ENGINE SAVER®
With GAUGES
MODEL 565
MANUAL

FLIGHT SYSTEMS®

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- Model 550 - Engine Saver
- What do I gain by buying the Engine Saver?
- Model 565 - Engine Saver with Gauges
- Grasslin DIGI 20A 120V Timer
- Model 575 - Service Advantage Data Logger
- Model 612 - Seawater Flow Monitor
- Model 995 - Engine Monitor
- Model 555- Auxiliary Alarm Monitor
- Model 540 - Replacement Genset Control Panel
- Model 325 - Gem Generator Exercise Monitor
- Model 9550 - Engine Saver Test Set
- Model 551 - Marine Engine Saver for Detroit 71 & 92 series
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Industrial Controls

Model 565 Engine Saver® - with Gauges

Engine Start/Stop Controller / Engine Saver® with Gauges

The **Model 565** provides a complete Engine Compartment Gauge Package combined with the proven protection of the Engine Saver®. It features a switch which allows the Engine to be operated locally, or from a typical remote location, such as a control room or, in Marine applications, a vessel's bridge.

See What the Engine Saver has Done:
Finsch Mine – Komatsu 680 Dump Truck powered by Cummins KT 1710 engine. The Engine Saver shut down on low oil pressure. Found blocked oil filter and diesel fuel in engine oil. Read more...

The Engine Saver® monitors a combination of pressure, temperature and RPM on 8, 12 and 16 cylinder diesel or gas engines, and detects the early signs of trouble before damage occurs - long before an attentive operator could detect it on the gauges - and without false alarms. Most common faults go undetected until they cause consequential damage or engine destruction.

View the Product Manual
Click Here to View Model 565 Internal Layout

For More Information and Custom Configurations
Call 800 403 3728 or Click Here

$300 Allowance for your old protection system when you Upgrade to the 565 Engine Saver®/Gauge Package! Click here for details

The Engine Saver® Detects

- Loss of coolant
- Low coolant
- De-aeration baffle fatigue
- Broken/worn rings
- Hole in a piston
- Loss of oil
- Partially blocked oil or water pumps
- Fuel dilution
- Overspeed
- Overheating
- Clogged breathers
- Worn pump impellers
- Worn bearings
- Governor failure
- Radiator cap loose
- Scored cylinder

Guage Layout

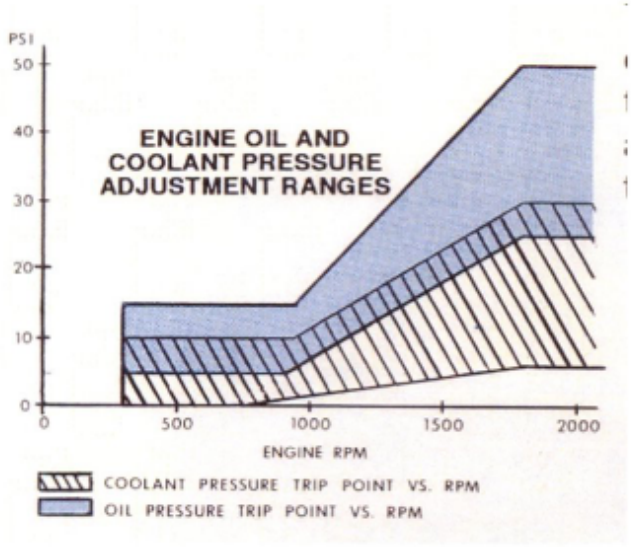
- Engine Coolant Temp: 100-250°F(40-120°C)
- Oil Pressure: 0-80 PSI(0-500 kPA)
- Oil Temperature: 140-300° F(60-150°C)
- System Voltages: 16-36 VDC
- Tach: 0-3000 RPM with Digital Hour Meter
- Dual Pyrometer EGT +/intercooler or left & right manifolds 0 - 1600° f

Controls on Unit

- Key operated 3 position switch– Off, Ignition, Start (spring back)
- Two keys supplied
- Backlit gauges with on-off option

The engine is protected over its entire operating range from idle to peak torque to maximum allowable RPM. The unit is fully adjustable to suit all types of engines in all types of operating conditions

- Mining
- Construction
- Irrigation
- Marine
- Railway
- Military
- Power Generation



Features:

- Built-in status panel (Optional remote available) gives complete engine operating condition and fault location, even after shutdown
- Auxiliary analog outputs for trend analysis and overhaul/maintenance forecasting via radio data link and/or on-board recording
- SPDT heavy-duty output relay permits a wide choice of alarm/shutdown options including pre-shutdown warning
- Trip points automatically lower when engine is idling or lugged down. All trip and enable points are fully adjustable. Enable time delay changes automatically with engine temperature
- Unit will enable on Turbo Boost or RPM (or both) at installer's option. Choice of 3 RPM sources
- All internal adjustments have status indicator and are marked for accurate and easy adjustment
- Two custom optional inputs
- Failsafe operation with flashing lights showing location
- Easy to install - complete manual supplied
- Weather resistant and tamper proof; unit is lockable
- 24V input - transient and reverse polarity protected, suppressors built-in to withstand nearby arc welding
- Fully supported with spare parts, repair service and test equipment

Parameter	Adjustment Range	Factory Setting
TURBO ENABLE	NON-ADJUSTABLE	8 PSI
RPM ENABLE	300-1800 RPM	500 RPM
OVERSPEED	1800-3000 RPM	2500 RPM
CRANKCASE PRESSURE	FIXED 8", 10" or 15"	10" H2O
IDLE OIL PRESSURE	5-15 PSI MODULATED	12 PSI
RUN OIL PRESSURE	25-50 PSI MODULATED	42 PSI
IDLE COOLANT PRESSURE	0-9 PSI MODULATED	3 PSI
RUN COOLANT PRESSURE	5-30 PSI MODULATED	15 PSI
TEMPERATURE	65-140° C	100° C
SHUTDOWN DELAY	1-60 SECONDS	20 SECONDS

Stop Destroying Engines - Use the Engine Saver®

CONTENTS

NOTE: Illustrations (Figures, Graphs & Tables) and their pages are Indicated in Italics .....

THE THEORY OF ENGINE PROTECTION

By R.D. Shaffner, Chairman/CEO
Flight Systems

Model 550 ENGINE SAVER Development

Level 1, 1980

Level 8, 2008

Almost every diesel engine comes with some form of engine protection factory installed as standard equipment - typically low oil pressure, high RPM and high coolant temperature protection. These are usually simple pressure/temperature activated switches and mechanical governors which require little thought or maintenance. Their location in the primary oil and coolant feed points means they only will alarm when the flow is interrupted - immediately before consequential damage occurs – usually only a few seconds before!

These simple systems rarely false alarm – they also rarely fully protect the engine because their alarm settings are at absolute minimum pressure and maximum temperature settings to cover the widest possible range of applications. The real value of the Engine Saver is it can be adjusted so its alarm conditions are application specific – offering a much greater level of protection. A list of actual in-service fault conditions the Engine Saver "caught" that the factory installed protection ignored makes convincing reading. That list is at the conclusion of this article.

The first job of an Engine Saver is to provide credible engine protection. In order to be credible, false alarms must be eliminated. Otherwise, no one will trust the unit is telling the truth when a real problem develops. The Instruction Manual's very detailed installation and commissioning procedure must be followed in order to achieve the desired results that the Engine Saver was purchased for - - to protect an operating engine before consequential damage occurs.

However, it is possible to "over protect" an engine by:

- *Installing monitoring features not directly involved in your specific application.*
- *Setting alarm "trip points" too close to nominal operating conditions.*

The result - - - an increased chance of false alarms - - - and a loss of credibility.

It is essential to install the Engine Saver's pressure and temperature on-engine sensing in locations which utilize the significant advantage of its trend analysis circuitry. In those instances and unless there are extenuating circumstances, having the Engine Saver monitor functions at the exact same location as the factory installed sensors is not recommended because it duplicates features already in existence. Exactly duplicating engine protection features decreases system reliability.

THE THEORY OF ENGINE PROTECTION *(Cont.)*

Installing the Engine Saver's oil pressure sensing in the piston cooling oil galley has been shown to be a highly effective "early warning" location. Coolant temperature sensing location recommendations are application dependent and vary widely. The optimum location is where the largest change in coolant temperature is first detected. Usually, this is in the cylinder heads or thermostat manifold at the front of the engine. Coolant pressure and crankcase pressure sensing locations are chosen where pressures are at their highest under normal operating conditions. The closest point to the water pump outlet is an ideal coolant pressure sensing point, and a location on any rocker cover works extremely well for crankcase pressure sensing.

There are very few installations where every feature offered by the Engine Saver is recommended to be fully installed and activated. Each installation will vary slightly based on the operational environment the engine being protected must operate in, and the level of protection desired - - To say, "I want everything" while possible, when it does nothing more than duplicate other sensors, increases the chance of false alarms.

Non-catastrophic conditions – momentary interruptions in the supply to the oil pump or coolant pump caused by movement and increases in temperature caused by momentary blocking of the radiator are common non-catastrophic conditions encountered regularly in industrial use.

Overspeed protection saves your engine from damage when a sudden loss of load occurs. The Model 550 sensing system reacts within milliseconds – and is much faster and more accurate than many factory installed governors – many of which are worn, have unknown settings or have no way to test for operation. The overspeed trip point is adjustable between 1800RPM and 3000RPM

MARINE – If yours is a marine application, All marine engines ultimately depend on sea water (a.k.a. Raw Water) through a heat exchanger instead of air through a radiator to get rid of the heat of combustion. The result is much more effective cooling…….as long as water is moving through the heat exchanger. The most common fault of marine applications is loss of sea water flow due to failed pump, dirt blocking the heat exchanger or an obstruction – something as common as a fish or plastic bag jamming the through hull intake. It is recommended you purchase a Flight Systems Model 612 Sea Water Flow Monitor which is specifically designed for this application. Please note: For Detroit Diesel 8V, 12V or 16V 71, 92 or 149 series marine engines, Flight Systems offers a unit specifically tailored for these engines – Our Model 551 Marine Engine Saver.

The Engine Saver includes "look again" circuitry to prevent alarms when transient conditions exist for 10 seconds or less, but if your installation has circumstances which allow deviations in the normal pressures or temperatures longer than 10 seconds, the Engine Saver internal settings must be adjusted to reflect that. The normal operational temperature and pressure changes throughout the seasons and over the service life of the fluids they are monitoring also will affect the trip point.

The oil pressure of newly installed motor oil in the service shop at room temperature is far different from the oil pressure of old motor oil at the end of a hard run on a hot day; or an engine which has set outside and un-run for a weekend in the middle of winter. Also, old water pumps and oil pumps do not put out the same pressure as new water pumps and oil pumps. A regular check of the exact settings for alarm conditions after taking into account the full range of "normal operating and pump conditions" will eliminate false trips due to non-catastrophic factors.

