

F.1 Trouble shooting

GENERATOR OUTPUT VOLTAGE TOO LOW

If the generator delivers less than 24V current ("undervoltage"), there can be various reasons for this:

Cause	Solution
Generator is overloaded.	Reduce the electrical load. (Switch off load)
Motor is not reaching the rated rpm.	Refer to "motor faults" section.
Actuator is not in maximum position.	Check actuator resp. renew.
VCS-voltage controller defective or wrong adjusted.	Check resp. renew.

GENERATOR VOLTAGE TOO HIGH (MORE THAN 24V)

The following reasons may be the cause, if the generator delivers more than 24V ("overvoltage"):

Cause	Solution
The engine is running at the wrong speed.	Check the speed of the motor with a rev or frequency counter, set the correct speed.
VCS-voltage controller defective or wrong adjusted.	Check resp. renew.
Actuator defective.	Check resp. renew.

GENERATOR VOLTAGE FLUCTUATES

Cause	Solution
1. Fault or defect on the load side. 2. A motor fault.	1. Check if the power requirement of the load fluctuates. 2. See "Motor running irregularly".

MOTOR DOES NOT TURN OVER WHEN STARTING

Cause	Solution
Battery main switch is switched off.	Check the position of the battery main switch, if necessary switch on..
Battery voltage not sufficient.	Check that connection is firm and whether corrosion has occurred..
Starting current fault.	The voltage of full batteries fall to a maximum of 11V. The wiring is severed if the voltage does not drop. The battery is discharged if the voltage drops further.

MOTOR TURNS OVER BUT DOES NOT START	
Cause	Solution
Stop solenoid valve not opening.	Check wire connections and circuitry to solenoid valve. (ref. DC wiring diagram: Relay K2, Fuse)
Fuel pump does not operate.	Check fuel-filter and pump: clean if necessary.
Lack of fuel.	Check fuel supply.
Glow-plugs not working correctly.	Check glow plugs and heating time.
Too much air in fuel lines.	Test fuel system for leakage. Bleed air from fuel system (refer to section "Air-bleeding of the Fuel System").
Fuel filter blocked.	Replace fuel filter.
Low compression pressure.	See Kubota motor-manual.

MOTOR DOES NOT TURN OVER AT THE NORMAL SPEED DURING THE STARTING PROCESS	
Cause	Solution
Starter battery voltage insufficient.	Check battery.
Damaged bearing(s) piston (seized).	Repairs need to be carried out by Kubota-Service. (refer to Kubota motor-manual)
Cooling water in combustion chamber.	<ol style="list-style-type: none"> 1. Turn generator "OFF" at control panel. 2. Remove the glow plug (see Kubota-manual). 3. Rotate the motor by hand carefully. 4. Check if there is water in the oil and change both oil and filter if necessary. 5. Determine cause for excess water in the combustion chamber. The excess water can be caused by a defective air vent in the cooling water system, which should be checked and cleaned, or replaced if faulty.

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

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

MOTOR SWITCHES ITSELF OFF	
Cause	Solution
Fuel solenoid valve or throttle shut solenoid is not switching off.	Check wire connections to solenoid. Check valve functions as in the "Inlet Fuel Solenoid Valve" or in the throttle shut off solenoid sections. Replace if necessary.

MOTOR STOPS BY ITSELF	
Cause	Solution
Lack of fuel.	Check fuel supply system.
Excess heat in cooling system (thermo switch tripped)-lack of cooling water. Is indicated on the remote control panel.	Check cooling water system flow: water pump, inlet water filter, extra heat exchanger coolant flow.
Lack of oil (oil pressure sensor tripped).	Check oil-level and if necessary top up. Check motor's oil-pressure and have repaired by Kubota-Service if necessary.

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

GENERATOR MUST BE SHUT OFF IMMEDIATELY IF:	
Cause	Solution
<ul style="list-style-type: none"> - motor rpm suddenly rises or drops - unusual noise comes from genset - exhaust colour suddenly becomes dark - motor overheats - oil pressure drops, oil light suddenly flashes 	Refer to respective section of manual and if necessary, have repaired by Kubota-Service, or Panda representative.

TROUBLESHOOTING VCS SYSTEM	
Cause	Solution
Actuator does not move.	Check voltage supply and wire connections to actuator. Motor connected? Check connection to VCS.
Actuator sets throttle too high or too low.	Check that the wires to the actuator are connected properly (\pm). Check connection to VCS.
<p>If the VCS electronics are faulty, the generator can still run by over-riding the system. To override the VCS, disconnect the plug and jumper the contacts.</p> <p>Loosen the connecting rods motor from the injection pump regulator and turn screw to a max. voltage of 33V.</p>	