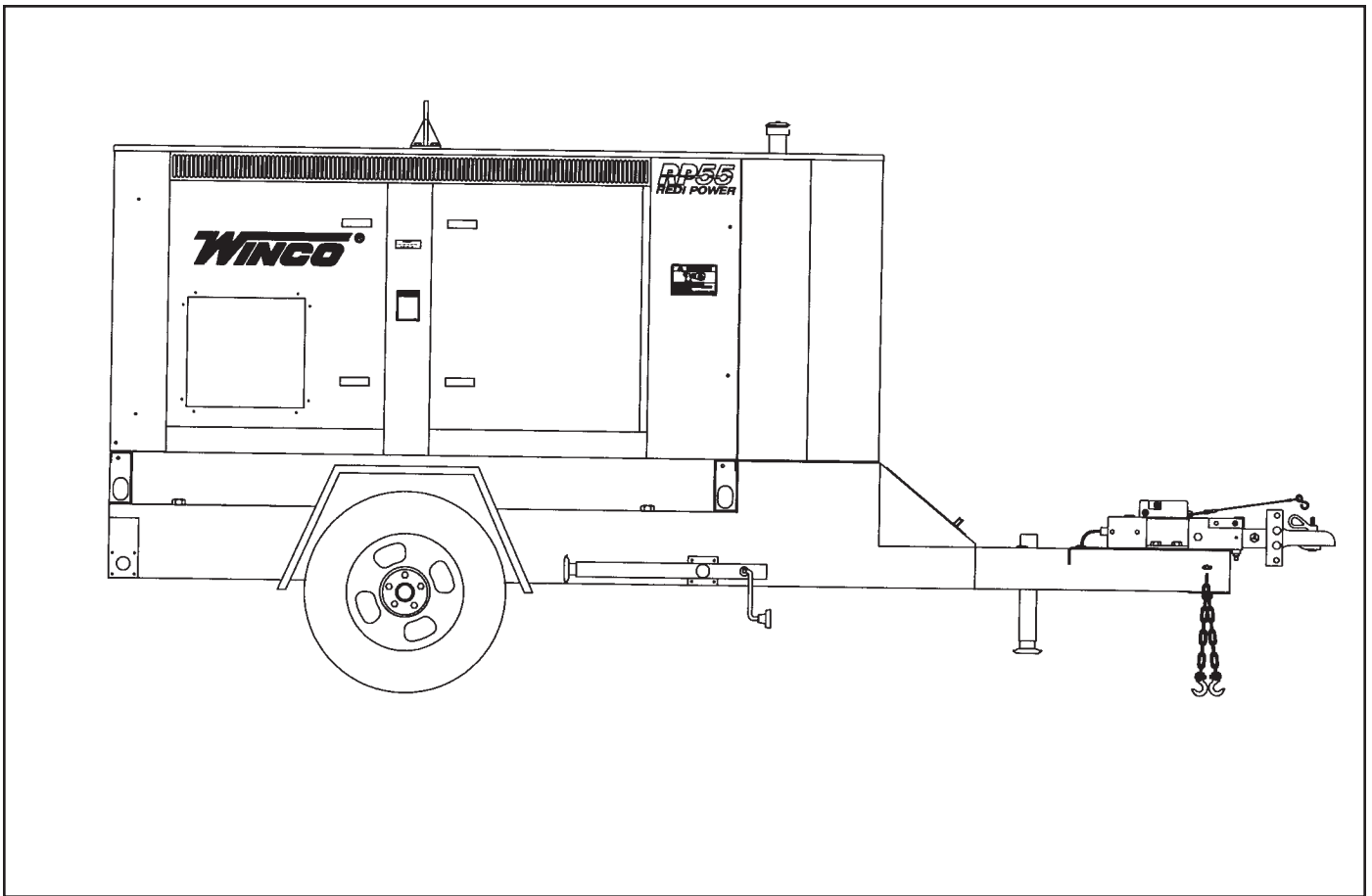


**OWNERS MANUAL**

**RP55**  
**REDI POWER**

**RP80**  
**REDI POWER**



**INSTALLATION AND OPERATION MANUAL**

## SAVE THESE INSTRUCTION

This manual contains important instructions that should be followed during installation and maintenance of the generator and batteries.

Read and understand all instructions in the manual before starting and operating the generator set.

## USING THIS MANUAL

Congratulations on your choice of a Winco generator set. You have selected a high-quality, precision-engineered generator set designed and tested to give you years of satisfactory portable service.

To get the best performance from your new engine generator set, it is important that you carefully read and follow the operating instructions in this manual.

Should you experience a problem please follow the "Things To Check" near the end of this manual. The warranty listed in this manual describes what you can expect from WINCO should you need service assistance in the future.

## PROPER USE AND INSTALLATION

You must be sure your new engine generator set is:

- \* Properly serviced before starting
- \* Operated in a well ventilated area
- \* Exhaust gases are dispersed safely
- \* Wired by a qualified electrician
- \* Operated only for its designed purposes
- \* Used only by operators who understand its operation
- \* Properly maintained

## COPY YOUR MODEL AND SERIAL NUMBER BELOW FOR FUTURE REFERENCE.

No other WINCO generator has the same serial number as yours. It is important that you record the number and other vital information here, if you should ever need to contact us on this unit it will help us to respond to your needs faster.

MODEL \_\_\_\_\_

SERIAL NUMBER \_\_\_\_\_

PURCHASE DATE \_\_\_\_\_

DEALER \_\_\_\_\_

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# GUIDE TO PRODUCT SAFETY

This engine generator set has been designed and manufactured to insure your personal safety. Improper use can result in potential deadly hazards, from electrical shock, exhaust gas asphyxiation, or fire. Please read all safety instructions carefully before installation or use. Keep these instructions handy for future reference. Take special note and follow all warnings on the unit and in the manuals.

\*\*\*\*\*

## CAUTION: Possible Damage to Equipment.

CAUTION notes indicate any condition or practice, which if not strictly observed or remedied, could result in damage or destruction of the equipment.

\*\*\*\*\*

\*\*\*\*\*

## WARNING: Personal Danger.

WARNING notes indicate any condition or practice, which if not strictly observed, could result in personal injury or possible loss of life.

\*\*\*\*\*

1. **ELECTRIC SHOCK** - The output voltage present in this equipment can cause a fatal electric shock. This equipment must be operated by a responsible person.
  - A. Do not allow anyone to operate the generator without proper instruction.
  - B. Guard against electric shock.
  - C. Avoid contact with live terminals or receptacles.
  - D. Use extreme care if operating this unit in rain or snow.
  - E. Use only three-prong grounded receptacles and extension cords.
  - F. Be sure the unit is properly grounded to an external ground rod driven into the earth.

2. **FIRE HAZARD** - Diesel fuel and other fuels always present a hazard of possible explosion and/or fire.
  - A. Do not refuel when the engine is running or hot. Allow the engine to cool at least two minutes before refueling.
  - B. Keep fuel containers out of reach of children.
  - C. Do not smoke or use open flame near the generator set or fuel tank.
  - D. Keep a fire extinguisher nearby and know its proper use. Fire extinguishers rated ABC by NFPA are appropriate.
  - E. Store fuel only in an approved container, and only in a well-ventilated area.

3. **DEADLY EXHAUST GAS** - Exhaust fumes from any internal combustion engine contain carbon monoxide, an odorless and deadly gas that must be mixed with fresh air.
  - A. Operate only in well ventilated areas.
  - B. Never operate indoors.
  - C. Never operate the unit in such a way as to allow exhaust gases to seep back into closed rooms (i.e. through windows, walls or floors).

4. **NOISE HAZARD** - Excessive noise is not only tiring, but continual exposure can lead to loss of hearing.
  - A. Use hearing protection equipment when working around this equipment for long periods of time.
  - B. Always operate with the housing doors closed to reduce the operational noise level.

5. **CLEANLINESS** - Keep the generator and surrounding area clean.
  - A. Remove all grease, ice, snow or materials that create slippery conditions around the unit.
  - B. Remove any rags or other material that could create potential fire hazards.
  - C. Carefully wipe up any gas or oil spills before starting the unit.
  - D. Never allow leaves or other flammable material to build up around the engine exhaust area.

6. **SERVICING EQUIPMENT** - All service, including the installation or replacement of service parts, should be performed only by a qualified technician.
  - A. Use only factory approved repair parts.
  - B. Do not work on this equipment when fatigued.
  - C. Never remove the protective guards, cover or receptacle panels while the engine is running. Keep hands away from all moving parts.
  - D. Never wear neckties or other loose clothing that can be caught in moving parts while you are servicing or operating this equipment.
  - E. Use extreme caution when working on electrical components. High output voltages from this equipment can cause serious injury or death.
  - F. When servicing this unit always avoid hot mufflers, exhaust manifolds, and engine parts. They all can cause severe burns instantly.
  - G. Installing and wiring a standby generator is not a "do it yourself" project. Consult a qualified, licensed electrician or contractor. The installation must comply with all national, state, and local codes.