THE THEORY OF ENGINE PROTECTION *(Cont.)*

The Engine Saver trip points must be set to not alarm in those instances when the surrounding environment is in its worst case condition - - setting trip points at the minimum normal DC input voltage, maximum engine acceptable operating temperature and with other electrical and electronic equipment normally in service in the operating environment will assure accurate protection and eliminate many of the common causes of false alarms. If the engine is run at constant RPM or within a narrow RPM range - - as in power generation - - turbo boost enabling is recommended. It would not be necessary to install the RPM sensor in this instance unless the factory-installed overspeed protection is not present or inadequate.

The Engine Saver embodies very sophisticated electronic sensing circuits which will assure elimination of internally induced false alarms, but the installation must be made with the realization that the Engine Saver receive supply voltage (the battery connection) relatively free from externally induced spikes or interference, and that the Engine Saver is mounted in a position away from severe heat and vibration – in other words don't mount in a closed engine compartment where the air temperatures are well in excess of 100°C, etc. The best location for mounting the Engine Saver is either in the operator's cab or another location external to a closed engine compartment – even outside "in the weather", while hardly optimal, is preferable to inside a tightly closed engine compartment.

After the Engine Saver is properly mounted and the protection features have been selected, the actual measurement of coolant pressure is required to properly set the trip point. These measurements will vary from installation-to-installation and from engine-to-engine based on the age of the engine, the cleanliness of the cooling passages, condition of the water pump and radiator. It is highly recommended to replace the radiator pressure cap during the installation. Radiator pressure caps weaken with age and will lower coolant pressure.

The coolant pressure trip point measurement must be made with a pressure gauge (Flight Systems' Model 9550 Engine Saver Test Set or equivalent) measured from an actual running engine that is considered in acceptable operating condition with a new or perfect radiator cap.

The Engine Saver uses pressure transducers which monitor the actual coolant and oil and, therefore, is subjected to the same dirt and impurities found in the oil and coolant fluids during normal operation. As a result, these transducers must be included in the regular PM cycle to make sure they are operational and not corroded or clogged with debris.

At least once every 6 months, each hose should be disconnected at the Engine Saver, gauge checks should be made showing the actual pressures and the pressure transducers drained and checked for accumulation of solids. It is also essential to know that the pressure transducers actually read minimum pressure when the engine is not running. A build-up of sludge caused by improper mounting (Engine Saver mounted below the engine, or with its pressure ports facing any way but down) or poor filtering can cause the transducers to fail to sense minimum pressure -- and never alarm!

THE THEORY OF ENGINE PROTECTION

Coolant and oil pressure transducers are recommended to be changed out every 10,000 engine hours or two years, whichever occurs first. A few operational checks of each alarm should be made on an enabled Engine Saver every year. These PM steps will assure that all alarm functions are operational and trip point settings have not degraded.

The Engine Saver is designed to react and remember the first fault. The true value of the Engine Saver would be severely diminished if it showed more than one fault because it would be very difficult to diagnose which fault happened first. The Engine Saver will keep the first fault condition in its memory and on display as long as power is kept supplied to the unit. Here are two examples:

Example 1 - Insufficient coolant flow caused by low coolant level, defective or worn pump. This fault will be caught by the coolant pressure sensor before the coolant overheats and the overtemperature sensor trips. The information would be far more useful to the operator and to the life of the engine to diagnose and correct the first fault - low coolant pressure than to have two faults displayed - low coolant pressure and high coolant temperature.

Example 2- If a piston ring fails or a hole burns in a piston due to a partially clogged injector, the first alarm condition will be an increase in crankcase pressure. The second alarm will result when the increased crankcase pressure blows the oil out of the crankcase, resulting in a low oil pressure alarm. Again, there is far less consequential damage to the engine by reacting to the first alarm, which is what the Engine Saver does.

Since 1980, the Engine Saver has earned the loyalty of many owners and operators of hard working diesel engines because it has detected problems before consequential damage occurred -- problems that went otherwise undetected! Proper installation and regular PM go hand in hand with the Engine Saver's success.

Issued April, 2009.

A list of "Saves" -- typical harmful conditions detected by the Engine Saver appears on the following page.

Flight Systems
Model 9550
ENGINE SAVER®
TEST SET

List of "SAVES" - Engine Conditions Caught by The Flight Systems ENGINE SAVER®

OIL SYSTEM FAULTS

Low Oil Pressure or Gradual Loss

- *Sticking regulator*
- *Clogged oil filter*
- *Wrong viscosity/high ambient*
- *Excessive bearing wear*
- *Internal leak(s)*
- *Oil foamed or fuel diluted*
- *Excessive heat from transmission coolers*

No Oil Pressure or Sudden Loss

- *Broken pump shaft*
- *Broken regulator spring*
- *Ruptured line*
- *Massive oil loss or no oil*
- *Pump intake blocked*
- *Missing oil pump bushing*

COOLING SYSTEM FAULTS

Gradual, Partial or Intermittent Loss

- *Damaged pump impeller*
- *Slipping pump drive*
- *Flow restriction*
- *Internal/external leaks*
- *Radiator cap loose/defective (Reduced press.)*
- *Blocked radiator air flow*
- *Aeration or drawing air*
- *Defective thermostat*

Sudden or Large Loss

- *No coolant*
- *Bottom radiator hose*
- *Filler cap comes off (Sudden pressure release)*
- *Pump failure*
- *Broken belt or shaft*
- *Thermostat stuck closed*

CRANKCASE PRESSURE FAULTS

- *Broken piston*
- *Scored cylinder*
- *Broken rings*
- *Seized valve guide*
- *Improper top overhaul*
- *Oil soaked breathers*
- *Overfilling/forming/dilution*
- *Broken injector pipe*
- *Head Gasket*

I M P O R T A N T -

WARRANTY INFORMATION

Flight Systems Model 565 ENGINE SAVER®

The MODEL 565 ENGINE SAVER® is warranted to be free from defects in materials and workmanship for a period of two years from the date of shipment, or the date it is first put into service, if the latter is documented by completing and returning a copy of the WARRANTY REGISTRATION (On the following page) within *10 DAYS OF INSTALLATION*.

FLIGHT SYSTEMS' liability is limited to the repair of replacement of defective product within the warranty period, and does not cover installation or removal costs incurred or possible damage to other equipment (including engines or parts thereof) as a result of a malfunction of the ENGINE SAVER.

If, in the opinion of FLIGHT SYSTEMS (or its authorized agent) the malfunction of the ENGINE SAVER was caused by abuse, misuse or improper installation, the warranty claim will be disallowed and established repair rates shall apply.

Units should be shipped, freight charges prepaid, directly to *FLIGHT SYSTEMS, 505 Fishing Creek Rd, Lewisberry, PA 17339 USA Attn: M & I Repair Dock 16,* or any of the authorized agents listed in this publication (see Pg. 34).

N O T E :

IN ORDER TO ACTIVATE YOUR WARRANTY, FILL OUT AND RETURN THE ENGINE SAVER / WARRANTY REGISTRATION ON THE NEXT PAGE.

MODEL 565 ENGINE SAVERW/GAUGES
WARRANTY REGISTRATION

Please fill out the information below, and Fax, or Mail to:
Flight Systems 505 Fishing Creek Rd, Dock 16, Lewisberry, PA 17339 USA

PLEASE PRINT CLEARLY

COMPANY_____ DIVISION_____

ADDRESS _____

CITY_____ STATE _____ ZIP_____ COUNTRY_____

PHONE _____ FAX _____

CONTACT NAME _____TITLE _____

E-MAIL _____

APPLICATION INFORMATION

ENGINE SAVER S/N _____ **DATE OF INSTALLATION** _____

EQUIPMENT MAKE _____ **MODEL** _____

ENGINE _____**CONDITION** _____ **HOURS** _____

APPLICATION: [ ] MINING [ ] MARINE [ ] STANDBY POWER [ ] EARTH MOVING

[ ] OTHER (Please Describe) _____

INSTALLATION

INSTALLED BY: [ ] OEM [ ] DEALER [ ] FS AGENT/DIST [ ] OWNER/USER

COMMENTS:

This Form May be Faxed Toll-Free (USA & Canada) to: 800-333-9912
(International FAX: 717-932-9925)

SELECTING A LOCATION

GENERAL: *Several factors should be considered when selecting a location for the Model 550 Engine Saver to ensure maximum usefulness and trouble-free operation. The chosen locations should provide all of the following:*

1. PROTECTION: Reasonable protection from physical damage, high temperatures, or heavy soil buildup on the unit.

2. ACCESS: Easy access for service personnel.

3. TAMPERING: Resistance to operator tampering or willful damage.

4. MOUNTING: Substantially higher than the engine pick-off points for the Oil, Coolant, and Crankcase Pressure Lines.

5. LOCATIONS: Such as wheel well and tightly closed engine compartments should be avoided if possible. The chance of damage due to flying rocks, heavy soils (sometime highly corrosive) or excessively high temperatures are greatly increased in these areas.

6. VISIBILITY: The location and mounting position should allow the indicators to be clearly visible and the cover to be fully opened.

7. DRAIN: Pressure lines must drain away (downward) from the unit. Low spots and loops in pressure hoses are to be avoided for reasons explained below.

8. IMPORTANT - ***THE UNIT MUST BE MOUNTED WITH THE PRESSURE CONNECTIONS FACING TOWARD THE GROUND.***

NOTE 1: **Reasons the ENGINE SAVER must be mounted with Pressure Connections facing the Ground.**

A. Avoiding solids entrapment in pressure lines and sensor inlet ports.
B. Avoiding false relay actuation due to mechanical shocks in the vertical plane.
C. Ensure proper operation of case drain and vent system, to prevent moisture buildup inside the unit.

NOTE 2: Although severe shock and vibration transmitted directly to the unit is detrimental over the long term, a small amount of vibration is beneficial as it tends to reduce the deadband or hysteresis in the pressure sensors and results in more accurate pressure sensing.

MOUNTING AND PRESSURE CONNECTIONS

1. UNIT MOUNTING: The unit is to be securely fastened by its mounting flanges (four 1/4 inch bolts), with its pressure connection side DOWN. Use locking or vibration resistant hardware.

2. PRESSURE HOSE: Pressure connections maybe made to the engine by means of armored flexible hose, AEROQUIP 1503-4 (SAE100R5 rated) or equivalent, except for *Coolant Pressure Hose*. *This should be a Teflon Metal Jacketed Hose such as Everflex..*

3. MARINE APPLICATION: When installing Engine Saver on a Marine Engine, COAST GUARD APPROVED hose may be required for certification. In these installations, use AEROQUIP FC234-5 (SAE J1942-1 & SAE J1527A1) hose.

