





Vehicle Generator Manual

Panda 8000i PVK-UK 8 kVA

Panda 10000i PVK-UK10 kVA

120 V/240 V 230 V/400 V 50 Hz/60 Hz

Super silent technology

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Inhalt / Contens

Vehicle Generator Manual 1

Current revision status 2

3 General information and regulations 12

3.1 Safety First 12

3.2 Environmental protection 13

3.3 Customer registration and guarantee 14

3.3.1 Technical support 14

3.3.2 Caution, important information for start-up! 14

3.4 Safety Instructions - Safety First! 15

3.4.1 Safe operation 15

3.4.2 Observe safety instructions! 15

3.4.3 Personal protective clothing (PPE) 15

3.4.4 Cleanliness ensures safety 15

3.4.5 Safe handling of fuels and lubricants 16

3.4.6 Exhaust fumes and fire protection 16

3.4.7 Safety precautions against burns and battery explosions 17

3.4.8 Protect your hands and body from rotating parts! 17

3.4.9 Anti-freeze and disposal of fluids 17

3.4.10 Implementation of safety inspections and maintenance 18

3.5 Warning and instruction signs 18

3.5.1 Special instructions and hazards of generators 18

3.5.1.1 Protective conductor and potential equalisation: 19

3.5.1.2 Protective conductor for Panda AC generators: 19

3.5.1.3 Switch off all loads while working on the generator 19

3.5.1.4 Potential equalisation for Panda AGT DC generators 19

3.5.1.5 Safety instructions concerning cables 20

3.5.2 General safety instructions for handling batteries 20

4 In case of Emergency First Aid 21

4.1 WHEN AN ADULT STOPS BREATHING 22

5 Basics 23

5.1 Intended use of the machine 23

5.2 Purpose of the manual and description of the definitions of the trained persons/operators/users 23

5.2.1 Trained persons 23

5.2.2 Operator/Owner 23

5.2.3 User 23

5.3 Components of the i-system 24

5.4 Panda transport box 25

5.4.1 Bolted Fischer Panda transport box 25

5.4.2 Fischer Panda transport box with metal tab closure 25

5.5 Opening the MPL sound insulation capsule 26

5.5.1 Opening the GFK sound insulation capsule 27

5.6 Transport and loading/unloading 28

5.6.1 Transporting the generator 28

5.6.2 Loading/unloading of the generator 28

5.7 Special service instructions and measures for extended machine downtimes and decommissioning 28

5.7.1 Instructions for the starter battery for extended downtimes 29

Inhalt / Contens

5.7.2 Measures for short downtimes 29
5.7.3 Measures for medium term downtimes / hibernation 29
5.7.3.1 Courses for preservation: 30
5.7.3.2 Measures for removing surface protection after medium term downtimes (3 to 6 months). 30
5.7.4 Measures for extended downtimes / decommissioning 31
5.7.4.1 Courses for preservation: 31
5.7.4.2 Measures for removing surface protection after extended downtimes / recommissioning (over 6 months): 31

6 The Panda Generator 33
6.1 Type plate at the Generator 33
6.1.1 Description of the generator 34
6.1.2 Right side view 34
6.1.3 Icotek Kel 35
6.1.4 Left side view 36
6.1.5 Front side view 37
6.1.6 Back side view 38
6.1.7 View from above 39
6.1.8 The Panda iControl2 panel 40
6.1.9 The cooling system 41
6.1.10 Components of the fuel, air intake and exhaust system 42
6.1.11 Components of the electrical system 43
6.1.12 Components of the lubrication system 44
6.1.13 Sensors and switches for operating surveillance 45
6.2 Operation Instructions - See Panda iControl panel manual 46
6.2.1 Daily routine checks before starting - See Panda iControl panel manual 46
6.2.2 Starting Generator - See Panda iControl panel manual 46
6.2.3 Stopping the Generator - See Panda iControl panel manual 46

EC Declaration of conformity 47

8 Installation Instructions 49
8.1 Personal requirements 49
8.1.1 Hazard notes for the installation 49
8.2 Environmental protection 51
8.3 Fuel system installation 51
8.3.1 The following items need to be installed: 51
8.3.2 Connection of the fuel lines at the tank 52
8.3.3 Position of the pre-filter with water separator 53
8.4 Generator DC system installation 53
8.4.1 Connection of the starter battery block 53
8.4.2 Connection of the remote control panel - see separate control panel manual 55
8.4.3 Ignition switch at generators with 24 V start system 55
8.5 Connection of electrical components 57
8.6 Generator AC system installation 58
8.6.1 Installation PMGi inverter - See separate PMGi inverter manual 58
8.7 Installation of the cooling system 58
8.7.1 The cooling system / general instructions 58
8.8 Radiator baseplate 58
8.8.1 Determining the size of the radiator 58

Inhalt / Contens

8.8.2 Radiator design 59
8.8.3 Radiator types 59
8.8.3.1 Installation location for radiators for roof, side, or underfloor mounting on the vehicle 60
8.8.3.2 Roof installation 60
8.8.3.3 Installation on the vehicle wall 62
8.8.3.4 Underfloor installation of radiator 63
8.8.3.5 Installation location for radiator in the vehicle wall or cabin wall 64
8.8.3.6 Installation location for radiator in a tunnel 65
8.8.3.7 Installation location for generators of the PVK-UK series 66
8.8.4 Coolant hoses 66
8.8.5 Connection of the external radiator 66
8.8.6 Coolant expansion tank 67
8.8.7 Installation of a coolant temperature indicator 67
8.8.8 Permissible coolant temperatures 67
8.8.9 Coolant pump 67
8.8.10 Radiator fan 68
8.8.11 Anti-freeze and corrosion protection 68
8.8.12 Logging the temperature values during initial start-up 68
8.9 Custom installations 69
8.9.1 External heat exchangers 69
8.9.2 External engine pre-heater 69
8.9.3 Keel cooling 69
8.10 Installation schematics 70
8.10.1 Installation for vertical radiator installation 70
8.10.2 Installation for mounting the radiator under the vehicle 70
8.10.3 Installation schematic for roof mounted radiator with expansion tank 71
8.10.4 Installation radiator with intercooler - schematic sample vertical radiator 71
8.10.5 Connection of the external radiator 72
8.11 Integration of a watercooled PMGi inverter into the cooling system. 73
8.11.1 Cooling water scheme if the Radiator is higher than the Generator /Inverter 73
8.11.1.1 Cooling water scheme if the Radiator is on the same level or lower than the Generator /Inverter 74
8.11.2 Cooling water scheme for PVK-UK iGenerators 74
8.12 Radiator fan control / electronic fan control 75
8.13 Standard fan control for 1-phase and 3-phase generators 75
8.14 Electronic fan control for DC fans RE 0201 77
8.15 Brief description 77
8.15.1 Function 77
8.15.2 Master - Slave - Operation 78
8.15.3 Function of the clamps for the Master-Slave-Operation 79
8.15.4 Remote controlled switching on and off of the fan controller 79
8.15.5 12 V / 24 V - Operation 79
8.16 Technical Data 80
8.17 Electronic fan control for single phase fans PKE-2.5V_Ziehl Abegg 82
8.17.1 Preset for the use with Fischer Panda generators 82
8.17.2 Connection of the sensor (Ziehl Abegg KTY) 83
8.18 Electronic fan control for single phase fans PXET6Q_Ziehl Abegg 84
8.18.1 Preset for the use with Fischer Panda generators 84
8.18.2 Connection of the sensor (Ziehl Abegg KTY) 85

Inhalt / Contens

8.19 Electronic fan control for 3 phase fans PKD T5/PKD M10 Ziehl Abegg 86
8.19.1 Configuration of the electronic fan control PKD T5 for Fischer Panda Generators 87
8.20 Configuration of the electronic fan control PKD M10 for Fischer Panda Generators 88
8.21 Exhaust installation 89
8.22 Isolation test 89
8.23 Set into operation 90
9 Generator operation instruction 91
9.1 Personal requirements 91
9.1.1 Hazard notes for the operation 91
9.2 General operating instruction 91
9.2.1 Operation at low temperatures 91
9.2.1.1 Pre-heating the diesel motor 92
9.2.1.2 Tips regarding starter battery 92
9.2.2 Light load operation and engine idle 92
9.2.2.1 The soot of the generator is due to the fact that: 92
9.2.2.2 To prevent the soot of the generator following steps should be observed: 92
9.2.3 Generator load for a longer period and overload 92
9.2.4 Protection conductor: (AC Generators only) 93
9.2.5 Operating control system on the Fischer Panda generator 93
9.3 Instructions for capacitors - not present at all models 93
9.4 Checks before start, starting and stopping the generator 93
10 Maintenance Instructions 95
10.1 Personal requirements 95
10.1.1 Hazard notes for the maintenance 95
10.2 Environmental protection 97
10.3 Maintenance requirements 97
10.4 Maintenance interval 97
10.5 Checking oil-level 98
10.5.1 Refilling oil 99
10.5.2 After the oil level check and refilling the oil 99
10.6 Replacement of engine oil and engine oil filter 100
10.6.1 After the oil change 102
10.7 Verifying the starter battery and (if necessary) the battery bank 103
10.7.1 Battery 103
10.7.1.1 Check battery and cable connections 103
10.7.1.2 Check electrolyte level 103
10.7.1.3 Check electrolyte density 104
10.8 Ventilating the fuel system 104
10.8.1 Replacement of the fuel filter 106
10.9 Replacing the air filter 106
10.10 Ventilation of the coolant circuit / freshwater 107
10.11 V-belt replacement for the internal cooling water pump 109
10.12 Replacing the operating current relays 110
10.13 Replacing the fuses 111
11 Generator Failure 115

Inhalt / Contens

11.1 Personal requirements 115
11.1.1 Hazard notes for the maintenance 115
11.2 Environmental protection 117
11.3 Tools and measuring instruments 117
11.4 Overloading the generator 117
11.4.1 Overloading the generator with electric motors 118
11.4.2 Generator voltage fluctuations and monitoring 118
11.4.3 Automatic voltage monitoring and auto-shut down 118
11.5 Starting problems 118
11.5.1 Fuel solenoid valve 118
11.5.2 Stop solenoid - optional 119
11.5.3 Damage to starter motor 120
11.5.4 Dirty fuel filter 120
11.6 Troubleshooting table 121
11.6.1 Generator output to low. 121
11.6.2 Generator voltage fluctuates. 121
11.6.3 Generator is not able to start a electric motor. 121
11.6.4 Diesel motor fails to start 121
11.6.5 Starter motor is turning the engine, but generator fails to start. 121
11.6.6 Motor does not achieves enough speed during starting process. 122
11.6.7 Motor runs irregular 122
11.6.8 Motor speed drops. 122
11.6.9 Motor runs in off position. 122
11.6.10 Motor stops by itself. 123
11.6.11 Sooty black exhaust. 123
11.6.12 Generator must be shut off immediately if: 123

12 Tables 125

12.1 Technical data 125
12.2 Coolant specification 126
12.2.1 Coolant mixture ratio 127
12.3 Engine oil 127
12.3.1 Engine oil classification 127
12.4 Fuel 127
12.5 CO2 balance derived from the emission measuring cycle for engines in accordance with 2016/1628 EC 128

13 Inverter Panda PMGi 129

13.1 Safety instruction 130
13.2 Type plate 130
13.3 Front side/connection side PMGi 230 V - representative picture 131
13.4 Alternative front side/connection side PMGi 400 V - representative picture 131
13.5 Alternative front side/connection side PMGi 120 V/240 V - representative picture 132
13.5.1 Socket pins of the PMGi 132
13.5.1.1 PMGi AC out 132
13.5.1.2 PMGi input 133
13.5.1.3 Control 134
13.5.1.4 External PE/N Bridge 134
13.6 Back side - Top side 135

Inhalt / Contens

13.7 Settings for the use of iGenerators with power inverter ... 135
13.7.1 Settings in the Victron VE Configure II Software - General ... 135
13.7.1.1 Uninterrupted AC power (UPS function) ... 136
13.7.1.2 Dynamic current limiter ... 136
13.7.2 Settings in the Victron VE Configure II Software - Inverter ... 136
13.7.2.1 Assist current boost factor ... 136
13.7.3 Victron AC out ... 136
13.8 Operation manual ... 138
13.8.1 Primary remarks / Winter operation ... 138
13.8.2 Load at the PMGi ... 138
13.8.3 Automatic start ... 138
13.9 Status LEDs ... 138
13.10 Cooling of the PMGi ... 138
13.11 Installation of the PMGi ... 139
13.11.1 Cooling water connection schema - Vehicle Generator ... 139
13.11.1.1 Integration of a water cooled PMGi inverter into the cooling system ... 139
13.11.1.2 Cooling water scheme for PVK-UK iGenerators ... 140
13.11.1.3 Cooling water connection schema - Marine (PMS) Generator ... 141
13.11.2 Electrical connection. ... 142
13.11.2.1 Connection to a system with RCD at PMGi with PEN jumper ... 142
13.11.2.2 Connection to a system with RCD at PMGi without PEN jumper ... 142
13.11.2.3 Connection to a system with isolation control at PMGi with PEN jumper ... 143
13.11.2.4 Connection to a system with isolation control at PMGi without PEN jumper ... 143
13.12 Technical Data ... 143
13.12.1 General Data ... 143
13.12.2 Generator Specification ... 143
13.12.3 PMGi out ... 144
13.13 PMGi protections ... 151
13.13.1 Short circuit ... 151

Panda iControl2 ... 153

Current revision status ... 154

Hardware ... 154

14 Safety instructions for the Panda iControl2 ... 155

14.1 Personnel ... 155
14.2 Safety instructions ... 155

15 General operation ... 157

15.1 The Panda iControl2 panel ... 157
15.2 Starting preparation / Checks (daily) ... 158
15.2.1 Marine version ... 158
15.2.2 Vehicle version ... 158
15.3 Operation ... 159
15.3.1 Switching the controller on and off ... 159
15.3.2 The default display screen ... 159
15.3.3 Operating modes ... 160
15.3.3.1 Stand-by mode ... 160
15.3.3.2 Start-up mode ... 161
15.3.3.3 Override mode ... 162

Inhalt / Contens

15.3.3.4 Operation mode ... 162
15.3.3.5 Panda i-Generator with electro-magnet Clutch (optional) ... 164
15.3.3.6 Stop mode ... 165
15.3.3.7 Autostart mode ... 165

15.4 Other operating functions ... 167
15.4.1 Set-up menu ... 167
15.4.2 Setting the brightness of the backlight ("backlight" and "dimtime") ... 168
15.4.3 The configuration menu ("config") ... 169
15.4.4 The network ID ... 169
15.4.5 Saving settings and exiting the set-up menu ("Save & Exit") ... 169
15.4.6 Activating/deactivating the autostart function ("Autostart") ... 169
15.4.7 Resetting the service interval ("Service") ... 171
15.4.8 Priming the fuel system ("Prime Fuel") ... 172
15.4.9 Selecting and saving a unit for the temperature value output ... 172

15.5 iControl2-Emergency-Stop ... 173

16 Installation ... 175

16.1 Personnel ... 175
16.1.1 Hazard warnings for installation ... 175

16.2 Disposal of the components ... 176
16.2.1 Panda iControl2 panel with installation housing ... 177
16.2.2 Terminal assignments on the Panda iControl2 panel ... 177

16.3 Dimensions ... 178

16.4 Wiring of the Panda iControl2 controller ... 179
16.4.1 Terminal assignments on the Panda iControl2 controller ... 180
16.4.1.1 Terminal assignment of 18-pin connector ... 180
16.4.1.2 Fischer Panda standard bus ... 180
16.4.1.3 Fischer Panda CAN bus ... 180

16.5 Master and Slave Panels ... 181

16.6 Start-up ... 182

17 Maintenance ... 183

17.1 Maintenance of the iControl2 controller ... 183
17.1.1 Cleaning the iControl2 controller ... 183

17.2 Maintenance of the iControl2 remote control panel ... 183
17.2.1 Cleaning the iControl2 controller ... 183

18 Warnings and error messages ... 185

18.1 Warnings ... 185
18.1.1 Examples of warnings on the display: ... 185
18.1.2 Warning messages ... 186

18.2 Faults ... 186
18.2.1 Error messages ... 187
18.2.2 Warning and fault thresholds ... 187
18.2.3 Bus errors ... 189

18.3 The error memory of the iControl 2 Panel ... 190
18.3.1 How to get to the error memory of the iControl2 Panel? ... 190
18.3.2 How are stored errors displayed? ... 190
18.3.3 How do I exit the error memory after having read the entries? ... 190
18.3.4 Can I delete the error memory? ... 191

Inhalt / Contens

18.3.5 Where are the errors stored? 191
18.3.6 In which language are the stored errors displayed? 191
18.3.7 Is it possible to upgrade an old iGenerator model by the error memory? 191

19 Annex 193

19.1 Technical data 193
19.1.1 Technical data for iControl2 control unit 193
19.1.2 Technical data for iControl2 remote control panel 193

19.2 CO2 balance derived from the emission measuring cycle for engines in accordance with 2016/1628 EC 194

Dear Customer,

Thank you for purchasing a Fischer Panda Generator and choosing Fischer Panda as your partner for mobile power on board. With your generator, you now have the means to produce your own power – wherever you are - and experience even greater independence. Not only do you have a Fischer Panda generator on board, you also have worldwide support from the Fischer Panda Team. Please take the time to read this and find how we can support you further.

Installation Approval and Warranty

Every generator has a worldwide warranty. You can apply for this warranty through your dealer when the installation is approved. If you have purchased an extended warranty, please ensure that it is kept in a safe place and that the dealer has your current address. Consult your dealer about warranty options especially if you have purchased a used generator. He will be able to advise about authorised Fischer Panda Services worldwide.

Service and Support

To ensure that your generator operates reliably, regular maintenance checks and tasks as specified in this manual must be carried out. Fischer Panda can supply Service Kits which are ideal for regular servicing tasks. We only supply the highest quality components which are guaranteed to be the RIGHT parts for your generator. Service “Plus” Kits are also available and ideal for longer trips where more than one service interval may be required.

If you require assistance – please contact your Fischer Panda Dealer. Please do not attempt to undertake any repair work yourself, as this may affect your generator warranty. Your dealer will also be able to assist in finding your nearest Fischer Panda service station. Your nearest service station can also be found in our Global Service Network which can be downloaded from our homepage.

Product Registration

Please take the time to register your Fischer Panda Generator on our website at

http://www.fischerpanda.de/mypanda

By registering, you will ensure that you will be kept up to date on any technical upgrades or specific information on the operation or servicing of your generator. We can even let you know about new Fischer Panda products – especially helpful if you are planning to upgrade or expand your installation at a later date.

Fischer Panda Quality - Tried and Tested

DIN-certified according DIN ISO 9001

Thank you for purchasing a Fischer Panda Generator.

Your Fischer Panda Team

3. General information and regulations

3.1 Safety First

Warning signs are used in this manual when there is a risk of injury or death when carrying out certain maintenance or operating procedures. The instructions marked in this way must always be read carefully and followed.

Danger for life! Working at a running generator can result in severe personal injury.

The generator can be equipped with a automatic start device. This means, an external signal may trigger an automatic start-up. To avoid an unexpected starting of the generator, the starter battery must be disconnected before working at the generator.

Danger! Automatic start-up



Improper installation can result in severe personal injuries or material damage.

- Always undertake installation work when the generator is switched off.
- Ensure there is sufficient installation clearance before start working.
- Ensure tidiness and cleanliness at the workplace. Loose components and tools lying around or on top of each other are sources of accidents.
- Only perform installation work using commercially available tools and special tools. incorrect or damaged tools can result injuries.

Warning! Risk of injury



Oil and fuel vapours can ignite on contact with ignition sources. Therefore:

- No open flames during work on the generator.
- Do not smoke.
- Remove oil and fuel residues from the generator and floor.

Warning! Danger of fire



Contact with engine oil, antifreeze and fuel can result in damage to health.Therefore:

- Avoid skin contact with engine oil, fuel and antifreeze.
- Remove oil and fuel splashes and antifreeze from the skin immediately.
- Do not inhale oil and fuel vapours.

Danger! Danger of poisoning



Danger for Life. Improper handling, operation, installation and maintenance can result in severe personal injury and/or material damage.

Electrical voltages above 48 volts (battery chargers greater than 36 volts) are always dangerous to life). The rules of the respective regional authority must be adhered to. Only an electrician may carry out installation of the electrical connections for safety reasons.

Attention! Danger to Life - High voltage



Generator, oil and antifreeze can be hot during/after operation. Risk of severe burns.

Warning! Hot surface/material



Batteries contain diluted sulphuric acids and bases

Warning!



Incorrect use can warm up and burst the batteries. Diluted sulphuric acid / base can escape. Under unfavourable conditions there is a risk of explosion

Observe the instructions from your battery manufacturer.

During Installation/maintenance personal protective equipment is required to minimize the health hazards.

Instruction! Personal protective equipment necessary.



- Protective clothing
- safety boots
- protective gloves
- ear defender
- goggles

Disconnect all load during the work at the generator to avoid damages at the load.

Attention! Disconnect all load



3.2 Environmental protection

National exhaust emission regulations must be verified with engine specification.

Environmental protection!



Engine liquids/batteries are harmful for the environment.

Collect discharged engine liquids and dispose it properly.

Batteries should be disposed properly.

3.3 Customer registration and guarantee

Use the advantages of registering your product:

- you will receive a Guarantee Certificate after approval of your installation data
- you will receive extended product information that may be relevant to safety.
- You will receive free upgrades as necessary.

Additional advantages:

Based on your complete data record, Fischer Panda technicians can provide you with fast assistance, since 90 % of the disturbances result from defects in the periphery.

Problems due to installation errors can be recognized in advance.

3.3.1 Technical support

Technical Support via the Internet: info@fischerpanda.de

3.3.2 Caution, important information for start-up!

1. The commissioning log shall be filled in immediately after initial operation and shall be confirmed by signature.
2. The commissioning log must be received by Fischer Panda GmbH at Paderborn within 4 weeks of initial operation.
3. After receiving the commissioning log, Fischer Panda will make out the official guarantee certificate and send it to the customer.
4. If warranty claims are made, the document with the guarantee certification must be submitted.

If the above requirements are not or only partly fulfilled, the warranty claim shall become void.

3.4 Safety Instructions - Safety First!

3.4.1 Safe operation



Careful handling of the equipment is the best insurance against an accident. Read the manual diligently, and make sure you understand it before starting up the equipment. All operators, regardless of their experience level, shall read this manual and additional pertinent manuals before commissioning the equipment or installing an attachment. The owner shall be responsible for ensuring that all operators receive this information and are instructed on safe handling practices.

3.4.2 Observe safety instructions!

Read and understand this manual and the safety instructions on the generator before trying to start up and operate the generator. Learn the operating practices and ensure work safety. Familiarise yourself with the equipment and its limits. Keep the generator in good condition.

3.4.3 Personal protective clothing (PPE)



For maintenance and repair work on the equipment, ***do not*** wear loose, torn, or ill-fitting clothing that may catch on protruding parts or come into contact with pulleys, cooling disks, or other rotating parts, which can cause severe injury.

Wear appropriate safety and protective clothing during work.

Do not operate the generator while under the influence of alcohol, medications, or drugs.



Do not wear head phones or ear buds while operating, servicing, or repairing the equipment.



3.4.4 Cleanliness ensures safety

Keep the generator and its environment clean.



Before cleaning the generator, shut down the equipment and secure it against accidental start-up. Keep the generator free from dirt, grease, and waste. Store flammable liquids in suitable containers only and ensure adequate distance to the generator. Check the lines regularly for leakage and eliminate leaks immediately as applicable.

3.4.5 Safe handling of fuels and lubricants

Keep fuels and lubricants away from naked fire.



Before filling up the tank and/or applying lubricant, always shut down the generator and secure it against accidental start-up.

Do not smoke and avoid naked flame and sparking near fuels and the generator. Fuel is highly flammable and may explode under certain conditions.

Refuel in well-ventilated open spaces only. If fuel/lubricant was spilled, eliminate fluids immediately.



Do not mix diesel fuel with petrol or alcohol. Such a mixture can cause fire and will damage the generator.

Use only approved fuel containers and tank systems. Old bottles and canisters are not adequate.

3.4.6 Exhaust fumes and fire protection

Engine fumes can be hazardous to your health if they accumulate. Ensure that the generator exhaust fumes are vented appropriately (leak-proof system), and that an adequate fresh air supply is available for the generator and the operator (forced ventilation).



Check the system regularly for leakage and eliminate leaks as applicable.

Exhaust gases and parts containing such fumes are very hot; they may cause burns under certain circumstances. Always keep flammable parts away from the generator and the exhaust system.

To prevent fire, ensure that electrical connections are not short-circuited. Check regularly that all lines and cables are in good condition and that there is no chafing. Bare wires, open chafing spots, frayed insulation, and loose cable connections can cause dangerous electric shocks, short-circuit, and fire.



The generator shall be integrated in the existing fire safety system by the operating company.

CALIFORNIA

Proposition 65 Warning

Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects, and other reproductive harm.



3.4.7 Safety precautions against burns and battery explosions

The generator and its cooling agents and lubricants as well as the fuel can get hot while the generator is operated. Use caution around hot components such as parts containing exhaust fumes, radiator, hoses, and engine block during operation and after the generator was shut down.



The cooling system may be pressurised. Open the cooling system only after letting the engine and the coolant cool down. Wear appropriate protective clothing (e.g. safety goggles, gloves).



Prior to operation, ensure that the cooling system is sealed and that all hose clamps are tightened.

The battery represents an explosion hazard, this applies both to the starter battery and the battery bank of the AGT generators. While batteries are being charged, a hydrogen-oxygen mixture is generated, which is highly explosive (electrolytic gas).



Do not use or charge batteries if the fluid level is below the MINIMUM marking. The life span of the battery is significantly reduced, and the risk of explosion increases. Refill to a fluid level between maximum and minimum level without delay.

Especially during charging, keep sparks and naked fire away from the batteries. Ensure that the battery terminals are tightly connected and not corroded to avoid sparking. Use an appropriate terminal grease.



Check the charge level with an adequate voltmeter or acid siphon. Contact of a metal object across the terminals will result in short-circuiting, battery damage, and high explosion risk.

Do not charge frozen batteries. Heat the batteries to +16 °C (61 °F) prior to charging.

3.4.8 Protect your hands and body from rotating parts!

Always keep the capsule closed while operating the generator.

To check the V-belt tension, always shut down the generator.



Keep your hands and body away from rotating parts such as V-belt, fans, pulleys, and flywheel. Contact can cause severe injury.

Do not run the engine without the safety devices in place. Prior to start-up, mount all safety devices securely and check for proper attachment and function.

3.4.9 Anti-freeze and disposal of fluids

Anti-freeze contains toxic substances. To prevent injury, wear rubber gloves and wash off any anti-freeze immediately in case of skin contact. Do not mix different anti-freeze agents. The mixture may cause a chemical reaction generating harmful substances. Use only anti-freeze that was approved by Fischer Panda.



Protect the environment. Collect drained fluids (lubricants, anti-freeze, fuel), and dispose of them properly. Observe the local regulations for the respective country. Ensure that no fluids (not even very small quantities) can drain into the soil, sewers, or bodies of water.



3.4.10 Implementation of safety inspections and maintenance

Disconnect the battery from the engine before performing service work. Affix a sign to the control panel - both the main and the corresponding slave panel - with the instruction “DO NOT START UP - MAINTENANCE IN PROGRESS“ to prevent unintentional start-up.



To prevent sparking due to accidental short-circuiting, always remove the earthing cable (-) first and reconnect it last. Do not start work until the generator and all fluids and exhaust system parts have cooled down.

Use only suitable tooling and appliances and familiarise yourself with their functions to prevent secondary damage and/or injury.



Always keep a fire extinguisher and a first aid box handy while performing maintenance work.

3.5 Warning and instruction signs

Keep warning and instruction signs clean and legible.

Clean the signs with water and soap and dry them with a soft cloth.

Immediately replace damaged or missing warning and instruction signs. This also applies to the installation of spare parts.

3.5.1 Special instructions and hazards of generators

The electrical installations may only be carried out by trained and qualified personnel!



The generator must not be operated with the cover removed.

If the generator is being installed without a sound insulation capsule, it must be ensured that all rotating parts (belt-pulley, belts etc.) are covered and protected so that there is no danger to life and body!



If a sound insulation covering will be produced at the place of installation, then easily visible signs must show that the generator must only be switched on while the capsule is closed.



All servicing, maintenance, or repair work may only be carried out when the motor is not running.

Electrical voltages above 50 volts are always dangerous to life. The rules of the respective regional authority must be adhered to during installation. For safety reasons, only an electrician may carry out the installation of the electrical connections of the generator.

3.5.1.1 Protective conductor and potential equalisation:

Electric voltage above 50 V may be life-threatening. Fort this reason systems are grounded with a protective conductor. In connection with a RCD the current supply will be disconnected in case of a failure.

Appropriate safety precautions like the RCD and corresponding fuses have to be provided by the customer to guarantee a save operation of the generator.

3.5.1.2 Protective conductor for Panda AC generators:

The generator is earthed“ as a standard (centre and ground are interconnected in the generator terminal box by a shunt). This is a basic first-level safety measure, which offers protection as long as no other measures are installed. Above all, it is designed for delivery and a possible test run.



This „neutralisation“ (Protective Earthing Neutral - PEN) is only effective if all parts of the electrical system are jointly „earthed“ to a common potential. The shunt can be removed if this is necessary for technical reasons and another protective system has been set up instead.

While the generator is being operated, the full voltage is applied to the AC control box, as well. Therefore, it is essential to ensure that the control box is closed and secured against touch while the generator is running.



The battery must always be disconnected if work on the generator or electrical system is to be carried out, so that the generator cannot be started up unintentionally.

3.5.1.3 Switch off all loads while working on the generator

All loads must be disconnected prior to working on the generator to avoid damage to the devices. In addition, the semiconductor relays in the AC control box must be disconnected in order to avoid the booster capacitors being activated during set-up. The negative terminal of the battery must be disconnected.

Capacitors are required to run the generator. These have two varying functions:

A) The working capacitors

B) The booster capacitors

Both groups are located in a separate AC control box.

Capacitors store electrical energy. High voltages may remain across the capacitor contacts even after they have been disconnected from the mains. As a safety precaution, do not touch the contacts. If the capacitors must be replaced or inspected, the contacts shall be short-circuited by connecting an electrical conductor to discharge potentially remaining potential differences.

If the generator is switched off normally, the working capacitors are automatically discharged via the winding of the generator. The booster capacitors are discharged by means of internal discharge resistors.

For safety reasons, all capacitors must be discharged through short-circuiting before work is carried out on the AC control box.

3.5.1.4 Potential equalisation for Panda AGT DC generators

For further information specific to your generator, see the chapter installation.

3.5.1.5 Safety instructions concerning cables

Cable types

It is recommended to use cables that are in compliance with the standard UL 1426 (BC-5W2) with type 3 (ABYC section E-11).

Cable cross-section

The cable shall be selected taking into account the amperage, cable type, and conductor length (from the positive power source connection to the electrical device and back to the negative power source connection).

Cable installation

It is recommended to install a self-draining cable conduit classified as V-2 or higher in compliance with UL 94 in the area of the cable guide inside the capsule. It must be ensured that the cable guide is not routed along hot surfaces such as the exhaust manifold or the engine oil drain screw but instead is installed free from any influence due to friction and crushing.

3.5.2 General safety instructions for handling batteries

These instructions shall apply in addition to the instructions of the battery manufacturer:



- While you are working on the batteries, a second person should be within earshot to help you if necessary.
- Keep water and soap ready in case battery acid is burning your skin.
- Wear eye protection and protective clothing. Do not touch your eyes while handling batteries.
- If you have acid splashes on the skin or clothing, wash them out with lots of water and soap.



- If acid sprays into your eyes, immediately flush them with clean water until no more burning is felt. Immediately seek medical assistance.
- Do not smoke near the batteries. Avoid naked fire. The area around batteries is a potentially explosive atmosphere.
- Ensure that no tools are dropped on the battery terminals; cover them as necessary.



- Do not wear jewellery or watches on your arms during installation that might short-circuit the battery. Otherwise, there is a risk of skin burns.
- Protect all battery contacts against accidental contact.
- For battery banks: Use only deep cycle batteries. Starter batteries are not suitable. Lead-acid gel batteries are recommended. They are maintenance-free, cycle stable, and do not release gases.



- Never charge a frozen battery.
- Avoid battery short-circuits.
- Ensure proper ventilation of the battery to vent gases that may be released.



- Battery connection terminals must be checked for proper seating before operation.
- Battery connection cables shall be installed with utmost care and shall be checked for excessive heating under load. Check the battery near vibrating components regularly for chafing and insulation defects.



ATTENTION! For battery charger generators (Fischer Panda AGT-DC)!

Prior to installation, verify that the voltage of the battery bank complies with the output voltage of the generator.

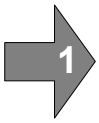
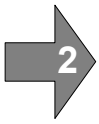
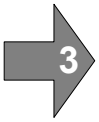


4. In case of Emergency First Aid







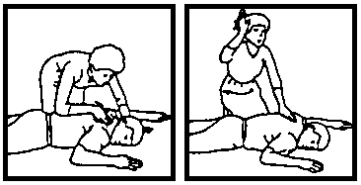
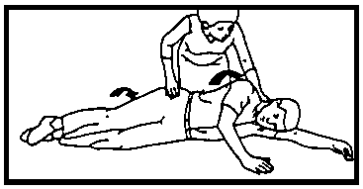
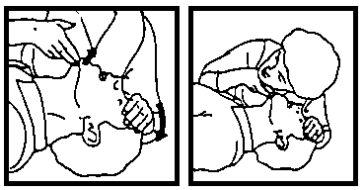
	First Aid in case of accidents by electrical shocks 5 Safety steps to follow if someone is the victim of electrical shock	
	Do not touch the injured person while the generator is running.	
	Switch off the generator immediately.	
	If you cannot switch off the generator, pull, push, or lift the person to safety using a wooden pole, rope or some nonconducting material.	
	Call an emergency doctor as soon as possible.	
	Immediately start necessary first aid procedures.	

4.1 WHEN AN ADULT STOPS BREATHING

DO NOT attempt to perform the rescue breathing techniques provided on this page, unless certified. Performance of these techniques by uncertified personnel could result in further injury or death to the victim.

Warning:



1 Does the Person Respond? Tap or gently shake victim. Shout, “Are you OK?“		2 Shout, “Help!“ Call people who can phone for help.
3 Roll Person onto Back. Roll victim towards you by pulling slowly.		
4 Open Airway. Tilt head back, and lift chin. Shout, “Are you OK?“		5 Check for Breathing. Look, listen, and feel for breathing for 3 to 5 seconds.
6 Give 2 Full Breaths. Keep head tilted back. Pinch nose shut. Seal your lips tight around victim's mouth. Give 2 full breaths for 1 to 1½ seconds each.		
7 Check for Pulse at side of Neck. Feel for pulse for 5 to 10 seconds.		8 Phone EMS for Help. Send someone to call an ambulance.
9 Begin Rescue Breathing. Keep head tilted back. Lift chin. Pinch nose shut. Give 1 full breath every 5 seconds. Look, listen, and feel for breathing between breaths.		10 Recheck Pulse Every Minute. Keep head tilted back. Feel for pulse for 5 to 10 seconds. If victim has pulse, not breathing, continue rescue breathing. If no pulse, begin CPR.

5. Basics

5.1 Intended use of the machine

The machine is only for use as an fixed installed electric generator in following applications:

- motor vehicles
- trailers and mobile containers
- inland water vessels/river boats
- ocean-going vessels

The power should produced and supplied in the on-board grid for off grid use only. Other or further use is not intended.

For the intended use, the designated limits of the machine and all safety related parameter must be respected. The limits of the machine should not be exceeded.

5.2 Purpose of the manual and description of the definitions of the trained persons/operators/users

This manual contains the working instructions and operating guidelines for the owner and user of Fischer Panda generators.

The manual is the base and the guideline for the correct installation and maintenance of Fischer Panda generators. It does not substitute the technical evaluation and should be used as an example guide only. The installation must be undertaken and proved by a suitable qualified/trained person and should be in accordance with the law as required by the country and special situation. All work has to be undertaken according to the state of the technology.

5.2.1 Trained persons

Qualified persons for the mechanical components are motor mechanics or persons with similar qualification and training.

Trained persons for the electrical components are electricians or persons with similar qualification and training.

After the installation the trained person has to instruct the operator/owner about the operation and maintenance of the generator. This must include the hazards of the generator use.

5.2.2 Operator/Owner

The operator is responsible for the operation of the generator.

After the installation, the operator/owner must be instructed concerning the operation and maintenance of the generator. This has to include the hazards during operation of the generator, different operating conditions, and instructions for the maintenance.

The operator/owner must read and follow the manual and must respect the hazard notes and safety instructions.

5.2.3 User

Users are persons, established by the operator/owner, to operate the generator.

The operator/owner has to ensure that the user has read and understood the manual and that all hazard notes and

safety instructions are respected. The user must be instructed by the operator/owner regarding his activity at the generator, especially concerning the maintenance.

5.3 Components of the i-system

1. Panda i-generator

Permanent magnet generator

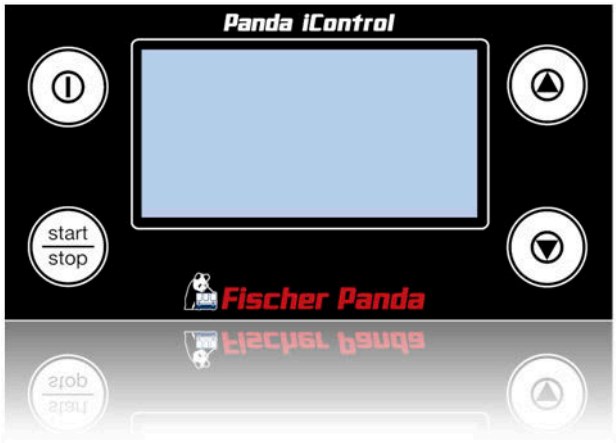
representative picture

Fig. 5.3-1: Panda i generator



2. Panel Panda iControl with electronic board at the generator

Fig. 5.3-2: iControl panel



3. Panda PMGi inverter AC/AC

representative picture

Fig. 5.3-3: PMGi inverter



4. Fischer Panda manual

The Fischer Panda manual contains the following components:

- Transparent sheet with general information, guarantee conditions, installation inspection, and service list.
- Generator manual
- Spare parts catalogue „Installation & Service Guide“
- Engine manual from the engine manufacturer
- Wiring diagram of the generator

Fig. 5.3-4: Manual



Optional components

Optional components could be for example:

- fuel pump
- installation kits

5.4 Panda transport box

5.4.1 Bolted Fischer Panda transport box

1. Remove the bolts for cover / sidewalls
2. Remove the cover
3. Remove the loose accessories
4. Remove the bolts for sidewalls / floor pallet
5. Remove the sidewalls
6. Open the generator attachment

5.4.2 Fischer Panda transport box with metal tab closure

1. Bend up the metal tab closures on the transport box lid
2. Remove the cover
3. Remove the loose
4. Bend open the metal tab closures at the bottom of the transport box
5. Remove the sidewalls
6. Open the generator attachment

5.5 Opening the MPL sound insulation capsule

To open the sound insulation capsule, the closures must be rotated roughly 180° counter-clockwise. Use a flat head screwdriver. Pull the sidewalls out by gripping into the slots.



representative picture

Fig. 5.5-1: Sound insulation capsule, side part



Closure locked

representative picture

Fig. 5.5-2: Closure locked



Closure open

representative picture

Fig. 5.5-3: Closure open



5.5.1 Opening the GFK sound insulation capsule

GFK sound insulation capsule with lash closures

representative picture

Fig. 5.5-1: Lash closures



To open the lash closures pull the handle in arrow direction and lift the lash of the closure pin. After lifting off the lashes, the sound isolation cover upper part can be removed.

representative picture

Fig. 5.5-2: Lash closures



5.6 Transport and loading/unloading

5.6.1 Transporting the generator

- The generator must always be upright for transport.
- For transport, the Fischer Panda transport box shall be used for the generator. The generator shall be securely attached to the bottom of the box.
- For loading/unloading, an adequate industrial truck shall be used.
- Depending on the transport distance (e.g. air cargo), the generator fluids (coolant, engine oil, fuel) may have to be drained. The corresponding instructions and warnings must be fitted to the transport packaging.

5.6.2 Loading/unloading of the generator

For loading/unloading the generator, appropriate ring eye bolts shall be installed in the holes in the support rails. The load bearing capacity of each ring eye bolt must at least equal the generator weight.

An adequate lifting yoke shall be used for transport/ loading.

Fig. 5.6.2-1: Lifting yoke (example)



5.7 Special service instructions and measures for extended machine downtimes and decommissioning

The decommissioning and storage must be undertaken and proved regarding the operation and storage situation.

Note:



Fischer Panda takes no responsibility for damage through wrong decommissioning and storage.

Downtimes are categorised in the following groups:

- Short downtime (1 to 3 months)
- Medium term downtime / hibernation (3 to 6 months)
- Extended downtime / decommissioning (more than 6 months)

5.7.1 Instructions for the starter battery for extended downtimes

Starter batteries

Self-discharge of batteries is a physical and chemical process and cannot be avoided even if the battery is disconnected

Note: Information starter battery



- For extended downtimes, the battery shall be disconnected from the genset.
- Charge battery regularly. Observe instructions of the battery manufacturer.

Depending on the battery type, check the acid level before charging and refill each cell up to the marking using distilled water as necessary.

Modern starter batteries are typically maintenance-free.

Deep discharge will damage the battery and can render it unusable.

Keep battery clean and dry. Clean battery poles (+ and -) and terminals regularly and coat with acid-free and acid-resistant grease. During assembly, ensure good contact of the terminal connections.

General limits for lead-acid batteries:

2.1 V / cell corresponds with full battery (charged).

1.95 V / cell corresponds with empty battery - recharge.

For a 12 V battery, the following applies:

- 11.7 V lower open-circuit voltage (battery empty), recharge battery.

- 12.6 V upper open-circuit voltage (full battery) - trickle charge full battery at 13.2 V.

For a 24 V battery, the following applies:

- 23.4 V lower open-circuit voltage (battery empty), recharge battery.

- 25.2 V upper open-circuit voltage (full battery) - trickle charge full battery at 26.4 V.

These values are based on a battery temperature of 20-25 °C. Observe the instructions from the battery manufacturer.

Fischer Panda recommends:

- Install battery circuit breaker and switch to OFF on the machine. (Cutting the battery circuit.)
- Secure the battery plus terminal close to the battery.
- Regularly check contacts for corrosion.

Note: Starter battery recommendation



5.7.2 Measures for short downtimes

Short downtime (1 to 3 months)

- Measure battery charge status based on open-circuit voltage.
- During downtimes >7 days, disconnect battery (e.g. battery main switch to position 0).
- Check the battery within 2 months and allow the engine to warm up for min. 10 min.
- Fill fuel tank to 100% (level to full).

5.7.3 Measures for medium term downtimes / hibernation

Medium term downtimes (3 to 6 months)

5.7.3.1 Courses for preservation:

- Check battery charge status and recharge regularly, roughly every 2 months, as necessary. Observe instructions of the battery manufacturer.
- Check cooling water anti-freeze level and refill as necessary.

  The anti-freeze agent must not be older than 2 years. The anti-freeze content shall be between 40 % and 60 % to ensure corrosion protection of the cooling water circuit. Top off coolant if necessary.

  If the cooling water is drained, e.g. after engine surface protection is applied, no water may remain inside the engine during the downtime. The control unit must be marked accordingly with a note specifying “NO COOLING WATER“.
- Drain engine oil as specified. Refill engine with preservative oil to the max. level on the oil dipstick.
- Drain diesel from tank and refill with a protective mixture (90 % diesel and 10 % preservative oil) (level to full).

Crank engine without start.

- Dismount V-belt as specified, wrap and store in a dry location. Protect against UV radiation.

Cover alternator apertures. **Attention!**

Cleaning fluids and preservatives must not enter the alternator. Risk of destroying the alternator.



- Clean engine as per manufacturer's instructions.
- Spray engine parts and V-belt disks with preservative.
- Clean air filter housing and spray with preservative (metal housing only).
- Close off intake and exhaust apertures (e.g. with tape or end caps).

Before recommissioning, remove preservatives and protective measures. **Attention!**



5.7.3.2 Measures for removing surface protection after medium term downtimes (3 to 6 months).

- Check battery charge status and recharge if necessary. Observe instructions of the battery manufacturer.
- Check cooling water anti-freeze level and cooling water level and refill as necessary.
- Drain engine oil. Replace oil filter and engine oil as per the specification.
- Remove preservatives from the engine with petroleum spirit.
- Degrease V-belt disks and mount V-belt according to instructions. Check V-belt tension!
- If applicable, open turbocharger oil pressure line and fill clean engine oil into channel.
- Hold engine stop lever in zero delivery position and crank engine manually several times.
- Clean air filter housing with petroleum spirit, check air filter and replace if necessary.
- Remove covers from exhaust aperture and intake apertures.
- Connect battery. Close battery main switch.
- Hold stop lever on generator motor in neutral position and crank starter for approx. 10 seconds. Then, pause for 10 seconds. Repeat this procedure 2 times.
- Perform visual check of the generator similar to initial commissioning and start up generator.

5.7.4 Measures for extended downtimes / decommissioning

Downtimes (more than 6 months)

5.7.4.1 Courses for preservation:

- Check battery charge status and recharge regularly, roughly every 2 months, as necessary. Observe instructions of the battery manufacturer.
- Check cooling water anti-freeze level and refill as necessary.

  The anti-freeze agent must not be older than 2 years. The anti-freeze content shall be between 40 % and 60 % to ensure corrosion protection of the cooling water circuit. Top off coolant if necessary.

  If the cooling water is drained, e.g. after engine surface protection is applied, no water may remain inside the engine during the downtime. The control unit must be marked accordingly with a note specifying “NO COOLING WATER“.
- Drain engine oil as specified. Refill engine with preservative oil to the max. level on the oil dipstick.
- Drain diesel from tank and refill with a protective mixture (90 % diesel and 10 % preservative oil) (level to full).

Crank engine without start.

- Dismount V-belt as specified, wrap and store in a dry location. Protect against UV radiation.
- Disconnect battery. Coat terminals with acid-free grease.

Cover alternator apertures. **Attention!**

Cleaning fluids and preservatives must not enter the alternator. Risk of destroying the alternator.



- Clean engine as per manufacturer's instructions.
- Spray engine parts and V-belt disks with preservative.
- Clean air filter housing and spray with preservative (metal housing only).
- Spray preservative on intake and exhaust side of exhaust turbocharger (where applicable) and reconnect the lines.
- Remove valve cover and spray inside of valve cover, valve stems, springs, rocker, etc. with preservative oil.
- Remove injection nozzle and coat cylinder surface with preservative oil. Hold stop lever in zero delivery position and crank engine manually several times. Refit injection nozzles with new seals (at an operation hour of min. 100 hours after the last change). Observe torque values.
- Spray radiator cover and tank cover or radiator cover on expansion tank lightly with preservative oil and refit.
- Close off intake and exhaust apertures (e.g. with tape or end caps).

For storage for more than 12 months, the preservation measures shall be checked annually and supplemented as necessary. **Note:**



Before recommissioning, remove preservatives and protective measures. **Attention!**



5.7.4.2 Measures for removing surface protection after extended downtimes / recommissioning (over 6 months):

- Check battery charge status and recharge if necessary. Observe instructions of the battery manufacturer.

- Check cooling water anti-freeze level and cooling water level and refill as necessary.
- Drain engine oil. Replace oil filter and oil as per the specification.
- Remove preservatives from the engine with petroleum spirit.
- Degrease V-belt disks and mount V-belt according to instructions. Check V-belt tension!
- If applicable, open turbocharger oil pressure line and fill clean engine oil into channel.
- Hold engine stop lever in zero delivery position and crank engine manually several times.
- Clean air filter housing with petroleum spirit, check air filter and replace if necessary.
- Remove covers from exhaust aperture and intake apertures.
- Connect battery. Close battery main switch.
- Hold stop lever on generator motor in neutral position and crank starter for approx. 10 seconds. Then, pause for 10 seconds. Repeat this procedure 2 times.
- Perform visual check of the generator similar to initial commissioning and start up generator.

Fischer Panda recommends:

After extended downtimes, a full 150 h inspection as per the inspection list should be performed.