7. **LIFTING THE EQUIPMENT** - When lifting always make sure that the area under the equipment is kept clear.
  - A. Be certain rigging is designed to lift unit safely.
  - B. Never attempt to lift the equipment unless you are certain the lifting device has sufficient capacity.
  - C. Never allow the equipment to swing while suspended.
  - D. Be certain the supporting structure is adequate to handle the load.

8. **TOWING THE EQUIPMENT** - When towing this equipment always use a vehicle large enough for safe operation.
  - A. Never tow without the safety chains secured.
  - B. Always use the proper size hitch ball on the vehicle.
  - C. Never attempt to tow with a vehicle that does not have side mirrors installed.

## SPECIFICATIONS

### GENERATOR SPECIFICATIONS

	<b>RP55</b>
<b>KILOWATT</b>	45 kW
<b>KILOVOLT-AMPS</b>	(.8 PF)56 kVA
<b>AMPERAGE</b>	277/480 VOLT 3 PHASE 68 AMPS*
	120/240 VOLT 3 PHASE 135 AMPS*
	120/208 VOLT 3 PHASE 150 AMPS*
	120/240 VOLT 1 PHASE 188 AMPS**

\*Based on .8 power factor

\*\*Single Phase is limited by the circuit breaker to 150 Amps on the full power terminal block - The additional amperage is available through receptacles.

Derate 3% per 1000 feet (305 meters) between 300 feet (90 meters) and 7,500 feet (2,286 meters) above sea level. Contact the factory for rating data for operation in altitudes above 7,500 feet (2,286 meters).

For prime power application (24/7) derate all output rating by 10%

	<b>RP80</b>
<b>KILOWATT</b>	65 kW
<b>KILOVOLT-AMPS</b>	(.8 PF)80 kVA
<b>AMPERAGE</b>	277/480 VOLT 3 PHASE 98 AMPS*
	120/240 VOLT 3 PHASE 195 AMPS*
	120/208 VOLT 3 PHASE 225 AMPS*
	120/240 VOLT 1 PHASE 233 AMPS**

\*Based on .8 power factor

\*\*Single Phase is limited by the circuit breaker to 225 Amps on the full power terminal block - The additional amperage is available through receptacles.

Derate 3% per 1000 feet (305 meters) between 300 feet (90 meters) and 7,500 feet (2,286 meters) above sea level. Contact the factory for rating data for operation in altitudes above 7,500 feet (2,286 meters).

For prime power application (24/7) derate all output rating by 10%

### GENERATOR RESISTANCE

	<b>RP55</b>	<b>RP80</b>
<b>Generator Make</b>	Stamford	Stamford
<b>Generator Model</b>	UCI224E	UCI224F
<b>Generator Winding</b>	#311	#311
<b>Voltage Regulator</b>	SX460	SX460
<b>Main Stator</b>	0.05 ohms	0.033 ohms
<b>Main Rotor</b>	0.69 ohms	0.83 ohms
<b>Exciter Stator</b>	20 ohms	20 ohms
<b>Exciter Rotor</b>	0.156 ohms	0.156 ohms

## ENGINE SPECIFICATIONS

See Iveco Operation and Maintenance Manual for complete engine specifications.

### TRAILER/HOUSING

	<b>RP55/RP80</b>
<b>Capacity</b>	7000 lb.
<b>Fuel Capacity</b>	110 Gallons
<b>Axles</b>	Single
<b>Hitch Height</b>	Adjustable
<b>Tires</b>	P225/75R-15
<b>Tire Pressure</b>	35 psi
<b>Sound Attenuated Housing</b>	ULTRA QUIET Housing Standard

### PREPARATION

NOTE: This booklet covers the entire unit, EXCEPT THE ENGINE. See the engine manufacturer's operator manual for specific maintenance and care information regarding the engine. Read ALL instructions in the manuals provided before attempting to operate the generator set.

### UNPACKING

When receiving the unit, be sure to inspect it carefully for freight loss or damage. Check the nameplate to be sure it is what you ordered (proper kW, voltage, fuel, etc.). If you have questions, contact your local authorized dealer. If you see evidence of loss or damage at the time of delivery, have the driver sign and describe the loss or damage in the "memo of loss or damage" section on the freight bill. Then contact the carrier to get instructions on filing a claim.

When loss or damage is discovered after the equipment is delivered, but not seen at the time of delivery, it is referred to as "concealed damage." Separate any damaged material and contact the carrier for proper procedures to file a "concealed damage" claim.

### OIL REQUIREMENTS

This engine was filled at the factory. Before starting check the oil level and ensure it is full. If not, refill to the proper level. See engine manual for proper grade of oil.

<b>OIL QUANTITY</b>	<b>US Qt.</b>	<b>Liters</b>
<b>RP55</b>	12	12.8
<b>RP80</b>	12	12.8

### FUEL REQUIREMENTS

See your engine operator's manual for complete type and fuel grade information.

**WARNING -NO BIODIESEL**

## Filling the Fuel Tank

Standard Trailer - The standard trailer is equipped with a single 110 gallon fuel tank. Use caution when filling the tank so as not to overflow the tank into the trailer.

### WARNING PERSONAL DANGER

*Never refuel a running engine. Always stop the engine and allow to cool before refueling.*

Never allow the fuel tank to run completely empty, as air may enter the fuel system making it necessary to bleed the engine when restarting.

## COOLANT REQUIREMENTS

The cooling system of this engine has been filled at the factory with a 50% water and 50% ethylene-glycol antifreeze and the proper amount of supplemental coolant additives. This mixture provides engine protection to -37 degrees F.

When replenishing coolant or changing coolant refer to your Iveco engine manual for the proper type and mixture of water, antifreeze and supplemental coolant additives.

### WARNING: EQUIPMENT DAMAGE

*Failure to properly follow Iveco requirements for anti-freeze and supplemental coolant additives can lead to permanent damage to your engine cylinder liner walls.*

## BATTERY CONNECTION INSTRUCTIONS

### WARNING! EQUIPMENT DAMAGE

*FAILURE TO PUT THE ENGINE CONTROL SWITCH IN THE 'OFF' POSITION PRIOR TO CONNECTING THE BATTERY CABLE(S) MAY RESULT IN DAMAGE TO THE ECM. (SOLID STATE ENGINE CONTROL MODULE).*

## INSTALLING THE BATTERY

A customer supplied twelve-volt battery is required to complete the installation. Installation of the highest CCA rated battery, within the correct BCI group, will increase cold weather starting performance. *Gel batteries should not be used* with the battery tender installed in the generator enclosure.

<b>Model</b>	<b>Voltage</b>	<b>MINIMUM BCI Group</b>	<b>CCA Rating</b>
<b>RP55</b>	12	24	650
<b>RP80</b>	12	24	650

Installation and servicing of batteries must be performed or supervised only by personnel knowledgeable of batteries and the required precautions. Keep unauthorized personnel away from batteries.

When installing or replacing batteries, use the proper group/size **starting** battery. The battery should be a Maintenance Free lead acid design. Deep cycle batteries will not work for this application.

### CAUTION – PERSONAL DANGER

**NEVER** dispose of a battery in a fire. The battery is capable of exploding.

**DO NOT** open or mutilate the battery. Released electrolyte is known to be harmful to the skin and eyes and to be very toxic.

These engine generator sets are all **NEGATIVE** ground. Be very careful not to connect the battery in reverse polarity, as this may short circuit the battery charging system on the engine.

**CAUTION** – A battery presents a risk of electrical shock and high short circuit current. The following precautions must be observed when working with batteries:

1. Remove watches, rings and other metal objects.
2. Use tools with insulated handles.
3. Check both the battery cable ends and the battery posts to be sure they are free of corrosion.
3. Always connect the battery positive cable first and then connect the battery negative cable. When removing the battery cables from the battery reverse the procedure, disconnect the negative cable first and then the positive cable.
4. Be sure all connections are tight and coat the terminals and cable end with dielectric grease.

**WARNING** – The electrolyte is a diluted sulfuric acid that is harmful to the skin and eyes. It is electrically conductive and corrosive. The following precautions must always be taken:

- \* Always wear full eye protection and protective clothing.
- \* Where electrolyte contacts the skin, wash off immediately with water.
- \* If electrolyte contacts the eyes, flush thoroughly and immediately with water and seek immediate medical attention.
- \* Spilled electrolyte is to be washed down with an acid neutralizing agent. A common practice is to use a solution of one pound of bicarbonate of soda (baking soda) to one gallon of water. The bicarbonate of soda solution is to be added until the evidence of reaction, foaming, has ceased. The resulting liquid is to be flushed with water and the area dried.

**DANGER – Explosive Fire Risk**

- \* Never smoke when near batteries
- \* Do not cause a flame or spark in the battery area
- \* Always discharge static electricity from your body before touching batteries by first touching a grounded metal surface.