4. FITTINGS: Use suitable adapter fittings at each end of each line, terminating in a 1/8 inch male pipe thread (NPT) at the Engine Saver end. Swivel type fittings should be used on all flexible hose connections. In many instances, a 45 or 90 degree fitting improves the neatness and durability of the installation. Sometimes a reducing bushing is required.

5. CAUTION REUSING FITTINGS: Use caution when installing reusable type fittings on the flexible hose. Sometimes a small piece of rubber may be shaved from the inside of the hose by the tail of the fitting. These pieces can block the line or sensors and cause false tripping. This is critical on the crankcase pressure line due to its very low operating pressure.

6. COMPOUND: Use Teflon pipe compound on all connections. (Teflon tape is not recommended)

7. TIGHTENING: IMPORTANT! When tightening, support the 7/8" hex on the unit with a wrench (spanner) in order to prevent the fitting in the unit from turning. Tighten snugly, but do not over tighten, as the threads may be damaged. Make certain all fittings & threads are clean before final assembly, and that no pipe compound lodges inside the lines, fitting or adapters.

8. METAL TUBING: If metal tubing is used, make certain that the proper flare or compression fittings are installed for the type of tubing being used.

9. TUBING BENDS: Make certain that all tubing bends are smooth and that no kinks or dents are present.

10. SUPPORT: Long runs of pipe, tubing or hose should be supported in several places to avoid excessive movement in high-vibration areas. Use clamps that are cushioned or lined with rubber.

11. BULKHEAD FITTING: In places where hose passes through a bulkhead or near a sharp object, a rubber grommet or bulkhead fitting must be provided to prevent chafing.

12. TUBE DIAMETER: All tubes or hoses must have a minimum inside diameter of 3/16 inch.

***CAUTION!* Use extreme care in connecting, and properly identifying the various lines, as a wrong connection will cause improper operation or permanent damage. Use metal identification tags for each hose connection to the box. Under no circumstances should the pressure on the crankcase sensor be allowed to exceed 5 psi.**

PLUMBING

• PICK-OFF POINTS

GENERAL: *Hose or Tubing connections are to be made to the Engine's Turbo, Oil, Coolant and Crankcase pick-off points.*

• OIL PRESSURE

1. LOCATION: The pressure pick-off point is placed at the source of piston cooling oil since this is most critical. Protection is assured over the full operating range.

2. TAP: Locate tap on Pressure Piston Cooling Nozzle or its gallery farthest from the oil source. If not equipped with direct piston cooling *(such as DETROIT DIESEL)*, then use tap on Main Oil Gallery either side of engine.

• COOLANT PRESSURE

1. LOCATION: The pressure pick-off point is critical, and MUST be at the Pump Outlet, or in the block closest to this point.

2. TAP: Locate tap as close as possible to Water or Block Pump Outlet or Oil Cooler Water Inlet if fed directly by pump. *DO NOT connect to Pump Inlet, By-Pass Loop, Cylinder Head or Thermostat Housing as these points will result in false information.*

• TURBO ENABLE

1. OPTIONAL: The use of Turbo Pressure enable is entirely optional and this decision is deferred to the installer. If it is not used, the Pressure Port should be Plugged.

2. LOCATIONS: The pressure pickoff point is placed at the source of turbo pressure. Locate tap on Blower Outlet of Turbo-Charger Outlet downstream of aftercooler (if equipped) air crossover pipe or any air box cover. NOTE: It is OK if some oil vapor enters the turbo pressure line. This will not cause a false trip.

3. SETTING: The Engine Saver can be equipped with a Turbo Pressure Sensor that is factory set at 15 inches Hg. (Non-Adjustable). Units fitted with the AUXILIARY board have an Analog Transducer installed, and can be adjusted over a range of 8-25 PSI).

4. ENABLING: In most applications, Turbo Pressure has proven to be a good backup or auxiliary means of enabling the Oil & Coolant Pressure monitoring functions of the Engine Saver, when normal RPM sensing is lost.

• CRANKCASE PRESSURE

1. LOCATIONS: The pressure pickoff point measures c.c. pressure as high as possible on the engine. Locate tap on any rocker (without a breather) on a valve cover or on the side of the fill pipe if well above the oil level. *Oil must not enter this line. Line must drain back toward engine tap point with no low spots or loops.*

ELECTRICAL

• RPM SENSING GENERAL

1. RPM SENSING: In order to sense engine RPM, an RPM pickup of some type must be fitted. Engine RPM is monitored by one of the following:

A. Flywheel Pickup (Magnetic pickup on bell housing)
B. Tachometer Generator (On cam shaft or injector pump)
C. Alternator Pickup ("R" Terminal)

2. SOURCE: The RPM signal can come from a variable reluctance pickup mounted on the flywheel bell housing or cam gear, a rotary tachometer generator or an alternator with an electronic tachometer ouput or "R" terminal.

3. RPM TYPE The choice of RPM Sensing method to be used in a given installation depends on the availability or accessibility of a Flywheel or Cam Gear pickup mounting site or a take-off point for a Tachometer Generator. An existing Tachometer Generator can be "shared" by the Engine Saver if the installation meet the following criteria:

A. ***Generator impedance is below 1000 Ohms.***
B. ***AC output only (NO DC component).***
C. ***Generator is "Floating" from Frame or Battery.***
D. ***Output is at least 8 Pulses/Revolution.***

If a flywheel pickup or tach generator is not practical, an alternator provides a very simple means of obtaining an RPM signal without the need to install any additional devices on the engine.

• VARIABLE RELUCTANCE MAGNETIC SENSOR

1. GENERAL: The speed of the engine can be sensed by a variable reluctance pickup mounted in close proximity to the Flywheel Ring Gear or Cam Gear *(Figure 1, below)*.

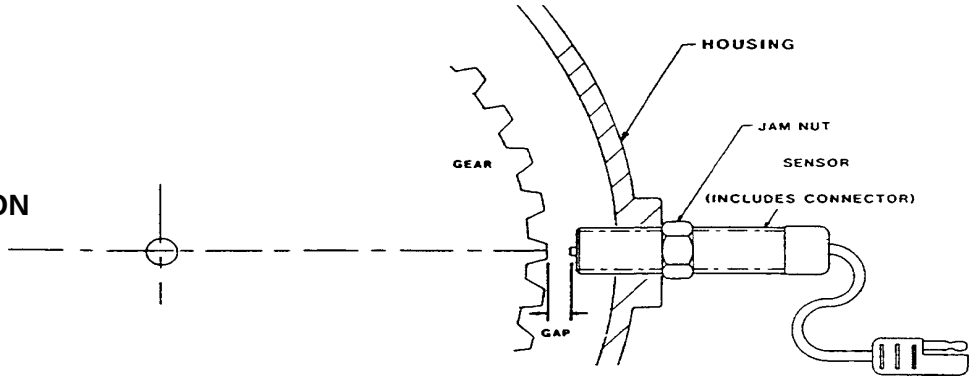
2. CAM GEAR SENSING: In cases where it is inconvenient to use the Flywheel Ring Gear for the RPM Pickup, a Cam Gear with fewer teeth (typically 68) may be used.

3. MOUNTING: The RPM Sensor mounting hole is already provided on many engines by removing a plug in the Flywheel or Cam Gear housing at the rear of the engine. The threaded hole may not already be 5/8-18 UNF (SAE), or maybe a larger diameter (such as 7/8 or 1 inch). In these cases a reducing bushing or a different Mag Pickup is required. If it is necessary to drill and tap a mounting hole, be certain that the hole is located on the gear centerline, at right angles to the shaft, and that there is adequate metal thickness at the chosen location. (Be sure to use caution to prevent metal shavings from falling into bell housing, or genset if exposed)

4. AIR GAP: For proper performance, the air gap between the sensor pole piece ("button" on end of sensor) and the gear teeth must be set at 0.20-.040 inches (0.5-1.0 MM). Since the sensor should never be allowed to touch the gear while it is turning, the gear run-out must be taken into account when setting this gap. It is suggested that the gear be rotated until the point closest to the sensor is found, then thread the sensor in (CW) until it touches the gear tooth, Then back the sensor out (CCW) one-half of a turn, and lock it in place.

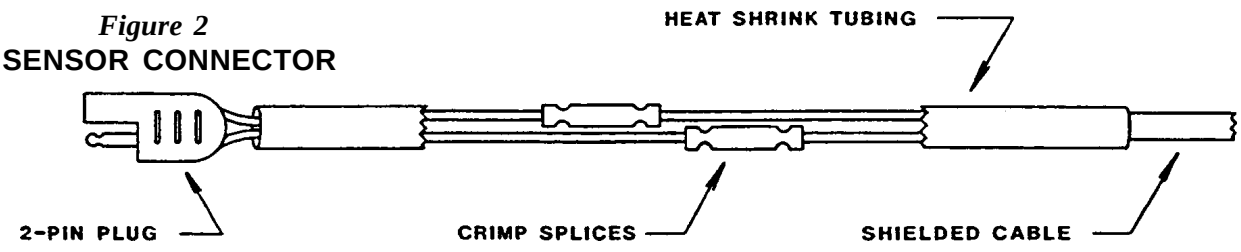
5. ELECTRICAL: Electrical connection is made by means of a 2-pin weatherproof rubber connector (furnished with the sensor) that mates with the connector on the rear of the sensor. This connection is to be attached to the end of the shielded-pair cable that is a part of the installation harness furnished with the Engine Saver. After cutting to the proper length, trim shield flush with end and pull the jacket over to insulate shield.

Figure 1
SENSOR LOCATION



6. SHRINK TUBING The 2-pin rubber connector has short leads already attached and molded in. This connector is joined to the black and clear wires by means of crimp splices (soldering if desired). If solder is used, each finished connection must be insulated with heat shrinkable tubing. An overall jacket of heat shrink tubing is desirable with either method as an added protection. *(Figure 2, below)*.

Figure 2
SENSOR CONNECTOR



• TACHOMETER GENERATORS

1. GENERAL: If a tachometer signal is not already supplied to other instrumentation (which the Engine Saver can use), a popular and convenient means of RPM sensing is the tachometer generator. It is a small, rugged, permanent-magnet AC generator that is driven from a take-off on the accessory drive cover, camshaft or injector pump shaft.

2. MOUNTING: A variety of mounting adaptors and drive couplings (or drive tangs) are available to permit use on any engine. The most common take-off configuration is a 7/8-18 SAE male thread.

3. VERSIONS: Other versions include General Motors flange mount (accessory drive and blower drive) as well as a metric M22X 1.5 thread. Various drive shafts (including E1/E2 Din 75 532 Metric) are also available.