Note:



6. The Panda Generator

6.1 Type plate at the Generator

Fig. 6.1-1: Type plate

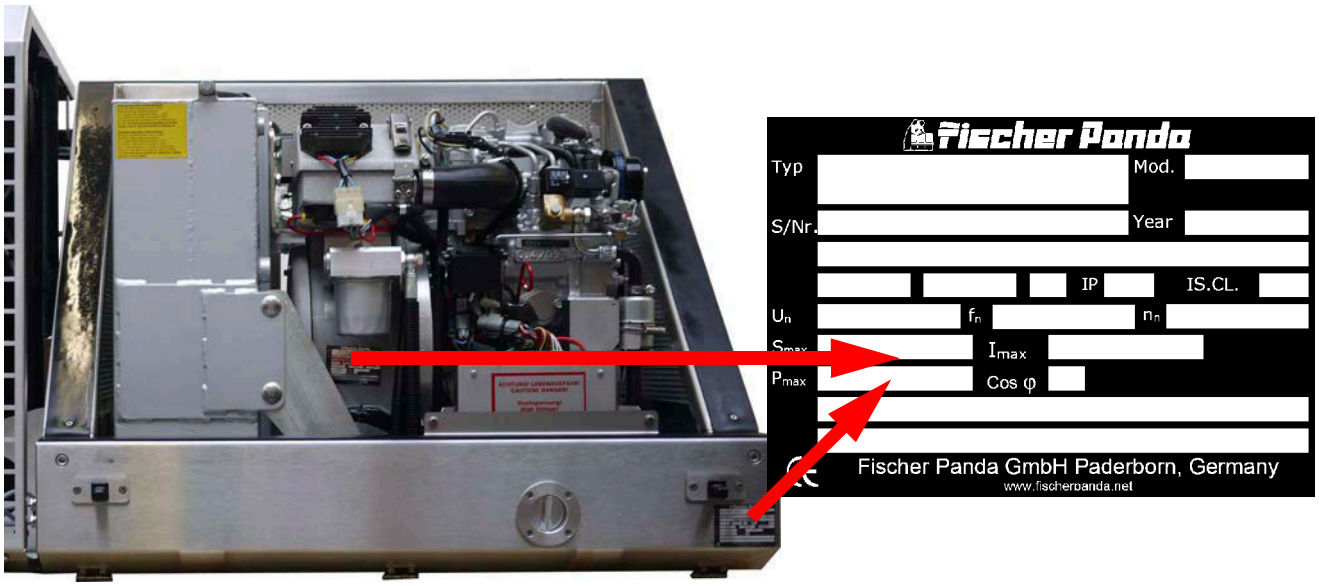
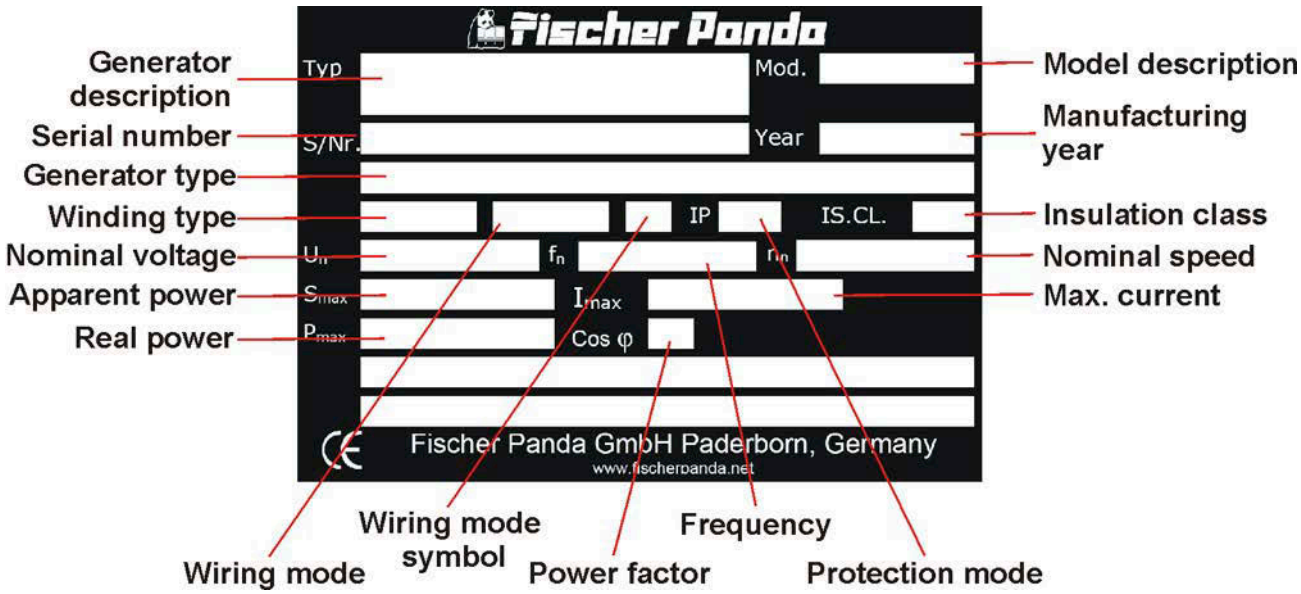


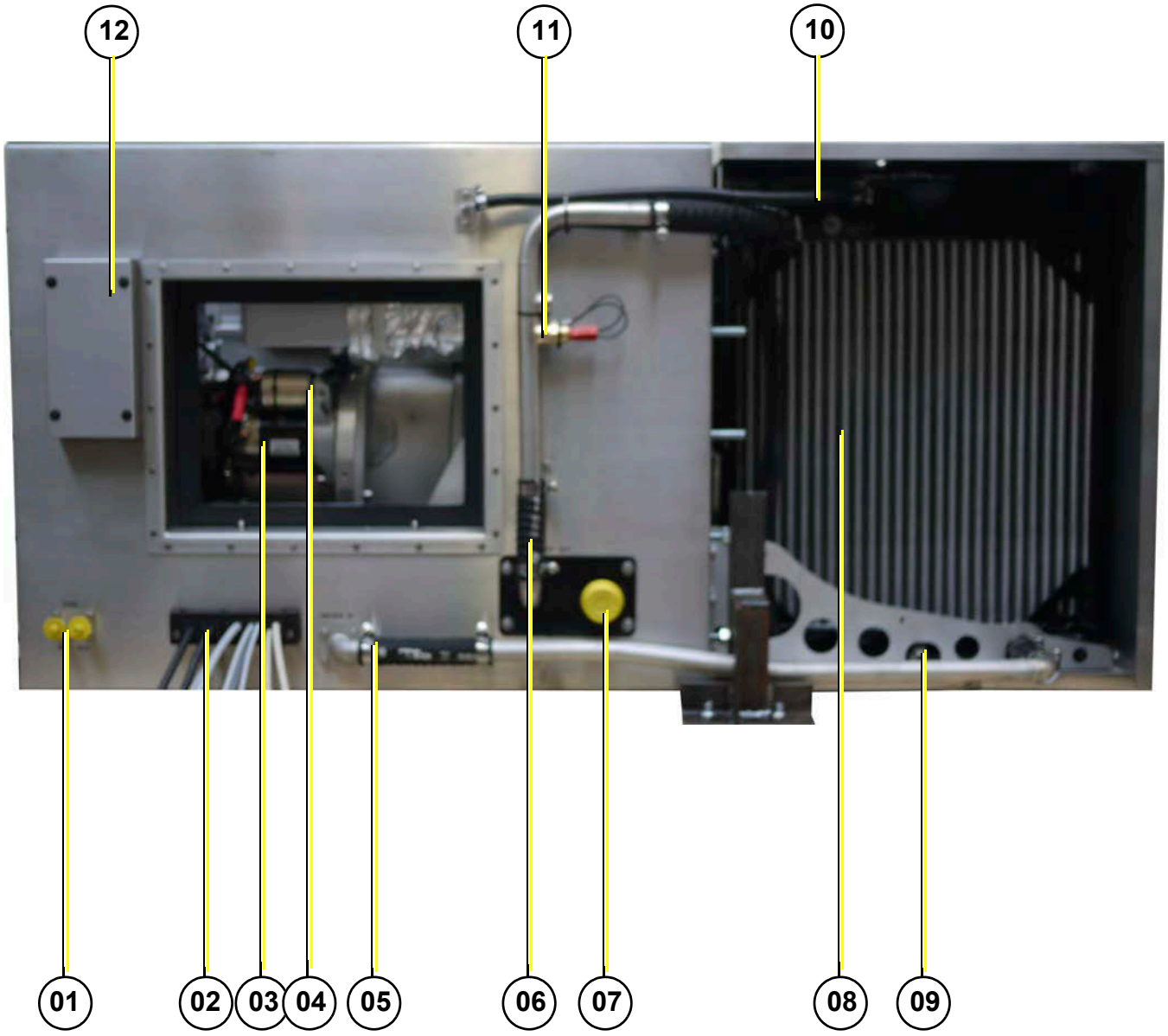
Fig. 6.1-2: Discription type plate



6.1.1 Description of the generator

6.1.2 Right side view

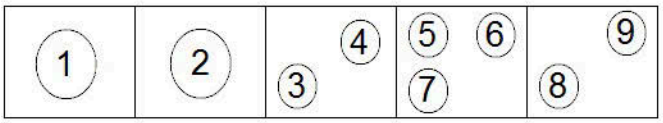
Fig. 6.1.2-1: Right side view



01) Fuel intake/backflow
02) Icotek - see “Icotek Kel” on page 35.
03. Starter motor
04) Solenoid for starter motor
05) Backflow from Radiator (ccold side)
06) Preflow to Radiator (hot side)
07) Exhaust out
08) Radiator
09) Cooling water drain cock
10) Deaerating line
11) Temp switch/sensor for Radiator control
12) Air intake

6.1.3 Icotek Kel

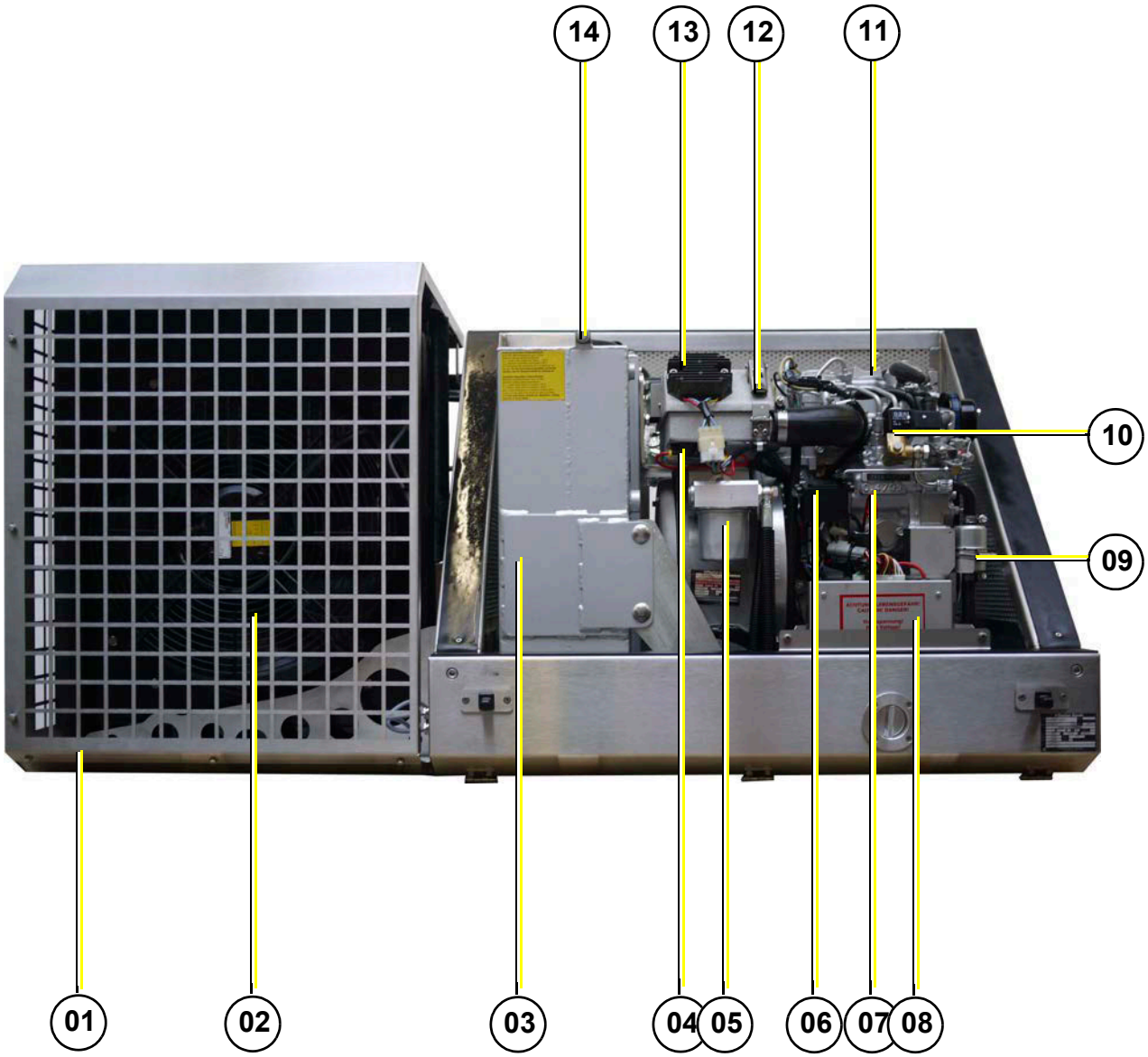
Fig. 6.1.3-1: Icotek Kel



01 Starterbattery - (negative) Cabel
02 Starterbattery + (positive) Cabel
03 Fuel pump
04 AC out (to PMGi)
05 Fan control DP+ (DC)
06 Temp switch/sensor for fan control
07 Cable for radiator fan power supply
08 iControl2 Panel Cabel
09 FP-Bus to PMGi

6.1.4 Left side view

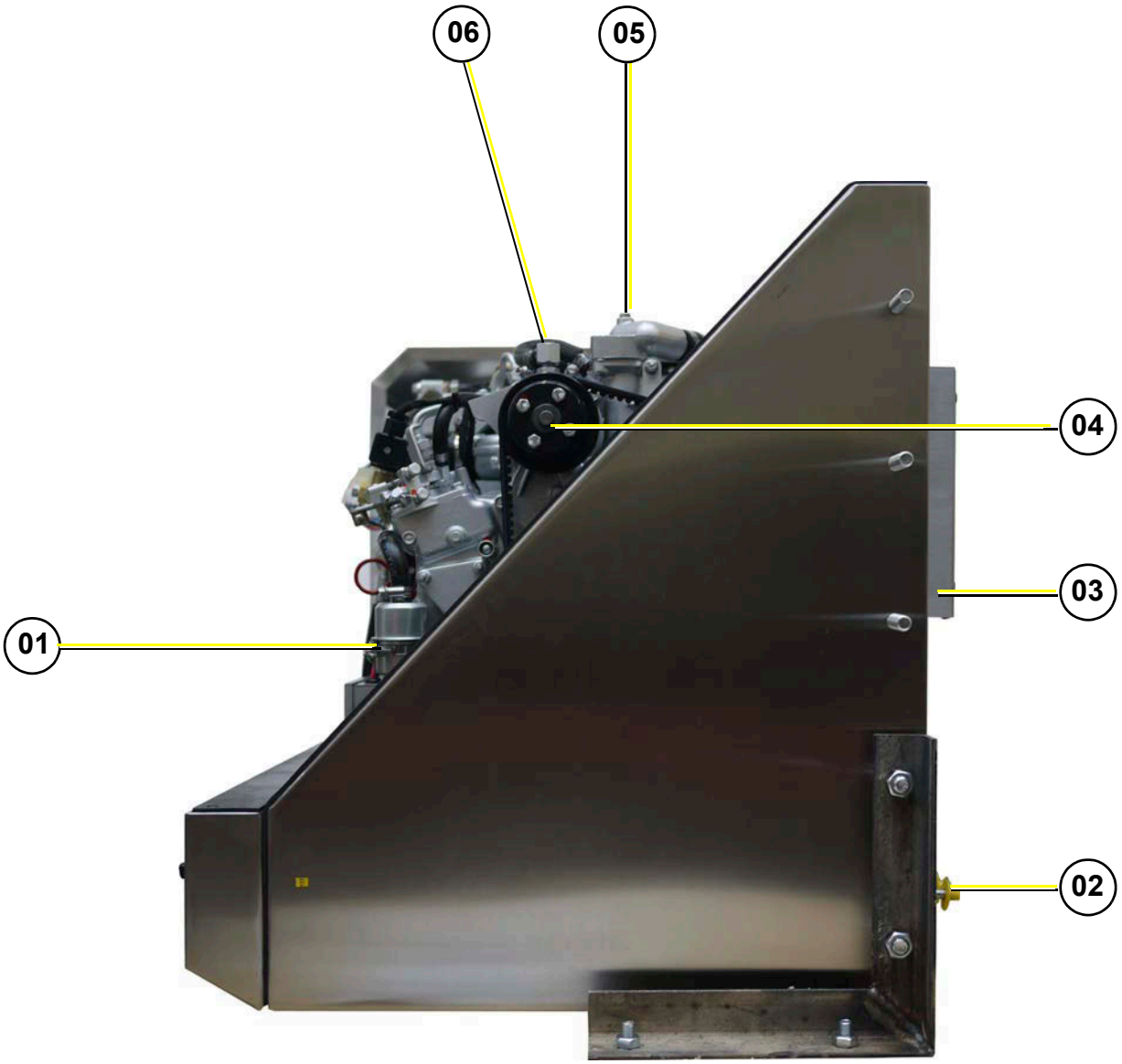
Fig. 6.1.4-1: left side view



01) Radiator housing
02) Fan at radiator
03) Silencer, water cooled
04) DC fuse
05) Oilfilter
06) Servo for rpm regulation
07) Oildipstick
08) Housing with iControl electronic board (DO NOT OPEN)
09) Fuel filter
10) Fuel solonoid valve
11) Oil filler neck
12) Air filter housing with air filter
13 DC load converter for DC alternator/dynamo
14) Dearating screw at silencer

6.1.5 Front side view

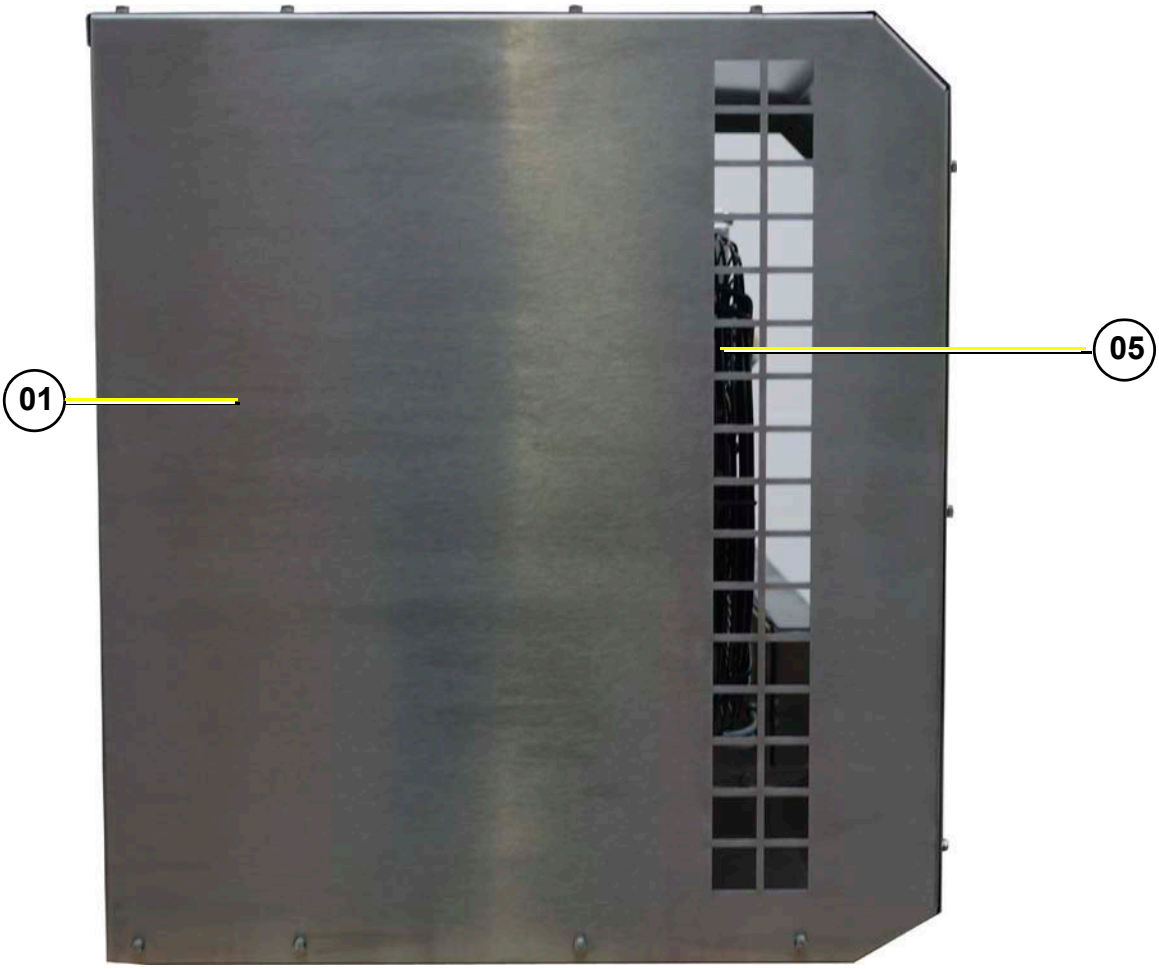
Fig. 6.1.5-1: Front side view



01) Fuel filter
02) Fuuel intake / Fuel backflow
03) Air intake
04) Pully for water pump
05) Deaerating screw water pump
06) Deaerating screw thermostat housing

6.1.6 Back side view

Fig. 6.1.6-1: Back side view

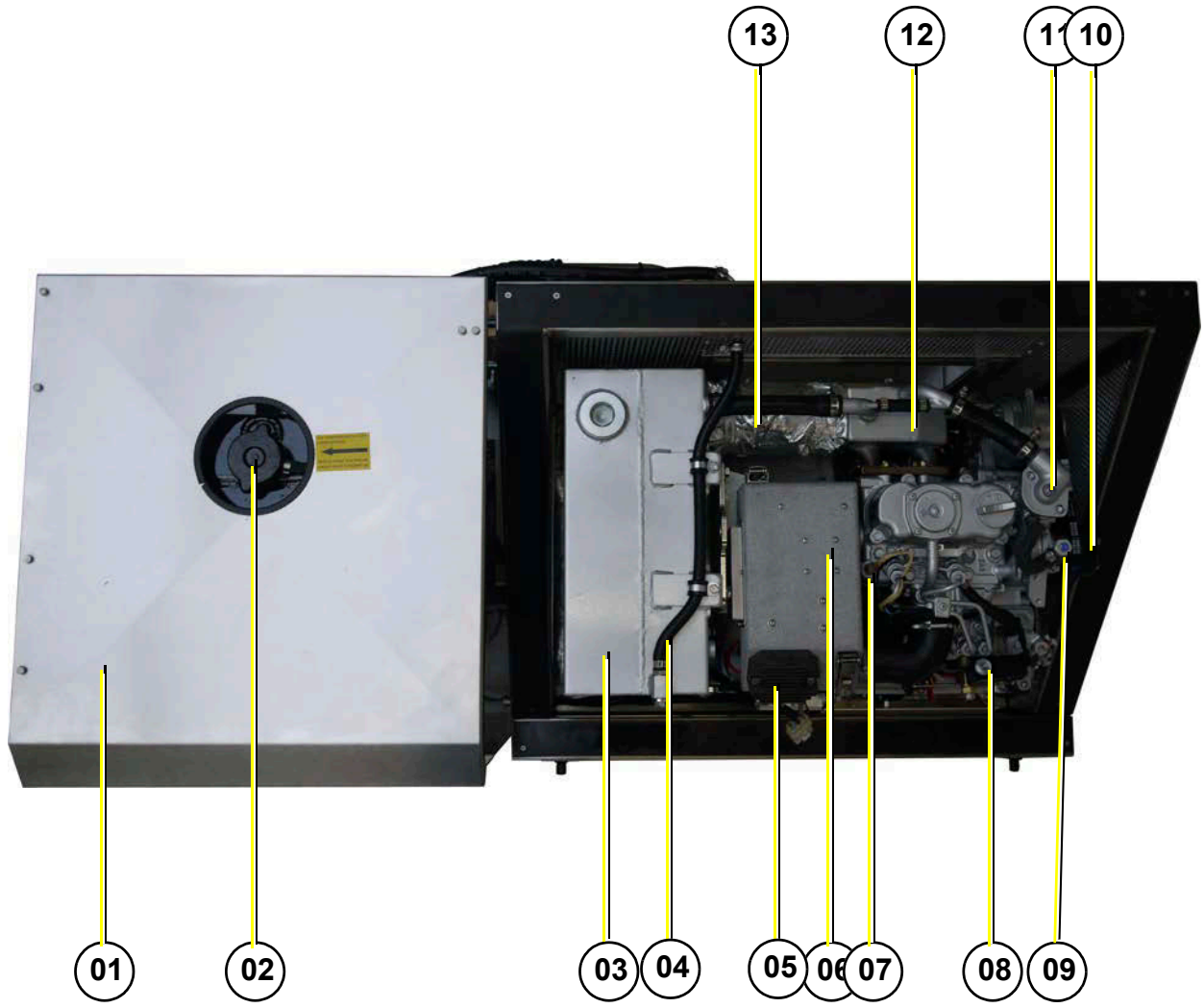


01) Radiator housing

02) Air grill with fan

6.1.7 View from above

Fig. 6.1.7-1: View from above



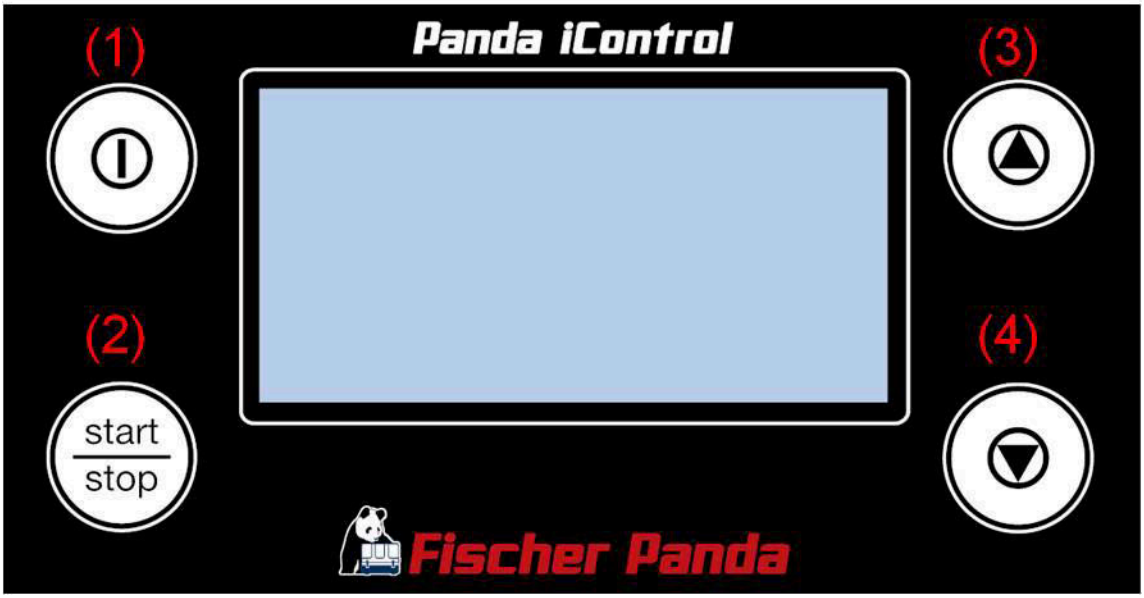
01 Radiatorhousing
02 Cooling water filling neck
03 Silencer, water cooled
04 Deaerating line
05 DC load converter for DC alternator/dynamo
06 Air filter housing with air filter
07 Temp switch at cylinder head
08 Fuel solenoid valve
09 Deaerating screw at water pump
10 Pully for water pump
11 Dearating screw thermostat housing
12 Exhaust elbow, water cooled
13) Compensator under heat isolation

6.1.8 The Panda iControl2 panel

The "Panda iControl2 panel" control panel is the control and display unit for the Panda iControl2 control system and represents the interface between the user and the Panda iControl2 controller. The integrated display serves to present the most important data of the system as well as warnings and error messages.

The control panel is equipped with four buttons for operating the Panda iControl2 controller:

Fig. 6.1.8-1: Panda iControl 2 panel



1. *On/Off button:* Switching the Panda iControl2 controller on and off
2. *Start/Stop button:* Starting and stopping the generator, confirming values in selection menus (Enter key)
3. *Cursor-up button* Switching between display screens (up), counting values up in selection menus
4. *Cursor-down button* Switching between display screens (down), counting values down in selection menus.

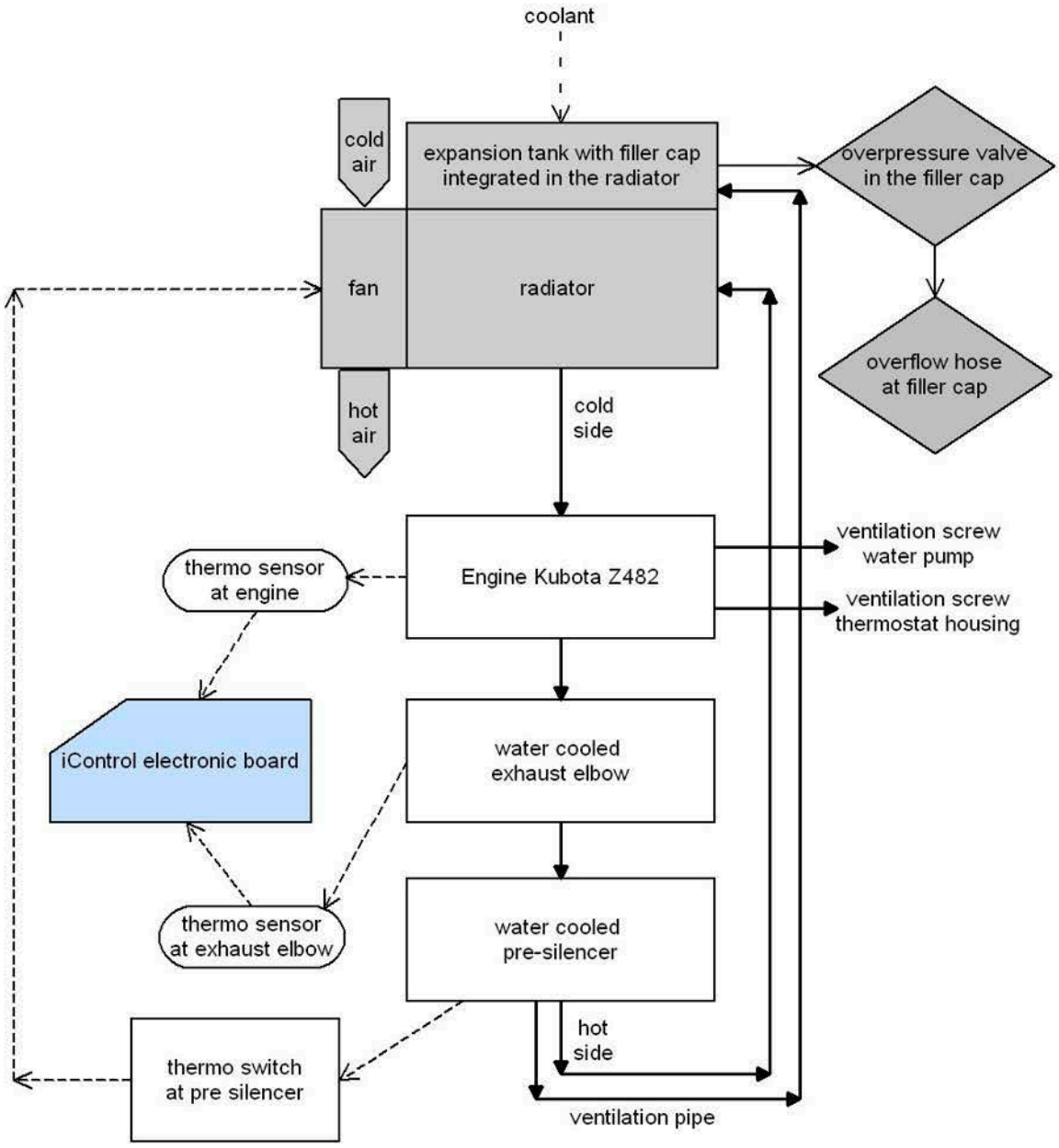
See remote control panel data sheet for details!

Notice!



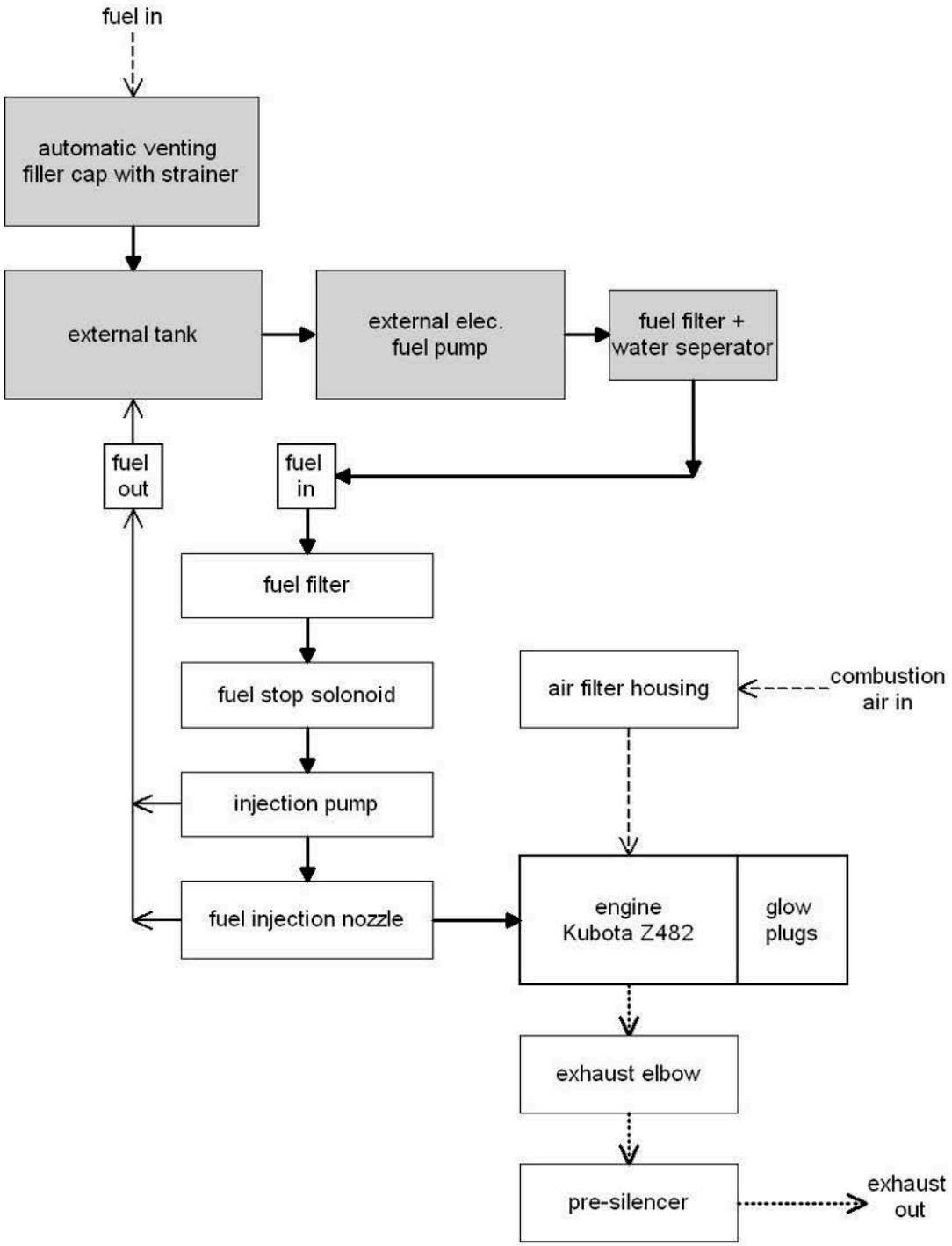
6.1.9 The cooling system

Fig. 6.1.9-1: Cooling system



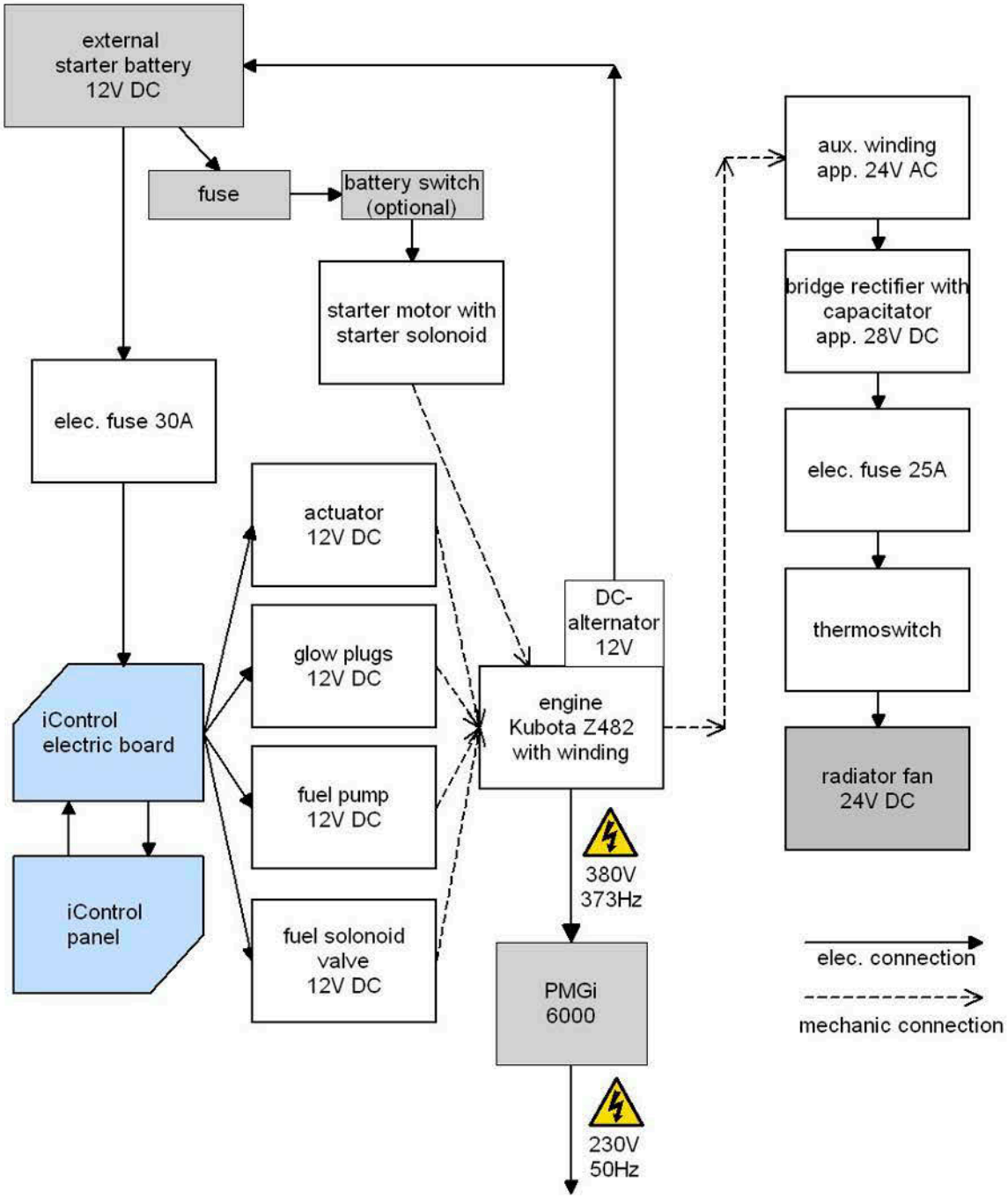
6.1.10 Components of the fuel, air intake and exhaust system

Fig. 6.1.10-1: Fuel, air intake and exhaust system



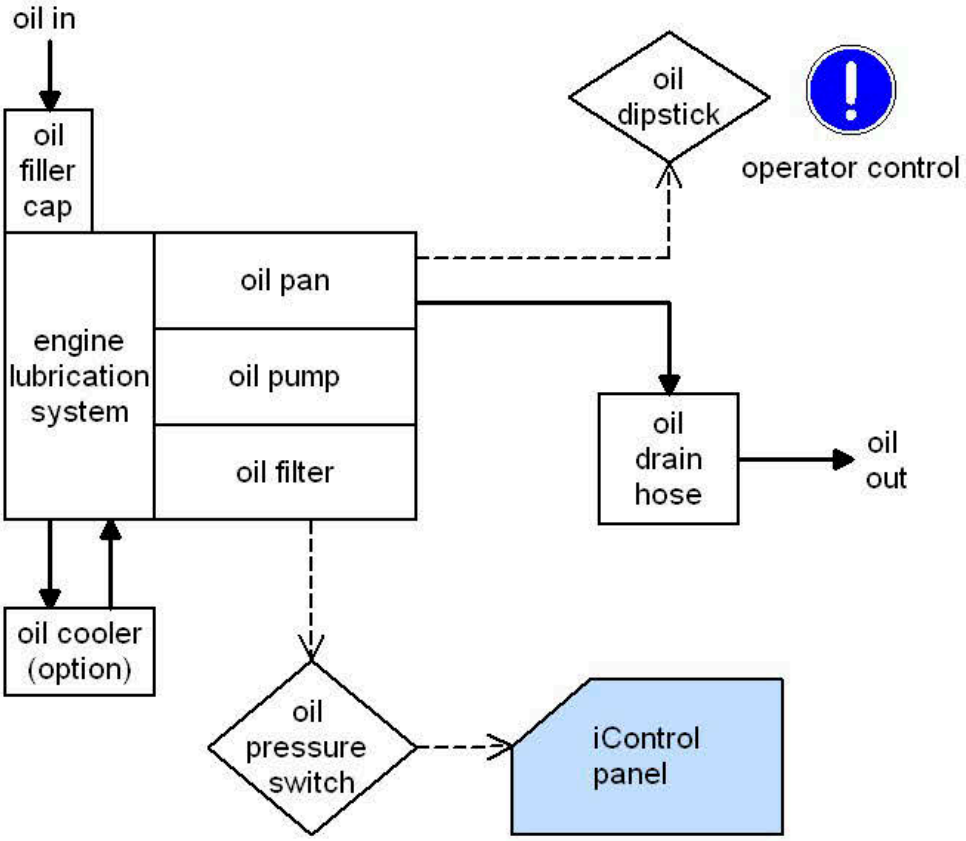
6.1.11 Components of the electrical system

Fig. 6.1.11-1: Electrical system



6.1.12 Components of the lubrication system

Fig. 6.1.12-1: Lubrication system



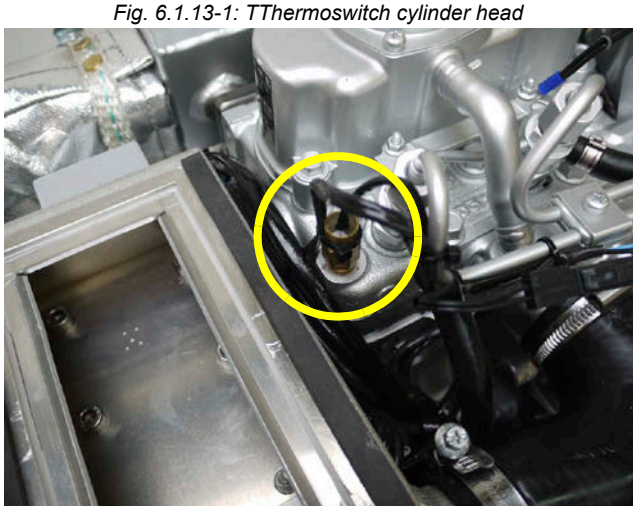
6.1.13 Sensors and switches for operating surveillance

hermoswitch cylinder head

The thermo-switch at the engine is used for monitoring the engine temperature.

representative picture

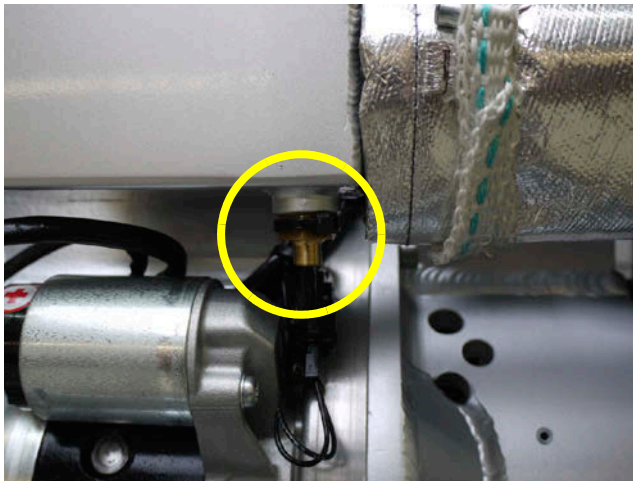
Fig. 6.1.13-1: TThermoswitch cylinder head



Thermossensor exhaust elbow

representative picture

Fig. 6.1.13-2: Thermosensor exhaust elbow



Thermoswitch pre-silencer

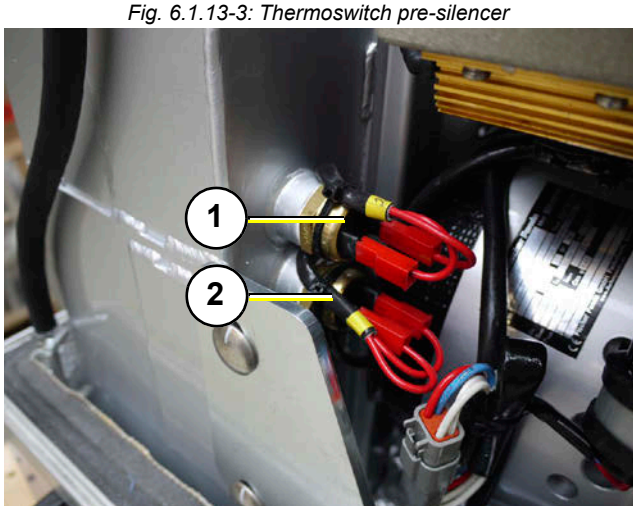
At this point the cooling water has normal the highest temp.

1. 82°C/77°C

2. 75°C/70°C

representative picture

Fig. 6.1.13-3: Thermoswitch pre-silencer

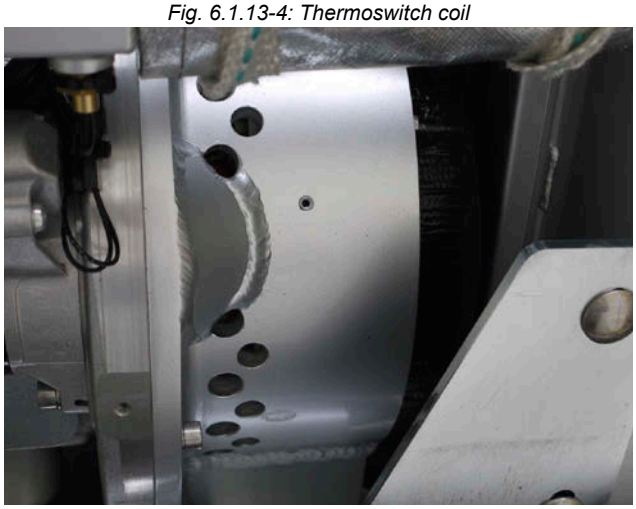


Thermoswitch coil

Another thermoswitch is located in the stator coil.

representative picture

Fig. 6.1.13-4: Thermoswitch coil

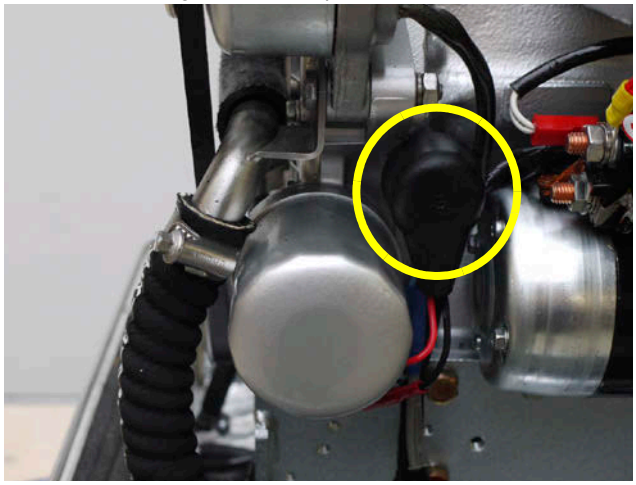


Oil pressure switch at the engine

In order to be able to monitore the lubricating oil system, an oil pressure switch is built into the system.

representative picture

Fig. 6.1.13-5: Oil pressure switch



6.2 Operation Instructions - See Panda iControl panel manual

6.2.1 Daily routine checks before starting - See Panda iControl panel manual

6.2.2 Starting Generator - See Panda iControl panel manual

6.2.3 Stopping the Generator - See Panda iControl panel manual

EC Declaration of conformity

in accordance with EC Machine Directive 2006/42/EC, Annex II A

Manufacturer	Fischer Panda GmbH Otto-Hahn-Straße 40 33104 Paderborn
Product	Fischer Panda Diesel Generator
Product Type	G 08000i PVK-UK 270-370-3 M4
Part No.	0005537
Year of manufacture	2024-
Function description	The Fischer Panda diesel generator is intended solely for use as a permanently-installed power generator in (vehicles, trailers and mobile containers) (inland waterway vessels) (seagoing vessels).

We hereby declare that this machine, on the basis of its design and construction and in the version that we have brought to market complies with the fundamental safety and health requirements of the following European and North American directives and regulations:

(EU) 2016/1628	Regulation concerning requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery
(EU) 517/2014	Regulation concerning fluorinated greenhouse gases and repealing Regulation (EC) No 842/ 2006
(EC) 661/2009	Regulation concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefore
2014/30/EU	Directive relating to electromagnetic compatibility
2014/35/EU	Low-voltage Directive
2006/42/EC	Machinery Directive
2005/88/EC	Amendment to Directive 2000/14/EC concerning the approximation of the laws of the Member States relating to the noise emission in the environment by equipment for use outdoors
2002/88/EC	Directive concerning measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery

This machine complies with the following standards and conventions:

DIN EN ISO 8528-13:2017-03	Alternating current generator sets driven by a reciprocating internal combustion engine - Part 13: Safety
DIN EN ISO 12100:2010	Safety of Machines - general design principles - risk assessment and risk reduction
DIN ISO 6826:2000-05	Reciprocating internal combustion engines - Fire protection
DIN EN 60034-1:2015-02	Rotating electrical machines - Part 1 Standard methods for determining losses and efficiency from tests
DIN EN 60204-1:2014-10	Safety of machines - electrical equipment of machines - Part 1: General requirements
ISO 3046-1:2002-05	Reciprocating internal combustion engines - Performance - Part 1: Declarations of power, fuel and lubricating oil consumptions, and test methods - Additional requirements for engines for general use
ISO 3046-3:2006-06	Reciprocating internal combustion engines - Performance - Part 3: Test measurements
ISO 3046-4:2009-12	Reciprocating internal combustion engines - Performance - Part 4: Governor
ISO 3046-5:2001-12	Reciprocating internal combustion engines - Performance - Part 5: Torsional vibrations
ISO 3046-6:1990-10	Reciprocating internal combustion engines - Performance - Part 6: Over-speed protection

ISO 8178-1:2017-04	Reciprocating internal combustion engines - Exhaust emission measurement - Part 1: Test-bed measurement systems of gaseous and particulate emissions
ISO 8178-4:2017-04	Reciprocating internal combustion engines - Exhaust emission measurement - Part 4: Steady-state and transient test cycles for different engine applications
DIN 6280-10:1986-10	Reciprocating internal combustion engines; generating sets with reciprocating internal combustion engines; small power generating sets; requirements and tests
MARPOL 73/78	International Convention for the Prevention of Pollution from Ships, 1973
2011/65/EU	Restriction of the use of certain hazardous substances in electrical and electronic equipment

Emission

DIN EN 55014-1:2018-08; VDE 0875-14-1	Electromagnetic compatibility – Requirements for household appliances, electric tools and similar apparatus
DIN EN 55016-1-2:2019-10; VDE 0876-16-1-2:2019-10	Electromagnetic compatibility – Requirements for household appliances, electric tools and similar apparatus
DIN EN 55016-2-1:2019-11; VDE 0877-16-2-1:2019-11	Electromagnetic compatibility – Requirements for household appliances, electric tools and similar apparatus
DIN EN 55016-2-3:2020-11; VDE 0877-16-2-3:2020-11	Requirements for radio interference and immunity measuring apparatus and methods as well as methods of measurement of interference (radio interference) and immunity
DIN EN IEC 61000-6-4:2020-09; VDE 0839-6-4:2020-09	Electromagnetic Compatibility (EMC)

Immunity

DIN EN 61000-4-2:2009-12; VDE 0847-4-2:2009-12	Electromagnetic Compatibility (EMC) - Testing and measurement techniques – Electrostatic discharge immunity test
DIN EN 61000-4-3:2011-04; VDE 0847-4-3:2011-04	Electromagnetic Compatibility (EMC) - Immunity test in respect of high-frequency electromagnetic fields
DIN EN 61000-4-4:2013-04; VDE 04/04/0847:2013-04	Electromagnetic Compatibility (EMC) - Testing and measurement techniques - Immunity test in respect of electrical fast transients
DIN EN 61000-4-6:2014-08; VDE 06/04/0847:2014-08	Electromagnetic Compatibility (EMC) - Testing and measurement techniques - Immunity test in respect of conducted interference induced by high-frequency fields

The person authorized to compile the technical file

Sören Hupe

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33104 Paderborn

Paderborn, _____01.10.2024_____	
Place, date	Dipl.-Ing. Stephan Backes (Managing Director)
Paderborn, _____01.10.2024_____	
Place, date	Boris Schönberger (Authorised signatory)

8. Installation Instructions

All connections (hoses, wires etc) and installation instructions are designed and suited for “standard” installation situations.

In situations where Fischer Panda has no detailed information concerning certain installation requirements (such as vehicle specifications, maximum vehicle speed -and all other conditions concerning special operating situations) the installation instructions should be used as an example guide only.

Attention!



The installation must be undertaken and proved by a suitable qualified/trained person and may in accordance with the law as required by the country and special situation.

Damages caused by faulty or incorrect installation are not covered by the warranty.

8.1 Personal requirements

The described installation must be done by a technical trained person or a Fischer Panda service point.

8.1.1 Hazard notes for the installation

see “Safety Instructions - Safety First!” on page 16.

Follow the general safety instruction at the front of this manual.

Notice!



Danger for life! Working at a running generator can result in severe personal injury.

The generator can be equipped with a automatic start device. This means, an external signal may trigger an automatic start-up. To avoid an unexpected starting of the generator, the starter battery must be disconnected before working at the generator.

Danger! Automatic start-up



Improper installation can result in severe personal injuries or material damage.

- Always undertake installation work when the generator is switched off.
- Ensure there is sufficient installation clearance before start working.
- Ensure tidiness and cleanliness at the workplace. Loose components and tools lying around or on top of each other are sources of accidents.
- Only perform installation work using commercially available tools and special tools. incorrect or damaged tools can result injuries.

Warning! Risk of injury



Oil and fuel vapours can ignite on contact with ignition sources. Therefore:

- No open flames during work on the generator.
- Do not smoke.
- Remove oil and fuel residues from the generator and floor.

Warning! Danger of fire



Contact with engine oil, antifreeze and fuel can result in damage to health.Therefor:

- Avoid skin contact with engine oil, fuel and antifreeze.
- Remove oil and fuel splashes and antifreeze from the skin immediately.
- Do not inhale oil and fuel vapours.

Danger! Danger of poisoning



Danger for Life. Improper handling, operation, installation and maintenance can result in severe personal injury and/or material damage.

Electrical voltages above 48 volts (battery chargers greater than 36 volts) are always dangerous to life). The rules of the respective regional authority must be adhered to. Only an electrician may carry out installation of the electrical connections for safety reasons.

Attention! Danger to Life - High voltage



Generator, oil and antifreeze can be hot during/after operation. Risk of severe burns.

Warning! Hot surface/material



Batteries contain diluted sulphuric acids and bases

Incorrect use can warm up and burst the batteries. Diluted sulphuric acid / base can escape. Under unfavourable conditions there is a risk of explosion

Observe the instructions from your battery manufacturer.

Warning!



During Installation/maintenance personal protective equipment is required to minimize the health hazards.

- Protective clothing
- safety boots
- protective gloves
- Ear defender
- safety glasses

Instruction! Personal protective equipment necessary.



Disconnect all load during the work at the generator to avoid damages at the load.

Attenion! Disconnect all load



8.2 Environmental protection

National exhaust emission regulations must be verified with engine specification.

Engine liquids/batteries are harmful for the environment.

Collect discharged engine liquids and dispose it properly.

Batteries should be disposed properly.

Environmental protection!



8.3 Fuel system installation

8.3.1 The following items need to be installed:

- Fuel supply pump (DC)
- Pre-filter with water separator (not part of the delivery)
- Fine particle fuel filter
- Non return valve (not part of the delivery)
- Return fuel line to fuel tank (unpressurized)

The external Fuel pump should be installed near the tank.

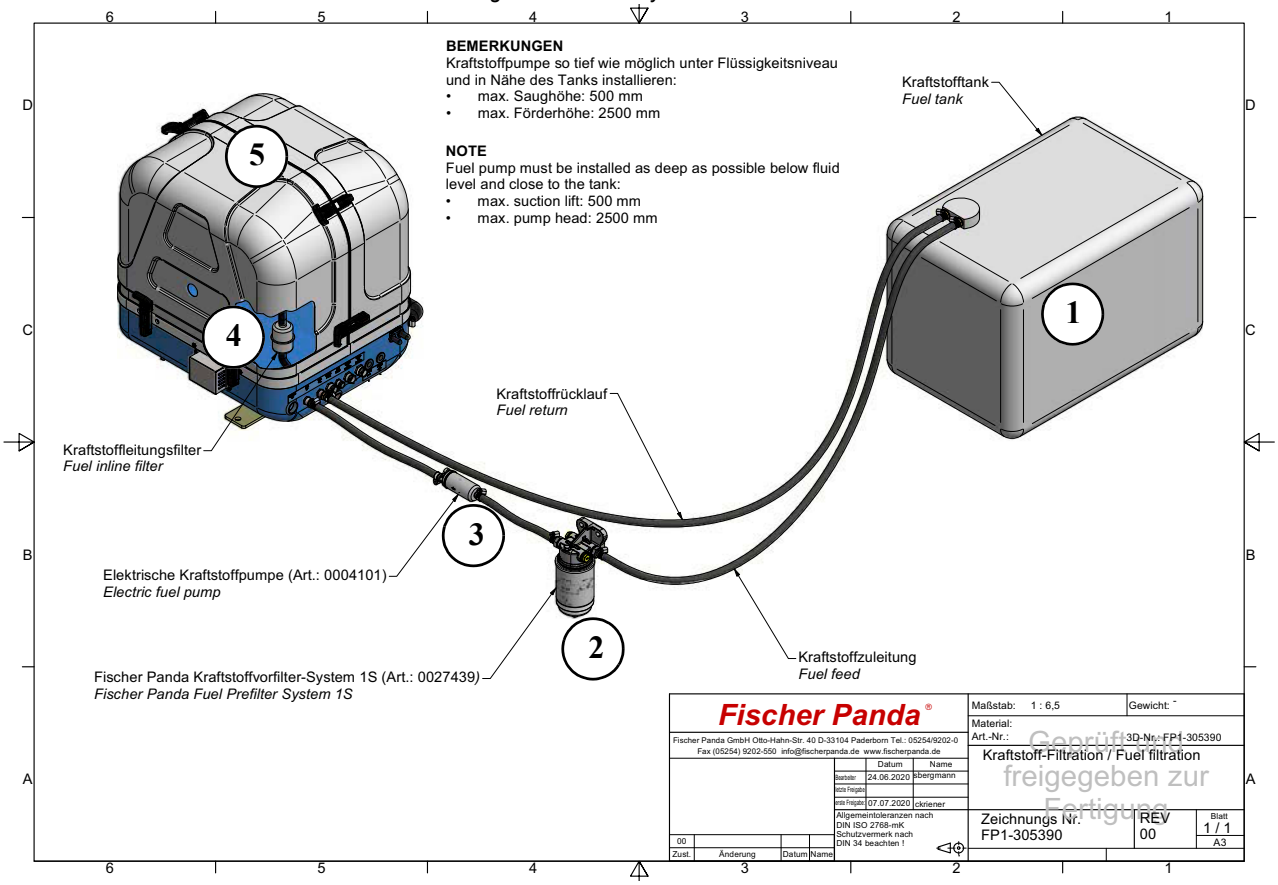
Electrical fuel pump

With the Fischer Panda generator is usually supplied an external, electrical fuel pump (DC). The fuel pump must be installed close at the fuel tank. The electrical connections is prepared at the generator.

Fig. 8.3.1-1: electrical fuel pump



Fig. 8.3.1-2: Fuel system - scheme



1. Fuel tank
2. external fuel prefilter with water separator
3. external fuel pump
4. Fuel inline filter
5. Generator

8.3.2 Connection of the fuel lines at the tank

General fuel feed and return line must be connected to the tank at separate connection points.

Note:



Connection of the return pipe to the tank

The return pipe connected to the tank must be dropped to the same depth as the suction pipe, if the generator is mounted higher than the tank, in order to prevent fuel running back into the tank after the motor has been switched off, which can lead to enormous problems, if the generator is switched off for a long period.

Non-return valve in the suction pipe

A non-return valve must be fitted to the suction pipe, which prevents the fuel flowing back after the generator has been switched off, if it is not possible to use the return flow pipe as a submerge pipe placed in the tank. The instructions „Bleeding Air from the Fuel System“ must be read after initial operation or after it has stood still for a long period, in order to preserve the starter battery.

Non-return valve for the fuel return pipe

Attention!



If the fuel tank should be installed over the level of the generator (e.g. daily tank), then a non-return valve must be installed into the fuel return pipe to guarantee that through the return pipe no fuel is led into the injection pump.

