

Common Fault Lookup Table

Failure Phenomenon	Possible Causes	Solution
Units can not start	Unit starts, the battery capacity is low	Maintaining battery, when necessary, replace the battery
	Control panel is not power	Check the fuse of control panel
	Part of the unit power is too fast EFI controller did not pass the self-test	Reset on control-screen after restart
	Starting breaker failure	Relay replacement
	Starting motor failure	Analyze the reasons and replace when it is necessary
	Unit stucking, and manual can not promote	A thorough examination, look for the causes
Difficulty in starting or Starting-up time is too long	Unit starts, the battery capacity is low	Maintaining battery, when necessary, replace the battery
	Before the starting of warm-up is low	Check the preheat components
	Part of the power transfer unit to start the throttle potentiometer is too small	Turn potentiometer to more
	Unit at low temperature	Improve the unit temperature
	Unit in the plateau of thin air	Can not start first time, to rise to run at full speed after a certain time is running at idle
	Using the wrong grade of fuel	Must be replaced
	There is water in the fuel	Replacement, we recommend the installation of oil-water separator
	The fuel system has air or no fuel	To exclude air and making the fuel flow out from the reflux
	Fuel filter is clogging serious	Replace the fuel filter
	Intake system is clogging serious	Replace the air intake system
	Injection pump and injector failure	Check the oil pump, analyze the reasons
	Pump failure	Repair, replace if necessary
	Shutdown solenoid valve failure	Repair, replace if necessary
	The exhaust system is severely blocked	Checking
Electronic speed control board failure	Checking can it is powered	

Failure Phenomenon	Possible Causes	Solution
Can not keep running after the unit starting	There is water in the fuel	Replacement, we recommend the installation of oil-water separator
	The fuel system has air or no fuel	To exclude air and making the fuel flow out from the reflux
	Fuel filter or air filter is clogging	Replacement period
	Idle running time is too short in thin air areas	Extend the standby time, and Increase unit temperature
	Using the wrong grade of fuel	Must be replaced
Easy to over speed when the unit starts-up	Electronic speed control unit to start the throttle and climbing speed point are improper adjustment	Adjust the potentiometer
	Over speed protection value sets too small	Adjust the over speed protection value, the maximum does not exceed 17%
	Mechanical speed control structure	Correctly adjust the throttle lever
	Fuel injection pump failure	Inspection and maintenance
When Unit starting-up has black smoke	Intake system blocking	replacement period
	Using the wrong grade of fuel	Must be replaced
	The engine temperature is too low	When the engine to reach normal temperature and then observed
	The thin air areas	The engine should be reduced-power operation
	Inlet temperature is too high	Intake air temperature should not exceed 40°C
	Return pipe blockage	Inspection and ensure the smooth flow of the return pipe
	Turbocharger is wearing	Maintenance and Replace
	Valve clearance is not correct	Check it and adjust
	The fuel supply timing is not correct	Check injection pump data and adjust it
There is blue smoke or white smoke	Engine oil is too much	Check the oil level
	Using the wrong grade of Engine oil	Must be replaced it and filter
	Using the wrong grade of fuel	Must be replaced
	Cylinder head is leak aged	Check the cylinder head gasket, replace if necessary
	Engine should be have all repair	Repairing it all area

Failure Phenomenon	Possible Causes	Solution
Units can not reach the rated speed	Unit overload working	Reduce the load and can not exceed the rated load use
	Electronic speed control board speed potentiometer is set incorrectly	Properly set up
	Electronic speed control system failure	Repairing or replacement
	Throttle control to adjust properly	Check and adjust it
	Fuel duct obstruction	Replace
	There is water in the fuel	Replacement, we recommend the installation of oil-water separator
	Filter replacement is not timely	replacement timely
	Frequency table fault	replacement
Unit swing	Mechanical speed control both throttle lever loose	Adjusted to the correct location
	Electronic speed governor adjustment is incorrect	Setting the potentiometer correctly
	The governor agency out of control	Maintenance
	There is water and air in the fuel	Replacement, we recommend the installation of oil-water separator
	Load has changed so much	Control of the load
Unstable plant operation, vibration	There is water and air in the load system	Replacement
	Air filter obstruction	Replacement timely
	Using the wrong grade of Engine oil or there is too much Engine oil	Must be replaced it and Filter
	Inlet temperature is too high	Intake air temperature should not exceed 4040°C
	Exhaust duct obstruction	Reduce the pressure, so that engine exhaust is unobstructed
	Fuel injection pump failure	Maintenance
	Valve clearance is not correct	Check it and adjust
	Cooling fan is damaged	Check it, replace if necessary
	The shock absorber is not correct	Check it and adjust
Frequently used, must be have all repair	Repairing it all area	

