



## USE AND MAINTENANCE MANUAL

TRANSLATION OF THE ORIGINAL INSTRUCTIONS — ENGLISH

# DSP 500 PS

- Motosaldatrice
- Engine Driven Welder
- Motosoudeuse
- Motosoldadoras
- Schweißaggregat
- Motosoldadora
- По Вышкам

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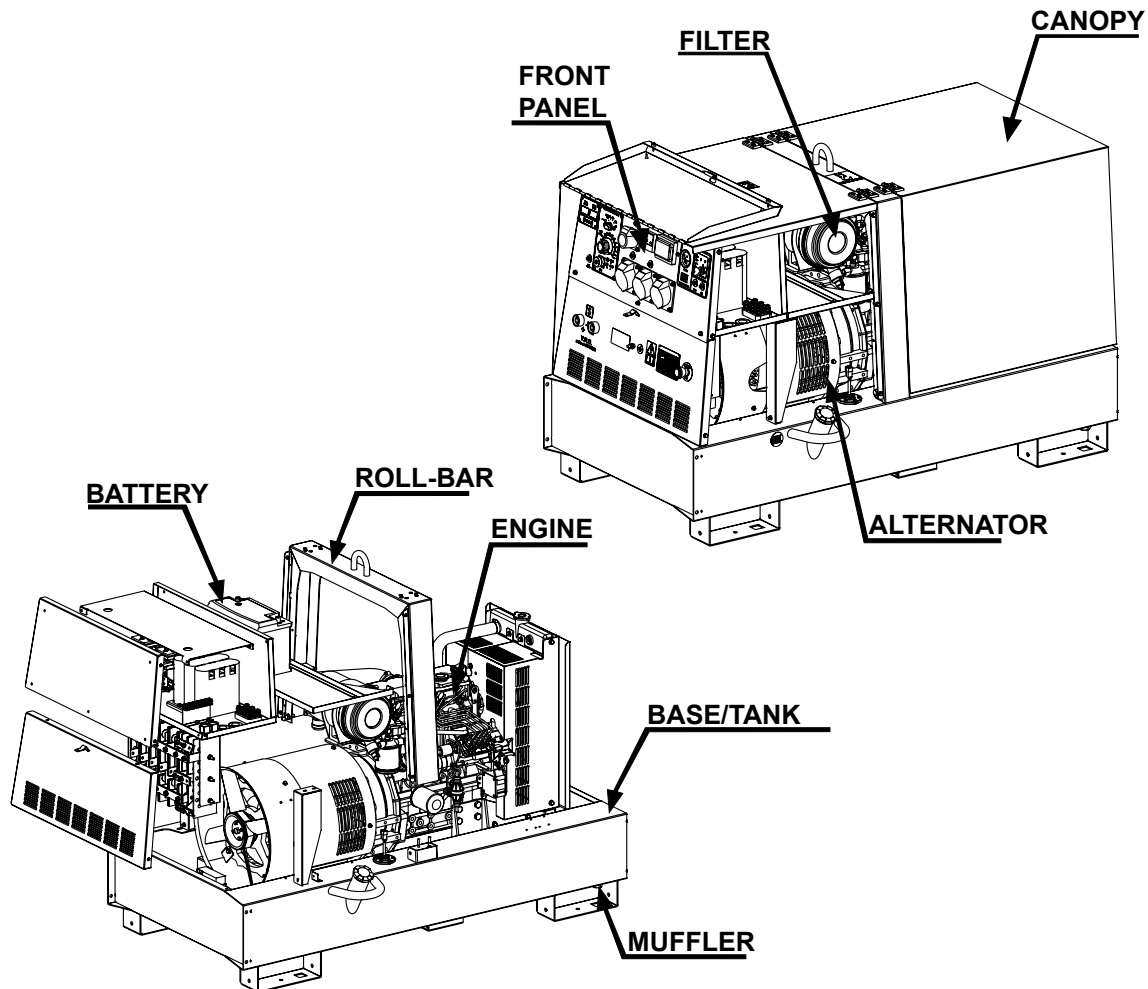


# MOSA Weld



**Main Characteristics of the unit:**

- Control of current with CHOPPER system at high frequency
- Digital control technique by means of DSP
- Major productivity of 15% in comparison to welders with diode controls and controlled diodes.
- 5 Welding processes: TIG contact start, STICK arcforce 1, STICK arcforce 2, STICK arcforce 3, MIG-MAG
- Maximum welding current 500A
- Voltmeter and Ammeter of weld
- 16 kVA of power in three phase generation 400 V / 50 Hz



The DSP engine driven welder is a unit which ensures the function as:

- a) a current source for arc welding
- b) a current source for the auxiliary generation

The welding generator set is a source of DC electric power, driven by an internal combustion engine, which allows to perform arc welding processes with different types of electrodes and also wire welding. Besides, the generation set can provide ac 50/60 Hz auxiliary power, both three-phase and single phase, usable for the various needs associated with the welding. The engine which drives the generator set is a diesel type, water cooled, while the alternator is an asynchronous three-phase type. The welding current control is performed by means of a high frequency (20 kHz) "chopper" system, while the regulation board is implemented with digital technology.

From a mechanical viewpoint, the machine is composed of a basement, which incorporates the tank, and a roll-bar, which support the engine-alternator assembly.

A cover (bonnet) which is hinged to the roll bar facilitates rapid checks for daily maintenance.

A central hook on the roll bar facilitates the removal or loading of the machine.

The maintenance-free battery reduces checks on the state of charge to a minimum

The welding control is inside a WDC front panel which is fixed with 4 screws on the welder front panel; this makes easier to replace the WDC. On the front panel the following parts are mounted: a knob for the welding control, a selector for the welding process, a switch to choose the maximum current range, a switch (optional) for the polarity change and a connector for the remote control.

On the front panel there are the engine protection unit (EP7) and the welding control unit. Located on EP7 there are the start key and a few indicator lights which monitor the engine status. The welding control panel hosts the regulation knob of the welding current or which regulates also the welding voltage and selection of the welding process knob. The auxiliary power sockets and the welding sockets are also placed on the front panel.

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## ATTENTION

This use and maintenance manual is an important part of the machines in question.

The assistance and maintenance personnel must keep said manual at disposal, as well as that for the engine and alternator (if the machine is synchronous) and all other documentation about the machine.

We advise you to pay attention to the pages concerning the security (see page M1.1).



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## INFORMATION

Dear Customer,  
We wish to thank you for having bought a high quality set.

Our sections for Technical Service and Spare Parts will work at best to help you if it were necessary.

To this purpose we advise you, for all control and overhaul operations, to turn to the nearest authorized Service Centre, where you will obtain a prompt and specialized intervention.

☞ In case you do not profit on these Services and some parts are replaced, please ask and be sure that are used exclusively original parts; this to guarantee that the performances and the initial safety prescribed by the norms in force are re-established.

☞ *The use of **non original spare parts will cancel immediately any guarantee and Technical Service obligation.***

## NOTES ABOUT THE MANUAL

Before actioning the machine please read this manual attentively. Follow the instructions contained in it, in this way you will avoid inconveniences due to negligence, mistakes or incorrect maintenance. The manual is for qualified personnel, who knows the rules: about safety and health, installation and use of sets movable as well as fixed.

You must remember that, in case you have difficulties for use or installation or others, our Technical Service is always at your disposal for explanations or interventions.

The manual for Use Maintenance and Spare Parts is an integrant part of the product. It must be kept with care during all the life of the product.

In case the machine and/or the set should be yielded to another user, this manual must also given to him.

Do not damage it, do not take parts away, do not tear pages and keep it in places protected from dampness and heat.

You must take into account that some figures contained in it want only to identify the described parts and therefore might not correspond to the machine in your possession.

## INFORMATION OF GENERAL TYPE

In the envelope given together with the machine and/or set you will find: the manual for Use Maintenance and Spare Parts, the manual for use of the engine and the tools (if included in the equipment), the guarantee (in the countries where it is prescribed by law).

The Manufacturer shall not be liable for ANY USE OF THE PRODUCT OTHER THAN THAT PRECISELY SPECIFIED IN THIS MANUAL and is thus not liable for any risks which may occur as a result of IMPROPER USE. The Company does not assume any liability for any damage to persons, animals or property.

Our products are made in conformity with the safety norms in force, for which it is advisable to use all these devices or information so that the use does not bring damage to persons or things.

While working it is advisable to keep to the personal safety norms in force in the countries to which the product is destined (clothing, work tools, etc.).

Do not modify for any motive parts of the machine (fastenings, holes, electric or mechanical devices, others..) if not duly authorized in writing: the responsibility coming from any potential intervention will fall on the executioner as in fact he becomes maker of the machine.

☞ **Notice:** *the manufacturer, who keeps the faculty, apart the essential characteristics of the model here described and illustrated, to bring betterments and modifications to parts and accessories, without putting this manual uptodate immediately.*



Any of our product is labelled with CE marking attesting its conformity to applicable directives and also the fulfillment of safety requirements of the product itself; the list of these directives is part of the declaration of conformity included in any machine standard equipment.

Here below the adopted symbol:



CE marking is clearly readable and unerasable and it can be either part of the data-plate.

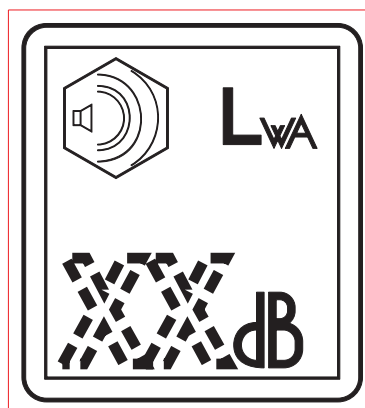
	Made in UE-ITALY	TYPE	
	SERIAL N°		
	X		
	I <sub>2</sub> (A)		
	U <sub>2</sub> (V)		
	I <sub>2</sub> (A)		
	U <sub>2</sub> (V)		
	Hz	kVA	
	P.F.	V (V)	
		I (A)	
	n	RPM	n <sub>1</sub>
	n <sub>0</sub>	RPM	P <sub>1max</sub>
		IP	
		KW	I. CL.

	Made in UE-ITALY	TYPE	
	Generating Set ISO 8528	SERIAL N°	
	KVA		
	V		
	I		
	Hz	P.F.	LTP POWER IN ACCORDANCE WITH ISO 8528
	RPM	I. CL.	IP
	ALTIT. 100 m	TEMP. 25 °C	MASS



	TYPE	
	SERIAL N°	Made in UE-ITALY
	TYPE/N°	
	VOLTAGE(V)	
	POWER(W)	
	Hz	KVA
	P.F.	V(V)
	I.C.L.	I(A)
	LTP POWER IN ACCORDANCE WITH ISO 8528	
	n	RPM
	P <sub>max</sub>	TEMP. °C
		ALTIT. m
		IP
		Kg

	Made in UE-ITALY	I. CL.	
	IEC 60974-1	IP	
	U <sub>0</sub>		
	X	I <sub>2</sub>	U <sub>2</sub>
	n	RPM	n <sub>1</sub>
	n <sub>0</sub>	RPM	P <sub>1max</sub>
		RPM	kw
	P	V	I

Furthermore, on each model it is shown the noise level value; the symbol used is the following:



The indication is shown in a clear, readable and indeleble way on a sticker.

A.C. GENERATOR		DSP 500 PS
Three-phase output		16 kVA / 400 V / 23.1 A
Single-phase output		12 kVA / 230 V / 52.2 A
Single-phase output		6 kVA / 110 V / 54.4 A
Single-phase output		5 kVA / 48 V / 104 A
Frequency		50 Hz
ALTERNATOR		self-excited, self-regulated, brushless
Type		three-phase, asynchronous
Insulating class		H
ENGINE		
Mark / Model	PERKINS / 404A-22G1	PERKINS / 404 D-22G <i>In according with Stage 3A</i>
Type / Cooling system		Diesel 4-stroke / Liquid
Cylinders / Displacement		4 / 2216 cm <sup>3</sup>
Net output (stand-by)		20.3 kW (27.6 HP)
Speed		1500 rpm
Fuel consumption (welder 60%)		3.8 l/h
Cooling system capacity		7 l
Engine oil capacity		8.5 l
Starter		Electric
GENERAL SPECIFICATION		
Tank capacity		60 l
Running time (welder 60%)		16 h
Protection		IP 23
*Dimensions / max. Lxwxh (mm)		1720x980x1110
*Weight	750 kg	760 kg
Measured acoustic power LwA (pressure LpA)		91 dB(A) (66 dB(A) @ 7 m) 
Guaranteed acoustic power LwA (pressure LpA)		92 dB(A) (67 dB(A) @ 7 m) 
<small>* Dimensions and weight are inclusive of all parts without wheels and towbar</small>		

## POWER

Declared power according to ISO 3046-1 (temperature 25°C, 30% relative humidity, altitude 100 m above sea level).

It's admitted overload of 10% each hour every 12 h.

In an approximative way one reduces: of 1% every 100 m altitude and of 2.5% for every 5°C above 25°C.

## ACOUSTIC POWER LEVEL

**ATTENTION:** The concrete risk due to the machine depends on the conditions in which it is used. Therefore, it is up to the end-user and under his direct responsibility to make a correct evaluation of the same risk and to adopt specific precautions (for instance, adopting a I.P.D. -Individual Protection Device)

**Acoustic Noise Level (LwA) - Measure Unit dB(A):** it stands for acoustic noise released in a certain delay of time. This is not submitted to the distance of measurement.

**Acoustic Pressure (Lp) - Measure Unit dB(A):** it measures the pressure originated by sound waves emission. Its value changes in proportion to the distance of measurement.


The here below table shows examples of acoustic pressure (Lp) at different distances from a machine with Acoustic Noise Level (LwA) of 95 dB(A)

Lp a 1 meter = 95 dB(A) - 8 dB(A) = 87 dB(A)

Lp a 4 meters = 95 dB(A) - 20 dB(A) = 75 dB(A)

Lp a 7 meters = 95 dB(A) - 25 dB(A) = 70 dB(A)

Lp a 10 meters = 95 dB(A) - 28 dB(A) = 67 dB(A)

**PLEASE NOTE:** the symbol  when with acoustic noise values, indicates that the device respects noise emission limits according to 2000/14/CE directive.



<b>A.C. GENERATOR</b>		<b>DSP 500 PS</b>	
Three-phase output		16 kVA / 400 V / 23.1 A	
Single-phase output		12 kVA / 230 V / 52.2 A	
Single-phase output		6 kVA / 127 V / 47.2 A	
Frequency		60 Hz	
Cos φ		0.9	
<b>ALTERNATOR</b>		self-excited, self-regulated, brushless	
Type		three-phase, asynchronous	
Insulating class		H	
<b>ENGINE</b>			
Mark / Model		PERKINS / 404 D-22G <u>Complies with EPA Tier 4 Interim</u>	
Type / Cooling system		Diesel 4-stroke / Liquid	
Cylinders / Displacement		4 / 2216 cm <sup>3</sup>	
Net output (stand-by)		22.6 kW (30.7 HP)	
Speed		1800 rpm	
Fuel consumption (welder 60%)		3.8 l/h	
Cooling system capacity		7 l	
Engine oil capacity		8.5 l	
Starter		Electric	
<b>GENERAL SPECIFICATION</b>			
Tank capacity		60 l	
Running time (welder 60%)		16 h	
Protection		IP 23	
*Dimensions / max. Lxwxh (mm)		1720x980x1110	
*Weight		750 kg	
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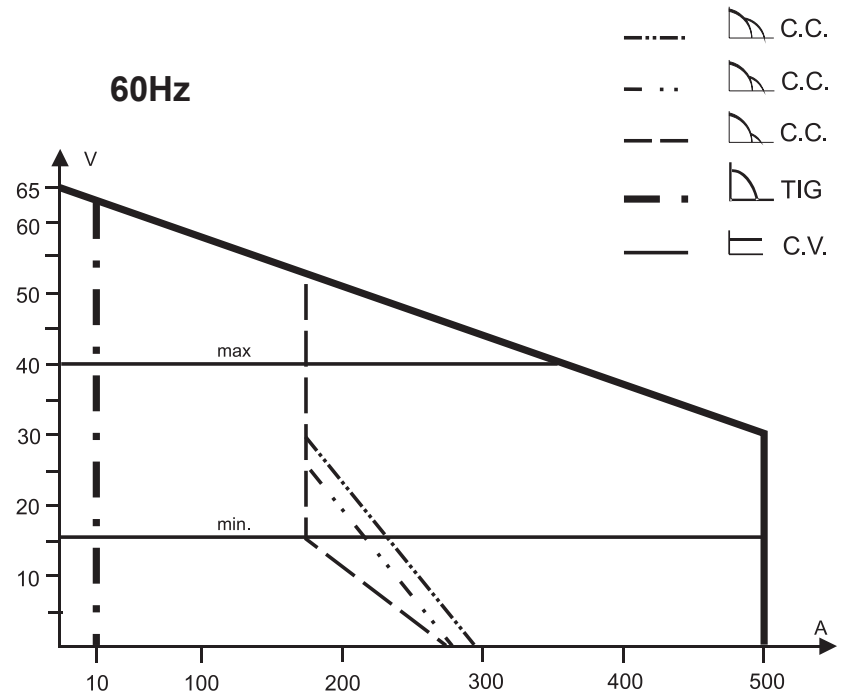
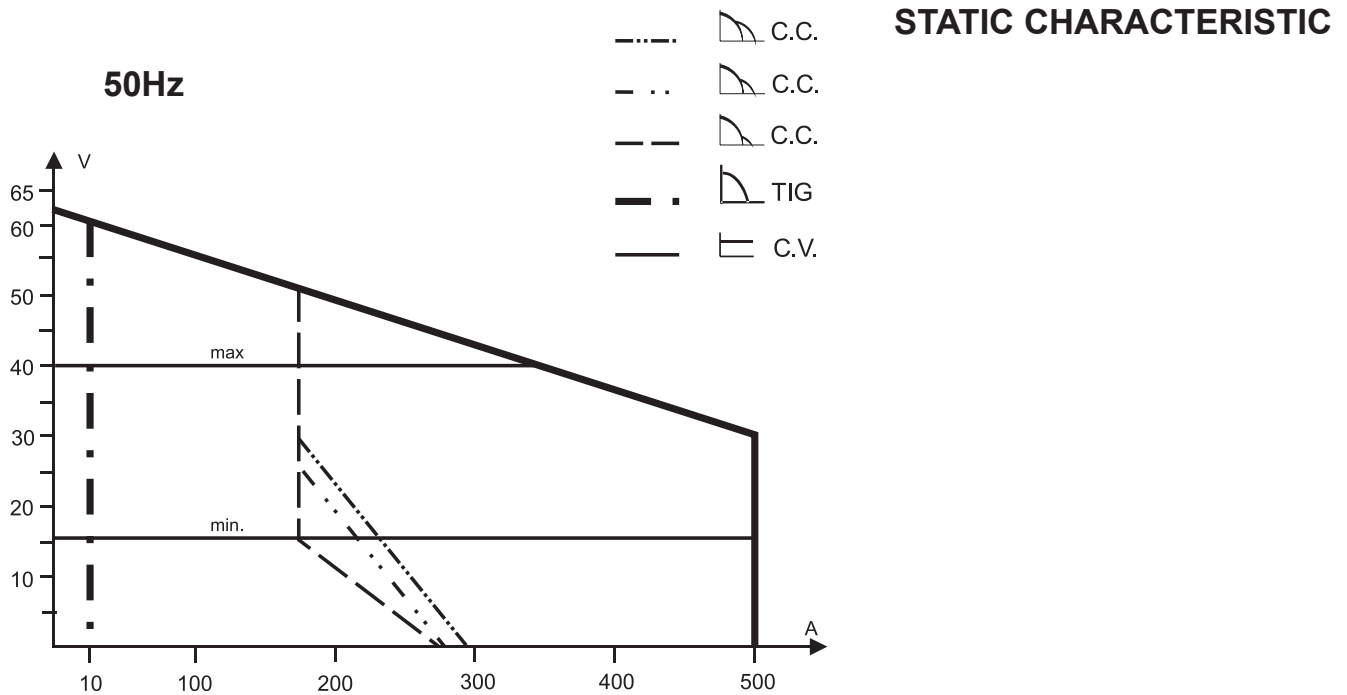
**PLEASE NOTE:** the symbol  when with acoustic noise values, indicates that the device respects noise emission limits according to 2000/14/CE directive.

**C.C. WELDING**

Welding current 500A/35% - 450A/60% - 400A/100%  
 Starting voltage 62V (DSP 500 PS) - 65V (DSP 500 PS-60Hz)

**C.V. WELDING**

Welding current 450A/60% - 400A/100%  
 Welding voltage 16 - 40V



**SIMULTANEOUS UTILIZATION FACTORS**

In case **Welding** and **Generation** can be used simultaneously, however, the engine **cannot** be overloaded. The table below gives the maximum limits to be respected:

WELDING CURRENT [A]	0	100	150	300	400	500
AUXILIARY POWER 3-PHASE [kW]	16	14	12	6	3	0

The installation and general warnings regarding operations are aimed achieving correct use of the machine and/or apparatus in the place where it is used as a genset and/or motor welder.

- Advice to the User about the safety:

 NB: The information contained in the manual can be changed without notice.

Any damage caused in connection with the use of these instructions shall not be considered as they are only indicative.

Remember that the non observance of the indications reported by us might cause damage to persons or things. It is understood, that local dispositions and/or laws must be respected.

 **DANGEROUS**

This heading warns of an immediate danger for persons as well for things. Not following the advice can result in serious injury or death.

 **WARNING**

This heading warns of situations which could result in injury for persons or damage to things.

 **CAUTION**

To this advice can appear a danger for persons as well as for things, for which can appear situations bringing material damage to things.