8.3.3 Position of the pre-filter with water separator

Additionally to the standard fine filter a pre-filter with water separator must be installed outside of the sound insulation capsule in the fuel system line (not included in the delivery).

Fig. 8.3.3-1: Fischer panda fuel pre-filter S1 with water separator



8.4 Generator DC system installation

The Panda generators from 6000 upwards have their own dynamo to charge a DC starter battery.

It is recommended to install an additional starter battery for the generator.

The generator is then independent from the remaining battery set. This enables you to start the genset at any time with its own starter battery even if the other batteries are discharged. A further advantage of a separate starter battery is that it isolates the generator's electric system from the rest of the boat's DC system, i.e. minus pole (-) is not connected electrically to Earth/Ground.

The generator is then Earth/Ground free.

8.4.1 Connection of the starter battery block

IAn own separate starter battery must be installed for the generator.

The positive cable (+) of the battery is attached directly at the solenoid switch of the starter motor. The negative cable (-) of the battery is attached underneath the starter motor at the engine mount.

Panda Generators Panda 6000 and higher normally provided with an alternator/dynamo to charge the starter battery. At generators without alternator/dynamo it is needed to charge the starter battery with an external battery charger.

NOTE:



Make sure that the voltage of the starter battery fits to the start system voltage

ATTENTION!



f.e. 12 V starter battery for a 12 V start system

f.e. 24 V starter battery for a 24 V start system (2x12 V batteries in a row)

To avoid large voltage drops the battery should be installed as near as possible to the generator. The positive terminal of the battery is attached at the red cable, the negative pole at the blue cable.

NOTE:



It must be guaranteed that first the cables are attached at the generator and then at the battery.

ATTENTION: Consider correct connection sequence

Battery connection

ATTENTION: Right connection of the battery.

Wrong connection of the battery bank can cause a short-circuit and fire.

Install an appropriate fuse and a battery circuit breaker in the plus pole cable of the battery, but with a distance to the battery of up to 300 mm (12 inch) at maximum.

The cable from the battery to the safety device must be secured with protective pipe/sleeve against chafing through.

For the connection use self-extinguishing and fire-protected cables, which are appropriate for temperatures up to 90 °C, 195 °F.

The batteries must be installed in such a way that they do not chafe through or other mechanical load can be stripped.

The battery poles must be secured against unintentional short-circuit.

The positive battery cable within the generator must be shifted in such a way that it is protected against heat and vibrations by appropriate sleeve/protective pipe. It must be shifted in such a way that it does not affect rotary parts or parts, that become hot in operation, e.g. wheel, exhaust elbow union, tail pipe and the engine. Do not lay the cable too tautly, since otherwise it could be damaged.

Make a test run after the installation and check the laying of the batteries during the test run and afterwards. If necessary, correct the laying.

Examine regularly the cable laying and the electrical connections.

DC starter motor

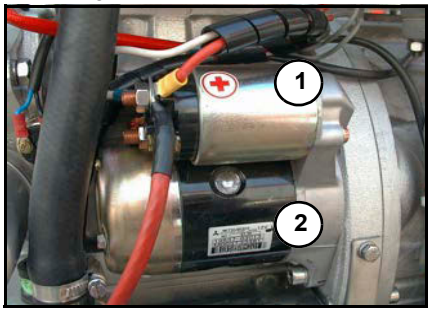
All Panda generators are equipped with an independent DC starter motor.

1. Solenoid switch for starter motor

2. Starter motor

Sample picture

Fig. 8.4.1-1: DC starter motor

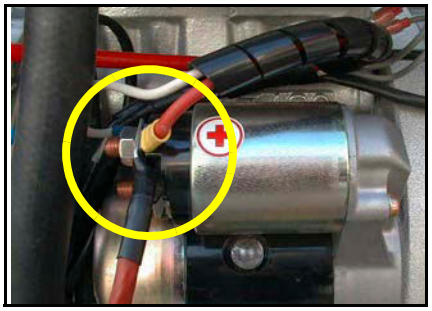


Positive battery cable

The positive (+) battery cable is connected directly to the solenoid switch of the starter.

Sample picture

Fig. 8.4.1-2: Positive battery cable



Negative battery cable

The negative (-) battery cable is connected to the engine foot.

Note! The battery negative pole may not be connected with the boat ground or with the protective grounding of the 12 V installation!

Sample picture

Fig. 8.4.1-3: Negative battery cable

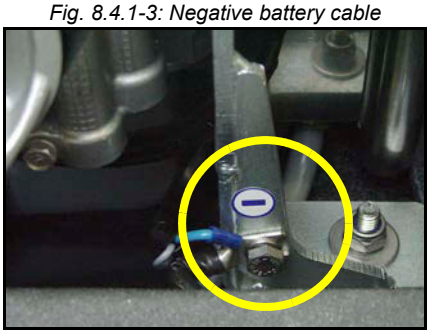
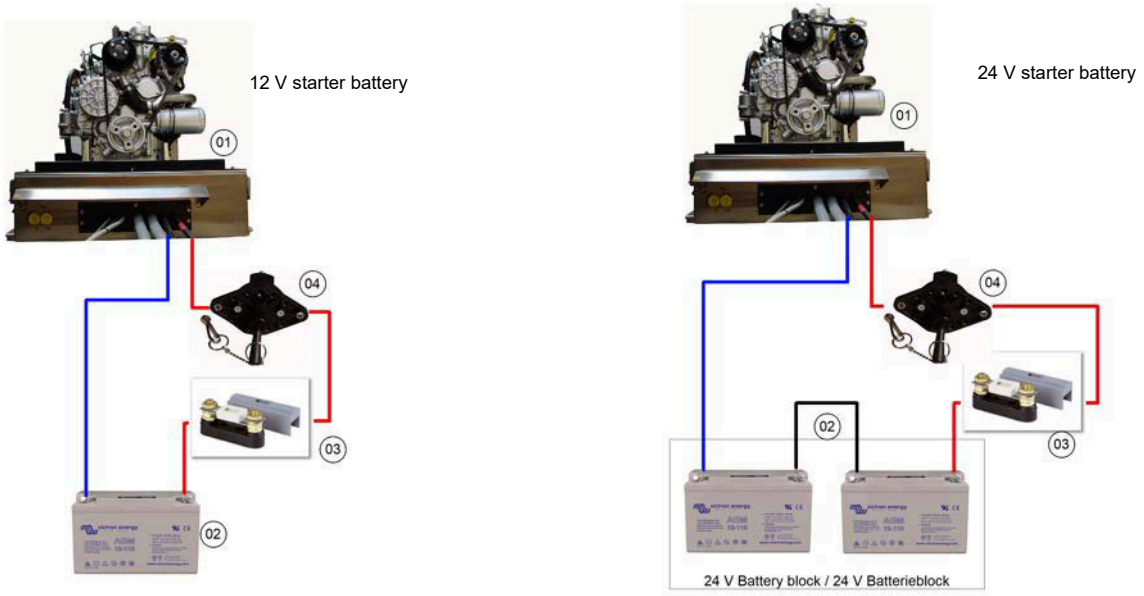


Fig. 8.4.1-4: Connection starter battery - schema



01. Generator
02. Battery block
03. Fuse
04. Battery main switch

8.4.2 Connection of the remote control panel - see separate control panel manual

8.4.3 Ignition switch at generators with 24 V start system

Optional devices for the 24 V start system only. With the Ignition switch you switch the power at the DC/DC converter on. The DC/DC converter is the power supply for the Remote control panel and other components.

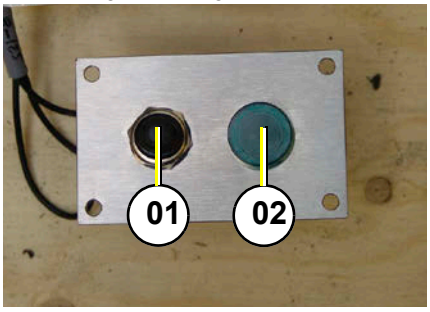
Ignition switch

01. Ignition switch

02. Control light for ignition switch

Sample picture

Fig. 8.4.3-1: Ignition switch



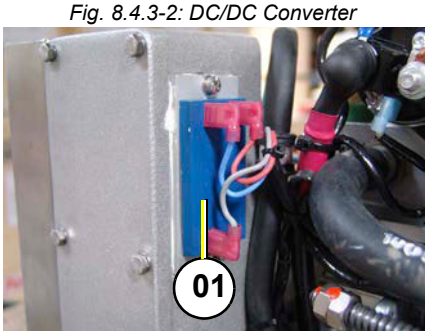
DC/DC Converter (24 V/12 V) for internal 12 V power supply

01. DC/DC Converter

Optional devices for the 24 V start system only.

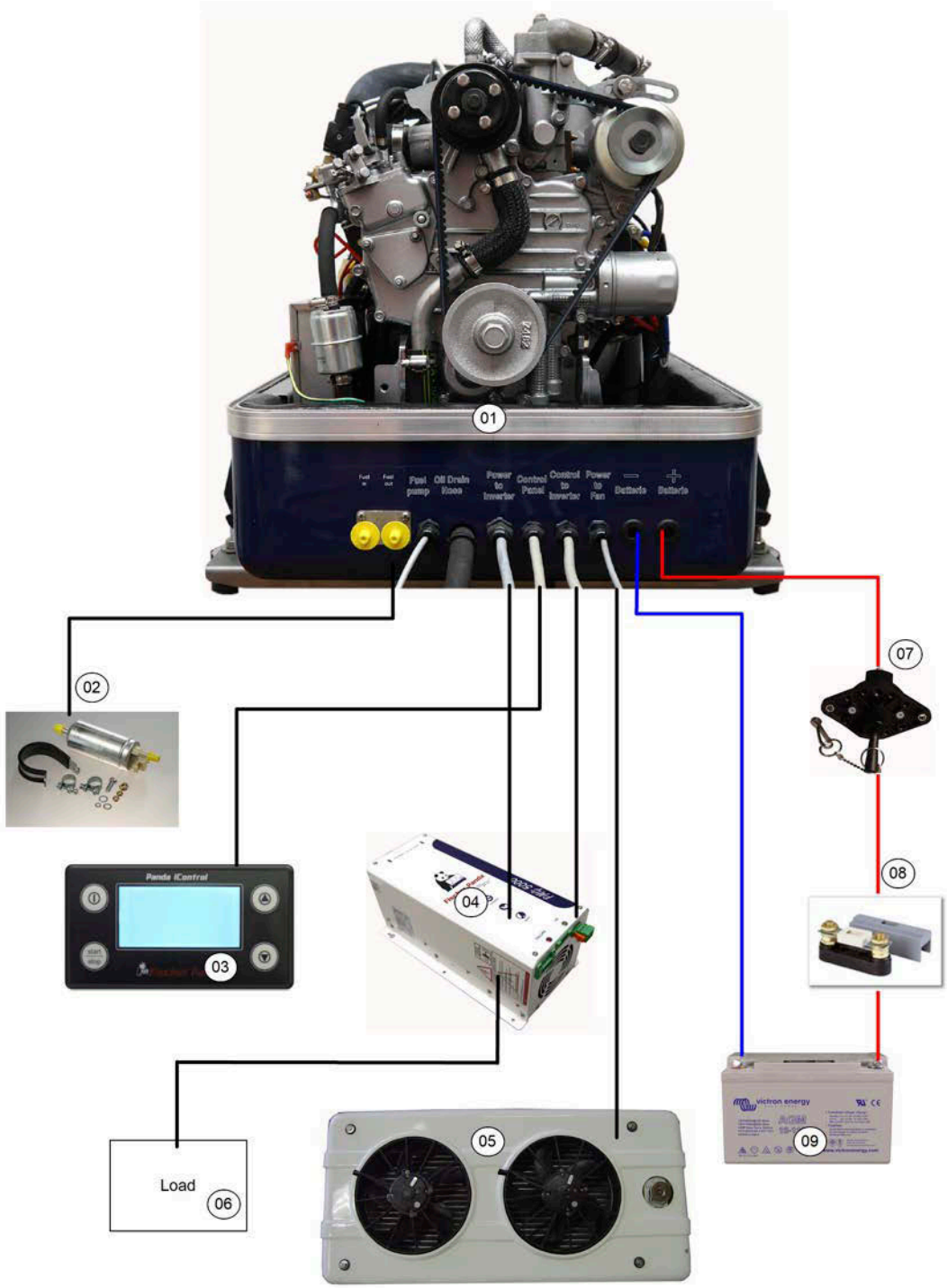
Sample picture

Fig. 8.4.3-2: DC/DC Converter



8.5 Connection of electrical components

Fig. 8.5-1: Connection of electrical components - Scheme



1. Generator
2. Fuel pump
3. iControl panel
4. Inverter PMGi
5. Radiator
6. PMGi output
7.Battery switch
8.Fuse
9. Starter battery

8.6 Generator AC system installation

Before the electrical system is installed, READ the SAFETY INSTRUCTIONS of this manual FIRST! Be sure that all electrical installations (including all safety systems) comply with all required regulations of the regional authorities. This includes lightening conductor, personal protection switch etc.

ATTENTION! Danger to Life - High voltage



If each generator has his own starter battery, the negative pol between the starter batteries must be connected with each other.

ATTENTION!



All electrical safety installations have to be made on board.

Required cable cross-sections

The following recommended electrical cable dimensions (cross sections) are the minimum required sizes for a safe installation.

8.6.1 Installation PMGi inverter - See separate PMGi inverter manual

8.7 Installation of the cooling system

8.7.1 The cooling system / general instructions

The Fischer Panda vehicle generator is delivered without a radiator, with the exception of generators with permanently installed radiators such as the PVK-UK or the PSC series.

Depending on the purpose and installation situation, a wide variety of Fischer Panda radiators are available for the optimum customization of the system. Operation with a commercially available vehicle radiator is possible. The corresponding dimensioning must be implemented by the installer.

For generators with a permanently installed radiator (e.g. PVK-UK series), the radiator dimensioning and the installation are not necessary.

Note:



8.8 Radiator baseplate

The radiator baseplate shall be dimensioned in accordance with the purpose. The corresponding checks and entries in the vehicle papers shall be implemented by the operator.

8.8.1 Determining the size of the radiator

The size of the radiator must be dimensioned in accordance with the total thermal load, the operating conditions, and the installation situation.

In principle, the thermal load of the generator equals 1.8 times the electrical rated power (1.8 times with a water-cooled silencer, 1.2 times with a dry silencer) in kW. This means that e.g. a Panda 12000 PVMV-N generator with a rated power of 10 kW has a thermal load of 18 kW.

Note:



The radiator must always be dimensioned taking into account a safety margin adjusted for the operating conditions. Undersized radiators will result in an emergency shut-down. This may damage other equipment that is connected to them.

Warning: Include safety margin in the calculation.



8.8.2 Radiator design

The radiator consists in 3 main components:

1. Radiator. Depending on the version, includes an integrated expansion tank or an external expansion tank.
2. Fan. Depending on the generator, as a DC fan (e.g. 12 V-24 V) or as an AC fan (e.g. 230 V 50 Hz) with respective input voltage.
3. Cover (optional).

8.8.3 Radiator types

In principle, the following radiator types are differentiated.

1. Flange-mounted radiator for installation on top of, on the side of, or under the vehicle - see “Installation location for radiators for roof, side, or underfloor mounting on the vehicle” on page 60.
2. Built-in radiator for installation in the vehicle wall or cabin wall - see “Installation location for radiator in the vehicle wall or cabin wall” on page 64.
3. Permanently installed radiators for the PVK-UK series
4. Permanently installed radiators for the PSC series for operation inside containers or for tunnel installation - see “Installation location for radiator in a tunnel” on page 65.

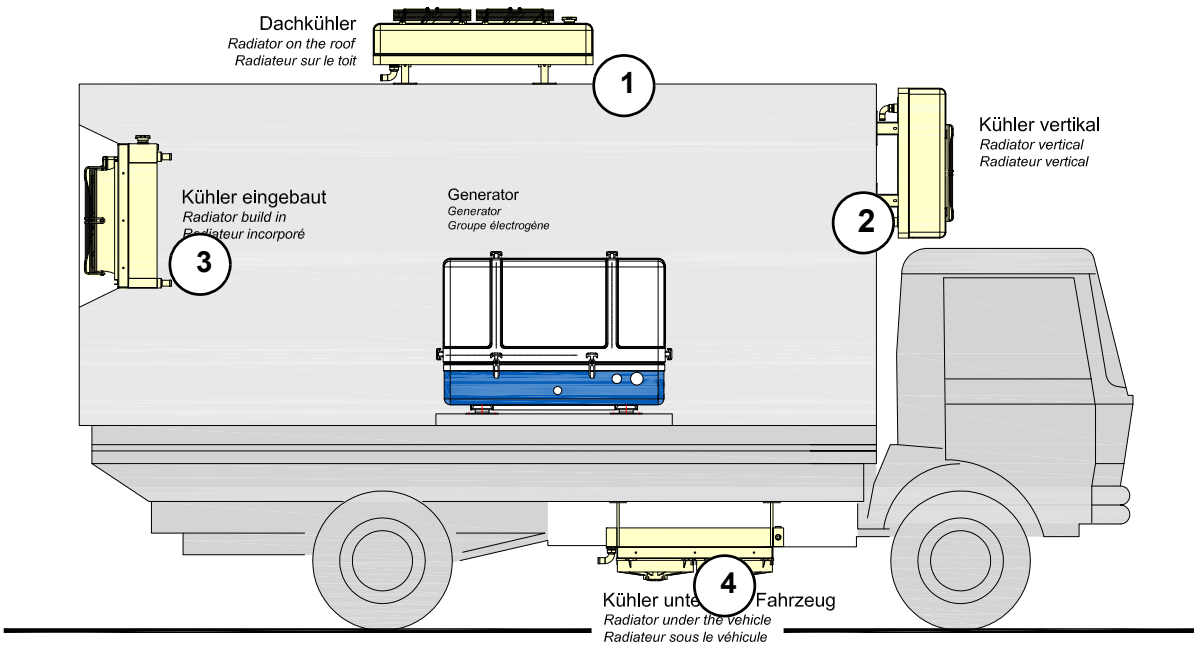
The radiator must be installed away from the generator in a well ventilated area. In doing so, it must be ensured that the air outflow of the radiator is completely uninhibited. Turbulence and thermal short-circuiting must be avoided.

The radiator can be installed in a vertical or a horizontal position. It must be taken into account that the air intake is located above the fan motor.

The best results will be achieved if the radiator can be mounted horizontally on the vehicle roof.

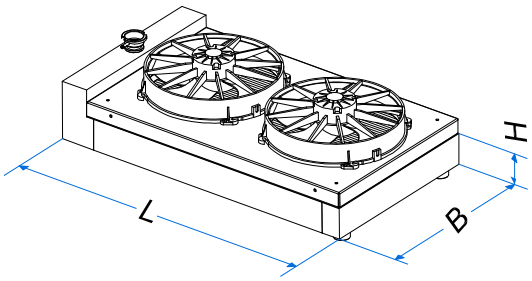
8.8.3.1 Installation location for radiators for roof, side, or underfloor mounting on the vehicle

Fig. 8.8.3-1: Radiator installation - example



1. Radiator mounted on the roof
2. Radiator mounted in vertical position
3. Radiator build into the vehicle wall
4. Radiator mounted under the vehicle

Fig. 8.8.3.1-2: Radiator dimensions



8.8.3.2 Roof installation

Please note:

- Minimum distance to vehicle roof: 100 mm.
- Minimum distance to next vertical wall: 1/2 radiator width.
- Min. distance to gas exhaust (heat and dirt source): 500 mm.
- The max. permissible vehicle height must not be exceeded.
- Install warnings stating new vehicle height inside driver's cab.
- During operation, the exhaust flow must be uninhibited for at least 3 meters.

Fig. 8.8.3.2-1: Schematic: radiator, roof installation

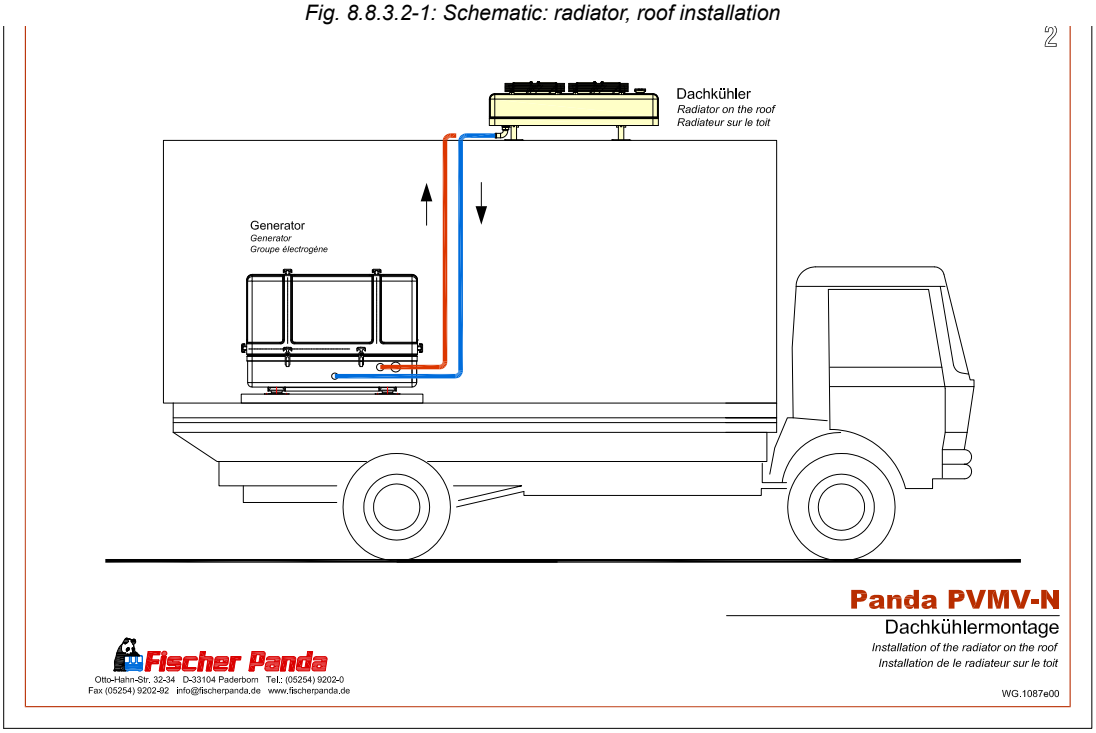
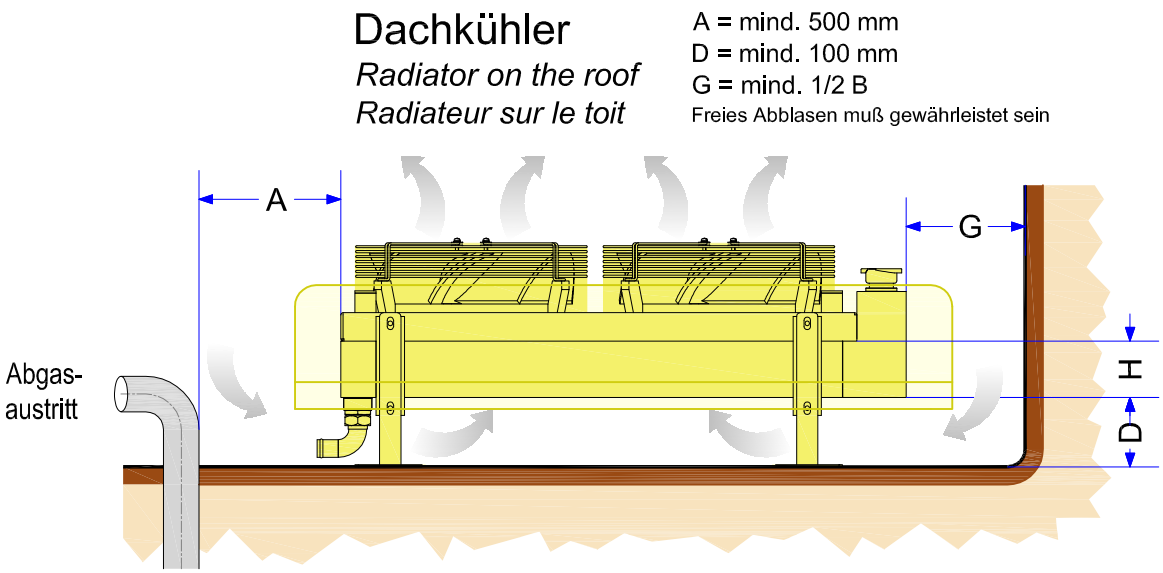


Fig. 8.8.3.2-2: Schematic: radiator, roof installation



8.8.3.3 Installation on the vehicle wall

Please note:

- Minimum distance to vehicle wall: 100 mm.
- Min. distance to gas exhaust (heat and dirt source): 500 mm.
- The max. permissible vehicle length or width must not be exceeded.
- During operation, the exhaust flow must be uninhibited for at least 3 meters.

Fig. 8.8.3.3-1: Schematic: radiator, vehicle wall installation

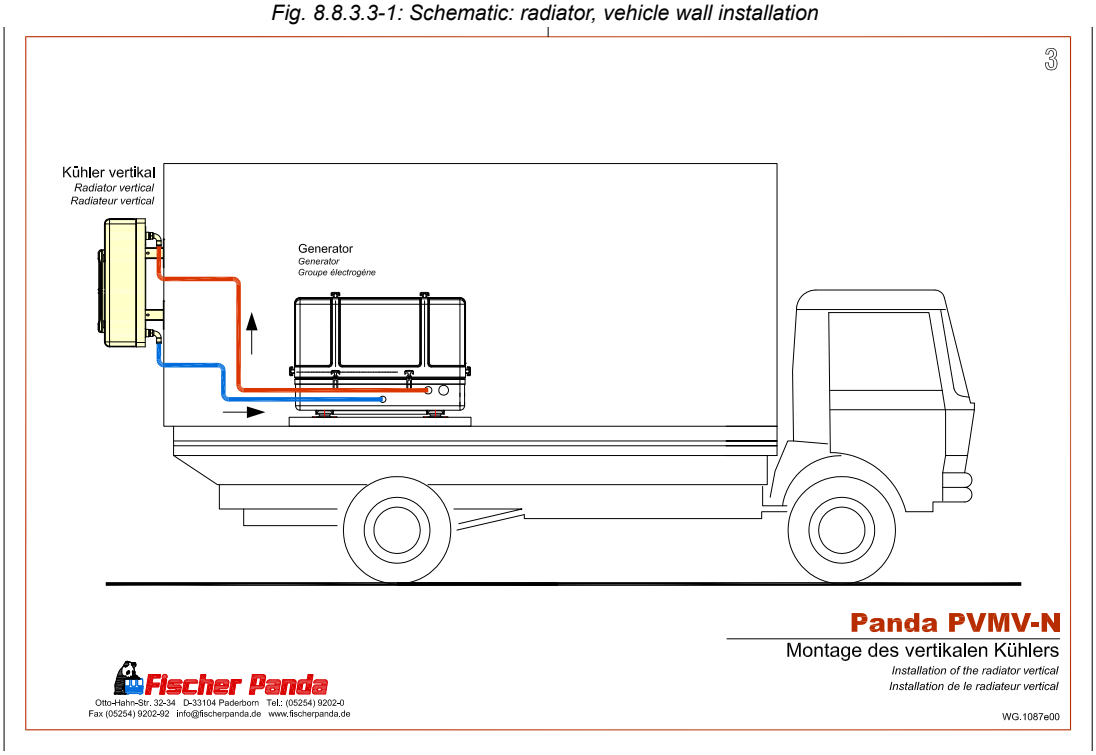
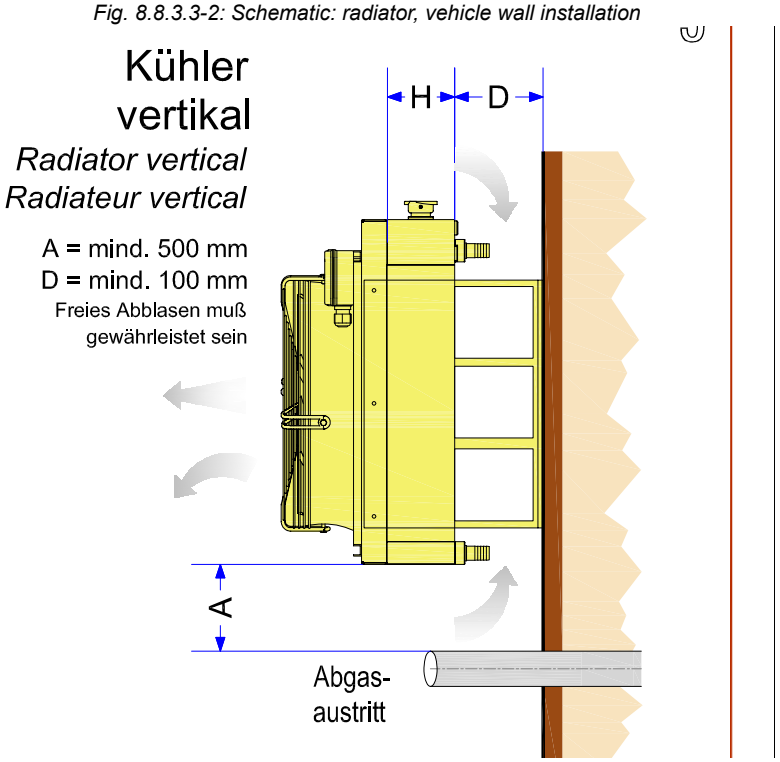


Fig. 8.8.3.3-2: Schematic: radiator, vehicle wall installation



8.8.3.4 Underfloor installation of radiator

Please note:

- Minimum distance to vehicle floor: 100 mm.
- Minimum distance to ground: 1/2 radiator width
- Min. distance to gas exhaust (heat and dirt source): 500 mm.
- The max. permissible vehicle height must not be exceeded.

Fischer Panda does not recommend underfloor installation. The radiator can quickly become dirty. Rock impacts can result in damage to the radiator. The efficiency of the radiator will drop due to thermal short-circuiting. The radiator may have to be dimensioned larger to compensate.

Note:



The installation position of the radiator (upside down or not) depends on the airflow direction of the fan. The airflow must be always from the vehicle side through the radiator to the ground.

Attention:



Fig. 8.8.3.4-1: ***Underfloor installation of radiator***

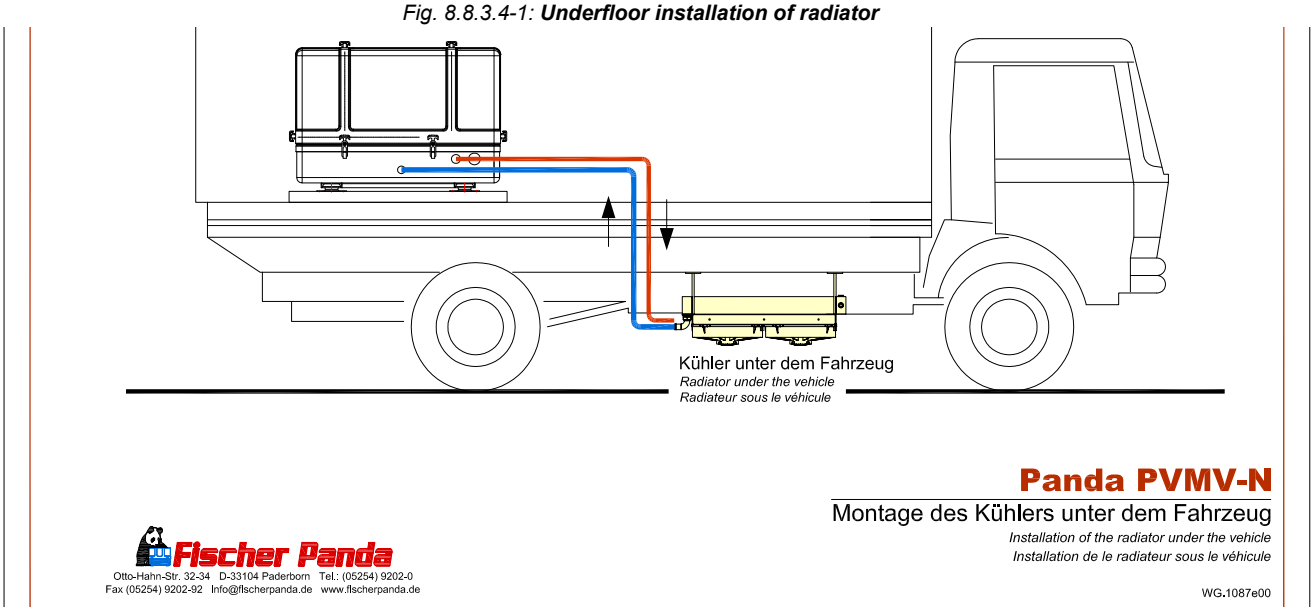
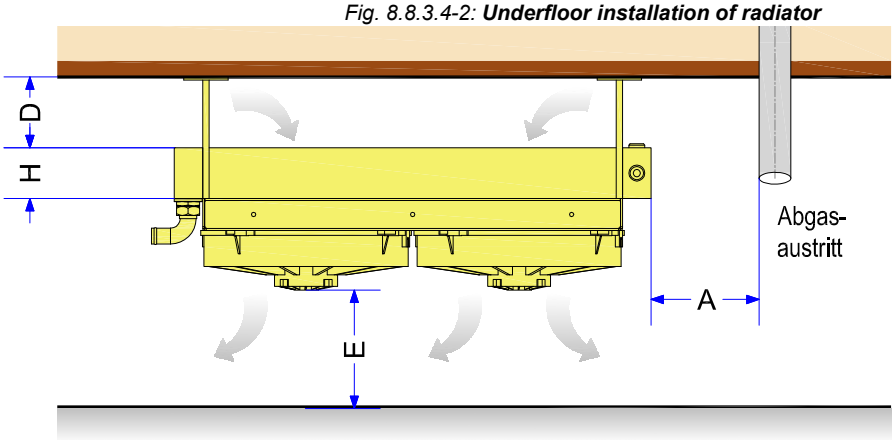


Fig. 8.8.3.4-2: ***Underfloor installation of radiator***



Kühler unter dem Fahrzeug
Radiator under the vehicle
Radiateur sous le véhicule

Von FP nicht empfohlen wegen Verschmutzung, Steinschlag und Effektivität (thermischer Kurzschluss) Kühler muß evtl. größer ausgelegt werden.

A = mind. 500 mm
D = mind. 100 mm (abhängig von L x B)
E = mind. 1/2 B
Freies Abblasen muß gewährleistet sein

8.8.3.5 Installation location for radiator in the vehicle wall or cabin wall

A cabin installation is achieved if the set-up location is freely accessible during operation and serves as a working space, if applicable.

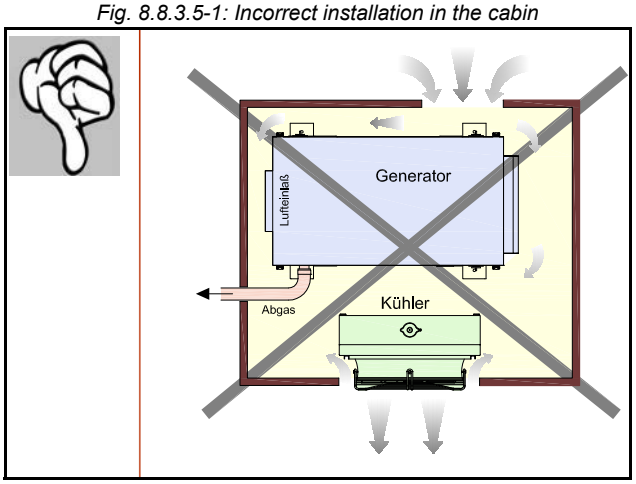
Please note:

- If persons are present in the set-up space during operation, a safety circuit must ensure that the air intake is opened.

Incorrect installation in the cabin

- Air intake too narrow
- Generator air intake too close to the wall
- Hot air can be taken in next to the radiator
- Exhaust gas line not insulated, heats up combustion air

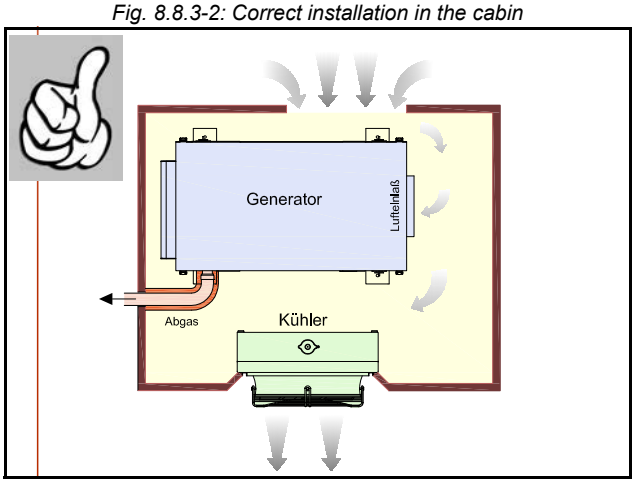
Fig. 8.8.3.5-1: Incorrect installation in the cabin



Correct installation in the cabin

- Air intake is min. radiator size (safety grating and decorative grille must be taken into account)
- Uninhibited air intake for generator
- Exhaust flow direction of radiator is shielded and air exhaust enlarged (safety grating and decorative grille were taken into account)
- Exhaust line insulated

Fig. 8.8.3-2: Correct installation in the cabin



8.8.3.6 Installation location for radiator in a tunnel

A tunnel installation is implemented if the set-up location is separated from the vehicle cab by constructive measures.

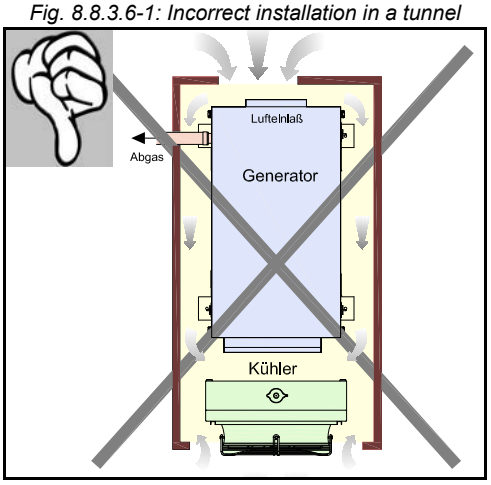
Please note:

- The total of the air intakes must be at least equal to the radiator width (
- The total of the cross-sections of the air ducts incl. lateral air intake must be at least equal to the radiator width
- The distance between generator and radiator must equal at least 1/2 the radiator width
- Lateral air supply between generator and radiator can be designed on the side, above, or below

Incorrect installation in a tunnel

- Air intake too narrow
- Generator air intake too close to the wall
- Hot air can be taken in next to the radiator
- Exhaust gas line not insulated, heats up combustion air

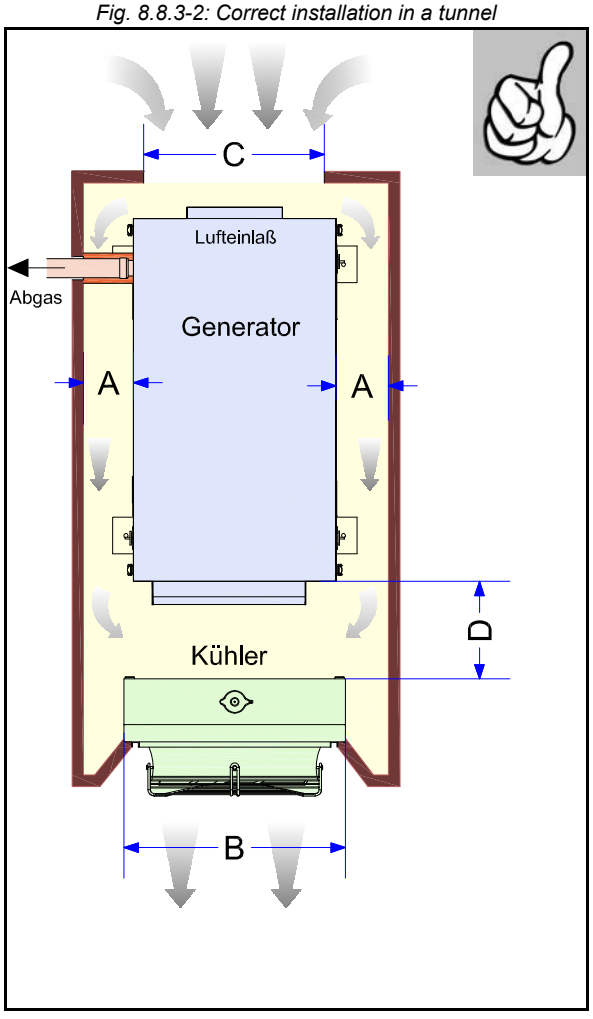
Fig. 8.8.3.6-1: Incorrect installation in a tunnel



Correct installation in a tunnel

- Air intake (C) is min. radiator size (B) (safety grating and decorative grille must be taken into account)
- Total of air intakes (A) equals min. the radiator size (B)
- Uninhibited air intake for generator
- Exhaust flow direction of radiator is shielded and air exhaust enlarged (safety grating and decorative grille were taken into account)
- Exhaust line insulated

Fig. 8.8.3-2: Correct installation in a tunnel



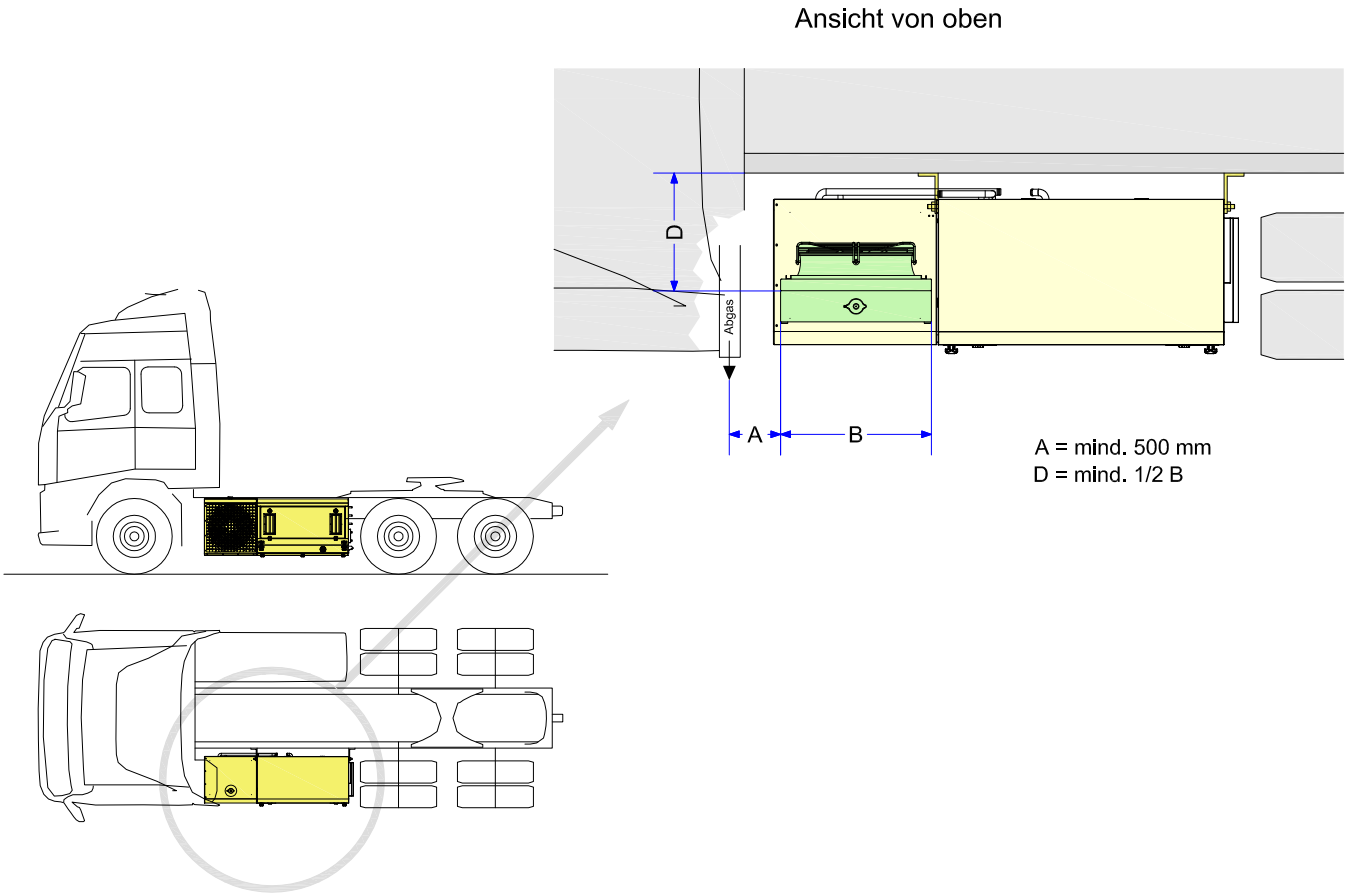
8.8.3.7 Installation location for generators of the PVK-UK series

Generators of the PVK-UK series are designed for lateral installation on the vehicle chassis

Please note:

- Min. distance between radiator and vehicle chassis must be 1/2 B.
- Min. distance to gas exhaust (heat and dirt source): 500 mm.
- The exhaust flow area must be unobstructed. No impairment to the vehicle chassis or installations.

Fig. 8.8.3.7-1: PVK-UK installation location



8.8.4 Coolant hoses

- The diameter of the coolant hoses must be equal to or greater than the diameter of the generator connections.
- A vacuum-tight and temperature resistant hose (min. 120 °C) must be used.
- The hoses must be pressure resistant under vacuum conditions.
- Depending on the application location, the hoses must be UV resistant.
- The hoses must be weather resistant and chemical resistant (resistant to oil, etc.).
- The bending radii of the hose type shall be taken into account.
- The hoses must have a general operating permit (ABE) / approval certificate.

8.8.5 Connection of the external radiator

see Kapitel 8.10, “Installation schematics,” auf Seite 70

8.8.6 Coolant expansion tank

Coolant expansion tank for systems with a radiator below the generator.

For operation, a coolant expansion tank must be installed at least 100 mm above the level of the exhaust manifold and the radiator.

The ventilation line of the radiator and the generator shall be installed on the top connection. The bottom connection is used to refill the coolant circuit and is integrated in the coolant circuit at a low-lying location using a T-fitting.

The coolant expansion tank can be procured from the Fischer Panda accessories.

Coolant expansion tank for systems with a radiator installed above the generator.

If the radiator is installed min. 100 mm above the exhaust manifold, a radiator with integrated coolant expansion tank can be used. In this case, the ventilation line of the generator is connected to the return line to the radiator (hot side) using a T-fitting. If is refilled via the feed line (cold side) to the generator.

8.8.7 Installation of a coolant temperature indicator

Where sensitive systems are installed (e.g. in television transmission vehicles, rescue vehicles, or other vehicles with sensitive metrological installations) a remote indicator for coolant temperatures should be installed. It is, however, highly recommended to install two indicator instruments:

1. coolant feed line (cold side)
2. coolant return line (hot side)

The exact location of the measuring unit is not important, here.

Generators of the i-serie and x-serie can be monitored with the temperature displayed at the remote control panel. additional coolant temperature indicators are not necessary here.

A corresponding indicator kit can be procured from Fischer Panda.

Note:



For subsequent installation, Fischer Panda T-fittings are available for hose elements in which the temperature sensors are then installed.

8.8.8 Permissible coolant temperatures

- The radiator must be dimensioned such that the feed line to the generator (cold side) does not get hotter than 70 °C during normal operation. The coolant feed line must be connected to the coolant pump.
- The coolant volume flow must be dimensioned such that the temperature difference between engine inflow (coolant pump) and engine outflow (exhaust manifold) is no greater than 12 K under full load.

To ensure this, the coolant hoses shall be routed without kinks or sharp bends. Resistance, e.g. due to narrowed points in transition pieces or shut-off valves, shall be avoided.

Note:



8.8.9 Coolant pump

- The generator is equipped with a normally suctioning (not self-priming) coolant pump.
- The coolant pump is designed so that a max. distance of 5 m between pump and radiator is possible.

If the necessary coolant volume flow is not achieved (e.g. due to a special installation situation), an external coolant pump with the corresponding output must be installed in the coolant circuit to increase the coolant volume flow.

Note:



The pressure in the coolant circuit must not exceed 0.7 bar!

Warning:



Required coolant volume flow:

Fig. 8.8.9-1: Coolant volume flow

Generator type	Coolant volume flow
Panda 4500	min. approx. 10 L/min
Panda 8000 - 10000	approx. 16 to 22 L/min
Panda 12000 - 15000	approx. 24 to 28 L/min
Panda 18 - 24	approx. 32 to 38 L/min
Panda 30 - 32	approx. 40 to 45 L/min
Panda 42 - 65	approx. 50 to 60 L/min

8.8.10 Radiator fan

Radiator fans are wearing parts. To ensure a long service life, there must be no objects impairing or blocking the free movement of the fan during operation. Such objects include:

- Snow
- Ice
- Leaves
- Branches
- Increased air resistance due to dirty radiator

8.8.11 Anti-freeze and corrosion protection

At the factory, the coolant is adjusted to a 50% concentration of G48 anti-freeze solution (approx. -40 °C). If lower temperatures are possible during transport or storage, the coolant filling must be drained or adjusted for the lower temperatures.

After draining the coolant, the system must be blown dry with compressed air at 0.5 bar. This will ensure that the system is complete drained.

The anti-freeze agent also serves to protect the system against corrosion. The anti-freeze concentration in the coolant must not drop below 30 %.

8.8.12 Logging the temperature values during initial start-up

It is mandatory to measure the temperature values of the circulating coolant in the circuit after installing the generator for the initial start up. Two remote thermometers must be used for this purpose. One connection must be mounted to the coolant feed line to the engine, the second one on the coolant outfeed. The generator must then be loaded with min. 75 % of the rated power after a brief warm-up phase. The circulation of the coolant must be checked. The values must fall within the following limits:

1. Coolant feed line max. 70 °C in permanent operation mode at maximum load
2. Coolant return line max. 85 °C in permanent operation

mode.

3. Differential of the two values: This item is of particular importance and provides information on the circulation of the coolant. The difference should be max. 17 K for a coolant water system with an integrated water-cooled muffler. It should, however, typically be between 10 and 12 K.

If the difference is greater than 15°K, the coolant circulation is not sufficient. The water circulation must then be increased. This can be solved by e.g. improving the line routing, or by reducing the belt pulley diameter. It is absolutely necessary to measure the output of the cooling system after installing the generator. The values given above shall be considered maximum permissible values. They apply to operation in increased temperatures, as well. In permanent operation mode at external temperatures around 20 °C, the values must fall near the lower limit of the tolerance.

Each manual includes installation certificates, which must be filled in after installation and returned to the manufacturer (copy).

Returning the installation certificates and commissioning logs is an important component of the warranty conditions.

Note:



8.9 Custom installations

The effects on the warranty must be agreed on a case-by-case basis with Fischer Panda.

8.9.1 External heat exchangers

External heat exchangers shall be installed as per the specifications of the respective manufacturers.

8.9.2 External engine pre-heater

The external engine pre-heater shall be installed as per the manufacturer's instructions.

This applies to:

- electrical pre-heater systems (e.g. Defa),
- diesel-operated pre-heater systems,
- petrol-operated pre-heater systems.

8.9.3 Keel cooling

The keel cooling system shall be dimensioned and installed as per the manufacturer's instructions.

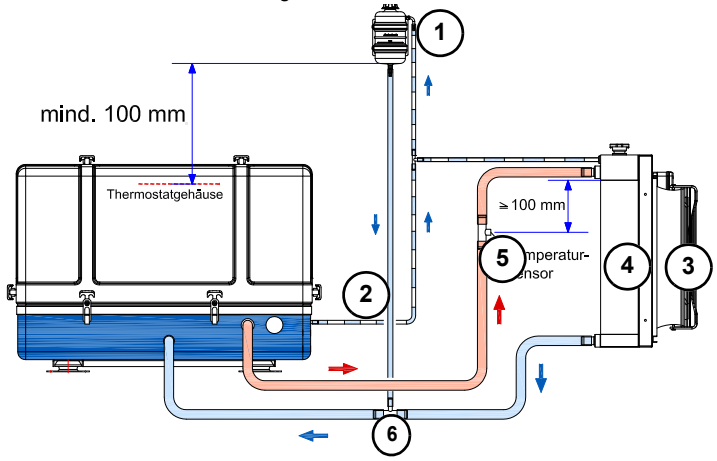
8.10 Installation schematics

At generators with xControl, the ECU measures the coolant temperature at the exhaust manifold. The external temp switch sensor in the hydraulic lines is not necessary at these generators.