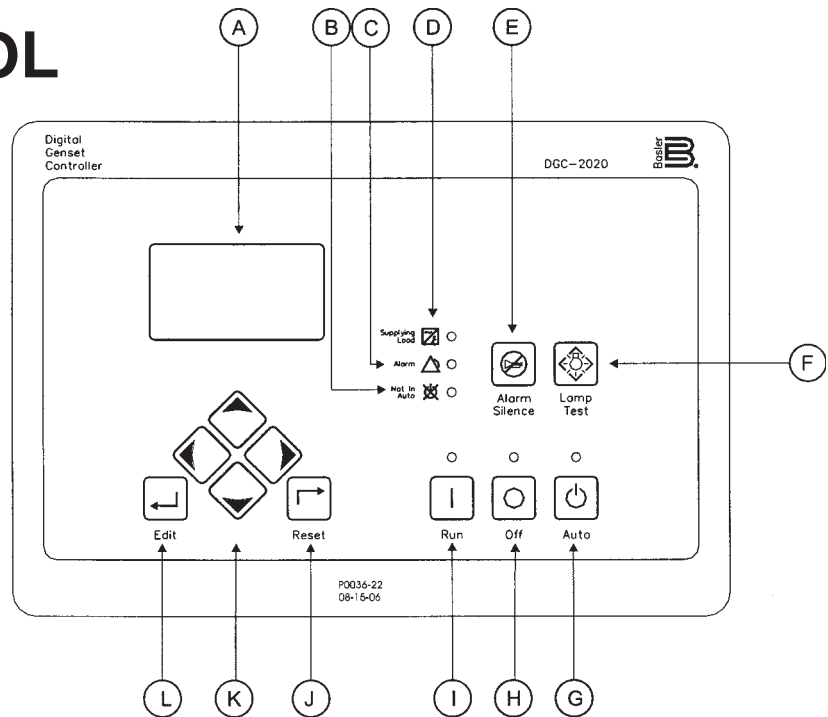
**SERVICING BATTERIES**

Batteries used on these units may over time lose water. This is especially true if you are using a trickle charger to maintain your battery. When refilling the battery with water use only distilled water. Tap water will shorten the service life of the battery.

Never fill the battery above the fill line. Over filling above the upper level line may cause the electrolyte to overflow, resulting in corrosion to the engine or nearby parts. Immediately wash off any spilled electrolyte following the procedure above..

**CAUTION - NEVER ATTEMPT TO JUMP START THIS ENGINE.** If the battery should accidentally become discharged disconnect the battery cables and recharge the battery before attempting to start the unit. Boost/jump starting this unit improperly will result in **PERMANENT DAMAGE TO THE ENGINE CONTROL MODULE (ECM).**

# ENGINE CONTROL MODULE DGC-2020



## DESCRIPTION AND IDENTIFICATION

### 1. ENGINE CONTROL MODULE (DGC-2020)

The DGC-2020 Digital Genset Controller provides integrated engine-genset control, protection, and metering in a single package. Microprocessor based technology allows for exact measurement, set point adjustment, and timing functions. Front panel controls and indicators enable quick and simple DGC-2020 operation. Basler Electric communication software (BESTCOMSPlus) allows units to be easily customized for each application. A wide temperature-range liquid crystal display (LCD) with back-lighting can be viewed under a wide range of ambient light and temperature conditions.

## FEATURES

DGC-2020 Digital Genset Controllers have the following features:

- Local and Remote Generator Control
- Engine and Generator Protection
- Programmable Analog Engine Senders
- ECU Communications via SAE J1939
- Programmable Logic
- Automatic Transfer Switch Control (Mains Failure)
- Integrated RS485
- Auto Synchronizing

## FUNCTIONS

DGC-2020 Digital Genset Controllers perform the following functions:

### Generator Protection and Metering

Generator protection guards against over voltage, under voltage, under frequency, and over frequency. Over current and phase imbalance protection is available as an option at

the time of manufacture. Each generator protection function has an adjustable pickup and time delay setting. Metered generator parameters include voltage, current, real power (watts), apparent power (VA), and power factor (PF).

### Engine Protection and Metering

Engine protection features include oil pressure and coolant temperature monitoring, over crank protection, ECU specific protection elements, and diagnostic reporting. Metered engine parameters include, oil pressure, coolant temperature, battery voltage, speed, fuel level, engine load, coolant level (from ECU), ECU specific parameters, and run-time statistics.

All metering functions are displayed on the liquid crystal display. The front panel display begins with the SUMMARY SCREEN. Pressing the *Right* arrow key will open the MAIN MENU screen. The MAIN MENU screen consists of METERING and SETTINGS

#### Summary Screen

Summary screen can be set to standard or scrolling. When set to standard, only the following are displayed:

- Generator Voltage
- Generator Amperage
- Generator Phase
- Generator Frequency
- Engine Oil Pressure
- Engine Coolant Temperature
- Engine Battery Voltage

**A - Liquid Crystal Display.** The backlit, 64 by 128 pixel LCD serves as the local information source for metering, alarms, pre-alarms, and protective functions. Display operation is maintained at -20°C. An optional LCD heater maintains display operation at -40°C.

**B - Not in Auto Indicator.** This red LED lights when the DGC-2020 is not operating in Auto mode.

**C - Alarm Indicator.** This red LED lights continuously during alarm conditions and flashes during pre-alarm conditions.

**D - Supplying Load Indicator.** This green LED lights when the generator current is greater than EPS threshold current.

**E - Alarm Silence Push-button.** Pressing this button opens the relay output programmed as the horn output.

**F - Lamp Test Push-button.** Pressing this button tests the DGC-2020 indicators by exercising all LCD pixels and lighting all LEDs.

**G - Auto Push-button and Mode Indicator.** Pressing the Auto button places the DGC-2020 in Auto mode. The green Auto mode LED lights when Auto mode is active.

**H - Off Push-button and Mode Indicator.** Pressing this button places the DGC-2020 in Off mode. The red Off mode LED lights when the DGC-2020 is in Off mode.

**I - Run Push-button and Mode Indicator.** Pressing this button places the DGC-2020 in Run mode. The green Run mode LED lights when Run mode is active.

**J - Reset Push-button.** This button is pressed to cancel a settings editing session and discard any settings changes. When pressed, this button also resets the Breaker Management Pre-Alarms

**K - Arrow Push-buttons.** These four buttons are used to navigate through the front panel display menus and modify settings. The left- and right-arrow buttons are used to navigate through the menu levels. The right arrow button is pressed to move downward through the menu levels and the left-arrow button is pressed to move upward. Within a level, the up-arrow and down-arrow buttons are used to move among items within the menu level. Pressing the down-arrow button moves to items lower in the list. Pressing the up-arrow button moves to items higher in the list. During a settings editing session, the up- and down-arrow buttons are used to raise and lower the value of the selected setting.

**L - Edit Push-button.** Pressing this button starts an editing session and enables changes to DGC-2020 settings. At the conclusion of an editing session, the Edit push-button is pressed again to save the setting changes.

### DISPLAY OPERATION

The front panel display is used to make settings changes and display metering values. Refer to call-outs J, K, and L in text and illustration for information on changing settings through the front panel and navigating through the Metering screens. When the unit is first powered up, the clock may need to be reset. Editing the clock provides familiarity with the edit process. All programming changes from the front panel are accessed through the edit key to begin and exit the internal microprocessor program.

### Login and Permissions

To login, navigate to the SETTINGS, ENTER PASSWORD screen and press the Edit key. Use the Up/Down arrow keys to scroll through the characters. Use the Left/Right arrow keys to enter more characters. The Owner operator password is OP. Once the password has been entered, press the Edit key to login. See the key stroke sequence listed below to access the control and enter the edit mode. A LOGOUT selection now appears in the list of SETTINGS. To logout, navigate to SETTINGS, LOGOUT and press the Edit key. The LOGOUT selection is removed from the SETTINGS list.

Sequence for setting (or resetting) the system clock -  
1) Press 'K' (right key) for initial set or 'K' (left to

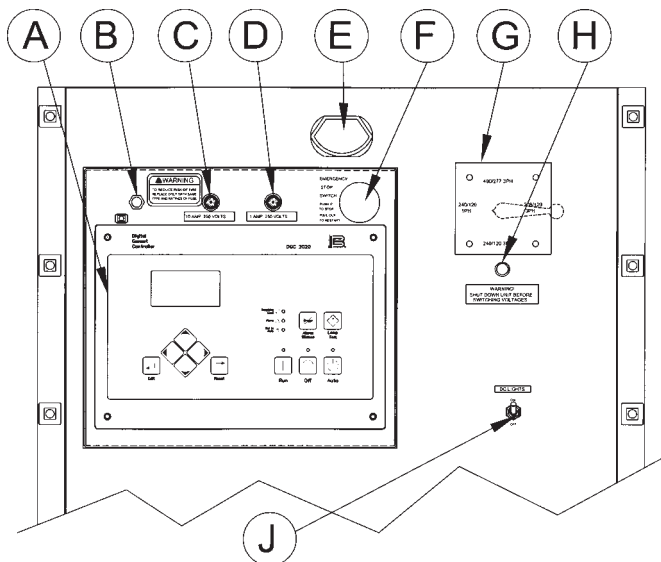
back up, up / down) to choose menu item and time/date element to be changed.