 **IMPORTANT**

 **NOTE**

 **ATTENTION**


These headings refer to information which will assist you in the correct use of the machine and/or accessories.



 **FIRST AID.** In case the operator should be sprayed by accident, from corrosive liquids a/o hot toxic gas or whatever event which may cause serious injuries or death, predispose the first aid in accordance with the ruling labour accident standards or of local instructions.

Skin contact	Wash with water and soap
Eyes contact	Irrigate with plenty of water, if the irritation persists contact a specialist
Ingestion	Do not induce vomit as to avoid the intake of vomit into the lungs, send for a doctor
Suction of liquids from lungs	If you suppose that vomit has entered the lungs (as in case of spontaneous vomit) take the subject to the hospital with the utmost urgency
Inhalation	In case of exposure to high concentration of vapours take immediately to a non polluted zone the person involved



 **FIRE PREVENTION.** In case the working zone, for whatsoever cause goes on fire with flames liable to cause severe wounds or death, follow the first aid as described by the ruling norms or local ones.

EXTINCTION MEANS	
Appropriated	Carbonate anhydride (or carbon dioxide) powder, foam, nebulized water
Not to be used	Avoid the use of water jets
Other indications	Cover eventual shedding not on fire with foam or sand, use water jets to cool off the surfaces close to the fire
Particular protection	Wear an autorespiratory mask when heavy smoke is present
Useful warnings	Avoid, by appropriate means to have oil sprays over metallic hot surfaces or over electric contacts (switches, plugs, etc.). In case of oil sprinkling from pressure circuits, keep in mind that the inflammability point is very low.

**SYMBOLS**



**STOP** - Read absolutely and be duly attentive



Read and pay due attention



**GENERAL ADVICE** - If the advice is not respected damage can happen to persons or things.



**HIGH VOLTAGE** - Attention High Voltage. There can be parts in voltage, dangerous to touch. The non observance of the advice implies life danger.



**FIRE** - Danger of flame or fire. If the advice is not respected fires can happen.



**HEAT** - Hot surfaces. If the advice is not respected burns or damage to things can be caused.



**EXPLOSION** - Explosive material or danger of explosion. in general. If the advice is not respected there can be explosions.



**WATER** - Danger of shortcircuit. If the advice is not respected fires or damage to persons can be caused.



**SMOKING** - The cigarette can cause fire or explosion. If the advice is not respected fires or explosions can be caused.



**ACIDS** - Danger of corrosion. If the advice is not respected the acids can cause corrosions with damage to persons or things.



**WRENCH** - Use of the tools. If the advice is not respected damage can be caused to things and even to persons.



**PRESSION** - Danger of burns caused by the expulsion of hot liquids under pressure.



**ACCES FORBIDDEN** to non authorized people.

**PROHIBITIONS** No harm for persons

**Use only with safety clothing -**



It is compulsory to use the personal protection means given in equipment.

**Use only with safety clothing -**



It is compulsory to use the personal protection means given in equipment.

**Use only with safety protections -**



It is a must to use protection means suitable for the different welding works.

**Use with only safety material -**



It is prohibited to use water to quench fires on the electric machines.

**Use only with non inserted voltage -**



It is prohibited to make interventions before having disinserted the voltage.

**No smoking -**



It is prohibited to smoke while filling the tank with fuel.

**No welding -**



It is forbidden to weld in rooms containing explosive gases.

**ADVICE** No harm for persons and things

**Use only with safety tools, adapted to the specific use -**

It is advisable to use tools adapted to the various maintenance works.

**Use only with safety protections, specifically suitable**



It is advisable to use protections suitable for the different welding works.

**Use only with safety protections -**



It is advisable to use protections suitable for the different daily checking works.

**Use only with safety protections -**



It is advisable to use all protections while shifting the machine.

**Use only with safety protections -**



It is advisable to use protections suitable for the different daily checking works.and/or of maintenance.

## INSTALLATION AND ADVICE BEFORE USE

The operator of the welder is responsible for the security of the people who work with the welder and for those in the vicinity.

The security measures must satisfy the rules and regulations for engine driven welders.

The information given below is in addition to the local security norms.

Estimate possible electromagnetic problems in the work area taking into account the following indications.

1. Telephonic wirings and/or of communication, check wirings and so on, in the immediate vicinity.
2. Radio and television receptors and transmitters.
3. Computer and other checking devices.
4. Critical devices for safety and/or for industrial checks.
5. Peapop who, for instance, use pace-maker, hearing-aid for deaf or something and else.
6. Devices used for rating and measuring.
7. The immunity of other devices in the operation area of the welder. Make sure that other used devices are compatible. If it is the case, provide other additional measures of protection.
8. The daily duration of the welding time.



Make sure that the area is safe before starting any welding operation.

- Do not touch any bare wires, leads or contacts as they may be live and there is danger of electric shock which can cause death or serious burns. The electrode and welding cables, etc. are live when the unit is operating.
- Do not touch any electrical parts or the electrode while standing in water or with wet hands, feet or clothes.
- Insulate yourself from the work surface while welding. Use carpets or other insulating materials to avoid physical contact with the work surface and the floor.
- Always wear dry, insulating gloves, without holes, and body protection.
- Do not wind cables around the body.
- Use ear protections if the noise level is high.
- Keep flammable material away from the welding area.
- Do not weld on containers which contain flammable material.
- Do not weld near refuelling areas.
- Do not weld on easily flammable surfaces.
- Do not use the welder to defrost (thaw) pipes.
- Remove the electrode from the electrode holder, when not welding.
- Avoid inhaling fumes by providing a ventilation system or, if not possible, use an approved air breather.
- Do not work in closed areas where there is no fresh air flow.
- Protect face and eyes (protective mask with suitable dark lens and side screens), ears and body (non-flammable protective clothers).



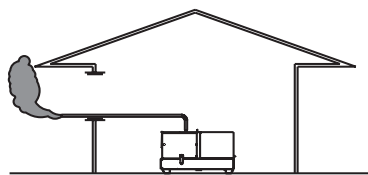
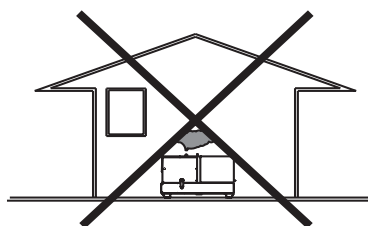
## INSTALLATION AND ADVICE BEFORE USE

### GASOLINE ENGINES

- ☞ Use in open space, air swept or vent exhaust gases, which contain the deadly carbone oxyde, far from the work area.

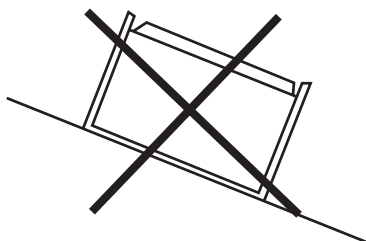
### DIESEL ENGINES

- ☞ Use in open space, air swept or vent exhaust gases far from the work area.

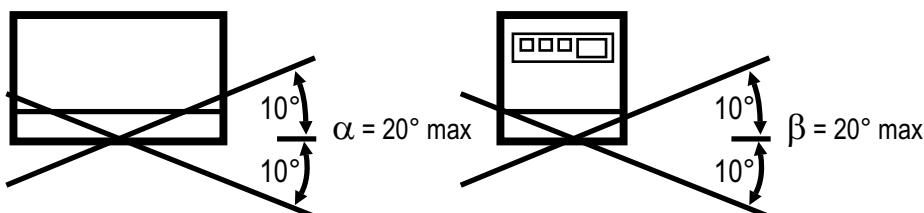


### POSITION

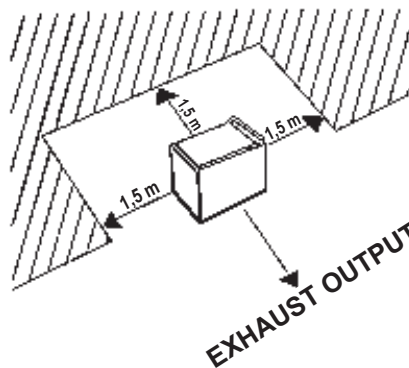
Place the machine on a level surface at a distance of at least 1,5 m from buildings or other plants.



Maximum leaning of the machine (in case of dislevel)



Check that the air gets changed completely and the hot air sent out does not come back inside the set so as to cause a dangerous increase of the temperature.



- ☞ Make sure that the machine does not move during the work: **block** it possibly with tools and/or devices made to this purpose.

### MOVES OF THE MACHINE

- ☞ At any move check that the engine is **off**, that there are no connections with cables which impede the moves.

### PLACE OF THE MACHINE

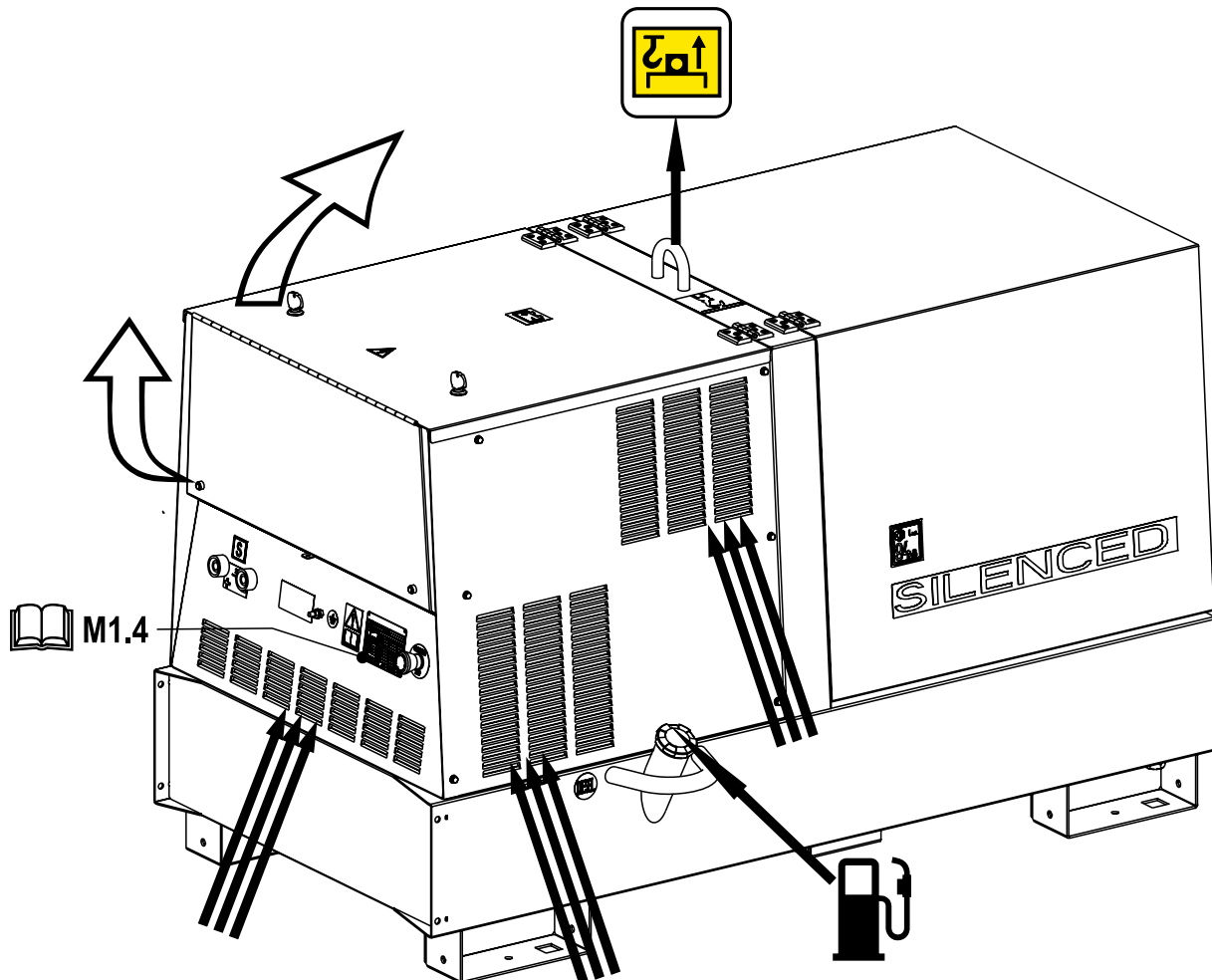
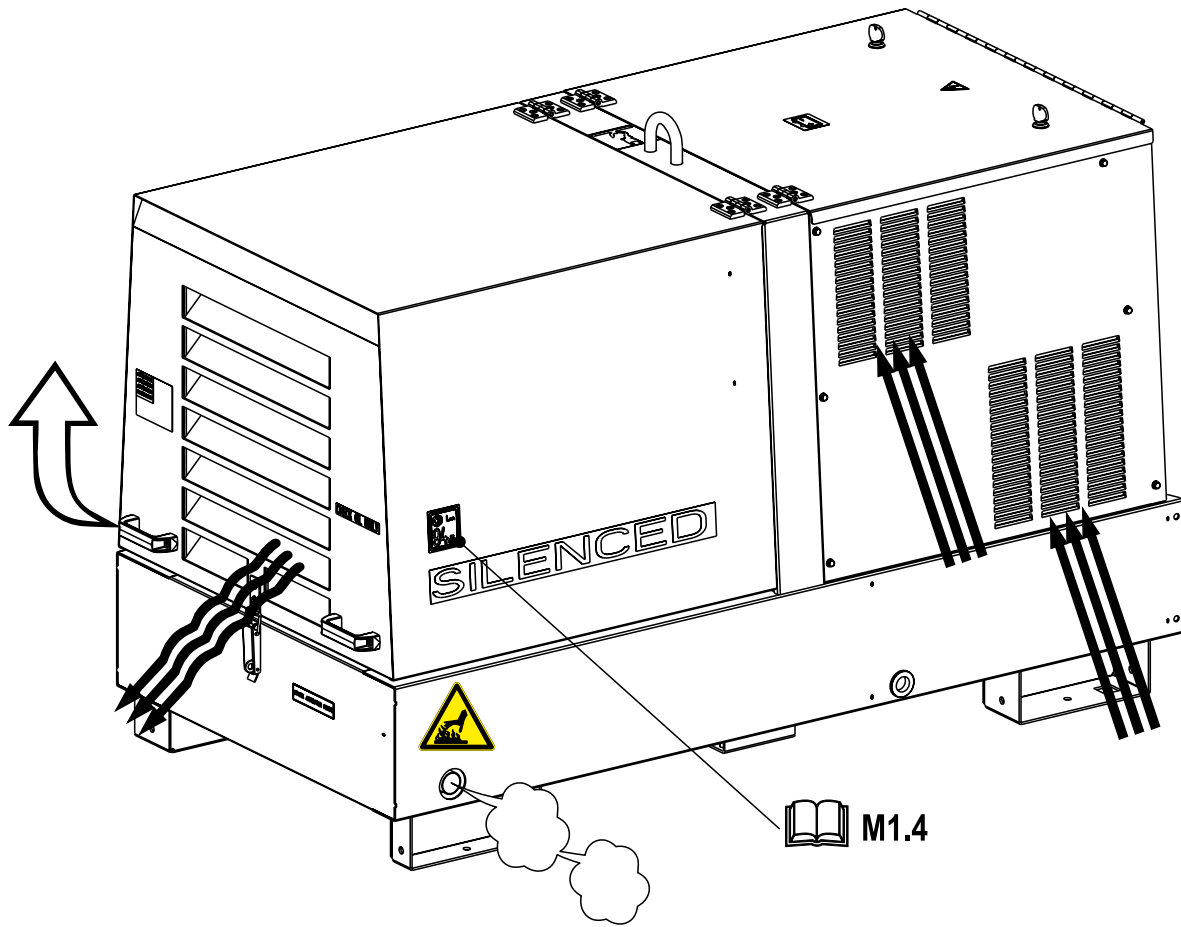


## ATTENTION



For a safer use from the operator **DO NOT** fit the machine in locations with high risk of flood.

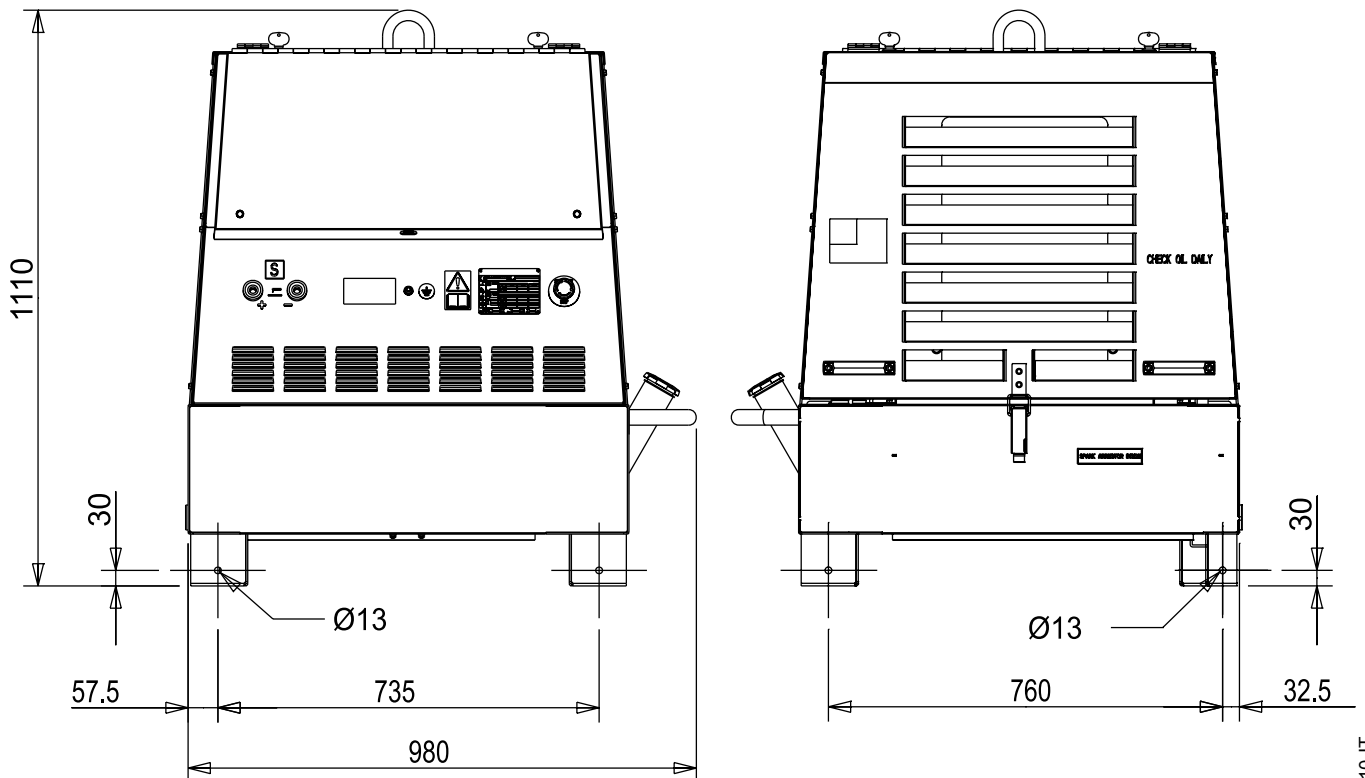
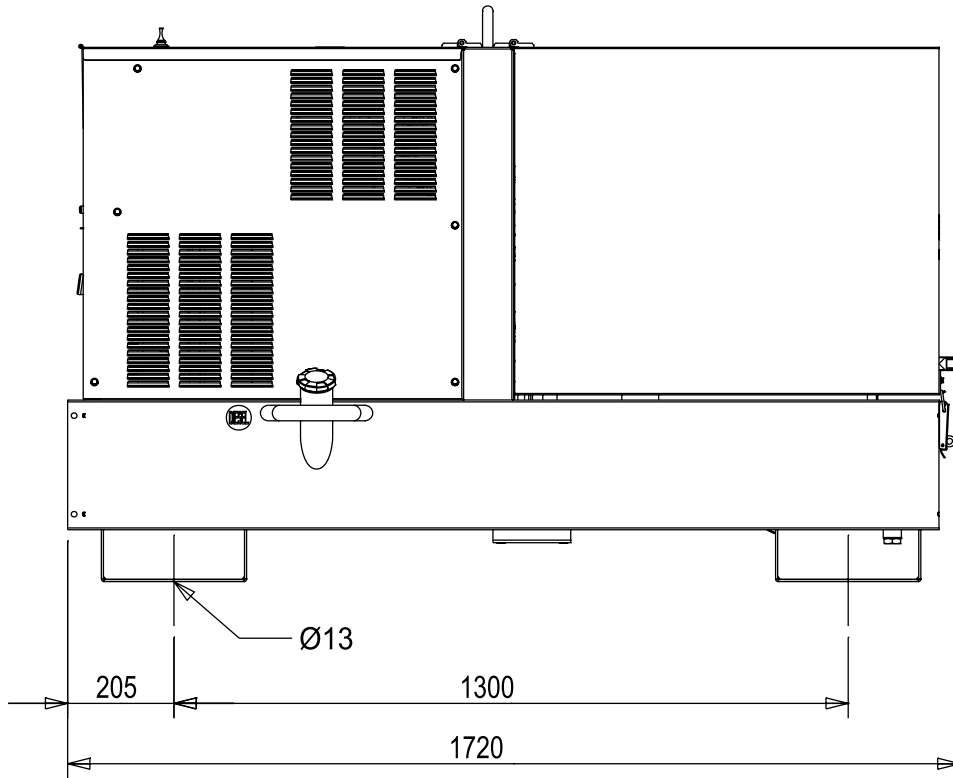
Please do not use the machine in weather conditions which are beyond IP protection shown both in the data plate and on page named "technical data" in this same manual.