Note:

8.10.1 Installation for vertical radiator installation

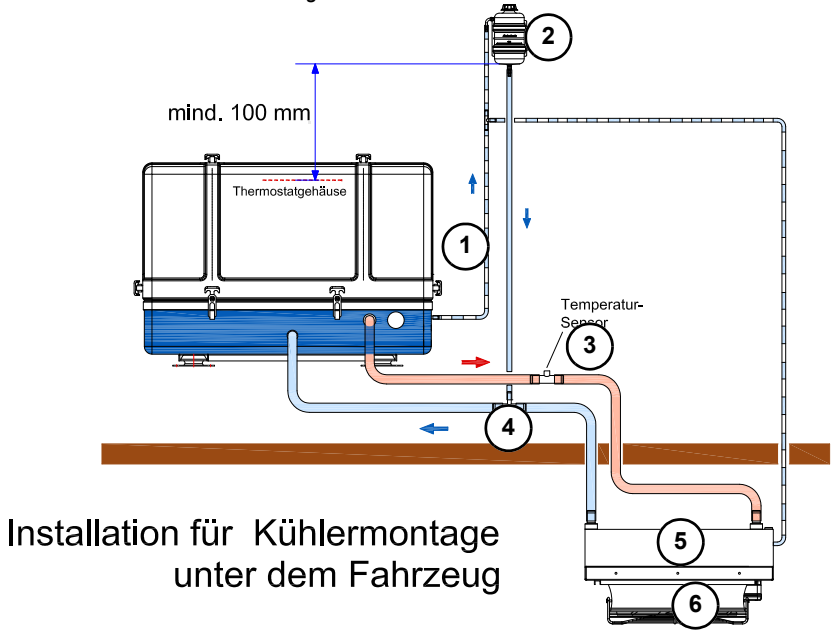
Fig. 8.10.1-1: Vertical radiator - schematic



01. Coolant expansion tank
02. Engine bleed line
03. Fan for radiator
04. Radiator
05. T-fitting with connection for thermal switch/sensor for external fan control
06. T-fitting

8.10.2 Installation for mounting the radiator under the vehicle

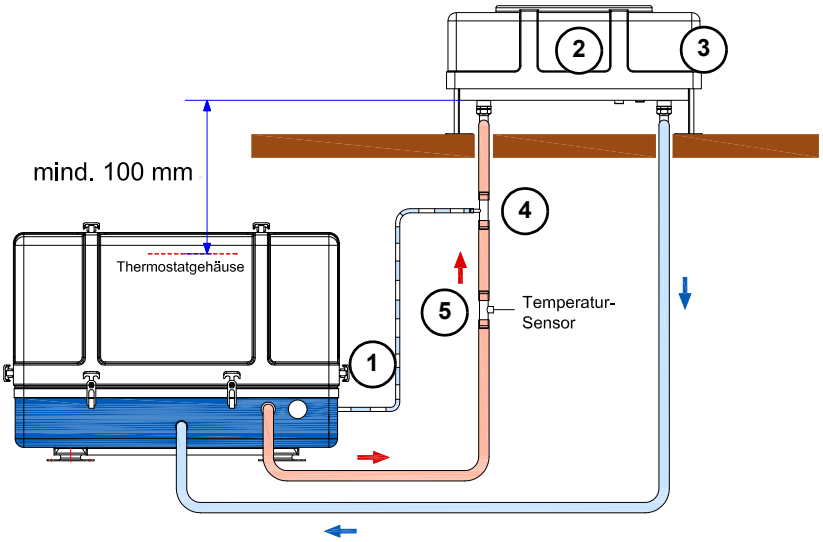
Fig. 8.10.2-1: Underfloor radiator - schematic



01. Ventilation line
02. Coolant expansion tank
03. T-fitting with connection for thermal switch/sensor for external fan control
04. T-fitting
05. Radiator
06. Fan for radiator

8.10.3 Installation schematic for roof mounted radiator with expansion tank

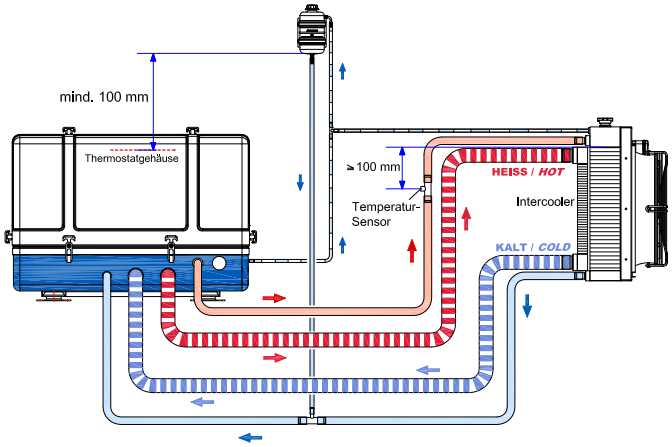
Fig. 8.10.3-1: Roof-mounted radiator - schematic



1. Engine bleed line
2. Radiator (horizontal)
3. Coolant expansion tank (integrated)
4. T-fitting for bleed line
5. T-fitting with connection for thermal switch/sensor for external fan control

8.10.4 Installation radiator with intercooler - schematic sample vertical radiator

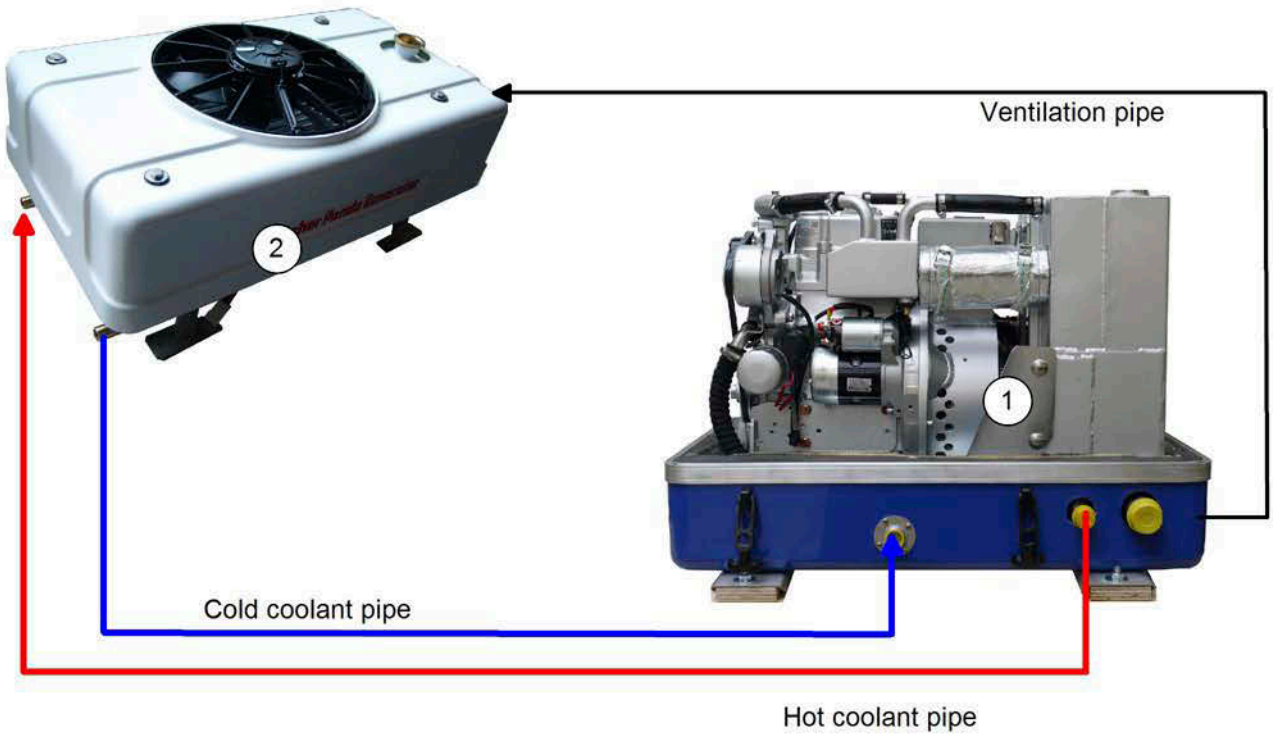
Fig. 8.10.4-1: Installation Radiator with Intercooler -Schematic sample vertical Radiator



The installation sample must be adapted to the Radiator/ System. **Note:**

8.10.5 Connection of the external radiator

Fig. 8.10.5-1: Connection of the external radiator



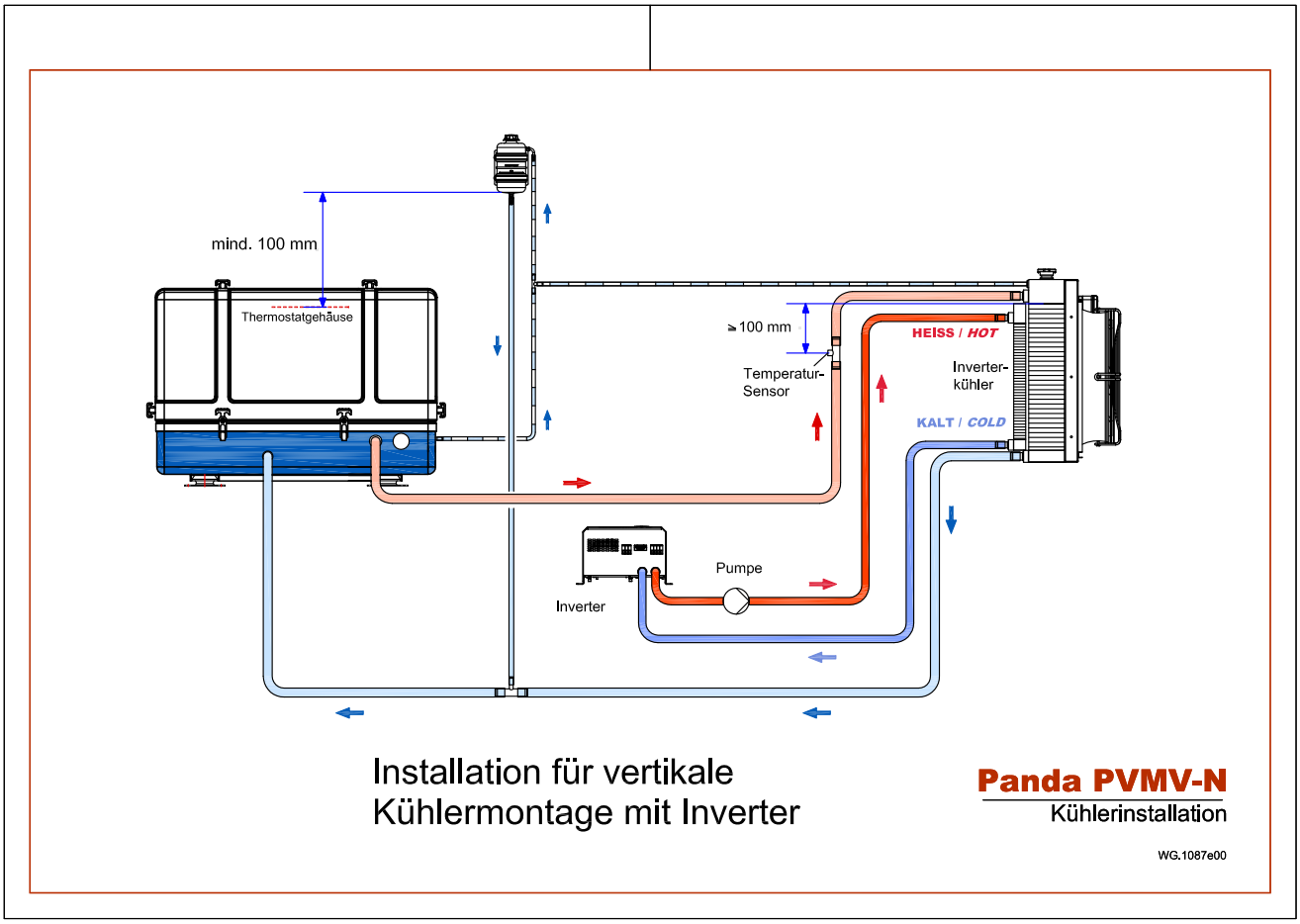
1. Generator
2. External radiator

8.11 Integration of a watercooled PMGi inverter into the cooling system.

The watercooled PMGi needs a seperate cooling circle. Normal a small radiator net is attached to the bigger Generator Radiator. The circle has its own electrical water pump, which is powered by the generator.

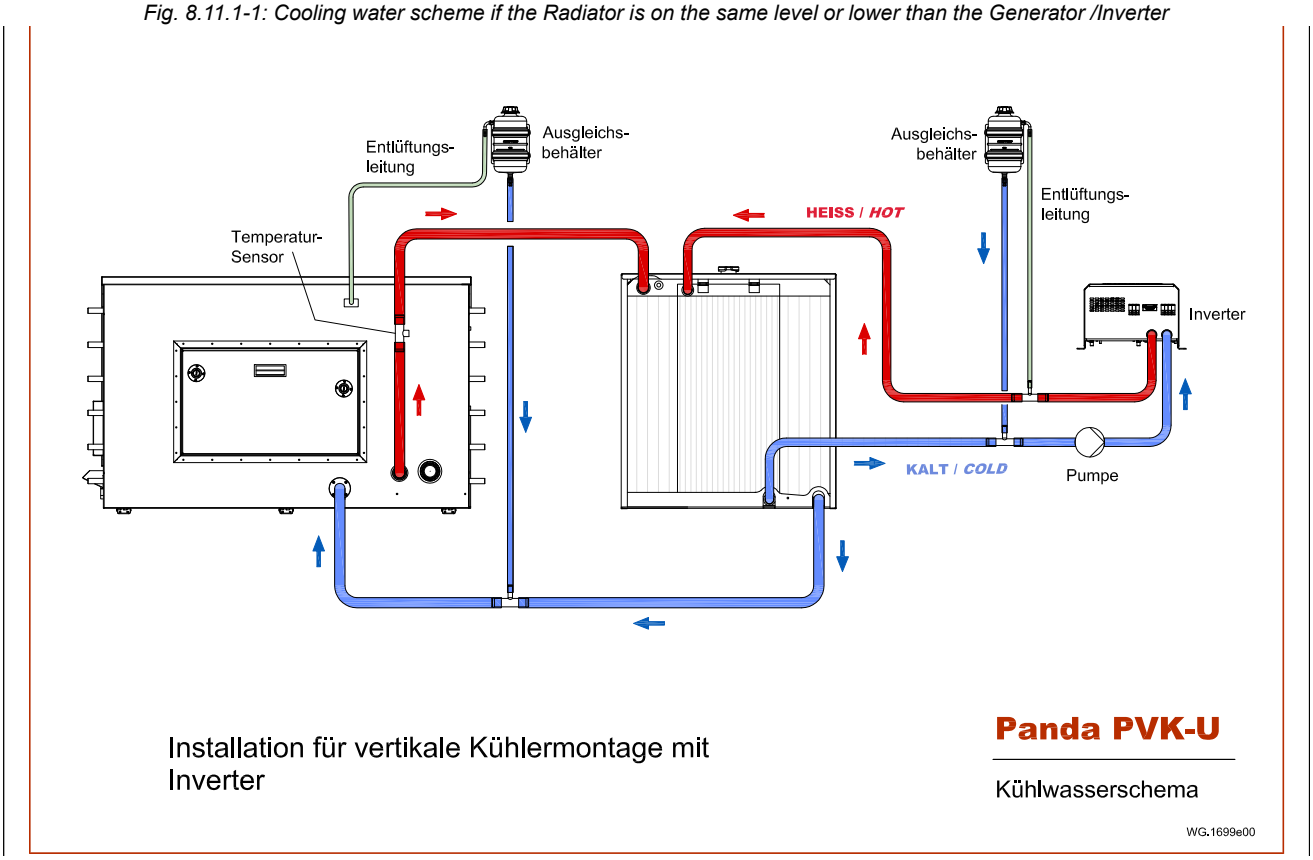
8.11.1 Cooling water scheme if the Radiator is higher than the Generator /Inverter

Fig. 8.11.1-1: Cooling water scheme if the Radiator is higher than the Generator /Inverter



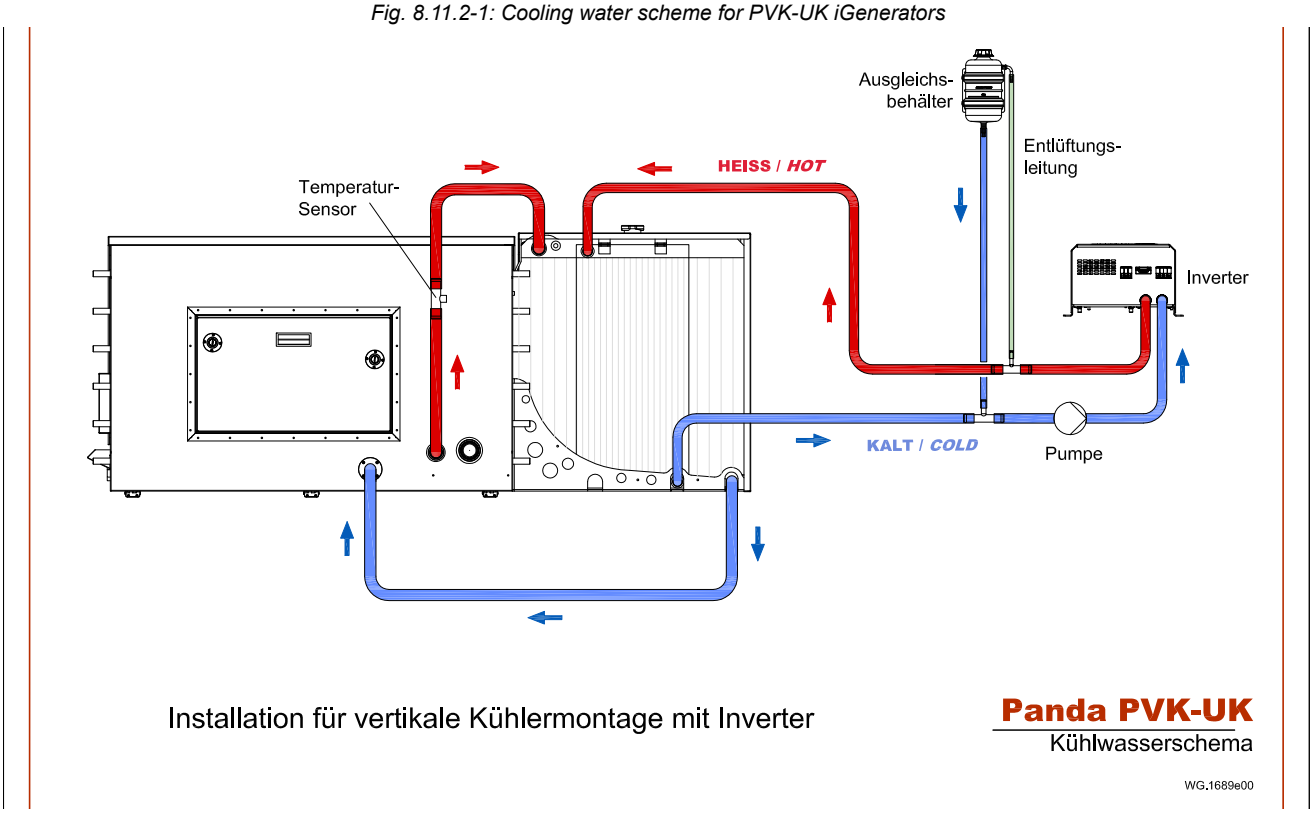
8.11.1.1 Cooling water scheme if the Radiator is on the same level or lower than the Generator /Inverter

Fig. 8.11.1-1: Cooling water scheme if the Radiator is on the same level or lower than the Generator /Inverter



8.11.2 Cooling water scheme for PVK-UK iGenerators

Fig. 8.11.2-1: Cooling water scheme for PVK-UK iGenerators



8.12 Radiator fan control / electronic fan control

To control the radiator fan, various controls/electronic controls can be chosen from the Fischer Panda delivery program.

In the following the basic functions of the fan controls are described. The original manual/ data sheet with further informations of the fan control must be respected.

Note!:



8.13 Standard fan control for 1-phase and 3-phase generators

Optional the generators will be equipped with a one step fan control.

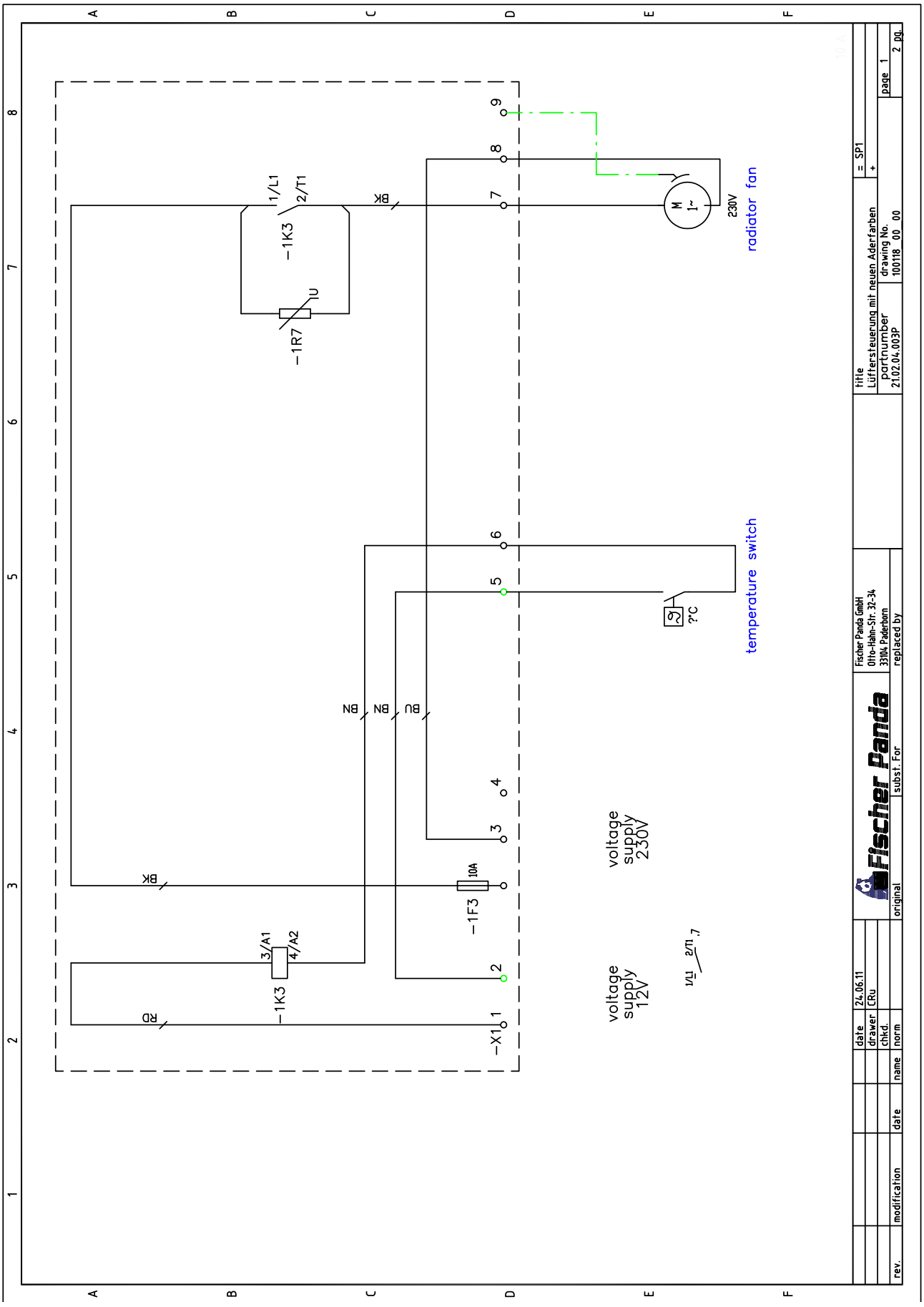
Fan control 230 V

Sample picture

Fig. 8.13-1: Fan control 230 V



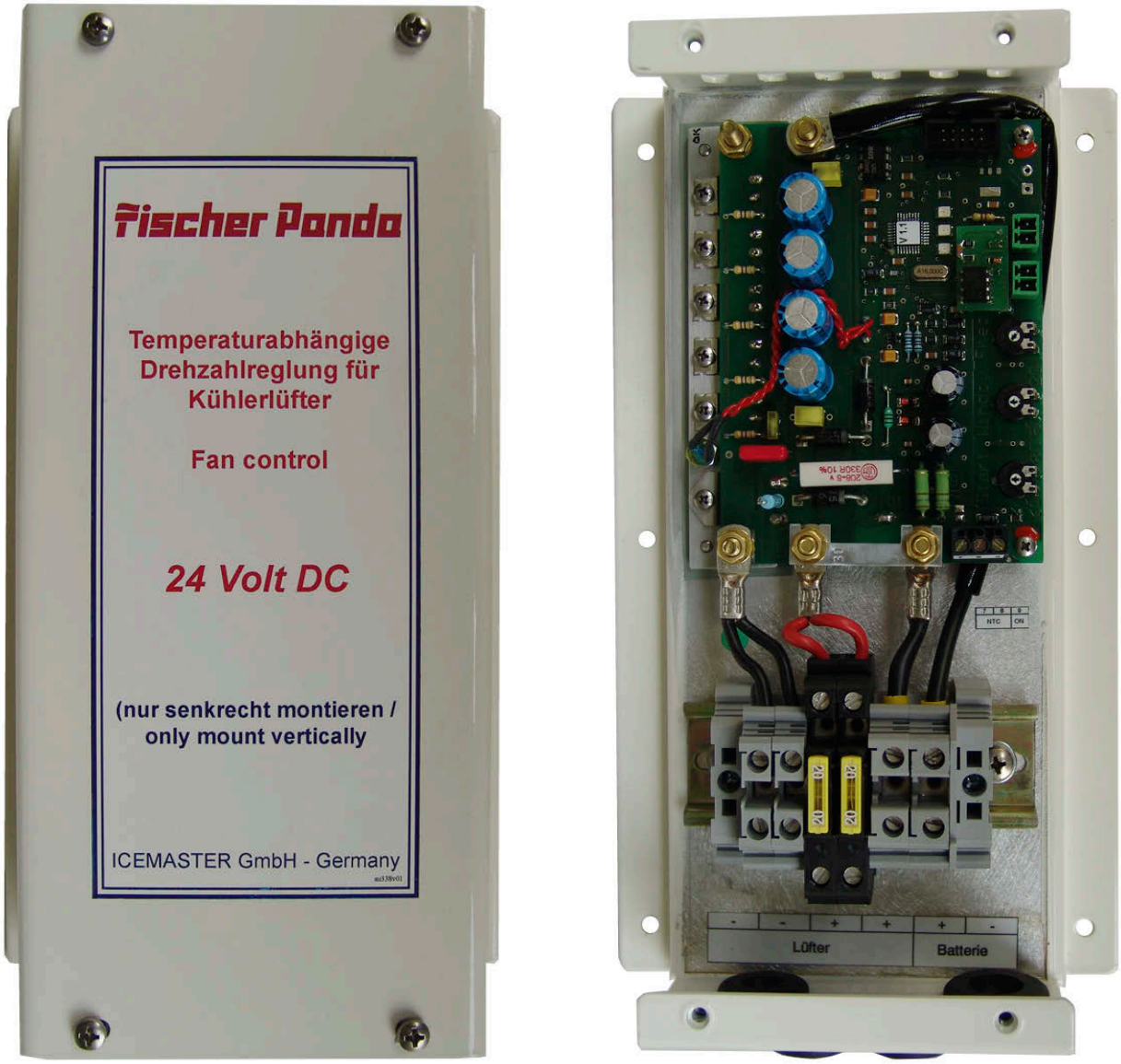
Fig. 8.13-2: Fan control 230 V



8.14 Electronic fan control for DC fans RE 0201

For DC Fans the fan control RE 0201 can be used.

Fig. 8.14-1: Electronic fan control for DC fans RE 0201



8.15 Brief description

Temperature-dependent continuous speed controlling device for one or two DC-fans.

8.15.1 Function

The speed regulation of the fan is made by pulse tracing modulation (PWM) of the operating voltage. Pulse/no pulse ratio becomes over an external temperature sensor (NTC resistance to attach at clamp 7 and 8) dependent on the coolant temperature. Between the lower limit temperature (starting temperature) and the upper limit temperature the fan is controlled with 30 to 100 % of the available operating voltage (PWM = 30 % to 100 %).

Potentiometer for adjustment concerning temperature and PWM behaviour	
Poti Start:	Adjusting the starting temperature (fan start-up). The start temperature is with left stop 60 °C and with right stop 80 °C. Ex factory a starting temperature of 70°C is adjusted (potentiometer position: In the middle).
Poti Window:	Adjusting the temperature window: With the potentiometer „Window“ the size of the window between starting temperature and temperature for full number of revolutions (upper limit temperature) can be adjusted. The temperature window can be adjusted from 5 °C to 20 °C. Is the starting temperature adjusted to 70°C and the temperature window to 10 °C thus the fan start-up with 70°C and reaches the maximum speed with 80°C (upper limit temperature). Ex factory a temperature window of 12,5 °C is adjusted (potentiometer position: In the middle).
Poti Freq:	Adjusting of the PWM frequency. Desired to many customers a potentiometer was added for changing the PWM frequency. A selection of the frequency between approx. 1,7 and 3,5 kHz is possible, which can serve for the avoidance of unwanted oscillation/resonances. Ex factory a PWM frequency of 2 kHz is adjusted.

Function of the temperature sensors (NTC-resistance, extern und intern):	
extern:	Over this temperature sensor the coolant temperature is collected. The starting temperature (fan start-up) and the upper limit temperature can be adjusted by means of potentiometer present at the plate. The PWM ratio starts with the exceeding of the starting temperature with approx. 40% (for 2 seconds), so that the fan starts reliably. According to expiration of the 2 seconds the PWM ratio is determined by coolant temperature and potentiometer adjust. Since the coolant temperature will not continue to rise in the 2 seconds, the PWM ratio will jump back to the minimum value of 30 %. At, from here, far rising coolant temperature, the PWM ratio will then rise linear with the temperature. If the upper limit temperature is nearly reached, the PWM ratio rose to 85 %. By 85% to 100 % PWM ratio with reaching the upper limit temperature switching over is made by one step, in order to avoid very short turn-off times. Likewise switch-back is made with falling coolant temperature of 100 % to 85% PWM ratio. If the coolant temperature falls under the starting temperature, the minimum PWM ratio is not fallen below of 30%, but remains constant. If the coolant temperature sinks approx. 3°C under the starting temperature, then the fan is switched off completely. All data exclusively apply on use of the temperature sensor type S891-100k of the manufacturer Epcos.
intern:	Over this temperature sensor the temperature of the output stage is collected. If the temperature of the output stage rises over 85 °C, the PWM ratio, independently of the coolant temperature, is set to 100 %, in order to avoid the switching losses and cool the output stage down again. If the temperature of the output stage continues to rise nevertheless and beyond 90 °C, the fan controller switches itself off. **NOTE: The cooling of the generator is not ensured anymore.** If the output stage temperature sinks again under 85 °C, the fan controller restarts itself. Such output stage temperatures cannot occur however with intended use of the equipment.

Light emitting diodes: The 3 light emitting diodes (LED's) indicate the operating condition of the fan controller and have the following meaning:	
LED (green):	Shines with normal operation. After the self check and successful recognizing of the sensors the fan controller jumps into the normal operating condition, in which the fan regulates, if the temperature lies in the appropriate range.
LED (yellow):	Shines if the fan controller is in slave-mode.
LED (red):	Shines with the occurrence of the following errors: Incorrect external temperature sensor. If the temperature sensor for the cooling water is defective or the feeder line to it interrupted (cable break), then the fan is accessed with 100 % PWM. Incorrect internal temperature sensor. If the temperature sensor for the output stage is defective or the feeder line to it interrupted (cable break), then this is indicated over the LED. The fan controller continues working normally. Overheating of the output stage. If the output stage of the fan controller becomes too hot, then this switches itself off. Please read in addition the description of the function of the internal temperature sensor.

8.15.2 Master - Slave - Operation

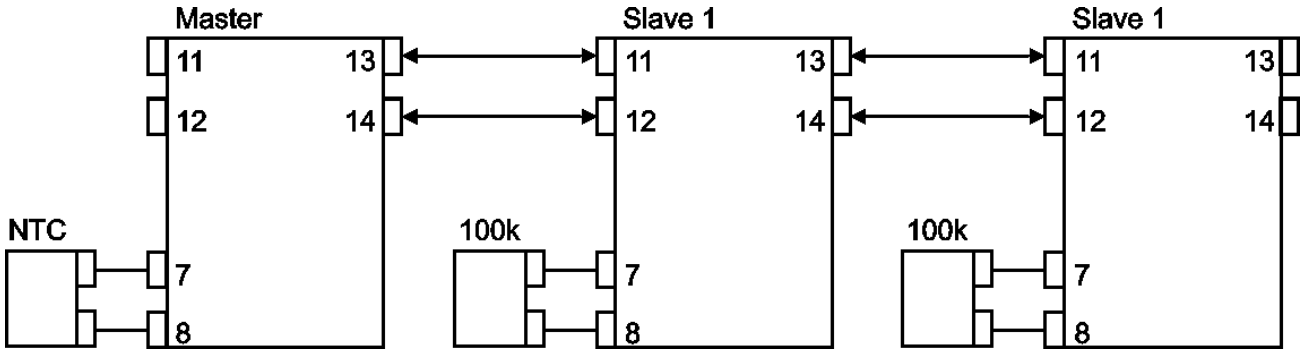
Two or three fan controllers can be connected with each other that over one temperature sensor for the cooling water, all fan controllers cam be operated synchronous.

On the connection between master and slave the PWM signal of the masters will transfer. The slave takes over of it the PWM ratio and the frequency. The slave spends its PWM impulse only then if that of the masters is terminated. Thus even load of the current supply is reached. The second slave (if available) regards the first slave as its master (see also drawing).

The slave operation is activated automatically, by the presence of a PWM signal at the slave control inlet. As soon as such a signal is present, the slave follows the control signal and ignores its own adjusts and its own temperature measuring input. If the master does not spend a PWM signal, because the coolant temperature is under its starting temperature, the slave drops back into the master operation and uses its own adjusts and analyses its own temperature measuring input. So that the slave behaves correctly now, a 100k fixed resistor must be attached at its temperature measuring input, which corresponds to a coolant temperature below the starting temperature.

The plug-able plug-in for the master-slave-connection and the 100k fixed resistor belong not to the normal scope of supply and must be ordered separately.

Fig. 8.15.2-1:



8.15.3 Function of the clamps for the Master-Slave-Operation

Clamp 11+12:	Control input for slave operation. Clamp 11 is the positive input. Clamp 12 is the negative input. The input is floating, so that via this input connected fan controllers of the same source can be supplied, without a ground loop develops.
Clamp 13+14:	Output for the master-slave-operation. At clamp 13 is the signal and at clamp 14 is ground.

8.15.4 Remote controlled switching on and off of the fan controller

he fan controller can be switched on and/or off over the connection „ON“ (clamp 9). If at connection „ON“ lies the same voltage as at the connection „BAT +“, the fan controller is switched on. If at connection „ON“ lies no voltage, the fan controller is switched off. If this option is not needed, then the connection „ON“ can connected directly on the printed circuit board, over the solder joint J101, with the connection „BAT +“.

- J101 closed: Fan control always on
- J101 open: Fan control only on if operation voltage at connection „ON“

The solder joint J101 is seen from the direct line clamp directly behind the main safety device (main fuse) on the printed circuit board.

8.15.5 12 V / 24 V - Operation

For 12 V and/or 24 V-operation the pre-resistor for the operating voltage of control electronics must be adapted. This pre-resistor consists of two resistances, which are connected in series. For 12 V-operation one of these resistances is short circuit with the solder joint J102. For 24 V-operation the solder joint J102 must be opened. Additionally different safety devices (fuses) must be installed depending upon operating voltage.

Main fuse (flat fuse on the printed circuit board):

12 V-operation: 50 A flat fuse

24 V-operation: 30 A flat fuse

Output fuse (plug fuse on the terminal block, each two pieces):

12 V-operation: 25 A plug fuse

24 V-operation: 20 A plug fuse

8.16 Technical Data

Characteristics	
closed current (electronics off)	0,5 mA
closed current (electronics on)	10 - 15 mA
Benchmark figure of the temperature control:	
fan start-up	60 °C - 80 °C
max. number of revolution	65 °C - 100 °C
tolerance of the temperatures	± 5 %
Maximum ratings	
maximum ambient temperature (for operation)	50 °C
Maximum ratings: Battery operation 12 V	
nominal load operating voltage (continuity)	11 VDC - 14.4 VDC
load operating voltage (15min)	- 16.0 VDC
maximum idle speed operating voltage (3 sec)	17 VDC
nominal load current (continuity)	40 A
maximum load current (3 sec)	44 A
nominal voltage fan	12 VDC
Maximum ratings: Battery operation 24 V	
nominal load operating voltage (continuity)	18 VDC - 28.0 VDC
load operating voltage (15min)	- 28.8 VDC
maximum load operating voltage (3 sec)	30 VDC
idle speed voltage (continuity)	34 VDC
maximum idle speed operating voltage (3 sec)	36 A
nominal load current (continuity)	20 A
maximum load current (3 sec)	22 A
nominal voltage fan	24 VDC
Maximum ratings: Transformer operation 12 V	
sieving in the power supply	≥ 10000 µF 63 V (depending on the load current)
data for secondary winding after rectification/sieving	
nominal load operating voltage (continuity)	11 VDC - 14.4 VDC
load operating voltage (15min)	- 16.0 VDC
maximum load operating voltage (3 sec)	17 VDC
idle speed operating voltage (continuity)	28 VDC
maximum idle speed operating voltage (3 sec)	30 VDC
nominal load current (continuity)	40 A
maximum load current (3 sec)	44 A
nominal voltage fan	12 VDC
Maximum ratings: Transformer operation 24 V	
sieving in the power supply	≥ 10000 µF 63 V (depending on the load current)
data for secondary winding after rectification/sieving	
full load operating voltage (15min)	18 VDC - 28.0 VDC
load operating voltage (15min)	- 28.8 VDC
maximum full load operating voltage (3 sec)	30.0 VDC
maximum partial load operating voltage	36.0 VDC
idle speed operating voltage (continuity)	39.0 VDC
maximum idle speed operating voltage (3 sec)	40.0 VDC
maximum input peak voltage	44.0 VDC *1)
maximum output peak voltage	44.0 VDC *1)
nominal load current (continuity)	24 A

maximum load current (3 sec)	28 A
nominal voltage fan	24 VDC

1) *The maximum input and/or output peak voltage is measured over the appropriate clamps of the fan controller. It may be exceeded at no time. This applies independently of whether a voltage increased height was possibly caused by the fan controller or an external component. To this belong the switch off-transient of the fan (pulse width modulation = fan will be 2000 times per second switched on and off), and by outside switching operation caused glitches.*

- solder joint J101 closed
- solder joint J102 open
- main fuse 30 A installed
- output fuse 20 A installed

Attention!: Configuration at delivery for 24 V-operation.



For 12 V-operation the installed fuses must be replaced against the provided fuses, as described above. The pre-resistors for the operating voltage of control electronics must be configured like above described.

Assembly: Vertical on standard rail, pay attention to good ventilation.

At breach of specification can destroy one or more components of the system or shorten the life span substantially.

Subject to change without prior notice.

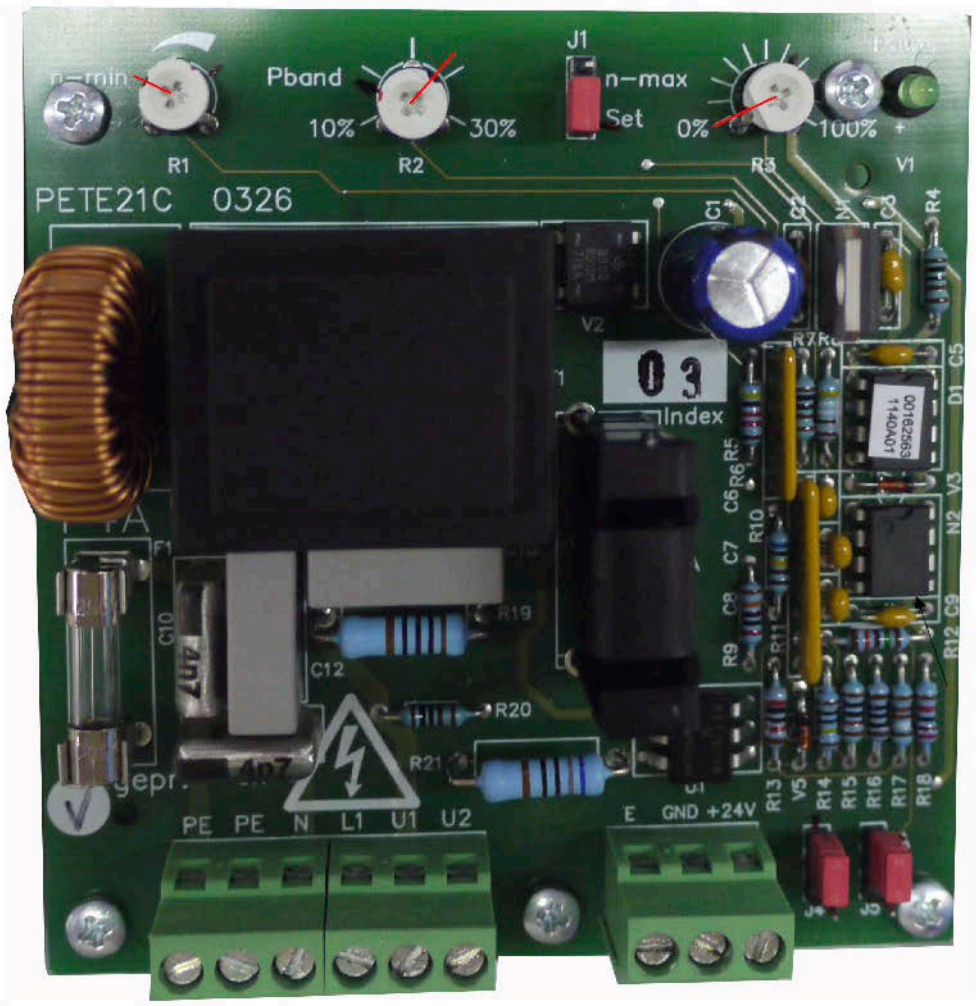
8.17 Electronic fan control for single phase fans PKE-2.5V_Ziehl Abegg

The electronic fan control variety the fan rpm stepless.

8.17.1 Preset for the use with Fischer Panda generators

The Ziehl Abegg fan control is preset for the use with Fischer Panda generators. For the preset following data and jumper settings are used.

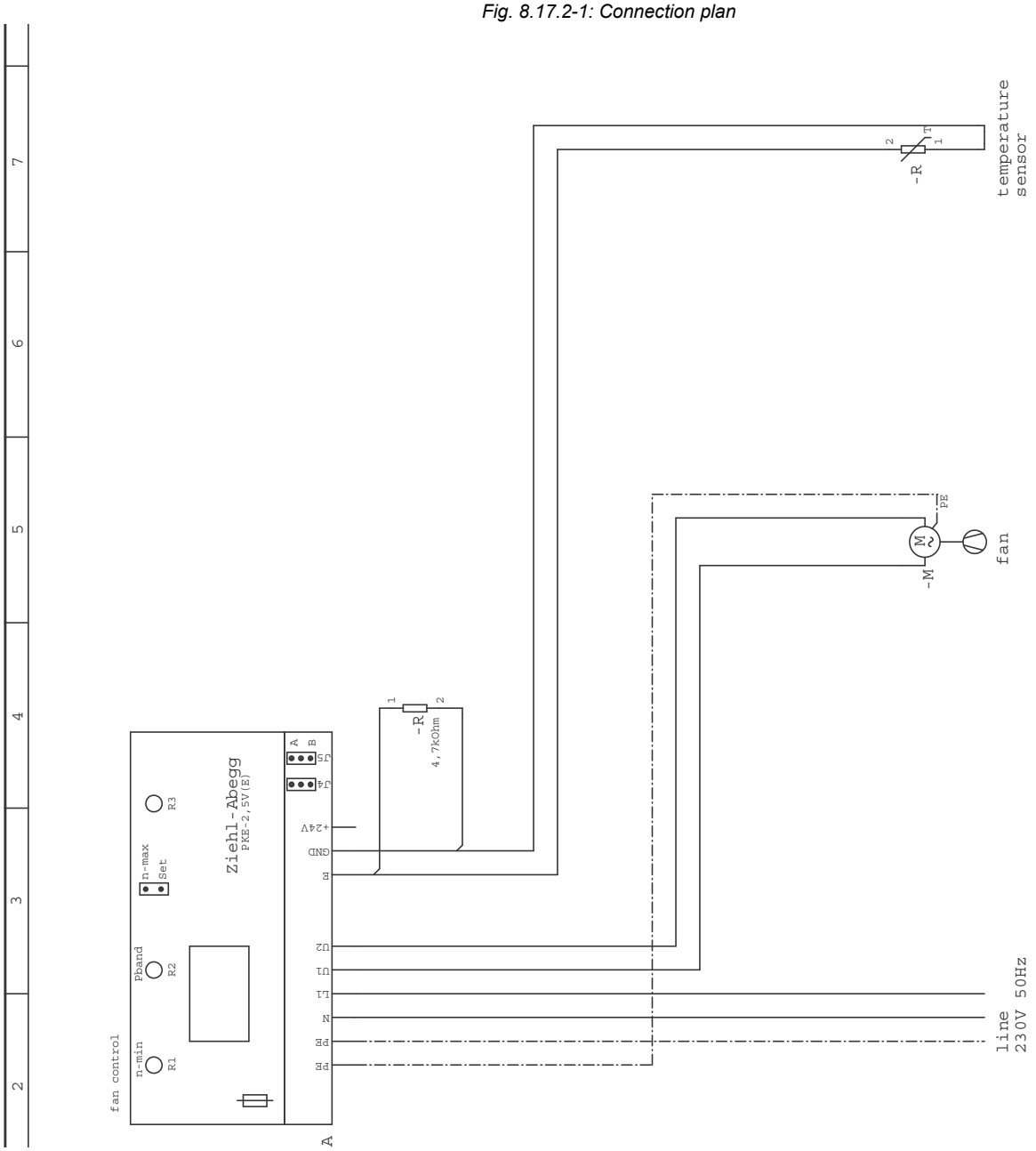
Fig. 8.17-1: Preset



8.17.2 Connection of the sensor (Ziehl Abegg KTY)

The sensor is connected to E/GND. A resistor 4,7kOhm must be connected parallel to the sensor.

Fig. 8.17.2-1: Connection plan



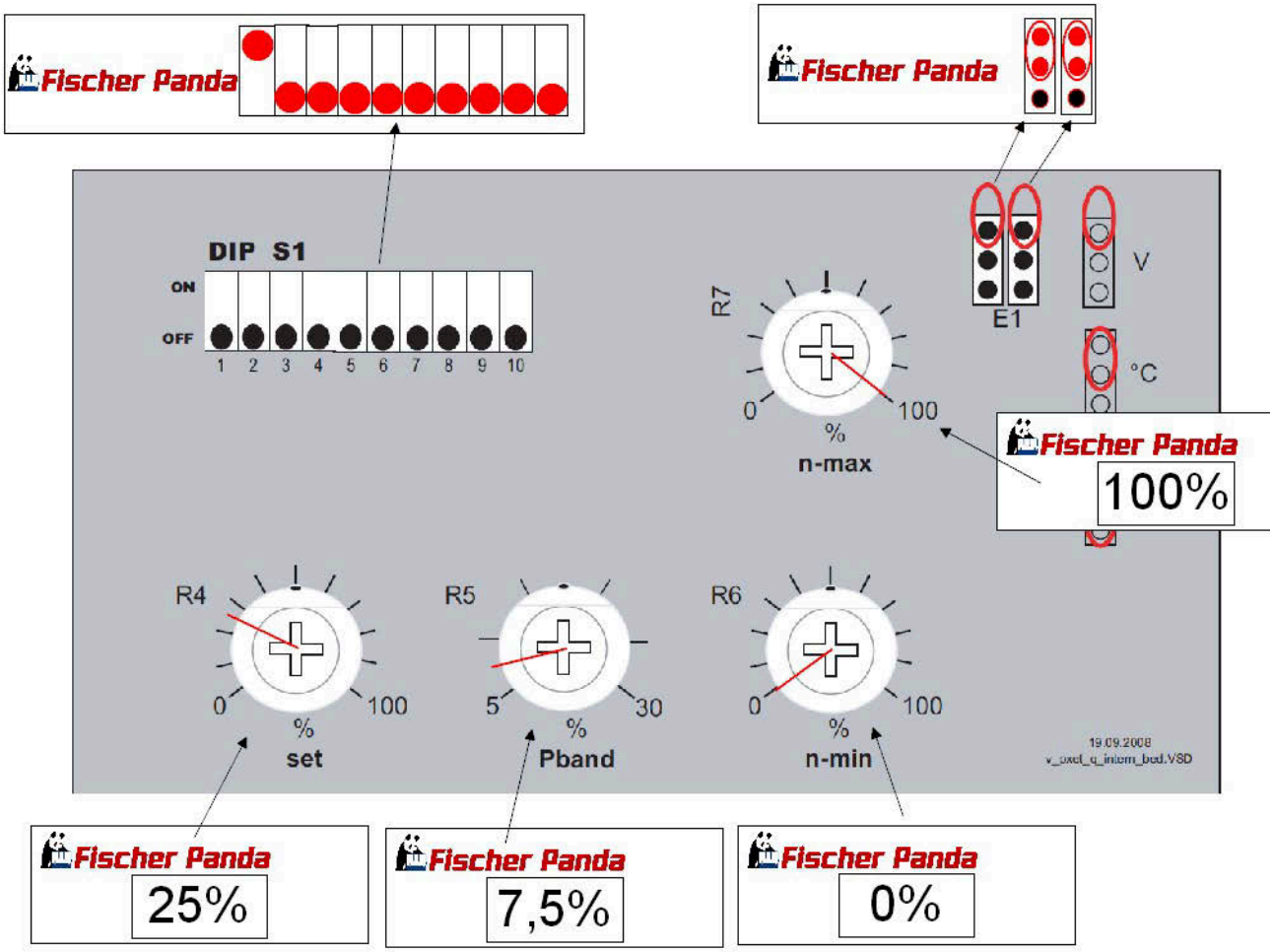
8.18 Electronic fan control for single phase fans PXET6Q_Ziehl Abegg

The electronic fan control variety the fan rpm stepless.

8.18.1 Preset for the use with Fischer Panda generators

The Ziehl Abegg fan control is preset for the use with Fischer Panda generators. For the preset following data and jumper settings are used.

Fig. 8.18-1: Preset

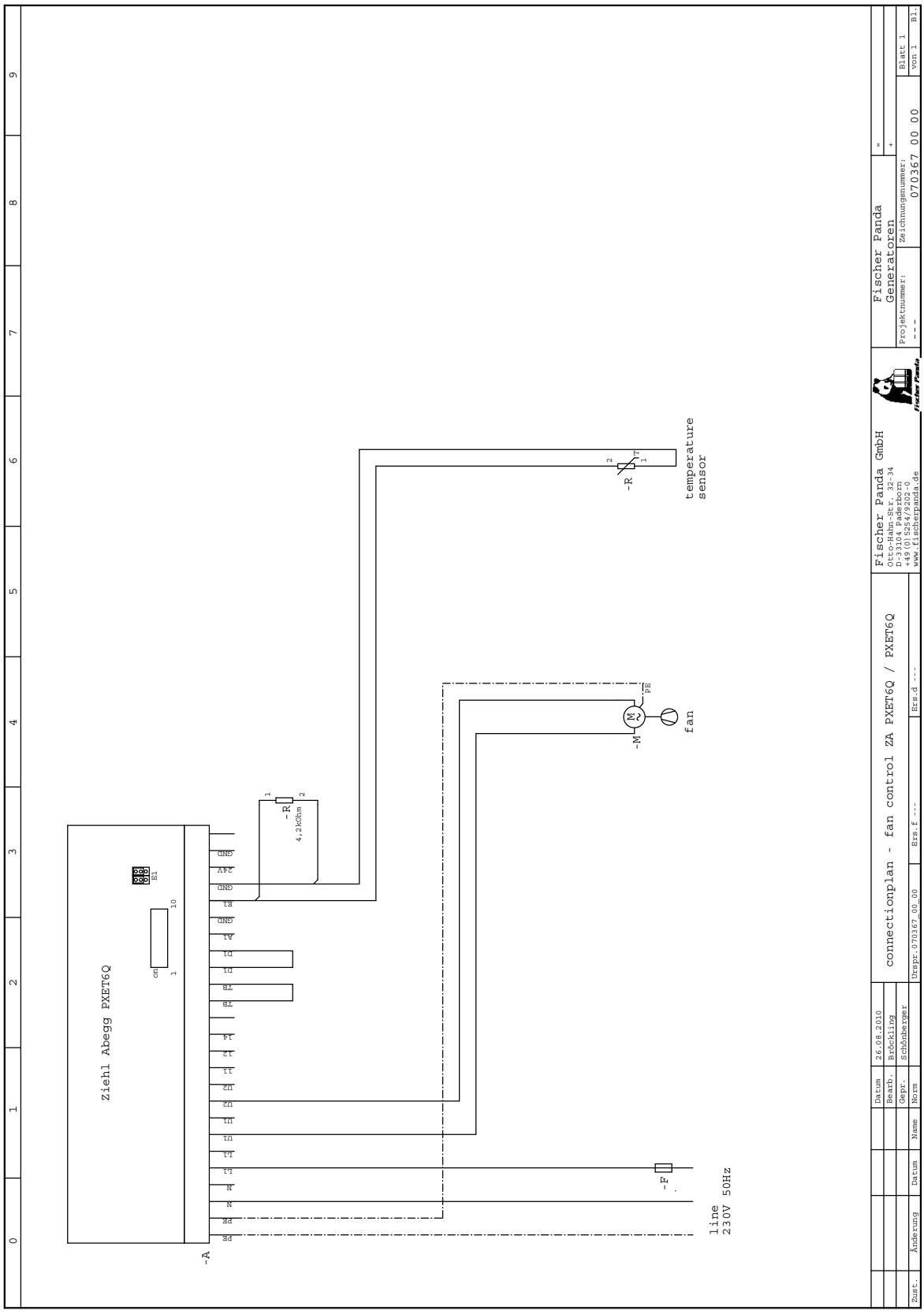


8.18.2 Connection of the sensor (Ziehl Abegg KTY)

The input TB and D1 are bridget.

The sensor is connected to E1/GND. A resistor 4,2kOhm must be connected parallel to the sensor.

Fig. 8.18.2-1: Connection plan



8.19 Electronic fan control for 3 phase fans PKD T5/PKD M10 Ziehl Abegg

The electronic fan control variety the fan rpm stepless.