4. TAKE-OFF POINTS are usually provided, and no modification of the engine is required. Some engine manufacturers use a take-off to drive a mechanical service hourmeter. A tachometer drive take-off may be created by installing a T-drive adaptor between the engine and the hourmeter.

5. FEED-THRU: On engine equipped with only a single take-off that is already used to drive an existing device such as a mechanical tachometer, a "feed-thru" style of tachometer generator is needed. This allows the existing tachometer drive cable to be re-connected to the opposite end of the tachometer generator. *(See Figures 3 & 4 below)*

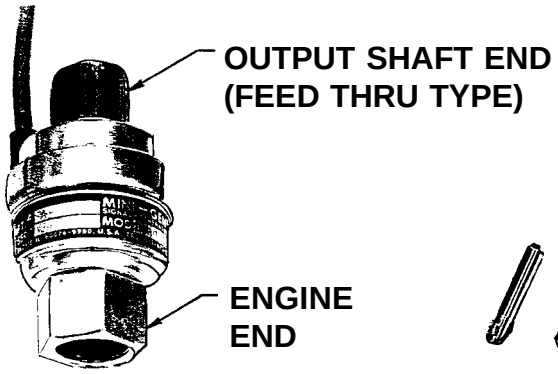


Figure 3

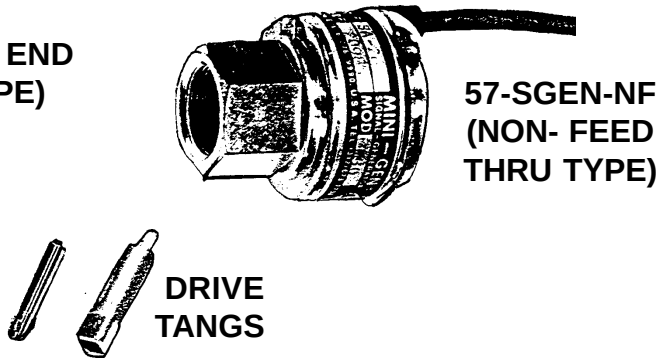
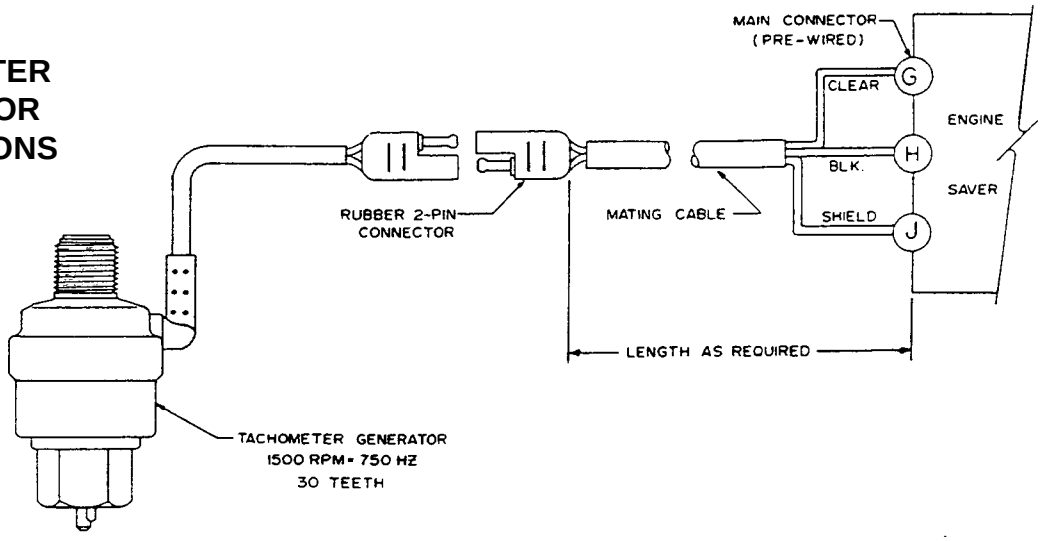


Figure 4

SEE ACCESSORY LIST AT THE BACK OF THIS MANUAL FOR COMPETE ORDERING INFORMATION ON TACHOMETER GENERATORS, MOUNTING ADAPTERS, DRIVE TANG KITS & CONNECTING CABLES.

Figure 5
TACHOMETER GENERATOR CONNECTIONS



• ALTERNATOR TACHOMETER OUTPUT

1. GENERAL: Nearly all modern heavy equipment and diesel power plants utilize an alternator for Battery Charging. Most of these alternators have a special electrical output terminal ("R" terminal) for operating a tachometer. This eliminates the need for installing a magnetic pickup or tachometer generator, where these may not be convenient or possible. If this "R" Terminal is tried and does not work initially you have to use one of the other sources.

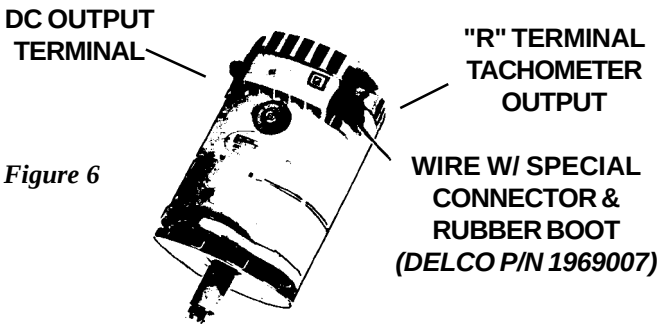


Figure 6

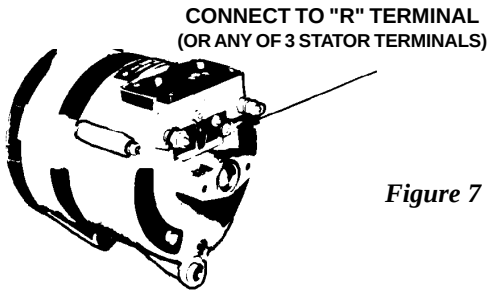


Figure 7

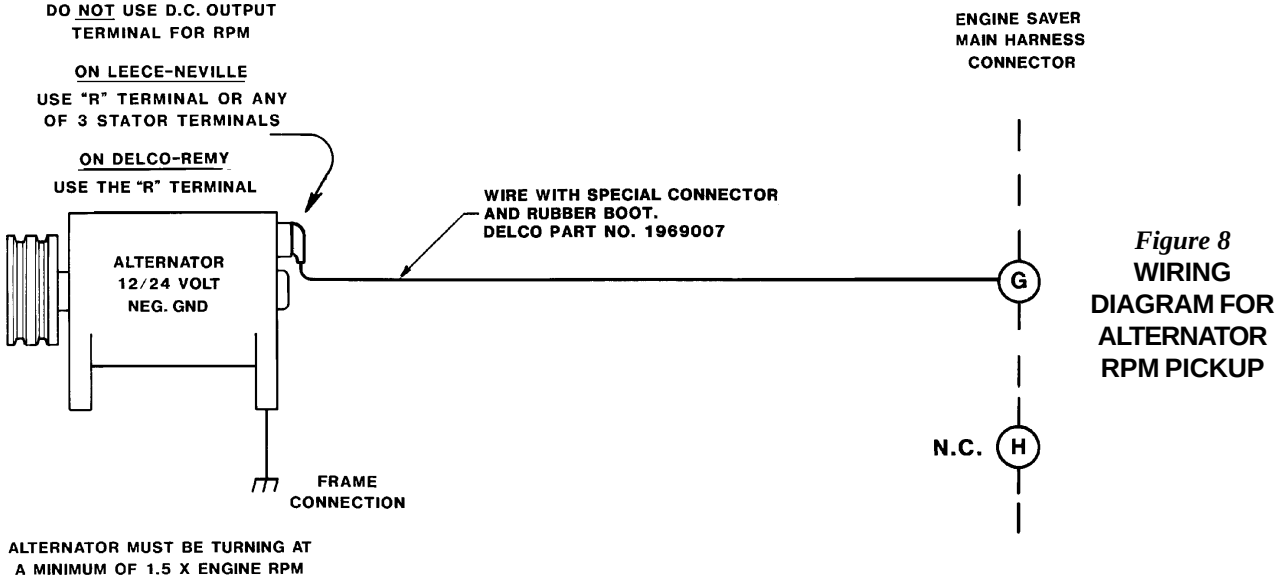


Figure 8
WIRING DIAGRAM FOR ALTERNATOR RPM PICKUP

• COOLANT TEMPERATURE SENSOR

1. LOCATION: Install the sensor (Supplied) at the appropriate location on the engine. We recommend installing the sensor before the Thermostat Manifold or in the head where engine coolant temperature is being monitored ***(Do NOT install in Water Jacket at Rear of Engine)***.

2. SIZE: The brass body has a 1/2 inch NPT thread, with a one inch hex nut. If the sensor is to be installed in a smaller hole optional 3/8 inch or 1/4 inch NPT sensors are available.

3. LIQUID CONTACT: Make certain that the liquid will come in full contact with the sensor.

4. ELECTRICAL: Electrical connection is made by means of a two pin military connector. These connections are ***NOT*** polarized.

5. CONNECTION: The temperature probe wires are connected to Pin D (Yellow) and E (Violet) of the MAIN connector.

6. ELECTRICAL NOISE: If electrical noise is extreme, wires should be run with a twisted shielded pair such as that used on the RPM sensor.

7. ROUTING: Be careful that electrical wires are away from Stacks, Turbos, Exhaust Manifolds or any source of electrical interference such as Alternator/Starter Cables.

IMPORTANT: IF TEMPERATURE SENSING IS NOT USED, THE TEMPERATURE INPUT CANNOT SIMPLY BE LEFT UNWIRED OR OPEN BECAUSE OF THE FAIL-SAFE FEATURE. *Connect a 4.7K resistor to P1 pins N & P to allow the 565 to function without faulting due to an "open" situation.*

• RELAY

GENERAL: The relay in the unit is a single-pole, single throw (SPST) with contacts rated at 30 amperes, resistive load.

1. CONNECTIONS: The relay common contact is connected to the positive 24 Volt supply. The normally open contact may be used to supply power to the Fuel Valve.

THE NORMALLY CLOSED CONTACT can supply 24 Volts to a Remote device.

DE-ACTIVATION of the Relay then turns on the Remote Device and turns off the Fuel.

2. REMOTE RESET: If remote reset is desired, a normally closed momentary switch may be included in series with the fuse, and the +24 Volt supply to the Engine Saver. Optionally, remote reset may be accomplised via the P2 connector.

• ALARMS OUTPUT

Audible alarms, LED indicators and interconnect cables are available for custom panel installations or to accommodate existing Annunciator Panels. Refer to optional parts listing at the end of this manual.

• ANALOG OUTPUTS

AT NO TIME SHOULD VOLTAGE BE APPLIED DIRECTLY TO THE ANALOG OUTPUTS OR DAMAGE WILL RESULT.

