"> • Faulty electronic governor (only if applied) 	Replace faulty parts.	
	<ul style="list-style-type: none"> • Blocked injector. 	Have the injector tested and cleaned if necessary.	
	<ul style="list-style-type: none"> • Wrong valve clearance. 	Adjust valve clearance.	
	<ul style="list-style-type: none"> • Temporarily hunting (this will disappear when engine has run in). 		
	<ul style="list-style-type: none"> • Ongoing hunting caused by faulty electronic governor (only if applied) 	Replace faulty parts.	
	Engine speed drops	<ul style="list-style-type: none"> • Faulty electronic governor (only if applied) 	Replace faulty parts.
		<ul style="list-style-type: none"> • Too much oil. 	Drain oil to proper level.
<ul style="list-style-type: none"> • Lack of fuel. 		Check fuel supply system: fuel pump and filter.	
<ul style="list-style-type: none"> • Lack of intake air. 		Check air intake.	
<ul style="list-style-type: none"> • Choked exhaust system, exhaust blocked, rubber exhaust hose kinked. 		Check exhaust system.	
<ul style="list-style-type: none"> • Generator overloaded 		Reduce the electrical load (switch off some consumers).	
<ul style="list-style-type: none"> • Generator over energised. 		Check that the proper capacitor type is installed and that it is connected correctly.	
<ul style="list-style-type: none"> • Defective generator (windings, bearings or other) 		Generator must be sent to manufacturer for repair of damaged bearing or winding.	
<ul style="list-style-type: none"> • Damaged engine 		Repair by WhisperPower service	
Engine does not stop on command	<ul style="list-style-type: none"> • Fuel solenoid is not switching off • Loss of control 	Faulty Digital Diesel Control unit. Stop the engine manually by the stop handle. Check wire connections to stop solenoid. Check solenoid valve function. Replace if necessary	

PROBLEM	CAUSE	SOLUTION	
Engine exhaust smokes	<ul style="list-style-type: none"> Faint blue smoke - generally the result of light load 	Increase load.	
	<ul style="list-style-type: none"> Heavy blue smoke - caused by lubricating oil: Overfull oil sump or worn cylinder bore, stuck broken or worn rings. 	Check the oil level. Check the compression.	
	<ul style="list-style-type: none"> Black smoke –incomplete combustion caused by: Overload, choked air filter, inlet temperature too high, unsuitable fuel or water in fuel. 	Check the fuel . Check for overload.	
Engine starts, but stops after 10 up to 30 seconds	<ul style="list-style-type: none"> Protection system stops the engine; this can be caused by oil pressure failure, lack of cooling water (exhaust temperature alarm). Overload, loose wire or faulty alarm switch. Digital Diesel Control will help to indicate failure. 	Refer to paragraph 2.5.5. and 3.2.2 for information on the alarm system. Bypassing the switches can help to confirm the failure.	
Engine stops by itself	<ul style="list-style-type: none"> Overload or short circuit. 	Switch off the consumers and test for short circuit.	
	<ul style="list-style-type: none"> Lack of fuel. 	Check fuel supply system: fuel lines, pump, filter, valves, tank level, etc.	
	<ul style="list-style-type: none"> Oil pressure low. (oil pressure switch tripped). 	Check oil level. Check engine's oil pressure and have it repaired by WhisperPower.	
	<ul style="list-style-type: none"> Excessive heat in cooling system (thermo-switch tripped). Lack of cooling water (exhaust switch tripped). Impeller broken. Cooling water blocked. Water strainer blocked. Air or water in the fuel. Blocked air or fuel filter. 	Check cooling water system flow: water pump, inlet water filter, coolant flow.	
	<ul style="list-style-type: none"> Loss of compression by wear out or damage. 	Repair by WhisperPower service.	
	<ul style="list-style-type: none"> V-belt broken or loose. 	Readjust or replace V-belt	
	<ul style="list-style-type: none"> Thermostat faulty 	Check thermostat and replace	
	Sooty, black exhaust.	<ul style="list-style-type: none"> Generator is being overloaded. Digital Diesel Control will indicate "HIGH CURRENT". 	Check electrical load and switch off some consumers
		<ul style="list-style-type: none"> Insufficient intake air. Choked air filter. 	Check intake air paths and filter, clean and replace if necessary.
<ul style="list-style-type: none"> Fuel injector faulty. 		Replace injector.	
<ul style="list-style-type: none"> Valve clearance incorrect. 		Readjust valve clearance	
<ul style="list-style-type: none"> Poor fuel quality. 		Use better quality diesel.	
<ul style="list-style-type: none"> Poor quality lubricating oil. 		Use better quality oil.	
<ul style="list-style-type: none"> Continuous running with very low load. 		Increase load and have the engine run for a few hours	
Loss of power	<ul style="list-style-type: none"> Wrong measurement. Check if the load is measured correctly. Does the Amp meter show the correct value? When calculating the load by multiplying voltage and amps this should be done by using the exact values, taking into account the power factor of the consumers. When any doubt, measure the power directly with an appropriate instrument. 		
	<ul style="list-style-type: none"> Overfull oil sump. 	Bring the oil to the correct level	
	<ul style="list-style-type: none"> Choked fuel filter. 	Replace the fuel filter.	
	<ul style="list-style-type: none"> Choked air filter. 	Check air inlet openings; clean air filter.	
	<ul style="list-style-type: none"> Exhaust blocked. 	Check the exhaust system.	
	<ul style="list-style-type: none"> Injector blocked. 	Have the injector checked.	
	<ul style="list-style-type: none"> Loss of compression, sticking or damaged piston ring. 	Have the compression measured. Clean or replace the rings.	

