Use this page to record important information about your Light Tower

<table>
<thead>
<tr>
<th><strong>Unit Model Number</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Unit Serial Number</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Engine Model Number</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Engine Serial Number</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Generator Model Number</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Generator Serial Number</strong></td>
<td></td>
</tr>
</tbody>
</table>

Record the information found on your unit data label on this page. See unit serial number location (Unit Serial Number Locations). The label plate is affixed to the inside partition, to the left of the control panel console.

Engine and generator serial numbers are located on separate data plates affixed to the engine and generator respectively.

When contacting an Generac Mobile Products Authorized Service Dealer about parts and service, always supply the complete model number and serial number of the unit.

**Operation and Maintenance:** Proper maintenance and care of the Light Tower ensures a minimum number of problems and keeps operating expenses at a minimum. It is the operator’s responsibility to perform all safety checks, to verify that all maintenance for safe operation is performed promptly, and to have the equipment checked periodically by a Generac Mobile Products Authorized Service Dealer. Normal maintenance, service and replacement of parts are the responsibility of the owner or operator and, as such, are not considered defects in materials or workmanship within the terms of the warranty. Individual operating habits and usage may contribute to the need for additional maintenance or service.

---

**WARNING**

California Proposition 65. Engine exhaust and some of its constituents are known to the state of California to cause cancer, birth defects, and other reproductive harm.

(000004)

---

**WARNING**

California Proposition 65. This product contains or emits chemicals known to the state of California to cause cancer, birth defects, and other reproductive harm.

(000005)
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Introduction

Thank you for purchasing a Generac Mobile Products LLC product. This unit has been designed to provide high performance, efficient operation, and years of use when maintained properly.

The information in this manual is accurate based on products produced at the time of publication. The manufacturer reserves the right to make technical updates, corrections, and product revisions at any time without notice.

Read This Manual Thoroughly

If any section of the manual is not understood, contact your nearest Generac Mobile Products Authorized Service Dealer, or contact Generac Mobile Products LLC at 1-800-926-9768, or Generac Mobile Products Technical Service at 1-800-926-9768 or www.generacmobileproducts.com with any questions or concerns.

The owner is responsible for proper maintenance and safe use of the equipment. Comply with regulations the Occupational Safety and Health Administration (OSHA) has established, or with equivalent standards. Also, verify that the unit is applied, used, and maintained in accordance with the manufacturer’s instructions and recommendations. Do nothing that might alter safe application/usage and render the unit in noncompliance with the aforementioned codes, standards, laws, and regulations.

Save these instructions for future reference. This manual contains important instructions for the unit that should be followed during setup, operation and maintenance of the unit and battery. ALWAYS supply this manual to any individual that will use this machine.

How to Obtain Service

When the unit requires servicing or repairs, contact a Generac Mobile Products Authorized Dealer for assistance. Service technicians are factory-trained and are capable of handling all service needs. For assistance locating a dealer, go to www.generacmobileproducts.com/parts-service/find-service. When contacting a Generac Mobile Products Authorized Dealer about parts and service, always supply the complete model number and serial number of the unit as given on its data decal located on the unit. Record the model number and serial numbers in the spaces provided on the inside front cover of this manual.

Safety Rules

The manufacturer cannot anticipate every possible circumstance that might involve a hazard. The warnings in this manual, and on tags and decals affixed to the unit are, therefore, not all inclusive. If using a procedure, work method or operating technique that the manufacturer does not specifically recommend, verify that it is safe for others. Also make sure the procedure, work method or operating technique utilized does not render the equipment unsafe.

Throughout this publication, and on tags and decals affixed to the unit, DANGER, WARNING, CAUTION and NOTE blocks are used to alert personnel to special instructions about a particular operation that may be hazardous if performed incorrectly or carelessly. Observe them carefully. Their definitions are as follows:

- **DANGER**: Indicates a hazardous situation which, if not avoided, will result in death or serious injury.

- **WARNING**: Indicates a hazardous situation which, if not avoided, could result in death or serious injury.

- **CAUTION**: Indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.

**NOTE**: Notes contain additional information important to a procedure and will be found within the regular text of this manual.

These safety alerts cannot eliminate the hazards that they indicate. Common sense and strict compliance with the special instructions while performing the action or service are essential to preventing accidents.
Introduction and Safety

General Hazards

**DANGER**
Asphyxiation. Running engines produce carbon monoxide, a colorless, odorless, poisonous gas. Carbon monoxide, if not avoided, will result in death or serious injury. (000103)

**WARNING**
Hearing Loss. Hearing protection is recommended when using this machine. Failure to wear hearing protection could result in permanent hearing loss. (000107)

**WARNING**
Moving Parts. Keep clothing, hair, and appendages away from moving parts. Failure to do so could result in death or serious injury. (000111)

**WARNING**
Hot Surfaces. When operating machine, do not touch hot surfaces. Keep machine away from combustibles during use. Hot surfaces could result in severe burns or fire. (000108)

**WARNING**
Risk of injury. Do not operate or service this machine if not fully alert. Fatigue can impair the ability to service this equipment and could result in death or serious injury. (000215)

**WARNING**
Risk of burns. Allow engine to cool before draining oil or coolant. Failure to do so could result in death or serious injury. (000139)

Explosion and Fire Hazards

**DANGER**
Explosion and Fire. Fuel and vapors are extremely flammable and explosive. Add fuel in a well ventilated area. Keep fire and spark away. Failure to do so will result in death or serious injury. (000105)

**WARNING**
Risk of Fire. Unit must be positioned in a manner that prevents combustible material accumulation underneath. Failure to do so could result in death or serious injury. (000147)

**WARNING**
Risk of Fire. Hot surfaces could ignite combustibles, resulting in fire. Fire could result in death or serious injury. (000110)

**WARNING**
Trailer Hazards

Trailer must be securely coupled to the hitch and the chains correctly attached. Uncoupled or unchained towing could result in death or serious injury. (000233)

**WARNING**
Do not operate this unit while transporting. Doing so could result in death or serious injury. (000231)

**WARNING**
Crushing hazard. Verify unit is properly secured and on level ground. An unsecured unit can suddenly roll or move, causing death or serious injury. (000234a)

**WARNING**
Property or Equipment Damage. Tighten wheel lug nuts after first 50 miles to factory specifications. Failure to do so could result in death, serious injury, property or equipment damage. (000235)
### Electrical Hazards

**DANGER**
Electrocution. In the event of electrical accident, immediately shut power OFF. Use non-conductive implements to free victim from live conductor. Apply first aid and get medical help. Failure to do so will result in death or serious injury.  

**DANGER**
Electrocution. Water contact with a power source, if not avoided, will result in death or serious injury.  

**DANGER**
Electrocution. Contact with bare wires, terminals, and connections while generator is running will result in death or serious injury.  

**DANGER**
Electrocution. Verify electrical system is properly grounded before applying power. Failure to do so will result in death or serious injury.  

**DANGER**
Electrocution. Do not wear jewelry while working on this equipment. Doing so will result in death or serious injury.  

**DANGER**
Electrocution. Do NOT use the unit if electrical cord is cut or worn through. Doing so will result in death or serious injury.

### Battery Hazards

**DANGER**
Electrocution. Do not wear jewelry while working on this equipment. Doing so will result in death or serious injury.  

**WARNING**
Explosion. Batteries emit explosive gases while charging. Keep fire and spark away. Wear protective gear when working with batteries. Failure to do so could result in death or serious injury.  

**WARNING**
Explosion. Do not dispose of batteries in a fire. Batteries are explosive. Electrolyte solution can cause burns and blindness. If electrolyte contacts skin or eyes, flush with water and seek immediate medical attention.  

**WARNING**
Risk of burn. Do not open or mutilate batteries. Batteries contain electrolyte solution which can cause burns and blindness. If electrolyte contacts skin or eyes, flush with water and seek immediate medical attention.  

**WARNING**
Environmental Hazard. Always recycle batteries at an official recycling center in accordance with all local laws and regulations. Failure to do so could result in environmental damage, death or serious injury.  

Always recycle batteries in accordance with local laws and regulations. Contact your local solid waste collection site or recycling facility to obtain information on local recycling processes. For more information on battery recycling, visit the Battery Council International website at: [http://batterycouncil.org](http://batterycouncil.org)
Fuel Hazards

**DANGER**
Explosion and fire. Fuel and vapors are extremely flammable and explosive. No leakage of fuel is permitted. Keep fire and spark away. Failure to do so will result in death or serious injury.

**DANGER**
Risk of fire. Allow fuel spills to completely dry before starting engine. Failure to do so will result in death or serious injury.

- **DO NOT** fill fuel tank near an open flame, while smoking, or while engine is running. **DO NOT** fill tank in an enclosed area with poor ventilation.
- **DO NOT** operate with the fuel tank cap loose or missing.

Engine Safety

Internal combustion engines present special hazards during operation and fueling. Failure to follow the safety guidelines described below could result in severe injury or death. Read and follow all safety alerts described in the engine operator's manual. A copy of this manual was supplied with the unit when it was shipped from the factory.

- **DO NOT** run engine indoors or in an area with poor ventilation. Make sure engine exhaust cannot seep into closed rooms or ventilation equipment.
- **DO NOT** clean air filter with gasoline or other types of low flash point solvents.
- **DO NOT** operate the unit without a functional exhaust system.
- Shut the engine down if any of the following conditions exist during operation:
  - Noticeable change in engine speed.
  - Loss of electrical output.
  - Equipment connected to the unit overheats.
  - Sparking occurs.
  - Engine misfires or there is excessive engine/generator vibration.
  - Protective covers are loose or missing.
  - Ambient air temperature is above 120°F (49°C).

Operating Safety

Positioning the Unit

**DANGER**
High Voltage. Verify area above unit is clear of overhead wires and obstructions. Contact with high-voltage power lines will result in death or serious injury.

**DANGER**
Risk of fire. Allow fuel spills to completely dry before starting engine. Failure to do so will result in death or serious injury.

- The area immediately surrounding the unit should be dry, clean, and free of debris.
- Position and operate the unit on a firm, level surface.
- If the unit is equipped with a frame grounding stud, follow the National Electrical Code (NEC), state, and local regulations when connecting.

Starting the Unit

**DANGER**
Electrocution. **DO NOT** use the unit if electrical cord is cut or worn through. Doing so will result in death or serious injury.