GENERAL: Four Analog Outputs -- RPM, OIL PRESSURE, COOLANT PRESSURE and TEMPERATURE -- allow continuous real-time monitoring and/or recording of engine parameters by another system connected to the Engine Saver. (These can be expanded to include analog TURBO, and CRANKCASE PRESSURE when the AUXILIARY board is installed). These outputs are pre-scaled to the industry standard 0-5 VDC for Analog Data, and are designed to feed a system with high impedance inputs. The output source impedance of each output is typically 5 Ohms.

1. OUTPUTS: The Analog Outputs may be connected to other on-board systems that record engine parameters over an extended period for the purpose of maintenance scheduling and/or trend analysis. The data may also be telemetered (by radio link) in “real time” to a central location for continuous storage and/or monitoring by a computer.

2. CONNECTOR: The Analog Outputs are available on the 17-Pin MS Connector marked “P2”.

1. RPM Analog Signal 3000 RPM = 5.0 VDC (Pin “H”)
2. OIL PRESSURE Analog Signal 72 PSI = 5.0 VDC (Pin “K”)
3. COOLANT PRESSURE Analog Signal 30 PSI = 5.0 VDC (Pin “L”)
4. TEMPERATURE Analog Signal 2.8V = 100^0 C (Pin "J").
5. TURBO PRESSURE Analog Signal 25 PSI = 5.0 VDC (Pin "B")
6. CRANKCASE PRESSURE 15 INS. W. C. = 5.0 VDC (Pin "A")

• EVENT OUTPUTS

GENERAL: Each EVENT output appears as an open circuit when it is not activated. When activated, the output is switched to common “Negative”, and will handle up to 1/2 Amp, at 24 VDC. All event outputs are designed for resistive type loads such as LED’s or incandescent lamps.

AT NO TIME SHOULD VOLTAGE BE APPLIED DIRECTLY TO ANY EVENT OUTPUT OR DAMAGE WILL RESULT. See diagram for “Typical Wiring of the Accessory Connector”, *(Figure 15, Pg. 11)* and *(Table 2, Pg. 10)*.

• AUXILIARY FAULTS, INPUT WIRING

GENERAL: There are two Auxiliary Fault inputs, AUXILIARY FAULT (1), and (2). These Channels may be used to monitor additional functions which may not be directly related to engine operation.

1. **AUXILIARY FAULT(S)** are activated, typically from a switch closure.
   A. AUXILIARY FAULT 1 is activated by applying GROUND to pin "E" (Gray) on the MAIN CONNECTOR.
   B. AUXILIARY FAULT 2 is activated by applying GROUND to pin "H" (ORG) on the AUXILIARY CONNECTOR.

2. NON-FAULT:

   A. Auxiliary Fault "1" no-fault condition may be +24 volts or simply an open circuit.
   B. Auxiliary Fault "2" no-fault condition may be +24 Volts, or an open circuit.

3. **ENABLE:** Can be Enabled ALL the time via a dip switch or, enabled by RPM .
4. **NOT USED:** The auxiliary inputs may be left unwired if not used.

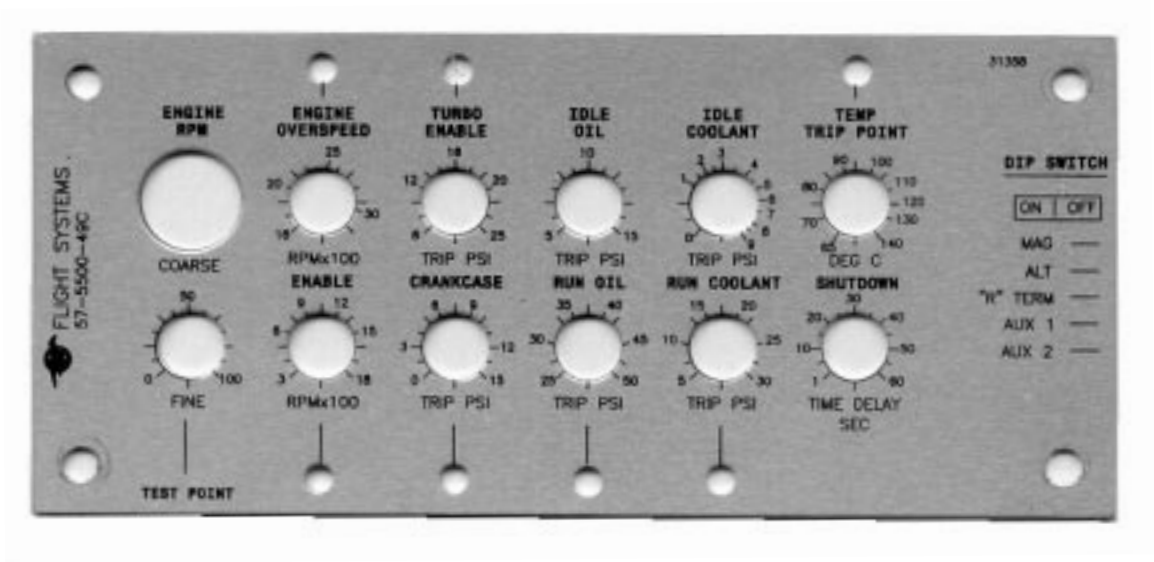
TESTING AND ADJUSTMENT

• EQUIPMENT REQUIRED

1. General: The Engine Saver can be conveniently tested with Model 9550 Engine Saver Test Set.

2. MODEL 9550: The Model 9550 provides a more complete test, with simultaneous simulation of six engine parameters, digital RPM readout and indicators for all functions. The Model 9550 is intended primarily for off-vehicle testing and pre-installation adjustment.

Figure 9
ELECTRONIC MODULE FACEPLATE
P/N57-5500-49C (Enlarged for Detail)



• RPM CALIBRATION

GENERAL: In order to sense engine RPM, an RPM pickup of some type must be fitted; See RPM Selection and Calibration. *(Table 1, Pg. 8)*

1. PROCEDURE: The RPM calibration procedure on the vehicle or engine is as follows:
A. Determine the source of RPM signal.
B. Set S1, S2, and S3 Dipswitches according to Table 1 on Pg. 8. *(Also see Fig. 9, Above & Fig. 10, Pg. 9)*
C. Hold engine at 1250 RPM *(or other point from the curve on Graph 1, Pg. 9)*
D. Adjust COARSE and FINE RPM dials for 4.00 VDC at 1250 RPM at the RPM "TEST POINT".
(Electronic Module Faceplate, Fig. 9, Above)

2. COARSE AND FINE DIALS: Table 4 gives approximate "ball park" number values for the settings of the COARSE and FINE dials, however for an accurate setting, the voltage at the RPM TEST POINT must be set to 8.00 VDC at 2500 RPM or 4.00 VDC at 1250 RPM. If it is more convenient, other points on the calibration curve may be used. *(Refer to Graph 1, Pg. 9 "CALIBRATED RPM OUTPUT VOLTS vs. ENGINE RPM")*

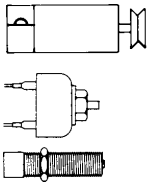
3. RPM (MONITORED OR SIMULATED): The actual RPM must be monitored (or simulated with the Model 9550 Test Set) during the calibration procedure. This can be done on the vehicle by means of the tachometer in the cab, or by an electronic strobe tachometer.

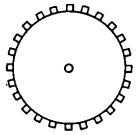
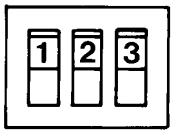
4. RPM TEST POINT: If the voltage at the RPM "TEST POINT" (Fig. 9, above) is too Low and cannot be brought into range with the RPM FINE dial, then select a higher number on the RPM COARSE dial. Conversely, if the voltage at the RPM TEST POINT is too high, select a Lower number on the RPM COARSE dial. If still having difficulty, recheck the settings of S1, S2 and S3 to be sure they are correct for the type of pickup being used. Finally, re-check the source of the RPM signal.

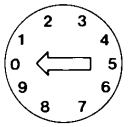
5. NOT USED: IF RPM SENSING IS NOT USED, SET PROGRAMMING SWITCH S3 TO THE "UP" (ON) POSITION. Notice when RPM Sensing is not used, the engine is only protected when the Turbo Boost is above 8 PSI (if a Pressure Switch is installed), or above the TURBO ENABLE setting (if fitted with the Auxiliary Board).

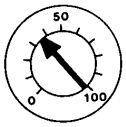
Table 1

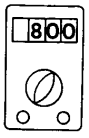
RPM SOURCE SELECTION, PROGRAMMING SWITCHES AND CALIBRATION CHART







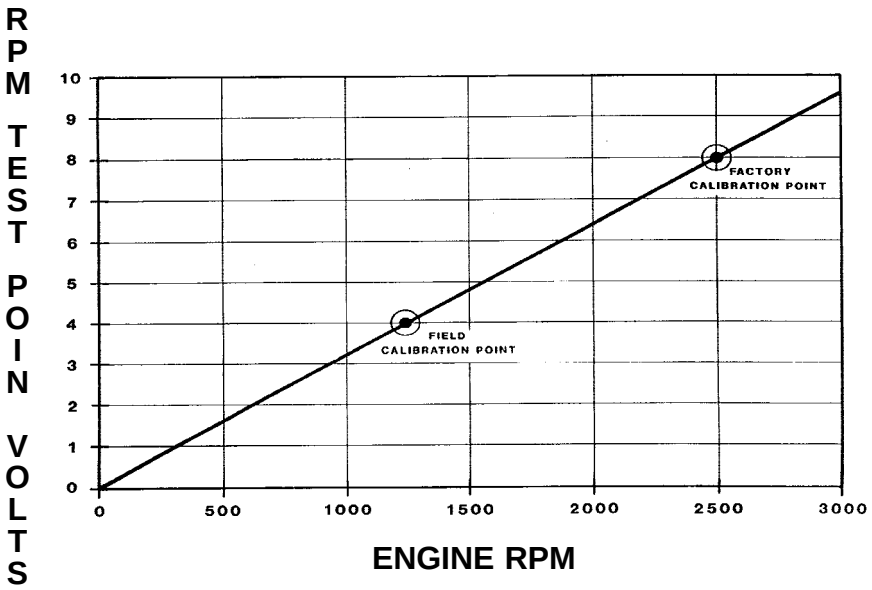


**See note below*

Type of Pickup	Rpm Source (Take-Off Point Of Engine)	Equivalent No. of Teeth	Programming Switch			RPM Calibration (Approx. Setting)		RPM Test Point Voltage
			S1	S2	S3	Coarse	Fine	
Variable Reluctance Magnetic	Flywheel Ring Gear	168	ON	OFF	OFF	0	0	RPM TP 4.0 Volts at 1250 RPM
		142					10	
		118					20	
		103					25	
	Cam Gear (2 Cycle)	68					50	
GE Tach Gen	Crankshaft on GE Electric Drive Equipped Vehicles (Feeds LD Cont CD	50				1	30	
Mini-Gen	Crankshaft on 2 or 4 Cycle: Cam on 2-Cycle	30				2	22	
							25-45	
Other Tach Generators	On Crankshaft E.T. = Pulses /Rev. on Camshaft on 4-Cycle E.T.= Pulses/Rev 2	20-28				3	40	
		18						
		12-15				4	40-50	
		10					55	
		8				5	60	
		6				7	60	
		4				3-9	60	
Alternators	E.T.= Poles X Pulley Ratio to Crankshaft	20-28	OFF	ON	ON	2	25-45	
		18				3	40	
		12-15				4	40-50	

Graph 1

CALIBRATED RPM OUTPUT VOLTS vs. ENGINE RPM *(All Speed Ranges)*



• RPM ENABLE ADJUSTMENT

GENERAL: After the RPM is calibrated, the ENABLE RPM may be set.

