

TECHNICAL SERVICE BULLETIN



Issue Date:	7-13-17
Version:	2
Bulletin No:	TSB# T-1001
Operation No:	T1001
Labor Time:	1.0 Hrs.
TSB Classification:	Mandatory TSB <input checked="" type="checkbox"/>

Subject: Engine Alternator Wire Chafing Issue	Company Segment: Power Generation
	Manufacturer: Multiquip
	Model: DCA400SSI
	Engine: Isuzu 6WG1
	Tier Rating: Tier 3

CONDITION:

We have experienced an issue on Multiquip DCA400SSIT3 diesel generators that requires your immediate attention! We have documented an incident where the main positive and negative wiring coming off the back of the DC alternator shorted and caught fire due to wire chafing through the insulation against the fuel line bracket above the fuel filters. This potentially damaging hazardous issue is the result of inconsistent routing, dry rotted/missing loom, and improper securement of the harness and has been identified to affect all the Tier3 MQ400's in our rental fleet.



CONTACT: If you have any questions please contact Shawn.Diamond@gvty.com



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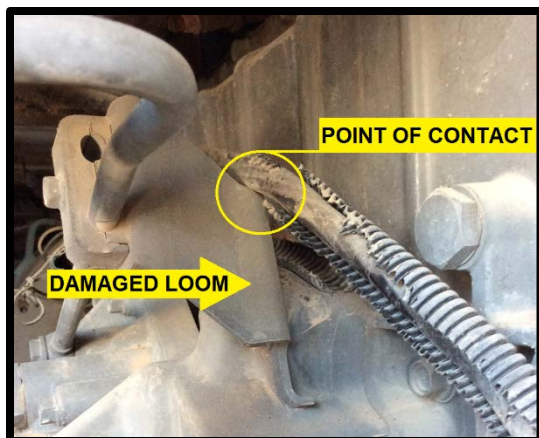


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Required Materials		
Qty.	Description	Part #
1 Qty.	6 qty – ¾” Corrugated Wire Loom Tubing	Grainger #25D297
2 Qty.	3 qty – 1” Insulated Cable Clamps	Grainger #1AZL7
1 Qty.	1 qty – M10-1.5x25mm bolt	Grainger #25DF99
2 Qty.	1 qty – M10-1.5x40mm bolt	Grainger #25DG03
1 Qty.	2 qty – M10 flat washer	Grainger #6EY65
1 Roll	2 qty – M12 hex nut	Grainger #6CA48
1 Roll	1 qty – M8-1.25x25mm bolt	Grainger #25DF92
1 Qty.	1 qty – M8 flat washer	Grainger #6EY63
2 Qty.	18” section – 1” Silver Heat sleeve	ThermoTec #18101
1 Qty.	Electrical tape	Keep Stock
1 Qty.	Zip ties	Keep Stock

ACTION TO BE TAKEN:

STEP 1. Before proceeding with this installation follow Gravity safety procedures for locking out the generator against unintended starting. The battery disconnect switch must be opened or a battery cable clamp removed and secured.



STEP 2. Do a thorough inspection of the overall condition of the wiring harness starting at the engine alternator going past the fuel filter assemblies. Inspect for damaged wire insulation, chafe points, and dry rotted/missing loom. Repair all found damage to the harness and proceed to the next step.