**WARNING**
Equipment damage. Do not attempt to start or operate a unit in need of repair or scheduled maintenance. Doing so could result in serious injury, death, or equipment failure or damage.
Raising and Lowering the Mast

**WARNING**
Burn hazard. Lamps become extremely hot while in use. Allow 10–15 minutes for cooling before handling or lowering mast. Touching a hot lens or fixture can cause severe burns. (000278)

**WARNING**
Electrocution. Do not set up or operate this unit if severe weather is expected. Lightning strikes can kill or cause severe injury even if you are not touching the unit. (000296)

**WARNING**
Do not set up the unit if high winds are expected. High winds can cause the unit to tip or fall, causing severe injury or machine damage. (000297)

**WARNING**
Personal injury or equipment damage. Do not raise or lower the mast while the unit is operating. Doing so can break the lenses and cause the lamps to shatter. (000279)

**WARNING**
Personal Injury. Stop immediately if the mast hangs up or the winch cable develops slack. Excess slack could cause the mast to collapse, resulting in personal injury or equipment damage. (000265)

**WARNING**
Tipping hazard. Extend the outriggers and level the unit before raising the mast. Keep the outriggers extended while the mast is up. Failure to do so could cause the unit to tip and fall and could result in death or serious injury. (000266)

- Keep area around the unit clear of people while raising and lowering the mast.
- **ALWAYS** lower the mast when not in use.
- The tower extends up to 25 ft (7.4 m). Make sure area above trailer is open and clear of overhead wires and obstructions.
- If for any reason any part of mast hangs up or winch cable develops slack while raising or lowering tower, **STOP** immediately! Contact a Generac Mobile Products Authorized Service Dealer.
- **NEVER** remove safety pin or pull mast locking pin while tower is up.

**Service Safety**

This unit uses high voltage circuits capable of causing serious injury or death. Only a qualified and licensed electrician should troubleshoot or repair problems occurring in this equipment.

- Before servicing the unit, verify the Control Power switch and circuit breakers are in the OFF (O) position, and the negative (-) terminal on the battery is disconnected. **DO NOT** perform even routine service (oil/filter changes, cleaning, etc.) unless all electrical components are shut down.
- **ALWAYS** use extreme caution when servicing this unit in damp conditions. Do not service the unit if your skin or clothing is wet. Do not allow water to collect around the base of the unit.
- **DO NOT** wash the unit with high pressure hoses, power washers, or steam cleaners. Water may collect in the unit, causing damage to electrical parts.
- Replace all missing and hard to read decals. Decals provide important operating instructions and warn of dangers and hazards.
- Wear heavy leather gloves when handling winch cables. Never let cables slip through bare hands.
- Only use mild soap and water to clean the lens covers. Other chemicals may damage the lens covers.
- Make sure slings, chains, hooks, ramps, jacks and other types of lifting devices are attached securely and have enough weight-bearing capacity to lift or hold the equipment safely. Always remain aware of the position of other people around you when lifting the equipment.
Towing Safety

Towing a trailer requires care. Both the trailer and vehicle must be in good condition and securely fastened to each other to reduce the possibility of an accident. Some states require that large trailers be registered and licensed. Contact your local Department of Transportation office to check on license requirements for your particular unit.

Hitch and Coupling

- Verify the hitch and coupling on the towing vehicle are rated equal to, or greater than, the trailer's Gross Vehicle Weight Rating (GVWR).
- Verify the trailer hitch and the coupling are compatible. Make sure the coupling is securely fastened to the vehicle.
- **DO NOT** tow trailer using defective parts. Inspect the hitch and coupling for wear or damage.
- Connect safety chains in a crossing pattern under the tongue.
- Before towing the trailer, verify that the weight of the trailer is equal across all tires. On trailers with adjustable height hitches, adjust the angle of the trailer tongue to keep the trailer as level as possible.
- Attach the breakaway cable to the rear bumper of the towing vehicle.

Running Lights

Verify directional and brake lights on the trailer are connected and working properly.

Wheels and Tires

- Check trailer tires for wear and proper inflation.
- Verify wheel lug nuts are present and tightened to the specified torque.

Safe Towing Techniques

- Practice turning, stopping and backing up in an area away from heavy traffic prior to transporting the unit.
- Maximum recommended speed for highway towing is 45 mph (72 km/h). Recommended off-road towing speed is 10 mph (16 km/h) or less, depending on terrain.
- When towing, maintain extra space between vehicles and avoid soft shoulders, curbs and sudden lane changes.

Reporting Trailer Safety Defects

If you believe your trailer has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Generac Mobile Products LLC.

If NHTSA receives similar complaints, it may open an investigation; and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in an individual problem between you, your dealer, or Generac Mobile Products LLC.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-888-327-4236 (TTY:1-800-424-9153), go to [http://www.safercar.gov](http://www.safercar.gov); or write to:

Administrator  
NHTSA  
1200 New Jersey Avenue S.E.  
Washington, DC 20590  

You can also obtain other information about motor vehicle safety from [http://www.safercar.gov](http://www.safercar.gov).
## Section 2: General Information

### Specifications

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>UNITS</th>
<th>MLT4250IV</th>
</tr>
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<tbody>
<tr>
<td><strong>Engine</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Make/Brand</td>
<td>Isuzu</td>
<td></td>
</tr>
<tr>
<td>Model</td>
<td>4LE1NYGV-03 / 4LE1NYGV-03E</td>
<td></td>
</tr>
<tr>
<td>EPA Tier</td>
<td>4i</td>
<td></td>
</tr>
<tr>
<td>Type</td>
<td>Diesel, liquid cooled, 4-stroke</td>
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</tr>
<tr>
<td>Horsepower - prime</td>
<td>hp (kW)</td>
<td>31.5 (23.5)</td>
</tr>
<tr>
<td>Horsepower - standby</td>
<td>hp (kW)</td>
<td>34.5 (25.7)</td>
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<tr>
<td>Operating Speed</td>
<td>rpm</td>
<td>1800</td>
</tr>
<tr>
<td>Displacement</td>
<td>in³ (L)</td>
<td>134.25 (2.20)</td>
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<td>Cylinders</td>
<td>qty</td>
<td>4</td>
</tr>
<tr>
<td>Fuel Consumption—100% Prime</td>
<td>gph (Lph)</td>
<td>1.80 (6.81)</td>
</tr>
<tr>
<td>Battery Type—Group Number</td>
<td>—</td>
<td>24</td>
</tr>
<tr>
<td>Battery Voltage</td>
<td>quantity per unit</td>
<td>12V (1)</td>
</tr>
<tr>
<td>Battery Rating</td>
<td>CCA-hour</td>
<td>720</td>
</tr>
<tr>
<td><strong>Generator</strong></td>
<td></td>
<td></td>
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<tr>
<td>Make/Brand</td>
<td>Marathon Electric</td>
<td></td>
</tr>
<tr>
<td>Model</td>
<td>282NSL1505</td>
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<tr>
<td>Type, Insulation</td>
<td>Brushless, H</td>
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<tr>
<td>3Ø - Standby</td>
<td>kW (kVA)</td>
<td>20.0 (25)</td>
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<tr>
<td>Amps - 3Ø Standby -480V (208V)</td>
<td>A</td>
<td>30 (69)</td>
</tr>
<tr>
<td>3Ø - Prime</td>
<td>kW (kVA)</td>
<td>18 (23)</td>
</tr>
<tr>
<td>Amps - 3Ø Prime - 480V (208V)</td>
<td>A</td>
<td>28 (64)</td>
</tr>
<tr>
<td>1Ø - Standby</td>
<td>kW (kVA)</td>
<td>16.0 (16.0)</td>
</tr>
<tr>
<td>Amps - 1Ø Standby - 240V</td>
<td>A</td>
<td>67</td>
</tr>
<tr>
<td>1Ø - Prime</td>
<td>kW (kVA)</td>
<td>15.0 (15.0)</td>
</tr>
<tr>
<td>Amps - 1Ø Prime - 240V</td>
<td>A</td>
<td>63</td>
</tr>
<tr>
<td>Frequency Hz</td>
<td>—</td>
<td>60</td>
</tr>
<tr>
<td>Power Factor</td>
<td>—</td>
<td>1 (1Ø), 0.8 (3Ø)</td>
</tr>
<tr>
<td>Sound (23 ft at prime)</td>
<td>dB (A)</td>
<td>70</td>
</tr>
<tr>
<td><strong>Weights</strong></td>
<td></td>
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</tr>
<tr>
<td>Dry Weight</td>
<td>lbs (kg)</td>
<td>2210 (1002)</td>
</tr>
<tr>
<td>Operating Weight</td>
<td>lbs (kg)</td>
<td>2608 (1183)</td>
</tr>
<tr>
<td><strong>Capacities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel Tank Volume</td>
<td>gal (L)</td>
<td>56 (212)</td>
</tr>
<tr>
<td>Usable Fuel Volume</td>
<td>gal (L)</td>
<td>56 (212)</td>
</tr>
<tr>
<td>Coolant (including engine)</td>
<td>qt (L)</td>
<td>11.6 (11.0)</td>
</tr>
<tr>
<td>Oil (including filter)</td>
<td>qt (L)</td>
<td>8.6 (8.1)</td>
</tr>
<tr>
<td>Maximum Run Time</td>
<td>hours</td>
<td>31</td>
</tr>
<tr>
<td><strong>AC Distribution</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Circuit Breaker Size</td>
<td>amperes</td>
<td>90</td>
</tr>
<tr>
<td>Voltage Selection</td>
<td>—</td>
<td>3 Position Switch (lockable)</td>
</tr>
<tr>
<td>Voltage Regulation</td>
<td>—</td>
<td>+/-1%</td>
</tr>
<tr>
<td>Voltages Available 1Ø</td>
<td>—</td>
<td>120, 139, 208, 220, 240, 277</td>
</tr>
<tr>
<td>Voltages Available 3Ø</td>
<td>—</td>
<td>208, 220, 440, 480</td>
</tr>
<tr>
<td><strong>Lighting</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lighting Type</td>
<td>—</td>
<td>Metal Halide</td>
</tr>
<tr>
<td>Ballast Type</td>
<td>—</td>
<td>Coll &amp; Core</td>
</tr>
<tr>
<td>Lumens</td>
<td>—</td>
<td>440,000-462,000</td>
</tr>
<tr>
<td>Coverage</td>
<td>acres (m²)</td>
<td>5 - 7 (20,234 - 28,328)</td>
</tr>
<tr>
<td><strong>Trailer</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of Axles</td>
<td>—</td>
<td>1</td>
</tr>
<tr>
<td>Capacity - Axle Rating</td>
<td>lbs (kg)</td>
<td>3000 (1361)</td>
</tr>
<tr>
<td>Tire Size</td>
<td>in</td>
<td>15</td>
</tr>
<tr>
<td>Hitch—Standard</td>
<td>—</td>
<td>2&quot; Ball</td>
</tr>
<tr>
<td>Maximum Tire Pressure</td>
<td>psi</td>
<td>50</td>
</tr>
</tbody>
</table>

*Specifications are subject to change without notice.*
Unit Dimensions

Figure 2-1. Unit Dimensions

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>MLT4250IV</td>
<td>115 in (2.92 m)</td>
<td>107 in (2.71 m)</td>
<td>25 ft (7.6 m)</td>
<td>68 in (1.73 m)</td>
<td>140 in (3.56 m)</td>
</tr>
</tbody>
</table>

Specifications are subject to change without notice.
Unit Serial Number Locations

Refer to the illustration to locate the unit ID tag and Vehicle Identification Number (VIN) tag on the unit. Important information, such as the unit serial number, model number, VIN and tire loading information are found on these tags. Record the information from these tags so it is available if the tags are lost or damaged. When ordering parts or requesting assistance, you may be asked to provide this information.