PROBLEM	CAUSE	SOLUTION
	<ul style="list-style-type: none"> • Wear out of cylinder. 	Have the compression measured and have the engine overhauled.
Over-temperature	<ul style="list-style-type: none"> • Overload. 	Take away the overload.
	<ul style="list-style-type: none"> • Low level of cooling oil or air in the cooling system 	Fill up with liquid and release air bubbles. Check if there are air blocks in the system; refer to the installation manual
	<ul style="list-style-type: none"> • Water inlet system blocked. • Broken impeller. • Water strainer choked • Heat exchanger choked. 	Check the cooling system thoroughly.
	<ul style="list-style-type: none"> • Broken or slipping V-belt. 	Replace and adjust the V-belt tension.
	<ul style="list-style-type: none"> • Faulty thermostat 	Check the thermostat or replace.

5.2.3 Warnings



Generator must be shut off immediately if:

- Motor RPM suddenly rises or drops.
- Unusual noise comes from generating set.
- Exhaust gases suddenly colour dark.
- Engine failure warning light is on

5.2.4 Service address

If you cannot correct a problem with the aid of the mal-function table, contact your WhisperPower Service Centre or WhisperPower Drachten for an extended service list, tel: INT +31-512-571555.

5.3 SPECIAL PROCEDURES ALTERNATOR

5.3.1 Residual voltage check / excitation procedure

When residual magnetism disappears there is no residual voltage. Residual magnetism can disappear after the generating set being out of service for a long period or suffered a short circuit. This can be solved by charging the capacitor ("flashing") independently with a small 9 Volt battery. This can be done while the engine is stationary and the wiring is connected.

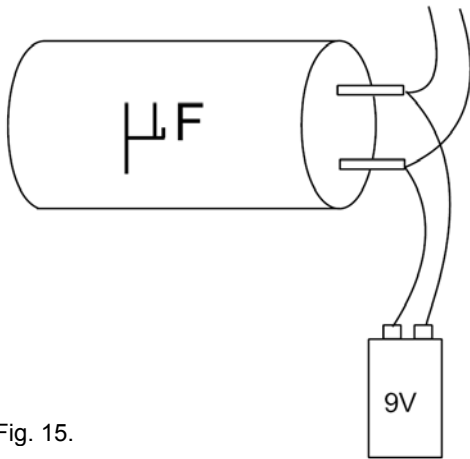


Fig. 15.



If the generating set battery is used for flashing one must take care. A short circuit can cause heavy sparking, fire and injuries

When flashing does not bring back voltage, the capacitor(s) should be renewed. When this does not help, the rotating rectifier diodes should be tested and a winding resistant test should be executed.

5.3.2 Testing rotary rectifier diodes

The diodes in the rotor can be checked with a multimeter. When the diode is faulty the alternator will not generate any voltage.

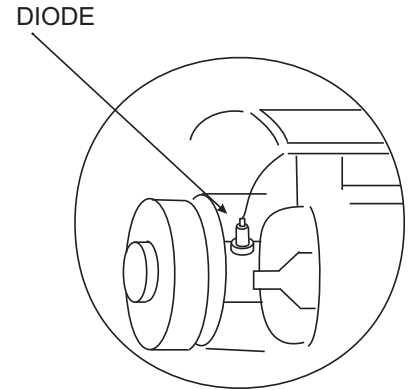


Fig. 16.