- 2) Press 'L' (Edit) to access change mode to enter Password - OP as follows:
  - 2a -Press K (up) to select O
  - 2b -Press K (right) to move cursor
  - 2c -Press K (up) to select P
  - 2d -Press L (Edit) to begin change mode
- 3) Press 'K' (up or down) to choose year
- 4) Press 'L' (Edit) to enter year
- 5) Press 'K' (down) to select month mode
- 6) Press 'L' (Edit) to access month change
- 7) Press 'K' (up or down) to choose month
- 8) Press 'L' (Edit) to enter month
- 9) Repeat sequence 5 through 8 for day, minute, second and DST (Daylight Saving Time).

To finish clock setting, process - Press 'K' (left).

The microprocessor is still in the General Settings Edit mode. Pressing 'K' (left) a second time exits the Edit mode and allows full access to the View Only mode for all control settings and current status. Any items to be changed are accessed by pressing 'K' (up/down/right or left) to select, 'L' (Edit) to change and 'K' (left) to exit.

## FRONT PANEL LAYOUT



## 2. FRONT PANEL LAYOUT

**A - DGC-2020 Digital Gen-Set Control.** See Explanation on page 4.

**B - Voltage Adjust Rheostat.** Controls the output voltage of the generator by varying voltage regulators reference voltage. This trim pot is used to adjust the voltage when you switch between the different voltages on the Selector Switch.

**C -DC Control Circuit Fuse.** The 10 amp DC Circuit Fuse protects the 12 volt circuits and engine wiring harness against faults in wiring or control equipment. The fuse also prevents a discharge of the battery due to a circuit fault. (Replacement AGC-10A-250V)

**D -DGC-2020 Fuse.** This 1 amp DC fuse protects the DGC-2020 printed circuit board. (Replacement AGC-1A-250V)

**D -Panel Light - 12 Volt DC**

**F -Emergency Stop Switch (3)-** When depressed this switch will disconnect all the 12 volt power to the DGC-2020 shutting the engine down. The lamp in the emergency stop switch will light up when the switch is depressed showing that the power to the panel has been disconnected.

**G - Voltage Selector Switch.** This heavy duty four position switch allows the operator to quickly and safely reconnect the 12 lead generator to any one of four output voltages. Once the output voltage is selected, the switch will lock to prevent it from accidentally being changed during operation. (See "H" below)

**H - Selector Switch Safety Release.** This safety button must be depressed before you can change the selector switch. Depressing this will also kill the engine, this is to ensure the unit is not running when the selector switch is changed.

**J - Panel Light Switch-** Two panel lights are provided for your convenience. It is activated by this panel light switch.

## 3. RECEPTACLES and CIRCUIT BREAKERS

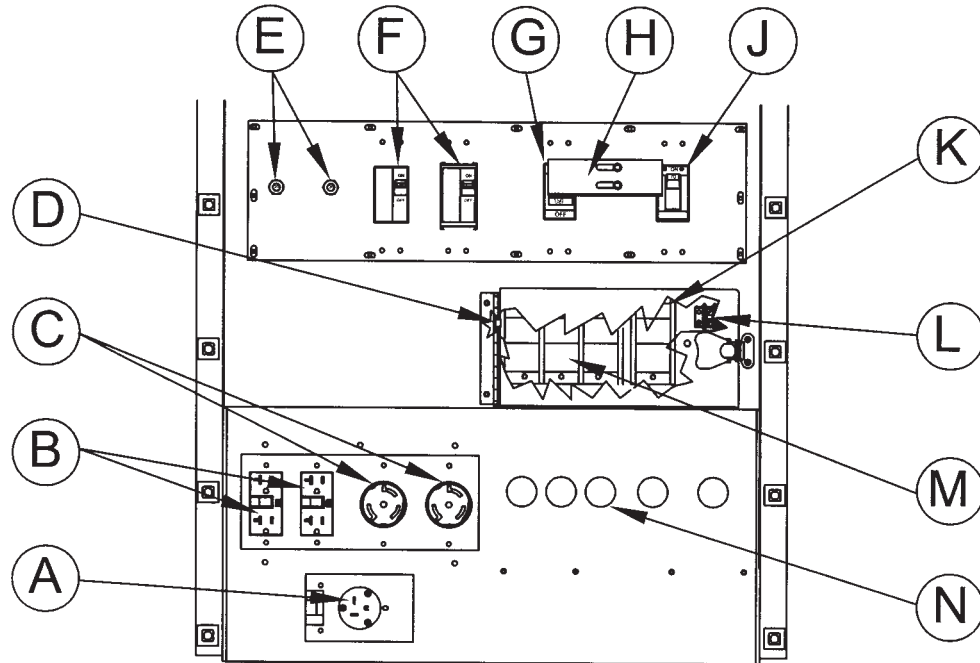
**NOTICE - CLASS 1 WIRING METHODS ARE TO BE USED FOR ALL FIELD WIRING CONNECTIONS TO TERMINALS OF A CLASS 2 CIRCUIT. ALL WIRING MUST BE DONE IN ACCORDANCE WITH NATIONAL ELECTRIC CODE NFPA 70**

**A - 120 VOLT 20 AMP 3 WIRE RECESSED SHORE POWER PLUG,** NEMA Spec 6-20. This panel mounted plug is designed to plug directly in a standard 20 amp receptacle on a extension cord. The plug when connected will provide power to the block heater and the battery trickle charger mounted inside the generator enclosure. This can be used when the set is used in a standby application to keep the engine warm and the battery charged or in your rental yard to keep the battery charged up. Thisreceptacle is to be powered by a GFCI circuit and installed in accordance wth the United States National Electric Code.

**B - TWO - 120 VOLT 20 AMP GROUND FAULT INTERRUPTER DUPLEXS.** These duplex receptacles are protected by 20 Amp circuit breakers mounted just above the duplexs. With the "T" slot design both 15 and 20 amp 120 volt cords can be plugged in.



# RECEPTACLES and CIRCUIT BREAKERS



**C - TWO 120/240 VOLT 50 AMP 4 WIRE TWISTLOCK.** These receptacles are rated for dual voltage, 120 or 240 volt use. It is a four wire receptacle, with a center grounding pin. Four wire drop cords plugged into this receptacle may be split into 120 volt receptacles at a distribution box. Each receptacle is protected by a two pole 50 amp circuit breaker mounted just above it. THIS RECEPTACLE UTILIZES A HUBBELL PLUG PART NUMBER "CS 6365".

**D - DOOR SAFETY SWITCH.** This safety switch is connected to the DGC-2020 engine control and will shut the unit down any time door is opened with the unit running. This prevents someone from accidentally getting their hands by the main power connection with the unit running. This unit will not start if the door is not closed and latched.

**E - 120 VOLT 20 AMP CIRCUIT BREAKERS.** These two push button 20 amp circuit breakers protect the two GFCI receptacles (Ref B) mounted below. If you are not able to reset these breakers, check the load plugged into the GFCI receptacle or the receptacle itself for a fault.

**F - 250 VOLT 50 AMP CIRCUIT BREAKERS.** These circuit breakers protect the two 50 amp twistlock receptacles (Ref C) mounted in the panel below.

**G - 208/240 VOLT MAINLINE CIRCUIT BREAKER.** This is the low voltage mainline circuit breaker feeding the full output terminal block (Ref M) below. This is the circuit breaker that is used when the selector switch in the 120/208 volt or 120/240 volt three phase position as well as the 120/240 volt single phase position.

**H - CIRCUIT BREAKER LOCKING BAR.** Select and turn on either the high voltage breaker (480 V) or the low voltage breaker (208 or 240 Volt) depending on which position you have the selector switch in.

**J - 480 VOLT MAINLINE CIRCUIT BREAKER.** This is the high voltage mainline circuit breaker feeding the full output terminal block (Ref M) below. This is the circuit breaker that is used when the selector switch in the 277/480 volt three phase position.

**K - NEUTRAL TERMINAL BLOCK.** This is the neutral connection point for the customers full power output connections. This terminal block also has the neutral to ground bond attached to it. If you need to operate an isolated ground system this jumper must be removed. Generally this is only required when the generator is being used as backup or being wired into an existing wiring system that already has one neutral to ground bond in it. **Lugs will handle up to 2/0 wire. Torque lugs to 150 in. lbs. using #1 & #2 wire and 180 in. lbs. for 1/0 & 2/0 wire.**

**L - REMOTE START/E-STOP TERMINAL BLOCK.** This terminal block provides the customer two different connections. **Torque Screws to 9.6 in. lb. using 14 to 16 awg copper wire with lugs.**

1. **Emergency stop connection for installing a remote emergency stop switch.** This emergency stop switch connection point must be closed during normal operation, this is done at the factory by installing a jumper lead between the two connection points. If you have an application (i.e.. gas station) that requires a remote stop

switch be installed, remove the jumper and install a normally closed emergency stop switch between the two terminals. When the emergency stop switch is opened the generator will instantly shut down, requiring the switch to be reclosed before the generator can be restarted.