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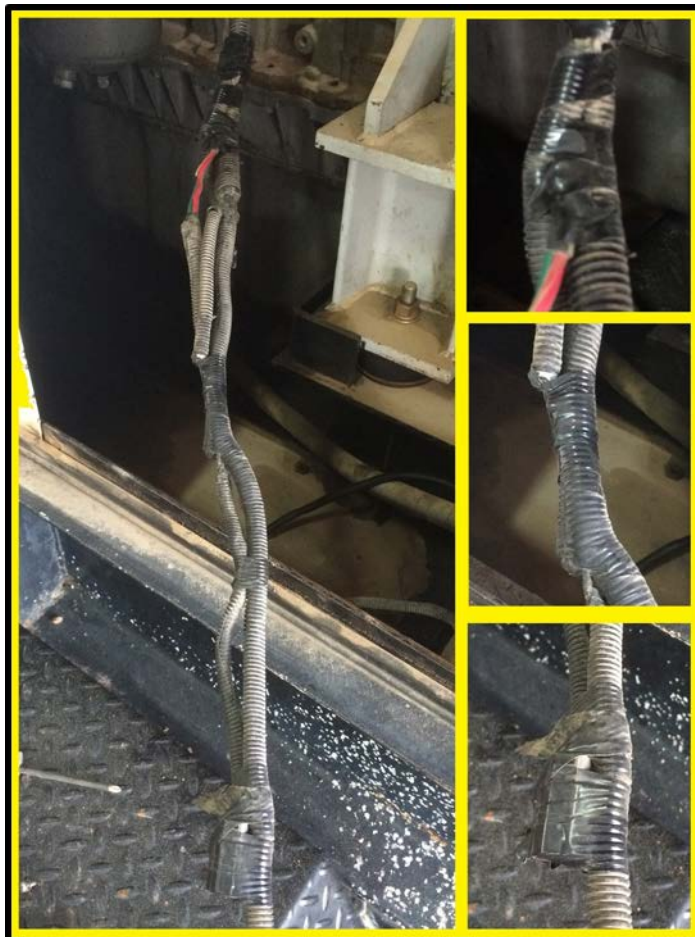
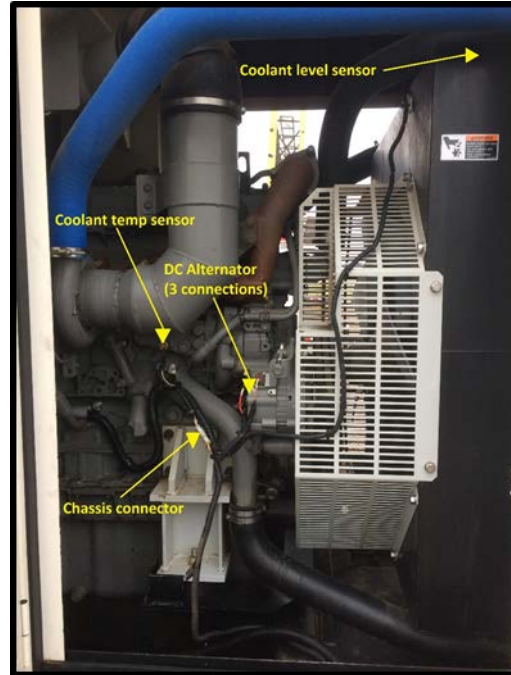


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STEP 3. Disconnect the engine wiring harness at the coolant level sensor (surge tank), DC alternator, coolant temp sensor (engine block), and chassis connector (4-pin flat).



STEP 4. Replace any damaged sections of the 3/4" corrugated wire loom from the DC alternator going past the fuel filter assemblies. Wrap electrical tape around the harness and connectors temporarily in order to form a narrow profile to ease the installation of the heat sleeve material.

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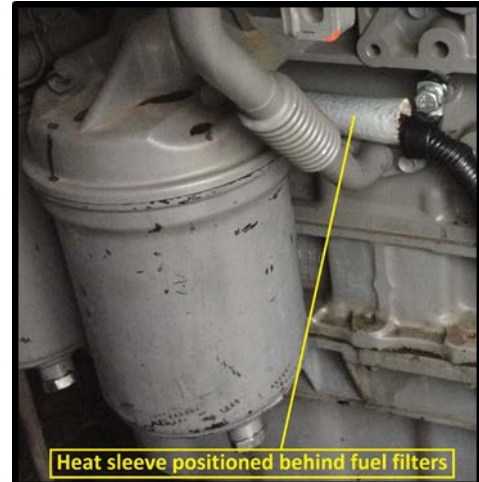