The flexible lead connected to the diode should be disconnected at the terminal end, and the forward and reverse resistance checked. A healthy diode will indicate a very high resistance (infinity) in the reverse direction, and a low resistance in the forward direction. A faulty diode will give a full deflection reading in both directions with the test meter on the 10,000 ohms scale, or an infinity reading in both directions. Replace the diode.

5.3.3 Winding resistant values

If after establishing and correcting any fault on the capacitor and diodes output is still low when separately excited, then the main rotor, stator and exciter stator winding resistance should be checked as the fault must be in one of these windings. The respective leads must be disconnected before taking the readings.

Resistance values should be within 10% of the values given in the table below:

M-SC6 and 8

Resistance	50Hz
• Resistance both main stator windings in series	0.54 Ohm
• Resistance both rotor windings	0.93 Ohm
• Resistance exciter stator winding	1.4 Ohm

M-SC10

Resistance	50Hz
• Resistance both main stator windings in series	0.36 Ohm
• Resistance both rotor windings	1.05 Ohm
• Resistance exciter stator winding	0.85 Ohm

5.3.4 Meggering

One can try to measure resistance between the housing and the windings with a multimeter which should read infinity. When readings are infinity but a fault is suspected one can do a high voltage resistance test (MEGGERING) This procedure should be carried out by an expert

5.4 SPECIAL PROCEDURES ENGINE

5.4.1 Setting the RPM

RPM is set by the manufacturer and should not need readjustment! However a very slight offset after running in could occur. RPM can be measured by a frequency meter. Before readjustment check any other explanation for the wrong speed. Engine speed is set at the factory at nominal 3000 (50 Hz) RPM. A RPM drop of 5% at full load is acceptable. Therefore a no load setting should be at \pm 3150 RPM = 52.5 Hz. Under no circumstances should the RPM be under full load below 2940 RPM = 49 Hz.

When no cause can be found for a wrong speed, the setting can be adjusted:

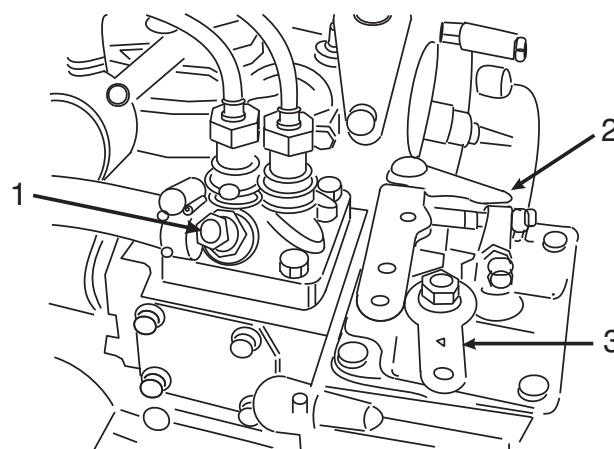


Fig.17 2= adjustment screw RPM
3= manual stop

It is very important to identify the correct setting assembly (refer to fig. 17).The screw is to be locked in position with the lock-nut.

5.4.2 Adjusting valve clearance and retightening the cylinder head bolts.

Both procedures have to be carried out with a cold engine. When both procedures are carried out be sure to retighten the cylinder head bolts before adjusting the valve clearance. When retightening the cylinder head bolts, drain the coolant by removing the drain plug (ref. to fig. 2).

Loosen the bolts slightly, remove the rocker assembly (the rocker arms, shaft, and stays) and then retighten the bolts to the specified torque in the numerical order illustrated (ref. to fig. 18).

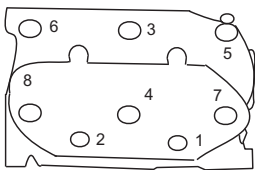


Fig 18a
M-SC6/8

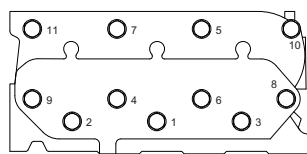


Fig 18b
M-SC10

Tightening torque: M10 bolt 75-85 Nm
 M8 bolt 20-30 Nm
Rocker stay tightening torque: M8 bolt 15-22 Nm

The clearance of both (intake and exhaust) valves should be 0.25 mm in cold condition.