**2. Remote start contact connections for starting the unit from a remote location.** This can be either an automatic transfer switch or just a remote switch in a job trailer. This feature requires a relay closure between the two connections on the terminal block to put the unit into an auto-start mode. This Auto start mode does have both a start delay and a cooldown delay built into the DGC-2020. In addition the DGC-2020 will ensure the unit is no longer carrying any load before it shuts the engine down even after the remote start contacts have been opened.

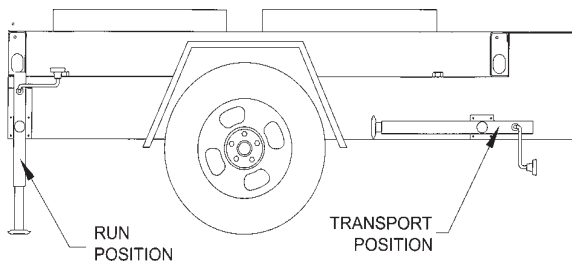
**M - FULL POWER OUTPUT TERMINAL BLOCK.**  
The full power terminal block is capable of handling full generator output at any of the selected voltages. Be very careful when using 240 volt three phase that you properly account for the wild leg (208 Volt) coming from the generator. **This unit has it in the G3 position.** For single phase 120/240 use G1 and G3, the third leg G2 is not powered or used. **Lugs will handle up to 2/0 wire. Torque lugs to 150 in. lbs. using #1 & #2 wire and 180 in. lbs. for 1/0 & 2/0 wire.**

**N - WIRE ENTRANCE HOLES.** These hole have been specifically provided for you to route your full power leads through to the output lugs. The routing holes were provided to insure that no small child or curious adult could reach up inside and come in contact with the main output lugs with the unit running.

**DANGER: PERSONAL INJURY**  
*This unit will start as soon as the door is closed if the start switch is in the run position. Do not use the switch on this door to shutdown a unit to connect to the full load terminal block , this is a safety switch only.*

## OPERATING THE UNIT

### A. SETTING THE JACKS



1. Move the two rear jacks from the transport position to the run position.
2. Rotate the front jack from the transport position to the run position.
3. Level the unit using the three jacks before proceeding.

**WARNING - POTENTIAL EQUIPMENT DAMAGE**  
*Besure to return the jacks to the transport position before trying to move the unit. If you don't the jacks maybe damaged, rendering them useless.*

### B. SELECTING THE CORRECT VOLTAGE

A variety of voltages are available from the four position selector switch. The three basic connection patterns are, Delta (120/240), Low or Parallel WYE (120/208), High WYE (277/480) and Single phase 120/240.

Before starting this unit be sure you have the selector switch set for the right voltage. You must depress the safety switch below the selector switch to change the position of the voltage selector switch. If the unit is running depressing this switch will kill the engine generator set.

If you have any doubts as to the voltage in your area compare your incoming power or load name plates to the voltage table below.

1. **120/240 Single Phase\*** This configuration will produce the following line-to-line and line-to-neutral voltage. In this selector switch position, all of the receptacles on the front panel are powered.

- G1 - G3 240 Volts single phase
- G1 - N 120 Volts
- G2 - N Dead
- G3 - N 120 Volts

2. **120/240 Three Phase\*** (Delta/Series configuration) - This configuration will produce the following line-to-line and line-to-neutral voltage. In this selector switch position, all of the receptacles on the front panel are powered.

- G1 - G2 - G3 240 Volts three phase
- G1 - G2 240 Volts single phase
- G2 - G3 240 Volts single phase
- G1 - G3 240 Volts single phase
- G1 - N 120 Volts
- G2 - N 208 Volts
- G3 - N 120 Volts

## WARNING - POTENTIAL EQUIPMENT DAMAGE

*THIS DELTA CONFIGURATION HAS A WILD LEG THAT PRODUCES 208 VOLTS LINE TO NEUTRAL ON G2. BE SURE WHEN CONNECTING TO YOUR PANEL OR LOAD THAT YOU MATCH THE WILD PHASE ON THE GENERATOR TO THE WILD PHASE IN YOUR PANEL OR LOAD. FAILURE TO DO SO WILL RESULT IN 120 VOLT DEVICES RECEIVING 208 VOLTS. YOU MUST ALSO MATCH YOUR ROTATION.*

3. **120/208 Three Phase** (Low/Parallel WYE configuration) This configuration will produce the following line-to-line and line-to-neutral voltage. Use of this selector switch position allows utilization of the 120 volt receptacle only. The 240 volt receptacles cannot be used as the voltage at them will be 208 volts, the line to line voltage.

G1 - G2 - G3 208 Volts three phase  
G1 - G2 208 Volts single phase  
G2 - G3 208 Volts single phase  
G1 - G3 208 Volts single phase  
G1 - N 120 Volts  
G2 - N 120 Volts  
G3 - N 120 Volts

4. **277/480 Three Phase** (High/Series WYE configuration) This configuration will produce the following line-to-line and line-to-neutral outputs.

## NOTE - CONVENIENCE RECEPTACLES

*THE 120 OR 240 VOLT RECEPTACLES ARE DISCONNECTED WITH THE SELECTOR SWITCH IN THIS POSITION*

G1 - G2 - G3 480 Volts three phase  
G1 - G2 480 Volts single phase  
G2 - G3 480 Volts single phase  
G1 - G3 480 Volts single phase  
G1 - N 277 Volts  
G2 - N 277 Volts  
G3 - N 277 Volts

## CIRCUIT BREAKER SELECTION

After you have selected the correct voltage for your application and locked the selector switch, do the same with the main line circuit breakers.

## C. STARTUP CHECKLIST

Before initial start up and each subsequent start complete the following checklist:

1. Check oil level, refill with proper grade oil.
2. Check coolant level, refill with proper mixture of coolant. See engine manual.
3. Check for loose bolts or hardware.

4. Check tire pressure. (35 psi)
5. Trailer level to within 15 degrees.
6. Battery securely fastened, connection clean and tight, and proper fluid level.
7. Fuel tank filled with the proper grade of diesel fuel.
8. Check the fan belt for tightness and excessive wear.
9. Check hoses and clamps for leakage.
10. Check the air cleaner indicator. Service only when indicated. Do not over-service.
11. Clean out dust cup on the air cleaner.

## D. ELECTRIC STARTING (Normal portable use)

### CAUTION: EQUIPMENT DAMAGE

*DO NOT ATTEMPT TO JUMP/BOOST START THIS UNIT. TO DO SO MAY DAMAGE THE ELECTRONIC MICROPROCESSOR IN THE ENGINE CONTROL. TURN THE DC BREAKER "OFF" AND RECHARGE THE BATTERY WITH A BATTERY CHARGER.*

1. Select the desired voltage on the voltage selector switch.
2. Turn off both main line circuit breakers.
3. Depress the run button on the front of the control panel.
4. After the engine is running at proper speed, adjust the voltage to the desired level using the external voltage trim rheostat.
5. Turn on the proper main line breaker (either high or low voltage) and padlock the lock bar to prevent the incorrect breaker from being turned on.

## E. REMOTE STARTING AND CONNECTION

(Standby applications)

1. Complete the manual starting procedure above to insure the system is set up properly.
2. Insure the engine control is in the "off" position during installation of the remote start connections.
3. Locate the remote start terminal block. This terminal block is located next to the full power connections, behind the access door on the control panel.
4. Locate the remote start terminals in your remote automatic transfer switch (ATS). The ATS terminal block and wire numbers will vary with each ATS manufacturer. The RP55/RP80 require a contact closure for start.

### WARNING: EQUIPMENT DAMAGE

*THE REMOTE "SIGNAL" MUST BE A "DRY" (NON-POWERED) CONTACT CLOSURE. USING A POWER CONTACT WILL CAUSE PERMANENT DAMAGE TO THE ENGINE CONTROL MODULE.*

5. For most installations 16-gauge wire is sufficient to handle the control signal. On extremely long runs increase wire size to minimize voltage drop.
6. Locate the neutral and full power output load connection terminal on the generator.
7. Locate and identify the "neutral" and "generator" connections in the automatic transfer switch.
8. Connect the load block to the transfer switch using the proper wire sizes. Refer to the National Electric Code Handbook (NFPA 70) for proper wire type and sizing. Use Table 310-16 for wiring run through conduit and table 310-17 for free air wiring.

Use extreme caution when installing the delta voltage pattern. One power leg of this 3 phase pattern produces 208 volts measured from line to neutral. Be sure to match the location of the generator wild leg to the location of the wild leg on the incoming power service. Failure to do so will cause equipment damage to any 120 volt load incorrectly connected to this line.