1. DIAL RANGE: The dial covers the range of 500 to 1800 RPM; A typical setting might be 500 -1300 RPM or higher.

2. IDLE PROTECTION: If idle protection is desired, and the normal idle RPM is 600-650, an enable RPM of 500-550 should be used.

3. IDLE PRESSURE: Also, due to the very low pressures encountered on idle (particularly coolant pressure on some engines) it will be necessary to use the lowest setting on coolant and possibly on oil as well.

4. JMP 1 & 2: To eliminate the possibility of False Trips, a 15 Ohm "Offset Resistor" can be applied in series with either the "Oil" and/or "Coolant" sensors. This offsets ONLY Idle (600-700) RPM. These jumpers (Shunts) are set to by-pass the Offset Resistor when the unit leaves the factory, allowing normal operation.

NOTE: To install the 15 Ohm Offset, remove the Shunt by cutting the wire on JMP-1 or JMP-2.
A. To apply a fixed Offset of 7.5 PSI at Oil Pressure, remove JMP-1.
B. To apply a fixed Offset of 4 PSI at Coolant Pressure, remove JMP-2.

5. RPM ABOVE ENABLE: When engine RPM is above the enable RPM;
A. The green indicator light on the Component side of the electronic module will light immediately.
B. Oil and Coolant Pressure monitoring begins after "SYSTEM ENABLED" indicator on the front panel of the unit is turned on (and Remote indicator, if used).

• OVERSPEED ADJUSTMENT

1. GENERAL: Use the dial markings as a guide. Use test equipment for exact settings.

2. DIAL RANGE: The OVERSPEED dial covers the range of 1800 to 3000 RPM. A Typical setting might be 2500 RPM or higher.

3. RPM ABOVE OVERSPEED: When Engine RPM is ABOVE the OVERSPEED RPM setting, the Red indicator on the component side of the electronic module will light immediately.

A. After a 0.5 (One-Half) second delay, the red OVERSPEED indicator on the front panel of the unit turns on (and Remote indicator, if used).

B. The Relay is de-energized when Overspeed indicator comes on.

C. The front panel indicator (and Remote) remains on and the Relay remains de-energized until the unit is reset.

4. NOT USED: If Overspeed protection is not desired, turn the Overspeed dial fully clockwise.

• TURBO ENABLE

GENERAL: The Engine Saver can be equipped with a Turbo Pressure Switch that is factory set at 8PSI (Non-Adjustable), or by an Analog Pressure Sensor, if fitted with the Auxiliary Board .

A. If fitted with a Pressure Switch the Turbo Enable adjustment will have NO effect..

B. With the Auxiliary Board fitted Turbo Enable can be adjusted from 8 to 25 PSI.

1. TURBOCHARGER PRESSURE AS A BACKUP: In most applications, Turbocharger Pressure is a dependable backup or auxiliary means of enabling the OIL and Coolant Pressure functions of the Engine Saver.

2. OPTIONAL: The decision to use Turbo Pressure enable is entirely optional and should be deferred to the installer. If it is not used, the Pressure Port should be plugged and the Turbo Enable Adjustment turned Fully Clockwise, (If equipped).

3. OVERRIDING RPM ENABLE: Although the Turbo Pressure can override the RPM enable at any time, it is rather unlikely, unless the RPM input had failed to produce a sufficient signal (An open in the RPM circuit will produce an Alarm).

4. EXCEEDED PRESET LEVEL: The only other conditions under which the Turbo Pressure would take precedence over RPM is if the Turbo Pressure exceeds the preset level, at any RPM below the enable RPM setting. The enable RPM would have to be set near the top of its range for this to be possible. Using such a high setting for the enable point would sacrifice Idle protection.

5. NO RPM SENSING: When no RPM sensing is used, it is necessary to:

A. Set the programming Switch S3 to the UP position to defeat the RPM fail-safe feature. *(See Figure 9, Pg. 7 and Table 4, Pg. 8)*

B. The Oil and Coolant Pressure run dials should be set to full clockwise. The Run Pressure dial settings will not apply.

6. OPERATION: When Turbo Pressure is ABOVE the preset level:

A. Green diagnostic indicator on the component side of the electronic module lights immediately.
B. After a 10 second delay, Turbo Pressure functions the same as for RPM enable.
C. Whichever signal (RPM or Turbo) arrives first enables the system.
D. If the Turbo Pressure drops slightly below the enable pressure, the system will be disabled with no delay, unless still enabled by RPM.

• OIL PRESSURE ADJUSTMENT

GENERAL: There are TWO dials for Oil Pressure marked "IDLE TRIP" and "RUN TRIP".

1. IDLE TRIP: Dial determines the trip point below 1800 RPM, and at Idle speed, typically below 900 RPM. This point is at the intersection of the sloped and flat parts of the curve. See graph 2. The Trip point is automatically modulated by RPM between the flat parts of the curve.

2. RUN TRIP: Dial determines the trip point above 1800 RPM.

3. CHOOSING TRIP POINT: The trip point should be chosen so that under normal operating conditions, the pressure from the engine at any RPM will exceed this value by a safe margin.

4. OPERATION: While enabled, if Oil Pressure drops below the trip point the following occurs:

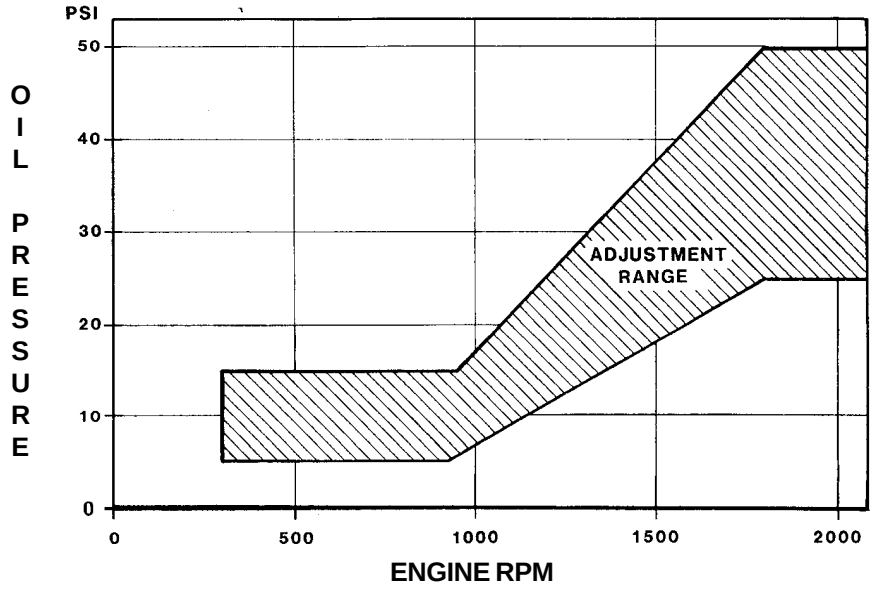
A. The red diagnostic indicator on the component side of the electronic module lights immediately.
B. After an 8-10 second delay the alarm is activated and the Red LOW OIL PRESSURE indicator on the front panel (and remote indicator) is turned on.
C. After the SHUTDOWN DELAY, the Relay is de-energized until the unit is reset.

5. NOT USED: If RPM sensing is NOT used, set the IDLE OIL dial Fully Clockwise (15 PSI). The RUN OIL dial will have NO effort.

6. RUN OIL PRESSURE READING FROM DIAL: An approximate Oil Pressure reading from the engine may be read directly from the "RUN" OIL Pressure dial when the engine is at 1800 RPM or above. This is accomplished by turning the dial CLOCKWISE until OIL PRESSURE indicator lights, then read the pressure from the dial. For a more accurate reading, use a part number 57-A550-40 or 57-A550-41 Digital Annunciator.

Graph 2

OIL PRESSURE TRIP POINT VS. ENGINE RPM



• COOLANT PRESSURE ADJUSTMENT

GENERAL: There are TWO dials for Coolant Pressure marked "IDLE TRIP" and "RUN TRIP":

1. IDLE TRIP: Dial determines the trip point below 1800 RPM, and at Idle speed, typically below 900 RPM. This point is at the intersection of the sloped and flat parts of the curve. *(See Graph 3 & 4, Below)* The Trip point is automatically modulated by RPM between the flat parts of the curve.

2. RUN TRIP: Dial determines the trip point above 1800 RPM. This trip point should be chosen so that under normal operating conditions, the pressure from the engine at any RPM will exceed this value by a safe margin.