- 1 Set the piston of the first cylinder to be adjusted to top dead centre (T.D.C.) of compression stroke.
- 2 The T.D.C. of compression stroke can be found by aligning the T.D.C. mark (notch) on the crankshaft pulley with the mark on the gear case (ref. to fig. 20).

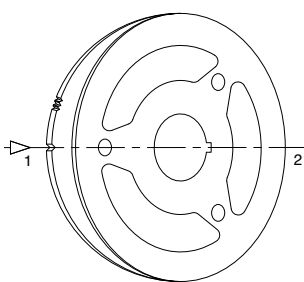


Fig. 19a:
2 cylinder engine

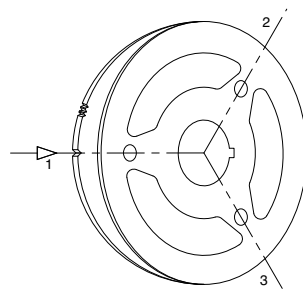


Fig. 19b:
3 cylinder engine

- 3 First align the T.D.C. mark for the No. 1 cylinder. Confirm that the valves do not move up or down when the crankshaft is turned about 20 degrees in normal and reverse direction of rotation. If the rocker arms move piston no.1 is on the T.D.C. of the intake or exhaust stroke. In such case turn the crankshaft 360°

in the direction of engine rotation again. No. 1 piston is now at T.D.C. of the compression stroke.

- 4 To adjust the valve clearance of the No. 2 and No.3 cylinder
 - a. Two cylinder engine (M-SC6 and 8): the crankshaft pulley has to be turned 180 degrees clockwise to set this piston to T.D.C. Adjustment can be executed.
 - b. Three cylinder engine (M-SC10): After adjusting the valves of cylinder 1 turn the crankshaft 240 degrees clockwise from the T.D.C of cylinder 1 to the T.D.C of cylinder 3. Position 2 fig. 19b against the notch. Adjust the valves of cylinder 3. Then turn the crankshaft 240 degrees further clockwise to the T.D.C of cylinder 2 and adjust the valves; position 3 fig. 19b against the notch.

Check after each adjustment that the valves do not move up and down when turning the crank craft about 20 degrees clockwise and counter clockwise of T.D.C.

5.4.3 Measuring exhaust backpressure

The exhaust system must be of adequate size -1 5/8" / 40 mm - and maximal length (refer to installation manual). When any doubt; backpressure has to be measured. An easy way to measure for back-pressure is to use a water column.

A water column can be made visible in a plastic tube along a yardstick and fitting the end to a hose connection to fit in the adaptor on the injection bent after removing the exhaust temperature switch.

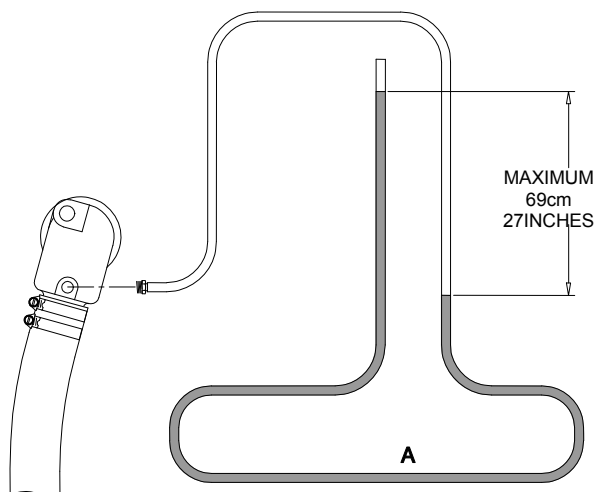


Figure:20: Measuring exhaust backpressure

The bent A hanging down should not be too short helping to damp the pulsating effect of the gas discharge that is characteristic for a one cylinder engine. The water column should be no more than 27 inches (69 cm.) of water (1 PSI - 0,07 bar)

5.4.4 Disassembling instructions

It could be necessary to disassemble the generating set for repair or checks.