9. Connect the neutral to the transfer switch using the same wire size.
10. For isolated neutral operation remove the jumper wire between the ground lug and neutral connection block. Then route a ground lead back to system ground.
11. Ground the Mobile Diesel Generator set using an 8 ft. copper ground rod or other approved grounding system. Connect #4 Awg Copper cable from the ground lug on the generator to the ground rod.
12. Depress the "RUN" button on the RP55 control panel to start the generator set.
13. Check the voltage at the transfer switch. Verify that it matches the incoming power line voltage line-to-line and line-to-neutral on each leg.
16. Check the three phase rotation pattern. Insure that you have the same rotation, with both the generator and the normal power source.
17. Depress the "STOP" button on the front of the engine control. Let the unit stop and then depress the "AUTO" button. The unit is now in automatic start mode. Also be sure the "AUTO" light is lighted on the control, this light tells you it is in automatic mode. See control panel layout for additional information.
18. If the transfer switch has a test button use it to test the complete system. The unit should start up and the transfer switch should transfer the load to the generator.

19. Compare the amperage reading from each leg on the generator and insure that none of the legs is exceeding the nameplate rating on the generator.
20. Upon completion of the test, leave all control mode switches in the "AUTO" position.
21. The system is now ready to start and power the loads should the power fail.

## F. CONNECTING THE LOADS

### **WARNING -ALL WIRING MUST BE DONE IN ACCORDANCE WITH NATIONAL ELECTRIC CODE NFPA 70**

There are two ways the loads may be connected to a Mobile Diesel Generator.

1. **FRONT PANEL** - A variety of receptacles have been provided for your convenience on the front panel. The 120 volt receptacles are powered when the voltage selector switch is in the 120/240 single and three phase and 120/208 three phase volt position. The 240 volt receptacles are only usable in the 120/240 volt single and three phase position. In the 120/208 volt three phase position the 240 volt receptacles have only 208 volts at them.

2. **FULL POWER LOAD CONNECTION TERMINAL BLOCK** - For remote connections and connecting load distribution boxes, heavy duty terminal blocks have been provided. These terminal blocks are located on the rear of the unit just below the main line circuit breakers. The neutral and ground are connected together at this panel. For use with an isolated neutral, remove the jumper strap between the neutral connection block and the ground lug. This will isolate the neutral from the ground and allow you single point grounding at a distribution panel. When using these terminal blocks be sure to use wire rated large enough to carry your full load or the full rated load of the generator.

3. **GROUNDING THE UNIT** - To comply with current safety standards this generator set must be properly grounded. Ground the Mobile Diesel Generator set by driving an 8 ft. copper ground rod into the earth. Then connect a #4 AWG ground cable from the grounding lug on the generator to the ground rod.

## G. UNIT STORAGE

Certain precautions must be taken if a Mobile Diesel Generator set is to be stored for a long period of time. The unit must be stored in a dry location to prevent the generator winding from drawing moisture. The unit should also be thoroughly cleaned prior to storage.

For engine storage procedures consult your local Iveco engine dealer. They have certain procedures that must be followed in order to prevent engine damage, i.e. cylinder rust and injector deterioration.

## 50 CYCLE (HZ) OPERATION

With a couple of minor changes these Mobile Diesel Generators are capable of producing 50 Hz power. Two changes must be made:

A. The engine must be reduced to 1500 RPM governed speed. Consult your local Iveco Service Center for the proper procedure for reducing the engine speed and setting up the governor to operate at 1500 RPM.

B. The automatic volt/hertz regulator must also be reset to operate at 50 HZ instead of the standard 60 HZ. Refer to the generator manual for proper procedures.

## MAINTENANCE

The ultimate aim of a preventive maintenance program is to maintain the equipment in optimum condition, either in service or ready for service, for the maximum amount of time during the useful life of the equipment. The detection of faults before they develop into major sources of difficulty will decrease the incidence of repair. To this end, a regular schedule of cleaning and inspection will go far toward assuring trouble-free operation. Personnel responsible for maintenance should set up a schedule for inspection, and cleaning at intervals calculated to keep the equipment in good condition. In making up a schedule, keep the following in mind:

A. New equipment must be carefully monitored until extended operation has demonstrated that it is performing satisfactorily.

B. Old equipment requires more frequent inspection (and possibly servicing) than similar equipment that has seen less service.

C. Time spent in cleaning, inspecting and correcting minor defects before they become major troubles means time saved in overhaul and repair.

## PREVENTIVE MAINTENANCE

A. Daily Maintenance Checklist

\*\* Oil level is between the "L" low mark and the "H" high mark on the dipstick

\*\* Fuel tank full of proper grade of diesel fuel

\*\* Water and sediment drained from water separator

\*\* Radiator filled with the proper coolant mixture

\*\* Check air cleaner service indicator. Change the filter element when the red indicator flag is at the raised position

\*\* Inspect for any fluid leaks

\*\* Look for any loose or damaged parts

\*\* Check belts for cracks or frays

\*\* Check trailer hitch and safety chains for fitness

\*\* Check tires for proper pressure

\*\* Check battery for proper fluid level

\*\* Check the generator control panel for loose or damaged parts

\*\* Check the unit for general appearance and cleanliness

# **WINCO, INC.**

## **12 Month Limited Warranty**

WINCO, Incorporated warrants to the original purchaser for 12 months that goods manufactured or supplied by it will be free from defects in workmanship and material, provided such goods are installed, operated and maintained in accordance with WINCO written instructions.

WINCO's sole liability, and Purchaser's sole remedy for a failure under this warranty, shall be limited to the repair of the product. At WINCO's option, material found to be defective in material or workmanship under normal use and service will be repaired or replaced. For warranty service, return the product within 12 months from the date of purchase, transportation charges prepaid, to your nearest WINCO Authorized Service Center or to WINCO, Inc. at Le Center Minnesota.

**THERE IS NO OTHER EXPRESS WARRANTY.**

To the extent permitted by law, any and all warranties, including those of merchantability and fitness for a particular purpose, are limited to 12 months from date of purchase. In no event is WINCO liable for incidental or consequential damages.

Note: Some states do not allow limitation on the duration of implied warranty and some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitations may not apply in every instance. This warranty gives you specific legal rights which may vary from state to state.

WINCO reserves the right to change or improve its products without incurring any obligations to make such changes or improvement on products purchased previously.

### **EXCLUSIONS:**

WINCO does not warrant Engines. Engines are covered exclusively by the warranties of their respective manufacturers, see enclosed warranties.

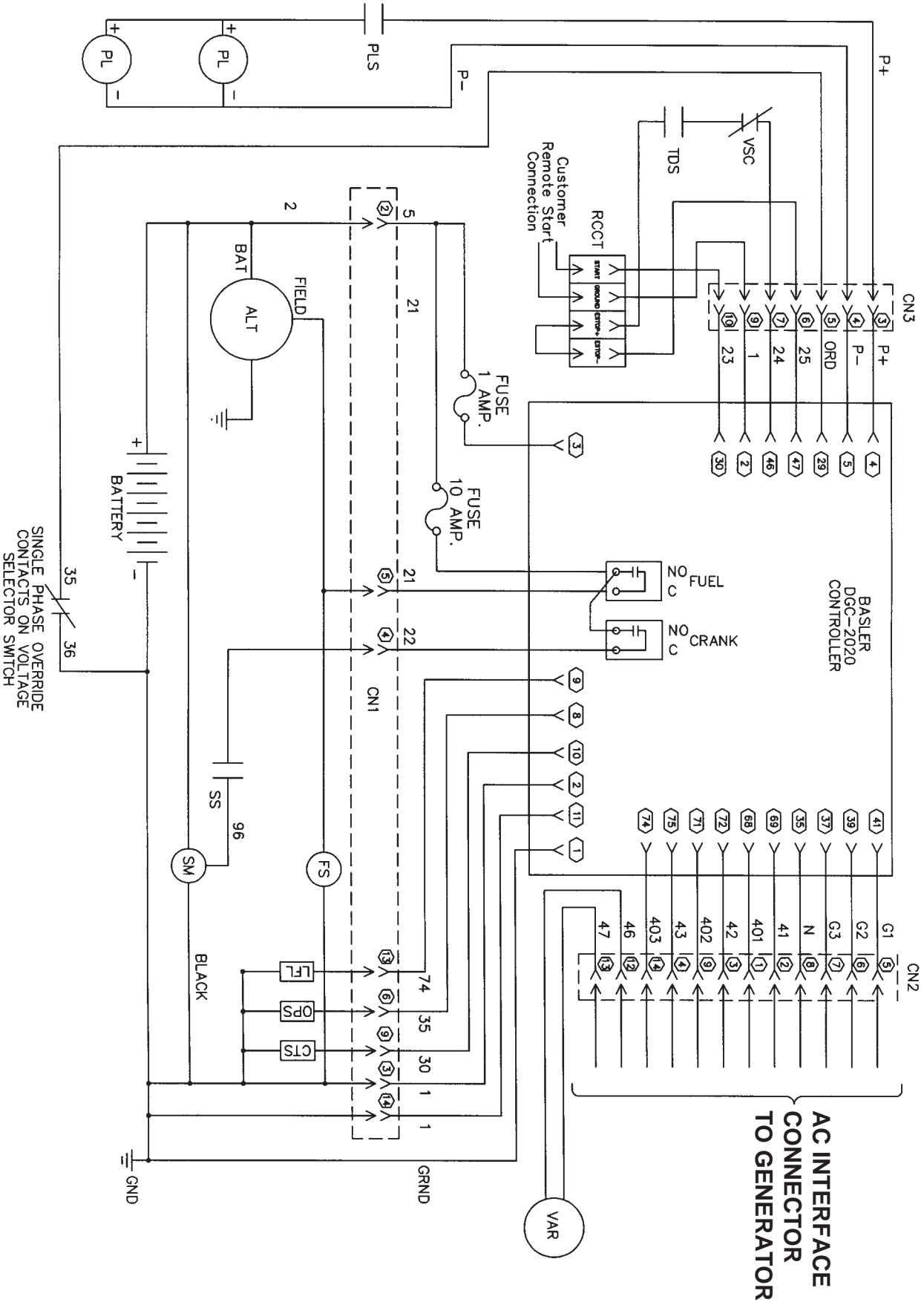
WINCO does not warrant engines, batteries, or other component parts that are warranted by their respective manufacturers.