Ⓘ Dimensioni  
ⒼⒹ Dimensions  
Ⓕ Installation

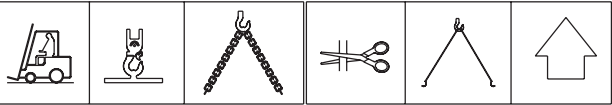
Ⓓ Abmessungen  
Ⓔ  
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**2.7.1**  
REV.0-09/07

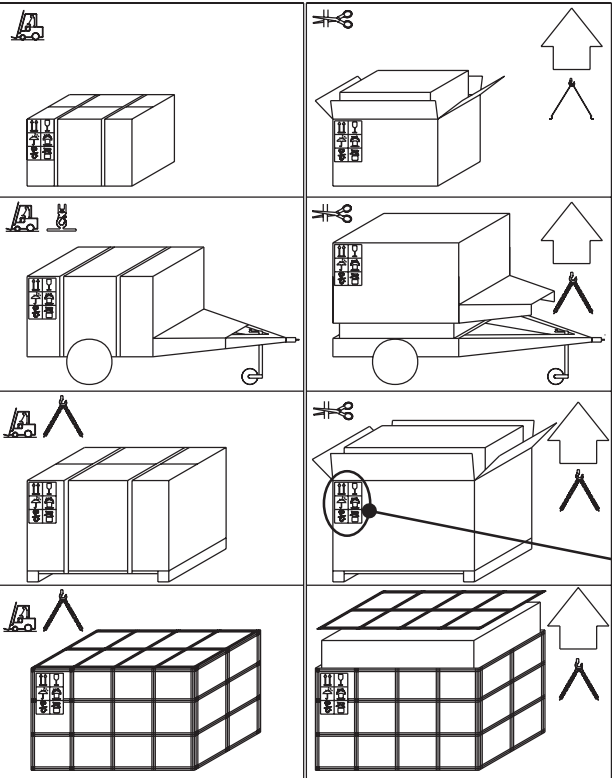




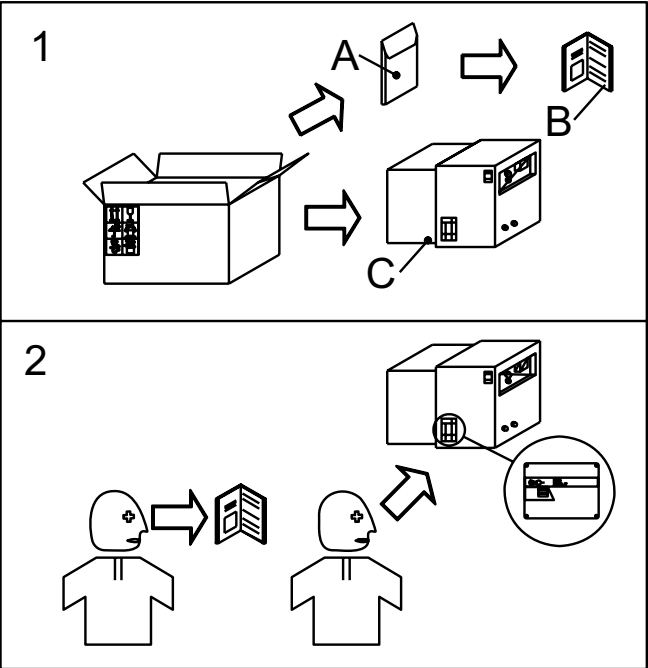
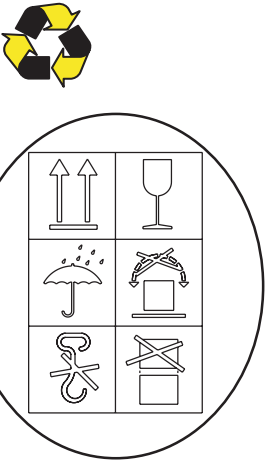
 **NOTE**



Be sure that the lifting devices are: correctly mounted, adequate for the weight of the machine with its packaging, and conforms to local rules and regulations. When receiving the goods make sure that the product has not suffered damage during the transport, that there has not been rough handling or taking away of parts contained inside the packing or in the set. In case you find damages, rough handling or absence of parts (envelopes, manuals, etc.), we advise you to inform immediately our Technical Service.



For eliminating the packing materials, the User must keep to the norms in force in his country.



- 1) Take the machine (C) out of the shipment packing. Take out of the envelope (A) the user's manual (B).
- 2) Read: the user's manual (B), the plates fixed on the machine, the data plate.



**NOTE**

Transportation must always take place with the engine off, electrical cables and starting battery disconnected and fuel tank empty.

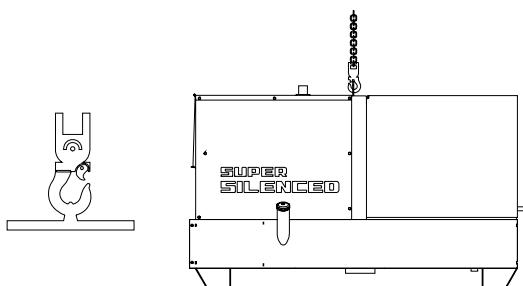
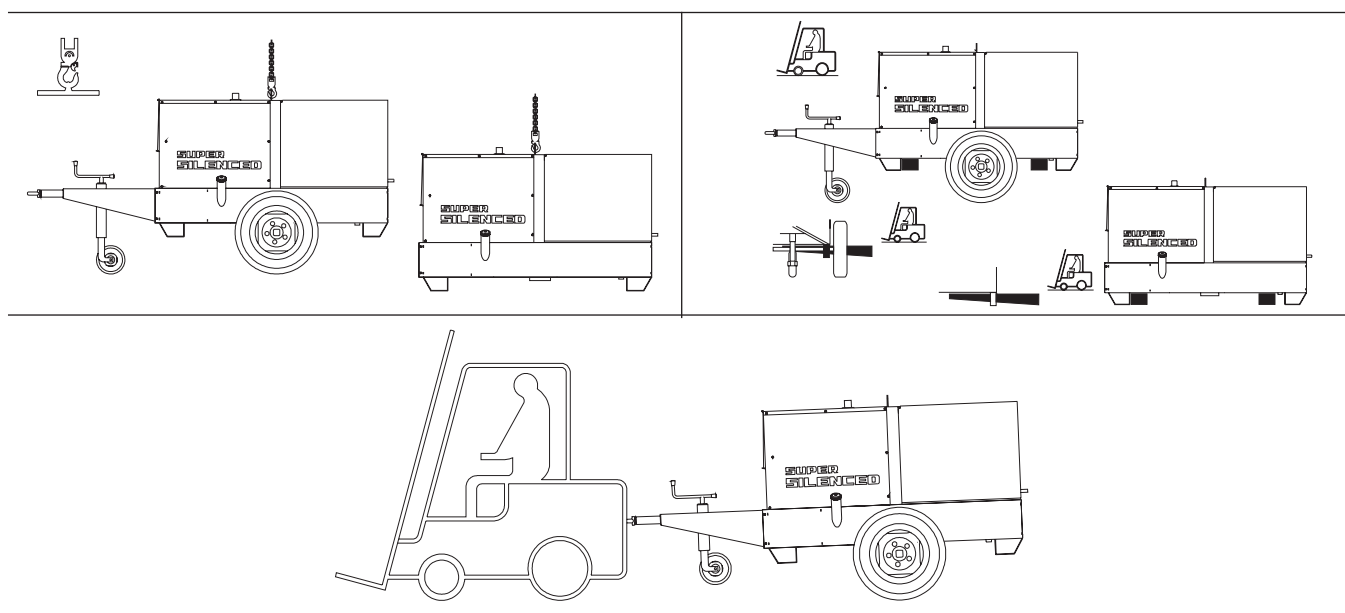
Be sure that the lifting devices are: correctly mounted, adequate for the weight of the machine with its packaging, and conform to local rules and regulations.

Only authorized persons involved in the transport of the machine should be in the area of movement.

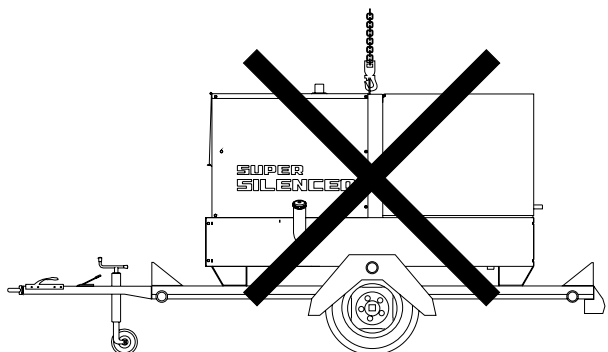
**DO NOT LOAD OTHER PARTS WHICH CAN MODIFY WEIGHT AND BARICENTER POSITION.**

**IT IS STRICTLY FORBIDDEN TO DRAG THE MACHINE MANUALLY OR TOW IT BY ANY VEHICLE (model with no CTL accessory).**

If you did not keep to the instructions, you could damage the structure of the machine.



LIFT ONLY THE MACHINE



DO NOT LIFT THE MACHINE AND TRAILER



**DANGER: LIFTING EYE IS NOT DESIGNED TO SUPPORT ADDED WEIGHT OF ROAD TOW TRAILER**



**⚠ ATTENTION**

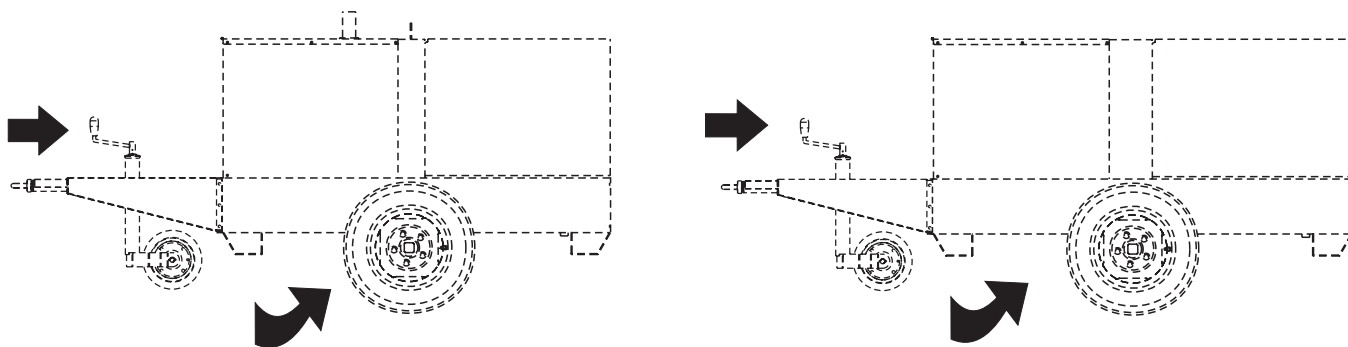
The CTL accessory cannot be removed from the machine and used separately (actioned manually or following vehicles) for the transport of loads or anyway for used different from the machine movements.

**TRAILERS**

The machines provided for assembling the accessory (slow towing trolley) can be towed up to a **maximum** speed of **40 Kms/hour** on asphalted surfaces.

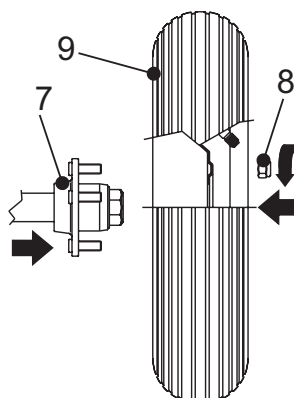
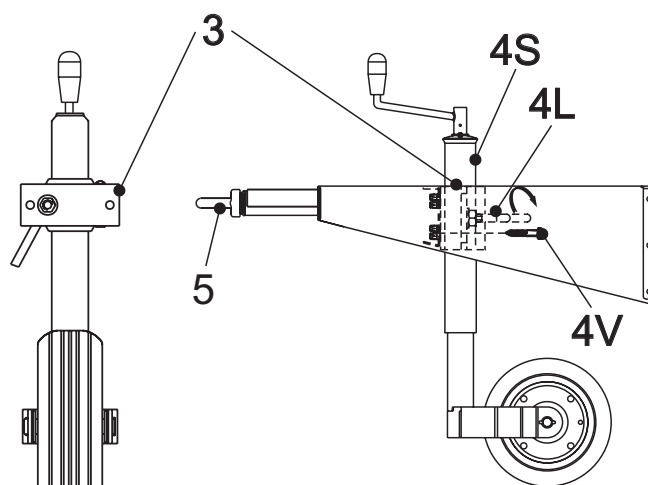
Towing on public roads or turnpikes of any type **IS EXCLUDED**, because **not** in possession of the requirements by national and foreign traffic norms.

**Nota:** Lift the machine and assemble the parts as shown in the drawing



To assemble the generating set on the trolley CTL 22 please keep to following instructions:

- 1) - Lift the generating set (by means of a suitable hook).
- 2) - Slightly fix the jaw (3) of the parking foot to the bar with the screws (4V), the nuts and the washers and tighten all parts
- 3) - Open the jaw so as to let the foot sprag (4S) go through
- 4) - Introduce into the jaw (3) the upper part (4S) of the foot and block momentarily with the lever (4L) the whole foot.
- 6) - Assemble on the machine the towbar (5) complete of foot with the screws, nuts and washers.
- 7) - Assemble the axle (7) to the base of the machine with the screws and relative washers (two per part) so that their supports coincide.
- 8) - Insert the wheel (9) on the axle then screw the self blocking nuts (8).
- 9) - Pump the tyre (9) fixing the pressure to four atms.
- 10) - Lower the machine to the ground and place the parking foot definitively (regulating at the suitable height).



**⚠ ATTENTION**

Do not substitute the original tires with other types.





### BATTERY WITHOUT MAINTENANCE



The starter battery is supplied already charged and ready for use.

Before starting the gen-set connect the cable + (positive) to the pole + of the battery, by properly

tightening the clamp. In case of models with warning light: check the state of the battery by means of the indicator placed in the upper part.

- Green colour: battery OK
- Black colour: battery to be recharged
- White colour: battery to be replaced

**DO NOT OPEN THE BATTERY.**



### LUBRICANT

#### RECOMMENDED OIL

The manufacturer recommends selecting **AGIP** engine oil.

Refer to the label on the motor for the recommended products.

 PRODOTTI RACCOMANDATI RECOMMENDED PRODUCTS	
<b>AGIP SIGMA TURBO PLUS 15W/40</b> API CG4 - ACEA E3	OLIO MOTORE DIESEL DIESEL ENGINE OIL
<b>AGIP SUPERMOTOROIL 20W/50</b> API CC-SF	OLIO MOTORE BENZINA GASOLINE ENGINE OIL
<b>AGIP ANTIFREEZE EXTRA</b> INIBITE ETHYLENE GLYCOL (50% + 50% + H <sub>2</sub> O)	CIRCUITO DI RAFFREDDAMENTO COOLING CIRCUIT (CUNA NC 956-16 ED 97)

Please refer to the motor operating manual for the recommended viscosity.

#### REFUELLING AND CONTROL:

Carry out refuelling and controls with motor at level position.

1. Remove the oil-fill tap (24)
2. Pour oil and replace the tap
3. Check the oil level using the dipstick (23); the oil level must be comprised between the minimum and maximum indicators.



### AIR FILTER

Check that the dry air filter is correctly installed and that there are no leaks around the filter which could lead to infiltrations of non-filtered air to the inside of the motor.



### FUEL



### ATTENTION



Stop engine when fueling. Do not smoke or use open flames during refuelling operations, in order to avoid explosions or fire hazards.



Fuel fumes are highly toxic; carry out operations outdoors only, or in a well-ventilated environment.

Avoid accidentally spilling fuel. Clean any eventual leaks before starting up motor.

Refill the tank with good quality diesel fuel, such as automobile type diesel fuel, for example.

For further details on the type of diesel fuel to use, see the motor operating manual supplied.

Do not fill the tank completely; leave a space of approx. 10 mm between the fuel level and the wall of the tank to allow for expansion.

In rigid environmental temperature conditions, use special winterized diesel fuels or specific additives in order to avoid the formation of paraffin.



### ATTENTION

It is dangerous to fill the motor with too much oil, as its combustion can provoke a sudden increase in rotation speed.





### COOLING LIQUID

**ATTENTION**

Do not remove the radiator tap with the motor in operation or still hot, as the liquid coolant may spurt out and cause serious burns. Remove the tap very carefully.

Remove the tap and pour the liquid coolant into the radiator; the quantity and composition of the liquid coolant are indicated in the motor operating manual. Replace the tap, ensuring it is perfectly closed. After refilling operations, allow the motor to run for a brief time and check the level, as it may have diminished due to air bubbles present in the cooling circuit; restore the level with water. To replace the liquid coolant, follow the operations described in the motor operating manual.

#### ATTENTION:

The engine cooling system is originally filled with coolant type:  
**AGIP ANTIFREEZE EXTRA**

During the engine life it is strongly recommended to use the same coolant type. This is because a coolant change would require a careful cleaning of the cooling system, which is not an easy job. A lack in tacking these precautions would result in the mix of different additives used in different coolants which would originate gelatinous substances capable of obstructing the cooling system.

PRODOTTI RACCOMANDATI RECOMMENDED PRODUCTS	
<b>AGIP</b> SIGMA TURBO PLUS 15W/40 API CG4 - ACEA E3	OLIO MOTORE DIESEL DIESEL ENGINE OIL <input type="checkbox"/>
<b>AGIP</b> SUPERMOTOROIL 20W/50 API CC-SF	OLIO MOTORE BENZINA GASOLINE ENGINE OIL <input type="checkbox"/>
<b>AGIP</b> ANTIFREEZE EXTRA INIBITE ETHYLENE GLYCOL (50% + 50% + H <sub>2</sub> O)	CIRCUITO DI RAFFREDDAMENTO COOLING CIRCUIT (CUNA NC 956-16 ED 97) <input type="checkbox"/>

### ELECTRICAL CONNECTIONS

**ATTENTION**

A qualified electrician should carry out electrical connections according to the norms in force.

The electrical connection to the User system is a very important operation: safety and good operation of the genset and User system depend on a correct electrical connection.

Before supplying User system always check:

- that wires connecting gen-set to the user plant are suitable to the supplied voltage and are in accordance to the applicable rules;
- wire type, section and length have been calculated considering environment conditions and in force norms;
- ground is functioning correctly: earth fault relay device works only if this connection is operating;
- that direction of the phases corresponds to the user plant phase rotation, and none of the phases has been accidentally connected to neutral.



### GROUNDING CONNECTION

The grounding connection to an earthed installation **is obligatory** for all models equipped with a differential switch (circuit breaker). In these groups the generator star point is generally connected to the machine's earthing; by employing the TN or TT distribution system, the differential switch guarantees protection against indirect contacts.

In the case of powering complex installations requiring or employing additional electrical protection devices, the coordination between the protection devices must be verified.

For the grounding connection, use the terminal (12); comply to local and/or current regulations in force for electrical installations and safety.





Check daily

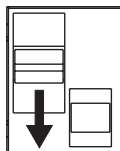


**NOTE**

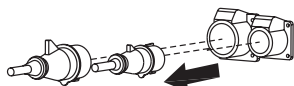
*Do not alter the primary conditions of regulation and do not touch the sealed parts.*

**ATTENTION**

1. By start-up of the generator the welding circuit is immediately operative, i.e. under voltage. Make sure that there are no unwished electrical contacts between the components of the outside welding circuit (electrode, electrode holder gun, workpiece, etc...).
2. Check that at the start-up the a.c. auxiliary generation sockets do not feed any load.



Open the electric protection interrupter of the generator or disconnect the plugs of the loads from the sockets.



**3. START-UP**

Starting is actuated using the key which is an integral part of the EP7 post on the front panel.

- A) - Turn the key in a clockwise direction until all the LED lights are illuminated.
- B) - Wait until the "OIL PRESSURE" and "BATTERY VOLTAGE" LEDs remain illuminated. If the timer lamp is used, the yellow "PREHEAT" LED comes on for the set time of the imposed settings.
- C) - As soon as the green "ENGINE RUNNING" LED starts to flash, actuate the key switch in a clockwise direction (momentarily in the position then with return to rest) until obtaining starting of the engine.

If the engine does not start within 15 seconds, the non starting alert will intervene: the two LEDs "Engine running" and "glow plug" will flash alternately (see motor protection description).

- D) - At any time it is possible to stop the engine by turning the key in an anti-clockwise direction (OFF position).

In case of engine anomaly due to low oil pressure, high temperature, broken transmission belt, low fuel level or emergency the EP7 will automatically stop the engine.

4. The engine starts up at its operating speed, 1500 or 1800 rpm. After start-up, allow the engine to run for a few minutes before powering on the utilities. See table;

Temperature	Time
≤ - 20° C	5 min.
to - 20° C from -10°C	2 min.
to - 10° C from -5°C	1 min.
≥ 5° C	20 sec.

5. Start-up at low temperatures  
The engine has a good start-up to temperatures of -10°C. For start-up at low temperatures is necessary to use the glow plugs. You can adjust the preheating phase turning the trimmer on the back of the EP7.  
For start-up and use at temperature lower than -20°C please contact our Technical Assistance.

**In case of unsuccessful start-up, do not insist for longer than 5 seconds. Wait 10 - 15 seconds before attempting another start-up.**



**CAUTION**

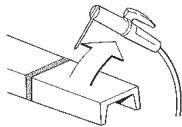
**RUNNING-IN**

*During the first 50 hours of operation, do not use more than 60% of the maximum output power of the unit and check the oil level frequently, in any case please stick to the rules given in the engine use manual.*

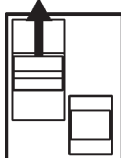
**STOP**

For shutdown under normal conditions, proceed as follows:

1. Break the welding process in course

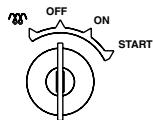


2. Break the production of a.c. auxiliary generation dividing the loads or opening the electrical protection interrupter.