Fan control PKD T5

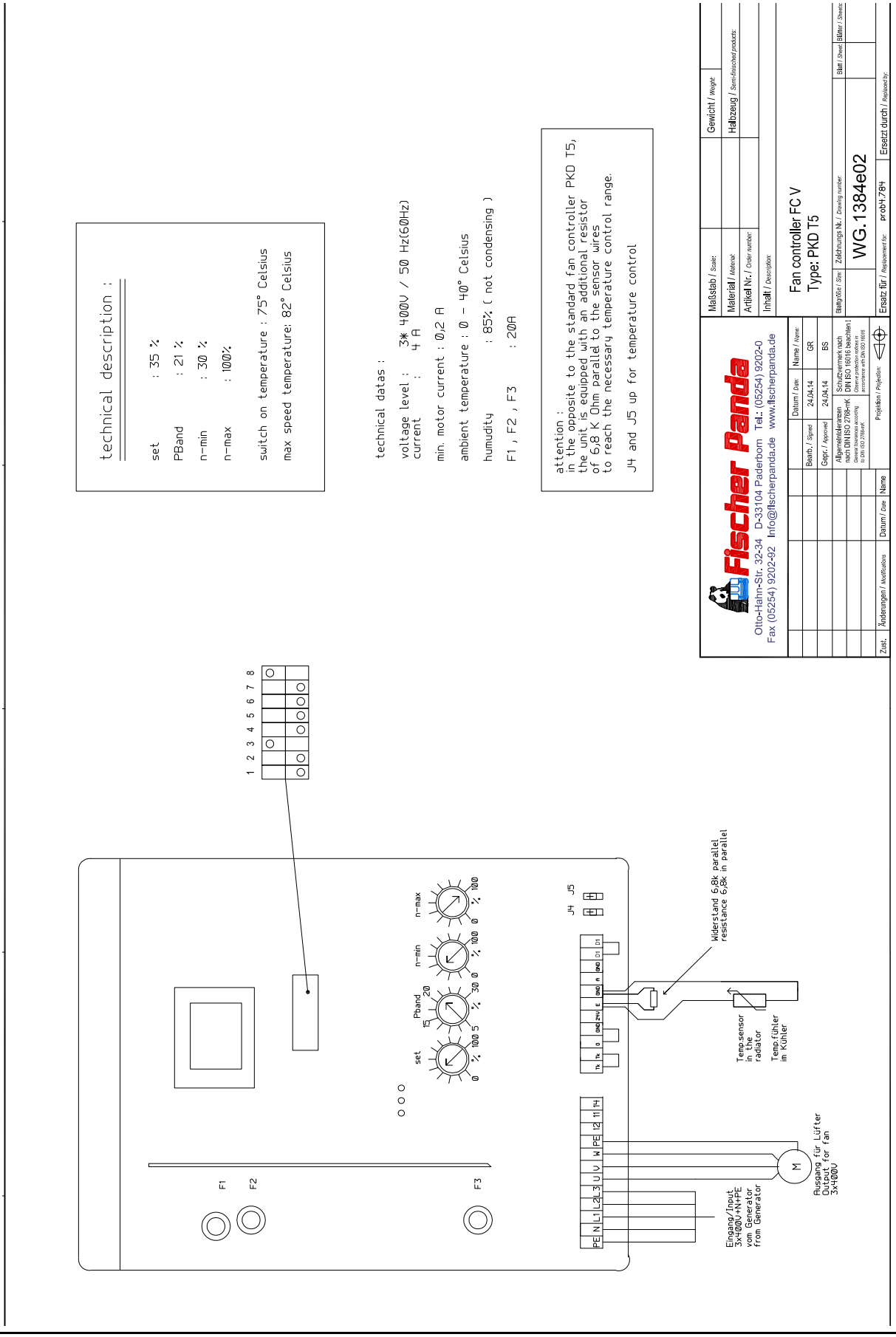
representative picture

Fig. 8.19-1: Fan control PKD T5



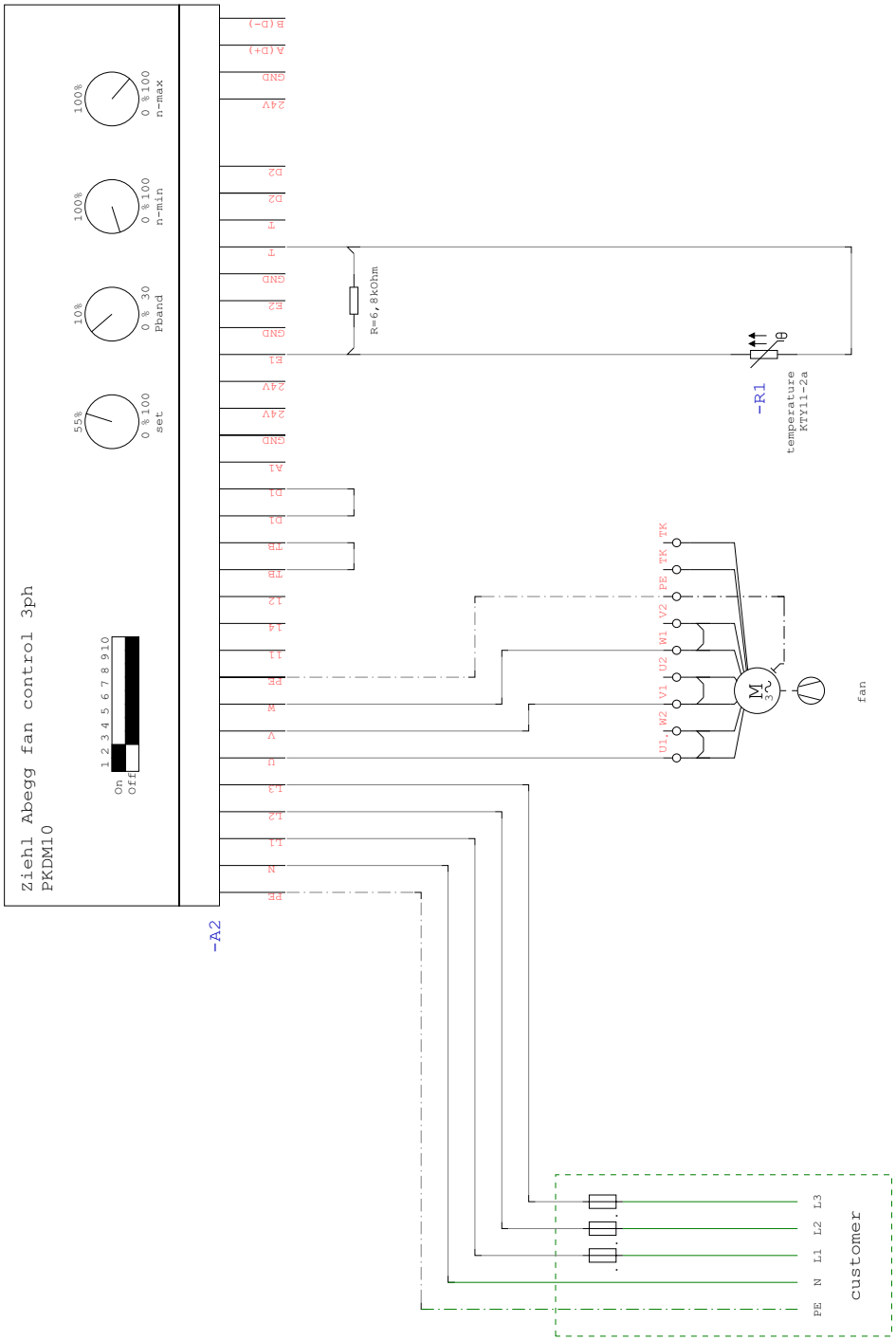
8.19.1 Configuration of the electronic fan control PKD T5 for Fischer Panda Generators

Fig. 8.19.1-1: Configuration of the fan control PKD T5 for Fischer Panda Generators



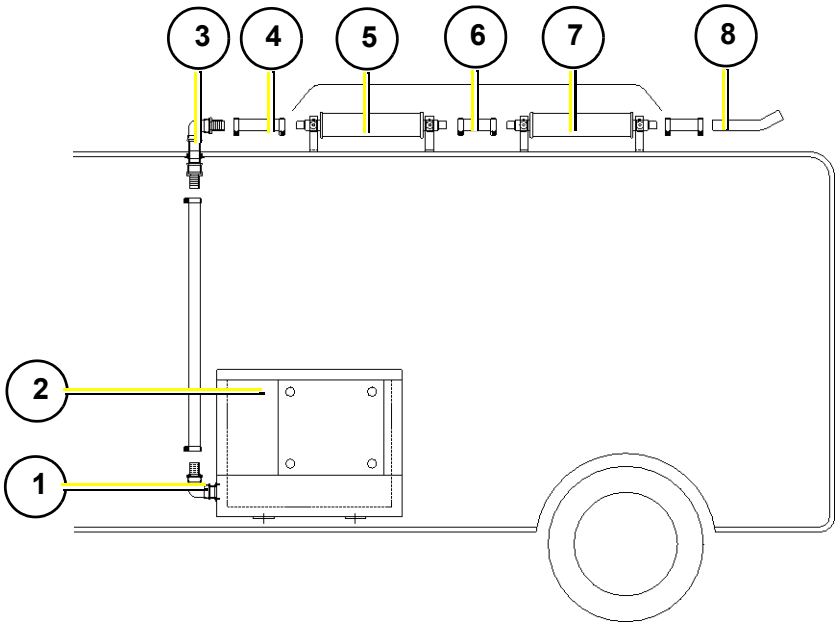
8.20 Configuration of the electronic fan control PKD M10 for Fischer Panda Generators

Fig. 8.20-1: Configuration of the fan control PKD M10 for Fischer Panda Generators



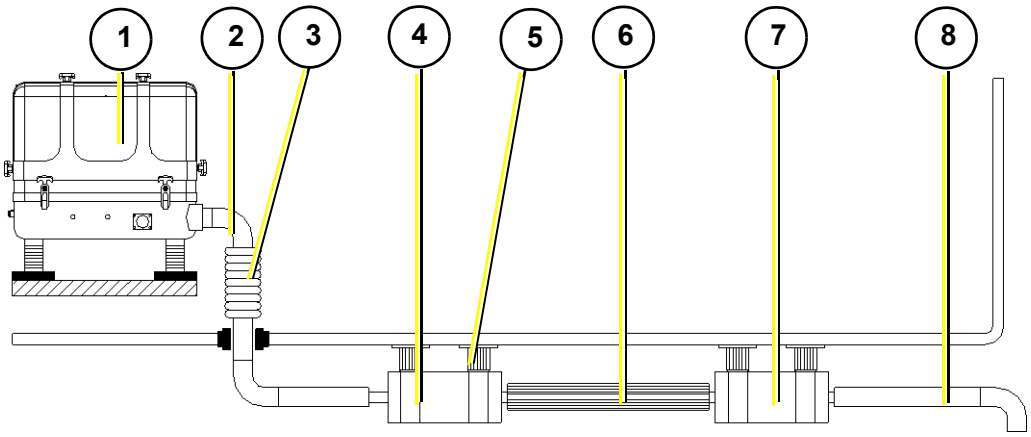
8.21 Exhaust installation

Fig. 8.21-1: Exhaust connection for roof outlet



1. Exhaust oulet
2. Generator
3. Dachdurchführung mit Winkel
4. Vibration damper
5. External pre-silencer
6. Exhaust pipe
7. External series silencer
8. End pipe

Fig. 8.21-2: Exhaust connection for mounting below the vehicle



1. Generator
2. Exhaust outlet
3. Compensator
4. External pre-silencer
5. Vibration damper
6. Exhaust pipe
7. External series silencer
8. End pipe

8.22 Isolation test

After installation, but before the generator is set into normal operation and handed to the customer, an isolation test must be performed as followed:

ATTENTION!



1. Disconnect all load.
2. Start the generator.

3. Measure with a iosolation tester the voltage between:
   a. Generator housing and PMGi housing.
   b. Generator housing and ground of the vehicle.
   c. The measured voltage must be lower than 50 mV.
4. Test the installed protective devices (like RCD). If a RCD is installed, a functional test must be done. Check all terminals for right connections. Measure all phases against each other and against the neutral wire.
5. If the generator is Protected by PME, make sure that all components has the same ground at the housing.

The protective devices must match the national regulation.

8.23 Set into operation

After the installation the generator must be brought in service. For this the „Service record and warranty registration must be worked through and filled out by the installing technical trained person.

This document must be handed out to the owner. The owner must be instructed for the operation, maintenance and hazards of the generator. These include the in the manual mentioned hazards and further ones, which are the result of the specific installation and the connected components.

Send the original Service and warranty record to Fischer Panda to get full warranty. Make a copy for your hands.

Note!:



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9. Generator operation instruction

9.1 Personal requirements

Only instructed persons are allowed to run the generator. Instructed Persons has read the manual of the generator and all ancillary components and external equipment. He must be acquaint with the specific risks and safety instructions.

Only persons who are expected to perform their tasks reliably are permitted as personnel. Persons whose reaction capability is impaired, e.g. through drugs, alcohol or medication are not permitted.

When selecting the personnel, the stipulations regarding age and occupation applying at the location must be observed.

9.1.1 Hazard notes for the operation

Please note the safety first instructions in front of this manual.

Notice!



Danger for life! - The generator can be equipped with a automatic start device. This means the generator can be started by an external signal.

Warning! Automatic start



To avoid an unexpected starting of the generator, the starter battery must be disconnected before start working at the generator.

Rotating parts inside of the generator

Attention! Danger to life



Do not run the generator with removed sound cover. If it is necessary to test the generator without sound cover, pay special attention. Never do this work alone. Do all service, maintenance and repair with engine stopped.

Danger for Life. Improper handling, operation, installation and maintenance can result in severe personal injury and/or material damage.

Attention! Danger to Life - High voltage



Electrical voltages above 48 volts (battery chargers greater than 36 volts) are always dangerous to life). The rules of the respective regional authority must be adhered to. Only an electrician may carry out installation of the electrical connections for safety reasons.

9.2 General operating instruction

9.2.1 Operation at low temperatures

The Generator can be started at temperatures down to - 20 °C, therefor the operation fluids like fuel, cooling water, lubricant oil ect. must be suitable for this temperatures. These should be checked before start. Cold start spray ect. are not allowed to use, or the warranty will be lost.

9.2.1.1 Pre-heating the diesel motor

Pre-champer diesel engines are equipped with a quick glow plug. The maximum pre glow time should not exceed 20 sec. At 20 °C or more the pre glow time should be about 5-6 sec. Below 20 °C the pre glow time should be increased.

If the operation fluids have been drained and then filled with cold weather fluids, always run the generator for 10 minutes to ensure the new fuel is present throughout the system.

Note!



9.2.1.2 Tips regarding starter battery

Fischer Panda recommends normal starter battery use. If an genset is required for extreme winter conditions, then the starter battery capacity should be doubled. It is recommended that the starter battery be regularly charged by a suitable battery-charging device (i.e., at least every 2 months). A correctly charged starter battery is necessary for low temperatures.

9.2.2 Light load operation and engine idle

If an engine is operated on a load less than 25-30 % of its rated output, the soot of the generator will be observed which may give cause for concern. The usual results of this operation are heavier than normal lubricating oil consumption, and oil leaks from the air and exhaust manifolds. This condition is particularly evident on standby generator set applications.

9.2.2.1 The soot of the generator is due to the fact that:

The cylinder temperatures are too low to ensure complete burning of all the fuel delivered.

A further result is that of abnormal carbon build-up on the valves, piston crowns and exhaust ports. Fuel dilution of the lubricating oil will also occur.

9.2.2.2 To prevent the soot of the generator following steps should be observed:

Running on light load should be avoided or reduced to the minimum period.

In a period of 50 operation hours the engine or generator set should be run on full load for four hours, to burn off accumulations of carbon in the engine and exhaust system. This may require the use of a 'dummy load'. The load should be built up gradually from 30 % to 100 % within 3 hours and hold at 100 % for one hour.

9.2.3 Generator load for a longer period and overload

Ensure the generator is not overloaded. Overloading occurs when the electrical load is higher than the generator can provide. If this occur for a longer period, the engine may be damaged. Overloading may cause rough running, high oil and fuel consumption, increased emissions.

For a long engine life, the long therm load should not exceed 80 % of the nominal load. Long therm load is the load over several hours. It is harmless for the generator to deliver full nominal power for 2-3 hours.

The hole conception of the Fischer Panda generator make sure, that the full power operation at extreme condition will not increase the engine temperatures over. Please note that the emissions of the generator also increase at full power operation.

9.2.4 Protection conductor: (AC Generators only)

The standard Panda generator is grounded. The 3-phase connection (delta) centre point is bridged to earth in the AC output terminal box (mounted on the generator). This is the initial earth safety point and is sufficient to ensure safe operation however only as long as no other system is installed. This system is adapted to enable test running of the generator before delivery.

The bridge to ground (PEN) is only effective when all components in the electrical system share a common ground. The bridge to ground can be removed and reconnected to another ground system if required for other safety standards.

Full voltage connections are mounted in the electrical cabinet. It must be ensured that the electrical cabinet is secured and closed while the generator is running.

The starter battery cable should be disconnected when work is being done on either the generator or the electrical system in order to prevent accidental starting of the generator.

9.2.5 Operating control system on the Fischer Panda generator

Fischer Panda generators are equipped with various sensors/temperatures switches. The combustion engine is further equipped with a oil pressure control switch, which switches the motor off, if the oil pressure sinks to a particular level.

9.3 Instructions for capacitors - not present at all models

Danger to Life - High voltage **Caution!**

Do not touch the capacitor contact terminals!



The generator's electrical system requires two different groups of capacitors:

A) The booster capacitors

B) The operating capacitors

Both types are mounted in the electrical cabinet. (At some models direct on the generator)

Capacitors store an electrical charge. It is possible that even after they have been disconnected stored energy is still held. Therefore it is essential that the connectors are not touched.

Should it be necessary to check or test the capacitors, they should be shorted out by using an insulated screw driver.

The operating capacitors are automatically discharged when the generator is stopped in the normal way. The booster capacitors will be discharged through internal resistors.

For safety however, the capacitors have to be discharged (short circuited) prior to carrying out any work on the AC-Control box.

9.4 Checks before start, starting and stopping the generator

See remote control panel data sheet/manual!

The instructions and regulations of the remote control panel data sheet/manual must be respected. **Note!**



Respect the safety instruction in front of this manual.

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10. Maintenance Instructions

10.1 Personal requirements

The maintenance described here can be carried out by the operator unless otherwise indicated.

Further maintenance work may only be carried out by specially trained specialist personnel or authorized repairers (Fischer Panda Service Points). This is especially true for work on the valve setting, diesel injection system and for engine repair.

The work described here can be taken as a guide. Since Fischer Panda does not know the exact installation and storage conditions, the work instructions and materials must be adapted by a local specialist. Damages caused by improper maintenance / repair are not covered by the warranty.

Attention!



10.1.1 Hazard notes for the maintenance

Follow the general safety instruction at the front of this manual.

Note!



Danger for life! - The generator can be equipped with a automatic start device. This means the generator can be started by an external signal. To avoid an unexpected starting of the generator, the starter battery must be disconnected before start working at the generator.

Warning! Automatic start



Working at a running generator can result in severe personal injury. Therefore before starting work at the generator:

Warning! Risk of injury



Make sure that the generator is stopped and the starter battery is disconnected to guarantee that the generator cannot be inadvertently started.

Do not run the generator with removed sound isolation cover

Improper installation/maintenance can result in severe personal injuries or material damage.

Warning! Risk of injury



- Always undertake installation/maintenance work when the generator is switched off.
- Ensure there is sufficient installation clearance before start working.
- Ensure tidiness and cleanliness at the workplace. Loose components and tools lying around or on top of each other are sources of accidents.
- Only perform installation work using commercially available tools and special tools. incorrect or damaged tools can result injuries.

Oil and fuel vapours can ignite on contact with ignition sources. Therefore:

- No open flames during work on the generator.
- Do not smoke.
- Remove oil and fuel residues from the generator and floor.

Warning! Danger of fire



Contact with engine oil, antifreeze and fuel can result in damage to health. Therefor:

- Avoid skin contact with engine oil, fuel and antifreeze.
- Remove oil and fuel splashes and antifreeze from the skin immediately.
- Do not inhale oil and fuel vapours.

Danger! Danger of poisoning



Danger for Life. Improper handling, operation, installation and maintenance can result in severe personal injury and/or material damage.

Electrical voltages above 60 volts are always dangerous to life). The rules of the respective regional authority must be adhered to. Only an electrician may carry out installation of the electrical connections for safety reasons.

Attention! Danger to Life - High voltage



Generator, oil and antifreeze can be hot during/after operation. Risk of severe burns.

Warning! Hot surface/material



During Installation/maintenance personal protective equipment is required to minimize the health hazards.

- Protective clothing
- safety boots
- protective gloves
- Ear defender
- safety glasses

Instruction! Personal protective equipment necessary.



Disconnect all load during the work at the generator to avoid damages at the load.

Attention! Disconnect all load



Batteries contains acid or alkalis.

Improper handling can result in battery explosion and leakage. Acid or alkalis can run out. An explosion of the battery is possible.

See the operation and safety instruction from your battery manufacturer.

Batteries contain corrosive acids and lyes.

Improper handling can cause the batteries to heat up and burst. Corrosive acid/lye may leak. Under unfavorable conditions, the battery may explode.

Warning!



Observe the instructions from your battery manufacturer.

The different liquid systems (Cooling System, Fuel system etc. may pressurised after operation. When the system is opened, the pressure can be relieved abruptly and expel hot gases and fluids. Risk of injury due to parts flying about, burn hazard due to liquids and gases.

Warning! System may be pressurised!



10.2 Environmental protection

Danger to the environment due to mishandling!

Significant environmental damage can occur, particularly for incorrect disposal, if environmentally hazardous operating materials are mishandled. Therefore:

- Always observe the instructions mentioned below.
- Take immediate action if environmentally hazardous materials reach the environment. Inform the responsible local authorities about the damage in the case of doubt.

The disposal must be performed by a specialist disposal company.

Environmental protection!



10.3 Maintenance requirements

Control before starting

- Oil level
- Cooling system leaks
- Visual check for any changes, leaks oil drain system, v-belt, cable connections, hose clips, air filter, fuel lines

Once a week

- Lubrication of actuator-trapezoid thread spindle

10.4 Maintenance interval

For the maintenance intervals, see the „General information for vehicles generators“ which are attached to this manual.

For generators with dynamic maintenance interval (for example generators with iControl2). Further informations are in the remote control panel manual/data sheet.

With the dynamic operation hours the service interval can be raised up to 30 % (200 h max.). Make sure that the dynamic operation hours are not reset accidently between the service interval.

Note:



10.5 Checking oil-level

You require:

paper towels / cloth for the oil dipstick

The generator must be placed at level.

- with vehicular generators: Place the vehicle on a levelled surface.
- with PSC generators: Place the generator on a levelled surface.
- with marine generators: Measure the oil-level when the ship is not lop-sided.

Run the generator for about 10 minutes to ensure that the engine is warm. Wait for 3 minutes, so the oil can flow back into the oil pan.

Generator and coolant can be hot during and after operating.

Caution: Burn hazard!



Wear personal protective equipment. (Gloves, protective goggles, protective clothing and safety shoes)

- Assure generator against accidental start.
- Open the generator casing.
- Pull the oil dipstick out of the check rail.
- Clean oil dipstick.
- Put the oil dipstick back into the check rail and wait for 10 seconds.
- Pull the oil dipstick out of the check rail and read off the oil-level at the lower end of the stick.

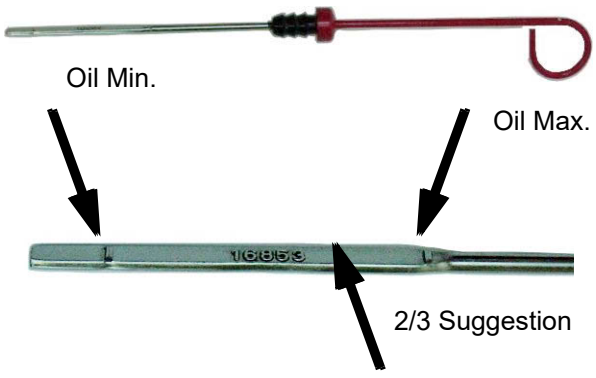
Oil dipstick

The oil-level is to be checked by means of the oil dipstick. The prescribed filling level must not cross the „Max“-mark.

We recommend an oil-level of 2/3.

Sample picture

Fig. 10.5-1: Oil dipstick - Sample



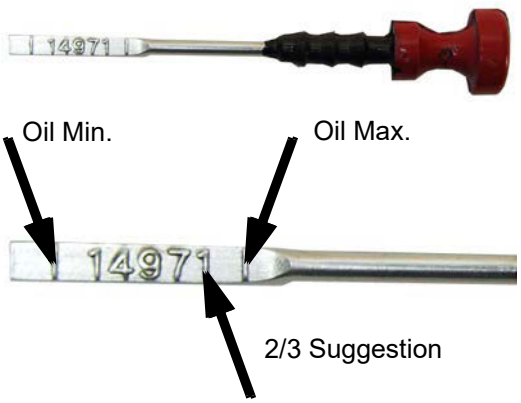
Oil dipstick EA 300 Engine

Fig. 10.5-2: Oil dipstick

The oil-level is to be checked by means of the oil dipstick.
The prescribed filling level must not cross the „Max“-mark.

We recommend an oil-level of 2/3.

Sample picture



Oil should be refilled, if the oil-level is under 1/3 between the minimum and the maximum mark.

Fischer Panda recommends an oil-level of 2/3 between the minimum and the maximum mark.

10.5.1 Refilling oil

You require:

Engine oil

1. Check oil-level as described under section 10.5, “Checking oil-level,” on page 98.
2. Oil dipstick is pulled out of the check rail.
3. Open the oil filler cap.
4. Fill in oil (approx. 1/2 litre) and wait for about 2 min. so this it can flow into the oil pan.
5. Wipe off the oil dipstick and put it into the check rail.
6. Pull the oil dipstick out of the check rail and check the oil-level. See section 10.5, “Checking oil-level,” on page 98.

If oil-level is still too low (under 2/3): repeat steps 4-6.

10.5.2 After the oil level check and refilling the oil

- Put the oil dipstick back into the check rail.
- Close the oil filling cap.
- Remove potential oil stains and splashes from the generator and surroundings.
- Close the generator casing.
- Remove lock against accidental generator start.

10.6 Replacement of engine oil and engine oil filter

You require:

- Engine oil. See attachment.

- New oil filter (not with generators with EA300 engines)

- Sealing for oil drain screw

- Personal protective gear

- Container to collect used oil (heat resistant and of sufficient size)

- Open-ended wrench for oil drain screw

- Paper towels and cloth

- Oil filter wrench

- Oil resistant mat, so prevent used oil from getting into underground water

The generator must be placed at level.

- with vehicular generators: Place the vehicle on a levelled surface.
- with PSC generators: Place the generator on a levelled surface.
- with marine generators: Change the oil when the ship is not lop-sided.

Run the generator for about 10 minutes to ensure that the engine is warm.

Wait for 3 minutes, so the oil can flow back into the oil pan.

Generator and coolant can be hot during and after operating.

Caution: Burn hazard!



Wear personal protective equipment. (Gloves, protective goggles, protective clothing and safety shoes)

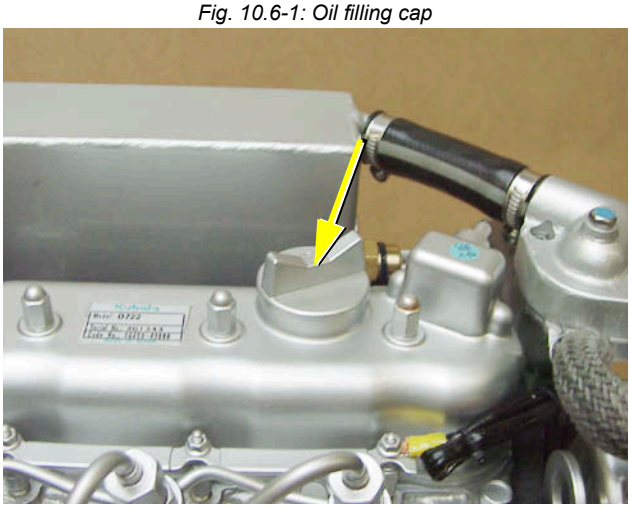
1. Prepare generator.
   - Assure generator against accidental start.
   - Open the generator casing.
   - with generators that have an external oil drain hose: Release the oil drain hose from the mounting.
   - with generators that have an internal oil drain hose: Open the lead-through for the oil drain hose (left turn of the sealing). Pull out the sealing with the oil drain hose.

   Place an oil resistant mat under the oil drain hose area and prepare the container.

2. Loosen oil filling cap

   Unscrew the oil filling cap. This is necessary, because otherwise a vacuum will form and the oil can not completely drain off.
   Sample picture

Fig. 10.6-1: Oil filling cap



3. Open oil drain screw.

   Unscrew the oil drain screw by means of the open-ended wrench from the oil drain hose (rotating direction left). Use a second open-ended wrench to lock. Make sure to do this over the container.
   Use spanner size 17 mm.



Fig. 10.6-2: Oil drain hose



4. Discharge used oil.

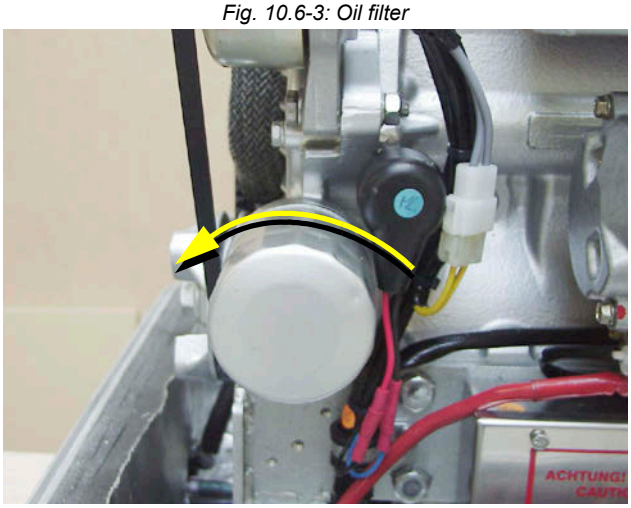
   Let the entire amount of oil drain out of the engine. This can take several minutes.

5. Remove used oil filter / clean oil screen

   Release the oil filter by turning the filter wrench counterclockwise. The filter might be full of oil. Make sure to not spill anything and avoid skin contact.
   Sample picture



Fig. 10.6-3: Oil filter



Oil screen with generators with EA300 engines

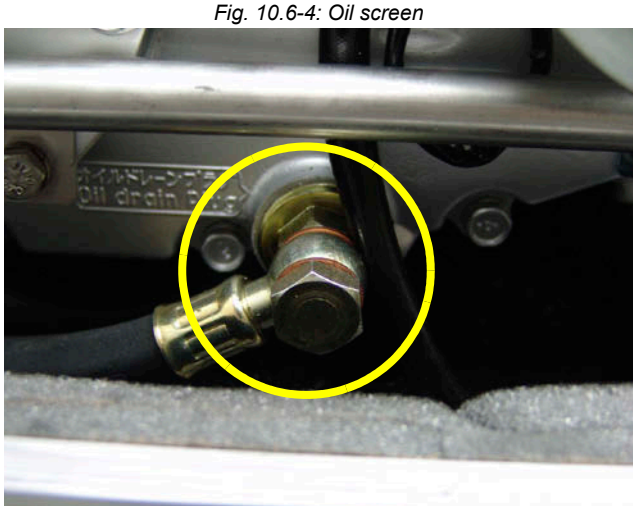
The oil screen should be cleaned every 500 operating hours: to do so follow the instructions in the engine manual.

Use spanner size 17 mm.



Sample picture

Fig. 10.6-4: Oil screen



6. Preparing a new filter

   Clean the engines' filter holder brush a thin oil layer on the sealing of the new filter.

Fig. 10.6-5: Oil screen sealing ring



7. Mounting the new filter

   Carefully screw in the new filter by hand. It must not be tightened too much. Screw in the oil drain screw again and tighten is with the wrench. Use a new sealing for the oil drain screw.

8. Fill in oil. (oil fill capacity: see attachment)

   Fill the engine oil into the engine via feed hopper. Check oil-level after every 2 litres with the oil dipstick.

9. Check proper filling level. See section 10.5, “Checking oil-level,” on page 98.

   When the proper filling level is reached, screw in the oil cap again. Run the engine for 10 minutes and then turn it off. Check the oil-level once more after several minutes with the oil dipstick. If it is too low, refill some oil.

10. Clean up

    Wipe off all oil splashes from the generator and make sure that the drain screw has no leak.

10.6.1 After the oil change

- Put the oil dipstick back into the check rail.
- Close the oil filling cap.
- Remove potential oil stains and splashes from the generator and surroundings.
- Close the generator casing.
- Remove lock against accidental generator start.
- Duly dispose of used oil and filter.

  Used oil is very toxic and must not be disposed with domestic waste. It is prohibited to dispose used oil with waste water! Make sure that used oil is disposed properly (e.g.: where oil is bought or at collection stations).

10.7 Verifying the starter battery and (if necessary) the battery bank

Check the condition of the battery. Proceed here as prescribed by the battery manufacturer.

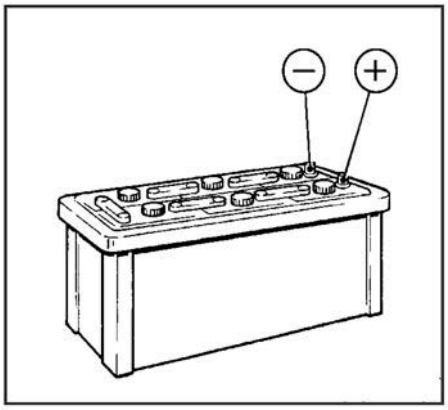
If from the battery manufacturer not otherwise mentioned.

10.7.1 Battery

10.7.1.1 Check battery and cable connections

- Keep battery clean and dry.
- Remove dirty clamps.
- Clean terminal posts (+ and -) and clamps of the battery, and grease with acid-free and acid-resistant grease.
- When reassembling, ensure that clamps make good contact. Tighten clamp bolts hand-tight.

Fig. 10.7.1.1-1: Battery

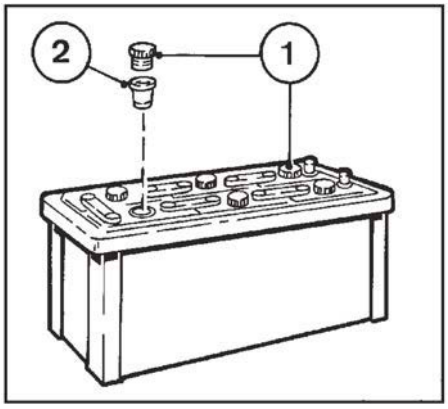


10.7.1.2 Check electrolyte level

- Remove sealing caps 1.
- If testers 2 are present:
- Electrolyte level should reach the base of these.
- Without testers:

  The electrolyte level should be 10-15 mm above the top of the plates.
- If necessary, top up with distilled water.
- Screw sealing caps back in.

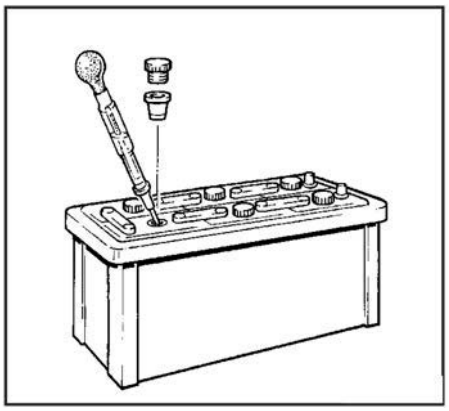
Fig. 10.7.1.2-1: Battery



10.7.1.3 Check electrolyte density

- Measure the electrolyte density of individual cells with a commercial hydrometer. The hydrometer reading (see table on following page) indicates the battery's state of charge. During measurement, the temperature of the electrolyte should preferably be 20 °C.

Fig. 10.7.1.3-1: Battery



Electrolyte density		
in [kg/ l]		Charge status
Normal	Tropical	
1.28	1.23	well charged
1.20	1.12	semi-charged, re-charge
1.12	1.08	discharged, immediately charge

Attention



The gases emitted by the battery are explosive! Keep sparks and naked flames away from the battery!

Do not allow battery acid to come into contact with skin or clothing!

Wear protective goggles!

Do not rest tools on the battery!

10.8 Ventilating the fuel system

Normally, the fuel system is designed to ventilate air itself i.e. as soon as the electric starter motor starts operation the fuel pump starts working and the fuel system will be de-aerated after some time automatically. It is nevertheless essential to ventilate the system as follows prior to the first operation (as all hoses are empty):

Attention:

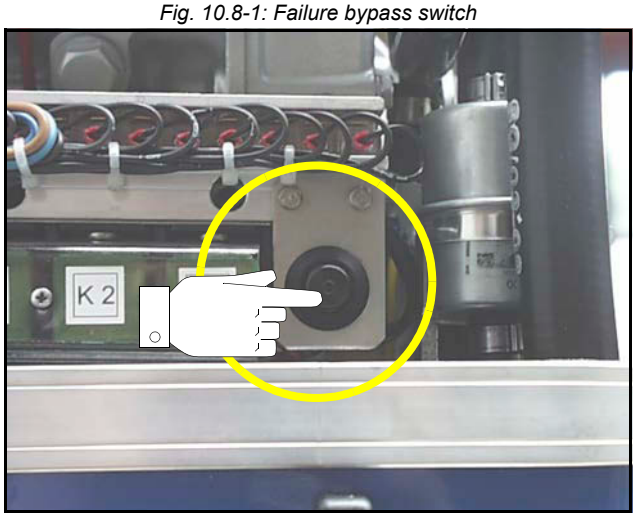


Generators with iControl, xControl or fpControl system do not need a failure bypass switch. At these generators the fuel pump can be activated by an option of the control panel. See Control panel manual.

1. Main power switch „OFF“

2. Press failure bypass switch and keep firmly pressed. The electrical fuel pump must be audible. Switching on and off the solenoid valve at the generator will be audible by pressing the failure bypass switch (if capsule removed).

Fig. 10.8-1: Failure bypass switch



Note!

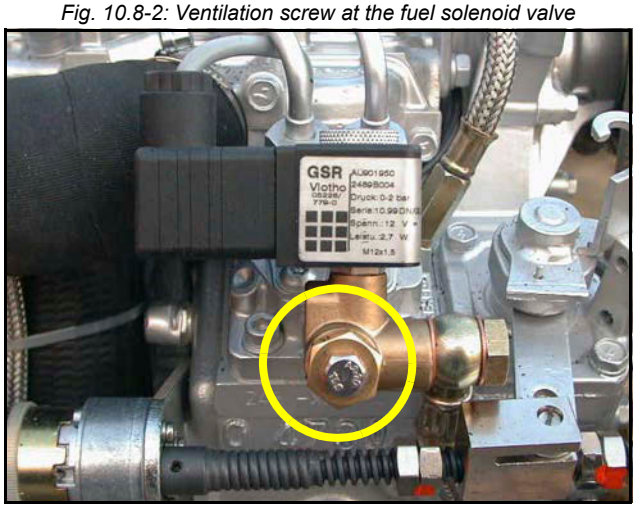
Generators with iControl, xControl or fpControl system has no failure bypass switch. The Fuel pump can be activated at the Control panel.

Please see Control panel manual for details.

3. Pressing the failure bypass switch for approx 3 - 4 minutes will loosen the ventilation screw located at the fuel solenoid valve. The button must continue to be pressed, whilst opening the screw. A large cloth or Kleenex tissue must be laid beneath the connection to prevent escaping fuel running into the capsule. If the fuel runs out without air bubbles, then the ventilation screw can be closed. Only then may the button be released.

   Use spanner size 10 mm.

Fig. 10.8-2: Ventilation screw at the fuel solenoid valve



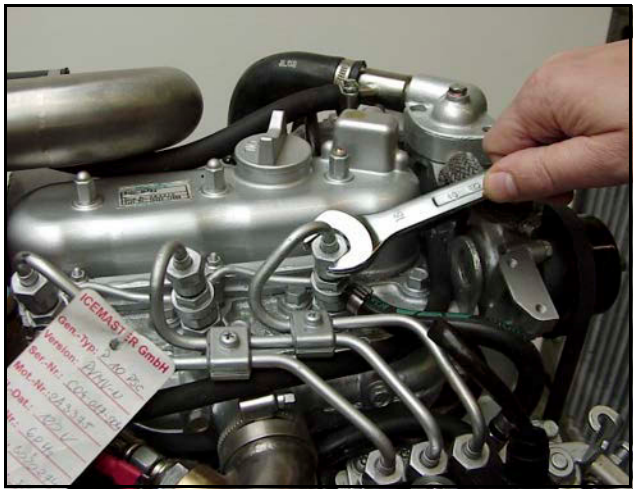
Not all generator models has a fuel solenoid valve. At generators without fuel solenoid valve, a single ventilation screw is installed.

Note!:

4. Pressing the starter button can now start the machine. The machine should start after a short period.
5. If this does not occur, then a connecting nut fitted to the injection line must be loosened and starting procedure repeated. Retighten the washers after successfully starting. The injection line must be raised by several millimetres.

   Use spanner size 17 mm.

Fig. 10.8-3: Injection nozzles



6. Switch main switch „OFF“.

10.8.1 Replacement of the fuel filter

Exchanging the filter, depending upon fuel contamination, should take place once a year at the very least. The inlet must be clamped, before exchanging the filter.

Remove the hoses from the used filter and fasten them to the new filter. The arrow on the filter housing indicates the direction of the fuel flow. A clogged filter causes a decreased power output of the generator.

Fig. 10.8.1-1: Fuel Filter

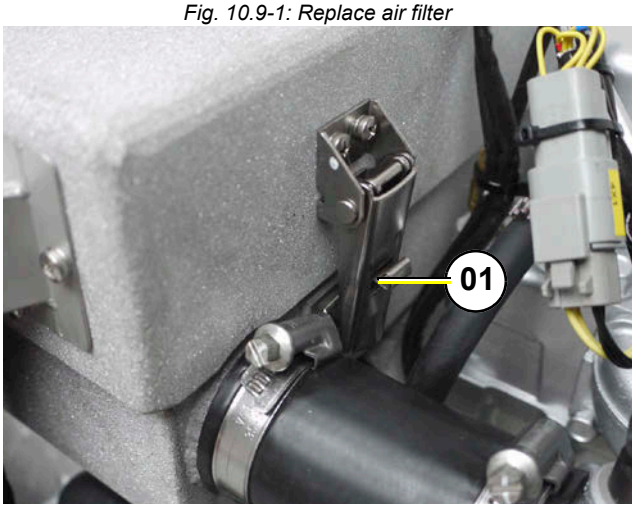


10.9 Replacing the air filter

1. Open the closure on the right-hand side of the air intake housing

   01. Closure

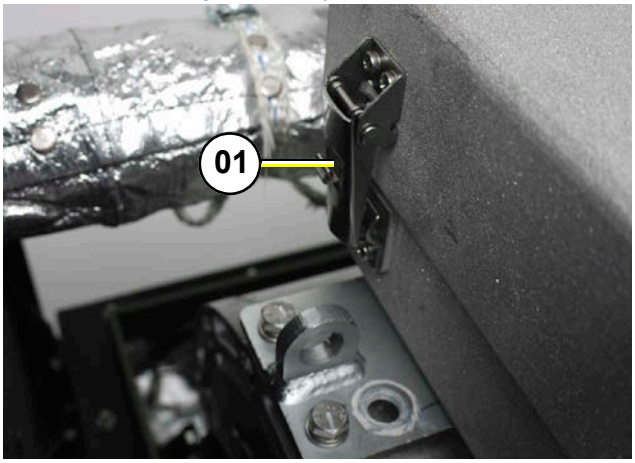
Fig. 10.9-1: Replace air filter



2. Open the closure on the left-hand side of the air intake housing.

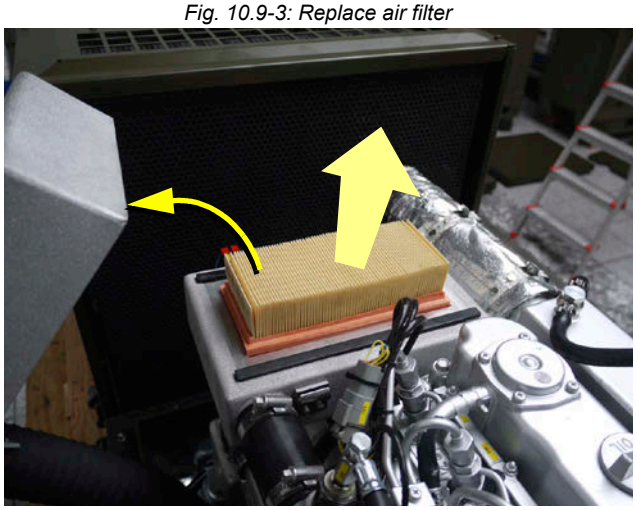
   01. Closure

Fig. 10.9-2: Replace air filter



3. Lift up the housing cover and pull it backwards.
4. Replace the air filter.
5. To reinstall, reverse the order of steps.

Fig. 10.9-3: Replace air filter



10.10Ventilation of the coolant circuit / freshwater

Special notes for the ventilation of the cooling system

Attention



If the cooling water is drained, or if other air has entered the cooling system, it is necessary to ventilate the cooling system.

This ventilating procedure must be repeated several times:

The generator must be switched off before opening the ventilating points!

Pay attention that the external coolant expansion tank is connected with the generator by the intended connection point.

Further it should be guaranteed that the expansion tank is attached in sufficient height (200 m) over the level of the generator highest point.

Expansion tank

Fig. 10.10-1: Expansion tank



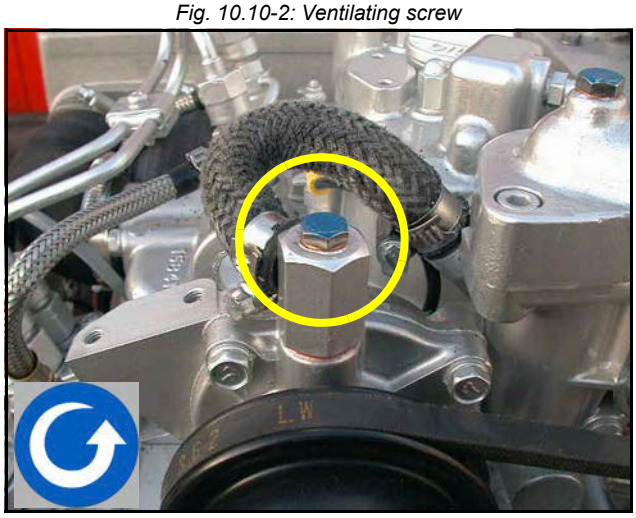
1. Open the ventilating screw above the cooling water pump casing. Not present at all models

   Use spanner size 10 mm.



Not present at all models

Fig. 10.10-2: Ventilating screw

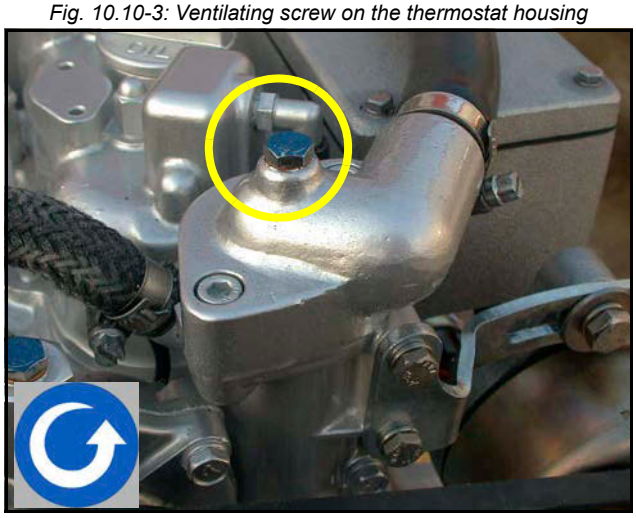


2. Open the ventilating screw on the thermostat casing.

   Use spanner size 10 mm.



Fig. 10.10-3: Ventilating screw on the thermostat housing



3. Pour cooling water into the cooling water filling necks. (At generators without filler, The cooling water can be filled into the external expansion tank instead)
4. If the cooling water level no longer drops (the cooling water level in cold waters must cover the tin in the exhaust elbow), close the filler cover and the cooling water screws and then start the generator.
5. Run the generator for approx. 60 Seconds, then switch off
6. Refill cooling water via the compensation tank.
7. The compensation tank is connected to the generator by two hoses.

Fig. 10.10-4: Cooling water filler cap



The external compensation tank should be filled to a max 20 % in a cold state. It is very important that a larger expansion area is maintained above the cooling water level.

8. Repeat this procedure 1 - 5 times.

If there is no change to the state of the cooling water level, the generator is re-started for 5 minutes. Thereafter the de-aeration must be repeated two to three times.

The ventilation screw above the cooling water pump casing may not be opened under any circumstances, whilst the generator is running. Air will be sucked through the opening, if this should happen by mistake. Venting the whole system afterwards is necessary and very difficult.



Fig. 10.10-5: Ventilation screw above the cooling water pump casing



10.11V-belt replacement for the internal cooling water pump

The V-belt wears in a short time due to high ambient temperature within the closed capsule (approx. 85 °C). The air in the generator capsule is not only warm but also very dry. Therefore it is possible, that the „softener“ in the rubber composers wear after a very short time of operation.

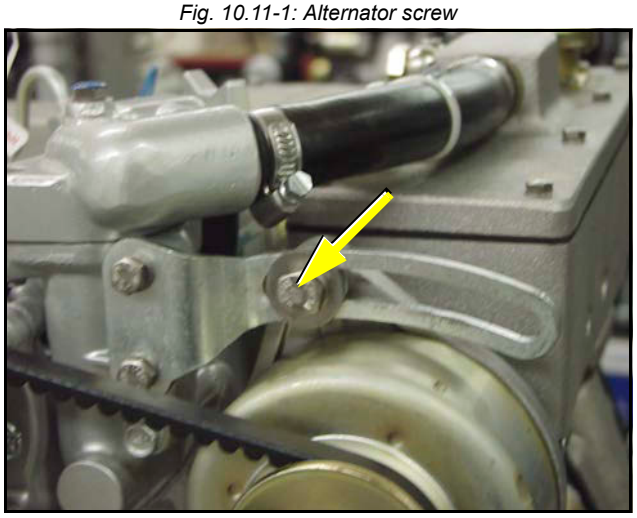
Therefore, the V-belt must be checked in short time distances. It may be possible, that the V-belt must be changed after a few weeks. Therefore the V-belt must be checked every 150 hours. The v-belt must be seen as a wearing part. Therefore it is necessary to have enough spare V-belts on board. We therefore recommend to have the Fischer Panda Service Kit on board.

1. Loose the screw on the upper alternator mounting.



Sample picture

Fig. 10.11-1: Alternator screw

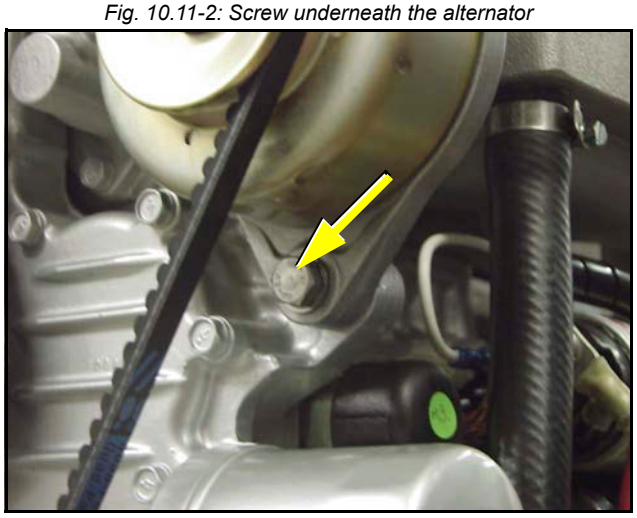


2. Loose the screw underneath the alternator.



Sample picture

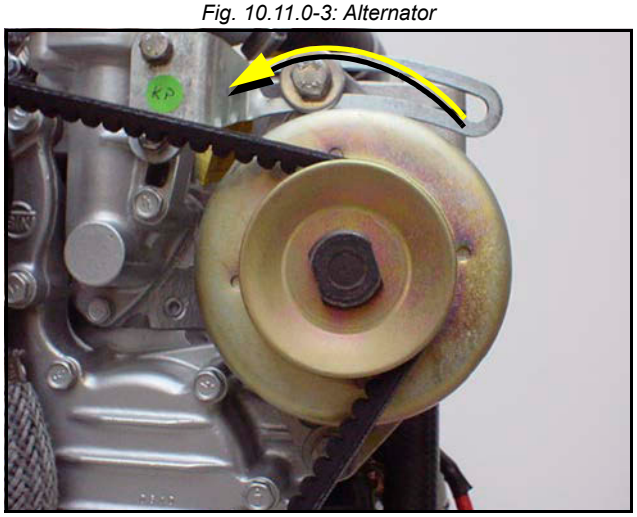
Fig. 10.11-2: Screw underneath the alternator



3. The alternator must be pressed in the direction of the thermostat housing.
4. Exchange the V-belt.

Sample Picture

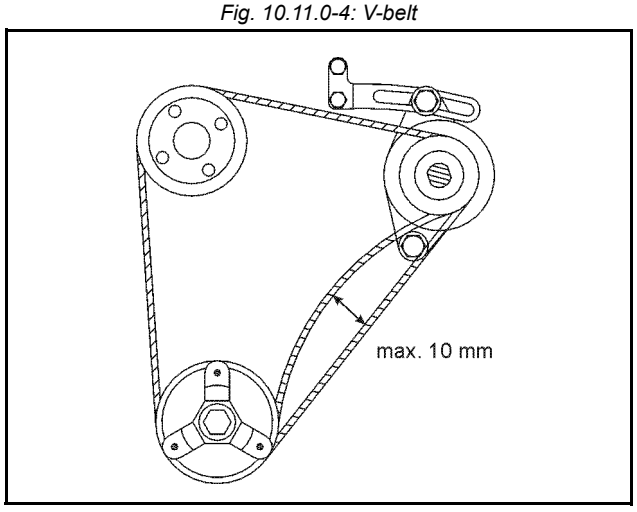
Fig. 10.11.0-3: Alternator



5. Afterwards, the V-belt must be tightened again.
6. The V-belt must be tightened in such a way, that it is possible to press it about approx. 10 mm.
7. Tighten the screws above and underneath the alternator.

Sample picture

Fig. 10.11.0-4: V-belt



10.12Replacing the operating current relays

The described procedure is representative for Fischer Panda generators. The original location of the item must be taken from the generator description of this manual. All replacements and repairs can be done by the user.

NOTE:Representative procedure



1. Remove the two fixing screws of the plastic cover using a size 0 or 1 phillips screwdriver.



Fig. 10.12-1: Relay



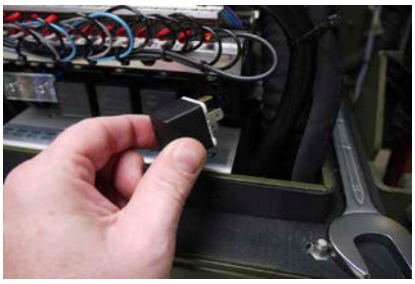
2. Remove the plastic cover.

Fig. 10.12-2: Relay



3. Pull relay from the socket and replace with new relay.
4. To reinstall, reverse the order of steps.

Fig. 10.12-3: Relay



10.13Replacing the fuses

The described procedure is representative for Fischer Panda generators. The original location of the item must be taken from the generator description of this manual. This replacement can be done by the user.

NOTE:Representative procedure



The fuses should be replaced every 2000 operating hours.

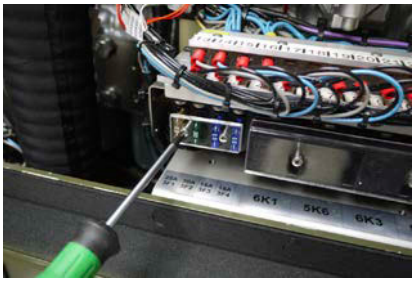
Figures similar!

1. Remove the two fixing screws of the plastic cover using a size 0 or 1 phillips screwdriver.



Reprasentative picture

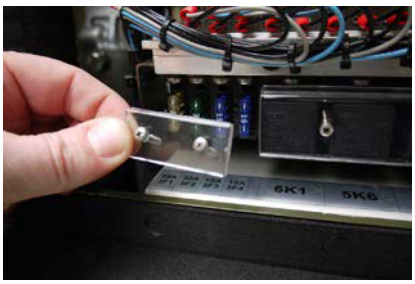
Fig. 10.13-1: Fuse



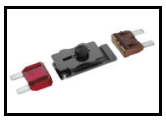
2. Remove the plastic cover.

Reprasentative picture

Fig. 10.13-2: Fuse



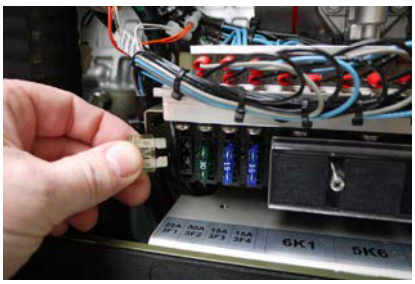
3. Using the fuse extraction tool, remove the fuse and replace it with a new one.



4. To reinstall, reverse the order of steps.

Reprasentative picture

Fig. 10.13-3: Fuse



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11. Generator Failure

11.1 Personal requirements

The maintenance described here can be carried out by the operator unless otherwise indicated.

Further maintenance work may only be carried out by specially trained specialist personnel or authorized repairers (Fischer Panda Service Points). This is especially true for work on the valve setting, diesel injection system and for engine repair.

The work described here can be taken as a guide. Since Fischer Panda does not know the exact installation and storage conditions, the work instructions and materials must be adapted by a local specialist. Damages caused by improper maintenance / repair are not covered by the warranty.

Attention!



11.1.1 Hazard notes for the maintenance

Follow the general safety instruction at the front of this manual.

Note!



Danger for life! - The generator can be equipped with a automatic start device. This means the generator can be started by an external signal. To avoid an unexpected starting of the generator, the starter battery must be disconnected before start working at the generator.

Warning! Automatic start



Working at a running generator can result in severe personal injury. Therefore before starting work at the generator:

Warning! Risk of injury



Make sure that the generator is stopped and the starter battery is disconnected to guarantee that the generator cannot be inadvertently started.

Do not run the generator with removed sound isolation cover

Improper installation/maintenance can result in severe personal injuries or material damage.