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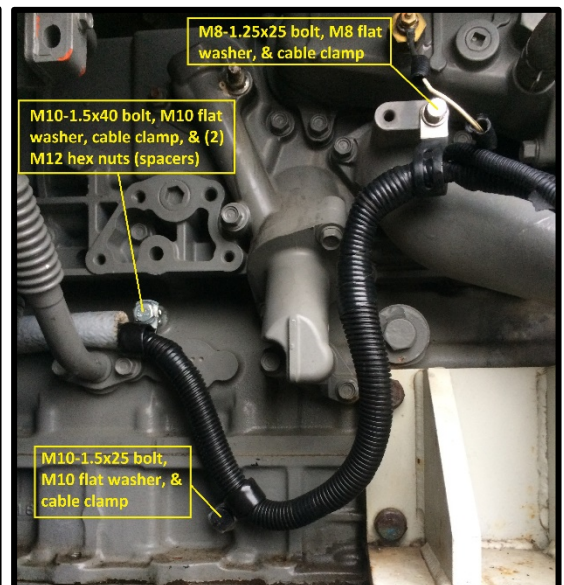
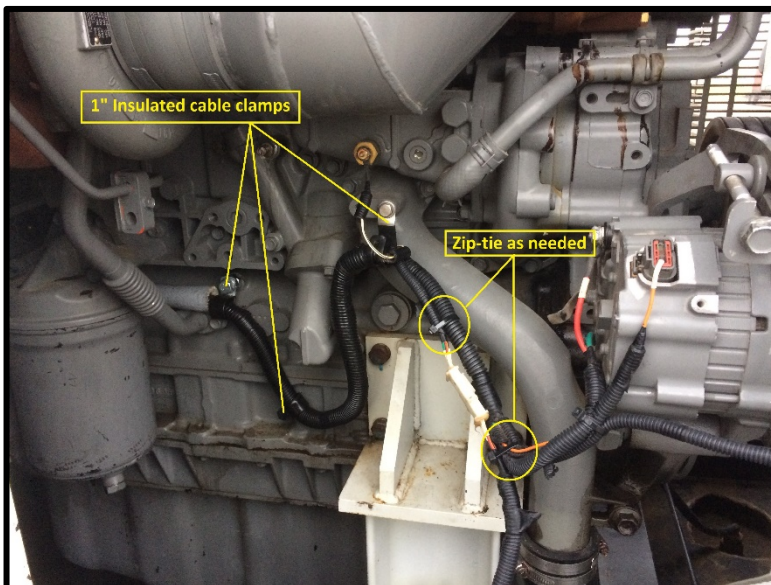


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Step 5: Slide the heat sleeve material section over the wiring harness until it can be positioned behind the fuel filters. Once the heat sleeve material is in place, the electrical tape used to temporarily restrain the electrical connectors can be removed.



Step 6: Reroute the engine wiring harness behind the fuel filter assemblies and around engine components as shown in the below pictures. Secure the engine wiring harness using the 1" insulated cable clamps and new mounting hardware. Reconnect engine wiring harness to components and secure with zip-tie harness as needed.



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Step 7: Accuracy is crucial in successfully tracking the progress of this TSB campaign. Unassigned TSB work orders have been created in emaint for all the affected Tier3 MQ400 diesel generators. After TSB completion please be sure to install a TSB decal on the upper left corner of the rear cabinet door and write the TSB#, branch, technician's initials, date performed, and unit hours. Please reference the example picture below.

TECHNICAL SERVICE BULLETIN			
TSB# :	TSB# T-1001 MQ DCA400SSIT3 Engine Alternator Wire Chafing Issue		
PERFORMED AT:	Odessa #1	BY:	JB
DATE:	10-06-17	HRS.	14847 Hrs.

PLEASE BE ADVISED!

This TSB is not intended to correct preexisting damage, please document and correct any related damage prior to performing this TSB.

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