![Serial Number Locations Diagram]

Figure 2-2. Serial Number Locations
General Information

Component Locations

Figure 2-3. Component Locations

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Engine Exhaust</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>Mast Switch</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>Forklift Pockets</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>Battery</td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>Control Box</td>
<td></td>
</tr>
<tr>
<td>F</td>
<td>Central Lifting Point</td>
<td></td>
</tr>
<tr>
<td>G</td>
<td>Mast Rotation Knob</td>
<td></td>
</tr>
<tr>
<td>H</td>
<td>Fuel Fill</td>
<td></td>
</tr>
<tr>
<td>I</td>
<td>Outriggers</td>
<td></td>
</tr>
<tr>
<td>J</td>
<td>Engine Access</td>
<td></td>
</tr>
<tr>
<td>K</td>
<td>Radiator Access</td>
<td></td>
</tr>
</tbody>
</table>

LEFT SIDE

RIGHT SIDE
Main Control Panel

(A) Receptacle Panel Main Circuit Breaker (100A)
This breaker disconnects power to the receptacle panel.

(B) Individual Circuit Breaker
One breaker is supplied for each light.

(C) Ballast Indicator Lights
Indicates power from the ballast to each light.

(D) Engine Control Panel
Refer to *Magnum Digital Controller (MDC) Features and Functions*.

(E) Lug Door Safety Switches
These switches will shut down the unit if the lug door is opened when the unit is running.

(F) Voltage Selector Switch
This switch will change the generator output between three phase and single phase power. For more information, refer to *Voltage Selector Switch*.

(G) Cable Access
Allows for entry of load cables to the connection lugs with the lug box door closed.

(H) Remote Start Terminal Block
Allows connections for remote starting of the unit.

(I) Generator Ground Connection Lug
This is for connecting a good earthen ground per the National Electrical Code (NEC), state, and local regulations before starting the unit.

(J) Generator Output Connection Lugs
These allow appropriate loads to be wired directly to the generator.

(K) Main Circuit Breaker (90A)
This breaker will disconnect power to the connection lugs.
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Section 3: Operation

Light Tower Setup

1. For maximum light coverage, position the unit at ground level or in a spot higher than the area being illuminated by the lamps.

NOTE: The mast extends up to 25 ft (7.6 m).

2. See Figure 3-1. Place the unit on firm ground that is relatively flat (less than 5° slope), and then block the wheels to keep it from moving (A). This will make it easier to level the unit.

3. Pull the locking pin on the tongue jack and rotate the jack 90°. Replace the locking pin (B). Turn the jack handle clockwise to raise the trailer tongue off of the towing vehicle.

4. A grounding stud (C) is located on the frame of the trailer near the trailer tongue. For grounding requirements, follow National Electrical Code (NEC), state, and local regulations.

5. Pull the locking pins (D) on the outriggers (E) and pull each outrigger out until the spring loaded locking pin snaps back into place. Pull the locking pin on each outrigger jack and rotate each jack 90° so the jack pad is facing down and the spring loaded pin snaps back into place.

6. Pull the locking pin on the rear jack (F) and rotate the jack 90° until the spring loaded pin snaps back.

DANGER
High Voltage. Verify area above unit is clear of overhead wires and obstructions. Contact with high-voltage power lines will result in death or serious injury.

WARNING
Do not set up the unit if high winds are expected. High winds can cause the unit to tip or fall, causing severe injury or machine damage.

Figure 3-1. Set Up Outriggers and Jacks

*004627*
into place. Turn the jack handle clockwise to start leveling the trailer.

7. Rotate each jack handle clockwise to start leveling the trailer. Adjust all four jacks by rotating their handles clockwise until they are firmly in contact with the ground (G).

8. Before raising the mast, it may be necessary to adjust the lamps. The lamps may be adjusted up, down, left or right by loosening the wing nuts on the trunnion (H) and aiming the lamps in the desired direction. Tighten the hardware completely and make sure the lamps are connected to the junction box (J).

Raising the Mast

1. Set up and level the unit. See Light Tower Setup.

2. See Figure 3-2. Check both sets of mast cables for excessive wear or damage. Make sure the cables are properly centered in each pulley (A). Check the electrical cord for damage.

3. Press and hold the winch control toggle switch (B) upward to telescope the mast to the desired height. Extend the mast slowly, verifying the coiled electrical cord is extending at the top sections of the mast.

IMPORTANT NOTE: Contact a Generac Mobile Products Authorized Service Dealer immediately if the mast hangs up or the winch cable develops slack.

4. The mast can be rotated by loosening the mast rotation knob at the bottom of the mast (D). Turn the mast until the lights face in the desired direction and then tighten the knob.

WARNING

Tipping hazard. Do not extend the mast beyond the colored mark on the second mast section. The unit can become unstable and tip or fall, causing injury.

WARNING

Electrocution. DO NOT use the unit if electrical cord is cut or worn through. Doing so will result in death or serious injury.

WARNING

Tipping hazard. Extend the outriggers and level the unit before raising the mast. Keep the outriggers extended while the mast is up. Failure to do so could cause the unit to tip and fall and could result in death or serious injury.

WARNING

Personal Injury. Stop immediately if the mast hangs up or the winch cable develops slack. Excess slack could cause the mast to collapse, resulting in personal injury or equipment damage.

WARNING

Personal injury or equipment damage. Do not raise or lower the mast while the unit is operating. Doing so can break the lenses and cause the lamps to shatter.
Magnum Digital Controller (MDC) Features and Functions

(A) Control Power Switch and Fine Voltage Adjustment Screw
- **Control Power Switch**: This toggle switch powers up the control panel.
- **Fine Voltage Adjustment Screw**: This screw may be adjusted to set the generator output voltage after the voltage selector switch has been changed from one phase to another. This adjustment **MUST** be accomplished within 45 seconds of startup, during the “V Detect”, so that the unit does not experience a shutdown alarm for “over or under voltage.” For more information, refer to *Fine Voltage Adjustment*.

(B) Status LEDs
One breaker is supplied for each light.
- **Alarm/Fault**: Indicates active or inactive alarms, but not reset shutdown alarms.
- **Warning**: Indicates an active or inactive alarm, or a warning alarm that has not been reset.
- **Ready/Manual**: Indicates the controller is ready to start and in the Manual mode.
- **Ready/Auto**: Indicates the unit is in the Auto mode ready for the remote start signal.
- **Running**: Indicates the unit is running.
- **Supplying Load**: Indicates a load is being applied to the generator.

(C) Diagnostic Keypad
- **▲**: Press this button to scroll up within the LCD window.
- **▼**: Press this button to scroll down within the LCD window.

(D) Liquid Crystal Display (LCD)
Displays screen upon startup of the unit. By viewing these screens, the operator will be able to monitor both the engine and generator status while the unit is running.

(E) Operation Keypad
- **Engine Start**: The unit must be in the “MAN” mode in the upper left corner of the LCD window and the Ready/Manual LED lit in the Status portion of the controller.
- **Engine Stop**: Press the red Engine Stop button to shut down the unit and start the stop value timer.
- **Manual ➡**: Press this button to change from the Automatic (Remote) mode to Manual mode.
- **Auto ➢**: Press this button to change from Manual mode to Automatic (Remote) mode.
- **Alarm Cancel**: When an alarm is activated, press this button to silence and cancel the alarm.
- **Fault Reset**: Press this button to clear the fault from the LCD window after the fault has been corrected.

**Generator Monitoring**
See *Figure 3-4*. Generator information is shown in a toggling manner with the engine information after the first 60 seconds of operation, then every five seconds. The generator screen will show frequency, line to neutral voltage, line to line voltage and amperage.
When loading the generator, it is important to observe the amperage to determine the load balance on each line of the generator. Minor load unbalances, usually 10% or less, will not cause any particular problems. Every effort should be made to distribute the load equally between all lines.

- **Hertz**: Displays output frequency.
- **Generator Output Voltage**: Line to Neutral display, single phase (1Ø).
- **Generator Output Voltage**: Line to Line display, 3 phase (3Ø).
- **Amps**: Displays the AC output amperage produced by the generator.

Additional information may be viewed while the unit is in Manual or Auto mode. By pressing the Page Select button, the operator will select one of the following screens: Running, Password, or History. In each of these page selections the operator may press the ▲ or ▼ buttons on the Diagnostics keypad to display additional information as follows:

- **See Figure 3-6. Running screen**: Press the ▲ or ▼ buttons on the Diagnostics keypad to display the Alarm List screen, Run Hours screen, engine display screen and generator screen.

![Figure 3-4. Generator Screen](image)

### Engine Monitoring

Engine information is shown in a toggling manner with the generator information after the first 60 seconds of operation and then every five seconds. The engine screen will show oil pressure, engine coolant temperature, and battery voltage.

- **Oil Press**: Displays engine oil pressure. The display registers oil pressure between 0-100 psi (0-689 kPa). Normal operating pressure is between 35-80 psi (241-552 KPa).
- **Engine Temp**: Displays the temperature of the engine's coolant. If the coolant temperature exceeds the maximum water temperature of 230°F (110°C) the engine will automatically shut down. Zero “0” will be displayed until a minimum temperature of 100°F (38°C) is reached.
- **Vbat**: Displays the engine battery voltage. A normal reading is 13-14V on 12 volt systems and 24-26V on 24 volt systems (with the engine running).