Warning! Risk of injury



- Always undertake installation/maintenance work when the generator is switched off.
- Ensure there is sufficient installation clearance before start working.
- Ensure tidiness and cleanliness at the workplace. Loose components and tools lying around or on top of each other are sources of accidents.
- Only perform installation work using commercially available tools and special tools. incorrect or damaged tools can result injuries.

Oil and fuel vapours can ignite on contact with ignition sources. Therefore:

- No open flames during work on the generator.
- Do not smoke.
- Remove oil and fuel residues from the generator and floor.

Warning! Danger of fire



Contact with engine oil, antifreeze and fuel can result in damage to health. Therefor:

- Avoid skin contact with engine oil, fuel and antifreeze.
- Remove oil and fuel splashes and antifreeze from the skin immediately.
- Do not inhale oil and fuel vapours.

Danger! Danger of poisoning



Danger for Life. Improper handling, operation, installation and maintenance can result in severe personal injury and/or material damage.

Electrical voltages above 60 volts are always dangerous to life). The rules of the respective regional authority must be adhered to. Only an electrician may carry out installation of the electrical connections for safety reasons.

Attention! Danger to Life - High voltage



Generator, oil and antifreeze can be hot during/after operation. Risk of severe burns.

Warning! Hot surface/material



During Installation/maintenance personal protective equipment is required to minimize the health hazards.

- Protective clothing
- safety boots
- protective gloves
- Ear defender
- safety glasses

Instruction! Personal protective equipment necessary.



Disconnect all load during the work at the generator to avoid damages at the load.

Attention! Disconnect all load



Batteries contains acid or alkalis.

Improper handling can result in battery explosion and leakage. Acid or alkalis can run out. An explosion of the battery is possible.

See the operation and safety instruction from your battery manufacturer.

Batteries contain corrosive acids and lyes.

Improper handling can cause the batteries to heat up and burst. Corrosive acid/lye may leak. Under unfavorable conditions, the battery may explode.

Warning!



Observe the instructions from your battery manufacturer.

The different liquid systems (Cooling System, Fuel system etc. may pressurised after operation. When the system is opened, the pressure can be relieved abruptly and expel hot gases and fluids. Risk of injury due to parts flying about, burn hazard due to liquids and gases.

Warning! System may be pressurised!



11.2 Environmental protection

Danger to the environment due to mishandling!

Significant environmental damage can occur, particularly for incorrect disposal, if environmentally hazardous operating materials are mishandled. Therefore:

- Always observe the instructions mentioned below.
- Take immediate action if environmentally hazardous materials reach the environment. Inform the responsible local authorities about the damage in the case of doubt.

The disposal must be performed by a specialist disposal company.

Environmental protection!



11.3 Tools and measuring instruments

In order to be able to manage disturbances while driving, following tools and measuring instruments should belong to the equipment on board:

- Multimeter for voltage (AC), frequency and resistance
- Measuring instrument for inductance
- Measuring instrument for capacity
- Current absorbing clamps
- Thermometer (ideal is a infrared thermometer)
- Pressure device (pincer) für coolant circuit

11.4 Overloading the generator

Please ensure that the genset is not overloaded. This is especially the case with multi-power aggregates. Overloading occurs when the electrical load (demand) induces a load torque in the generator which is higher than what the diesel drive motor can provide. Overloading causes the engine to run rough, burn oil, create excessive exhaust (environmentally unfriendly) and even to stall.

The generator should only be loaded at the peak rated power for short periods only! A high peak current is required to start many electrical devices, especially electric motors and compressors (from a still stand state).

In order to prolong the genset´s life expectancy, the nominal electrical demand on the system should not be more than 80 % of the rated genset power.

Bear this in mind when switching on electrical devices. This ensures a longer life expectancy.

Continuous performance is the uninterrupted running of the generator for many hours. The genset can be run for several hours at partial load (i.e. 2/3 of rated power), however it is not advised that it is run for more than 2-3 hours at full load.

The Panda is designed so as not to overheat even under extreme conditions. Note: The exhaust gas will become sooty during peak-load operation.

11.4.1 Overloading the generator with electric motors

Please note that electric motors require six to ten times more power than their rated capacity to start.

If the supplied generator power is lower than what the electric motor requires, the generator voltage will collapse. For applications where a high current draw is required to start an electrical device (such as an electric motor), the motor manufacturer should be consulted for possible solutions (for example: stronger capacitors, gradual power-up switches, or a specially designed starting unit for electric motors).

System efficiency can be improved by up to 50% and motor current draw (to start) reduced by as much as 100 % if it is properly designed. If the inductive load (i.e. E-Motor) is more than 20 % of the generator nominal power, a compensation is necessary. See also the information brochure "Special information for operation of Panda generators with inductive load".

11.4.2 Generator voltage fluctuations and monitoring

Before working (installation) on the System read the section Safety Instructions in this manual.

Notice!:



During periods of high electric loading, the voltage may drop to 190 V/5 0Hz (or 95 V/60 Hz) or even lower. Such voltage drops can potentially cause damage to certain electrical devices such as electric motors, compressors and electronic equipment. In order to ensure that sufficient voltage is available and to avoid the risk of damage to sensitive electrical devices, the supply voltage should be monitored with the voltmeter, which is mounted at the operation unit.

The voltmeter must be respectively checked if additional load is switched on. As long as the voltage remains below the critical level the sensitive devices must be switched off during this period.

Overvoltage can be caused by the generator under certain circumstances. This occurs, especially if the speed of the motor changes (increases in speed). Adjustment to the normal motor speed (rpm) should only be done with the use of a rev counter and/or a voltmeter.

A voltage regulated circuit breaker is installed in the electrical system in order to avoid damage, if sensitive or valuable equipment is used. (voltage control with circuit breaker).

11.4.3 Automatic voltage monitoring and auto-shut down

If air conditioning units (compressors) or other such valuable equipment are installed on-board, an automatic voltage monitoring unit should be installed to protect this equipment from possible sharp voltage drops. The voltage monitoring system shuts down the entire system (and therefore all users) through a circuit breaker relay as soon as the voltage falls below a set value (the monitor will also shut down the on board grid automatically when the generator is stopped). The monitoring system also switches the grid back on once the required voltage level is again reached. This ensures no damage is caused to the load and fittings through undervoltage. Such a voltage relay can be obtained from wholesale dealers or as a complete unit from PANDA dealers.

The circuit is always automatically cut off if the generator is stopped.

11.5 Starting problems

11.5.1 Fuel solenoid valve

All engines are equipped with an electric inlet fuel solenoid valve (12 V) which switches off the motor.

The fuel solenoid valve is located in front of the injection pump. It opens automatically, if the "START"-button is pressed on the remote control panel. The solenoid valve is CLOSED when the generator main power is switched "OFF".

For this reason, it requires a few seconds before the motor comes to a full halt

If the generator fails to start, runs rough, does not reach the proper RPM, or does not stop properly, the first item to suspect in most cases is the fuel solenoid valve and should be inspected first.

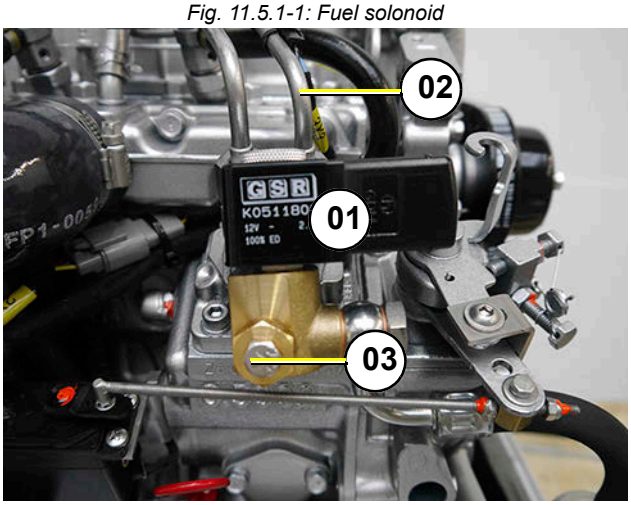
A check of the fuel solenoid valve by removing the plug from the fuel solenoid valve for a short period whilst in operation (first remove the small retention screw) and replace it immediately. The motor should "react immediately" by revving high.If the motor does not react sharply to the reconnection of the solenoid wire, it is a sign that the solenoid valve could be faulty.

01. Fuel solenoid valve

02. Fuel injector line

03. Ventilation screw

Fig. 11.5.1-1: Fuel solonoid



11.5.2 Stop solenoid - optional

There are two different variations:

A. Energized to stop

By pressing the „OFF“-button on the remote control panel the stop solenoid is supplied with voltage and operate, through this the injection nozzles resets to zero position and the generator stops.

B. Energized to run

This version is equipped with two solenoids an actuating and a stop solenoid. After being fed with current, the actuating solenoid attracts the adjusting lever of the fuel injection pump, through which the fuel can flow. The actuating solenoid is switched off once the final position has been reached, which is maintained by the stop solenoid for as long as the generator is running

When starting the "START"-button may not be pressed longer than 5 sec., because the stop solenoid pulls too much current over the starter. Otherwise the stop solenoid must be disconnected.

Notice!:



Stop solenoid (optional)

Fig. 11.5.2-1: Stop solonoid



11.5.3 Damage to starter motor

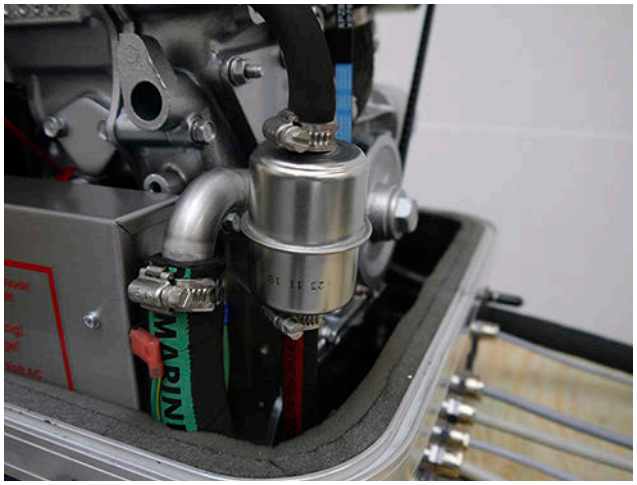
The starter is fitted with a free wheel or axial rotating spring cog, which prevents the starter being driven externally by means of the motor. The free wheel will be heavily worn, if the starter still operates, thereby causing damage to the springs, roller bearings or cog teeth. This could lead to complete destruction of the starter.

It is important that every person who operates the generator is informed of this situation. This is practically the only handling error that can be made on board that can lead to fatal consequences for both generator and operator.

11.5.4 Dirty fuel filter

If the fuel filter is dirty change the filter element.

Fig. 11.5.4-1: Fuel filter



11.6 Troubleshooting table

11.6.1 Generator output to low.

Cause	Solution
PMGi is overloaded.	Reduce the electrical load. (Switch off load)
Motor is not reaching the rated rpm.	Refer to „motor faults“ section.

11.6.2 Generator voltage fluctuates.

Cause	Solution
1. Disturbances on the electrical system/user side.	1. Check if electrical load is fluctuating.
2. Motor disturbances.	2. Refer to section: „Motor runs irregular“.

11.6.3 Generator is not able to start a electric motor.

Cause	Solution
If the generator is unable supply enough power to start an electric motor (120V-60Hz or 231V-50Hz), it is usually because the motor draws too much current during starting process.	Check the motor's current draw required for starting (switch to 380V if possible). This could be remedied by providing stronger capacitors or installing an optional „Easy Start Booster Set“. (See Apt. G) Enquire at your nearest Panda dealer or directly at the manufacturer.

11.6.4 Diesel motor fails to start

Cause	Solution
Starter battery switched „OFF“.	Check position of battery switch and switch „ON“ (if installed).
Starter battery voltage insufficient (battery too weak).	Inspect battery terminals and cables for a good electrical connection (Inspect against corrosion, tattered wires, etc.).
Starting current disrupted.	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.

11.6.5 Starter motor is turning the engine, but generator fails to start.

Cause	Solution
Fuel inlet solenoid valve not opening.	Check wire connections and circuitry to solenoid valve. (ref. DC wiring diagram: Relay K2, Fuse)
Fuel pump not working.	Check fuel-filter and pump: clean if necessary.
Lack of fuel.	Check fuel supply.
Glow-plugs not working correctly.	Check glow plugs and heating time.
Too much air in fuel lines.	Test fuel system for leakage. Bleed air from fuel system (refer to section „Bleeding Air from Fuel System“).
Fuel-filter blocked.	Replace fuel filter.
Low compression pressure.	See motor-manual.

11.6.6 Motor does not achieves enough speed during starting process.

Cause	Solution
Starter battery voltage insufficient.	Check battery.
Damaged bearing(s) piston (seized).	Repairs need to be carried out by engine manufacturer-Service. (refer to motor-manual)
Cooling water in combustion chamber.	1. Turn generator „OFF“ at control panel. 2. Remove the glow plug (see engine-manual). 3. Rotate the motor by hand carefully. 4. Check if there is water in the oil and change both oil and filter if necessary. 5. Determine cause for excess water in the combustion chamber. The excess water can be caused by a defective air vent in the cooling water system, which should be checked and cleaned, or replaced if faulty.

11.6.7 Motor runs irregular

Cause	Solution
Faulty centrifugal injector governor.	Have the centrifugal governor inspected by a motor manufacturer-Service technician.
Too much air in fuel lines.	Bleed air from fuel system.

11.6.8 Motor speed drops.

Cause	Solution
Lack of fuel	Check fuel supply system: - fuel filter, renew if necessary - check fuel pump - check fuel lines (bleed if necessary)
Lack of intake air.	Check air intake paths. Check and clean air filter (and intake muffler if installed).
Generator overloaded by too many load.	Reduce the electrical load (switch off load).
Generator overloaded by over-energizing.	Check that the proper capacitor type is installed and that they are connected correctly.
Defective generator (windings, bearings, or other).	Generator must be sent to manufacturer for repair of damaged bearings or winding.
Damaged engine.	Repair of bearing damage, etc., by motor manufacturer-Service.

11.6.9 Motor runs in off position.

Cause	Solution
Fuel inlet solenoid valve or throttle shut solenoid is not switching off.	Check wire connections to solenoid. Check valve functions as in the „Inlet Fuel Solenoid Valve“ or in the truckle shut off solenoid sections. Replace if necessary.

11.6.10 Motor stops by itself.

Cause	Solution
Lack of fuel.	Check fuel supply system.
Excess heat in cooling system (thermo switch tripped)-lack of cooling water. Is indicated on the remote control panel.	Check cooling water system flow: water pump, inlet water filter, extra heat exchanger coolant flow.
Lack of ill pressure sensor tripped). Is indicated on the remote control panel.	Check oil-level and if necessary top up. Check motor's oil-pressure and have repaired by motor manufacturer-Service if necessary.
Over-/under voltage. Is indicated on the remote control panel.	Switch-off the remote control panel, reduce the electrical load (switch-off load), start again.

11.6.11 Sooty black exhaust.

Cause	Solution
Generator is overloaded.	Check electrical load and switch off unnecessary load.
Insufficient intake air.	Check intake air filter; clean if necessary.
Fuel injector faulty.	Replace injector.
Valve clearance incorrect.	Readjust valve clearance to correct value (refer to motor-manual).
Poor fuel quality.	Use better quality diesel (recommended: 2-D Diesel).
Poor combustion.	Incorrect AFR (air/fuel ratio) due to motor timing adjustment. Have motor serviced by manufacturer.
Low compression pressure.	See motor-manual.

11.6.12 Generator must be shut off immediately if:

Cause	Solution
- motor rpm suddenly rises or drops - unusual noise comes from genset - exhaust colour suddenly becomes dark - leakage in the cooling water system.	Refer to respective section of manual and if necessary, have repaired by motor manufacturer-Service, or Panda representative.

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12. Tables

12.1 Technical data

Fig. 12.1-1: Technical data igenerators

	Panda 5000i	Panda 8000i	Panda 10000i	Panda 15000i/ 19i	Panda 25i
Type	EA300	Z482	Z602	D902	Kubota V1505
Governor	iControl2	iControl2	iControl2	iControl2	iControl2
Automatic start booster	no	no	no	no	no
Cylinder	1	2	2	3	4
Bore	75 mm	67 mm	72 mm	72 mm	78 mm
Stroke	70 mm	68 mm	73,6 mm	73,6 mm	78,4 mm
Stroke volume	309 cm³	479 cm³	599 cm³	898 cm³	1498 cm^3
Max. power (DIN 6271-NB) at 3000 rpm	5,1 kW	9,32 kW	11,6 kW	17,5 kW	23,3 kW
Rated speed	2800 rpm	2800 rpm	2800 rpm	2800 rpm(15000i) /3600rpm (19i)	2800 rpm
Idle running speed	2400 rpm	2400 rpm	2400 rpm	2400 rpm	2000 rpm
Valve clearance (engine cold)	0,16 - 0,20 mm	0,2 mm	0,2 mm	0,2 mm	0,2 mm
Cylinder head nut torque	58,8 - 63,7 Nm	42 Nm	42 Nm	42 mm	68 Nm
Compression ratio	--	23:1	24:1	24:1	22:1
Lubrication oil capacity	1,3 l	2,8 l	2,8 l	3,7 l	6,0 l
Fuel consumption ³	approx. 0,42 - 1,12 l	approx. 0,7-1,8 l	approx. 1,0-2,66 l	approx. 1,3-3,6 l	approx. 1,20-3,36 l
Oil consumption	max. 1 % of fuel consumption				
Oil specification	API CF	API CF	API CF	API CF	API CF
Cooling water requirement for seawater circuit (Marine generators only)	--	16-28 l/min	16-28 l/min	16-28 l/min	28-40 l/min
Permissible max. permanent tilt of engine	a) 25° crosswise to the longitudinal axis b) 20° in longitudinal direction				
Recommend starter battery size	12 V 55 Ah equivalent	12 V 55 Ah equivalent	12 V 55 Ah equivalent	12 V 55 Ah equivalent	12 V 75 Ah equivalent
Recommend cable cross size starter battery cable *Length 4 meter max.*	25 mm²	25 mm²	25 mm²	25 mm²	25 mm²
Max. exhaust back pressure	--	9,3 kPa 93 Millibar²	9,3 kPa 93 Millibar	9,3 kPa 93 Millibar	10,7 kPa 107 Millibar
Min. distance capsule bottem to waterlock	423mm	239mm	240mm	225mm	170mm

³ 0,35 l/kW electrical power, the randomized values between 30 % and 80 % of the rated speed

Fig. 12.1-2: Technical data igenerators

	Panda 45i			
Type	Kubota V2403			
Governor	iControl2			
Automatic start booster	no			
Cylinder	4			
Bore	87 mm			
Stroke	102,4 mm			
Stroke volume	2434 cm³			
Max. power (DIN 6271-NB) at 3000 rpm	31,1 kW			
Rated speed	2700 rpm			

	Panda 45i			
Idle running speed	1600 rpm			
Valve clearance (engine cold)	0,18 - 0,22 mm			
Cylinder head nut torque	93,1 - 98 Nm			
Compression ratio				
Lubrication oil capacity	9,5 l			
Fuel consumption [3]	approx. 1,95 - 5,2 l			
Oil consumption	max. 1 % of fuel consumption			
Oil specification	API CF			
Cooling water requirement for seawater circuit (Marine generators only)	55-80 l/min			
Permissible max. permanent tilt of engine	a) 25° crosswise to the longitudinal axis b) 20° in longitudinal direction			
Recommend starter battery size	12 V 145 Ah equivalent			
Recommend cable cross size starter battery cable *Length 4 meter max.*	70 mm²			
Max. exhaust back pressure	10,7 kPa 107 Millibar			
Min. distance capsule bottem to waterlock	170mm			

[3] 0,35 l/kW electrical power, the randomized values between 30 % and 80 % of the rated speed

12.2 Coolant specification

Use a mixture of water and antifreeze. The antifreeze needs to be suitable for aluminium. The antifreeze concentration must be regularly checked in the interests of safety.

Fischer Panda recommend to use the product: GLYSANTIN PROTECT PLUS/G 48

Engine coolant automotive industry Product description	
Product name	GLYSANTIN ® PROTECT PLUS / G48
Chemical nature	Monoethylenglycol with inhibitors
Physical form	Liquid

Chemical and physical properties		
Reserve alkalinity of 10ml	ASTM D 1121	13 – 15 ml HCl 01 mol/l
Density, 20 °C	DIN 51 757 procedure 4	1,121 – 1,123 g/cm^3
Water content	DIN 51 777 part 1	max. 3,5 %
pH-value undiluted		7,1 – 7,3

12.2.1 Coolant mixture ratio

Water/antifreeze	Temperature
70:30	-20 °C
65:35	-25 °C
60:40	-30 °C
55:45	-35 °C
50:50	-40 °C

12.3 Engine oil

12.3.1 Engine oil classification

The quality of an engine oil is specified by the API standard („American Petroleum Institutes“).

The API designation is to be found on each engine oil bundle. The first letter is always a C.

See technical data for the specificated engine oil **Notice!**



Fig. 12.3.1-1: Engine oil type.

Engine oil type	
over 25 °C	SAE10W-40; SAE 15W-40;SAE 20W-50
0 °C to 25 °C	SAE10W-40
below 0 °C	SAE10W-40;SAE 5W-40

12.4 Fuel

Use a clean Diesel fuel oil according to DIN590:1999 or better. For Generators with common rail or particle filter use DIN590:2009 or better.

Do not use alternative fuel, because its quality is unknown or it may be inferior in quality. Kerosene, which is very low in cetane rating, adversely effects the engine.

12.5 CO_2 balance derived from the emission measuring cycle for engines in accordance with 2016/1628 EC

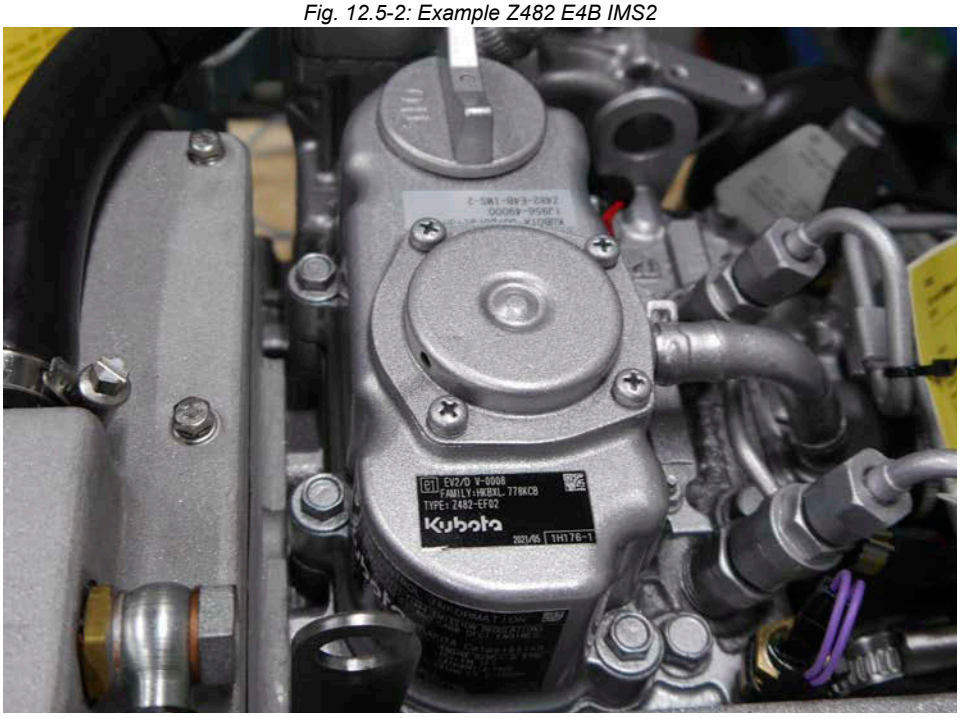
The following CO_2 balance derived from the emission measuring cycle is applicable, with regard to the engine, to generators that are approved in accordance with 2016/1628 EC:

Fig. 12.5-1: CO_2 balance derived from the emission measuring cycle for engines in accordance with 2016/1628 EC

CO_2 balance derived from the emission measuring cycle				
Engine	Engine Category	Engine family type	Type approval	CO_2 balance - Test cycle [g/kwh]
Z482	NRE-v-2	HKBXL.778KCB	e1*2016/1628*2016/1628EV2/D*0008*00	1019.8
D722	NRE-v-2	HKBXL.778KCB	e1*2016/1628*2016/1628EV2/D*0008*00	
Z602	NRE-v-2	HKBXL.898KCB	e1*2016/1628*2016/1628EV2/D*0009*00	1047.4
D902	NRE-v-2	HKBXL.898KCB	e1*2016/1628*2016/1628EV2/D*0009*00	
D1105	NRE-v-2	HKBXL01.5BCB	e1*2016/1628*2016/1628EV2/D*0010*04	1018.0

The emission decal on the valve cover indicates the emission homologation to which the engine belongs.

Fig. 12.5-2: Example Z482 E4B IMS2



13. Inverter Panda PMGi

	Document	Hardware	Software
Actual:	R03		
Replace:	R02		

PMGi - representative picture PMGi 25



13.1 Safety instruction

The PMGi may not be taken into use with the cover removed.

All servicing-, maintenance or repair work may only be carried out, when the generator motor is not running.

Electrical voltages above 60 volts are always dangerous to life. The rules of the respective regional authority must be adhered to. Only an electrician may carry out installation of the electrical connections for safety reasons.

Electrical power: DANGER TO LIVE!



Before start working at the Panda i-series Generator/ PMGi (service, repair ect), disconnect the starter battery (First minus cable, then positive cable). This avoid unexpected start of the generator.

13.2 Type plate

1. Location of the type plate

Fig. 13.2-1: Location Type plate

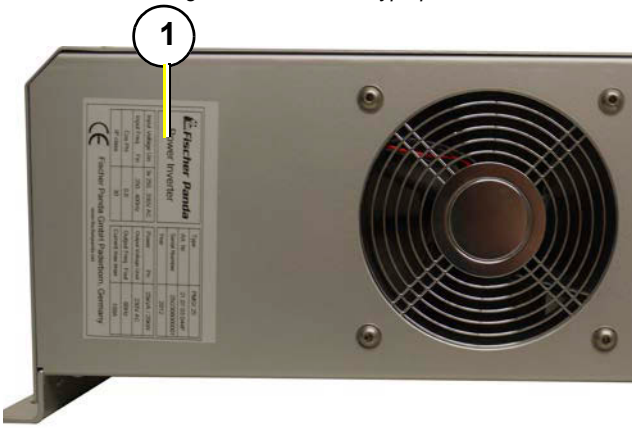
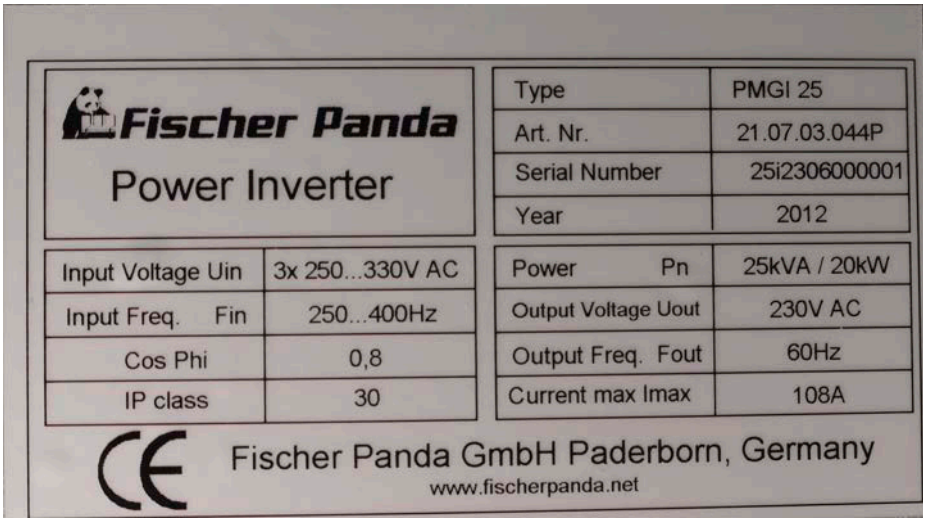


Fig. 13.2-2: Type plate



13.3 Front side/connection side PMGi 230 V - representative picture

To connect the PMGi use the prepared cable and connect to socket 7 (PMGi in)

Connect your termination box with the socket 1.

Do not cover the air out grille (4)

1. Socket for Load (PMGi out)

2. PE/N bridge

3. FP- Bus socket connection to generator

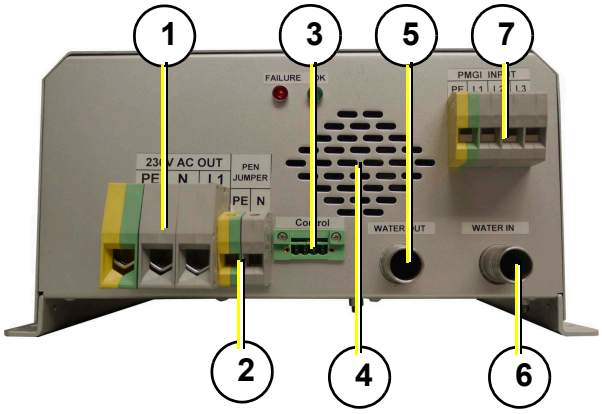
4. Air out grille

5. Cooling water out (hot side) (Water cooled version only)

6. Cooling water in (cold side) (Water cooled version only)

7. Socket for generator connection (PMGi in)

Fig. 13.3-1: Connection side



13.4 Alternative front side/connection side PMGi 400 V - representative picture

To connect the PMGi use the prepared cable and connect to socket (PMGi in)

Connect your termination box with the socket 1. Do not cover the air out grille (4)

1. Socket for Load (PMGi out)

2. PE/N bridge

3.Air out grille

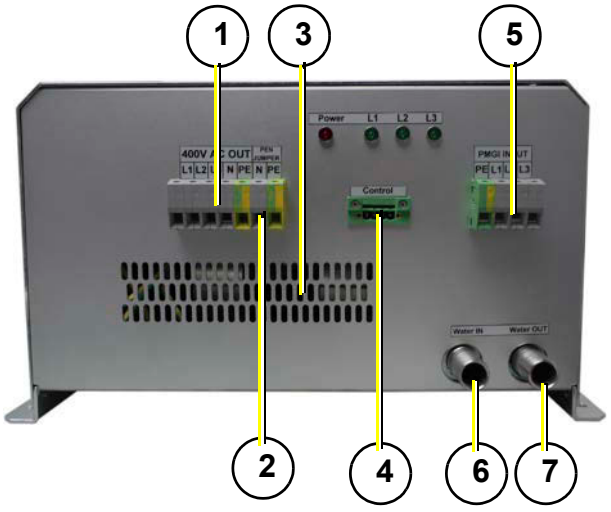
4. FP- Bus socket connection to generator

5. Socket for generator connection (PMGi in)

6. Cooling water in (cold side) (Water cooled version only)

7. Cooling water out (hot side) (Water cooled version only)

Fig. 13.4-1: Connection side



13.5 Alternative front side/connection side PMGi 120 V/240 V - representative picture

To connect the PMGi use the prepared cable and connect to socket 4(PMGi in)

Connect your termination box with the socket 1. Do not cover the air out grille (3)

1. Socket for Load (PMGi out)

2. PE/N bridge

3.Air out grille

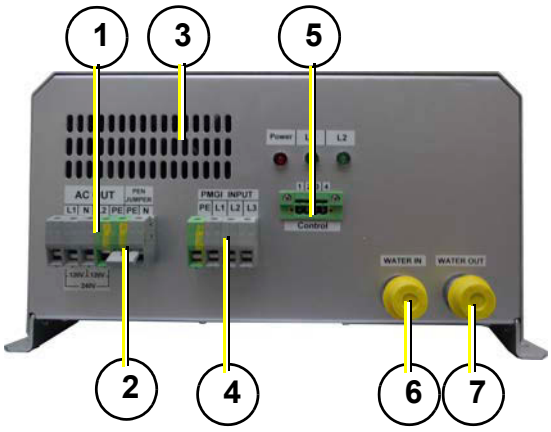
4. Socket for generator connection (PMGi in)

5. FP- Bus socket connection to generator

6. Cooling water in (cold side) (Water cooled version only)

7. Cooling water out (hot side) (Water cooled version only)

Fig. 13.5-1: Connection side



13.5.1 Socket pins of the PMGi

Connecting one Phase with the earth pin will destroy the PMGi

Attention!



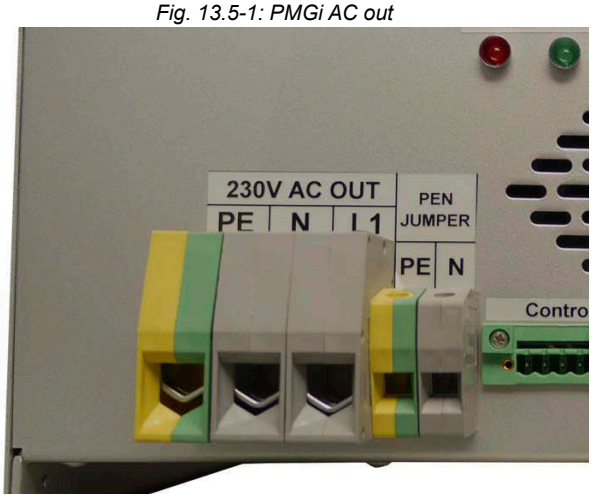
13.5.1.1 PMGi AC out

Single phase - PMGi AC out

Connect your AC terminal box here

representative picture

Fig. 13.5-1: PMGi AC out

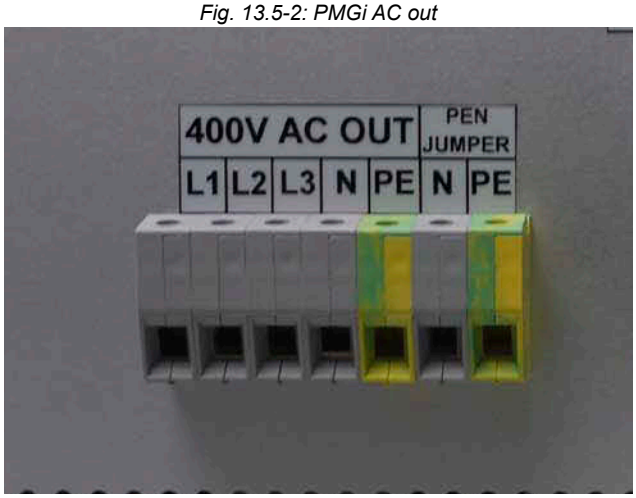


Three phase - PMGi AC out

Connect your AC terminal box here

representative picture

Fig. 13.5-2: PMGi AC out



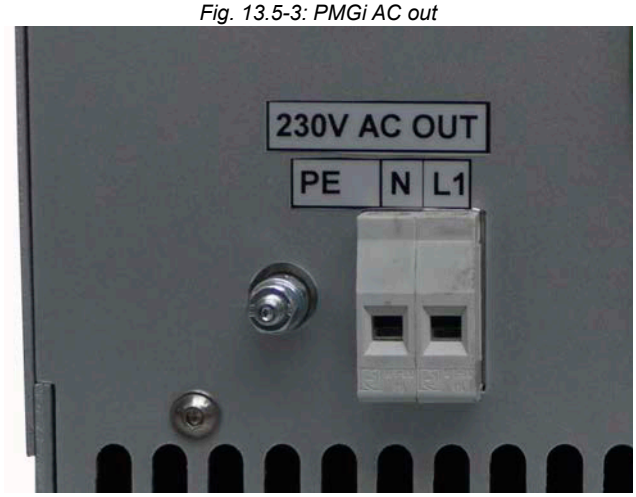
single phase - PMGi AC out with internal PE/N bridge.

At PMGi where the PE/N jumper is missing next to the PGMGI out, a internal PE/N bridge is installed (f.e. PMGi 5000)

Connect your AC terminal box here

representative picture

Fig. 13.5-3: PMGi AC out



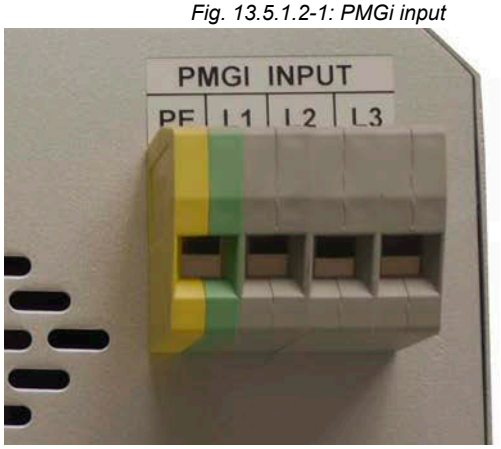
13.5.1.2 PMGi input

PMGi input

Connect the generator power out cable here.

representative picture

Fig. 13.5.1.2-1: PMGi input



PMGi input alternative Version

Connect the generator power out cable here.

representative picture

Fig. 13.5.1.2-2: PMGi input

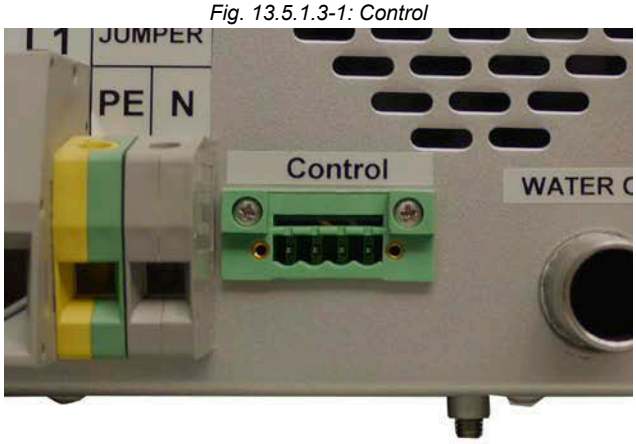


13.5.1.3 Control

Connect the control cable from the generator here

representative picture

Fig. 13.5.1.3-1: Control

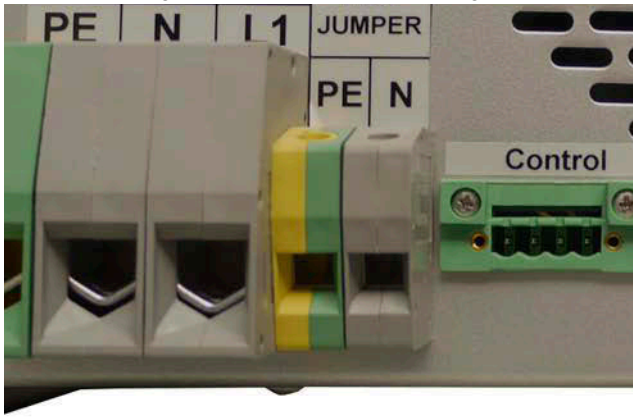


13.5.1.4 External PE/N Bridge

The PE/N Bridge can be installed here for RCD or removed for isolation control

representative picture

Fig. 13.5.1.4-1: External PE/N Bridge



13.6 Back side - Top side

Inside of the PMGi a fan is mounted. The air holes and air grille should not be covered.

01. Air holes/Air grille - Do not cover

Fig. 13.6.0-1: Back side



Inside of the PMGi are up to 550 VAC. The cover of the PMGi should only be opened by special trained persons! Danger for Live!

Attention!



Make sure that the connection between the generator and the PMGi is secured. Never connect or disconnect the PMGi while the generator is running. This will destroy the PMGi (it may burn or explode).

13.7 Settings for the use of iGenerators with power inverter

For the use of power inverter with the PMGi, the settings of the power inverter must be modified.

Attention! Wrong settings can destroy the PMGi

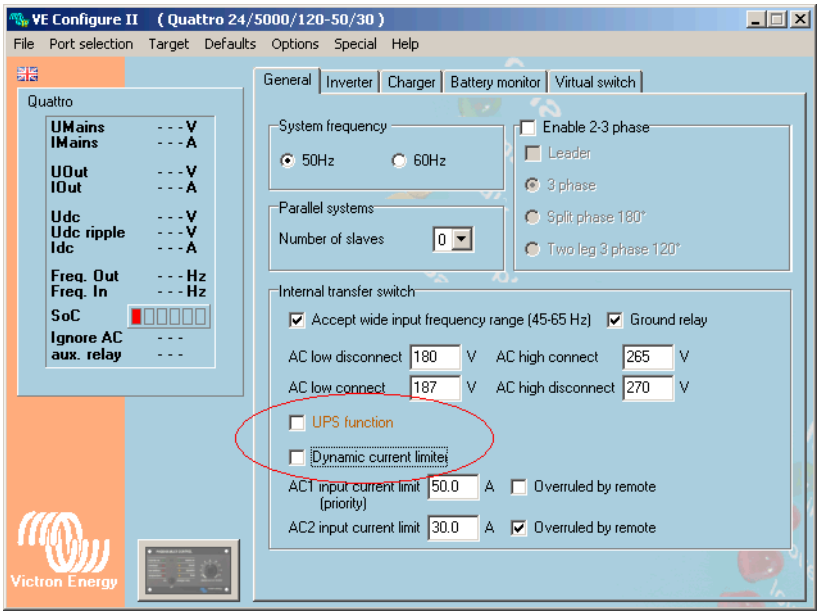


Wrong settings can damage or destroy the PMGi.

The settings for the Victron power inverter must be adapted for the power inverters of other brands.

13.7.1 Settings in the Victron VE Configure II Software - General

Fig. 13.7.1-1: Settings in the Victron VE configure II Software



13.7.1.1 Uninterrupted AC power (UPS function)

Due to the fact that the power inverter connects the shore power immediately to the domestic grid (to fast), the PMGi gets overloaded and shut down with an error.

UPS Function must be deactivated.

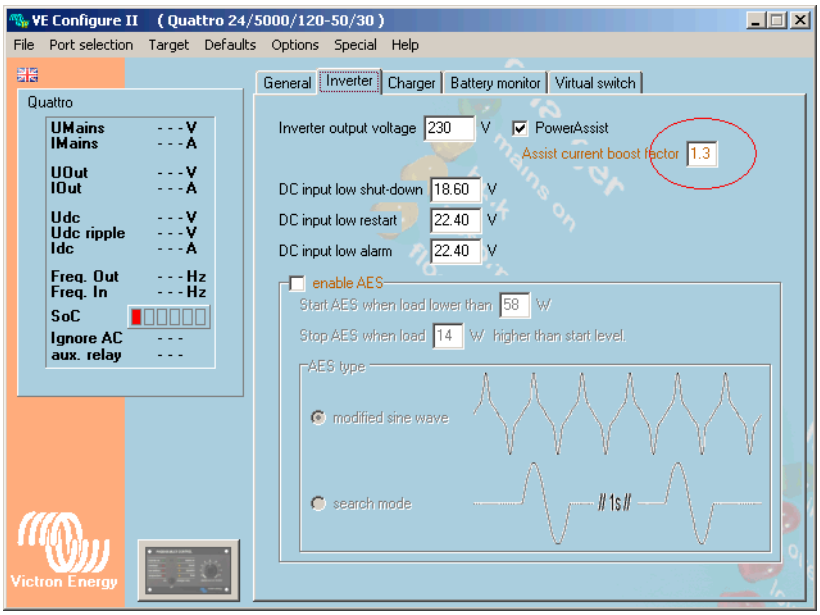
13.7.1.2 Dynamic current limiter

With inductive load the dynamic current limiter will raise up the Voltage in the DC circuit. These over voltage can damage or destroy the PMGi.

Dynamic current limiter must be deactivated.

13.7.2 Settings in the Victron VE Configure II Software - Inverter

Fig. 13.7.2-1: Settings in the Victron VE configure II Software



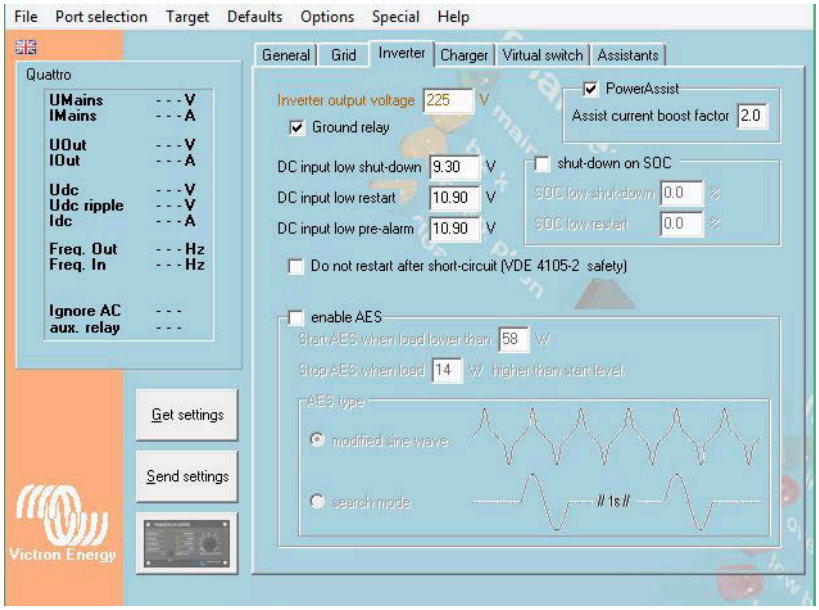
13.7.2.1 Assist current boost factor

To reduce the action of the power inverter on the iGenerator, the Assist current boost factor must be reduced from 2.0 to 1.3. Wrong settings will cause bad rpm control of the generator.

13.7.3 Victron AC out

Disconnecting heavy load can cause a voltage raise inside of the Victron inverter or the PMGi. These will result in an over voltage alarm at the generator.

Fischer Panda recommend following settings for the Victron inverter.


File
Port selection
Target
Defaults
Options
Special
Help
Quattro
UMains - - - V
IMains - - - A
UOut - - - V
IOut - - - A
Udc - - - V
Udc ripple - - - V
Idc - - - A
Freq. Out - - - Hz
Freq. In - - - Hz
Ignore AC - - -
aux. relay - - -
Get settings
Send settings
Victron Energy
General
Grid
Inverter
Charger
Virtual switch
Assistants
Inverter output voltage 225 V
Ground relay
PowerAssist
Assist current boost factor 2.0
DC input low shut-down 9.30 V
DC input low restart 10.90 V
DC input low pre-alarm 10.90 V
shut-down on SOC
SOC low shut-down 0.0 %
SOC low restart 0.0 %
Do not restart after short-circuit (VDE 4105-2 safety)
enable AES
Start AES when load lower than 58 W
Stop AES when load 14 W higher than start level
AES type
modified sine wave
search mode
1s

13.8 Operation manual

13.8.1 Primary remarks / Winter operation

The PMGi can operate in the range of -20 °C to +40 °C.

13.8.2 Load at the PMGi

Do not overload the PMGi. It will go on error.

13.8.3 Automatic start

The generator can start (depending on the remote control panel) by an external signal (automatic start)

If you use this option make sure that the load is connected to the PMGi after the output has reached the nominal 230 V / 50 Hz and not to overload the PMGi (some electronic devices, such like air conditions, need an higher start current). May use a relay which connect the load at the nominal voltage (f.e.120 V or 230 V.).

13.9 Status LEDs

LED	Meaning
Red flash	Genertor type not known.
Red on	Failure
Red on. Green flash	Override mode
Red off. Green on	AC OK.
Red off. Green flash	AC OK, Inverter Slave mode
Red on. Green on	Generator stopping.

13.10Cooling of the PMGi

Inside of the PMGi a fan is mounted.

Do not cover the air holes and grille.

The heat sink and the fan of the PMGi may become dirty as a consequence of the use of the generator, and so the unit can loose a part of their heat transfer characteristic. Every 6 months it is necessary to visual inspect the heat sinks and clean it with compressed air. At every Generator service the fan of the PMGi should be cleaned by the special trained person.

Water cooled PMGi has an additional cooling plate inside. These cooling plate must be connected to the cooling water circle.

13.11Installation of the PMGi

The PMGi must be mounted vertical, with the electrical connection down. So you can read the writing on the PMGi.

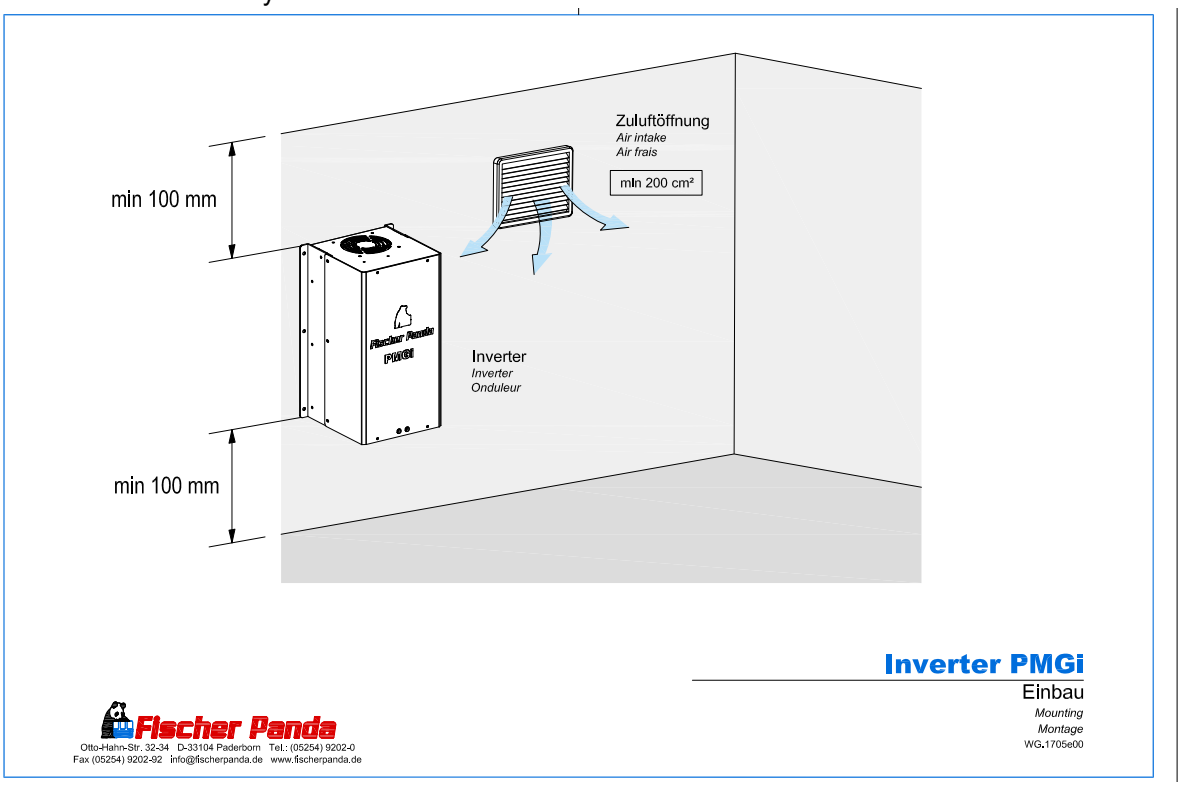
The surface where the PMGi is mounted should be smoothed and support the heat transfer. The Air holes and Air grille must be not covered and enough cooling air must be pleasant at any time for the PMGi.

To mount the PMGi use the fixing holes diameter 6,5mm.

See the safety instruction in your Generator and iControl Manual. **Note!**



The rules of the respective regional authority must be adhered to. Only an electrician may carry out installation of the electrical connections for safety reasons.

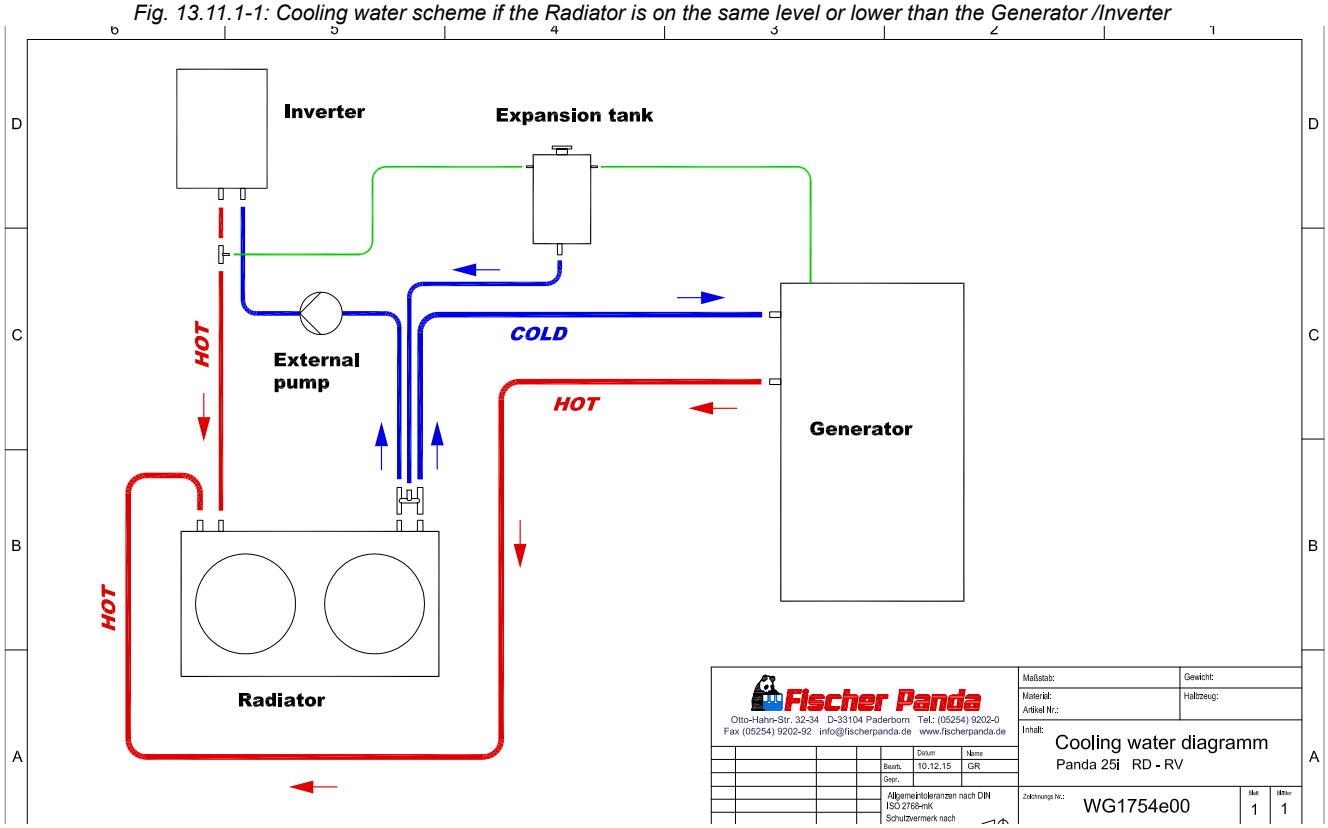


13.11.1 Cooling water connection schema - Vehicle Generator

13.11.1.1 Integration of a water cooled PMGi inverter into the cooling system.

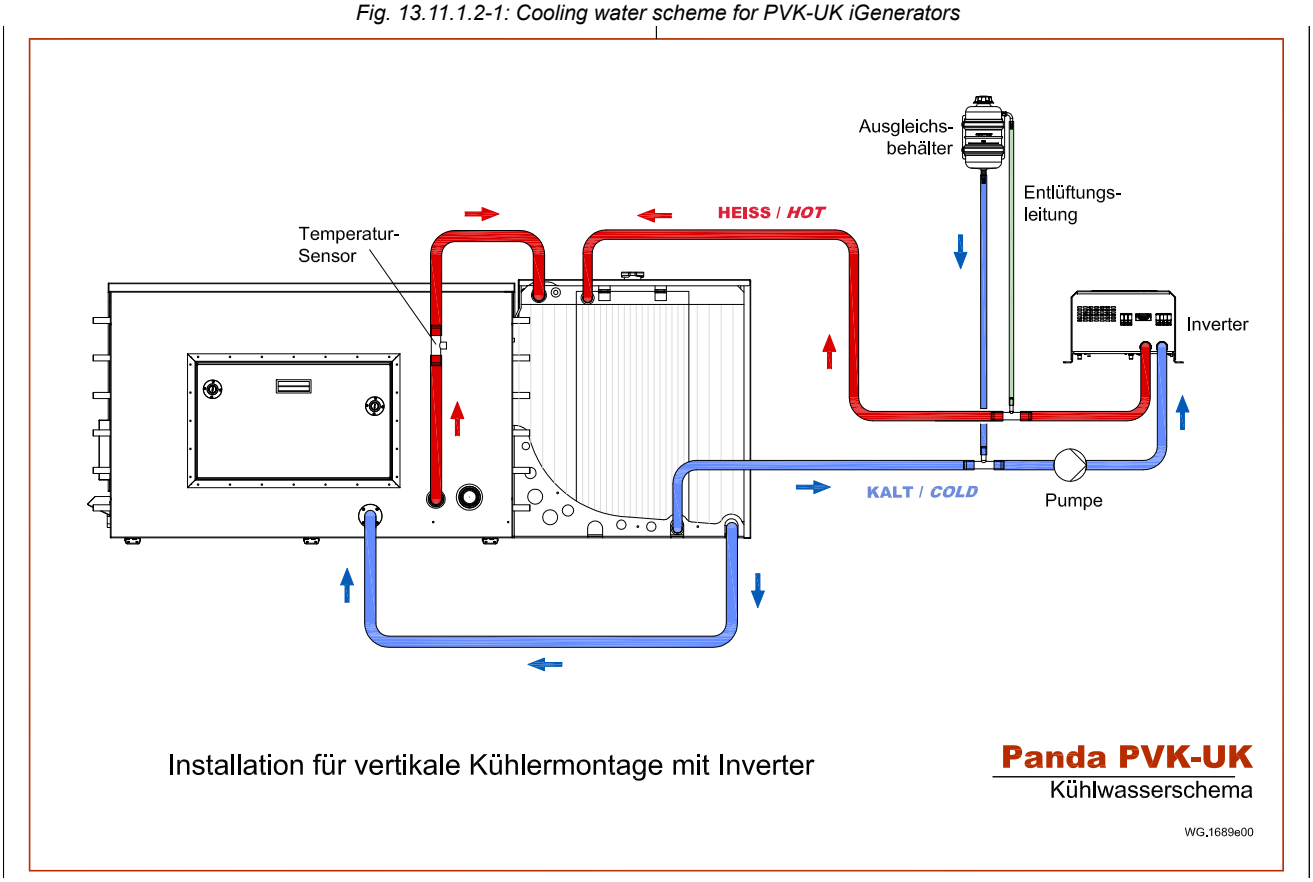
The water cooled PMGi needs a separate cooling circle. Normal a small radiator net is attached to the bigger Generator Radiator. The circle has its own electrical water pump, which is powered by the generator.