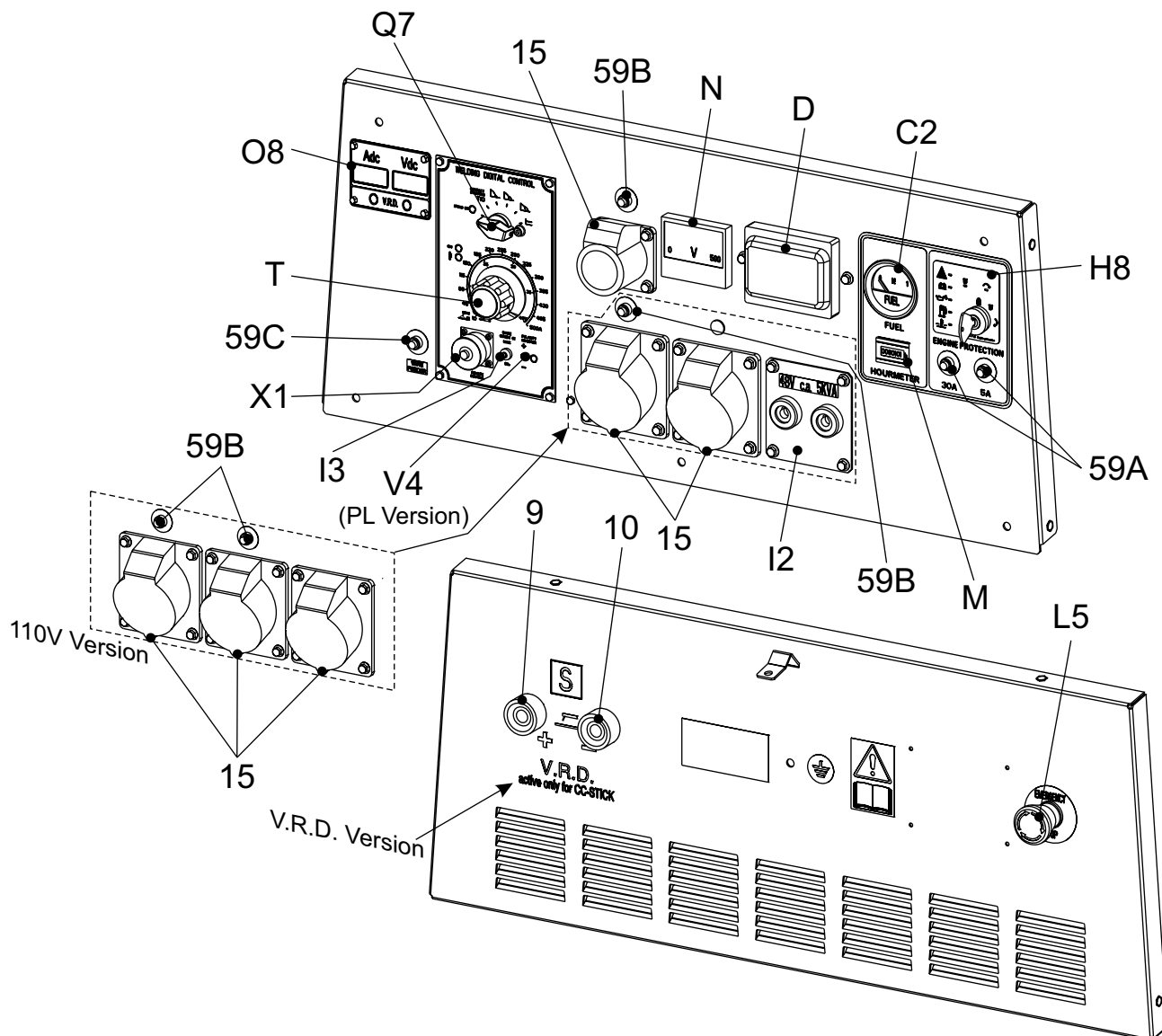
3. Let the engine run with no load for a few minutes.

4. Turn the start key on the EP7 to the OFF position.



**EMERGENCY SHUTDOWN**

To stop the engine in a dangerous situation, press the emergency stop button (L5) (or turn the start key to the OFF position). To reset the emergency stop button, turn it clockwise.



Pos.	Descrizione	Description	Description	Referenzliste
9	Presa di saldatura (+)	Welding socket (+)	Prise de soudage (+)	Schweißbuchse (+)
10	Presa di saldatura (-)	Welding socket (-)	Prise de soudage (-)	Schweißbuchse (-)
15	Presa di corrente in c.a.	A.C. socket	Prises de courant en c.a.	Steckdose AC
59A	Protezione termica motore	Engine thermal switch	Protection thermique moteur	Thermoschutz Motor
59B	Protezione termica corrente aux	Aux current thermal switch	Protection thermique courant aux.	Thermoschutz Hilfsstrom
59C	Protezione termica alim. trainafile 42V	Supply therm.switch wire feeder 42V	Protection thermique alimentation 42V fil	Thermoschutz Drahtvorschub
C2	Indicatore livello combustibile	Fuel level light	Indicateur niveau carburant	Anzeige Kraftstoffpegel
D	Interruttore differenziale (30mA)	G.F.I.	Interrupteur différentiel	FI-Schalter (GFI)
H8	Unità controllo motore EP7	Engine control unit EP7	Protection moteur EP7	Motorschutz EP7
I2	Presa di corrente 48V (c.a.)	48V A.C. socket	Prise de soudage 48V (c.a.)	Steckdose 48V AC
I3	Commut. riduzione scala saldatura	Welding scale switch	Commutateur échelle soudage	Bereichsschalter Schweißstrom
L5	Pulsante stop emergenza	Emergency button	Bouton d'urgence	Notschalter
M	Contaore	Hour counter	Compte-heures	Stundenzähler
N	Voltmetro	Voltmete	Voltmètre	Voltmeter
O8	Scheda strum. V/A digitale scheda LED V.R.D.	V/A digital instruments PCB and Led V.R.D. PCB	Platine Volt/Amp.-mètre digitale et platine LED V.R.D.	Steuereinheit Instrumente V/A digital und LED VRD
Q7	Selettore modalità saldatura	Welding selector mode	Sélecteur madalité soudage	Schweißschalter
T	Regolatore corrente di saldatura	Welding current regulator	Régulateur courant soudage	Schweißstromregler
V4	Comando invertitore polarità	Polarity inverter control	Commande inverseur polarité	Polwendeschalter
X1	Presa per comando a distanza	Remote control socket	Prise pour télécommande	Steckdose Fernbedienung





## ATTENTION

Access to non qualified personnel is prohibited in proximity of these areas:

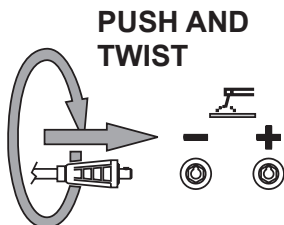
- the control panel (front-end) - the engine exhaust fumes - the welding process.



This symbol (regulation EN 60974-1 on safety requirements for arc welding apparatus) indicates that the engine driven welder is suitable for use in environments with an increased risk of electrical shock.

## WELDING CABLE CONNECTION

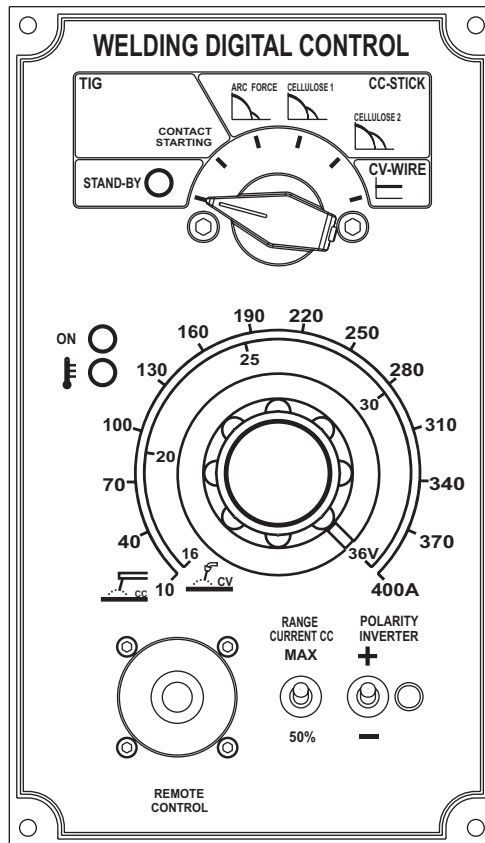
Fully insert the welding cable plugs into the corresponding sockets turning them clockwise to lock them in position.



Access to non qualified personnel is prohibited in proximity of these areas:

- the control panel (front-end) - the engine exhaust fumes - the welding process.

☞ Make sure that the ground clamp, whose cable must be connected to the + or - terminal, depending on the type of electrode, makes a good connection and is near to the welding position. Pay attention to the two polarities of the welding circuit, which must not come in electric contact between themselves.



**GETTING STARTED**

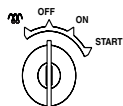
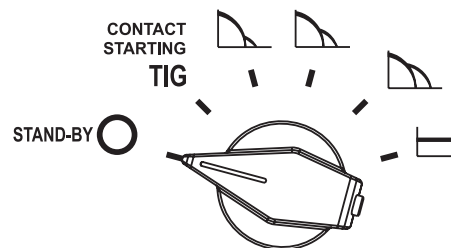
**SETTING THE WELDING PROCESS**

1) After having prepared the machine (charged the battery, put in oil and fuel) the machine is ready for operation.

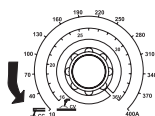
Before starting the engine please note the following:

- The welder should only be operated by qualified personnel with experience in working with engine driven welders.
- Check the oil level daily. Fuel should be put in before starting the engine.
- Before using the welder or the auxiliary power let the engine warm up and before stopping the engine let it run without load to cool down.

Refer to the following instructions regarding the function of the various controls on the front panel.



2) Start the engine of the welder



3) Turn the welding current/voltage adjusting knob to the minimum setting.

There is a manual switch for selecting the various welding processes on the welding control panel.

There are 5 processes to choose from:

- 1 for TIG welding
- 3 for STICK welding (electrode)
- 1 for MIG/MAG welding (continuous wire)

The switch can also be set to “stand-by” (first position). In this position there is no current at the welding connections; led “ON” off.

The process can be selected either before or after starting the motor powered welder.

After selecting the mode, the “ON” LED lights up. If the wirefeeder connector is connected on remote control connector the “ON” LED lights only when the button torch is pressed.

### TIG MODE

Contact starting TIG

This position is specifically for TIG welding. To create the arc simply place the tip of the TIG electrode on the piece that requires welding then gently move the tip away. The arc starts automatically and at the same time the welding current rises to the preset value, using the welding current adjustment knob which is on the lower part of the control panel.

The welding current can be adjusted continuously from a minimum of 10 A to a maximum which depends on the power of the machine 400 A, 500 A, 600 A.

### STICK MODE (Electrode)

Features C.C. (Constant Current)

There are three stick modes which feature increasing "arc forces" so that the arc has different levels of penetration according to the electrode and/or welding position.

### MIG/MAG MODE (continuous wire)

Features C.V. (Constant Voltage)

All wire type welding processes can be carried out, naked or coated.

The voltage can be adjusted using the same knob which adjusts the current in STICK mode. Adjustment is continuous and goes from a minimum of 15 V to a maximum of 36V, 40 V.

### Optional RC Remote Control

The welding current can also be set from a distance using the optional remote control. Once the remote control is connected to the connector (X1), the current is controlled by the remote control. To return to front panel control remove the connector.

### Inversion of polarity (Optional, available on request)

To carry out the inversion of polarity, the action has given by the switch which is both on the front panel of the welding control and on the remote control.

By selecting "inversion" the "ON" LED switches off and the voltage at the welding socket becomes zero. The power contactor is witted inside the electrical box and the voltage reappears at the welding sockets. The "ON" LED switches back on at the same time.

The "Invert polarity" LED on the front panel near the welding current adjuster switches on .

You cannot invert polarity in "MIG/MAG" mode.

### PROTECTIONS

The Welding Digital Control features 3 protections for the control and chopper.

#### 1) "ON" LED blinking



**ON**

When the engine of the welder is started the control unit automatically goes to the stand by mode for few instants (stand-by LED on) and performs a self-diagnosis of the current sensor connector and power source voltage + 15V; then the selected process is loaded (on led turned ON).

In case of malfunction the "ON" LED blinks.

#### 2) Red LED blinking



The chopper has a thermal protection, which intervenes in case the operating temperature exceeds 85°C.

If the protection intervenes, the red LED begins to flash and the welding current/voltage goes to zero. In this case do not switch off the welder, since the alternator fan will help cool down the chopper more quickly.

After a few minutes, the LED will automatically switch itself off and the welding voltage/current will once again be available at the plugs.

#### 3) Red LED continuously lit



If an anomalous current is detected in the chopper, the control blocks the conversion immediately, the output welding current/voltage goes to zero and the red LED lights up. To reset everything, it is necessary to switch off the machine.

If the protections 1) and 3) should intervene, it is best to immediately contact the nearest authorised Service Centre.

### VRD FUNCTION (VRD=Voltage Reduction Device)

The VRD function (present only on some versions) fulfils the purpose of drastically reducing the harm which may result to a person from inadvertent contact with the electrode during non-welding pauses. The VRD automatically switches the control mode in CV and sets the voltage to a safe value (typically <13V) each time the welding process is interrupted for a period longer than 0.5 sec.

The VRD function is active only in CC mode.

The proper operation of the VRD protection (in the models where it is implemented) is monitored by a couple of LEDs: one green and one red.

During welding the red LED indicates that a condition of electrical risk is present. When the welding is stopped for more than 0.5 sec. the green LED turns on (and the red LED turns off) indicating that the VRD function is active. This means that the voltage on the electrode has been lowered to a safe value.



**VRD**



## WIRE FEEDER CONNECTED WITH REMOTE CONTROL CONNECTOR

### Wire feeder connection

Connect the wire feeder to the welder with the welder turned off:

- Welding cable between the machine's (9) welding plug (+) and the wire feeder.
- Welding cable between the machine's (10) welding plug (-) and the piece to be welded.
- Control/power cable between the machine's connector (X1) and the corresponding connector on the wire feeder.

### Start the machine welder

The "ON" LED will be off and will turn on only when there is voltage at the welding plugs (and therefore at the wire).

The voltage is only present when the welding torch button is pressed.

The setting of the welding voltage is done using the knob on the wire feeder.

The adjusting knob on the welder is automatically inhibited.



## WARNING

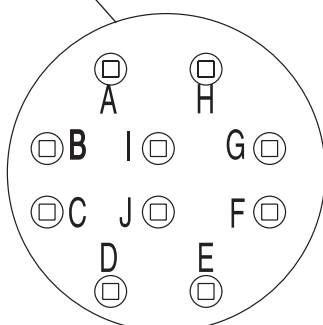
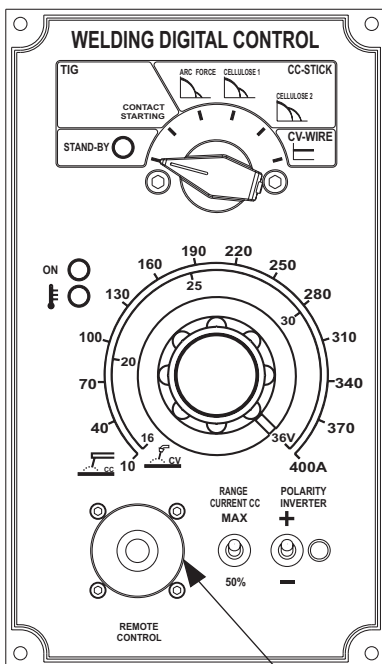
You can use the wire feeder only by respecting the pin configuration as shown on the below mentioned table.

### "WIRE FEEDER connected without remote control connector"

Welding voltage is always present on welding sockets and also VRD is active.

- Welding cable between the machine's (9) welding plug (+) and the wire feeder.
- Welding cable between the machine's (10) welding plug (-) and the piece to be welded.

The setting of the welding voltage is done by using the knob on the front panel.



NAME OF CONTACT	DESCRIPTION
A (electric ground)	To potentiometer RC1 "terminal a"
B	To potentiometer RC1 "central b" To potentiometer RC1 "terminal c"
C (5 V d.c.)	short circuit with contact "C"
D	To switch "Polarity Inverter"
E	(Close for negative polarity)
F (5 V d.c.)	Return from switch on CV welding gun, 1-phase (44 - 48V a.c.)
G	Welding ground for d.c. voltmeter
H (welding ground)	on wire feeder
I (44 - 48V a.c.)	Voltage supply for wire feeder
J (44 - 48V a.c.)	



## WARNING

***It is strictly forbidden to connect the group to the public mains and/or to any other source of electric power.***

### GENERATION IN AC (ALTERNATING CURRENT)

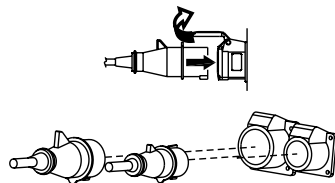
Make certain of the efficiency of the ground connection (12). - See page M20 -

Position the GFI switch to ON.

☞ Voltage is now immediately available to the AC sockets.

Verify that the voltmeter displays the nominal voltage value (at no load it is close to +10% of the nominal value).


Connect the electric devices to be powered to the AC sockets, using suitable plugs and cables in good condition.



☞ Verify that the electrical characteristics (voltage/frequency/power) of the device being powered are compatible with those of the generator.

Low frequency and/or voltage can irreparably damage some electrical devices.

Verify that the ground lead of the electrical appliance/tool to be powered is correctly connected to the terminal of the plug.

☞ For double insulation devices with the symbol , the plug's ground terminal does not need to be grounded.

### THERMAL PROTECTION

The monophase outputs are protected against overloads by the thermal protection (59B).

When the rated current is exceeded, the protection intervenes to cut off the voltage to the AC socket.

☞ **Notes:** the intervention of the thermal protection is not instantaneous, but reacts according to an overcurrent/time characteristic, whereby the greater the overcurrent the quicker the intervention. In case of intervention by the protection device, verify that the total power for the loads connected does not exceed the declared rating and decrease if necessary. Disconnect the loads and wait a few



CIRCUIT BREAKER



minutes to allow the thermal protection to cool down.

Before resetting by pressing the central button and then

connect the load again.

If the protection should intervene again, replace it with another one with matching intervention current specifications and/or contact the Service Department.

☞ **Note:** do not forcibly hold the central button of the thermal protection device to prevent its intervention, as this could irreparably **damage** the unit's alternator.

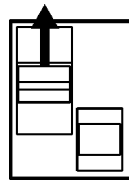
☞ **Note:** the three phase output does not require any protection against overcurrents, since it uses a self-protecting asynchronous type alternator.

### GROUND FAULT INTERRUPTOR SWITCH

The high-sensitivity ground fault interruptor switch [G.F.I.] (30mA) (D), guarantees protection against indirect contacts due to faulty ground currents .

When the G.F.I. switch picks up a faulty ground current that is higher than 30mA, it intervenes by immediately cutting off voltage to the AC sockets.

In case of intervention by this protection device, reset the G.F.I. switch by moving the lever to the ON position. In case of another intervention, verify that there are no faults in the tools connected, or replace the G.F.I. switch with another one of matching specifications and/or contact the Service Department.



☞ **Notes:** Verify the operation of the G.F.I. switch at least once a month by pressing the TEST button. The generator must be running and the G.F.I. lever in the ON position.