![Figure 3-5. Engine Screen](image)

*See Figure 3-7. Password screen*: Press the ▲ or ▼ buttons on the Diagnostics keypad to move the (>) cursor up or down a list of text.

![Figure 3-7. Password Screen](image)
The most recent alarm or code is the first to be listed, with the time/date of the alarm or code at the bottom of the screen. The controller stores up to 117 codes. When full, the controller will automatically remove the oldest file. These codes will not be lost when the control power switch is powered off.

**MDC Operational Status**

<table>
<thead>
<tr>
<th>No.</th>
<th>Engine State</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>AfterCool</td>
<td>Engine aftercooling, cooling pump output is closed.</td>
</tr>
<tr>
<td>2</td>
<td>Cooling</td>
<td>The unit is cooling before stop.</td>
</tr>
<tr>
<td>3</td>
<td>Cranking</td>
<td>Engine is cranking.</td>
</tr>
<tr>
<td>4</td>
<td>EmergMan</td>
<td>Emergency manual gen-set operation.</td>
</tr>
<tr>
<td>5</td>
<td>Init</td>
<td>Autotest during controller power on.</td>
</tr>
<tr>
<td>6</td>
<td>Loaded</td>
<td>The unit is running at nominal speed and GCB OPEN/CLOSE is closed.</td>
</tr>
<tr>
<td>7</td>
<td>Not Ready</td>
<td>The unit is not ready to start.</td>
</tr>
<tr>
<td>8</td>
<td>Pause</td>
<td>Pause between start attempts.</td>
</tr>
<tr>
<td>9</td>
<td>Prestart</td>
<td>Prestart sequence in process, pre-start output is closed.</td>
</tr>
<tr>
<td>10</td>
<td>Ready</td>
<td>The unit is ready to run.</td>
</tr>
<tr>
<td>11</td>
<td>Running</td>
<td>The unit is running at nominal speed.</td>
</tr>
<tr>
<td>12</td>
<td>Shutdown</td>
<td>Shutdown alarm is activated.</td>
</tr>
<tr>
<td>13</td>
<td>Starting</td>
<td>Starting speed is reached and the idle timer is running.</td>
</tr>
<tr>
<td>14</td>
<td>Stop</td>
<td>Stop.</td>
</tr>
</tbody>
</table>

**MDC Alarm Management**

<table>
<thead>
<tr>
<th>No.</th>
<th>Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Sensor fail (FLS)</td>
<td>Sensor fail is detected when measured value is 6% out of the selected characteristic. Sensor fail is indicated by ###### symbol instead of measured value.</td>
</tr>
<tr>
<td>2</td>
<td>Warning (WRN)</td>
<td>When warning comes up, refer to list of alarms.</td>
</tr>
<tr>
<td>3</td>
<td>Shutdown (SD)</td>
<td>When the shutdown alarm comes up, the digital controller opens outputs GCB CLOSE/OPEN, FUEL, SOLENOID, STARTER and PRESTART to stop the engine immediately.</td>
</tr>
</tbody>
</table>
# MDC List of Alarms

<table>
<thead>
<tr>
<th>No.</th>
<th>Events Specification</th>
<th>Protection Type</th>
<th>Information on Binary Output Available</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>AnInIOM Sd</td>
<td>SD</td>
<td>YES</td>
<td>Shutdown alarm configurable on the input of IG-IOM/IGS-PTM.</td>
</tr>
<tr>
<td>2</td>
<td>AnInIOM Wrn</td>
<td>WRN</td>
<td>YES</td>
<td>Warning alarm configurable on the input of IG-IOM/IGS-PTM.</td>
</tr>
<tr>
<td>3</td>
<td>Battery Flat (low battery)</td>
<td>SD</td>
<td>YES</td>
<td>If the controller switches off during starting sequence due to bad battery condition, it doesn’t try to start again and activates this protection.</td>
</tr>
<tr>
<td>4</td>
<td>Binary Input CONFIG.</td>
<td>YES</td>
<td>Configurable Warning/Shutdown alarms on the inputs of IL-NT.</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>ChrgAlternFail</td>
<td>WRN</td>
<td>YES</td>
<td>Failure of the alternator to charge the battery.</td>
</tr>
<tr>
<td>6</td>
<td>EmergencyStop</td>
<td>SD</td>
<td>NO</td>
<td>If the red emergency stop switch is pushed or opened, shutdown is immediately activated.</td>
</tr>
<tr>
<td>7</td>
<td>Engine Temp Sd</td>
<td>SD</td>
<td>NO</td>
<td>Water temperature is greater than Sd Water Temp setpoint.</td>
</tr>
<tr>
<td>8</td>
<td>Engine Temp Wrn</td>
<td>WRN</td>
<td>YES</td>
<td>Water temperature is greater than Wrn Water Temp setpoint.</td>
</tr>
<tr>
<td>9</td>
<td>Fgen&lt;, &gt;</td>
<td>SD</td>
<td>YES</td>
<td>The generator frequency is out of limits given by Gen &gt;f and Gen &lt;f setpoints.</td>
</tr>
<tr>
<td>10</td>
<td>Fuel Level Sd</td>
<td>SD</td>
<td>YES</td>
<td>Fuel level is smaller than Sd Fuel Level setpoint (5%). (Not available on MLG, MLT or MTT units.)</td>
</tr>
<tr>
<td>11</td>
<td>Fuel Level Wrn</td>
<td>WRN</td>
<td>YES</td>
<td>Fuel level is smaller than Wrn Fuel Level setpoint (15%). (Not available on MLG, MLT or MTT units.)</td>
</tr>
<tr>
<td>12</td>
<td>GCB fail</td>
<td>SD</td>
<td>NO</td>
<td>Failure of the generator circuit breaker.</td>
</tr>
<tr>
<td>13</td>
<td>Igen unbl</td>
<td>SD</td>
<td>NO</td>
<td>The generator current is unbalanced.</td>
</tr>
<tr>
<td>14</td>
<td>Low BackupBatt</td>
<td>WRN</td>
<td>NO</td>
<td>RTC backup battery is flat (low).</td>
</tr>
<tr>
<td>15</td>
<td>Oil Press Sd</td>
<td>SD</td>
<td>NO</td>
<td>Oil pressure is smaller than Sd Oil Press setpoint.</td>
</tr>
<tr>
<td>16</td>
<td>Oil Press Wrn</td>
<td>WRN</td>
<td>YES</td>
<td>Oil pressure is smaller than Wrn Oil Press setpoint.</td>
</tr>
<tr>
<td>17</td>
<td>Overload</td>
<td>SD</td>
<td>YES</td>
<td>The load is greater than the value given by Overload setpoint.</td>
</tr>
<tr>
<td>18</td>
<td>Overspeed</td>
<td>SD</td>
<td>YES</td>
<td>The protection comes active if the speed is greater than Overspeed setpoint.</td>
</tr>
<tr>
<td>19</td>
<td>ParamFail</td>
<td>NONE</td>
<td>NO</td>
<td>Wrong checksum of parameters. Happens typically after downloading new firmware or changing of the parameter. The controller stays in INIT mode. Check all parameters, write at least one new parameter.</td>
</tr>
<tr>
<td>20</td>
<td>PickupFault</td>
<td>SD</td>
<td>NO</td>
<td>Failure of the magnetic pick up sensor for speed measurement.</td>
</tr>
<tr>
<td>21</td>
<td>Sd IOM fail</td>
<td>SD</td>
<td>NO</td>
<td>Shutdown alarm in case of lost connection to IOM/IGS-PTM module.</td>
</tr>
<tr>
<td>22</td>
<td>SprinklActive</td>
<td>WRN</td>
<td>NO</td>
<td>The protection is active if the output Sprinkler is closed.</td>
</tr>
<tr>
<td>23</td>
<td>Start failed</td>
<td>SD</td>
<td>YES</td>
<td>Unit did not start.</td>
</tr>
<tr>
<td>24</td>
<td>Stop fail</td>
<td>SD</td>
<td>YES</td>
<td>Unit did not stop.</td>
</tr>
<tr>
<td>25</td>
<td>Vbat</td>
<td>WRN</td>
<td>YES</td>
<td>Battery voltage is out of limits given by Batt Undervolt setpoints.</td>
</tr>
<tr>
<td>26</td>
<td>Underspeed</td>
<td>SD</td>
<td>YES</td>
<td>During starting of the engine, when the RPM reaches the value of Starting RPM setpoint, the starter is switched off and the speed of the engine can drop under Start RPM again. Then the Underspeed protection becomes active. Protection evaluation starts 5 seconds after startup.</td>
</tr>
<tr>
<td>27</td>
<td>Vgen&lt;, &gt;</td>
<td>SD</td>
<td>YES</td>
<td>The generator voltage is out of limits given by Gen &lt;V setpoints.</td>
</tr>
</tbody>
</table>
Operation

### Adjusting the Backlighting

1. Press and hold ENTER and press ▲ or ▼ to increase or decrease the brightness as needed.
2. Release the ENTER button when the desired brightness is attained.

### Generator Output Connection Lugs

Only a trained and licensed electrician should perform wiring and connections to unit. Failure to follow proper installation requirements could result in death, serious injury, and damage to equipment or property. (000155)

### MDC History

<table>
<thead>
<tr>
<th>No.</th>
<th>Record Structure Abbreviation</th>
<th>Historical Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>AIM1</td>
<td>IG-IOM, IGS-PTM analog input 1 value (when configured IG-IOM, IGS-PTM)</td>
</tr>
<tr>
<td>2</td>
<td>Date</td>
<td>Date of historical event in format DD/MM/YY</td>
</tr>
<tr>
<td>3</td>
<td>OilP</td>
<td>IL-NT analog input 1 value (default: oil pressure)</td>
</tr>
<tr>
<td>4</td>
<td>Vg2</td>
<td>Generator voltage L2</td>
</tr>
<tr>
<td>5</td>
<td>RPM</td>
<td>Engine speed</td>
</tr>
<tr>
<td>6</td>
<td>Ig2</td>
<td>Generator current L2</td>
</tr>
<tr>
<td>7</td>
<td>Vbat</td>
<td>Battery voltage</td>
</tr>
<tr>
<td>8</td>
<td>EngT</td>
<td>IL-NT analog input 2 value (default: water temperature)</td>
</tr>
</tbody>
</table>

### Electrical Safety Warnings

- **WARNING**
  Electrocuton. Before connections are made to the unit, verify the main circuit breaker and battery disconnect switch are OFF. Failure to do so will result in death or serious injury. (000156)

- **DANGER**
  Electrocuton. Never connect this unit to the electrical system of any building unless a licensed electrician has installed an approved transfer switch. Failure to do so will result in death or serious injury. (000150)

The unit is equipped with connection lugs, located behind a door below the controller face. The lugs provide connection points for attachment of external loads to the generator. A large decal on the inside of the connection lug door details the proper connections for selected voltages.