WINCO does not warrant modifications or alterations which were not made by the WINCO, Inc.

WINCO does not warrant products which have been subjected to misuse and/or negligence or have been involved in an accident.

**WINCO INC**  
A Division of **DTE** Dyna Technology Inc  
225 South Cordova Avenue  
Le Center, Minnesota 56057  
1-507-357-6821

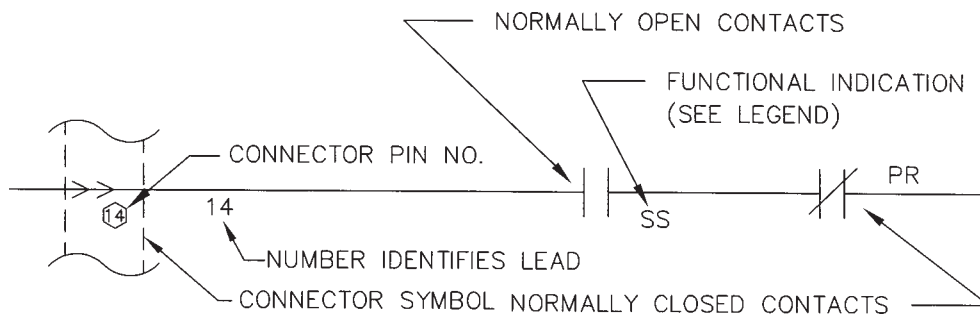
# DC ELECTRICAL SCHEMATIC



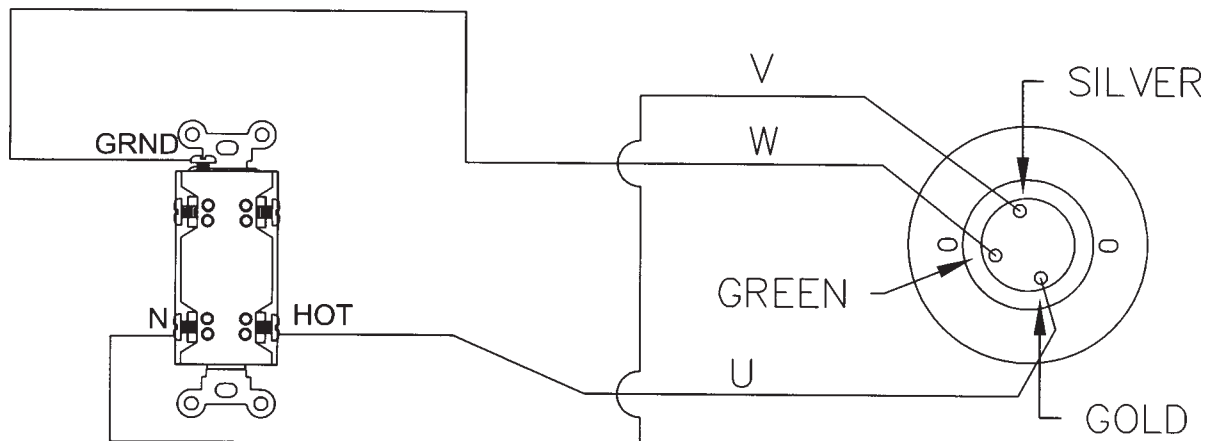
**AC INTERFACE  
CONNECTOR  
TO GENERATOR**

# DC ELECTRICAL SCHEMATIC LEGEND

ALT	ALTERNATOR
CN1	16 PIN (LARGE CONNECTOR) ENGINE CONTROL HARNESS
CN2	14 PIN GEN END HARNESS
CN3	16 PIN (SMALL CONNECTOR) CONTROL PANEL HARNESS
CR	CRANK RELAY
CTS	COOLANT TEMPERATURE SENDER
FS	FUEL SOLENOID
GND	GROUND (CHASSIS OR FRAME)
LFL	LOW FUEL LEVEL
OPS	OIL PRESSURE SENDER
PL	PANEL LIGHT
PLS	PANEL LIGHT SWITCH
RCCT	REMOTE CUSTOMER CONNECTIONS TERMINAL
SM	ENGINE STARTER MOTOR
SS	ENGINE STARTER MOTOR SOLENOID
TDS	TERMINAL DOOR SWITCH
VAR	VOLTAGE ADJUSTMENT RHEOSTAT
VSC	VOLTAGE SELECTOR SAFETY CUT-OUT