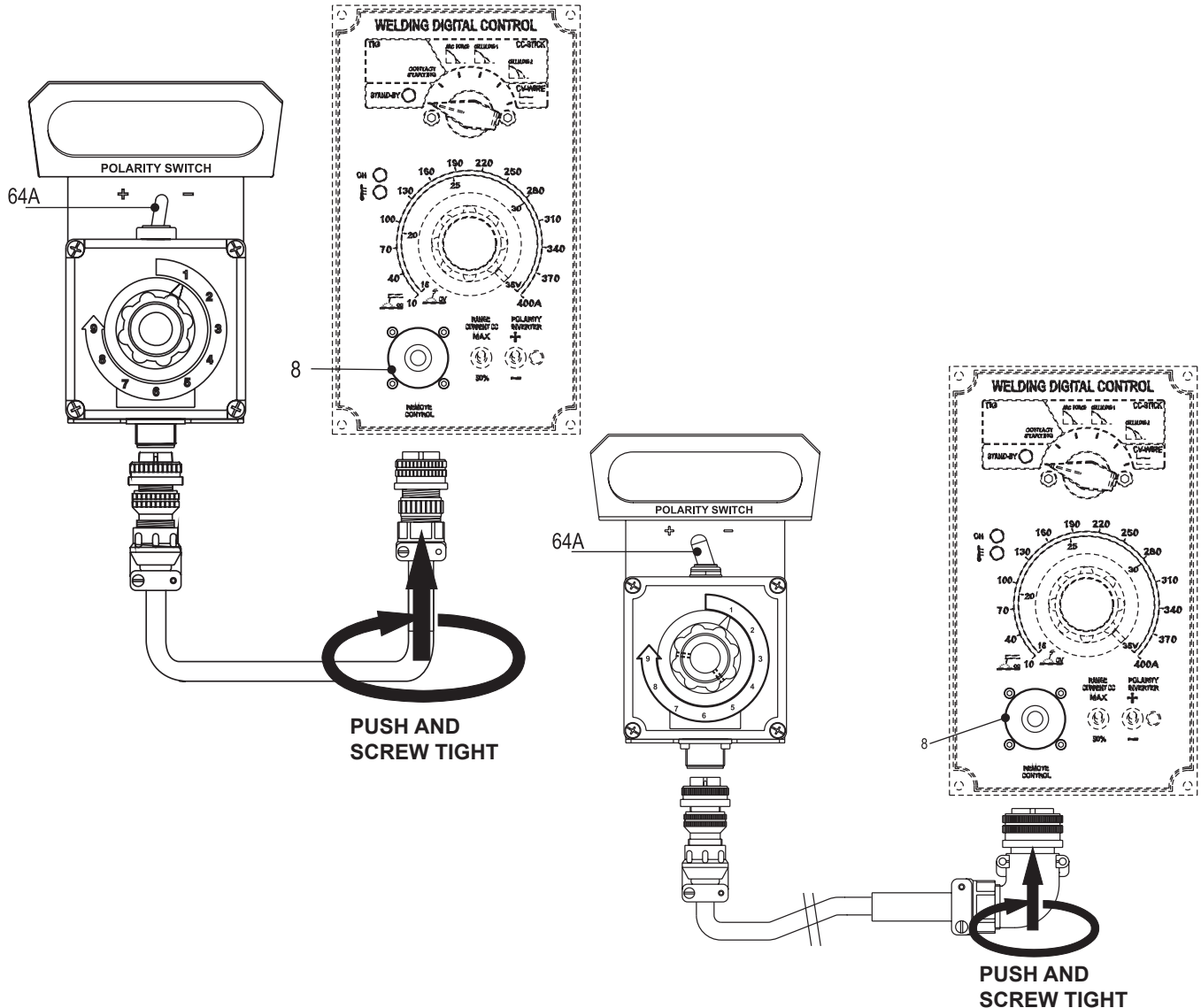
### SIMULTANEOUS USE

The welder's alternator permits the simultaneous use of auxiliary power and welding current. The auxiliary power available to the AC plugs (15) diminishes as the welding current drawn increases.

The table on page M1.6 TECHNICAL SPECIFICATIONS shows the amount of auxiliary power available as the welding current varies.

### COMBINED USE

The output available from the various auxiliary power sockets is limited, not only by the declared output of the unit but also by the capacity of each individual socket.



The remote control RC, which regulates the welding current in the CC (STICK welding) mode and the welding voltage in the CV (MIG/MAG welding), is connected to the front panel by means of a multipole connector.

When the remote control is connected to the remote control connector (8), it is functional and automatically excludes the front panel regulation. The remote control can also be connected to the connector on the wire feeder front panel but in this case it is necessary to switch the wire feeder commutator so it can operate.

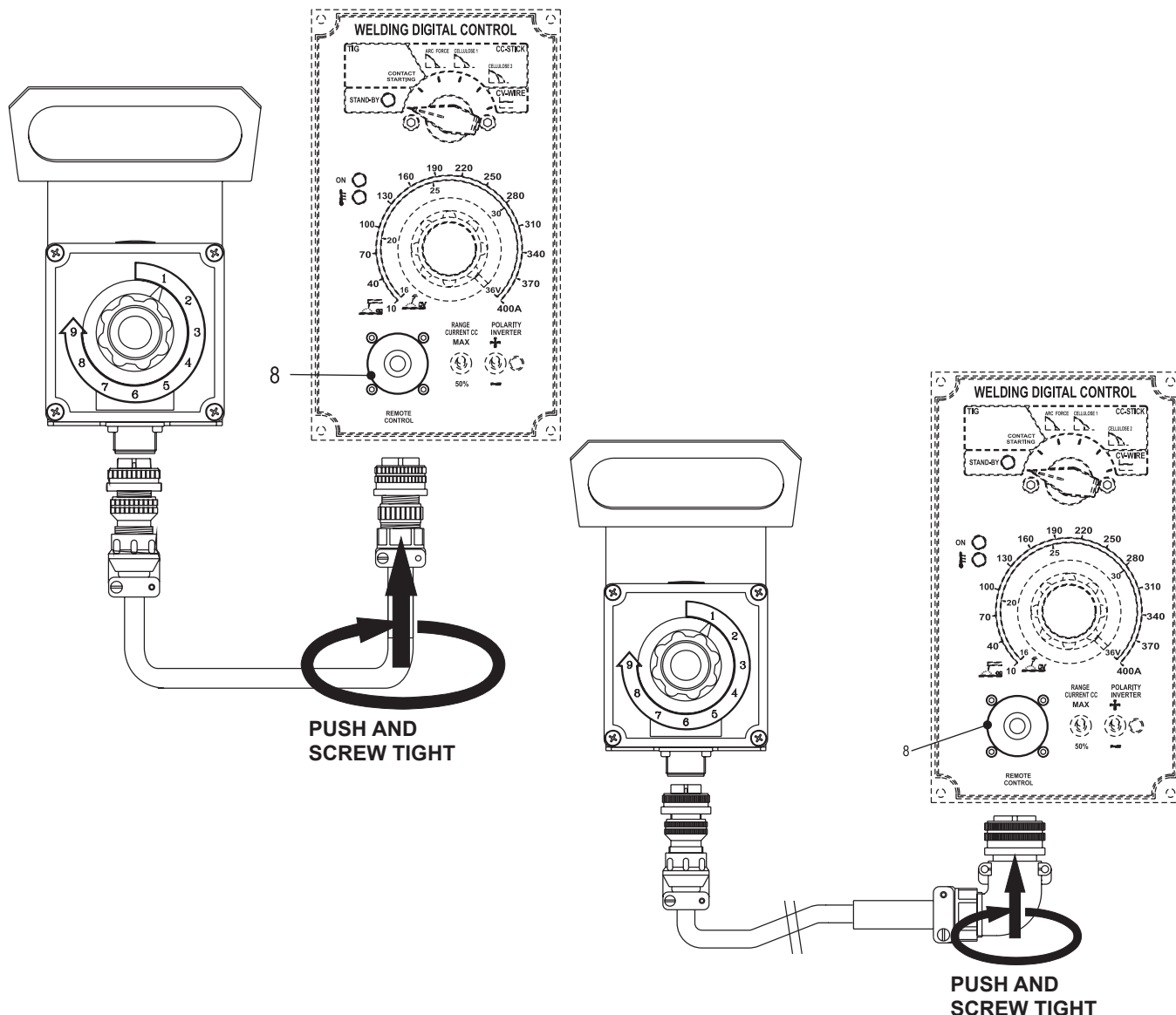
The polarity inverter (64A), if installed, can be operated from the remote control.

Adjust the welding current control knob to the correct current for the diameter and type of electrode being welded.



## ATTENTION

When the RC is not used, it is necessary to disconnect the multipole connector



The remote control RC, which regulates the welding current in the CC (STICK welding) mode and the welding voltage in the CV (MIG/MAG welding), is connected to the front panel by means of a multipole connector.

When the remote control is connected to the remote control connector (8), it is functional and automatically excludes the front panel regulation. The remote control can also be connected to the connector on the wire feeder front panel but in this case it is necessary to switch the wire feeder commutator so it can operate.

Adjust the welding current control knob to the correct current for the diameter and type of electrode being welded.



## ATTENTION

When the RC is not used, it is necessary to disconnect the multipole connector

**Description**

The EP7 includes the basic safeguards to protect an DIESEL engine. The EP7 features 7 LEDs, 3 Static Outputs and a 30A Key Switch. The EP7 monitors an Oil Pressure-switch, Temperature-switch, Fuel Level-switch, Charger Alternator Voltage, and an Emergency-switch.

**Specification**

DC Supply, Battery Plant	8V up to 36 Vdc
Static Outputs (short circuit proof)	200 mAdc
Key Switch Rating	30 A (30 secs)/80 A (5 secs)
Dimensions-DIN 96 Size	72X72X55 (ex switch /key)
Weight	300 gr
Operating Temperature	-30° C /+70° C
Operating Humidity	96% (non-condensing)

**[PREHEAT] yellow LED**

This indicator illuminates during the Pre-Glow cycle (10 secs to 60 secs).

**[EMERGENCY] red LED**

This LED illuminates continuously when a shut down has been caused by the Emergency switch.

**[ALTERNATOR FAILURE] red LED**

This LED illuminates before engine starting or if a Belt Break shut down occurs (than 20 secs).

**[OIL PRESSURE] red LED**

This LED illuminates before engine starting or if an Oil Pressure shut down occurs.

**[FUEL LEVEL] red LED**

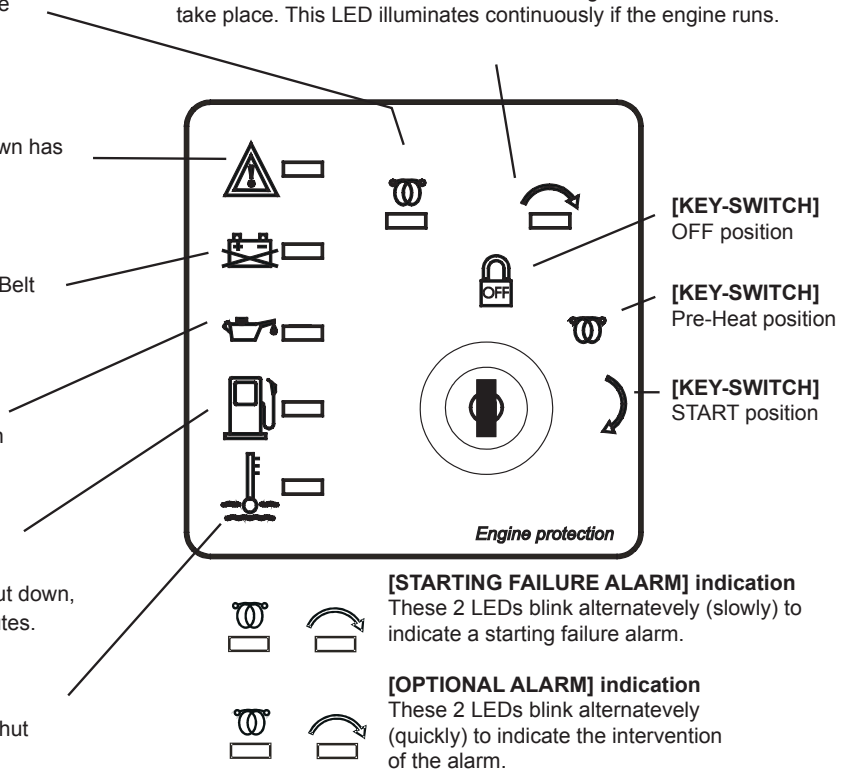
This LED blinks when a low fuel condition occurs. This LED illuminates continuously to indicate a shut down, if the switch has been closed for more than 5 minutes.

**[TEMPERATURE] red LED**

This LED illuminates when an High Temperature shut down occurs.

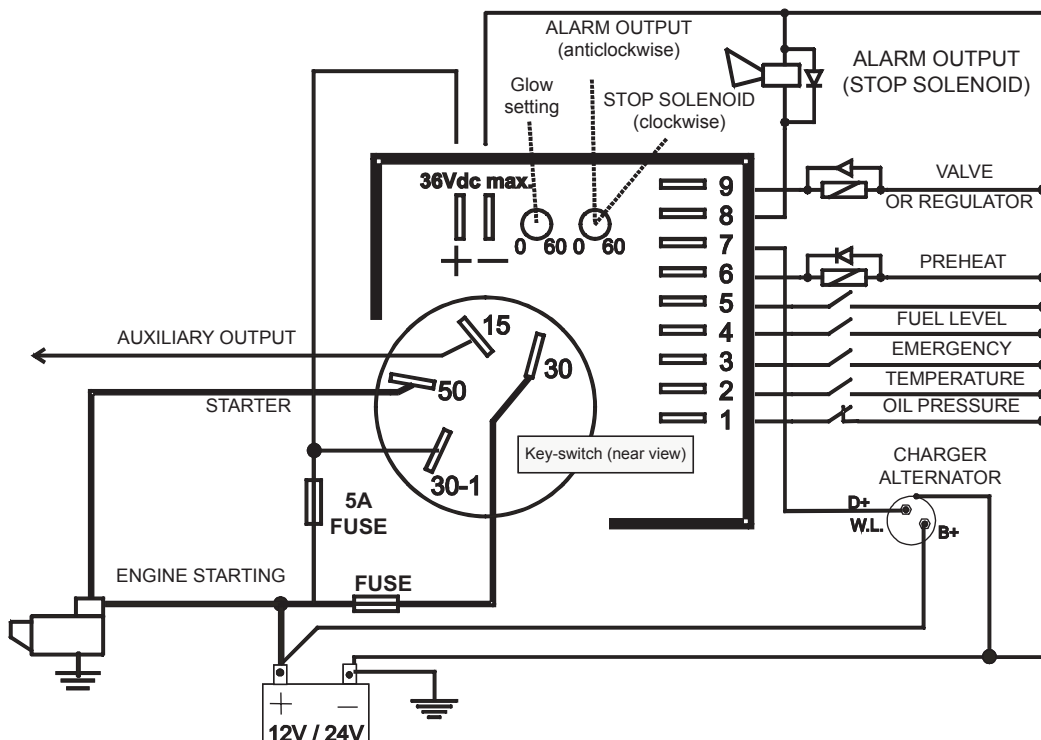
**[ENGINE RUNNING] green LED**

This LED blinks for 15 seconds, indicating that the EP7 is ready to start the engine (you have to turn the key to start). If the engine does not run within 15 seconds, the "Starting Failure" alarm will take place. This LED illuminates continuously if the engine runs.





**[STARTING FAILURE ALARM] indication**  
These 2 LEDs blink alternateely (slowly) to indicate a starting failure alarm.

**[OPTIONAL ALARM] indication**  
These 2 LEDs blink alternateely (quickly) to indicate the intervention of the alarm.





PROBLEM	POSSIBLE CAUSE	WHAT TO DO
<b>WELDING</b>		
<b>P1</b> All functions performed by the WDC are regular, but there is no tension on the welding sockets	1) Position of regulation potentiometer incorrect knob	1) Adjust the position of the WDC regulation knob on the potentiometer spindle so that the potentiometer is not completely at the end of its travel when the knob reaches its minimum position. Idem for the RC remote control knob.
<b>P2</b> Malfunction in the selection of welding processes or in their confirmation on other functions performed by the WDC	1) WDC defective	1) <b>Replace</b> the WDC.
<b>P3</b> Blinking "ON" LED	1) Current sensor connector P3 2) Aux power voltage value ( $\pm 15V$ ) too high or too low	1) Connector P3 not inserted or defective - see drawing 5 2) Check the aux transformer, see drawing 1
<b>P4</b> Blinking red LED 	1) The chopper thermic protection is intervening  2) Temperature sensor situated on chopper (NTC resistor) short circuited or open.  3) WDC defective	1) The output is inhibited automatically; let the motor continue to run to cool down the chopper, and after a few minutes the LED will automatically switch off and there will be current/voltage once again at the welding sockets. 2) Check chopper connector, drawing 2, from pin 1-2. The resistor must be bigger than $1800 \Omega$ and less than $25 K\Omega$ , otherwise the led blinking. <b>Replace</b> the chopper. In the meantime you can work cutting the wire which arrives to pin 1 - pin 2 and put on it one resistor $10 K\Omega$ . In this case the thermic protection don't work but you can use the machine. 3) <b>Replace</b> the WDC.
<b>P5</b> Red LED always on 	1) WDC defective  2) Chopper defective 3) Current sensor defective	1) <b>Switch off</b> the machine and start it up again; if the LED remains off try to weld, verifying that the welding is regular; if the LED lights up again. Replace the WDC. 2) Check the chopper as shown on drawing 2. 3) Replace the sensor.
<b>P6</b> RC remote does not operate.	1) Remote control (or cable) defective. 2) WDC defective.	1) Check the RC. See drawing 4. 2) <b>Replace</b> the WDC
<b>P7</b> The welding current is always at max or always at minimum	1) Potentiometer on WDC defective 2) WDC defective 3) Welding current sensor defective	1) Check from pin 1-12 connector P4 (pin 1 - ground see drawing 3) 2) Replace the WDC 3) Replace the current sensor
<b>P8</b> No voltage at the welding sockets in CV mode	1) Defective wire feeder cable 2) Defective wire feeder 3) Defective WDC	1) Check the connections pin to pin of the wire 2) Check the wire feeder 3) Without wire feeder cable put the pin I in short circuit with G on remote control connector, the led ON must be light - WDC ok otherwise change WDC
<b>P9</b> No welding or generation output	1) Short circuit of chopper.  2) Short circuit of generation unit.  3) Alternator defective.	1) <b>Disconnect</b> the chopper and re-start the machine; if there is now an output present, replace the chopper 2) <b>Disconnect</b> the auxiliary output circuit and re-start the machine; if there is now an output present, there is a short circuit in the auxiliary output circuit or in one of the components 3) <b>Disconnect</b> all outputs on the alternator (welding and generation unless the output going to the condensers) and check the capacity of the condensers. Restart the machine, if there is still no output, replace the alternator.

D

GB

F

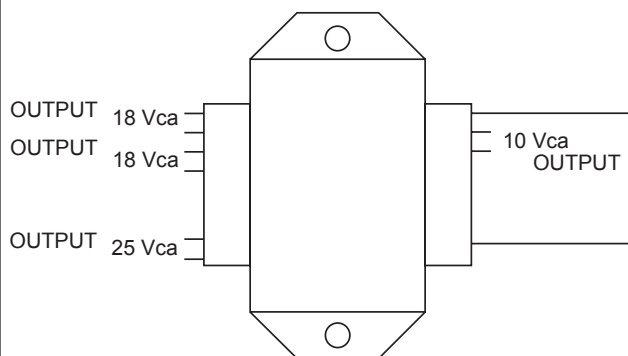
## TROUBLE SHOOTING

DSP - EP5/EP7/ES

M  
40.2

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PROBLEM	POSSIBLE CAUSE	WHAT TO DO
<b>WELDING WITH V.R.D.</b>		
<b>P10</b> The welding tension after 3 sec isn't less enough (plus in 12V dc)	1) Net R.C. defective or disconnected from + or - welding socket 2) WDC defective.	1) Check the net R.C. Check the connections. 2) <b>Replace</b> the WDC.
<b>GENERATING</b>		
<b>P1</b> Voltmeter shows no voltage or low voltage but actual voltage at the sockets is OK.	1) Voltmeter malfunction	1) <b>Replace</b> the voltmeter.
<b>P2</b> No three-phase voltage present at the socket(s).	1) Differential switch not inserted 2) Differential switch malfunction	1) <b>Turn on</b> the switch. 2) <b>Replace</b> the switch.
<b>P3</b> No single phase voltage one socket but voltmeter reading is normal and there is voltage on the other sockets.	1) Intervention of thermal switch due to excessive current. 2) Thermal switch malfunction.	1) <b>Push in</b> the thermal switch. 2) <b>Replace</b> the thermal switch.
<b>P4</b> No voltage present. (See problem P9)	1) Short circuit present on the generator outputs.	1) <b>Disconnect</b> all outputs on the generator except for those on the condensers and re-start machine; check for voltage on condensers.
<b>MOTOR</b>		
<b>P1</b> The engine does not start or stops immediately after startup.	1) Low battery voltage, battery dead or defective. 2) Presence of air in the fuel supply circuit. 3) Circuit breaker engine protection 4) Engine solenoid	1) Check the warning light "state of the battery": - Green colour: battery OK - Black colour: battery to be recharged - White colour: battery to be replaced - <b>DO NOT OPEN THE BATTERY.</b> 2) Carry out de-aeration on the fuel system. See engine operating manual. 3) Insert the circuit breaker. In case the problem persists, check the electrical circuit and eliminate the problem. Call an authorised service centre. 4) See engine manual
<b>P2</b> Engine stops due to intervention of EP5/EP7/ES.	1) Engine temperature too high or insufficient oil pressure. 2) High temperature sensor or oil pressure defective. 3) EP5/EP7/ES protection defective	1) <b>Check</b> oil level. 2) <b>Replace</b> the malfunctioning sensor. 3) <b>Replace</b> the protection.
<b>P3</b> The battery is not charged.	1) Battery charger alternator defective. 2) Battery charger warning light defective.	1) <b>Replace</b> 2) <b>Replace</b>
<b>P4</b> For other problems, refer to the attached engine manual		

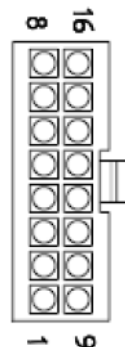


Check the transformer in this way:

input: 220 Vac  
 output: 18 Vac, 25 Vac, 10 Vac

**DRAWING 1**

**CHOPPER TEST**  
 CHECK THE FOLLOWING RESISTIVE VALUES  
 ON THE CHOPPER CONNECTOR



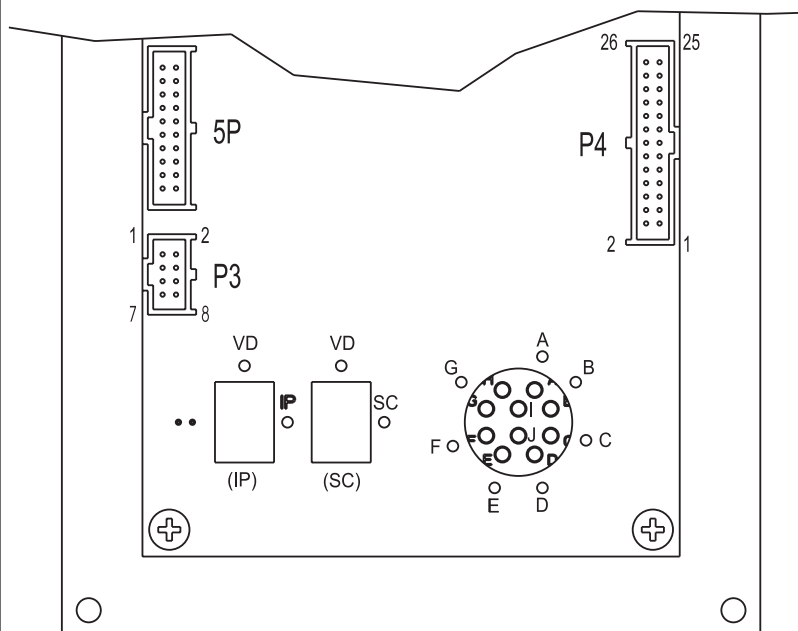
VIEW FROM INSERTION SIDE

Check the resistive values between the following pairs of pins, by means of an ohmmeter.