1. See Figure 3-9. To make the connections, run the power cables through the circular plastic bushing (A).

   **NOTE:** DO NOT make any connections directly to the lugs without routing the cables through this bushing. The lug door is equipped with safety interlock switches that will automatically trip the main circuit breaker and disable the voltage regulator when the lug door is opened.

2. Use a hex-wrench to tighten the cable connections (B).

   **NEVER** attempt to disable or modify the lug door safety switches.

A ground connection is located next to the connection lugs. The unit **MUST** be connected to a good earthen ground for proper operating safety. **INSTALLATION SHOULD BE IN COMPLIANCE WITH THE NATIONAL ELECTRICAL CODE (NEC), STATE, AND LOCAL REGULATIONS.**
Voltage Selector Switch

See Figure 3-10. The voltage selector switch mechanically changes the connections between the generator output leads and the connection lugs on the main control panel. Voltage ranges are selected by rotating the handle on the switch to the desired voltage.

IMPORTANT NOTE: NEVER change the voltage selector switch while the engine is running or the controller is on. If the engine is running or starts while the setting is changed, severe arcing will occur causing damage to the switch and generator windings.

The voltage selector switch is equipped with a lockout mechanism. Once the proper voltage has been selected, insert a padlock through the lockout hole(s). By locking the handle in place, unauthorized changing of the voltage setting is prevented.

Emergency Stop Switch

The unit is equipped with one emergency stop switch. For location of the emergency stop switch, refer to Component Locations. The red switch is clearly labeled EMERGENCY STOP. The switch can be accessed and activated with all doors closed and locked.

Activate the emergency stop switch by pushing the red button in until it locks down. This will trip the main circuit breaker which will open the contact, disconnecting the load to the connection lugs. This will also open the fuel circuit, shutting down the engine.

The switch will remain closed until it is pulled out.

NOTE: Use the emergency stop switch only when the unit must be shut down immediately. For any other shut down, refer to Transfer Switch.
Prestart Checklist
Before starting the unit, all items in the prestart checklist must be completed. This checklist applies to both manual and remote starting of the unit.

- Verify all maintenance procedures are up to date. For more information, refer to General Maintenance and Basic Maintenance Schedule.
- The unit must be level.
- The unit must be dry. Look for water inside or near the unit; dry if needed.
- For grounding requirements, follow the National Electrical Code (NEC), state, and local regulations.
- Verify the Control Power switch is in the OFF (O) position.
- Verify all circuit breakers are in the OFF (O) position.
- Inspect all electrical cords; repair or replace any that are cut, worn, or bare.
- Verify all winch cables are in good condition and centered on each pulley. Do not use if cables are kinked or beginning to unravel.
- Check oil, coolant, and fuel levels. For more information, refer to General Maintenance.
- Verify battery connections are secure.
- Turn the battery disconnect switch on, if equipped.
- Check the engine fan belt tension and condition.
- Check the engine fan belt guard.
- Check the engine exhaust system for loose or rusted components.
- Verify all covers are in place and secure.
- Verify all electrical connections at the connection lugs, if equipped, are tight and wired correctly.
- Verify the voltage selector switch is set to the desired voltage and locked.
- Verify the emergency stop switch is pulled out.

Starting the Unit—Manually
1. Move the Control Power switch to the ON (I) position.
2. See Figure 3-12. The LCD window will quickly display system information, all LEDs will flash.

3. See Figure 3-13. The Ready screen will be displayed and the LCD window will indicate Manual mode. The Ready/Manual LED will be lit.

   **NOTE:** The unit must be in the Manual mode with the Ready/Manual LED lit to start the unit.

4. See Figure 3-14. Press ENGINE START. The Prestart screen will be displayed (if equipped) and a countdown will begin from 20 seconds to 0.

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**WARNING**
Consult Manual. Read and understand manual completely before using product. Failure to completely understand manual and product could result in death or serious injury.
5. See **Figure 3-15**. The Starting screen will be displayed. The engine will crank and start running.

6. See **Figure 3-15**. The Running screen will display.

**NOTE:** It may take a few seconds for the engine to run smoothly and reach its governed operating speed. The 45 second V Detect time delay will start to count down.

7. See **Figure 3-17**. The LCD window will then toggle from the Running screen to the generator screen and then to the engine screen.

8. If the engine does not start after the first cranking attempt, the engine will pause for 15 seconds to allow the starter to cool. The LCD window will show PAUSE. The engine will make two more attempts to start, for a total of three crank cycles.

9. Should the engine not start and run within three starting cycles, the LCD window will show SD START FAIL. The starting sequence may be repeated after the starter has had a minimum of two minutes to cool. Press FAULT RESET to clear the controller. To start the unit, press ENGINE START.

10. The LCD window will show a steady operating speed. Temperature will be shown as “0” until the engine temperature is approximately 100°F (38°C).
11. Check the unit for excessive noise or vibration and any coolant, oil, or fuel leaks before applying any loads.

12. Check that the AC output voltage is correct. The output voltage can be fine adjusted by using the fine voltage adjustment screw (rheostat). Refer to Fine Voltage Adjustment.

13. Check that the frequency (Hz) is correct. With no loads connected to the generator, the frequency should read approximately 60 Hz, depending on the type of engine governing used.

14. If all wiring connections have been attached and secured correctly, switch the main circuit breaker to the ON (I) position, and then add any loads attached to the generator output connection lugs. To supply power to the receptacle panel, the receptacle panel main circuit breaker, then the receptacle circuit breaker, must be in the ON (I) position. You will notice a slight change in engine sound when a load is applied to the unit.

Starting the Unit—Auto/Remote

The Auto button is used when the unit is started from a location other than the control panel and by using a transfer switch. Auto (remote) start is the normal setting when the unit is being used as a standby power supply. Before putting the unit in the Auto mode, review Prestart Checklist and Starting the Unit—Manually. Follow all safety warnings and information on isolating the generator with a transfer switch if the unit is to be used as a standby power supply. Refer to Transfer Switch, then continue with the steps described below:

1. Perform a manual start of the unit at least once to verify the engine is operating correctly.

2. To check the remote start circuit, do the following:
   a. Remove the wires from the remote start terminal block.
   b. Press Auto. The LCD window should highlight AUT in the upper left corner.
   c. Attach a jumper wire (minimum 16 gauge) across the two terminals on the remote start terminal block. This applies a ground to the Magnum Digital Controller (MDC) to close the starting circuit contacts. The engine should crank, start, and run.
   d. Remove the jumper wire from the remote start terminal block and the engine will stop.
   e. Reconnect any necessary wires from the remote start switch (transfer switch) to the remote start terminal block.

3. Confirm unit is in Auto mode. The LCD window should have AUT highlighted in the upper left corner.

4. Close the main circuit breaker (set to ON (I)).

5. Secure the unit by closing and locking all access doors.

6. The unit is now ready for remote starting.

Automatic Shutdown

This unit is equipped with a low oil pressure and high coolant temperature automatic shutdown system. This system will automatically shut off the fuel supply to stop the engine if oil pressure drops too low or the engine exceeds normal operating temperature. Return the main circuit breaker to the OFF position to reset the unit after the cause of shutdown has been determined.

Light Operation

**WARNING**

Burn hazard. Never operate lights with a damaged or missing lens cover. Lamps are hot and pressurized while in use. Unprotected lamps can shatter, causing severe injury.

1. Verify the unit is on and running smoothly.

2. See Figure 3-18. Switch the main circuit breaker (A) ON (I).

3. Switch the lights and receptacle panel main circuit breaker to the ON (I) position.

4. Switch the individual circuit breakers for the lights (B) ON (I), one at a time.

5. The ballast indicator lights (C) will turn on and continue to get brighter as the lights warm up, and then remain on. This confirms power is coming from the ballasts to the lights.

**NOTE:** If an indicator light does not turn on, see Troubleshooting or contact a Generac Mobile Products Authorized Service Dealer.

**NOTE:** The lights require a warm up period of 5-15 minutes before they reach full output. If the lights are shut
down, they require a cool down period of approximately ten minutes before they can be switched on again.

**NOTE:** The light tower uses four 1000W or 1050W bulbs. When checking or replacing the bulbs, wipe them with a clean cloth to avoid leaving any grease, oil residue or fingerprints on the glass. Any residue can create a hot spot on the bulb, causing premature bulb failure.

---

**Wet Stacking**

The unit is powered by a diesel engine. Diesel engines are susceptible to wet stacking if lightly loaded. Wet stacking occurs when an engine is run at less than 30% of its full load capacity, causing unburned fuel to accumulate in the exhaust system. Wet stacking can be detected by continuous black exhaust when the unit is under a constant load. It can also cause fouling of injectors and buildup on engine valves. Diesel engines operate properly when applied loads are between 30% and 100% capacity. Appropriate generator sizing is determined by the anticipated load. If the unit is in a wet stack condition, load the unit heavily for five hours or until the exhaust is clear.

---

**Voltage Regulator**

Units are equipped with an electronic voltage regulator. The voltage regulator controls the output of the generator by regulating the current into the exciter field. The voltage regulator is adjusted before shipment from the factory. Contact Generac Power Products LLC for additional information before attempting to adjust the voltage regulator.

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**Engine Derating**

All units are subject to derating for altitude and temperature; this will reduce the available power for operating tools and accessories connected to the receptacles. Typical reductions in performance are 2-4% for every 1000 ft (305 m) of elevation and 1% per 10ºF (5.6ºC) increase in ambient air temperature over 72ºF (22ºC).