Failure Phenomenon	Possible Causes	Solution
Lubricating oil pressure is too low	Oil level is not correct	Increasing or emissions
	Lubricants brand is not correct	Replacement
	A long time without replacing the grease	Replacement timely
	Oil filter blockage	Replacement
	Oil temperature is too high	Replace the cooler
	Crankshaft bearing wear damage	Replacement
	Pressure reducing valve damage	Replacement
	Sump oil absorption filter blocking	Replacement and cleaning it
	Lubricating oil sensor or instrument failure	Replacement, Maintenance And mending it
Coolant temperature is too high	Cooling liquid is too little	Adding coolant
	Heat sink blocking	Clean the heat sink
	Radiator and poor ventilation	Increases the effective ventilation area to ensure that the ventilation unimpeded
	Cooling fan is not running properly	Check the belt, replace if necessary
Coolant temperature is too high	Fan is damaged	Maintenance or replacement,
	Pump is damaged	Maintenance or replacement,
	Thermostat failure	Replacement
	Fuel injection pump failure	Maintenance or replacement,
	The fuel supply timing is not correct	Check injection pump data maintenance or replacement
	Ambient temperature is too high	Keep the engine room ventilation and reasonable to reduce the room temperature
	Unit had contained serious	Control of the load to prohibit long overload
	Cooling liquid sensor or instrument failure	Replacement, maintenance and mending it

Failure Phenomenon	Possible Causes	Solution
Excessive fuel consumption	Fuel leaks	Maintenance
	Air filter obstruction	Replacement timely
	The thin air areas	The engine should be reduced-power operation
	The engine temperature is too low	When the engine to reach normal temperature and then observed
	Unit had contained serious	Prohibit the unit for a long time overload run
	Exhaust duct obstruction	Reduce the pressure, so that engine exhaust is unobstructed
	The fuel supply timing is not correct	Check injection pump data and adjust it
	Valve clearance is not correct	Check it and adjust
	Unit should be have all repair	Repairing it all area
Excessive oil consumption	Lubricant leaks	Maintenance
	Using the wrong grade of engine oil	Must be replaced it and filter
	Turbocharger is wearing	Maintenance and replace
	Severe wear of the piston, cylinder, crankcase are serious wear and tear	Checking the reasons
Unit output power is less	Relative to the rated power unit is overloaded	Reduce the load operation
Unit output power is less	Power shortage	When the sea level More than 1000 meters, correction unit power
	The fuel pipe is too small or blocked	Increase the fuel pipe diameter, reduce the resistance of the fuel tube
	Using the wrong grade of fuel	Must be replaced
	Back to the tubing blocked or tank vent blocked	Checking the reasons
	Exhaust duct obstruction	Reduce the pressure, so that engine exhaust is unobstructed
	Lack of intake air	Replace the air filter
	Inlet temperature too high	To maintain ventilation, reduce intake air temperature
	The fuel temperature is too high	Control the fuel temperature is less than 70°C
	Fuel injection pump failure	Maintenance or replacement
	Turbocharger is wearing	Maintenance and Replace
	Valve clearance is not correct	Check it and adjust
	The fuel supply timing is not correct	Check injection pump data and adjust it
	Unit should be have all repair	Repairing it all area

Failure Phenomenon	Possible Causes	Solution
Units can not stop	Automatically start the unit, which is the start ATS signal is switched off, the unit is still running	Normal circumstances, the unit shut down after entering the cooling run
	Shutdown, the solenoid valve is out of control	Check the wiring is correct, if necessary, replace the solenoid valve
	Mechanical governor is failure	Maintenance and replace
	Disconnect the control panel key switch, and then stopping	Operational errors, stop, and then shut
	Oil control fuel gauge failure	Maintenance and replace
	There is water and air in the fuel, or without oil	Replacement, we recommend the installation of oil-water separator
	Air filter and Fuel filter obstruction	Replacement timely
	Electronic governor is failure	Maintenance and replace
	Solenoid valve to protect the shutdown action	Check the alarm content
Unit distribution is fault	Unit automatically trip	Unit load is too large, cause tripping
		Control electric gate to disconnect
		Unit is failure, maintenance it
	Unit can not be switched	Short-circuit after closing
		And control, synchronization after closing Unit is failure, maintenance and Replace
Control panel is failure	Unit shutdown and alarm	Re-shutdown after power outage
		ATS signal is switched off, maintenance it
	Unit does not start	Instrumentation for the oil-start, automatic work
		Control of tie line connection error maintenance and correction It. Tanker aircraft instrument failure

Failure Phenomenon	Possible Causes	Solution
Control panel is failure	Power is normal, the unit can not stop running	Unit cooling run 3-5 minutes
		ATS Start signal is not closed maintenan the ATS
		Solenoid valve set incorrectly
	Not RMON	View unit control equipment
		View the communication connections
		View communications software installation
		Maintenance it
Case has electricity	Poor contact, low insulation resistance	Check soldiers measuring circuit insulation
	Line with the body collisions	Check the lines and Replace it
There is no data in Voltmeter	Generator does not work	View the generator manual
	Blown fuse	Replace it
	Instrument damage	Replace it
	Poor contact or short circuit	View short circuit soldiers rewiring
Point of contact temperature is too high	Poor contact	Check and replace
	Point of contact is oxidized	
Low insulation resistance	Damage to wires or components, insulation resistance is zero	Troubleshooting, and replacement parts
	Coil damp	Dry coil
	Line moisture	Maintenance it and dry coil
Unit shock heated	Coupling center deviation	Adjustment the center
	Installation instability	Maintenance it
Unit shock heated	Bearing damage	Repair or replacement it
Lights do not shine	The lamp of poor contact	Check and repair
	Bulb damage	Replacing the lamp
	Short circuit	Check and repair