Pins	CT 350	DSP 400 DSP 2x400 DSP 500	DSP 600
1 - 9	3,33 KΩ ± 5%	3,33 KΩ ± 5%	3,33 KΩ ± 5%
2 - 10	3,33 KΩ ± 5%	3,33 KΩ ± 5%	3,33 KΩ ± 5%
3 - 11	3,33 KΩ ± 5%	3,33 KΩ ± 5%	3,33 KΩ ± 5%
4 - 12	-	3,33 KΩ ± 5%	3,33 KΩ ± 5%
5 - 13	-	-	3,33 KΩ ± 5%
8 - 16	1,8 ÷ 25 KΩ ± 5% (In funzione della temperatura)		

**DRAWING 2**

Connector P4 on WDC

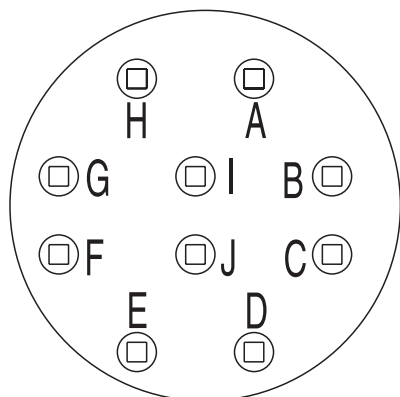


**DRAWING 3**

**POTENTIOMETER TEST**

To check if the potentiometer of the WDC works correctly perform the following test:

- 1) Start the welding machine and let it run at nominal r.p.m.
- 2) Connect a multimeter set for VDC measurement between pins 1 (GND) and 12 of connector P4
- 3) Turn the knob completely AKW and check that the voltage is  $\leq 0,5V$
- 4) Turn the knob gradually KW and check that the voltage increases up to a value  $\geq 4,5V$  at rotation stop. the voltage shall increase in a regular way with the rotation.

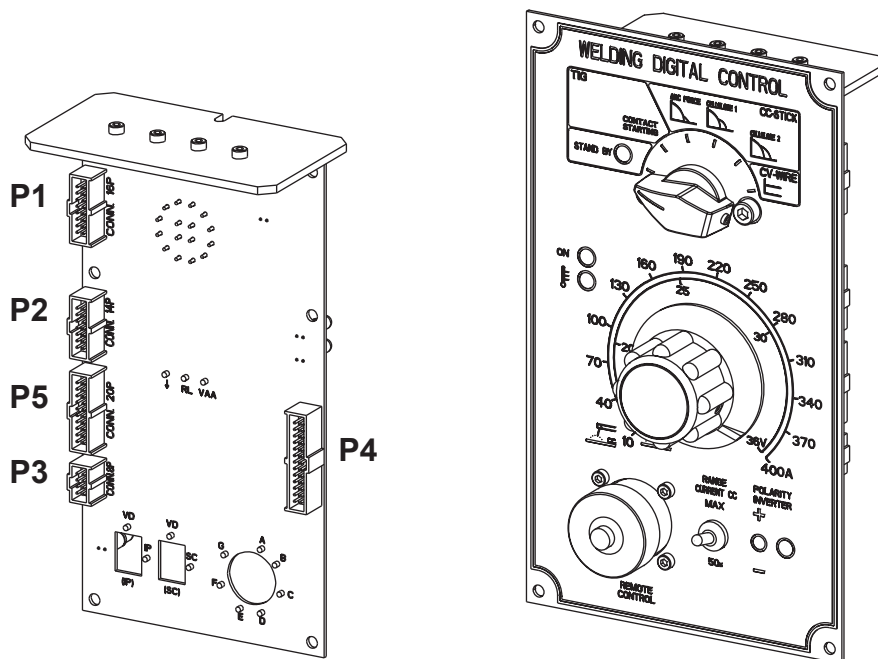


Put the knob on RC1 at minimum/max, put one ohmmeter from pin A - B and measure the resistance.




Knob	Resistance
Minimum	50 ÷ 100 Ω
Max	4,5 - 4,7 KΩ

**DRAWING 4**

- P1 Supply connector
- P2 Chopper connector
- P3 Current sensor connector
- P4 - P5 Free



**DRAWING 5**

 <b>WARNING</b>		
	<ul style="list-style-type: none"> <li>Have <b>qualified</b> personnel do maintenance and troubleshooting work.</li> <li>Stop the engine before doing any work inside the machine. If for any reason the machine must be operated while working inside, <b>pay attention</b> moving parts, hot parts (exhaust manifold and muffler, etc.) electrical parts which may be unprotected when the machine is open.</li> <li>Remove guards only when necessary to perform maintenance, and replace them when the maintenance requiring their removal is complete.</li> <li>Please wear the appropriate clothing and make use of the PPE (Personal Protective Equipment), according to the type of intervention (protective gloves, insulated gloves, glasses).</li> <li>Do not modify the components if not authorized.</li> </ul> <p style="text-align: center;">- See pag. M1.1 -</p>	
<b>MOVING PARTS</b> can injure		<b>HOT surface</b> can hurt you

**NOTE**

By maintenance at care of the utilizer we intend all the operatios concerning the verification of mechanical parts, electrical parts and of the fluids subject to use or consumption during the normal operation of the machine.

For what concerns the fluids we must consider as maintenance even the periodical change and or the refills eventually necessary.

Maintenance operations also include machine cleaning operations when carried out on a periodic basis outside of the normal work cycle.

The repairs **cannot be considered** among the maintenance activities, i.e. the replacement of parts subject to occasional damages and the replacement of electric and mechanic components consumed in normal use, by the Assistance Authorized Center as well as by manufacturer.

The replacement of tires (for machines equipped with trolleys) must be considered as repair since it is not delivered as standard equipment any lifting system.

The periodic maintenance should be performed according to the schedule shown in the engine manual. An optional hour counter (M) is available to simplify the determination of the working hours.

maintenance intervals and specific checks for each model: it is necessary to consult the specific engine or alternator USER AND MAINTENANCE manual.

**VENTILATION**

Make certain there are no obstructions (rags, leaves or other) in the air inlet and outlet openings on the machine, alternator and motor.

**ELECTRICAL PANELS**

Check condition of cables and connections daily. Clean periodically using a vacuum cleaner, **DO NOT USE COMPRESSED AIR.**

**DECALS AND LABELS**

*All warning and decals should be checked once a year and **replaced** if missing or unreadable.*

**STRENUOUS OPERATING CONDITIONS**



Under extreme operating conditions (frequent stops and starts, dusty environment, cold weather, extended periods of no load operation, fuel with over 0.5% sulphur content) do maintenance more frequently.

**BATTERY WITHOUT MAINTENANCE  
DO NOT OPEN THE BATTERY**

The battery is charged automatically from the battery charger circuit supplied with the engine.

Check the state of the battery from the colour of the warning light which is in the upper part.

- Green colour: battery OK
- Black colour: battery to be recharged
- White colour: battery to be replaced


 <b>IMPORTANT</b>
<div style="display: flex; align-items: center;">  <p style="margin: 0;">In the maintenance operations avoid that polluting substances, liquids, exhausted oils, etc. bring damage to people or things or can cause negative effects to surroundings, health or safety respecting completely the laws and/or dispositions in force in the place.</p> </div>

**ENGINE and ALTERNATOR**

**PLEASE REFER TO THE SPECIFIC MANUALS PROVIDED.**

Every engine and alternator manufacturer has



 <b>NOTE</b>
<p>THE ENGINE PROTECTION NOT WORK WHEN THE OIL IS OF LOW QUALITY BECAUSE NOT CHARGED REGULARLY AT INTERVALS AS PRESCRIBED IN THE OWNER'S ENGINE MANUAL.</p>

In case the machine should not be used for more than 30 days, make sure that the room in which it is stored presents a suitable shelter from heat sources, weather changes or anything which can cause rust, corrosion or damages to the machine.

☞ Have **qualified** personnel prepare the machine for storage.

**GASOLINE ENGINE**

Start the engine: It will run until it stops due to the lack of fuel.

Drain the oil from the engine sump and fill it with new oil (see page M25).

Pour about 10 cc of oil into the spark plug hole and screw the spark plug, after having rotated the crankshaft several times.

Rotate the crankshaft slowly until you feel a certain compression, then leave it.

In case the battery, for the electric start, is assembled, disconnect it.

Clean the covers and all the other parts of the machine carefully.

Protect the machine with a plastic hood and store it in a dry place.

**DIESEL ENGINE**



For short periods of time it is advisable, about every 10 days, to make the machine work with load for 15-30 minutes, for a correct distribution of the lubricant, to recharge the battery and to prevent any possible bloking of the injection system.

For long periods of inactivity, turn to the after sales service of the engine manufacturer.

Clean the covers and all the other parts of the machine carefully.

Protect the machine with a plastic hood and store it in a dry place.

In case of necessity for first aid and of fire prevention, see page. M2.5.

 <b>IMPORTANT</b>	
	<p>In the storage operations avoid that polluting substances, liquids, exhausted oils, etc. bring damage to people or things or can cause negative effects to surroundings, health or safety respecting completely the laws and/or dispositions in force in the place.</p>

☞ Have **qualified** personnel disassemble the machine and dispose of the parts, including the oil, fuel, etc., in a correct manner when it is to be taken out of service.

In case of necessity for first aid and fire prevention, see page M2.5.

As cust off we intend all operations to be made, at utilizer's care, at the end of the use of the machine. This comprises the dismantling of the machine, the subdivision of the several components for a further reutilization or for getting rid of them, the eventual packing and transportation of the eliminated parts up to their delivery to the store, or to the bureau entrusted to the cust off or to the storage office, etc.

The several operations concerning the cust off, involve the manipulation of fluids potentially dangerous such as: lubricating oil and battery electrolyte.

The dismantling of metallic parts liable to cause injuries or wounds, must be made wearing heavy gloves and using suitable tools.

The getting rid of the various components of the machine must be made accordingly to rules in force of law a/o local rules.

**Particular attention must be paid when getting rid of:**  
**lubricating oils, battery electrolyte, and inflammable liquids such as fuel, cooling liquid.**



The machine user is responsible for the observance of the norms concerning the environment conditions with regard to the elimination of the machine being cust off and of all its components.

In case the machine should be cust off without any previous disassembly it is however compulsory to remove:

- tank fuel
- engine lubricating oil
- cooling liquid from the engine
- battery

**NOTE:** The manufacturer is involved with custing off the machine **only** for the second hand ones, when not reparable.

This, of course, after authorization.

 <b>IMPORTANT</b>	
	In the cust-off operations avoid that polluting substances, liquids, exhausted oils, etc. bring damage to people or things or can cause negative effects to surroundings, health or safety respecting completely the laws and/or dispositions in force in the place.

The information here below are to be intended only as indicative since the above norm is much larger. For further details please see the specific norms and/or the manufacturers of the product to be used in the welding process.

**RUTILE ELECTRODES: E 6013**

Easily removable fluid slag, suitable for welding in all position. Rutile electrodes weld in d.c. with both polarities (electrode holder at + or -) and in a.c.. Suitable for soft steels R-38/45 kg/mm<sup>2</sup>. Also for soft steels of lower quality.

**BASIC ELECTRODES: E 7015**

Basic electrodes weld only in d.c. with inverse polarity (+ on the electrode holder) ; there are also types for a.c. Suitable for impure carbon steels. Weld in all position.

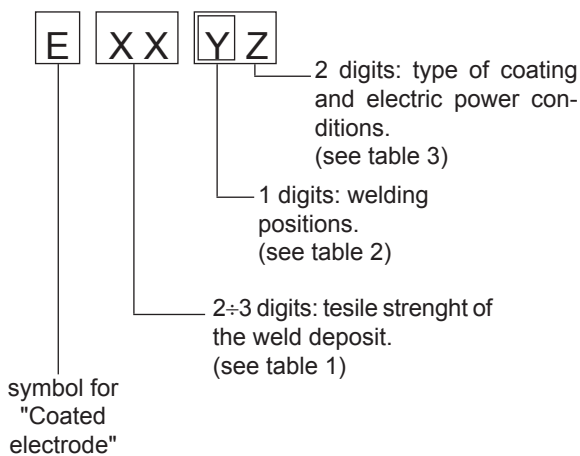
**HIGH YIELD BASIC ELECTRODES: E 7018**

The iron contained in the coating increases the quality of metal added. Good mechanical properties. Weld in all position. Electrode holder at + (inverse polarity). Weld deposit of nice aspect, also vertical. Workable; high yield. Suitable for steels with high contents of sulphur (impurities).

**CELLULOSIC ELECTRODES: E 6010**

Cellulosic electrodes weld only in d.c. with polarity + electrode holder - ground clamp. Special for steels run on pipes with R max 55 kg/mm<sup>2</sup>. Weld in all position. volatile slag.

**ELECTRODES IDENTIFICATION ACCORDING TO A.W.S. STANDARDS**



Number	Strength	
	K.s.l.	Kg/mm <sup>2</sup>
60	60.000	42
70	70.000	49
80	80.000	56
90	90.000	63
100	100.000	70
110	110.000	77
120	120.000	84

Table 1

1	for all positions
2	for plane and vertical
3	for plane position only

Table 2

N°	Descrizione
10	Cellulose electrodes for d.c.
11	Cellulose electrodes for a.c.
12	Rutile electrode for d.c.
13	Rutile electrode for a.c.
14	High yield rutile electrodes
15	Basic electrodes for d.c.
16	Basic electrodes for a.c.
18	High yield basic electrodes for d.c. (inverse polarity)
20	Acid electrodes for flat or front position welding for d.c. (- pole) and for a.c.
24	High yield rutile electrodes for flat or front plane position welding for d.c. and a.c.
27	High yield acid electrodes for flat or front plane position welding for d.c. (- pole) and a.c..
28	High yield basic electrodes for flat or front plane position welding for d.c. (inverse polarity)
30	Extra high yield acid electrodes, extra high penetration if required, for flat position welding only for d.c. (- pole) and a.c.