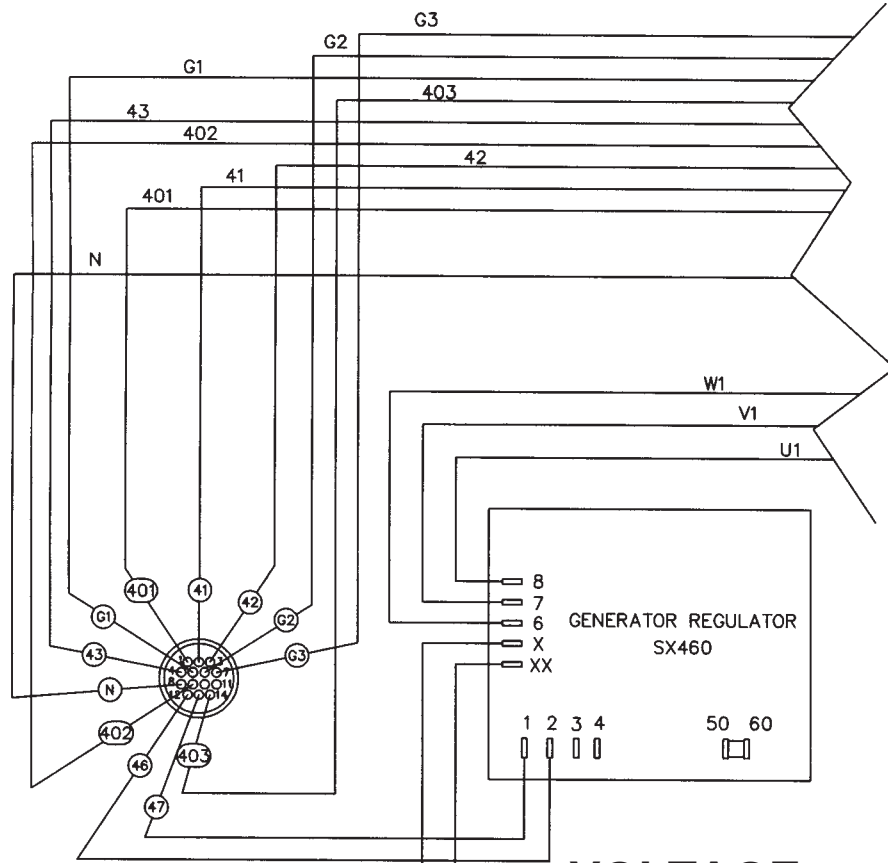
## SHORE POWER CONNECTION



FOR BATTERY TENDER &  
BLOCK HEATER



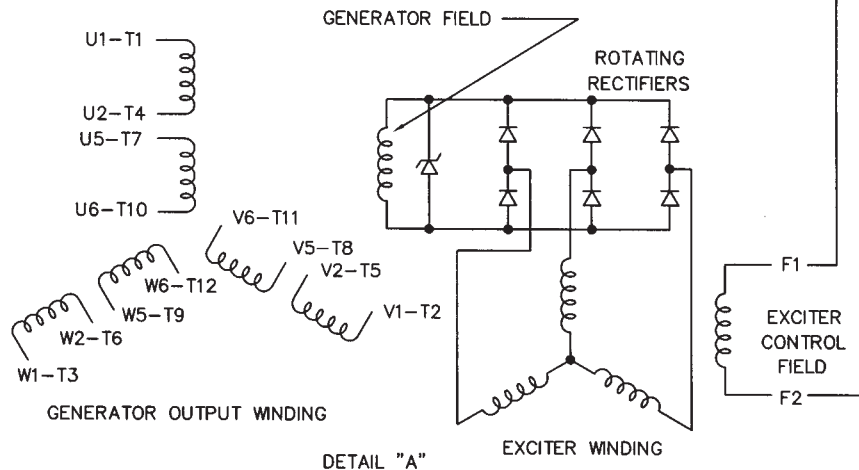
# GENERATOR WIRING



**AC INTERFACE  
CONNECTOR  
TO DGC-2020**

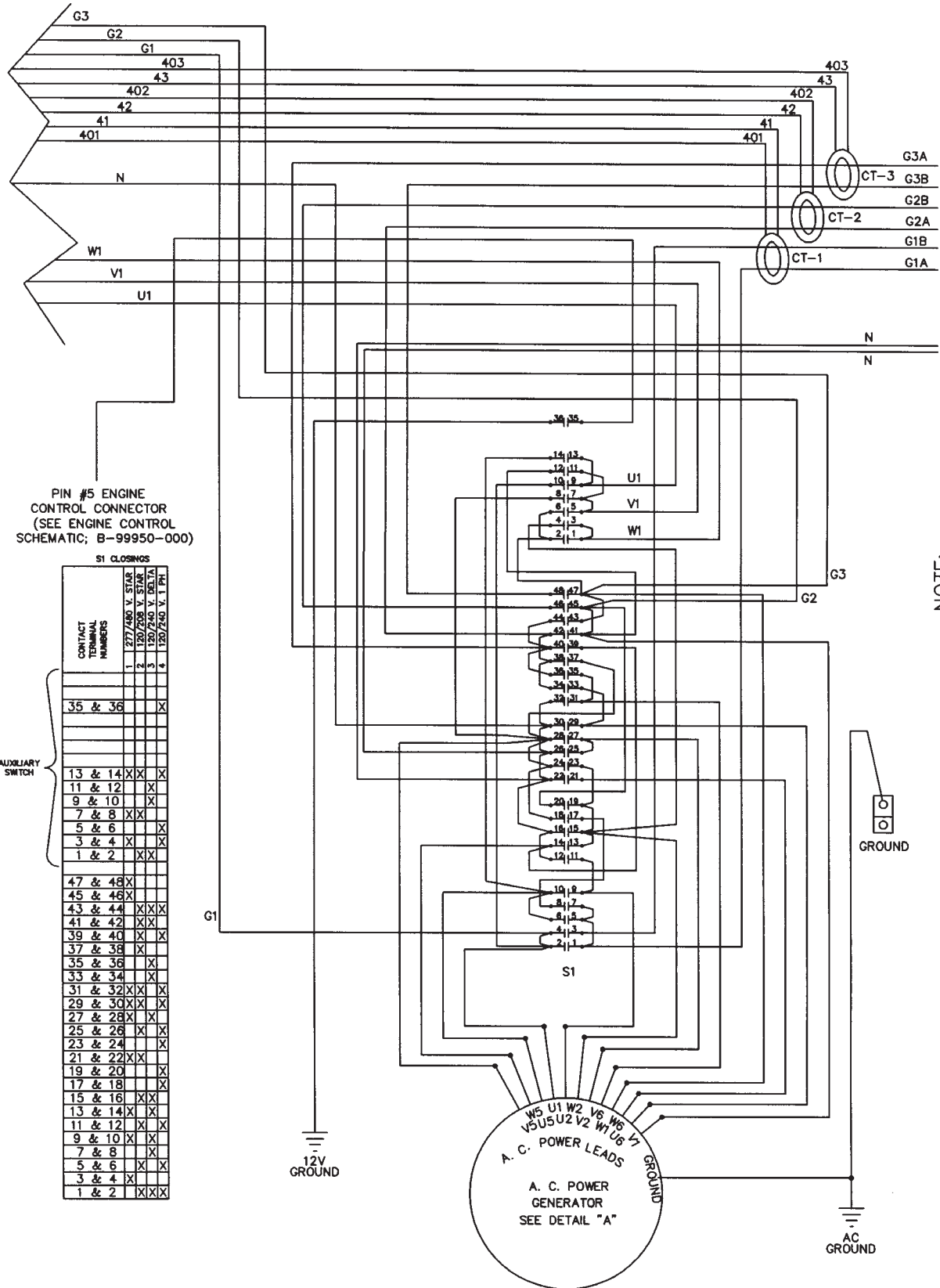
**VOLTAGE  
REGULATOR**

**GENERATOR  
WIRING  
DIAGRAM**

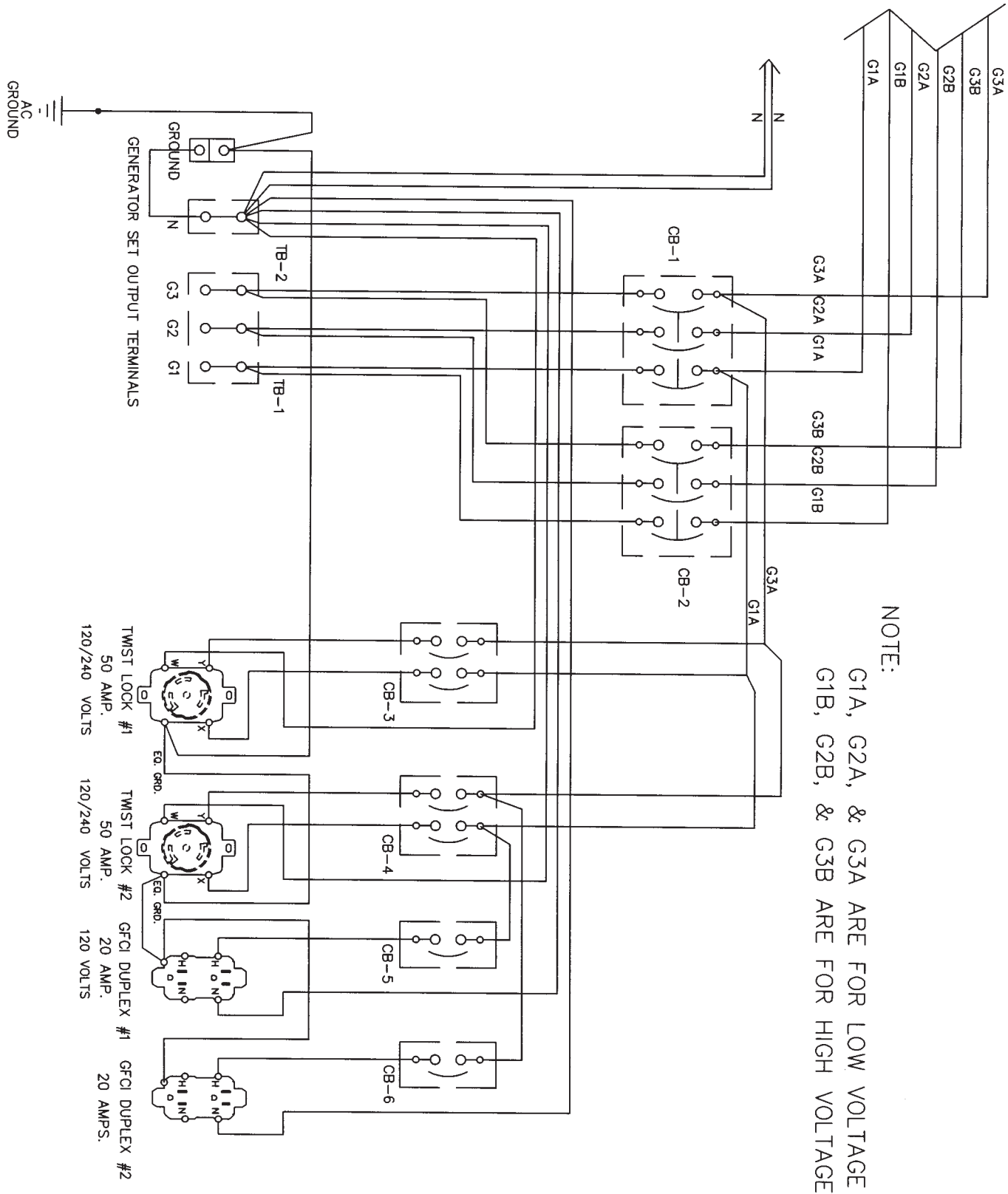


DETAIL "A"

# VOLTAGE SELECTOR SWITCH WIRING



# CIRCUIT BREAKER/FULL POWER TERMINAL BLOCK WIRING



# RECEPTACLE WIRING