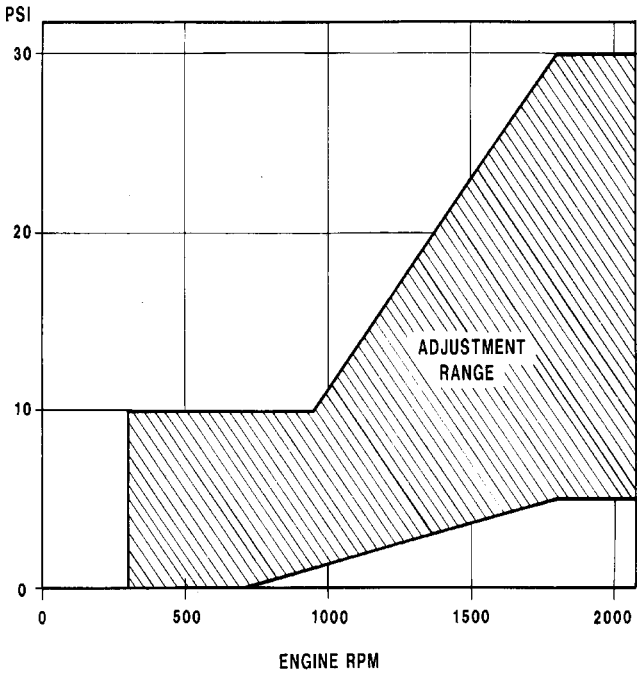
NOTE A: *We recommend choosing the **RUN COOLANT PRESSURE TRIP** point always above the Radiator Cap Pressure to assure an optimum coolant engine protection level.*

NOTE B: *In **NO CASE** should the pressure setting of the **RUN COOLANT** dial be Below the setting of the **IDLE COOLANT** dial, as this results in undesirable interaction between the dials.*

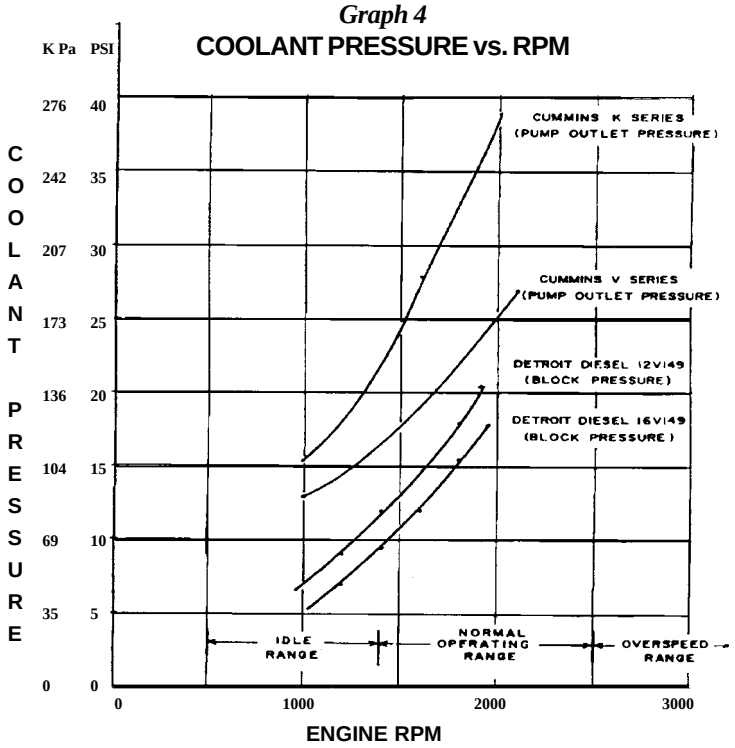
3. NOT USED: If RPM sensing is NOT used, set IDLE COOLANT dial and RUN COOLANT dial fully clockwise.

4. RUN COOLANT PRESSURE READING FROM DIAL: An approximate Coolant Pressure reading from the engine may be read directly from the "RUN" Coolant Pressure dial when the engine is at 1800 RPM or above. This is accomplished by turning the dial CLOCKWISE until the Coolant Pressure indicator lights, then read pressure from the dial. Use of the 57-A550-40 or 57-A550-41 Digital Annunciator will yield more accurate results.

Graph 3
COOLANT PRESSURE TRIP POINT vs. RPM



Graph 4
COOLANT PRESSURE vs. RPM



• CRANKCASE PRESSURE

GENERAL: The Engine Saver can be equipped with a Crankcase Pressure Switch that is factory set at 10 inches water (Non-Adjustable), or by an Analog Pressure Sensor, if fitted with the Auxiliary Board.

A. If fitted with a Pressure Switch the Crankcase adjustment will have NO effect..

B. With the Auxiliary Board fitted Crankcase Pressure can be adjusted from 0 to 15 inches of water.

• SHUTDOWN TIME DELAY

The Shutdown Time Delay starts as soon as the alarm is activated and runs for a period of 1 to 60 seconds, adjustable. At the end of this time, the Output relay is de-energized.

BENCH TEST WITH 9550 TEST SET

• CRANKCASE PRESSURE TEST (OPTIONAL)

GENERAL: The Green "SYSTEM ENABLE" light should be off for this test. Decrease RPM or Turbo-Boost Pressure using the 9550 Test Set with unit disconnected from the engine. (If your 9550 was purchased w/an earlier - Level 7 or lower - Engine Saver, it will need updated. Please contact FS Customer Service for details.)

1. SLOWLY increase the Crankcase Pressure from its initial value.

A. At a Crankcase Pressure of 10 inches water Normal, +/- 1.5 inches *(if fitted with a switch).*

NOTE: ***If this tolerance cannot be met, the pressure switch must be replaced, as it is non-adjustable (if equipped).***

If fitted with the Auxiliary Board, and Analog Sensor has replaced the switch, and the unit will trip at the Crankcase Pressure Adjustment setting.

B. The Red CRANKCASE PRESSURE diagnostic indicator on the electronic module should turn-on.

2. Repeat several times, reducing the pressure to zero each time.

A. The red "HIGH CRANKCASE PRESSURE" light on the front of the unit (and remote light) should turn on approximately 10 seconds after diagnostic indicator turns on.

B. Relay will de-energize after the shutdown time delay.

3. Return the Crankcase Pressure to zero and verify that only diagnostic LED turns-off.

4. Momentarily press the reset button. The relay should energize as the button is released. No other lights should be on.

• TEMPERATURE CHANNEL TEST

TEMP. SENSOR: ***The Temperature Sensors used on the earlier ENGINE SAVER, Levels 2 thru 7, used P/N 57-5500-65, and ENGINE SAVERS with the S/N 07C and 08C use P/N 57-CU66-76 or 57-5500-78 --- The TEMPERATURE SENSORS used on earlier ENGINE SAVERS are NOT INTERCHANGEABLE with S/N 07C or 08C units.***

1. Rotate the Simulated Temperature dial on the 9550 Test Set slowly clockwise until the Red TEMPERATURE indicator on the electronic module just turns-on.

NOTE: ***At this point, the setting of the temperature dial on the electronic module should agree closely with the setting of the simulated temperature.***

2. Set the Engine Saver dial to the desired temperature and verify.

A. The Red "HIGH TEMPERATURE" light on the front of the unit (and Remote Light) should Turn-On approximately 20 seconds after diagnostic LED turns on.

B. The Alarm should activate and the Relay should de-energize after the Shutdown Time Delay.

NOTE: ***Specific Temperatures may be simulated by connecting a resistor of appropriate value in place of the TEMPERATURE SENSOR; Table 6 (at Right) may be used for this purpose.***

Table 3

PROBE RESISTANCE vs. TEMPERATURE

DEG. C.	DEG. F.	OHMS	DEG. C.	DEG. F.	OHMS	DEG. C.	DEG. F	OHMS
60.0	140.0	7599.0	90.0	194.0	2799.0	120.0	248.0	1176.0
61.0	141.8	7332.0	91.0	195.8	2714.0	121.0	249.8	1145.0
62.0	143.6	7076.0	92.0	197.6	2632.0	122.0	251.6	1114.0
63.0	145.4	6830.0	93.0	199.4	2552.0	123.0	253.4	1085.0
64.0	147.2	6594.0	94.0	201.2	2476.0	124.0	255.2	1057.0
65.0	149.0	6367.0	95.0	203.0	2402.0	125.0	257.0	1029.0
66.0	150.8	6149.0	96.0	204.8	2331.0	126.0	258.8	1002.0
67.0	152.6	5940.0	97.0	206.6	2262.0	127.0	260.6	976.3
68.0	154.4	5738.0	98.0	208.4	2195.0	128.0	262.4	951.1
69.0	156.2	5545.0	99.0	210.2	2131.0	129.0	264.2	926.7
70.0	158.0	5359.0	100.0	212.0	2069.0	130.0	266.0	903.0
71.0	159.8	5180.0	101.0	213.8	2009.0			
72.0	161.6	5007.0	102.0	215.6	1950.0			
73.0	163.4	4842.0	103.0	217.4	1894.0			
74.0	165.2	4682.0	104.0	219.2	1840.0			
75.0	167.0	4529.0	105.0	221.0	1788.0			
76.0	168.8	4381.0	106.0	222.8	1737.0			
77.0	170.6	4239.0	107.0	224.6	1688.0			
78.0	172.4	4102.0	108.0	226.4	1640.0			
79.0	174.2	3970.0	109.0	228.2	1594.0			
80.0	176.0	3843.0	110.0	230.0	1550.0			
81.0	177.8	3720.0	111.0	231.8	1507.0			
82.0	179.6	3602.0	112.0	233.6	1465.0			
83.0	181.4	3489.0	113.0	235.4	1425.0			
84.0	183.2	3379.0	114.0	237.2	1386.0			
85.0	185.0	3273.0	115.0	239.0	1348.0			
86.0	186.8	3172.0	116.0	240.8	1311.0			
87.0	188.6	3073.0	117.0	242.6	1276.0			
88.0	190.4	2979.0	118.0	244.4	1241.0			
89.0	192.2	2887.0	119.0	246.2	1208.0			

• ENABLE LOGIC AND EXCLUSIVITY TEST

GENERAL: The Green “SYSTEM ENABLE“ light should be ON for this test. Make sure the unit is Reset.

1. Decrease the Oil Pressure First and the Coolant Pressure Second to 0 PSI, and wait at least 30 seconds.
   A. Diagnostic LED’s should be ON, the component side of the electronic module.
   B. The Alarm should not be activated.
   C. NO lights on the front of the unit should turn on.
   D. Approximately 8 seconds later, LOW OIL PRESSURE light on the front of the unit will turn on.