---

**Main Circuit Breaker**

The main circuit breaker is located on the main control panel. When the breaker is in the OFF (O) position, power is interrupted between the connection lugs and the generator. Once the connections have been made to the connection lugs and the unit has been started and allowed to reach normal operating temperature, the breaker may be switched to the ON (I) position. The main circuit breaker will be tripped, disconnecting power to the connection lugs if any of the following items occur while the unit is running:

1. Overload of the generator circuits to the connection lugs (208/120V only).
2. The lug box door covering the connection lugs is opened.
3. If the emergency stop switch is activated.

Verify any problems that caused the main circuit breaker to trip are corrected before returning the switch to the ON (I) position.

---

**Auxiliary Outlets**

See *Figure 3-19*. The receptacle panel is equipped with six receptacles for running accessories or tools from the generator. Power is supplied to the receptacles any time the engine is running and the main circuit breaker is switched to the ON (I) position. The standard receptacle panel is equipped with two of each of the following receptacles.

- **(A) 240V/30A Twist-lock**
- **(B) 120V/20A GFCI**
- **(C) 240V/50A Twist-lock**

Should the main breaker trip, remove some of the load to the receptacles before turning them back on.

Each receptacle has an individual circuit breaker which is located behind the receptacle panel. The breakers are labeled with the corresponding amperage for the receptacle they protect.

With all of the lights off, the full generator output may be used with the receptacles.

**NOTE:** To ensure proper grounding, anytime the generator is providing power to any equipment or load panels that do not have a grounded plug (A), a ground wire **MUST BE** added between the equipment and the grounding stud on the receptacle panel per the National Electrical Code (NEC), state, and local regulations.

---

**Figure 3-19. Auxiliary Outlets**
NOTE: The main circuit breaker interrupts power to the connection lugs only. The receptacle panel has power even if the main circuit breaker is in the OFF (O) position. The receptacle panel main circuit breaker, located next to the main circuit breaker, will disconnect all power to the receptacle panel.

Remote Start Terminal Block
The remote start terminal block provides a connection for installation of a remote start switch which will allow the unit to be started by a remote dry-contact closure switch. To locate the remote start terminal block, see Main Control Panel.

1. Before entering Auto mode, verify that the contacts on any remote switch linked to the unit are OPEN. If the contacts on a remote switch are closed, the engine will crank and start when Auto mode is entered.
2. See Figure 3-20. Attach the switch leads to the two unused terminals on the unit’s remote start terminal block (A). For additional information, refer to Starting the Unit—Auto/Remote.

Transfer Switch
When the unit is used as a standby power supply, it must be equipped with a transfer switch which isolates it from the utility’s distribution system. A transfer switch is designed to transfer electrical loads from the normal power source (utility) to the emergency power source (generator) when normal voltage falls below a prescribed level. The transfer switch automatically returns the load back to the normal source when power is restored back to operating levels.)

WARNING
Phase rotation must be compatible. Incompatible phase rotation could result in equipment damage, death or serious injury. (000226a)

DANGER
Electrocution. Never connect this unit to the electrical system of any building unless a licensed electrician has installed an approved transfer switch. Failure to do so will result in death or serious injury. (000150)

Installation of a transfer switch or other type of remote starting device is the responsibility of the user. Installation of such devices must be performed by following all directions supplied by the manufacturer of the switch. If attaching the unit to a power supply normally serviced by a utility company, notify the utility company and check local and state regulations. Familiarize yourself with all instructions and warning labels supplied with the switch.

WARNING
Only a trained and licensed electrician should perform wiring and connections to unit. Failure to follow proper installation requirements could result in death, serious injury, and damage to equipment or property. (000155)
Auto Exercise Time

Units installed in a standby application should be exercised regularly to maintain operating condition and to ensure responsiveness in an emergency situation. The following procedure demonstrates how to run (exercise) the unit on a time schedule:

1. Press PAGE SELECT until “Password” appears at the top of the screen.
2. Press ▼ until “Date/Time” is selected and press ENTER.
3. Press ▼ until “Timer1 Repeat” is selected and press ENTER.
4. Choose the day or days the unit should run and press ENTER.
5. Press ▼ until “Timer1 ON Time” is selected and press ENTER.
6. Adjust the desired time to start running and press ENTER.
7. Press ▼ button until “Timer1Duration” is selected and press ENTER.
8. Adjust the time period to the length of time the unit should run after starting and press ENTER.
9. Press PAGE SELECT three times to return to the main menu.
10. Press the AUTO button to switch modes to automatic.

NOTE: The controller must be in AUTO mode to run at the programmed time. Use a trickle battery charger or solargizer to prevent the controller from draining the battery while in AUTO mode.

Fine Voltage Adjustment

Upon startup of the unit, the Running screen will display V Detect and will countdown from 45 seconds to zero. This is a safety feature of the controller to protect the generator from over or under voltage upon startup. V Detect is a 45 second time delay and countdown process before the MDC records the generator nominal output voltage. This nominal generator voltage is then compared to the current set point voltage of the voltage selector switch. If the nominal voltage recorded by the controller is greater than or lower than the current set point voltage of the voltage selector switch setting by 10% or more, the controller will shut the unit down automatically. The display will read: “Wrn Gen L1 <V”, “Wrn Gen L2 <V”, “Wrn Gen L3 <V” or “Sd Gen L1 <V”, “Sd Gen L2 <V”, “Sd Gen L3 <V”. This means the controller warned (“WRN”) or shutdown (“SD”) the unit due to an output voltage irregularity.

The output voltage of the generator may be adjusted after the unit is running by using the fine voltage adjustment screw (A). The adjusting screw is located directly below the Control Power switch on the control panel. This screw turns a rheostat that will provide an increase (+) or a decrease (-) in the generator output voltage as displayed on the generator display screen on the MDC. If the voltage is increased or decreased too fast or too slow, the unit will automatically shut down. This adjustment needs to be made within the 45 second delay and countdown to zero period.

To adjust the output voltage, check the output voltage on the Liquid Crystal Display (LCD) window labeled Gen freq & Hz. Look at the “L1N” voltage or the “L12” voltage on the display. The generator nominal output voltage should be within 10% of the voltage rating on the voltage selector switch.

For Example: With the voltage selector switch set to 208/120V 3 phase position, the voltage displayed on the screen must be within ± 10% of the 208/120 position (188-228V Line to Line/108-132V Line to Neutral).

NOTE: Each time the voltage selector switch is changed from one setting to another, an adjustment will need to be made using the fine voltage adjustment screw.

Shutting Down the Unit

Check with personnel using power supplied by the unit and let them know the power is going to be turned off. Make sure the power shutdown will not create any hazards by accidentally turning off equipment that needs to remain running (pumps, compressors, lights, etc.).

1. Remove all loads from the outlets.
2. See Figure 3-23. Switch the individual circuit breakers for each light OFF (O) (A).
Figure 3-23. Shutting Down the Unit

3. Switch the main circuit breaker OFF (O) (B).
4. Push the ENGINE STOP (C). Pressing the Engine Stop button will result in the unit going into the shutdown cycle and starting a 15 second shutdown timer called stop value. If the unit does not shutdown within 15 seconds a stop fail alarm will be displayed on the Liquid Crystal Display (LCD) window.
5. Move the Control Power switch (D) to the OFF (O) position.

NOTE: For extended storage time, disconnect the battery. For extended storage requirements, refer to the engine operator’s manual.

Lowering the Mast

1. Shut down the lights and engine.
2. If the unit is going to be moved, it is recommended that the mast is turned so the lights face the rear of the unit. To rotate the mast:
   a. Loosen the mast rotation knob.
   b. Rotate the mast until the white arrows are aligned and the metal stop tabs are touching.
   c. Tighten the mast rotation knob.
3. Press and hold the winch control toggle switch downward to collapse the mast to its lowest position. Verify the electrical cord does not get caught in, or pinched by, the mast while it is being lowered.

**WARNING**

Personal Injury. Stop immediately if the mast hangs up or the winch cable develops slack. Excess slack could cause the mast to collapse, resulting in personal injury or equipment damage.

**WARNING**

Burn hazard. Lamps become extremely hot while in use. Allow 10–15 minutes for cooling before handling or lowering mast. Touching a hot lens or fixture can cause severe burns.

**WARNING**

Burn hazard. Lamps become extremely hot while in use. Allow 10–15 minutes for cooling before handling or lowering mast. Touching a hot lens or fixture can cause severe burns.

**IMPORTANT NOTE:** Contact a Generac Mobile Products Authorized Service Dealer immediately if the mast hangs up or the winch cable develops slack.

**NOTE:** If the generator is not operational, and the batteries do not have enough power to lower the mast, it may be necessary to lower the mast manually.

Lowering the Mast—Manually

**WARNING**

Do not use this procedure unless it is absolutely necessary. Continuous use of this procedure could damage the planetary gear brake of the winch. This procedure will not work if the planetary gear brake is damaged.

1. See Figure 3-24. Remove the power cables from the two terminals on the winch motor assembly (A).
2. Remove the two flange head screws (B) securing the winch motor assembly to the winch. Retain the screws for reassembly.
3. Carefully remove the motor assembly (C), making sure the two pieces do not separate.
4. Insert a 3/8” allen head wrench (D) into the sleeve bearing.
5. Rotate the wrench counter-clockwise to lower the mast. If any slack is observed in the cable, stop immediately and remove the slack.
6. When the mast is completely down, reinstall the winch motor assembly, securing it with the screws.

**Towing the Unit**

Once the engine is shut down and the mast and lights are properly stowed, follow these steps to prepare the unit for towing.

1. Raise the rear jack completely and release the locking pin to rotate it up into the travel position. Verify the locking pin snaps into place.
2. Raise the outrigger jacks completely and release the jack locking pins to swing the jacks up into the travel position. Verify the locking pins snap into place. Release the outrigger locking pins and slide the outriggers into the trailer frame until the locking pins snap into place.
3. Use the tongue jack to raise or lower the trailer onto the hitch of the towing vehicle. Lock the hitch coupling and attach the safety chains or cables to the vehicle. Remove the jack locking pin and rotate the jack into the travel position. Replace the locking pin.

**NOTE:** A film of grease on the coupler will extend coupler life and eliminate squeaking. Wipe the coupler clean and apply fresh grease each time the unit is towed.