Table 3



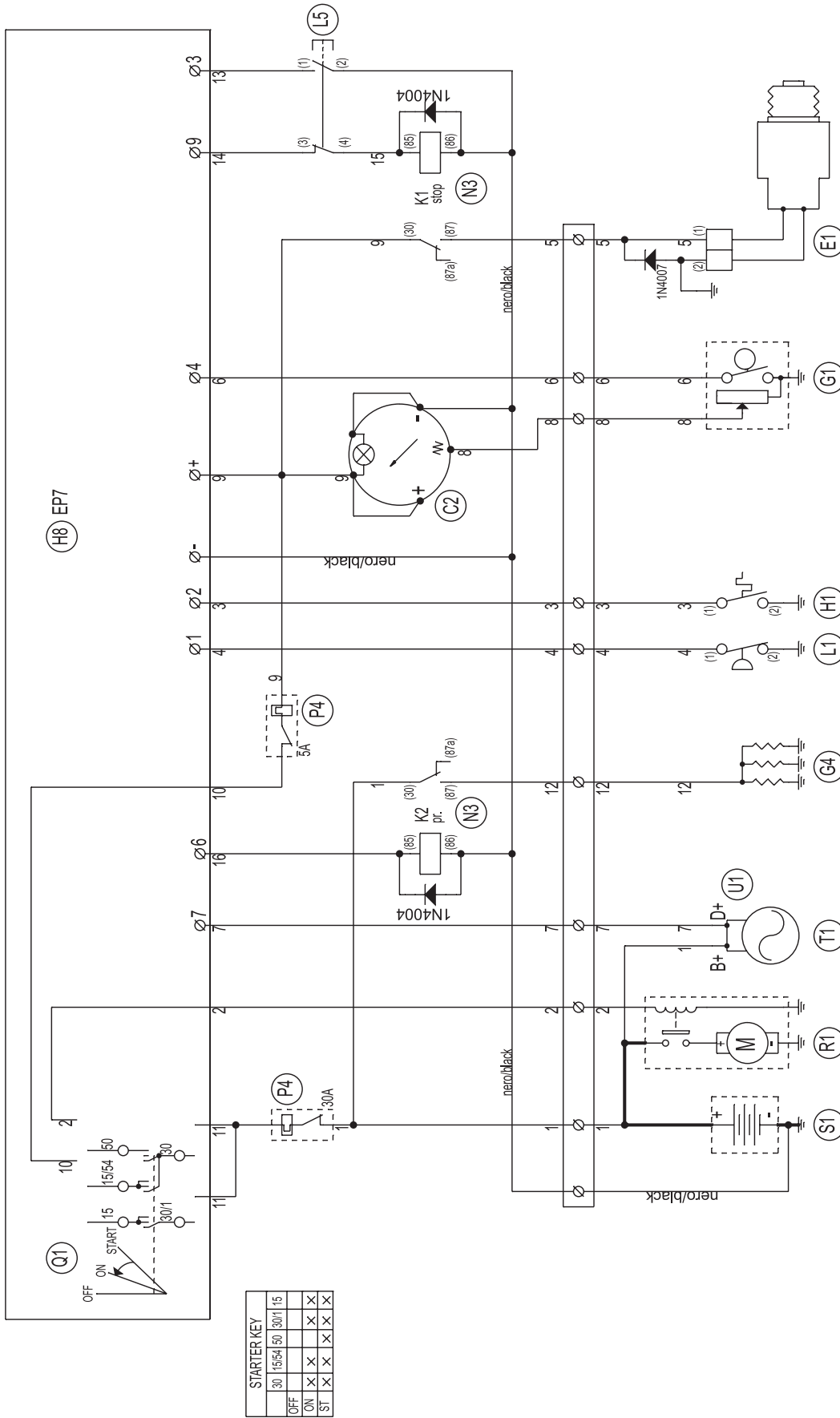


# ELECTRICAL SYSTEM LEGENDE

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A : Alternator	E3 : Open circuit voltage switch	I6 : Start Local/Remote selector	N9 : UP/DOWN button mast
B : Wire connection unit	F3 : Stop push-button	L6 : Choke button	O9 : Hydraulic unit solenoid valve
C : Capacitor	G3 : Ignition coil	M6 : Switch CC/CV	P9 : Hydraulic unit engine
D : G.F.I.	H3 : Spark plug	N6 : Connector – wire feeder	Q9 : Ignitor
E : Welding PCB transformer	I3 : Range switch	O6 : 420V/110V 3-phase transformer	R9 : Lamp
F : Fuse	L3 : Oil shut-down button	P6 : Switch IDLE/RUN	S9 : Power system
G : 400V 3-phase socket	M3 : Battery charge diode	Q6 : Hz/V/A analogic instrument	T9 : 48Vdc power system
H : 230V 1phase socket	N3 : Relay	R6 : EMC filter	U9 : LED projector
I : 110V 1-phase socket	O3 : Resistor	S6 : Wire feeder supply switch	V9 : 125/250V 1phase socket
L : Socket warning light	P3 : Sparkler reactor	T6 : Wire feeder socket	Z9 :
M : Hour-counter	Q3 : Output power unit	U6 : DSP chopper PCB	W9 :
N : Voltmeter	R3 : Electric siren	V6 : Power chopper supply PCB	X9 :
P : Welding arc regulator	S3 : E.P.4 engine protection	Z6 : Switch and leds PCB	Y9 :
Q : 230V 3-phase socket	T3 : Engine control PCB	W6 : Hall sensor	
R : Welding control PCB	U3 : R.P.M. electronic regulator	X6 : Water heater indicator	
S : Welding current ammeter	V3 : PTO HI control PCB	Y6 : Battery charge indicator	
T : Welding current regulator	Z3 : PTO HI 20 l/min push-button	A7 : Transfer pump selector AUT-0-MAN	
U : Current transformer	W3 : PTO HI 30 l/min push-button	B7 : Fuel transfer pump	
V : Welding voltage voltmeter	X3 : PTO HI reset push-button	C7 : "GECO" generating set test	
Z : Welding sockets	Y3 : PTO HI 20 l/min indicator	D7 : Flooting with level switches	
X : Shunt	A4 : PTO HI 30 l/min indicator	E7 : Voltmeter regulator	
W : D.C. inductor	B4 : PTO HI reset indicator	F7 : WELD/AUX switch	
Y : Welding diode bridge	C4 : PTO HI 20 l/min solenoid valve	G7 : Reactor, 3-phase	
A1 : Arc striking resistor	D4 : PTO HI 30 l/min solenoid valve	H7 : Switch disconnecter	
B1 : Arc striking circuit	E4 : Hydraulic oil pressure switch	I7 : Solenoid stop timer	
C1 : 110V D.C./48V D.C. diode bridge	F4 : Hydraulic oil level gauge	L7 : "VODIA" connector	
D1 : E.P.1 engine protection	G4 : Preheating glow plugs	M7 : "F" EDC4 connector	
E1 : Engine stop solenoid	H4 : Preheating gearbox	N7 : OFF-ON-DIAGN. selector	
F1 : Acceleration solenoid	I4 : Preheating indicator	O7 : DIAGNOSTIC push-button	
G1 : Fuel level transmitter	L4 : R.C. filter	P7 : DIAGNOSTIC indicator	
H1 : Oil or water thermostat	M4 : Heater with thermostat	Q7 : Welding selector mode	
I1 : 48V D.C. socket	N4 : Choke solenoid	R7 : VRD load	
L1 : Oil pressure switch	O4 : Step relay	S7 : 230V 1-phase plug	
M1 : Fuel warning light	P4 : Circuit breaker	T7 : V/Hz analogic instrument	
N1 : Battery charge warning light	Q4 : Battery charge sockets	U7 : Engine protection EP6	
O1 : Oil pressure warning light	R4 : Sensor, cooling liquid temperature	V7 : G.F.I. relay supply switch	
P1 : Fuse	S4 : Sensor, air filter clogging	Z7 : Radio remote control receiver	
Q1 : Starter key	T4 : Warning light, air filter clogging	W7 : Radio remote control transmitter	
R1 : Starter motor	U4 : Polarity inverter remote control	X7 : Isometer test push-button	
S1 : Battery	V4 : Polarity inverter switch	Y7 : Remote start socket	
T1 : Battery charge alternator	Z4 : Transformer 230/48V	A8 : Transfer fuel pump control	
U1 : Battery charge voltage regulator	W4 : Diode bridge, polarity change	B8 : Ammeter selector switch	
V1 : Solenoid valve control PCB	X4 : Base current diode bridge	C8 : 400V/230V/115V commutator	
Z1 : Solenoid valve	Y4 : PCB control unit, polarity inverter	D8 : 50/60 Hz switch	
W1 : Remote control switch	A5 : Base current switch	E8 : Cold start advance with temp. switch	
X1 : Remote control and/or wire feeder socket	B5 : Auxiliary push-button ON/OFF	F8 : START/STOP switch	
Y1 : Remote control plug	C5 : Accelerator electronic control	G8 : Polarity inverter two way switch	
A2 : Remote control welding regulator	D5 : Actuator	H8 : Engine protection EP7	
B2 : E.P.2 engine protection	E5 : Pick-up	I8 : AUTOIDLE switch	
C2 : Fuel level gauge	F5 : Warning light, high temperature	L8 : AUTOIDLE PCB	
D2 : Ammeter	G5 : Commutator auxiliary power	M8 : A4E2 ECM engine PCB	
E2 : Frequency meter	H5 : 24V diode bridge	N8 : Remote emergency stop connector	
F2 : Battery charge transformer	I5 : Y/▲ commutator	O8 : V/A digital instruments and led VRD PCB	
G2 : Battery charge PCB	L5 : Emergency stop button	P8 : Water in fuel	
H2 : Voltage selector switch	M5 : Engine protection EP5	Q8 : Battery disconnect switch	
I2 : 48V a.c. socket	N5 : Pre-heat push-button	R8 : Inverter	
L2 : Thermal relay	O5 : Accelerator solenoid PCB	S8 : Overload led	
M2 : Contactor	P5 : Oil pressure switch	T8 : Main IT/TN selector	
N2 : G.F.I. and circuit breaker	Q5 : Water temperature switch	U8 : NATO socket 12V	
O2 : 42V EEC socket	R5 : Water heater	V8 : Diesel pressure switch	
P2 : G.F.I. resistor	S5 : Engine connector 24 poles	Z8 : Remote control PCB	
Q2 : T.E.P. engine protection	T5 : Electronic GFI relais	W8 : Pressure turbo protection	
R2 : Solenoid control PCB	U5 : Release coil, circuit breaker	X8 : Water in fuel sender	
S2 : Oil level transmitter	V5 : Oil pressure indicator	Y8 : EDC7-UC31 engine PCB	
T2 : Engine stop push-button T.C.1	Z5 : Water temperature indicator	A9 : Low water level sender	
U2 : Engine start push-button T.C.1	W5 : Battery voltmeter	B9 : Interface card	
V2 : 24V c.a. socket	X5 : Contactor, polarity change	C9 : Limit switch	
Z2 : Thermal magnetic circuit breaker	Y5 : Commutator/switch, series/parallel	D9 : Starter timing card	
W2 : S.C.R. protection unit	A6 : Commutator/switch	E9 : Luquid pouring level float	
X2 : Remote control socket	B6 : Key switch, on/off	F9 : Under voltage coil	
Y2 : Remote control plug	C6 : QEA control unit	G9 : Low water level warning light	
A3 : Insulation moiting	D6 : Connector, PAC	H9 : Chopper driver PCB	
B3 : E.A.S. connector	E6 : Frequency rpm regulator	I9 : Fuel filter heater	
C3 : E.A.S. PCB	F6 : Arc-Force selector	L9 : Air heater	
D3 : Booster socket	G6 : Device starting motor	M9 : ON/OFF switch lamp	
	H6 : Fuel electro pump 12V c.c.		

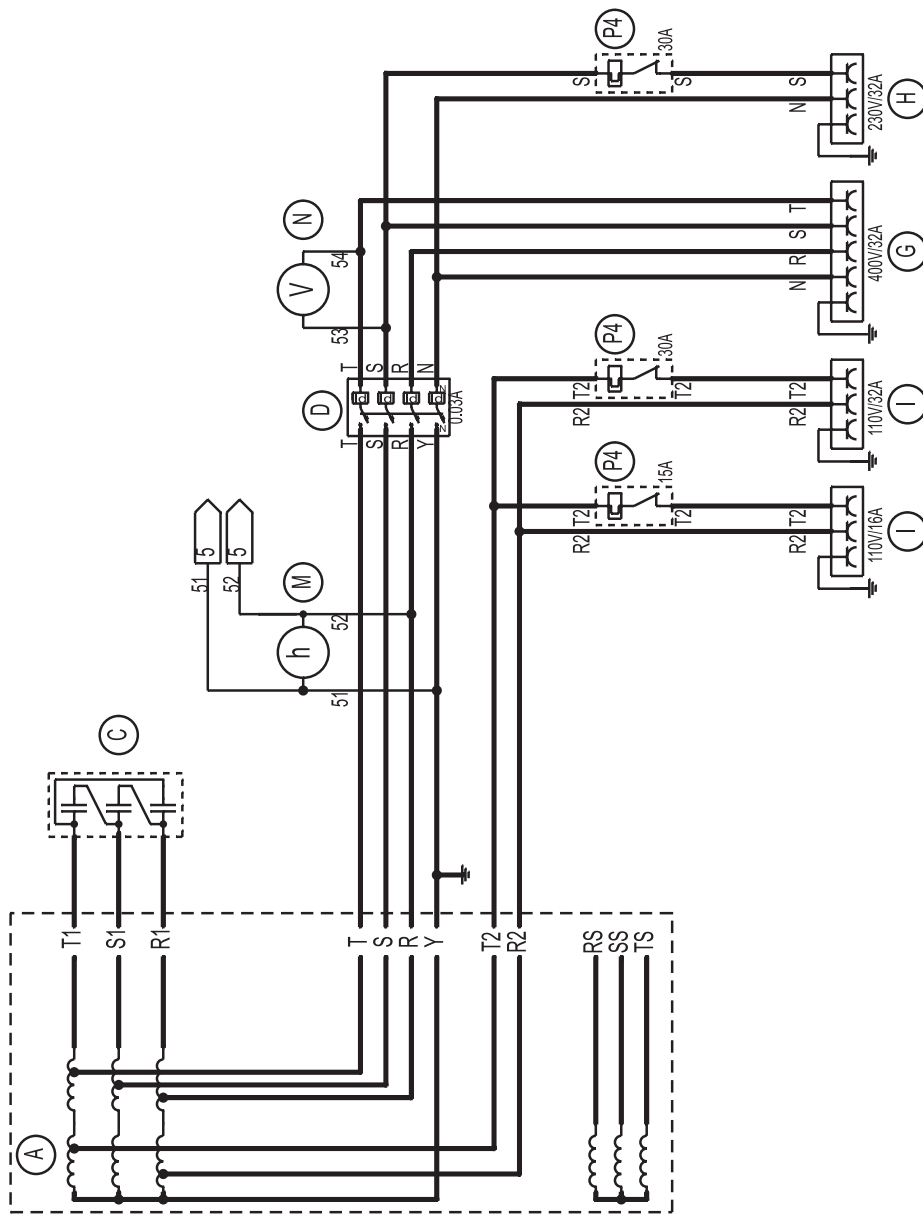


ESD Exp.	Modifica Modifikation	Data Date	Appr. Abbr.
Da Pag. From Page	Denominazione: Denominator:	Project: Project	Page n° of n°
Alta Pag. To Page	Engine Perkins 404C-22G	78510.prg	2
	Macchina: Machine:	Dis. n°: Dwg. n°:	5
		78510.S.010	Approvato: Approved:
		04.04.2007	Disegnato: Designer:

- Ⓘ Schema elettrico
- ⒸⒹ Stromlaufplan
- Ⓕ Electric diagram

400T230M110M

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61.2  
REV.0-09/07



ESD Exc.	Modifica Modification		Data Date	Dis. Des.	Appr. Appr.
	Denominazione: Denomination:	Progetto: Project:	78510.prg	Page n° Page n°	3 5
	Aux. (400T/230M/110CTEx2) DT			Dis. n° Dwg. n°	78510.S.020
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		Leprorace N.			

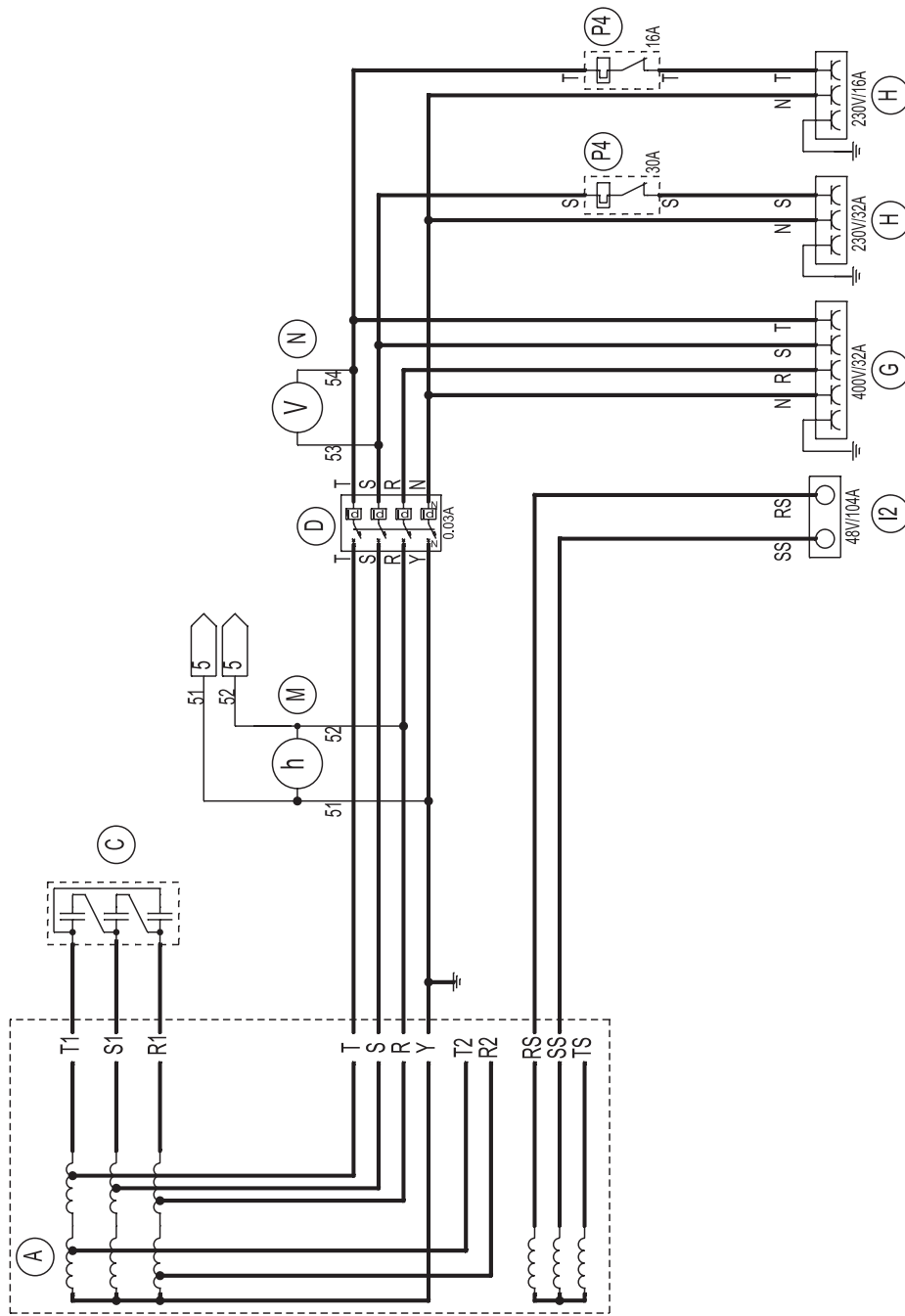
(I) Schema elettrico  
 (GB) Electric diagram  
 (F) Schemas électriques

(D) Stromlaufplan  
 (E) Esquema eléctrico  
 (PT) Esquema elétrico

400T230M48M

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61.3

REV.0-09/07



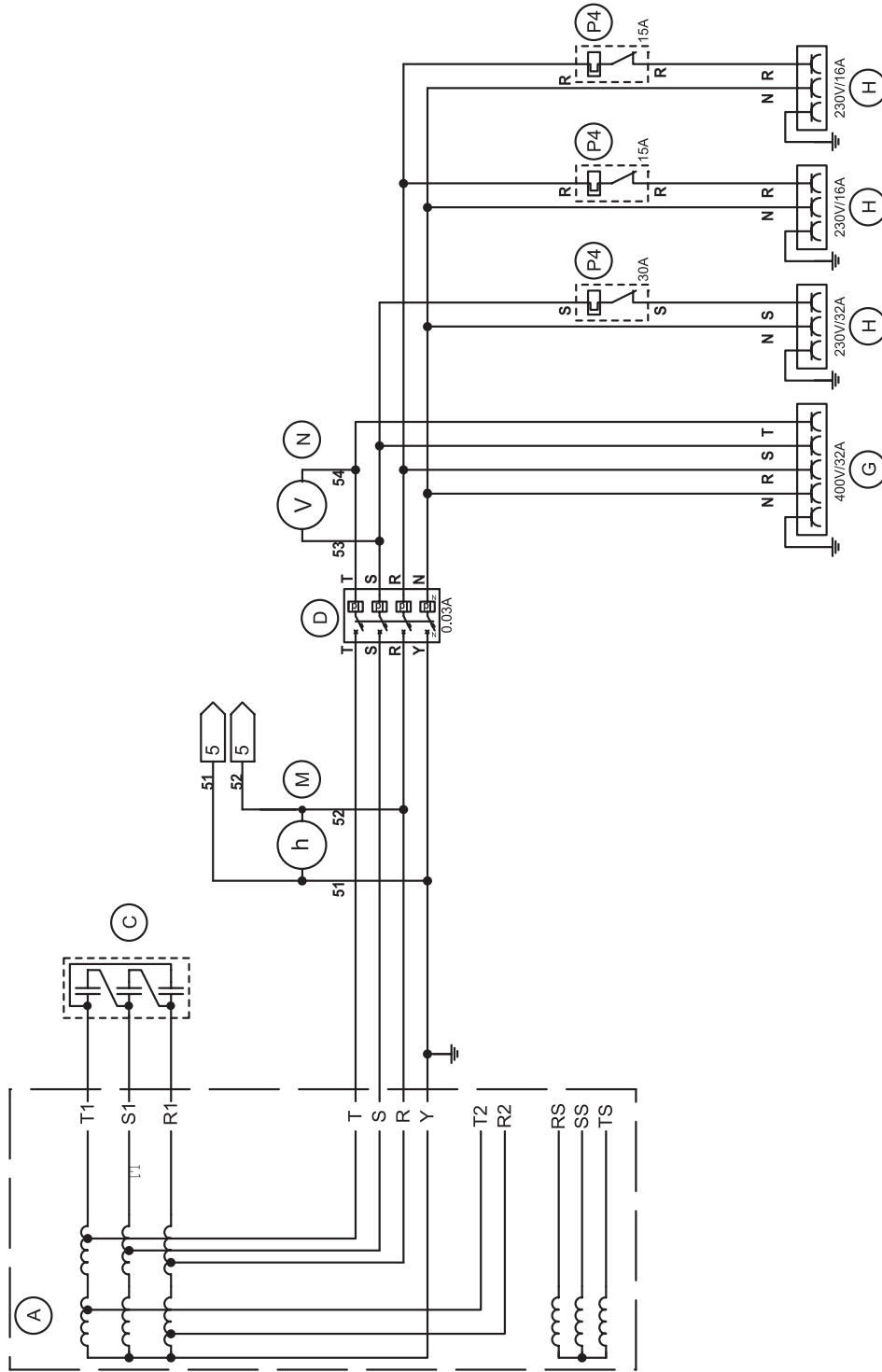
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Da Pag. From Page	Denominazione: Denomination:	Progetto: Project:	Dis. n.° Dwg. n.°	Page n.° Page n.°
Alle Pag. To Page	Aux. (400T/230Mx2/48M) DT	78516.prg	78516.S.020	3 5
	Macchina: Machine:	Disegnatore: Designer:	Approvato: Approved:	
		Leporace N.	01.09.2007	

- Ⓡ Schema elettrico
- ⒼⓅ Electric diagram
- Ⓕ Schemas electriques

- Ⓓ Stromlaufplan
- Ⓔ Esquema eléctrico
- Ⓟ Esquema elétrico

400T230Mx3

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61.4  
REV.0-02/16



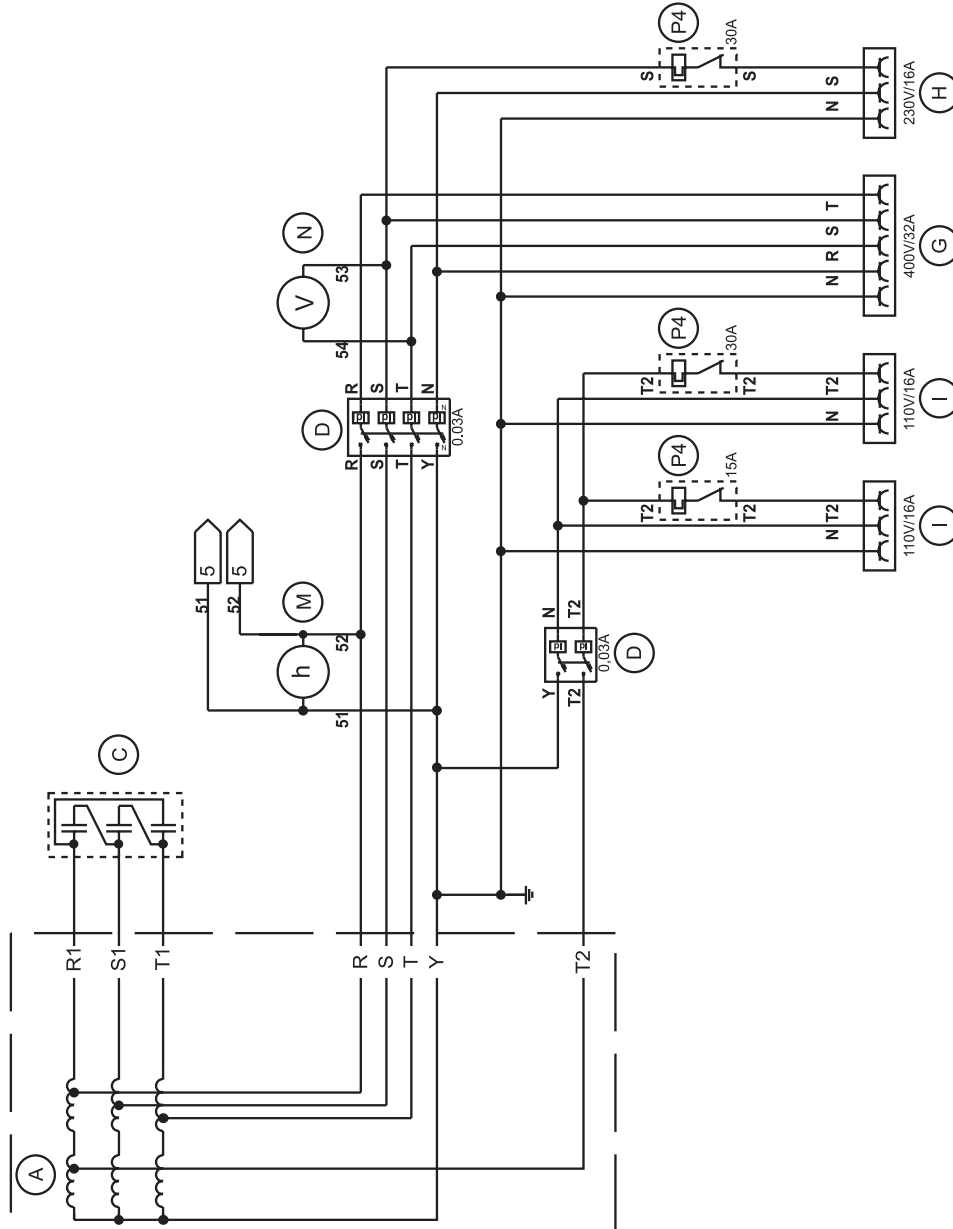
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To Page	Denominazione:	Project:	Appr.
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	Macchina:	Data:	3
	Machine:	Date:	
	Disegnatore:	Dis. n°:	
	Designer:	Dwg. n°:	
	Leporace N.	27.02.2015	C1CC1000.S.020