Fig. 13.11.1-1: Cooling water scheme if the Radiator is on the same level or lower than the Generator /Inverter



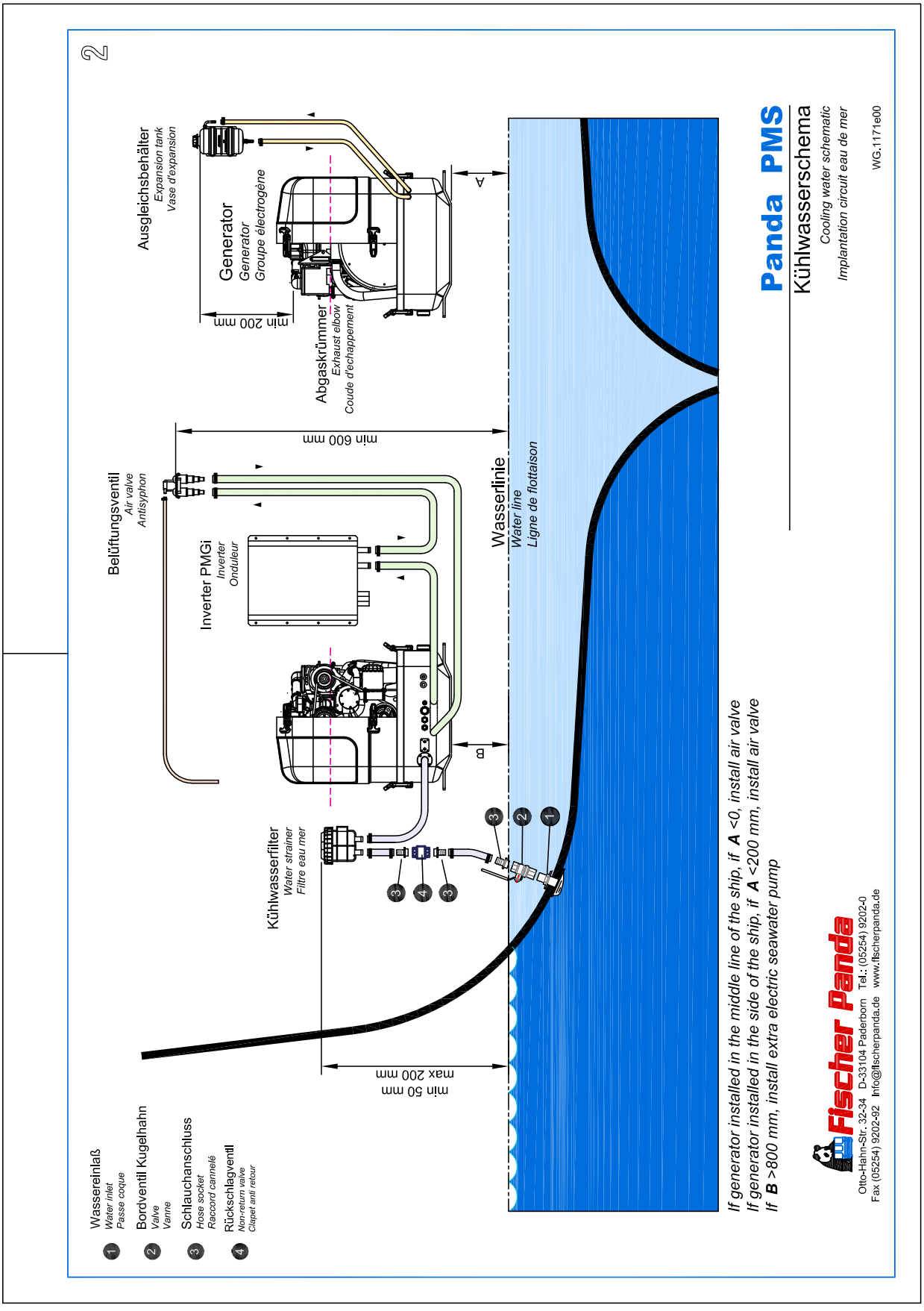
13.11.1.2 Cooling water scheme for PVK-UK iGenerators

Fig. 13.11.1.2-1: Cooling water scheme for PVK-UK iGenerators



13.11.1.3 Cooling water connection schema - Marine (PMS) Generator

Fig. 13.11.1.3-1: Cooling water connection schema - Marine (PMS) Generator



13.11.2 Electrical connection.

Only special trained persons are allowed to make the electrical connection.

When an extension cable is required, be sure to use a though rubber sheeted flexible and fireproof cable. Limit length of extension cables depends on the voltage drop along the cable. This drop must be less than 2,5% value of the nominal output voltage.

Pay attention to the right pin assignment. See “Socket pins of the PMGi” on page 132.

Excess connection cable always shorten to the correct length, do not roll up.

Cable reels act as spools

Attention



13.11.2.1 Connection to a system with RCD at PMGi with PEN jumper

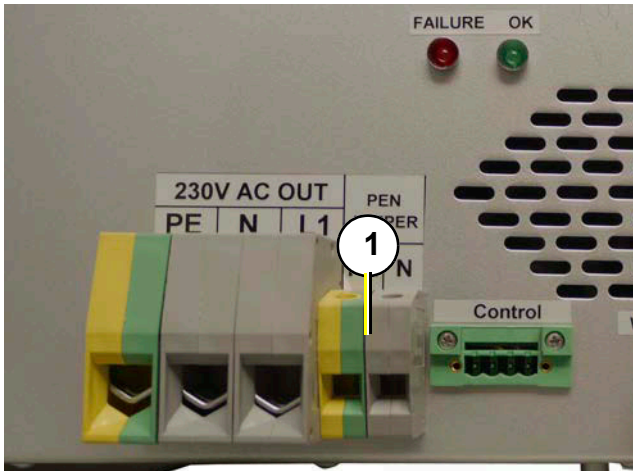
The PMGi is prepared for the use in a RCD protected grid.,

The PMGi out must be connected 1:1 (PE,N,L) to the customers electrical cabinet. The Life wire and neutral wire will be connected to the RCD. The PE will be connected to the PE of the electrical cabinet. After installation the function of the RCD must be tested.

PE-N Bridge

The PE-N bridge is installed in the prepared jumper terminal.

Fig. 13.11-1: PE-N bridge



13.11.2.2 Connection to a system with RCD at PMGi without PEN jumper

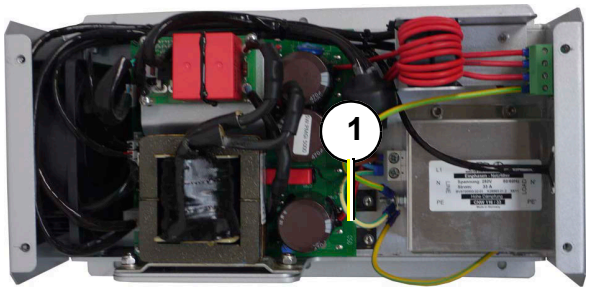
The PMGi is prepared for the use in a RCD protected grid.,

The PMGi out must be connected 1:1 (PE,N,L) to the customers electrical cabinet. The life wire and neutral wire will be connected to the RCD. The PE will be connected to the PE of the electrical cabinet. After installation the function of the RCD must be tested.

PE-N Bridge

Fig. 13.11-1: PE-N bridge

Inside of the PMGi a PE-N bridge is installed (1)



13.11.2.3 Connection to a system with isolation control at PMGi with PEN jumper

For the use of the PMGi with an isolation controlled grid, the external PE-N Bridge must be disconnected. PEN jumper open.

13.11.2.4 Connection to a system with isolation control at PMGi without PEN jumper

For the use of the PMGi with an isolation controlled grid, the internal PE-N Bridge must be disconnected.

A manual for this modification can be downloaded under:

http://www.fischerpanda.de/images/gensets/M_AC_50_INV_PMS_8000i/operatormanual/PMGi/Modification_PMGi_isolation_control.eng.pdf

13.12Technical Data

13.12.1 General Data

PMGi is part of the Panda i-series generator. Its not allowed to be used with other generators or applications.

Storage temperature	**PMGi**	-20 °C to +55 °C
Working temperature	**PMGi**	Minimum: -20 °C Maximum: +40 °C Maximal internal temperature of the PMGi: +60 °C

13.12.2 Generator Specification

PMG Generator out	3 phase	
Voltage Phase	minimum 250 V AC	Maximum 550 V AC
Frequency	minimum 250 Hz	Maximum 650 Hz

13.12.3 PMGi out

Fig. 13.12.3-1: Technische Daten PMGit / Technical data PMGi / PMGi Out

		PMGi 4000 230 V	PMGi 5000 230 V	PMGi 5000 120 V
Nominale Ausgangsspannung Nominal Voltage Tension de sortie nominale:	NOV_{AC}	230 V VAC +/- 5 % ohne Last / without Load / sans charge	230 V VAC +/- 5 % ohne Last / without Load / sans charge	120 V VAC +/- 5 % ohne Last / without Load / sans charge
Regelung Regulation Réglage	R	5 %	5 %	5 %
Stabilität (Kurzzeit (30sec)) Stability (short term (30sec)) Stabilité (courte durée (30s))	D_s	5 %	5 %	5 %
Stabilität (Langzeit (4h)) Stability (Long term (4h)) Stabilité (longue durée (4h))	D_l	5 %	5 %	5 %
Spannungsabweichung Voltage offset Divergence de tension	V_{offset}	+-5 V -20 °C bis +40 °C +-5 V -20 °C to +40 °C +-5 V -20 °C à +40 °C	+-5 V -20 °C bis +40 °C +-5 V -20 °C to +40 °C +-5 V -20 °C à +40 °C	+-5 V -20 °C bis +40 °C +-5 V -20 °C to +40 °C +-5 V -20 °C à +40 °C
Stromstärke Current Courant	$Stromstärke_{Nominal}$ $Current_{Nominal}$ $Courant_{Nominal}$	17.4 A @230 $V_{eff.}$	17,4 A @230 $V_{eff.}$	33 A @ 120 $V_{eff.}$
	$Stromstärke_{Maximum}$ $Current_{Maximum}$ $Courant_{Maximum}$	19.5 A @ cos phi 0,8 @230 $V_{eff.}$	22 A @ cos phi 0,8 @230 $V_{eff.}$	42 A @ cos phi 0,8 @120 $V_{eff.}$
Leistung Power Puissance	Nominal Nominal power Nominale	4,3 kVA	5,0 kVA	5,0 kVA
	Dauer Long term	3,6 kW	3,6 kW	3,6 kW
Frequenz Frequency Fréquence	Nominale Frequenz Nominal Frequency Fréquence nominale	50 Hz +/-2 %	50 Hz +/-2 %	60 Hz +/-2 %
	Regulierung Regulation Réglage	4 %	4 %	4 %
	Stabilität (Kurzeitig) (30 s)) Stability (short term (30 s)) Stabilité (courte durée (30 s))	3 %	3 %	3 %
	Stabilität (Langzeit (4 h)) Stability (Long term (4 h)) Stabilité (longue durée (4 h))	3 %	3 %	3 %
Krestfaktor [1)] Crestfactor [1)] Facteur de crête		3:1	3:1	3:1
Empfohlene Absicherung Recommend protection fuse Sécurisation recommandée		20 A	25 A	40 A
Empfohlener Kabelquerschnitt Recommend cable cross Section de câble recommandée		2,5 mm²	2,5 mm²	6 mm²
Umgebungstemperatur max. Ambient temperature		40 °C	40 °C	40 °C

1) Peak Strom darf den 3-fachen Nennstrom erreichen

1) Peak current is allowed to reach 3 times of the nominal current

Fig. 13.12.3-2: Technische Daten PMGi / Technical data PMGi / PMGi Out

		PMGi 5000 110 V	PMGi 8000 230 V	PMGi 8000 110 V
Nominale Ausgangsspannung Nominal Voltage Tension de sortie nominale:	NOV_{AC}	110 V VAC +/- 5 % ohne Last / without Load / sans charge	230 V VAC +/- 5 % ohne Last / without Load / sans charge	110 V VAC +/- 5 % ohne Last / without Load / sans charge
Regelung Regulation Réglage	R	5 %	5 %	5 %
Stabilität (Kurzzeit (30sec)) Stability (short term (30sec)) Stabilité (courte durée (30s))	D_s	5 %	5 %	5 %
Stabilität (Langzeit (4h)) Stability (Long term (4h)) Stabilité (longue durée (4h))	D_l	5 %	5 %	5 %
Spannungsabweichung Voltage offset Divergence de tension	V_{offset}	+-5 V -20 °C bis +40 °C +-5 V -20 °C to +40 °C +-5 V -20 °C à +40 °C	+-5 V -20 °C bis +40 °C +-5 V -20 °C to +40 °C +-5 V -20 °C à +40 °C	+-5 V -20 °C bis +40 °C +-5 V -20 °C to +40 °C +-5 V -20 °C à +40 °C
Stromstärke Current Courant	$Stromstärke_{Nominal}$ $Current_{Nominal}$ $Courant_{Nominal}$	36 A @ 110 $V_{eff.}$	26,0 A @230 $V_{eff.}$	54,4 A @110 $V_{eff.}$
	$Stromstärke_{Maximum}$@230 V eff. $Current_{Maximum}$@230 $V_{eff.}$ $Courant_{Maximum}$@230 $V_{eff.}$	45,8 A @ cos phi 0,8 @110 $V_{eff.}$	34 A @ cos phi 0,8 @230 $V_{eff.}$	71 A @ cos phi 0,8 @110 $V_{eff.}$
Leistung Power Puissance	Nominal Nominal power Nominale	5,0 kVA	8,0 kVA	8,0 kVA
	Dauer Long term	3,6 kW	6,4 kW	6,4 kW
Frequenz Frequency Fréquence	Nominale Frequenz Nominal Frequency Fréquence nominale	60 Hz +/-2 %	50 Hz/60 Hz +/-2 %	50 Hz/60 Hz +/-2 %
	Regulierung Regulation Réglage	4 %	4 %	4 %
	Stabilität (Kurzeitig) (30 s)) Stability (short term (30 s)) Stabilité (courte durée (30 s))	3 %	3 %	3 %
	Stabilität (Langzeit (4 h)) Stability (Long term (4 h)) Stabilité (longue durée (4 h))	3 %	3 %	3 %
Krestfaktor [1)] Crestfactor [1)] Facteur de crête		3:1	3:1	3:1
Empfohlene Absicherung Recommend protection fuse Sécurisation recommandée		40 A	32 A	63 A
Empfohlener Kabelquerschnitt Recommend cable cross Section de câble recommandée		6 mm²	4 mm²	10 mm²
Umgebungstemperatur max. Ambient temperature		40 °C	40 °C	40 °C

1) Peak Strom darf den 3-fachen Nennstrom erreichen
1) Peak current is allowed to reach 3 times of the nominal current

Fig. 13.12.3-3: Technische Daten PMGi / Technical data PMGi / PMGi Out

		PMGi 8000 120 V	PMGi 10000 230 V	PMGi 10000 120 V
Nominale Ausgangsspannung Nominal Voltage	NOV_{AC}	120 V VAC +/- 5 % ohne Last / without Load / sans charge	230 V VAC +/- 5 % ohne Last / without Load / sans charge	120 V VAC +/- 5 % ohne Last / without Load / sans charge
Regelung Regulation	R	5 %	5 %	5 %
Stabilität (Kurzzeit (30sec)) Stability (short term (30sec))	D_s	5 %	5 %	5 %
Stabilität (Langzeit (4h)) Stability (Long term (4h))	D_l	5 %	5 %	5 %
Spannungsabweichung Voltage offset Divergence de tension	V_{offset}			+-5 V -20 °C bis +40 °C +-5 V -20 °C to +40 °C +-5 V -20 °C à +40 °C
Stromstärke Current Courant	$Stromstärke_{Nominal}$ $Current_{Nominal}$ $Courant_{Nominal}$	+-5 V -20 °C bis +40 °C +-5 V -20 °C to +40 °C +-5 V -20 °C à +40 °C	+-5 V -20 °C bis +40 °C +-5 V -20 °C to +40 °C +-5 V -20 °C à +40 °C	66,7 A @$120V_{eff.}$
	$Stromstärke_{Maximum}$ $Current_{Maximum}$ $Courant_{Maximum}$	53 A @ 120 $V_{eff.}$	34,8 A @230 $V_{eff.}$	83,3 A @ cos phi 0,8 @120 $V_{eff.}$
Leistung Power Puissance	Nominal Nominal power Nominale	67 A @ cos phi 0,8 @$120V_{eff.}$	43,5 A @ cos phi 0,8 @230 $V_{eff.}$	10,0 kVA
	Dauer Long term Continue	8 kVA	10,0 kVA	8,0 kW
Frequenz Frequency	Nominale Frequenz Nominal Frequency Fréquence nominale	6,4 kW	8,0 kW	60 Hz +/-2 %
	Regulierung Regulation Réglage	60 Hz +/-2 %	50 Hz +/-2 %	4 %
	Stabilität (Kurzeitig) (30 s)) Stability (short term (30 s)) Stabilité (courte durée (30 s))	4 %	4 %	3 %
	Stabilität (Langzeit (4 h)) Stability (Long term (4 h)) Stabilité (longue durée (4 h))	3 %	3 %	3 %
Krestfaktor [1)] Crestfactor [1)] Facteur de crête		3 %	3 %	3:1
Empfohlene Absicherung Recommend protection Fuse Sécurisation recommandée		3:1	3:1	80 A
Empfohlener Kabelquerschnitt Recommend cable cross Section de câble recommandée		63 A	40 A	25 mm²
Wassertemperatur max. Water temperature max.		10 mm²	6 mm²	40 °C
Umgebungstemperatur max. Ambient temperature		40 °C	40 °C	60 °C

1) Peak Strom darf den 3-fachen Nennstrom erreichen
1) Peak current is allowed to reach 3 times of the nominal current

Fig. 13.12.3-4: Technische Daten PMGi / Technical data PMGi / PMGi Out

		PMGi 15000 400 V	PMGi 15000 230 V	PMGi 15000 120 V
Nominale Ausgangsspannung Nominal Voltage	NOV_{AC}	400 V VAC +/- 5 % ohne Last / without Load / sans charge	230 V VAC +/- 5 % ohne Last / without Load / sans charge	120 V VAC +/- 5 % ohne Last / without Load / sans charge
Regelung Regulation	R	5 %	5 %	5 %
Stabilität (Kurzzeit (30sec)) Stability (short term (30sec))	D_s	5 %	5 %	5 %
Stabilität (Langzeit (4h)) Stability (Long term (4h))	D_l	5 %	5 %	5 %
Spannungsabweichung Voltage offset Divergence de tension	V_{offset}	+-5 V -20 °C bis +40 °C +-5 V -20 °C to +40 °C +-5 V -20 °C à +40 °C	+-5 V -20 °C bis +40 °C +-5 V -20 °C to +40 °C +-5 V -20 °C à +40 °C	+-5 V -20 °C bis +40 °C +-5 V -20 °C to +40 °C +-5 V -20 °C à +40 °C
Stromstärke Current Courant	$Stromstärke_{Nominal}$ $Current_{Nominal}$ $Courant_{Nominal}$	3x 17,4 A @ 400 $V_{eff.}$	52 A @230 $V_{eff.}$	100 A @120 $V_{eff.}$
	$Stromstärke_{Maximum}$ $Current_{Maximum}$ $Courant_{Maximum}$	3x 21,7 A @ cos phi 0,8 @400 $V_{eff.}$	52 A @ cos phi 0,8 @230 $V_{eff.}$	100 A @ cos phi 0,8 @120 $V_{eff.}$
Leistung Power Puissance	Nominal Nominal power Nominale	15 kVA	15 kVA	15 kVA
	Dauer Long term Continue	10,8 kW	12 kW	12 kW
Frequenz Frequency	Nominale Frequenz Nominal Frequency Fréquence nominale	50 Hz +/-2 %	50 Hz +/-2 % 60 Hz +/-2 %	60 Hz +/-2 %
	Regulierung Regulation Réglage	4 %	4 %	4 %
	Stabilität (Kurzeitig) (30 s)) Stability (short term (30 s)) Stabilité (courte durée (30 s))	3 %	3 %	3 %
	Stabilität (Langzeit (4 h)) Stability (Long term (4 h)) Stabilité (longue durée (4 h))	3 %	3 %	3 %
Krestfaktor [1)] Crestfactor [1)] Facteur de crête		3:1	3:1	3:1
Empfohlene Absicherung Recommend protection Fuse Sécurisation recommandée		3x 25 A	63 A	100 A
Empfohlener Kabelquerschnitt Recommend cable cross Section de câble recommandée		4 mm² (PUR Kabel einsetzen / use PUR cable / Mise en place du câble PUR)	10 mm² (PUR Kabel einsetzen / use PUR cable / Mise en place du câble PUR)	25 mm² (PUR Kabel einsetzen / use PUR cable /)Mise en place du câble PUR
Wassertemperatur max. Water temperature max.			40 °C (nur bei wassergekühlter Version / watercooled version only)	40 °C
Umgebungstemperatur max. Ambient temperature		40 °C (nur bei wassergekühlter Version / watercooled version only)	60 °C (nur bei wassergekühlter Version / watercooled version only)	60 °C (nur bei wassergekühlter Version / watercooled version only)

1) Peak Strom darf den 3-fachen Nennstrom erreichen
1) Peak current is allowed to reach 3 times of the nominal current

Fig. 13.12.3-5: Technische Daten PMGi / Technical data PMGi / PMGi Out

		PMGi 15000 2x120 V	PMGi 25 230 V	PMGi 25 400 V
Nominale Ausgangsspannung Nominal Voltage	NOV_{AC}	2x 120 V VAC +/- 5 % ohne Last / without Load / sans charge	230 V VAC +/- 5 % ohne Last / without Load / sans charge	400 V VAC +/- 5 % ohne Last / without Load / sans charge
Regelung Regulation	R	5 %	5 %	5 %
Stabilität (Kurzzeit (30sec)) Stability (short term (30sec))	D_s	5 %	5 %	5 %
Stabilität (Langzeit (4h)) Stability (Long term (4h))	D_l	5 %	5 %	5 %
Spannungsabweichung Voltage offset Divergence de tension	V_{offset}	+-5 V -20 °C bis +40 °C +-5 V -20 °C to +40 °C +-5 V -20 °C à +40 °C	+-5 V -20 °C bis +40 °C +-5 V -20 °C to +40 °C +-5 V -20 °C à +40 °C	+-5 V -20 °C bis +40 °C +-5 V -20 °C to +40 °C +-5 V -20 °C à +40 °C
Stromstärke Current Courant	$Stromstärke_{Nominal}$ $Current_{Nominal}$ $Courant_{Nominal}$	2x 50 A @ 120 $V_{eff.}$ 1x 50 A @ 240 V_{eff}	87 A @230 V	3x29 A @400 V
	$Stromstärke_{Maximum}$ $Current_{Maximum}$ $Courant_{Maximum}$	2x 62 A @ 120 $V_{eff.}$ 1x 62 A @ 240 V_{eff}	108 A @ cos phi 0,8 @230 V	3x36,2 A @ cos phi 0,8 @400 V
Leistung Power Puissance	Nominal Nominal power Nominale	12 kVA	25 kVA	25 kVA
	Dauer Long term Continue	10,8 kW	18 kW	20 kW
Frequenz Frequency	Nominale Frequenz Nominal Frequency Fréquence nominale	60 Hz +/-2 %	50 Hz +/-2 %	50 Hz +/-2 % (Alternative 60 Hz +/- 2 % on special order)
	Regulierung Regulation Réglage	4 %	4 %	4 %
	Stabilität (Kurzeitig) (30 s)) Stability (short term (30 s)) Stabilité (courte durée (30 s))	3 %	3 %	3 %
	Stabilität (Langzeit (4 h)) Stability (Long term (4 h)) Stabilité (longue durée (4 h))	3 %	3 %	3 %
Krestfaktor [1)] Crestfactor [1)] Facteur de crête		3:1	3:1	3:1
Empfohlene Absicherung Recommend protection Fuse Sécurisation recommandée		63 A	125 A	40 A
Empfohlener Kabelquerschnitt Recommend cable cross Section de câble recommandée		16 mm² (PUR Kabel einsetzen / use PUR cable / Mise en place du câble PUR)	35 mm²	6 mm²
Wassertemperatur max. Water temperature max.		40	40 °C	40 °C
Umgebungstemperatur max. Ambient temperature		60 °C (nur bei wassergekühlter Version / watercooled version only)	60 °C	50 °C

1) Peak Strom darf den 3-fachen Nennstrom erreichen

1) Peak current is allowed to reach 3 times of the nominal current

Fig. 13.12.3-6: Technische Daten PMGi / Technical data PMGi / PMGi Out

		PMGi 25 2x120 V/240 V	PMGi 45 230 V	PMGi 45 400 V
Nominale Ausgangsspannung Nominal Voltage	NOV_{AC}	2x120 V/240 V VAC +/- 5 % ohne Last / without Load / sans charge	230 V VAC +/- 5 % ohne Last / without Load / sans charge	400 V VAC +/- 5 % ohne Last / without Load / sans charge
Regelung Regulation	R	5 %	5 %	5 %
Stabilität (Kurzzeit (30sec)) Stability (short term (30sec))	D_s	5 %	5 %	5 %
Stabilität (Langzeit (4h)) Stability (Long term (4h))	D_l	5 %	5 %	5 %
Spannungsabweichung Voltage offset Divergence de tension	V_{offset}	+-5 V -20 °C bis +40 °C +-5 V -20 °C to +40 °C +-5 V -20 °C à +40 °C	+-5 V -20 °C bis +40 °C +-5 V -20 °C to +40 °C +-5 V -20 °C à +40 °C	+-5 V -20 °C bis +40 °C +-5 V -20 °C to +40 °C +-5 V -20 °C à +40 °C
Stromstärke Current Courant	$Stromstärke_{Nominal}$ $Current_{Nominal}$ $Courant_{Nominal}$	2x 83,3 A@120 V/ 1x 83,3 A@240 V	156,5 @230 V	3x52 A @400 V
	$Stromstärke_{Maximum}$ $Current_{Maximum}$ $Courant_{Maximum}$	2x 104,0 A @ cos phi 0,8 @120 V 1x 104,0 A @ cos phi 0,8 @240 V	195,6 A @ cos phi 0,8 @230 V	65 A @ cos phi 0,8 @400 V
Leistung Power Puissance	Nominal Nominal power Nominale	25 kVA	45 kVA	45 kVA
	Dauer Long term Continue	2x 10 kW @120 V 1x 20 kW @240 V	Dauer 36 kW	Nominal 36 kW Dauer 33 kW
Frequenz Frequency	Nominale Frequenz Nominal Frequency Fréquence nominale	60 Hz +/-2 %6	50 Hz +/-2 % (Alternative 60 Hz +/- 2 % on special order)	50 Hz +/-2 % (Alternative 60 Hz +/- 2 % on special order)
	Regulierung Regulation Réglage	4 %	4 %	4 %
	Stabilität (Kurzeitig) (30 s)) Stability (short term (30 s)) Stabilité (courte durée (30 s))	3 %	3 %	3 %
	Stabilität (Langzeit (4 h)) Stability (Long term (4 h)) Stabilité (longue durée (4 h))	3 %	3 %	3 %
Krestfaktor [1)] Crestfactor [1)] Facteur de crête		3:1	3:1	3:1
Empfohlene Absicherung Recommend protection Fuse Sécurisation recommandée		125 A	200 A	80 A
Empfohlener Kabelquerschnitt Recommend cable cross Section de câble recommandée		50 mm²	50 mm² (PUR Kabel einsetzen / use PUR cable / Mise en place du câble PUR)	min. 16 mm² (PUR Kabel einsetzen / use PUR cable / Mise en place du câble PUR)
Wassertemperatur max. Water temperature max.		40 °C	40 °C (nur bei wassergekühlter Version / watercooled version only)	40 °C (nur bei wassergekühlter Version / watercooled version only)
Umgebungstemperatur max. Ambient temperature		60 °C	50 °C (nur bei wassergekühlter Version / watercooled version only)	50 °C (nur bei wassergekühlter Version / watercooled version only)

1) Peak Strom darf den 3-fachen Nennstrom erreichen
1) Peak current is allowed to reach 3 times of the nominal current

Fig. 13.12.3-7: Technische Daten PMGi / Technical data PMGi / PMGi Out

		PMGi 60 400 V		
Nominale Ausgangsspannung Nominal Voltage	NOV_{AC}	400 V VAC +/- 5 % ohne Last / without Load / sans charge		
Regelung Regulation	R	5 %		
Stabilität (Kurzzeit (30sec)) Stability (short term (30sec))	D_s	5 %		
Stabilität (Langzeit (4h)) Stability (Long term (4h))	D_l	5 %		
Spannungsabweichung Voltage offset Divergence de tension	V_{offset}	+-5 V -20 °C bis +40 °C +-5 V -20 °C to +40 °C +-5 V -20 °C à +40 °C		
Stromstärke Current Courant	$Stromstärke_{Nominal}$ $Current_{Nominal}$ $Courant_{Nominal}$	3x69,3 A @400 V		
	$Stromstärke_{Maximum}$ $Current_{Maximum}$ $Courant_{Maximum}$	86,7 A @ cos phi 0,8 @400 V		
Leistung Power Puissance	Nominal Nominal power Nominale	60 kVA		
	Dauer Long term Continue	Nominal 48 kW Dauer 43 kW		
Frequenz Frequency	Nominale Frequenz Nominal Frequency Fréquence nominale	50 Hz +/-2 % (Alternative 60 Hz +/- 2 % on special order)		
	Regulierung Regulation Réglage	4 %		
	Stabilität (Kurzeitig) (30 s)) Stability (short term (30 s)) Stabilité (courte durée (30 s))	3 %		
	Stabilität (Langzeit (4 h)) Stability (Long term (4 h)) Stabilité (longue durée (4 h))	3 %		
Krestfaktor [1)] Crestfactor [1)] Facteur de crête		3:1		
Empfohlene Absicherung Recommend protection Fuse Sécurisation recommandée		100 A		
Empfohlener Kabelquerschnitt Recommend cable cross Section de câble recommandée		min. 35 mm² (PUR Kabel einsetzen / use PUR cable / Mise en place du câble PUR)		
Wassertemperatur max. Water temperature max.		40 °C (nur bei wassergekühlter Version / watercooled version only)		
Umgebungstemperatur max. Ambient temperature		50 °C (nur bei wassergekühlter Version / watercooled version only)		

1) Peak Strom darf den 3-fachen Nennstrom erreichen
1) Peak current is allowed to reach 3 times of the nominal current

Fig. 13.12.3-8: Overload

Art of output	Max. current	Comment
230 VAC	87 A +/- 0.5 A	after the overload protection was activated, the generator must be switched off and all load must be disconnected.

13.13PMGi protections

13.13.1 Short circuit

To operate the short circuit protection a fuse must be put in series with the live wire. The minimum requested feature for this fuse are the following.

1.2	1.5	2.75	4.0	10.0
>1 h	<30 min	5 ms to 150 ms	2 ms to 15 ms	<2 ms

The electrical Data reference to the „General Specifications“. Do not submit the PMGi a temperature shock.

Note!



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Panda iControl2

Operating Manual

Open-loop and closed-loop control system for Fischer Panda generators

Current revision status

	Document
Current:	Panda iControl2_eng.R08_15.10.24
Replaces:	Panda iControl2_eng.R07

Revision	Page
Kontrolltätigkeiten vor dem Start eingefügt	
Emergency stop, Fehlerspeicher, Master Slave eingepflegt R08	

Hardware

Generator	Revision	Modification Strike Plate	Date	Upgrade

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14. Safety instructions for the Panda iControl2

14.1 Personnel

The settings described here can be performed by the operator unless highlighted differently.

The installation should be implemented by specially trained technical personnel or by authorised workshops (Fischer Panda Service Points), only.

14.2 Safety instructions

Ensure compliance with the safety instructions in the Fischer Panda genset manual.

If these instructions are not on hand, they can be requested from Fischer Panda GmbH, 33104 Paderborn, Germany.

Note!



An external signal may trigger an automatic start-up.

Warning! Automatic start-up



The generator must not be operated with the cover removed.

Warning!



If the generator is being installed without a sound insulation capsule, it must be ensured that all rotating parts (belt pulley, belts etc.) are covered and protected so that there is no danger to life and body!

If a sound insulation capsule will be produced at the place of installation, then well-placed signs must show that the generator can only be switched on with the capsule closed.

All service, maintenance, or repair work may only be carried out when the unit is not running.

Electric voltage - DANGER TO LIFE!

Warning! Electric voltage



Electric voltages of more than 60V are potentially lethal in any situation. The rules of the respective regional authority must be adhered to for installation and maintenance.

For safety reasons, only an electrician may carry out the installation of the electrical connections of the generator.

Disconnect battery before working on the generator

Warning!



The battery must always be disconnected (first the negative terminal, then the positive terminal) if work on the generator or electrical system is to be carried out, so that the generator cannot be unintentionally started.

This applies in particular to systems with an automatic start-up function. The automatic start-up function shall be deactivated before starting work.

The flooding valve must be closed. (For PMS version only.)

Also observe the safety instructions for the other components of your system.

Note!



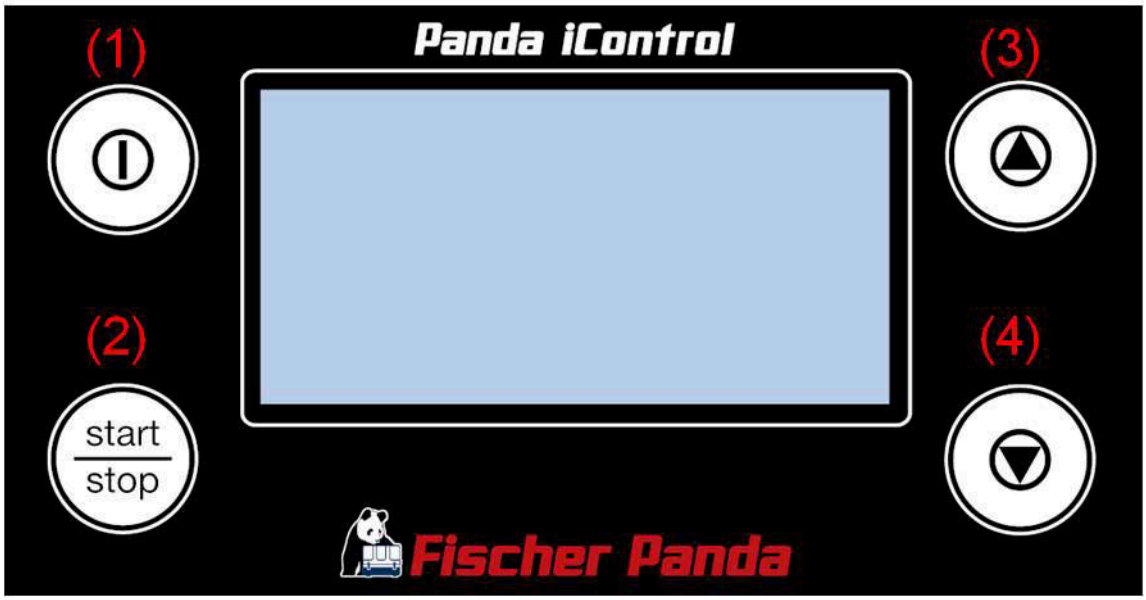
15. General operation

15.1 The Panda iControl2 panel

The "Panda iControl2 panel" control panel is the control and display unit for the Panda iControl2 control system and represents the interface between the user and the Panda iControl2 controller. The integrated display serves to present the most important data of the system as well as warnings and error messages.

The control panel is equipped with four buttons for operating the Panda iControl2 controller:

Fig. 15.1-1: Panda iControl 2 panel



1. *On/Off button:* Switching the Panda iControl2 controller on and off
2. *Start/Stop button:* Starting and stopping the generator, confirming values in selection menus (Enter key)
3. *Cursor-up button* Switching between display screens (up), counting values up in selection menus
4. *Cursor-down button* Switching between display screens (down), counting values down in selection menus.

15.2 Starting preparation / Checks (daily)

15.2.1 Marine version

1. Oil level control (ideal level: 2/3 MAX).

   The level should be about 2/3 of the maximum level of a cold engine.

   Further, if installed, the oil level of the oil-cooled bearing must be controlled before each start - see sediment bowl at generator front cover!.

2. State of cooling water.

   The external expansion tank should be filled up to 1/3 of the maximum in a cold state. It is very important that a large expansion area remains above the cooling water level.

3. Check if sea cock for cooling water intake is open.

   For safety reasons, the sea cock must be closed after the generator has been switched off. It should be re-opened before starting the generator.

4. Check raw water filter.

   The raw water filter must be regularly checked and cleaned. The impeller fatigue increases, if residual affects the raw water intake.

5. Visual inspection.

   Control fixing bolts, check hose connectors for leakages, control electrical connections.

6. Switch off the load.

   The generator should only be started without load.

7. Open fuel valve, if installed.
8. Close battery main switch (on).

15.2.2 Vehicle version

1. Oil level control (ideal level: 2/3 MAX).

   The level should be about 2/3 of the maximum level of a cold engine.

   Further, if installed, the oil level of the oil-cooled bearing must be controlled before each start - see sediment bowl at generator front cover!.

2. State of cooling water.

   The external expansion tank should be filled up to 1/3 of the maximum in a cold state. It is very important that a large expansion area remains above the cooling water level.

3. Visual inspection.

   Control fixing bolts, check hose connectors for leakages, control electrical connections.

4. Switch off the load.

   The generator should only be started without load.

5. Open fuel valve, if installed.

Close battery main switch (on).

15.3 Operation

15.3.1 Switching the controller on and off

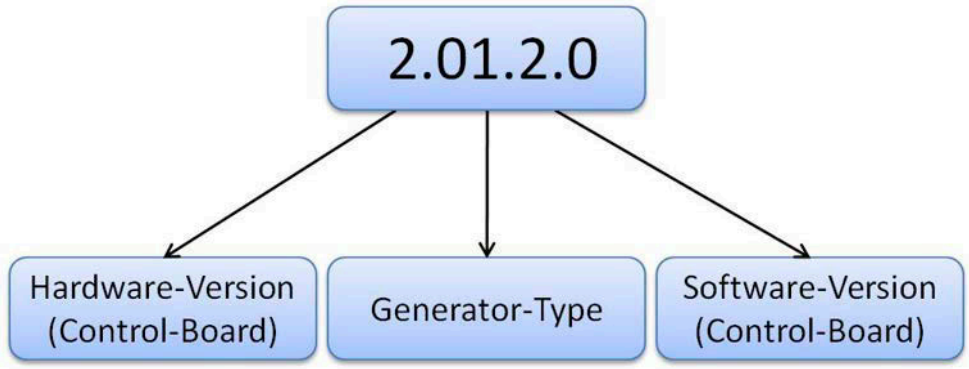
The Panda iControl2 controller is switched on and off with the On/Off button on the Panda iControl2 panel. Press and hold the On/Off button until the start screen with the panda bear appears on the display. The controller is switched off by actuating the On/Off button once more.

On the start screen, the hardware version, the generator type, and the software version are shown at the bottom left.

Fig. 15.3.1-1: .Panda iControl2 start screen



Fig. 15.3.1-2: Hardware version, generator type, and software version in default display



Example:

Hardware version: 2 **->** iControl2 controller

Generator type: 01 **->** Panda 5000i PMS

Software version: 2.0 **->** iControl2, compatible with iControl-Panel2

Note!



15.3.2 The default display screen

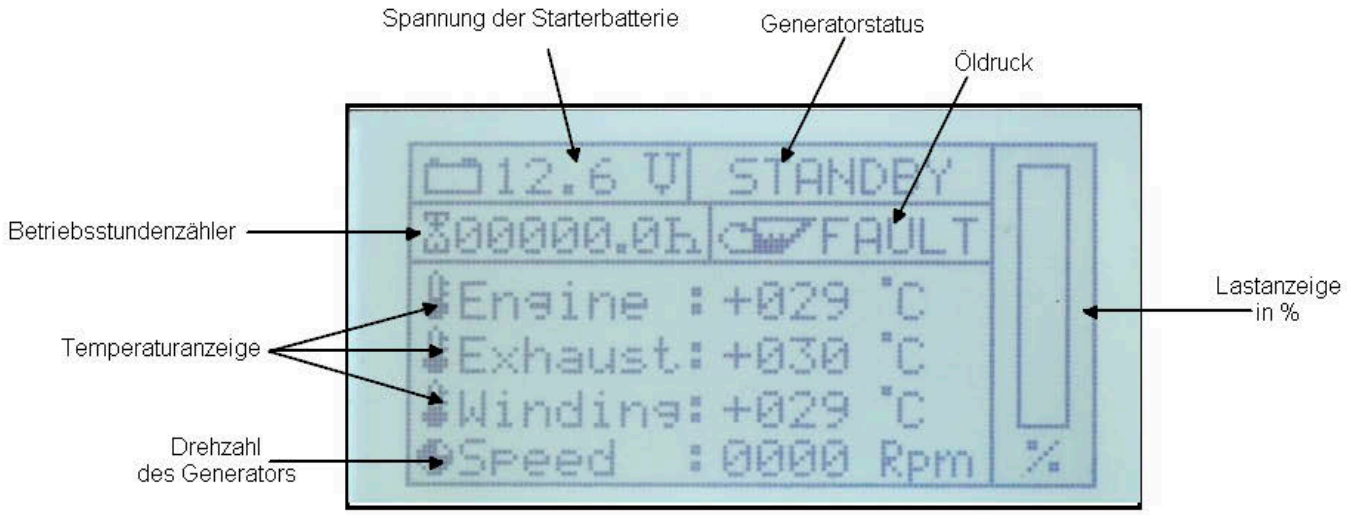
Five seconds after the controller is switched on, the display will change to the default display screen. On the default display screen, you will find information on the battery voltage, operating hours of the generator, temperatures of cylinder head, exhaust manifold, and winding, RPM, and the oil pressure status. Also, a bar graph display at the right hand edge of the display shows the utilisation of the generator in percent.

Data output on the default display screen:

- Battery voltage (supply voltage)
- Status field for operating modes (stand-by, pre-heat, starting, override, running, autostart, stopping)
- Operating hours of the generator

- Oil pressure status
- Cylinder head temperature
- Temperature of exhaust manifold
- Winding temperature
- Speed/RPM
- Utilisation in percent

Fig. 15.3.2-1: Default display screen



The Display shows the iControl board input voltage.

At generator systems with 12 V starter system these is equal with the starter battery voltage.

At generator system with 24 V starter system the starter battery voltage can not be displayed.

Note!



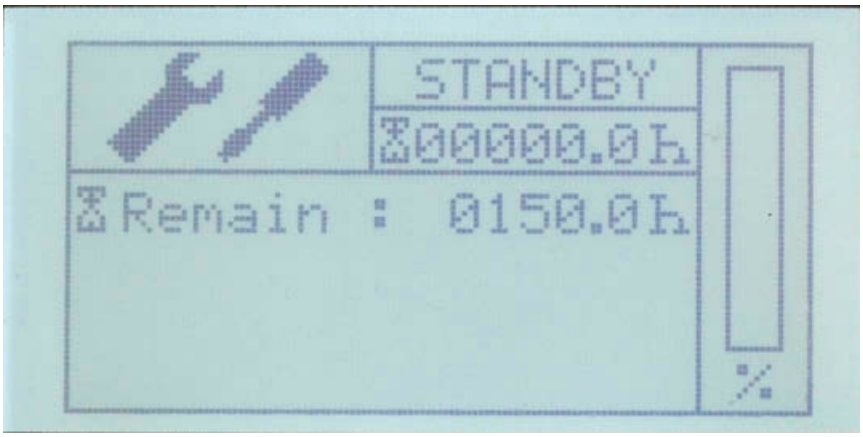
15.3.3 Operating modes

The Panda iControl2 controller offers different operating modes.

15.3.3.1 Stand-by mode

After the controller is switched on with the On/Off button, the system is in stand-by mode. This is indicated by the output "STANDBY" in the status field in the top right corner of the default display screen. In this operating mode, the system can be switched off with the On/Off button, and the generator can be started up with the Start/Stop button. With the cursor buttons, the service information screen can be accessed.

Fig. 15.3.3.1-1: Service information screen



The total operating hours of the generator are given on the default display screen and on the service information screen. By actuating the cursor-up and cursor-down button in stand-by mode, the service screen can be accessed. This screen is marked with a screwdriver/spanner symbol. Here, the time until the next service is given. By actuating the cursor-up or cursor-down button, you can return to the default screen.

With the dynamic operation hours the service interval can be raised up to 30 % (200 h max.). Make sure that the dynamic operation hours are not reset accidently between the service interval. see “Resetting the service interval ("Service")” on page 171.

Note!



In the set-up menu of the controller, you can reset the service interval after performing maintenance. Siehe “Set-up menu” auf Seite 167.

15.3.3.2 Start-up mode

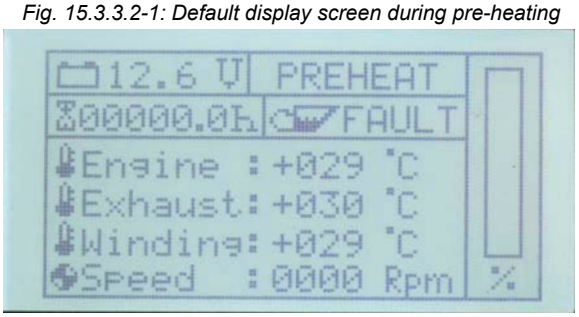
The start-up mode represents the transition from stand-by mode to operation mode, i.e., generator operation. By actuating the Start/Stop button in stand-by mode, you can initiate the start-up process of the generator.

The pre-heating is the first step. During this stage, the status field at the top right of the default display screen shows the word "PREHEAT".

The pre-heating is always implemented for a duration of 10 seconds, regardless of the cylinder head temperature.

In temperatures below 0°C, the pre-heating time is always 40 seconds.

Fig. 15.3.3.2-1: Default display screen during pre-heating



After pre-heating, the starter is initiated, accompanied by the text output "STARTING" in the status field of the default display screen.

Fig. 15.3.3.2-2: Default display screen during start-up



The controller will only perform one starting attempt. If the generator could not be started, the text output "STARTING FAILS" informs you of the failure of the generator starting attempt.

Note!



Acknowledging the message with the cursor-up, cursor-down, or the Start/Stop button on the Panda iControl2 panel will return the system to stand-by mode.

If there is difficulty in starting - close the seacock (Panda Marine Generators only)

Attention!



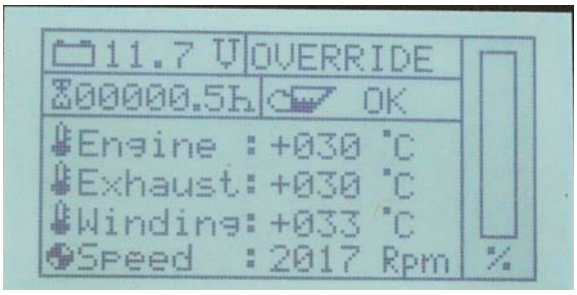
If the generator engine does not start immediately and further start attempts are necessary, then the seacock MUST be closed (i.e. for ventilating the fuel lines ect.) The cooling water impeller pump turns automatically and draws cooling water as long as the motor is turning. If the diesel motor is running, the cooling water is blown out by the exhaust system gases. The cooling water cannot be pressed through the exhaust as long as the diesel motor does not run at sufficient speed. This leads to severe motor damage.

Open the sea valve as soon as the generator is started.

15.3.3.3 Override mode

The override mode follows directly after the successful start-up of the generator. In this mode, no fault analysis is performed. The duration of the override mode is 10 seconds. The status indicator on the display reads "OVERRIDE".

Fig. 15.3.3.3-1: Default display screen in override mode

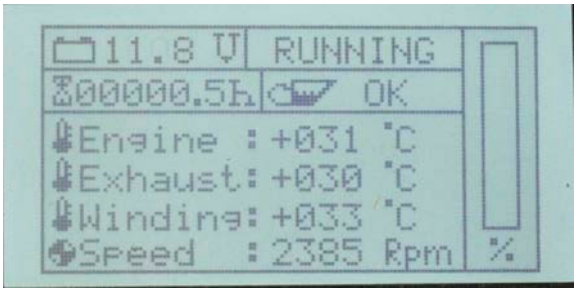


15.3.3.4 Operation mode

Operation mode signifies the operating mode in which the generator is running and all operating data are within their normal range. The status field of the default display screen shows "RUNNING".

In operation mode, the electrical load is given on the right hand side of the default display screen and in the inverter screen as a bar graph. The bar graph merely provides a guide value for the load of the generator and gives the values as a percentage.

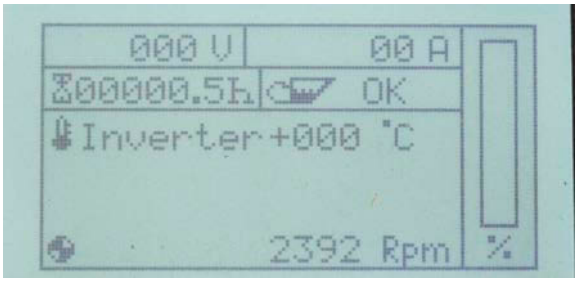
Fig. 15.3.3.4-1: Default display screen in operation mode



Display screen for single phase generators

With the single phase i-series generators, there is an additional screen in operation mode for the inverter data. This screen provides the current inverter output voltage and the inverter temperature. You can access the inverter screen by actuating the cursor-up button while in operation mode.

Fig. 15.3.3.4-2: Inverter screen in operation mode



Display screens for 3-phase generators

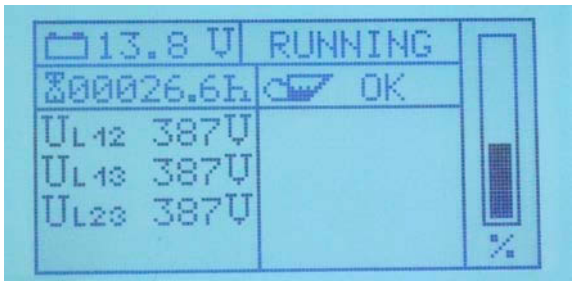
With the 3-phase i-series generators, there are 5 additional screen in operation mode for the inverter data. This screen provides the inverter coil-voltage and the conductor current. You can access the inverter screen by actuating the cursor-up button while in operation mode.

Fig. 15.3.3.4-3: Inverter screen coil-voltage and conductor current



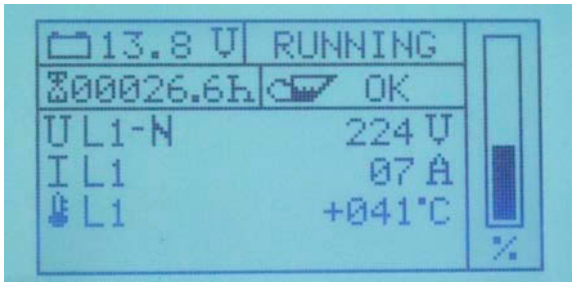
This screen provides the latest inverter phase voltages. You can access the inverter screen by actuating the cursor-up button while in operation mode.

Fig. 15.3.3.4-4: Inverter screen phase voltages



This screen provides the latest inverter output voltage of the single phases with the matching conductor current and the circuit board temperature. The inverter will be switched off at a circuit board temperature of 75 °C. You can access the inverter screen by actuating the cursor-up button while in operation mode.

Fig. 15.3.3.4-5: Phase voltage L1



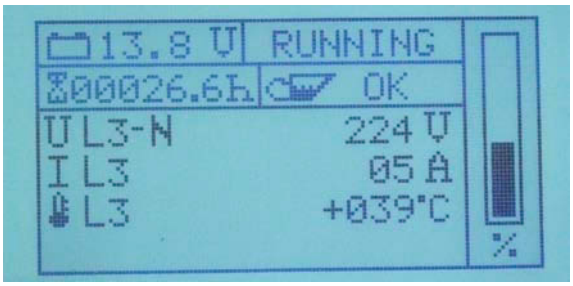
This screen provides the latest inverter output voltage of the single phases with the matching conductor current and the circuit board temperature. The inverter will be switched off at a circuit board temperature of 75 °C. You can access the inverter screen by actuating the cursor-up button while in operation mode.

Fig. 15.3.3.4-6: Phase voltage L2



This screen provides the latest inverter output voltage of the single phases with the matching conductor current and the circuit board temperature. The inverter will be switched off at a circuit board temperature of 75 °C. You can access the inverter screen by actuating the cursor-up button while in operation mode.

