

SNRF

**ENGINE-ALTERNATORS—DIESEL**  
**KS-19585, 75 KW and KS-19586, 115 KW**  
**AUTOMATICALLY AND MANUALLY CONTROLLED**  
**REQUIREMENTS AND ADJUSTING PROCEDURES**

**1. General**

**1.001** This addendum supplements Section 155-192-701, Issue 2. Place this pink sheet ahead of Page 1 of the section.

**1.002** This addendum is reissued to caution the operator against operating the engine below rated speed. The Equipment Test List is not affected.

The following changes apply to Part 1 of the section:

1.13 (caution)—revised

**1.13**

**Warning 1:** *The procedure for rendering the engine-alternator set inoperative does not remove hazardous ac from the commercial line side of the circuit breakers (or fuses when used). When repairs to the circuit breakers or other equipment in close proximity are required, and although the area is somewhat guarded, extreme caution must be exercised. If warning decals have not been provided, they should be provided locally. Where possible without interrupting service, commercial voltage should be entirely removed from the set before working in a hazardous area.*

**Warning 2:** *Since the sets may be arranged to start automatically and because of the presence of commercial voltages within the main control cabinet, it is necessary before making any adjustments on either the set or its control equipment to render the automatic control and dc equipment inoperative. To render the automatic control and dc equipment inoperative, follow the instructions outlined in the*

*paragraphs under the heading Working on a Set or Its Control Equipment in Section 155-192-301.*

**2. REQUIREMENTS**

The following changes apply to Part 2 of the section:

2.04 (caution)—added

2.37—revised

**2.04 Speed:**

**Caution:** *Never run the engine below rated speed. Failure to maintain rated speed may damage the generator or regulator. If a caution label covering this condition has not been provided on the set, obtain the correct label for this set from a GM DELCO salesman and place the caution label in a spot easily seen by the operator.*

**2.37 Routine Run**

**Caution:** *When operating these sets on either the monthly or annual routine run for the periods listed, the set should always be loaded between 30 percent and full load (preferably as near full load as possible). If the maximum available office load is less than 30 percent of the alternator full-load rating, supplement the office load with an artificial load to bring it up to at least 30 percent but not exceeding full load. For information on test loads, refer to Section 171-123-101.*

- (a) To ensure proper lubrication, to avoid rusting of cylinder walls and valve stems, to minimize the collection of sediment in the fuel supply

system, the set must be routined on the basis given in (b) (c), and (d).

**Note:** Short runs, such as demonstration starts or those where the engine water does not have time to warm up to 160°F or above, should be avoided as they are harmful to the engine.

(b) **Monthly:** Routine the set by running it at maximum available office load, not exceeding full load, for at least 1 hour in accordance with the operating instructions covered in Section 155-192-301.

**Note:** It is suggested that data of all runs and maintenance be recorded.

(c) **Annually:** At least once a year, the 1-hour routine run should be extended to approximately 5 hours, having the set carry as near as possible

the total load that it would be expected to carry under emergency conditions.

(d) **Monthly:** Crank the diesel for 30 seconds using starter. This cranking is at the midpoint between the monthly 1-hour runs. Hold fuel rack closed so it cannot admit fuel to the engine. (This test may require two men.)

### **3. ADJUSTING PROCEDURES**

The following change applies to Part 3 of the section:

3.37—revised

**3.37 Routine Run** (Reqt 2.37): On these standby sets which are operated at least every 2 weeks for short periods, all working surfaces requiring lubrication will be lubricated frequently enough so sufficient oil will remain on them to protect them and to provide partial lubrication upon starting.