- (I) Schema elettrico  
 (GB) Electric diagram  
 (F) Schemas électriques

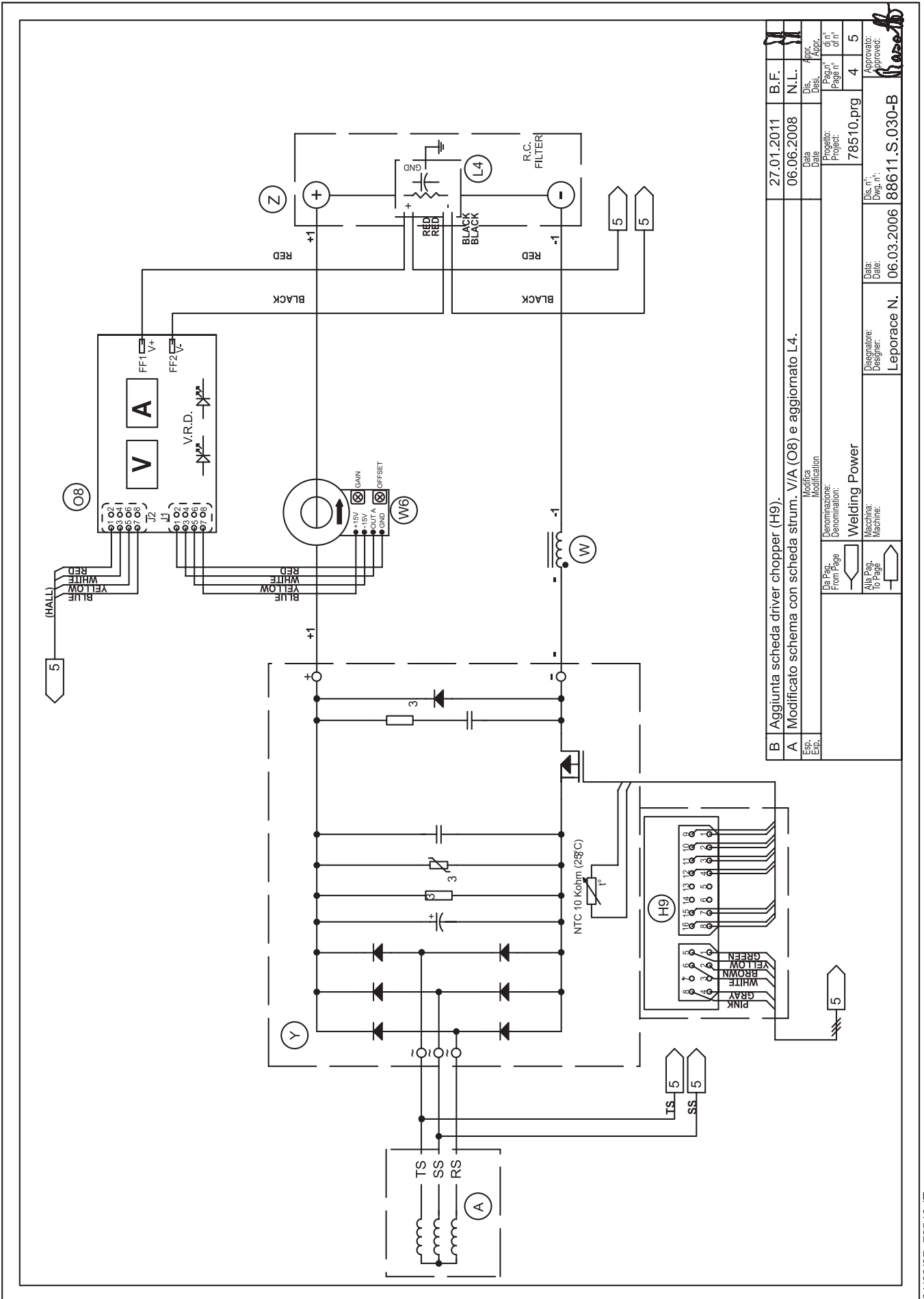
- (D) Stromlaufplan  
 (E) Esquema eléctrico  
 (PT) Esquema elétrico

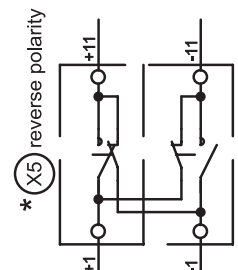
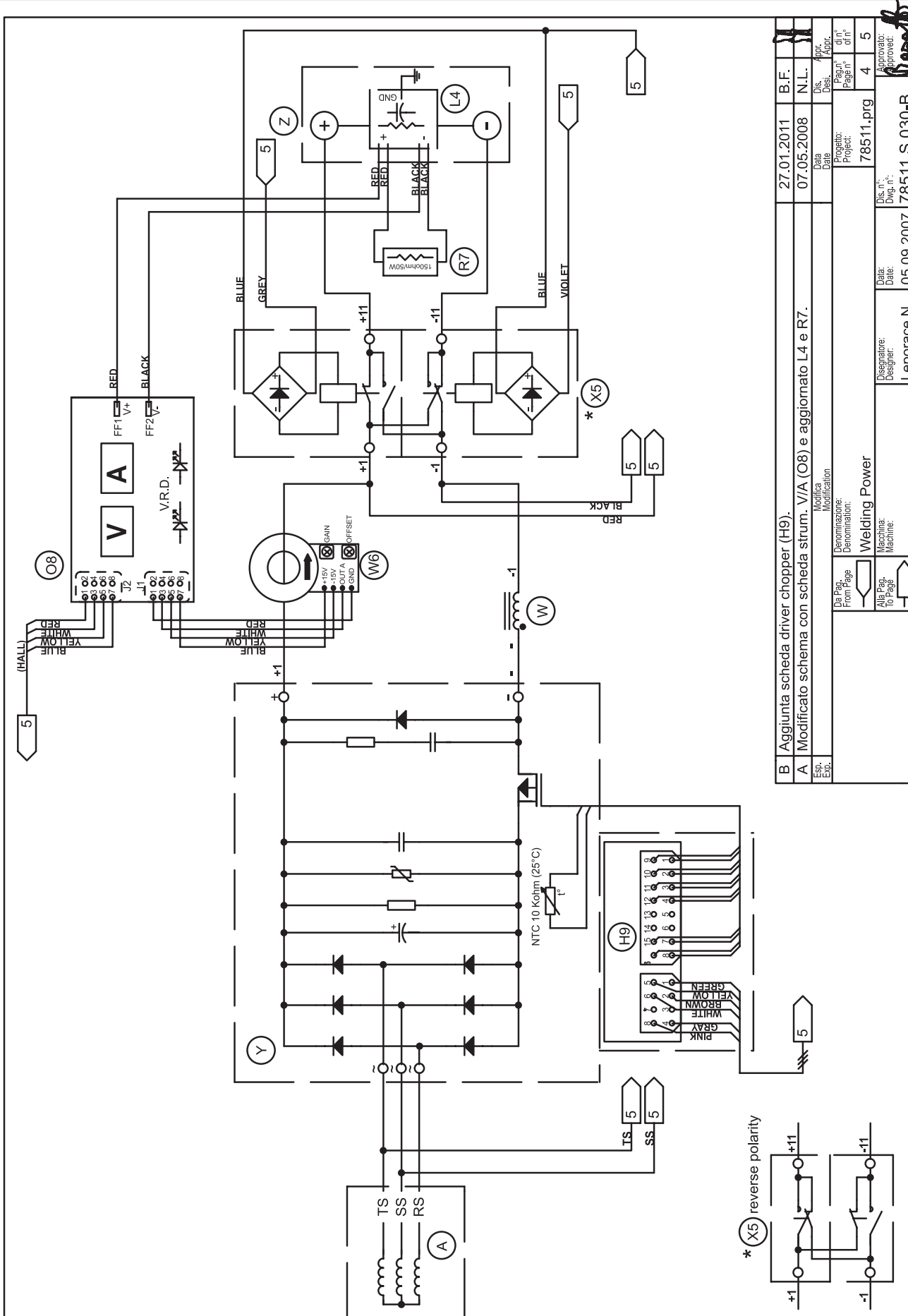
400T230M127M (60Hz)

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 61.5  
 REV.0-02/16



Esp. Exp.			Data Date		
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Macchina:			Machine:		
Disegnatore:			Date:	18.01.2016	
Disegnatore:			Dwg. n°:	C1CC2090.S.020	
Disegnatore:			Disegnatore:	Balducci F.	
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B		Aggiunta scheda driver chopper (H9).		27.01.2011	B.F.	
A		Modificato schema con scheda strom. V/A (O8) e aggiornato L4 e R7.		07.05.2008	N.L.	
Esp. Exp.	Modifica	Data	Dis. n°	Dis. n°	Dis. n°	Dis. n°
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	Welding Power	78511-prg	4	5	5	5
	Disegnatore:	Data:	Dis. n°	Dis. n°	Dis. n°	Dis. n°
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	Machine:					

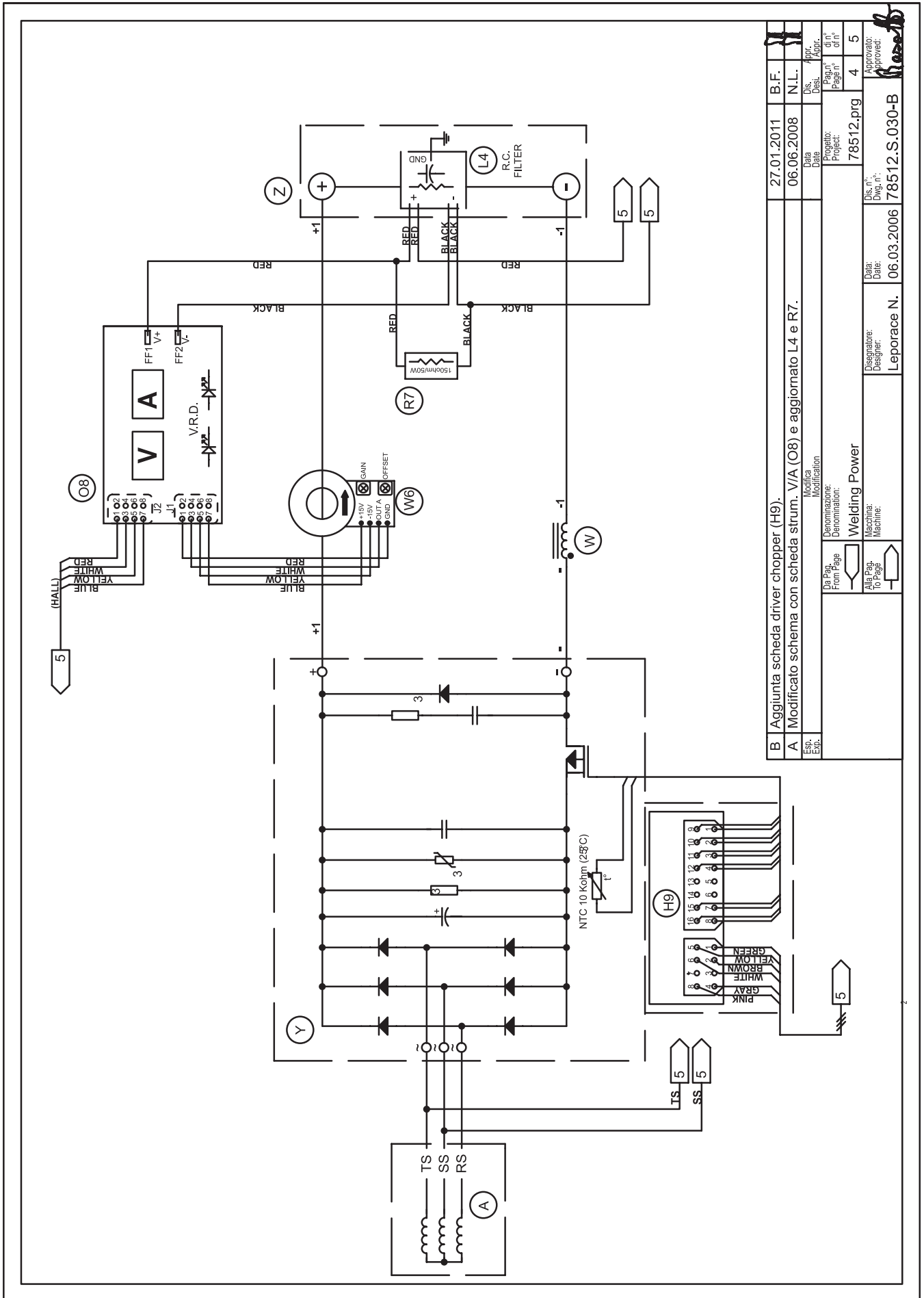


- Ⓘ Schema elettrico
- ⒸB Electric diagram
- Ⓕ Schemas électriques

- Ⓓ Stromlaufplan
- Ⓔ Esquema eléctrico
- ⒼT Esquema elétrico

400T230M48M

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61.8  
REV.2-06/13



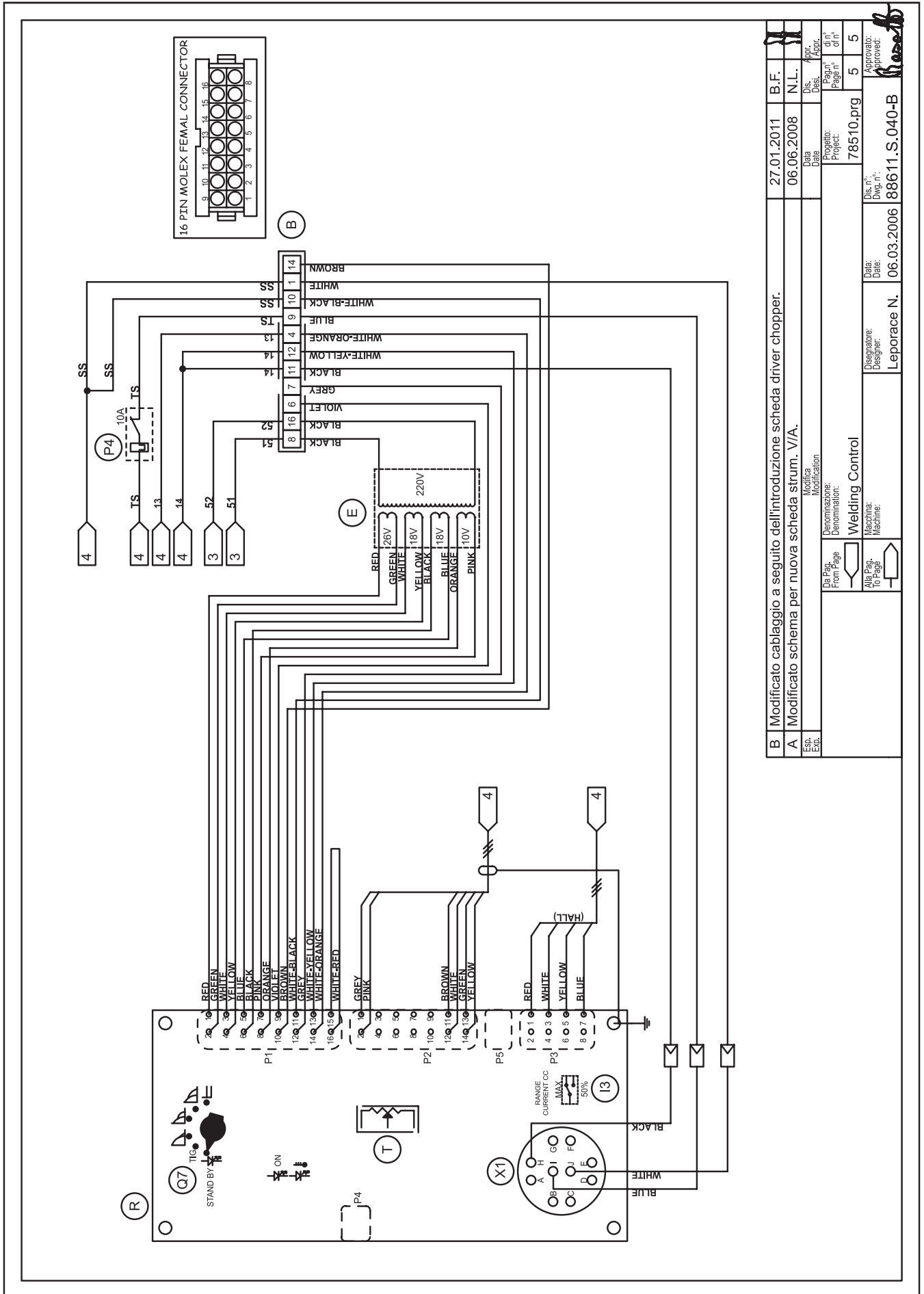
B	Aggiunta scheda driver chopper (H9).	27.01.2011	B.F.	
A	Modificato schema con scheda strum. V/A (O8) e aggiornato L4 e R7.	06.06.2008	N.L.	
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Alia. Pag. To Page		Dis. n°:		
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Designator: Designer: Leporace N.		Date:	06.03.2006	
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(I) Schema elettrico  
 (GB) Electric diagram  
 (F) Schemas électriques

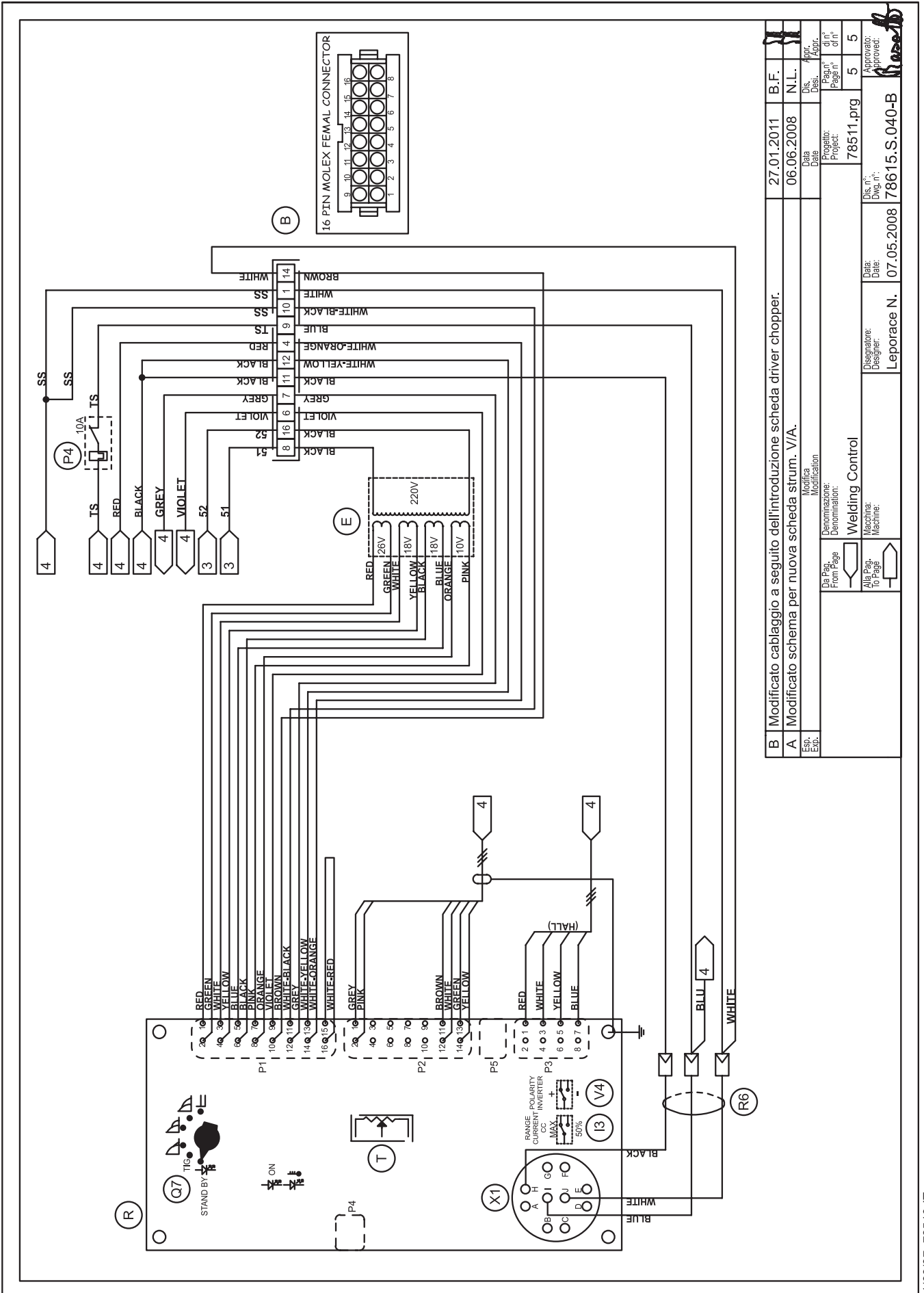
(D) Stromlaufplan  
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 (PT) Esquema elétrico

400T230M48M

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B	Modificato cablaggio a seguito dell'introduzione scheda driver chopper.	27.01.2011	B.F.
A	Modificato schema per nuova scheda strum. V/A.	06.06.2008	N.L.
Ess. Exp.	Modifica	Data	Dis. Desi.
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	Machine:	Project:	Page n°
	Machine:	78510.prg	5
	Machine:	88611.S.040-B	5
	Machine:	88611.S.040-B	5
	Machine:	88611.S.040-B	5



B	Modificato cablaggio a seguito dell'introduzione scheda driver chopper.	27.01.2011	B.F.	1
A	Modificato schema per nuova scheda strum. V/A.	06.06.2008	N.L.	1
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