4. To ensure proper operation of the jacks, lubricate the grease fittings located on the leveling jacks. Refer to Jack Maintenance. For maintenance interval information, refer to Basic Maintenance Schedule.
5. Connect any trailer wiring to the tow vehicle. Check for proper operation of the directional and brake lights.
6. Verify the enclosure is properly latched and the mast cradle lock is in place.
7. Verify the doors are properly latched.
8. If driving over rough ground, remove the bulbs from the light fixtures.
9. Check for proper inflation of the trailer tires. For maximum tire pressures, refer to Specifications.
10. See Figure 3-25. Check the wheel lugs. Tighten or replace any lugs that are loose or missing. If a tire has been removed for axle service or replaced, tighten the lugs, in the order shown, to the following specifications:

**Figure 3-25. Tightening Wheel Lugs**

- a. Start all lug nuts by hand.
- b. First pass: tighten to 20-25 ft-lbs (27-33 Nm).
- c. Second pass: tighten to 50-60 ft-lbs (67-81 Nm).
- d. Third pass: tighten to 90-120 ft-lbs (122-162 Nm).

**NOTE:** After the first road use, re-torque the lug nuts in sequence.

11. Maximum recommended speed for highway towing is 45 mph (72 km/h). Recommended off-road towing speed is not to exceed 10 mph (16 km/h) or less, depending on the terrain.

**Lifting the Unit**

Follow these steps to prepare the unit for lifting:

1. Verify the equipment being used to lift the unit is in good condition and has sufficient capacity. For approximate weights, refer to Specifications.
2. See Figure 3-26. Close and lock all hoods and doors and stow the lights as shown.
3. Verify the cradle locking pin is in place.
4. When lifting the light tower and trailer, attach any slings, chains or hooks directly to the central lifting eye (A).
5. Always remain aware of people and objects around the unit while preparing, maneuvering, and lifting the unit.
6. Use the upper (B) or lower forklift pockets (C) with care. Approach the unit as perpendicular as possible to avoid any damage to the unit. Make sure the mast winch handles or any other obstructions are clear of the forklift tines before lifting.
Figure 3-26. Lifting Point
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Section 4: Maintenance

Emissions Information
For warranty information, please refer to the diesel engine manual supplied with this unit.

Daily Walk-Around Inspection
Perform a walk-around inspection of the unit every day before starting the unit. Look for conditions that could hinder performance or safety, such as (but not limited to):

- Oil, coolant and fuel leakage
- Blocked vents
- Loose or missing hardware
- Loose or broken electrical connections.

Inspect the fan belt for cracks, fraying, or stretching. Verify the belt is properly seated in the pulley grooves. Replace the belt according to the manufacturer’s recommendations.

CAUTION
Equipment Damage. Failure to perform a daily inspection could result in damage to the unit.

General Maintenance
Poorly maintained equipment can become a safety hazard. In order for the equipment to operate safely and properly over a long period of time, periodic maintenance and occasional repairs are necessary. **DO NOT** perform routine service (oil and filter changes, cleaning, etc.) unless all electrical components are shut off.

Regular maintenance will improve performance and extend engine/equipment life. Generac Mobile Products LLC recommends that all maintenance work be performed by a Generac Mobile Products Authorized Service Dealer. Regular maintenance, replacement or repair of the emissions control devices and systems may be performed by any repair shop or person of the owner’s choosing. However, to obtain emissions control warranty service free of charge, the work must be performed by a Generac Mobile Products Authorized Service Dealer or authorized engine dealer depending on the repair. See the emissions warranty.

Preparing for Service
Before servicing the unit, always follow the instructions listed below.

1. Verify the Control Power switch is in the OFF (O) position.
2. Verify the circuit breakers are switched OFF (O).
3. Activate (push in) the Emergency Stop Switch.
4. Disconnect the negative (−) terminal on the battery.
5. Attach a “Do Not Start” sign to the control panel. This will notify everyone that the unit is being serviced and will reduce the chance of someone inadvertently trying to start the unit.

Cleaning the Unit
Always clean the Light Tower after each use to remove dust, grease, mud, or spilled fuel or oil. Use soft, clean rags to wipe the cabinet exterior and control panel. Low-pressure compressed air (less than 40 PSI [276 kPa]) can also be used to remove dust and debris from the cabinet interior.

This unit contains sensitive electronic components that can be damaged by high pressure and heat. Therefore:

- Do not wash the unit with a high pressure hose or power washer.
- Do not wash the engine block or fuel tank with a power washer or steam cleaner. Water may enter the cabinet and collect in the generator windings or other electrical parts, causing damage.

Inspecting the Unit

- If the unit is stored outside, check for water inside the cabinet and generator before each use. If wet, dry the unit thoroughly before starting.
- Verify winch cables are in good condition and centered on each pulley. **DO NOT** use a cable that is kinked or starting to unravel.
- See Figure 4-1. Verify proper mast cable routing.

![Figure 4-1. Proper Mast Cable Routing](image1)
• Inspect condition of electrical cords. **DO NOT** use the unit if insulation is cut or worn through.

• Verify the safety pins for the mast lock rod and mast lock bar are present and secured with a chain. Check that the spring located in the mast lock bar is not broken or missing. Check the operation of the mast lock bar.

• Verify the wheel lugs are present and properly tightened. Refer to *Towing Safety*.

• Check the coolant level daily by inspecting the level in coolant overflow jug located near the radiator. Refer to the engine operator’s manual for coolant recommendations and proper mixture. Normal operating level is between the ‘full’ and ‘add’ markings on the overflow jug.

**AFTER ENGINE IS STOPPED AND COMPLETELY COOL,** coolant may be added directly to the coolant overflow jug.

• Check the oil level daily. Refer to the engine operator’s manual for the appropriate oil specification. Verify the oil is correct for special operating conditions such as a change in season or climate.

**DO NOT** start the unit if the engine oil level is below the add mark on the dipstick.

• Normal operating level is in the cross-hatch pattern between the full and add markings on the dipstick.

• Add oil only if the oil level is below the add mark on the bottom of the cross-hatch pattern on the dipstick. **DO NOT OVERFILL** the crankcase.

• Check the fuel level.

• If the unit is connected to a remote start or transfer switch, make sure the remote switch is also off and tagged.

**NOTE:** If the engine was run out of fuel or the fuel tank was drained, it may be necessary to bleed the fuel lines. Refer to the engine operator’s manual supplied with the unit.

---

**Basic Maintenance Schedule**

Refer to the original equipment manufacturer’s operating manual for a complete list of maintenance requirements. Failure to comply with the procedures as described in the engine operator’s manual will nullify the warranty, decrease performance and cause equipment damage or premature equipment failure. Maintenance records may be required to complete a warranty request.

Use the schedule in the following table as a guide for regular maintenance intervals. For additional or replacement copies of the engine operator’s manual, contact a Generac Mobile Products Authorized Service Dealer.

**Basic Maintenance Schedule**

Refer to the original equipment manufacturer’s operating manual for a complete list of maintenance requirements. Failure to comply with the procedures as described in the engine operator’s manual will nullify the warranty, decrease performance and cause equipment damage or premature equipment failure. Maintenance records may be required to complete a warranty request.

Use the schedule in the following table as a guide for regular maintenance intervals. For additional or replacement copies of the engine operator’s manual, contact a Generac Mobile Products Authorized Service Dealer.
Resetting the “Time to Service” Reminder

The Magnum Digital Controller (MDC) will display "WrnMaintenance" when the unit is due for maintenance or service. The maintenance or service interval is set at 250 hours of engine running time. Once the unit has been serviced, the Time to Service reminder needs to be reset to the 250 hour interval. The following procedure demonstrates how to reset the running hours to 250:

1. With the unit shut down, power up the controller with the Control Power switch. The Initialization screen will be displayed. The controller will toggle automatically to the Ready display screen.

2. Press the PAGE SELECT button. The next screen will display lines of text; starting with Password, which will have a (>) in front of it, then Basic settings, Engine params, Engine protect, etc.

3. Press the ▼ button to move the (>) cursor down to "Engine protect."

4. Press ENTER. "WrnMaintenance" will appear at the top left of the display screen. The current service time hour setting (0) will be one line below it on the right side.

5. Press ENTER. The current run time in hours will now appear on the left side of the display screen, directly under "WrnMaintenance."

6. Press ▲ and reset the current run time hour setting to 250. If you pass the 250 time interval, use▼ to get back to the 250 time interval.

7. Press ENTER to save the current run time hour setting.

**Table 4-1. Basic Maintenance Guide (Isuzu)**

<table>
<thead>
<tr>
<th>Item</th>
<th>Daily</th>
<th>250 Hours</th>
<th>500 Hours</th>
<th>1000 Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Check Oil Level</td>
<td></td>
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<tr>
<td>Check Coolant Level</td>
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<tr>
<td>Check Fuel Level</td>
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<tr>
<td>Drain Fuel Filter</td>
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<tr>
<td>Check Tire Pressure</td>
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<tr>
<td>Check All Electrical Connections</td>
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<tr>
<td>Clean Battery</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Check Fan Belt Tension (Replace If Necessary)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inspect Radiator Fins For Debris, Clean As Required</td>
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<td></td>
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<tr>
<td>Preheating Condition Check</td>
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<tr>
<td>Check Engine Starting Conditions And Noise Conditions</td>
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<tr>
<td>Check Exhaust Smoke Condition</td>
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<tr>
<td>Inspect Light Tower Winch For Proper Operation</td>
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<td></td>
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<tr>
<td>Replace Engine Oil</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>Replace Fuel Filter Element</td>
<td></td>
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<tr>
<td>Clean Water Sedimentner Element</td>
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<tr>
<td>Electromagnetic Pump Filter Replacement or Cleaning</td>
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<td></td>
<td></td>
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<tr>
<td>Check Fan Belt Tension (Replace If Necessary)</td>
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<tr>
<td>Oil Filter Element Replacement</td>
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<tr>
<td>Replace Air Filter Element</td>
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<tr>
<td>Lubricate Leveling Jacks</td>
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<tr>
<td>Replace Heated Fuel Filter (If Equipped)</td>
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<td></td>
<td></td>
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<tr>
<td>Inspect Engine Starting Battery</td>
<td></td>
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</tr>
</tbody>
</table>

**Figure 4-2. Resetting Service Reminders**
8. Move the Control Power switch to the OFF (O) position.

Winch Use, Operation and Maintenance—Electric

- Keep the winch free of dirt, oil, grease, water and other substances.
- Check all mounting bolts and make sure they are tightened to the recommended torque values. Replace any damaged fasteners.
- Periodically check all connections to be sure they are tight and free of corrosion.
- Check the cable for visible damage every time the winch is operated. Examples of damage are: cuts, knots, mashed or frayed portions, and broken strands. Replace cable immediately if damaged. Failure to replace a damaged cable could result in breakage.
- Regularly check the brake for slippage or drift. This is detected visually when winch is under load. If winch drum continues to turn after controls are released, the brake may need to be replaced.
- Periodically clean and grease the brake assembly. This will ensure proper performance and extend the life of the winch. If winch seems to labor or get excessively hot during the lowering of loads, the brake will need to be serviced or replaced.
- Check motor brushes periodically and replace when necessary.