Following instructions will help:

- 1 To take the generating set out of the canopy all hose and cable connections have to be taken off. The set is fixed to its base by four rubber mountings and can be loosened by removing the four nuts from the bolts of these mountings. Moreover the generating set is fixed by 2 fail safes which prevent the generating set from getting loose if the rubber mountings should break down. The nuts of the fail safes are diagonal to each other. When the 6 nuts in total are removed the generating set can be lifted out the canopy. 5 nuts are well accessible. The sixth nut has to be removed by taking out the bolt from the bottom of the canopy.
- 2 The easiest way to get the generator out of its capsule is by lifting the set using the lifting eye and removing the capsule downwards.
- 3 The cooler elements are welded to the alternator housing with silver and cannot be disassembled. However one can take off the complete alternator housing.
- 4 Before the alternator can be taken off one has to take out the fitting to the oil cooler to be able to take off the aluminium housing. All cables and wiring have to be loosened first.
- 5 The rotor can be taken off by removing the bolt which goes through the shaft (normal clockwise threaded). The end of the shaft is specially threaded to push off the rotor from the conic stub shaft, which is on the flywheel, using a 6-mm rod of 165-mm (M-SC6 and 8) / 185mm (M-SC10) length and a M10 bolt.
- 6 Reassembling the generating set one should take care of alignment, cleaning the surfaces between engine and alternator and tighten the bolts crosswise and gradually.
- 7 Use Loctite 577 to seal the fittings, which should first be cleaned and made free of oil and grease.
- 8 Test the generating set first outside its capsule and check very carefully for leakages before putting it back in its enclosure.

6 SPARE PARTS LIST

A parts manual in English is available as an option number: number: 40200381 (***)(M-SC6 and 8); 40200382(***) (M-SC10).

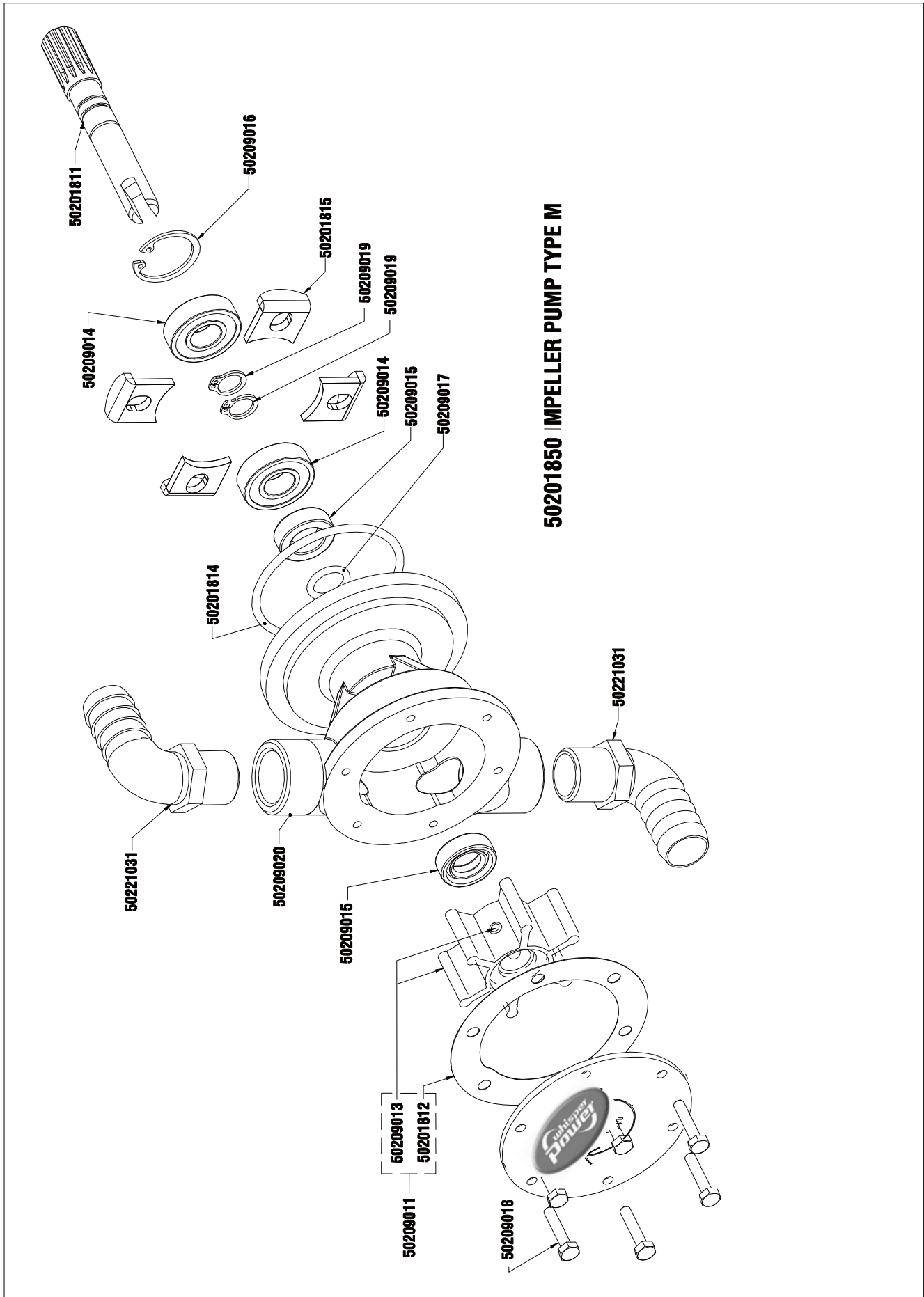
A work shop manual in English is available as an option number: 40200171.