Fig. 15.3.3.4-7: Phase voltage L3



15.3.3.5 Panda i-Generator with electro-magnet Clutch (optional)

During the activation of the electro-magnetic clutch, the icontrol raise the generator speed to maximum.

After the clutch is released, the generator speed will drop to normal.

Attention!



15.3.3.6 Stop mode

By activating the Start/Stop button in operation mode, i.e., while the generator is running, you will stop the generator. After stopping the generator, the system will return to stand-by mode. The display status field reads "STOPPING".

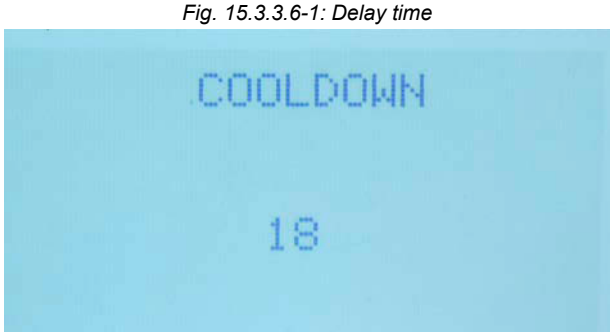
If the icontrol system detect a high cylinder head temperature (for example after a long time running with high load) the icontrol start a stopping delay timer. The Display shows „Cooldown“ and a countdown.

During this timer the icontrol system will shut of the PMGi and run the engine at idle speed. During the delay time an automatic start request will be ignored.

After the delay time, the generator will be stopped automatically.

You can interrupt the delay time by pressing the start/stop button. (Not recommend by Fischer Panda. The Engine may overheat)

Fig. 15.3.3.6-1: Delay time



Never use an emergency stop switch for a regular stop of the generator.

The engine may overheat and can be damaged/destroyed

Attention!



If the generator is manually started up and stopped while in automatic start-up mode, it will switch to stand-by mode for safety reasons.

If necessary, the autostart mode must be reactivated.

Note! Manual start in autostart mode



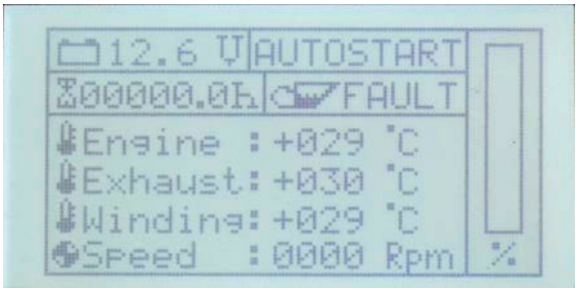
15.3.3.7 Autostart mode

The Panda iControl2 panel is equipped with an autostart function. A jumper between pin 6 (UBAT) and pin 7 (USTARTI of the Phoenix jack of the control panel starts up the generator with a delay of 5 seconds when the autostart function is active. Removing the jumper will stop the generator - also with a delay of 5 seconds.

To activate the autostart function, you must first check the "Autostart" flag in the set-up menu. To activate the autostart function, read Siehe “Activating/deactivating the autostart function ("Autostart")” auf Seite 169.

The display status field reading "AUTOSTART" indicates that the autostart function is active, or, if it reads "STANDBY", this means that the autostart function was deactivated.

Fig. 15.3.3.7-1: Default display screen in autostart mode



The autostart function will remain active even after the controller is switched off and on again with the On/Off button. To deactivate the autostart function, the flag in the EEPROM must be reset with "Disable". Siehe “Activating/deactivating the autostart function ("Autostart")” auf Seite 169.

Warning! Automatic start-up



If the generator is manually started up and stopped while in automatic start-up mode, it will switch to stand-by mode for safety reasons.

Note! Manual start in autostart mode



If necessary, the autostart mode must be reactivated.

15.4 Other operating functions

15.4.1 Set-up menu

In the set-up menu, a series of parameters can be modified directly using the control panel. To access the set-up menu, you have to actuate the cursor-down button immediately after switching on the controller with the On/Off button and while the start screen with panda bear is still being displayed. This will open a menu with the following sub-items:

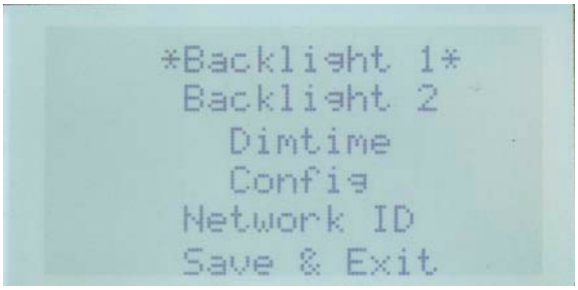
Fig. 15.4.1-1: Set-up menu

Menu item	Settings range for
backlight 1	Setting the brightness value for the standard backlighting to 0-9
backlight 2	Setting the brightness value for the dimmed backlighting to 0-9
Dimtime (dimming time)	Time until the display switches to dimmed mode, 0-225s, 0= function deactivated
Config	Password protected area for Fischer Panda associates and Fischer Panda service points
Network ID	Settings for the network ID of the panel
Save & Exit	Saving the values and exiting the set-up menu
Autostart	Activating and deactivating the automatic start-up function
Service	Resetting the "Operating hours to service" indication
Prime fuel	Activation of the fuel pump to prime the generator fuel system
Degree C/F	Switches the display between °C and °F

With the cursor-up and cursor-down buttons, you can navigate through the menu. The currently selected menu item is marked with two asterisks (*), e.g. "backlight 2":

Set-up menu with item highlighted: *backlight 2*

Fig. 15.4-2: Set-up menu



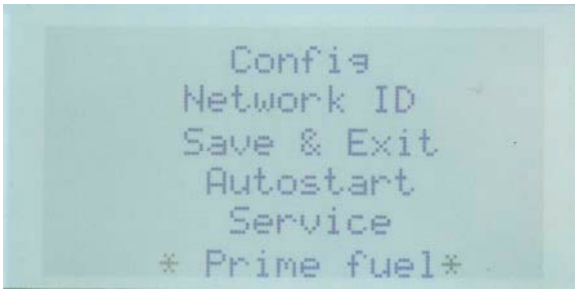
The Start/Stop button is used for confirming a selection in the set-up menu. If you confirm the row marked with the * with the Start/Stop button, you will access the selected sub-menu.

Note!



Set-up menu

Fig. 15.4-3: Set-up menu

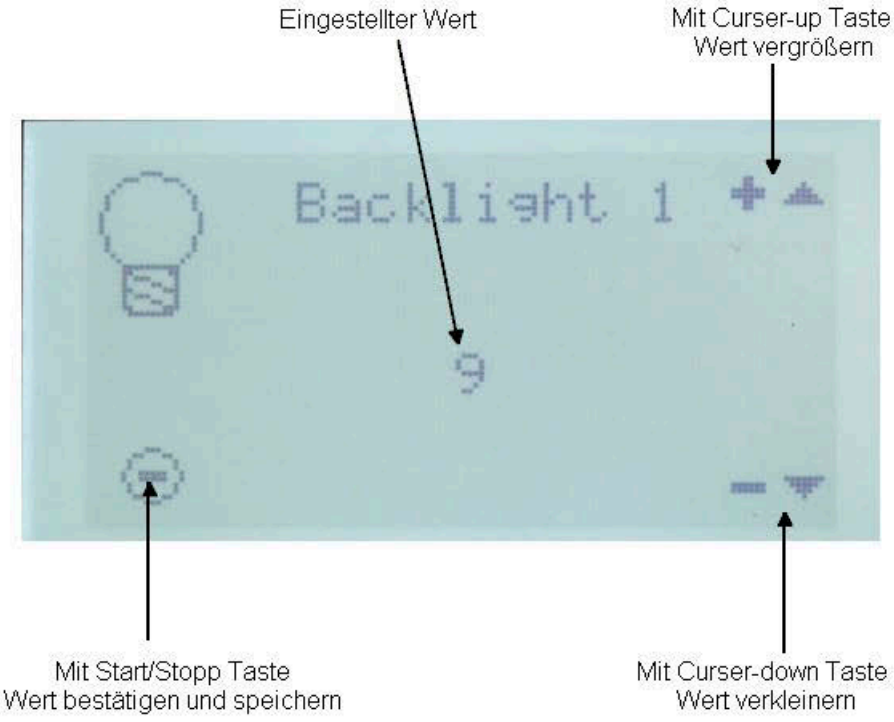


15.4.2 Setting the brightness of the backlight ("backlight" and "dimtime")

The brightness of the display backlight of the Panda iControl2 panel can be varied in ten increments (0-9). Also, the display can be dimmed with a timer if no button is actuated on the control panel for a parameter is able period. To adjust the default brightness and the dimmed brightness, the set-up menu offers the items "backlight 1" (default brightness) and "backlight 2" (dimmed brightness). These service menu screens are highlighted with the light bulb symbol:



The period after which the backlight is to switch to the dimmed level can be specified with the menu item "dimtime". In this screen, you can enter the time in seconds, values between 0s and 255s are possible.



In the sub-menus, set the desired values with the cursor buttons, and then confirm your settings with the Start/ Stop button.

Note!



After setting all parameters, you can exit the set-up menu with the menu item "Save & Exit". In doing so, all settings entered in the sub-menus backlight 1, backlight 2, dimtime, and Network ID are saved to the EEPROM. Then, the goodbye screen appears for 3 seconds, and the controller is switched off.

At the next start of the controller, the changes will take effect.

15.4.3 The configuration menu ("config")

Settings in this area must only be entered by Fischer Panda associates and Fischer Panda service points.

Stop!



The "config" sub-menu is a password protected area in which the generator type can be selected, and generator parameters in the EEPROM can be modified.

15.4.4 The network ID

Settings in this area must only be entered by Fischer Panda associates and Fischer Panda service points.

Stop! Network ID must not be modified



Changing the network ID can result in malfunction.

15.4.5 Saving settings and exiting the set-up menu ("Save & Exit")

After setting all parameters, you can exit the set-up menu with the menu item "Save & Exit".

In doing so, all settings entered in the sub-menus backlight 1, backlight 2, dimtime, and Network ID are saved to the EEPROM.

Fig. 15.4.5-1: Saving the values to the EEPROM



Then, the goodbye screen appears for 3 seconds, and the controller is switched off. At the next start of the controller, the changes will take effect.

15.4.6 Activating/deactivating the autostart function ("Autostart")

DANGER TO LIFE! - Improper operation can result in health impairment and death.

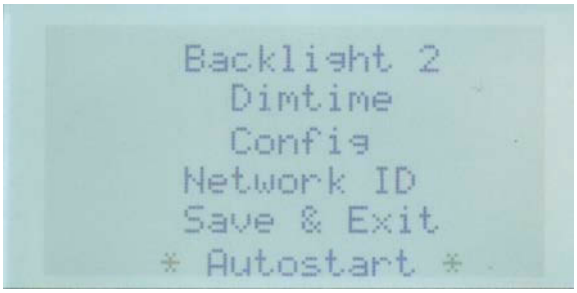
Warning! Automatic start-up



While the automatic start-up function is active, the generator can start up automatically. Before activating it, ensure that the generator capsule is closed and that the corresponding warning signs are affixed to the generator.

To activate the autostart function, select the item "Autostart" in the set-up menu using the cursor buttons and confirm the selection with the Start/Stop button.

Fig. 15.4.6-1: Set-up menu



In the "Autostart" sub-menu, you can select between the options "Enable" and "Disable" using the cursor buttons:

Fig. 15.4.6-2: "Autostart" sub-menu



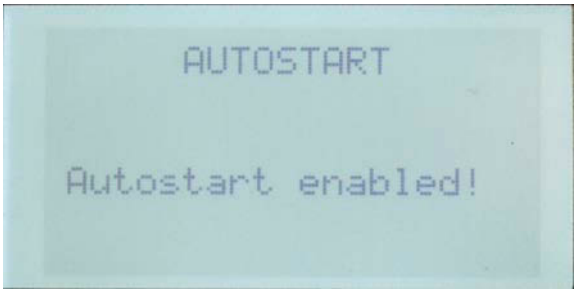
To activate the autostart function, select "Enable" and again confirm your selection with the Start/Stop button.

To deactivate the function, use the menu item "Disable".

The Panda iControl will then confirm your input:

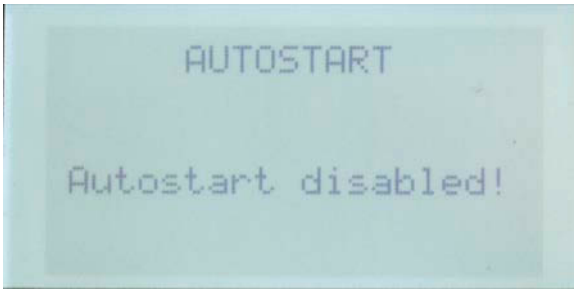
Message "Autostart enabled" after confirming the selection

Fig. 15.4.6-3: Message "Autostart enabled" after confirming the selection



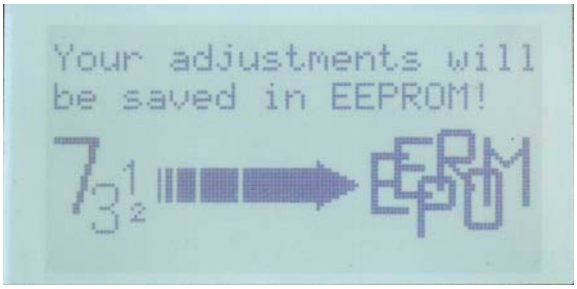
Message "Autostart disabled" after confirming the selection

Fig. 15.4.6-4: Message "Autostart disabled" after confirming the selection



The activation/deactivation of the autostart function is then saved to the EEPROM of the control panel.

Fig. 15.4.6-5: Selection is saved to the EEPROM



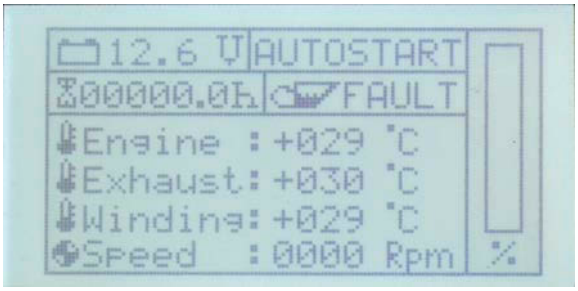
Then, the controller is shut down.

Fig. 15.4.6-6: Goodbye screen prior to shutting down



After switching the controller back on, the display status field reading "AUTOSTART" indicates that the autostart function is active, or, if it reads "STANDBY", this means that the autostart function was deactivated:

Fig. 15.4.6-7: Default display screen in autostart mode



The autostart function will remain active even after the controller is switched off and on again with the On/Off button. To deactivate the autostart function, the flag in the EEPROM must be reset with "Disable" as described above.

.Warning! Automatic start-up



The autostart function of the Panda iControl2 is now ready. While the autostart function is active, you can manually start and stop the generator with the Start/Stop button, as well.

If the generator is manually started up and stopped while in automatic start mode, it will switch to stand-by mode for safety reasons.

Note! Manual start in autostart mode



If necessary, the autostart mode must be reactivated.

15.4.7 Resetting the service interval ("Service")

As the indication of operating hours remaining until the next service interval can be reset at any time, it serves only as an orientation guide. The service intervals shall be implemented using the actual operating hours and shall be properly documented in the service log of the generator.

Note!



With the dynamic operation hours the service interval can be raised up to 30% (200h max.). Make sure that the dynamic operation hours are not reset accidently between the service interval.

Note!



In the set-up menu, select the menu item "Service" and confirm as usual, using the Start/Stop button. This will open the screen with the service information discussed above, supplemented with the instruction to actuate the Start/Stop button to reset the service interval.

Resetting the time until the next service

Fig. 15.4.7-1: Resetting the time until the next service



By actuating the Start/Stop button again, you can reset the service interval to the original interval. The service interval for each generator type is stored in the software.

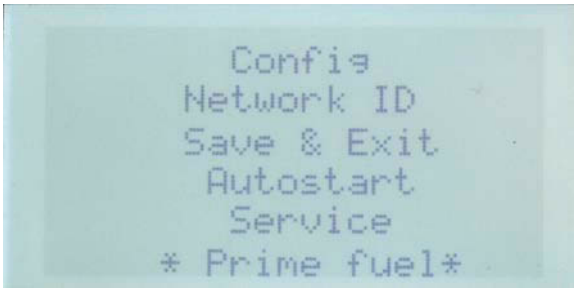
The controller is switched off after resetting the service interval. After restart, the new value will be displayed in the service screen.

15.4.8 Priming the fuel system ("Prime Fuel")

To prime the fuel system, the Panda iControl2 offers the option of separately activating the fuel pump. In the set-up menu, select the menu item "Prime fuel" and confirm your selection using the Start/Stop button.

Actuating the Start/Stop button again will switch on the fuel pump for a duration of max. 30 seconds. After that, the fuel pump will shut off automatically.

Fig. 15.4.8-1: Set-up menu



Naturally, you can also switch off the fuel pump manually.

For this purpose, confirm the menu item "Prime fuel" again, and switch off the fuel pump using the Start/Stop button.

15.4.9 Selecting and saving a unit for the temperature value output

With the Panda iControl2 panel, you can output the temperature values on the display in degrees Celsius [°C] or in degrees Fahrenheit [°F]. The unit can be switched with the control panel. In the set-up menu, select the menu item "Degree C/F" and confirm your selection using the Start/Stop button.

Using the cursor buttons, select 0' for outputting all temperatures in degrees Celsius [°C] or 1' for outputting them in degrees Fahrenheit [°F]. To confirm your selection, actuate the Start/Stop button.

You can enter additional settings in the set-up menu, or you can exit the set-up menu with "Save & Exit". Your selections will then be saved to the EEPROM of the Panda iControl2 panel.

After restarting the system with the On/Off button, your settings will take effect, and all temperatures will be output with the selected unit.

Settings options:

0 Output of all temperatures in degrees Celsius [°C]

1 Output of all temperatures in degrees Fahrenheit [°F]

15.5 iControl2-Emergency-Stop

The iControl2 is prepared for the connection of an emergency stop. The socket for the emergency stop is in the cable harness integrated and bridged (1X1, optional emergency off). The bridge must be removed and the emergency stop connected.

After the emergency stop is initiated, the servo drives to zero position, all out of the iControl controller are switched off and the power supply to the inverter is switched off.

The Panel shows „Emergency Stop“.

Damit wird auch die Spannungsversorgung für den Inverter ausgeschaltet.

Das Panel zeigt nach der Betätigung „EMERGENCY STOP!“. The message disappear as soon as the emergency switch is released.

Fig. 15.5-1: Not Stop bridge in the cable harness

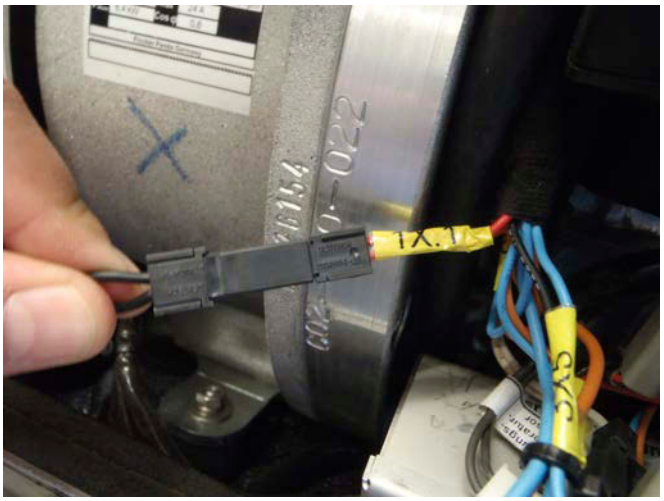


Fig. 15.5-2: Panel shows Emergency Stop



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16. Installation

All connecting wires and instructions for installation are designed and adequate for „standard“ installation situations.

As Fischer Panda does not know the specific installation and operating situation (e.g. special vehicle shapes, high travel speeds, and special application conditions, etc.), this installation specification can only serve as a guideline and example. The installation must be adjusted and implemented by a competent specialist based on the local conditions and requirements.

If damage occurs due to wrong installation without adjusting for specific conditions, it is not covered by the warranty.

Warning! Properly dimension your system.



16.1 Personnel

The installation described herein must be implemented by specially trained technical personnel or by authorised workshops (Fischer Panda Service Points), only.

16.1.1 Hazard warnings for installation

Ensure compliance with the general safety instructions at the beginning of this manual.

Note!



DANGER TO LIFE! - Improper operation can result in health impairment and death.

The battery must always be disconnected (first the negative terminal, then the positive terminal) if work on the generator or electrical system is to be carried out, so that the generator cannot be unintentionally started.

Warning! Automatic start-up



Improper installation can cause severe injury and/or substantial property damage. Therefore:

- Always turn off motor to perform installation work.
- Ensure adequate space for assembly prior to starting work.
- Ensure order and cleanliness at the work place! Parts and tools loosely stacked or lying on the floor represent accident hazards.
- Use only standard tools and special tools for installation work. Incorrect or damaged tooling can result in injury.

Warning! Risk of injury!



DANGER TO LIFE! - Improper operation can result in health impairment and death.

Electric voltages of more than 60 V are potentially lethal in any situation. The rules of the respective regional authority must be adhered to during installation. For safety reasons,

Warning! Electric voltage



only an electrician may carry out the installation of the electrical connections of the generator.

Generator and cooling water may be hot during and after operation. Burn/scalding hazard!

During operation, overpressure may build up in the cooling system.

Warning! Hot surface/material



For installation work, personal protective equipment is compulsory. This includes:

- Tightly fitting protective clothing
- Safety shoes
- Safety gloves
- Hearing protection
- Safety goggles if applicable

Mandatory instruction! Protective equipment required



All loads must be disconnected prior to working on the generator to avoid damage to the devices.

Warning! Switch off all loads.



16.2 Disposal of the components

Electronics components are hazardous to the environment and contain rare raw materials.

Collect and properly dispose of components that are no longer needed!

Mandatory instruction! Protect the environment.



The iControl2 board is typically pre-installed on the generator, and the corresponding connecting lines for connecting it to the iControl2 panel and the PMGi are prepared. See generator manual.

16.2.1 Panda iControl2 panel with installation housing

Fig. 16.2.1-1: Panda iControl2 panel with panel connecting cable and closed housing



16.2.2 Terminal assignments on the Panda iControl2 panel

The Panda iControl2 panel is connected via a 7-pin Phoenix jack.

Fig. 16.2.2-1: Terminal assignment on the Panda iControl2 panel

Terminal	Terminal description	Cable colour	Function
1	UBUS	white (WH)	Bus supply voltage
2	GND	brown + shielding (BN)	Fischer Panda bus ground, ground connection between Panda iController and Panda iControl panel
3	REIZ	green (GN)	Exciter wire, is switched to ground if the controller is to switch on
4	DATA-A	pink (PK)	Fischer Panda bus data line A
5	DATA-B	Grey (GY)	Fischer Panda bus data line B
6	UBATT	--	Autostart[a]
7	USTART/STOPP	--	Autostart[b]

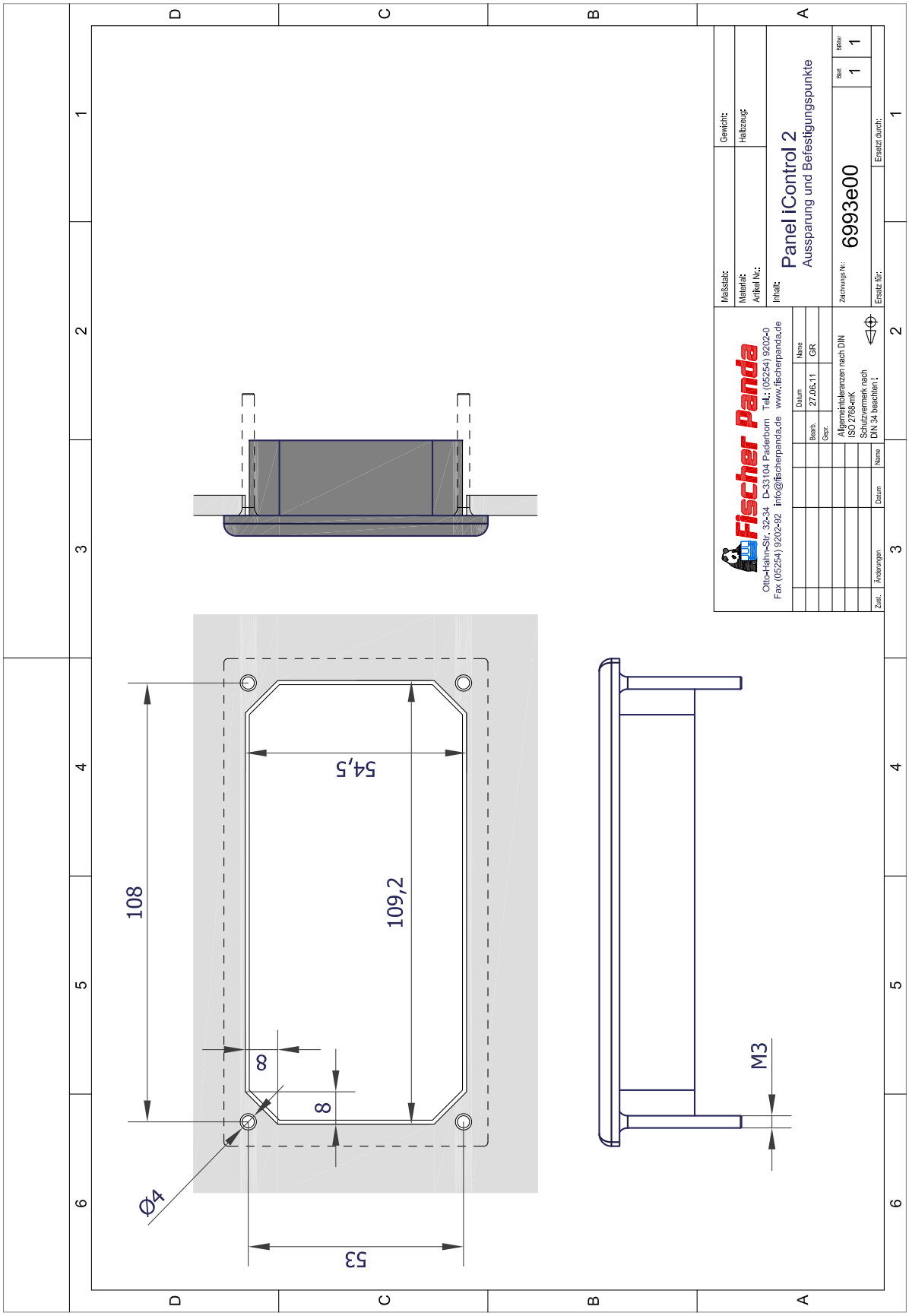
a. A jumper between terminal 6 and 7 closes the autostart contact.
b. A jumper between terminal 6 and 7 closes the autostart contact.

Use only original Fischer Panda connecting cables. **Note!**



16.3 Dimensions

Fig. 16.3-1: Housing of the Panel iControl2 panel



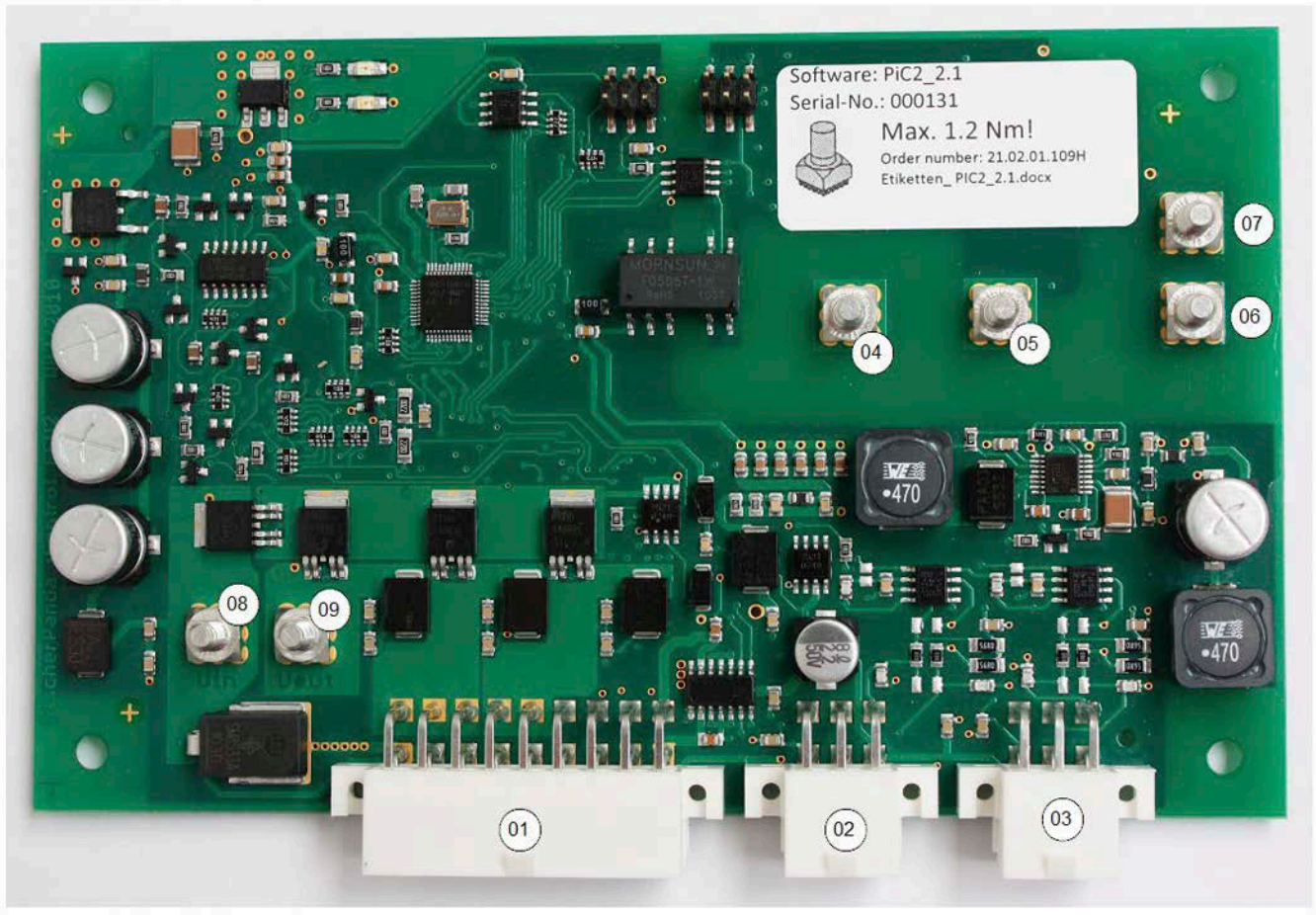
Due to the terminals being exposed, the protection class IP 04 applies to the iControl2 panel.

If properly installed with a seal (e.g. Sikaflex), up to IP66 can be achieved.

Please note!

16.4 Wiring of the Panda iControl2 controller

Fig. 16.4-1: Wiring of the Panda iControl2 controller



The Panda iControl2 controller is connected to the wire harness with the 18-pin jack. The centre 6-pin jack is designed for the Fischer Panda standard bus. The Panda iControl2 panel is connected to this jack. The Fischer Panda CAN bus is connected to the 6-pin jack at the bottom right of the circuit board. The configuration of the connectors is given in the subsequent tables. See “Terminal assignments on the Panda iControl2 controller” on page 180.

01. Connecting jack for wire harness, 18-pin

02. Connecting jack, 6-pin, Fischer Panda standard bus

03. Connecting jack, 6-pin, Fischer Panda CAN bus for optional use

04. Connecting bolt for phase L3 (load output to inverter) and input from winding L3

05. Connecting bolt for phase L2 (load output to inverter) and input from winding L2

06. Connecting bolt for winding L1

07. Connecting bolt for phase L1 (load output to inverter)

08. Input for supply voltage +12V

09. Pre-heating output

16.4.1 Terminal assignments on the Panda iControl2 controller

16.4.1.1 Terminal assignment of 18-pin connector

Fig. 16.4.1.1-1: Terminal assignment of 18-pin connector

Terminal	IN / OUT	Function
1	--	Actuator (optional)
2	I	Cylinder head temperature
3	IN	Exhaust manifold temperature
4	IN	Winding temperature
5	IN	Reserve temperature
6	IN	Oil pressure
7	IN	Emergency stop
8	--	GND, ground for all temperature sensors
9	--	GND
10	--	Actuator (optional)
11	--	+5V servo motor (red wire)
12	OUT	PWM servo motor (yellow wire)
13	OUT	Booster (optional, depending on generator type)
14	OUT	Fuel pump
15	OUT	Fuel pump
16	OUT	Electric starter
17	OUT	Electric starter
18	OUT	Electric starter

16.4.1.2 Fischer Panda standard bus

Fig. 16.4.1.2-1: Fischer Panda standard bus terminal assignment

Terminal	Terminal description	Function
1	UBUS	Bus supply voltage
2	GND	Fischer Panda bus ground, ground connection between Panda iControl2 controller and Panda iControl2 panel
3	REIZ	Exciter line, is switched to ground by the panel if the controller is to switch on
4	DATA+	Fischer Panda bus data line A
5	DATA-	Fischer Panda bus data line B
6	UBAT	Battery voltage

16.4.1.3 Fischer Panda CAN bus

Fig. 16.4.1.3-1: Fischer Panda CAN bus terminal assignment

Terminal	Terminal description	Function
1	UBUS	Bus supply voltage
2	GND	Fischer Panda bus ground, ground connection between iControl2 controller and Panda iControl2 panel
3	REIZ	Exciter line, is switched to ground by the panel if the controller is to switch on
4	CAN-L	CAN-Low
5	CAN-H	CAN-High
6	UBAT	Battery voltage

16.5 Master and Slave Panels

With the iControl2 it is possible to have up to four remote control panels at one iGenerator. (One Master + three Slave)

The standard iControl panel has the Art. No. 21.02.02.131P. This Panel has integrated termination resistors and is the Master Panel.

The iControl2 Slave Panel has the Art. No. 21.02.02.132P. It is marked with a sticker „Slave Panel“ at the back side.

In a iControl system with Master and Slave panels, The Master must be the last one in the row, so that the termination resistor is at the end of the FP-BUS.

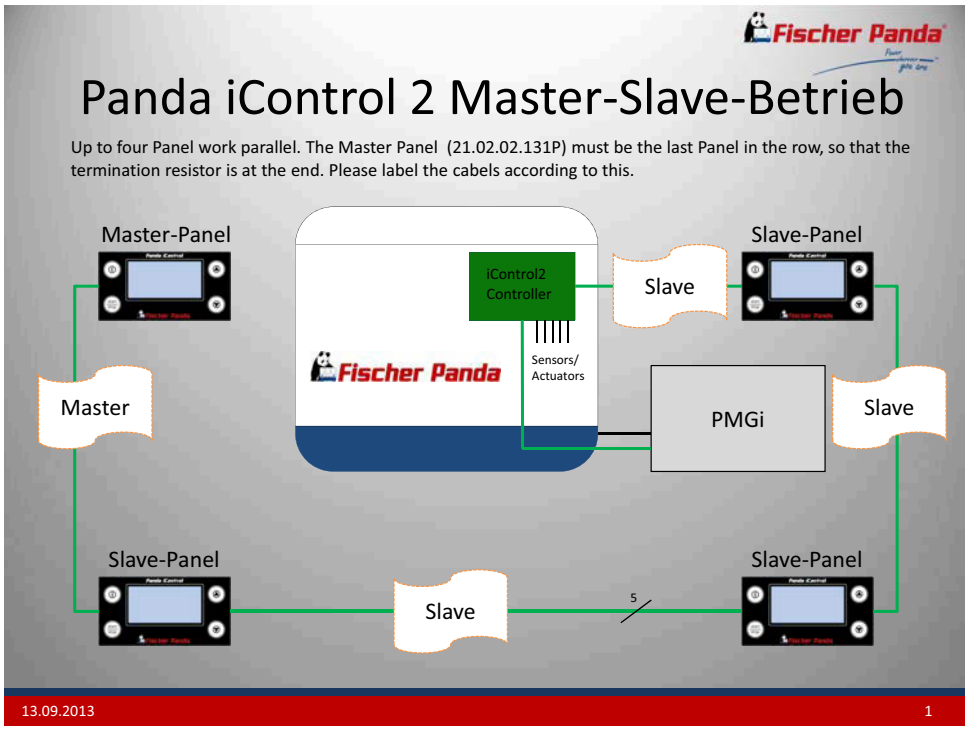
The Slave Panel can not be used alone. The Slave Panels must be connected between the iControl controller (at the iGenerator) and the Master Panel.

The Master Slave configuration can be used at iGenerators with software 2.3 at Controller and Panel.

All Panels (Master and Slave) has the Address „1“ as standard. The Address can be changed in the menu. Possible are 1, 2, 3 and 4. Each Panel must have a unique address.

To use the automatic start option, the connection of the automatic start must be at the panel with the address „1“. Activation or deactivation can be done at every panel.

Fig. 16.5-1: Master Slave configuration



16.6 Start-up

After completing the installation, the system must be started up.

For this purpose, the start-up log for the generator is processed and filled in by the specialist installing the equipment. The completed log shall be handed over to the operating company.

The operating company shall be instructed in the operation, maintenance, and hazards of the generator. This applies to both the maintenance steps and hazards described in the manual and to additional steps and hazards that result from the specific installation conditions and the connected components.

Note!



The original start-up log of the generator must be sent to Fischer Panda to obtain the full warranty. Make sure that you retain a copy for your records.

The corresponding forms are included in the generator manual.

17. Maintenance

17.1 Maintenance of the iControl2 controller

The iControl2 controller is maintenance-free. The fuses of the controller are self-healing.

17.1.1 Cleaning the iControl2 controller

The housing shall be cleaned within the scope of the overall generator cleaning. The housing can be wiped off with a soft, lightly dampened cloth. In doing so, it must be ensured that no moisture enters the jacks and the housing.

17.2 Maintenance of the iControl2 remote control panel

The iControl2 remote control panel is maintenance-free.

17.2.1 Cleaning the iControl2 controller

The display can be cleaned with a soft cloth dampened lightly with soapy water. Harsh cleaning agents are not suitable and can cause the display film to turn dull.

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18. Warnings and error messages

To enable the safe operation of the generator, the Panda iControl2 controller is programmed with a series of warnings and error messages that influence the generator operation.

18.1 Warnings

Warnings are issued when the variable being monitored, e.g. temperature, reaches a defined warning threshold. The warnings are issued on the Panda iControl2 panel display via the cyclical display of the word „HIGH“ or „LOW“, alternating with the measured value, e.g. the temperature. Warnings do not become active until the time between reaching the threshold value and the defined delay has expired.

Warnings do not result in the generator or the controller being switched off.

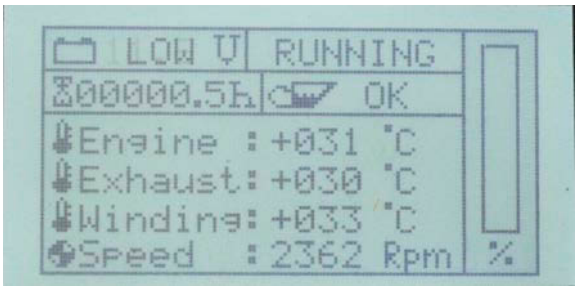
Note!



18.1.1 Examples of warnings on the display:

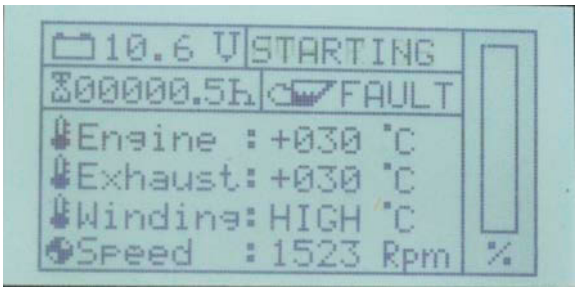
Warning: „Battery power too low“

Fig. 18.1.1-1: Warning: „Battery power too low“



Warning: „Winding temperature too high“

Fig. 18.1.1-2: Warning: „Winding temperature too high“



18.1.2 Warning messages

All warning messages defined for the Panda iControl 2 and the corresponding display output are compiled in the subsequent table.

Fig. 18.1.2-1: Warning messages

Warning message on the display	Meaning of warning message
„HIGH“ flashes, alternating with the temperature value of the cylinder head	Cylinder head temperature is too high, the warning threshold was reached
„HIGH“ flashes, alternating with the temperature value of the winding	Winding temperature is too high, the warning threshold was reached
„HIGH“ flashes, alternating with the temperature value of the exhaust manifold	Exhaust manifold temperature is too high, the warning threshold was reached
„LOW“ flashes, alternating with the voltage value of the starter battery	Starter battery voltage is too low, the warning threshold was reached

18.2 Faults

Error messages are issued when the monitored variable, e.g. a temperature, reaches the defined fault threshold.

With the temperature sensors, a loose connection or a broken cable will result in a fault, as well, and cause the generator to shut down.

An error message is typically preceded by a warning, as the warning threshold is reached before the fault threshold. Error messages are output on the Panda iControl2 panel display in the form of the error text shown on a cleared display page. Faults do not become active until the time between reaching the fault threshold and the defined delay has expired.

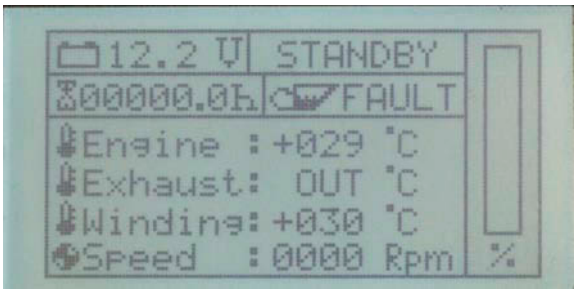
Faults result in the generator shutting down. If a fault occurs due to the battery voltage being too low, the controller is completely shut down to prevent the battery from discharging too much.

Examples of an error message on the display:

Fault: „Exhaust manifold temperature out of range“

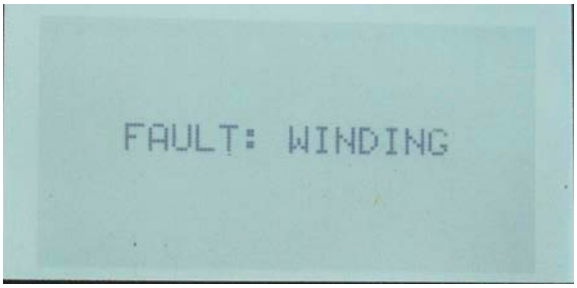
(broken cable)

Fig. 18.2-1: Fault: „Cylinder head temperature out of range“



Fault: „Winding“, winding temperature too high

Fig. 18.2-2: Fault: „STARTING FAILS“, start-up process was not successful



18.2.1 Error messages

All error messages defined for the Panda iControl 2 and the corresponding display texts are compiled in the subsequent table.

Fig. 18.2.1-1: Error messages

Error message on the display	Meaning of error message
„OUT“ is output instead of a temperature	„Out of range“ - broken cable on corresponding temperature sensor

Fig. 18.2.1-2: Error codes

Error code	Meaning	Error Message English	Error Message German
5	Starting failed	STARTING FAILS	STARTABBRUCH
9	Watchdog Error	WATCHDOG	WATCHDOG
12	Winding temperature fault	FAULT: WINDING	TEMP. WICKLUNG
13	Winding temperature out of range	OUT: WINDING	OUT: WICKLUNG
14	Exhaust temperature fault	FAULT: EXHAUST	TEMP. ABGAS
15	Exhaust temperature out of range	OUT: EXHAUST	OUT: ABGAS
16	Engine temperature fault	FAULT: CYL.HEAD	TEMP. MOTOR
17	Oil pressure fault	FAULT: OILPRESS	FEHLER: OELDRUCK
18	Battery voltage low	BATTERY LOW	BATTERIE ENTLADEN
19	unexpected stop/Problem with fuel supply	PROBLEM WITH / FUEL SUPPLY!	PROBLEM MIT DER / KRAFTSTOFFVERS.!
22	Emergency stop	EMERGENCY STOP!	NOT-HALT!
23	Engine temperature out of range	OUT: CYL.HEAD	OUT: MOTOR
30	Inverter overtemp	Inverter overtemp	Inverter Uebertemp.
31	inverter overload	Inverter overload	Inverter Ueberlast
32	inverter communication lost	Inverter com. lost	Inverter Kom. defekt
33	inverter synchronisation lost	INV. SYNC. FAILED	INV. SYNC. FEHLER
34	Engine fault (EDC)	ENGINE FAULT	MOTOR FEHLER
35	CAN communication lost	CAN. COMM.LOST	CAN KOMM. FEHLER
36	inverter overload slave 1	L1 OVERLOAD	L1 UEBERLAST
37	inverter overload slave 2	L2 OVERLOAD	L2 UEBERLAST
38	inverter overload slave 3	L3 OVERLOAD	L3 UEBERLAST
39	inverter overload slave DC	DC OVERLOAD	DC UEBERLAST
40	Overvoltage	FAULT: OVERVOLTAGE	Fehler: Ueberspg.
41	Undervoltage	FAULT: LOWVOLTAGE	Fehler: Unterspg.
42	DC-Overvoltage	DC OVERVOLTAGE	DC UEBERSPG.
66	RedundantTempSwitchOff	NOTSTOP!	NOTSTOPP!
100	Communication Error	NO CONNECTION / BUS ERROR!	KEINE VERBINDUNG / BUS FEHLER!
207	Init failed (no generator type is selected)	INIT FAILED!	INIT FAILED!

Error messages can be acknowledged with the Start/Stop button, The controller will then return to stand-by mode.

18.2.2 Warning and fault thresholds

The threshold values resulting in triggering warnings and faults depend on the generator type and are compiled in table below.

Fig. 18.2.2-1: Warning and fault thresholds for different generator types

Generator type	Warning/fault	Warning threshold	Fault threshold
5000i marine	Cylinder head temperature Delay	85 °C 5 s	95 °C 5 s
	Winding temperature Delay	130 °C 5 s	135 °C 5 s
	Exhaust manifold temperature Delay	70 °C 1 s	75 °C 1 s
5000i vehicle	Cylinder head temperature Delay	90 °C 5 s	95 °C 5 s
	Winding temperature Delay	130 °C 5 s	135 °C 5 s
	Exhaust manifold temperature Delay	100 °C 1 s	105 °C 1 s
P8000i / P10000i marine	Cylinder head temperature Delay	90 °C 5 s	95 °C 5 s
	Winding temperature Delay	130 °C 5 s	135 °C 5 s
	Exhaust manifold temperature Delay	70 °C 1 s	75 °C 1 s
P8000i / P10000i vehicle	Cylinder head temperature Delay	90 °C 5 s	95 °C 5 s
	Winding temperature Delay	130 °C 5 s	135 °C 5 s
	Exhaust manifold temperature Delay	100 °C 1 s	105 °C 1 s
P8-P50 marine	Cylinder head temperature Delay	90 °C 5 s	95 °C 5 s
	Winding temperature Delay	130 °C 5 s	135 °C 5 s
	Exhaust manifold temperature Delay	70 °C 1 s	75 °C 1 s
P8-P50 vehicle	Cylinder head temperature Delay	95 °C 5 s	100 °C 5 s
	Winding temperature Delay	160 °C 5 s	165 °C 5 s
	Exhaust manifold temperature Delay	100 °C 1 s	105 °C 1 s
P15000i marine	Cylinder head temperature Delay	90 °C 5 s	95 °C 5 s
	Winding temperature Delay	130 °C 5 s	135 °C 5 s
	Exhaust manifold temperature Delay	70 °C 2 s	75 °C 2 s
P15000i vehicle	Cylinder head temperature Delay	90 °C 5 s	95 °C 5 s
	Winding temperature Delay	130 °C 5 s	135 °C 5 s
	Exhaust manifold temperature Delay	95 °C 2 s	100 °C 2 s
P25i Marine	Cylinder head temperature Delay	90°C 5s	95°C 5s
	Winding temperature Delay	130 °C 5 s	135 °C 5 s
	Exhaust manifold temperature Delay	70°C 2 s	75°C 2 s

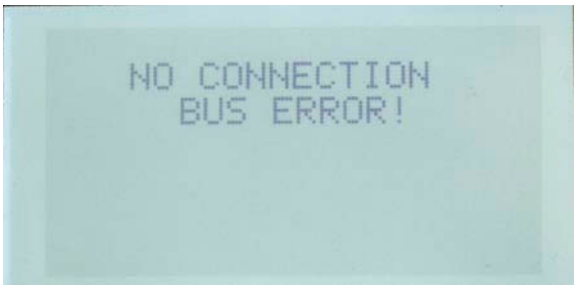
Generator type	Warning/fault	Warning threshold	Fault threshold
P25i vehicle	Cylinder head temperature Delay	90 °C 5 s	95 °C 5 s
	Winding temperature Delay	130 °C 5 s	135 °C 5 s
	Exhaust manifold temperature Delay	100 °C 2 s	105 °C 2 s
P45i marine 230V/400V	Cylinder head temperature Delay	90 °C 5 s	95 °C 5 s
	Winding temperature Delay	130 °C 5 s	135 °C 5 s
	Exhaust manifold temperature Delay	80 °C 2 s	85 °C 2 s
P45i vehicle 230V/400V	Cylinder head temperature Delay	98 °C 5 s	105 °C 5 s
	Winding temperature Delay	130 °C 5 s	135 °C 5 s
	Exhaust manifold temperature Delay	100 °C 2 s	105 °C 2 s
P45i marine 3x230V	Cylinder head temperature Delay	98 °C 5 s	105 °C 5 s
	Winding temperature Delay	130 °C 5 s	135 °C 5 s
	Exhaust manifold temperature Delay	70 °C 2 s	75 °C 2 s
P45i vehicle 3x230V	Cylinder head temperature Delay	98 °C 5 s	105 °C 5 s
	Winding temperature Delay	130 °C 5 s	135 °C 5 s
	Exhaust manifold temperature Delay	100 °C 2 s	105 °C 2 s
P60i marine	Cylinder head temperature Delay	90 °C 5 s	95 °C 5 s
	Winding temperature Delay	130 °C 5 s	135 °C 5 s
	Exhaust manifold temperature Delay	70 °C 2 s	75 °C 2 s
P60i vehicle	Cylinder head temperature Delay	90 °C 5 s	95 °C 5 s
	Winding temperature Delay	130 °C 5 s	135 °C 5 s
	Exhaust manifold temperature Delay	95 °C 2 s	98 °C 2s
All generator types	Starter battery voltage low Delay	11.8 V 30 s	10.8 V 30 s
	Starter battery voltage high	15.0 V 5 s	-- --

18.2.3 Bus errors

If the communication connection is lost on the Fischer Panda bus, an error is output on the display after a period of 10 seconds:

This error will occur if at least one of the two data lines of the Fischer Panda bus is disconnected. Once the connection is restored, the error message can be acknowledged with the Start/Stop button.

Fig. 18.2.3-1: Error: „NO CONNECTION“, error in the communication (Fischer Panda bus)



If the communication connection is lost, the generator shall be secured (open battery disconnect switches), and all plug-in connections and cables shall be checked for firm seating or damage.

18.3 The error memory of the iControl 2 Panel

From Software version PiC2_2.9 (control board) and PiP2_2.9 (control panel) the Panda iControl2 has got an error memory which shows the last six errors in the plain text.

18.3.1 How to get to the error memory of the iControl2 Panel?

The error memory is easily accessible via the setup menu of the control panel which is open to every user.

The setup menu can be accessed as usual:

- To access the setup menu, please press the key "Cursor Down" directly after switching on the control while the panda bear is displayed.
- Now you can see the setup menu and its menu items.
- You can navigate through the menu viy the keys
- „Cursor-Up“ und „Cursor-Down.
- The selected menu item is marked by two *symbols.
- The start/stop key is used for validation in the setup menu. If you select and validate the row marked by the * by actuating the start/stop key, you will access the selected sub-menu.
- To display the error memory please select the menu item **Error mem.**

18.3.2 How are stored errors displayed?

The errors are displayed in the plain text. The error is preceded by the operating hour when the error occurred. The fault having the highest operating hour will be displayed in the first row. Older error entries are displayed in the rows below in descending order of the operation hour. If the memory contains already six errors, the oldest entry is deleted.

Expample for displaying an error entry: **3045.2h COMMUNICATION**
This means: In operating hour 3045.2 an error in the bus communication has occurred.

18.3.3 How do I exit the error memory after having read the entries?

You can return to the standby page via the start-stop-key.

18.3.4 Can I delete the error memory?

No, it is not possible to delete the error memory.

18.3.5 Where are the errors stored?

In the EEPROM of the panel or in the storage of the control board?

The errors are stored in the EEPROM of the control board. The control panel only displays the errors which are stored there. If, for service reasons, the control panel has to be exchanged, the entries remain in the error memory.

18.3.6 In which language are the stored errors displayed?

The stored errors are displayed in the language which is set in the control panel. This can be English or German depending on your settings.

18.3.7 Is it possible to upgrade an old iGenerator model by the error memory?

Yes, if the software of the control board and the panel is updated, it is possible to upgrade an existing system by this function.

Fig. 18.3.7-1: Image: Display of the stored errors on the control panel



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19. Annex

19.1 Technical data

19.1.1 Technical data for iControl2 control unit

Fig. 19.1.1-1: Technical data for iControl 2 control unit

	iControl 2 control unit
Supply voltage	12 V-13.5 V (12 V automotive)
Current consumption, nominal	175 mA
Current consumption, stand-by	2.5 mA
Operating temperature	-20 °C to +85 °C
Storage temperature	-30 °C to +85 °C
Current sensor Hall element	max. 20 A
max. tightening torque for connecting bolts	1.2 Nm

19.1.2 Technical data for iControl2 remote control panel

Fig. 19.1.2-1: Technical data for iControl2 remote control panel

	iControl 2 control unit
Supply voltage	12 V-24 V (12 V or 24 V automotive)
Current consumption, off	0 mA
Current consumption, stand-by - backlight brightness 9	45 mA
Current consumption, stand-by - backlight brightness 4	33 mA
Current consumption, stand-by - backlight brightness 0	25 mA
Operating temperature	-20 °C to +70 °C
Storage temperature	-30 °C to +80 °C

19.2 CO_2 balance derived from the emission measuring cycle for engines in accordance with 2016/1628 EC

The following CO_2 balance derived from the emission measuring cycle is applicable, with regard to the engine, to generators that are approved in accordance with 2016/1628 EC:

Fig. 19.2-1: CO_2 balance derived from the emission measuring cycle for engines in accordance with 2016/1628 EC

CO_2 balance derived from the emission measuring cycle				
Engine	Engine Category	Engine family type	Type approval	CO_2 balance - Test cycle [g/kwh]
Z482	NRE-v-2	HKBXL.778KCB	e1*2016/1628*2016/1628EV2/D*0008*00	1019.8
D722	NRE-v-2	HKBXL.778KCB	e1*2016/1628*2016/1628EV2/D*0008*00	
Z602	NRE-v-2	HKBXL.898KCB	e1*2016/1628*2016/1628EV2/D*0009*00	1047.4
D902	NRE-v-2	HKBXL.898KCB	e1*2016/1628*2016/1628EV2/D*0009*00	
D1105	NRE-v-2	HKBXL01.5BCB	e1*2016/1628*2016/1628EV2/D*0010*04	1018.0

The emission decal on the valve cover indicates the emission homologation to which the engine belongs.

Fig. 19.2-2: Example Z482 E4B IMS2