Table 4-2. Winch Preventative Maintenance Schedule

<table>
<thead>
<tr>
<th>Maintenance Activity</th>
<th>After First Operation</th>
<th>Before Each Use</th>
<th>Semi-Annually Or After Each 25 Hours Of Operation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Check Fasteners</td>
<td>✫</td>
<td>✫</td>
<td>✫</td>
</tr>
<tr>
<td>Check Electrical Connections</td>
<td>✫</td>
<td>✫</td>
<td>✫</td>
</tr>
<tr>
<td>Clean And Grease Brake Assembly</td>
<td>✫</td>
<td>✫</td>
<td>✫</td>
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<tr>
<td>Check Motor Brushes</td>
<td>✫</td>
<td>✫</td>
<td>✫</td>
</tr>
<tr>
<td>Visually Check Winch And Control</td>
<td>✫</td>
<td>✫</td>
<td>✫</td>
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</table>

Winch Mechanical Brake

The mechanical brake generates heat when loads are lowered and the wire cable is powered out. Care must be taken to avoid overheating the mechanical brake.

Whine or chatter associated with a new mechanical brake is normal and typically disappears with use.

Overheating the mechanical brake may result in permanent damage to, or failure of, the brake. Replace any damaged brake components before resuming use of the winch.

Optional Lower Radiator Hose Heater Use and Maintenance

The following points should be followed when operating a unit equipped with a lower radiator hose heater.

**IMPORTANT NOTE:** Improper use of the lower radiator hose heater could result in serious personal injury.

- Verify that cooling system is full of a proper mixture of water and engine coolant before each heater use.
- Heater is designed for all-night operation; however, 2-5 hours of heating just prior to starting is usually sufficient for proper engine starting.
- When heater is in operation, unit must be parked in a level position to maintain the proper orientation of the heater.
- Use only an undamaged extension cord, outdoors rated, three-prong grounded 120VAC cord with a minimum amperage rating of 10A. Connect to properly grounded 120VAC, GFCI outlet only.
- Before starting the engine, unplug extension cord from power first; then unplug heater cordset from extension cord.

Trailer Wheel Bearings

The light tower is equipped with a grease zerk fitting to allow lubrication of the wheel bearings without the need to disassemble the axle hub. To lubricate the axle bearings, remove the small rubber plug on the grease cap, attach a standard grease gun fitting to the grease zerk fitting and pump grease into the fitting until new grease is visible around the nozzle of the grease gun. Use only a high quality grease made specifically for lubrication of wheel bearings. Wipe any excess grease from the hub with a clean cloth and replace the rubber plug when finished. The minimum recommended lubrication is every 12 months or 12,000 miles (19,312 km); more frequent lubrication may be required under extremely dusty or damp operating conditions.
Jack Maintenance

The following procedures should be performed at least annually: For side-wind models, the internal gearing and bushings of the jack must be kept lubricated.

- See Figure 4-3. Apply a small amount of automotive grease (A) to the internal gearing by removing the jack cover, or if equipped, use a needle nose applicator or standard grease gun on the lubrication point found on the side of the jack near the crank. Rotate the jack handle to distribute the grease evenly.

- A lightweight oil (B) must be applied to the handle unit at both sides of the tube for side-wind models.

- If equipped, the axle bolt and nut assembly of the caster wheel must also be lubricated with the same lightweight oil.

- For top-wind models, apply a lightweight oil to the screw stem.

Figure 4-3. Jack Maintenance
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Section 5: Troubleshooting

General Troubleshooting

Some of the more common problems are listed in the table below. This information is intended to be a check or verification that simple causes can be located and fixed. It does not cover all types of problems. Refer to the OEM engine operator’s manual for additional troubleshooting information. Procedures that require in-depth knowledge or skills should be referred to a Generac Mobile Products Authorized Service Dealer.

WARNING
Risk of burns. Allow engine to cool before draining oil or coolant. Failure to do so could result in death or serious injury.

Table 5-1. General Troubleshooting Guide

<table>
<thead>
<tr>
<th>Problem</th>
<th>Possible Cause</th>
<th>Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low oil pressure shutdown</td>
<td>Low oil level</td>
<td>Verify oil level on dipstick. Add oil, if needed.</td>
</tr>
<tr>
<td></td>
<td>Oil leaking from engine</td>
<td>Visually inspect the engine for leaks.</td>
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<tr>
<td></td>
<td>Low oil level pressure</td>
<td>Verify the oil pressure is 5 psi (34 kPa).</td>
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<tr>
<td></td>
<td>Oil pressure switch failure</td>
<td>Refer to OEM engine operator’s manual to identify corrective action.</td>
</tr>
<tr>
<td>High coolant temperature shutdown</td>
<td>Low coolant level</td>
<td>Add coolant if needed. Allow engine to cool, then check coolant level in radiator. Restart engine and check coolant temperature. Stop engine immediately if coolant temperature is 210°F (99°C) or more.</td>
</tr>
<tr>
<td></td>
<td>Blockage in radiator</td>
<td>Inspect radiator shroud and ducting for blockage and remove any foreign matter.</td>
</tr>
<tr>
<td></td>
<td>Leakage in coolant hoses, engine block, or water pump</td>
<td>Inspect for visible leaks. Verify tension of water pump serpentine drive belt. Remove load on generator and restart engine. Verify coolant temperature and shut engine down immediately if it starts to overheat. Refer to the OEM engine operator’s manual for additional information on engine overheating.</td>
</tr>
<tr>
<td>Unit cranks, but will not start</td>
<td>Fuel level low</td>
<td>Check fuel level in tank. Verify fuel pump operation.</td>
</tr>
<tr>
<td></td>
<td>Restricted air filter</td>
<td>Inspect air filter for blockage. Refer to OEM engine operator’s manual for additional information.</td>
</tr>
<tr>
<td>Overspeed or Underspeed Shutdown</td>
<td>Frequency setting incorrect</td>
<td>Disconnect all loads and restart unit. Read frequency (Hz) in the LCD window on controller. Frequency should read 60 Hz. If frequency is above 60 Hz, engine speed will need to be adjusted. Refer to the engine operator’s manual for throttle adjustment information.</td>
</tr>
</tbody>
</table>

If problems persist, contact Generac Mobile Products at 1-800-926-9768 for assistance.
## Troubleshooting the Lights

**WARNING**

Burn hazard. Lamps become extremely hot while in use. Allow 10–15 minutes for cooling before handling or lowering mast. Touching a hot lens or fixture can cause severe burns.

(000278)

**WARNING**

Electrocution. Potentially lethal voltages are generated by this equipment. Render the equipment safe before attempting repairs or maintenance. Failure to do so could result in death or serious injury.

(000187)

<table>
<thead>
<tr>
<th>Problem</th>
<th>Possible Cause</th>
<th>Solution</th>
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<tbody>
<tr>
<td>Mast Lights Off, but Ballast Indicators on Control Panel are On.</td>
<td>Light fixture is too hot. Faulty lamp connection. Lamp broken Loose lighting connections Damaged or loose electrical cord</td>
<td>Allow light to cool 10-15 minutes before restarting. Check that the lamp is tight in the socket. Check for broken arc tube or outer lamp jacket, broken or loose components in lamp envelope, or blackening/deposits inside tube. Check the connections inside the mast junction box and each mast light housing/socket. Check the mast electrical cord for damage and check the cord connections inside the control box.</td>
</tr>
<tr>
<td>Mast Lights Off, and Ballast Indicators on the Control Panel are Off.</td>
<td>Loose lighting connections Generator output incorrect.</td>
<td>Check the connections inside the control box and inside each ballast box. Check the incoming voltage to the ballast by checking the available voltage on the GFCI receptacle. Incoming voltage should be 120V +/- 5V. If voltage is incorrect, the engine speed may need to be adjusted or generator may require service. The voltage from the transformer should read approximately 400VAC as the light “strikes” (induces an arc), then drop and slowly rise back up to stabilize at 240-260VAC. On hard wired models, remove the mast junction box cover and insert the wire probes into the connector blocks for the light and ground. If proper voltage is not achieved, perform capacitor check to determine if the capacitor or coil needs to be replaced.</td>
</tr>
<tr>
<td>Mast Lights On But the Light Output is Low</td>
<td>Fixture and/or lens is dirty. Lamp worn due to normal use Damaged or loose electrical connections Generator output incorrect. Low transformer output</td>
<td>Clean reflective surface inside fixture and both inside and outside surface of glass lens. Use mild soap and water to clean lens. Other chemicals may have an adverse effect on the glass. Replace lamp. Check the mast coil cord, mast junction box and mast light connections. Check the incoming voltage to the ballast. Incoming voltage should be 120V +/- 5V. If the voltage is incorrect, the engine speed may need to be adjusted or the generator may require service. The voltage from the transformer should read approximately 400VAC as the light “strikes” (induces an arc), then drop and slowly rise back up to stabilize at 240-260VAC. On hard wired models, remove the mast junction box cover and insert the wire probes into the connector blocks for the light and ground. If proper voltage is not achieved, perform capacitor check to determine if the capacitor or coil needs to be replaced.</td>
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Section 6: Wiring Diagrams

Mast Junction Box Wiring and Light Connections
AC Wiring Diagram
AC Wiring Diagram—Receptacle Panel

(2x5-20R, 1xTT-30, 1xL14-30R, 2x14-50)
AC Wiring Diagram—Receptacle Panel Options (1 of 2)
AC Wiring Diagram—Receptacle Panel Options (2 of 2)
DC Wiring Diagram—Electric Winch Option
DC Wiring Diagram—Optional Equipment

- Wiring Diagrams

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Trailer Lights Wiring
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## Section 7: Service Log

OIL GRADE: ___________________________ BRAND: ___________________________

COOLANT MIXTURE: ____________________ BRAND: ___________________________

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<th>Oil Level</th>
<th>Coolant Level</th>
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