We recommend the following spares for service and maintenance.

- Kit A: parts for regular maintenance parts (M-SC6, 8 and 10) marked (*) article no. 40201860
- Kit B: parts for maintenance + spare parts:(M-SC6 and 8) all parts market (*)(**) article no. 40201861
- Kit C: parts for "world travellers" all parts market (M-SC6 and 8) (*)(**)(***) article no. 40201862
- Kit B: parts for maintenance + spare parts: all parts market (M-SC10) (*)(**) article no. 40201761
- Kit C: parts for "world travellers" all parts market (M-SC10) (*)(**)(***) article no. 40201762

ARTICLE NO	DESCRIPTION
40209030	Fuel filter (*)
50201060	Fuel lift pump (***)
50203120	V-belt (*)
40203121	Oil filter (*)
40201850	Raw water pump complete WhisperPower type M (***) (refer to fig. 21)
40209011	Impeller + gasket (*) (4,3,5)
50209021	Cover (**) (2)
50209018	Bolts cover (**) (1) (6 pcs.)
40201851	Pump repair kit A consisting of: Shaft (50201811), Bearings (2 pcs) (50209014), O-ring (50209017), Seals (2 pcs.) (50209015), Clips (1 set) (50209019), O-ring (50201814)
40209010	Pump repair kit B (**)(same as repair kit A excluding the shaft(50201811) and O-ring (50201814))
50201820	Heat exchanger complete with appendages (M-SC6 and 8)(***)
50201822	Water hoses with clamps (M-SC6 and 8) (**)
50201723	Heat exchanger complete with appendages (M-SC10)(***)
50201722	Water hoses with clamps (M-SC10) (**)
	Capacitor xx micro-farad, 2 pcs (**) (xx = give value when ordering)
50209132	Measuring coil (***)
50201890	Rotary diode (**)
50201887	Alternator bearing including O-ring (**)
50209140	Voltage regulator (M-SC8 and 10)(optional)
40209161	Local control panel (***)
50209200	Digital Diesel Control Unit (***)
50212170	Fuses 10 Amps(*)
50212154	Fuses 3 Amps (*)
50201886	Wiring loom complete (***)
40209102	Digital Diesel Remote control panel (***)
50209133	Cable remote control 15 mtr, including connectors
50203033	Overhaul gasket kit / Sealkit (M-SC6 and 8) (***)
50203030	Cylinder head gasket kit (M-SC6 and 8)
50204033	Overhaul gasket kit / Sealkit (M-SC10) (***)
50204030	Cylinder head gasket kit (M-SC10)
50203040	Glow plug, 2 pcs (M-SC6 and 8) (**); 3pcs (M-SC10) (**)
50203050	Nozzle injector, 2 pcs (M-SC6 and 8) (**); 3pcs (M-SC10) (**)
50203160	Fuel pump (high pressure) complete (M-SC6 and 8) (***)
50204160	Fuel pump (high pressure) complete (M-SC10) (***)
50203045	Thermostat (**)
50203038	Gasket thermostat (**)
50203037	Gasket rockercover (M-SC6 and 8) (**)
50204037	Gasket rockercover (M-SC10) (**)
50209051	Silicone O-ring soundshield cover (**)

More extensive parts list on the internet: WHISPERPOWER.EU (fast moving parts)





MAINTENANCE LOG

first service after 50 hours:

hour counter:

remarks

next service (every 150 hours)

hour counter:



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www.whisperpower.eu / info@whisperpower.nl