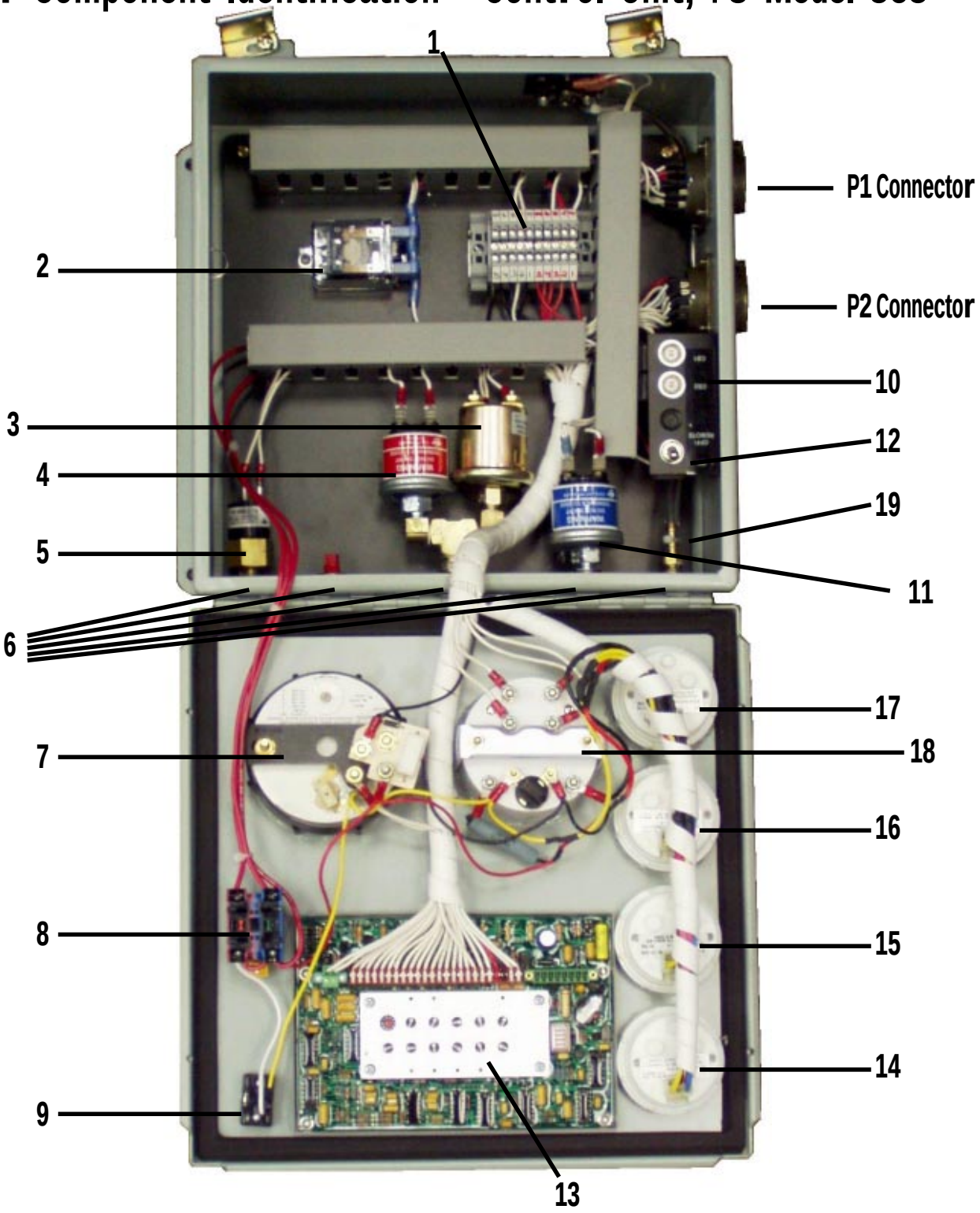
• SENSOR FAIL-SAFE TESTS

1. The Engine Saver is equipped with automatic Sensor Monitoring for RPM, Temperature (External), Oil and Coolant Pressure Sensors (Internal). An Open in any of these circuits WILL cause an Alarm and a Delayed Shutdown, thereby preventing a loss of protection due to a Failed Sensor or a Broken Wire.

A. An Open Circuit condition is indicated on the front Panel of the Unit by Flashing the Overspeed, Oil, Temp, Coolant and Crankcase lights.

B. The Fail-Safe Detector is self resetting when the circuit is restored for all circuits *("A" above)*.

Major Component Identification - Control Unit, FS Model 565



1 - Barrier Strip Int. Harness; P/N 57-5650-03
2 - Relay, 24V; P/N 57-5500-02
3 - Oil Pressure Sender; P/N 57-565C-64
4 - Oil Pressure Transducer; P/N 57-5500-12
5 - Turbo Boost Switch; P/N 57-5500-53
6 - Bulkhead Adaptor (5 pcs); P/N 57-5500-10
7 - Tach/Hour Meter; P/N 57-565C-56
8 - Switch Assy. Engine Start; P/N 57-5650-14
9 - Switch Assy. Gauge Lamps
10 - Circuit Breaker; P/N 57-5650-17
11 - Coolant Press. Transducer; P/N 57-5500-45
12 - On/Off Remote Switch
13 - Electronic Module; P/N 57-5500-49C
14 - Gauge, Engine Temp. 250° F; P/N 57-565C-58
15 - Gauge, Oil Pressure 80 psi; P/N 57-565C-65
16 - Gauge, Oil Temp. 300° F; P/N 57-565T-56
17 - Gauge, Battery Voltage; P/N 57-565X-21
18 - Gauge, Pyrometer; P/N 57-5650-64
19 - Crankcase Press. Assy.; P/N 57-5500-38

Revised 5/30/07 JDW-SLW

P1 Pin Assignments, FS Model 565

A - +24V Input
B - Starter Solenoid 24 Volts @ 5 Amps Max.
C - External Alarm (+24 Volts)
D - Fuel Solenoid/Ignition 24 Volts @ 5 Amps Max.
E - Auxiliary 1 Input
F - Engine Water Temp. Sensor (57-565T-57)
G -Engine Water Temp. Return (57-565T-57)
H - Auxiliary 2 Input
J - N/C
K - N/C
L - Tach Gauge Signal Input (Mag. Pick Up)
M- Tach Gauge Signal Return (Mag. Pick Up)
N - Engine Coolant Temp. Sensor (57-CU66-76)
P - Engine Coolant Temp. Return (57-CU66-76)
Q - Engine Oil Temp (57-565T-57)
R - Thermocouple (+) (57-565C-62) Left
S - Thermocouple (-) (57-565C-62) Left
T - Thermocouple (+) (57-565C-62) Right
U - Thermocouple (-) (57-565C-62) Right
V - System Return

57-565X-14 Main Harness Pin Assignments, FS Model 565

57-565X-14 MAIN HARNESS
PIN ASSIGNMENTS

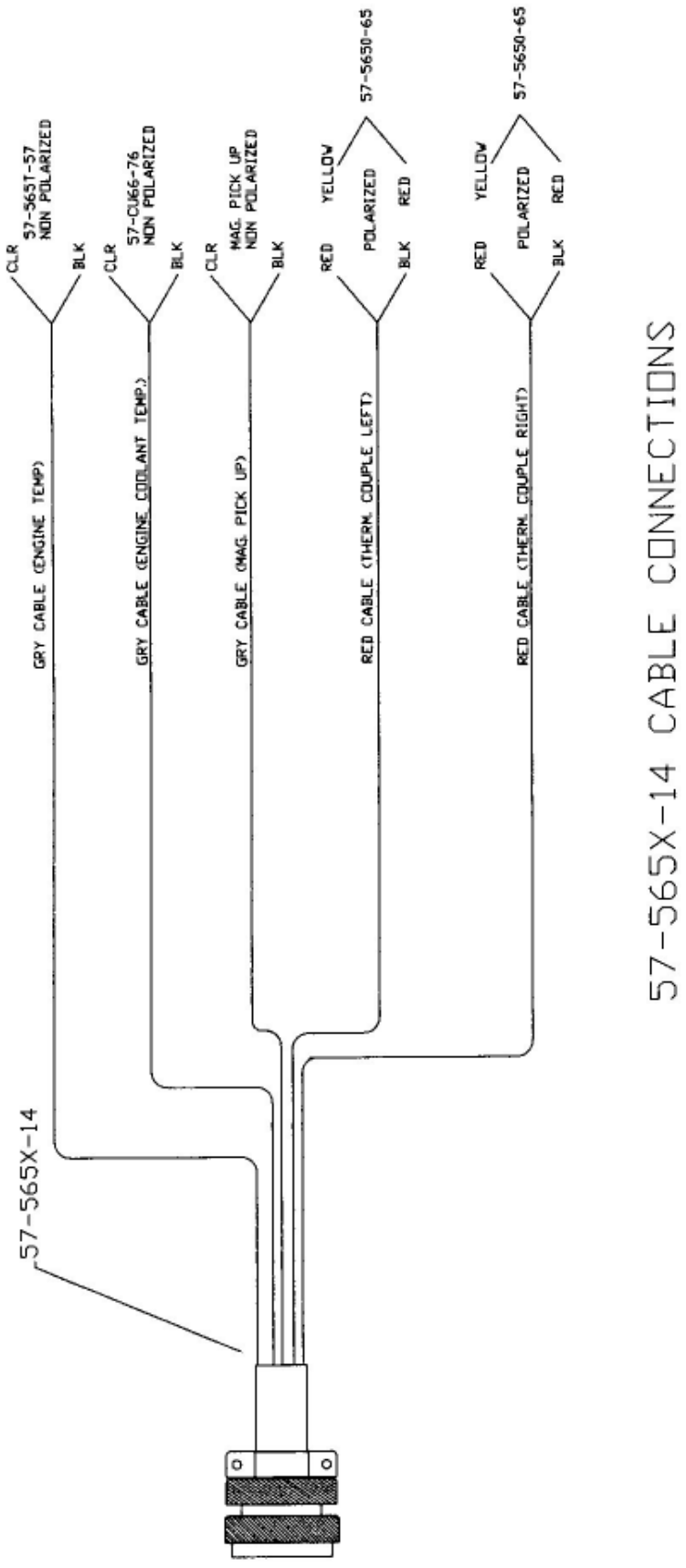
PIN	FUNCTION	CABLE/COLOR CODE	SENSOR
A	24 VOLTS INPUT	RED WIRE	N/A
B	STARTER SOLENOID	ORG WIRE	N/A
C	ALARM 24 VOLTS ON FAULT	WHT WIRE	N/A
D	FUEL SOLENOID/IGNITION	YEL WIRE	N/A
E	AUX 1	BROWN WIRE	N/A
F	ENGINE TEMP	GRY CABLE - Clear Wire 15 Feet	57-565T-57
G	ENGINE TEMP. RETURN	GRY CABLE - Black Wire 15 Feet	57-565T-57
H	AUX. 2 INPUT	GRN WIRE	
J	N/C		
K	N/C		
L	MAG PICK UP (TACH)	GRY CABLE - Clear Wire 15 Feet	MAG. PICK UP
M	MAG PICK UP (TACH)	GRY CABLE - Black Wire 15 Feet	MAG. PICK UP
N	ENGINE COOLANT TEMP	GRY CABLE - Clear Wire 15 Feet	57-CU66-76
P	ENGINE COOLANT TEMP	GRY CABLE - Black Wire 15 Feet	57-CU66-76
Q	GEAR BOX TEMP.	GRY WIRE	57-565T-57
P	THERMOCOUPLE LEFT	RED CABLE - Red Wire	(+) 57-565C-62
S	THERMOCOUPLE LEFT	RED CABLE - Black Wire	(-) 57-565C-62
T	THERMOCOUPLE RIGHT	RED CABLE - Red Wire	(+) 57-565C-62
U	THERMOCOUPLE RIGHT	RED CABLE - Black Wire	(-) 57-565C-62
V	SYSTEM RETURN	BLACK WIRE	N/A

NOTE: ONLY THE THERMOCOUPLE INPUTS ARE POLARITY SENSITIVE

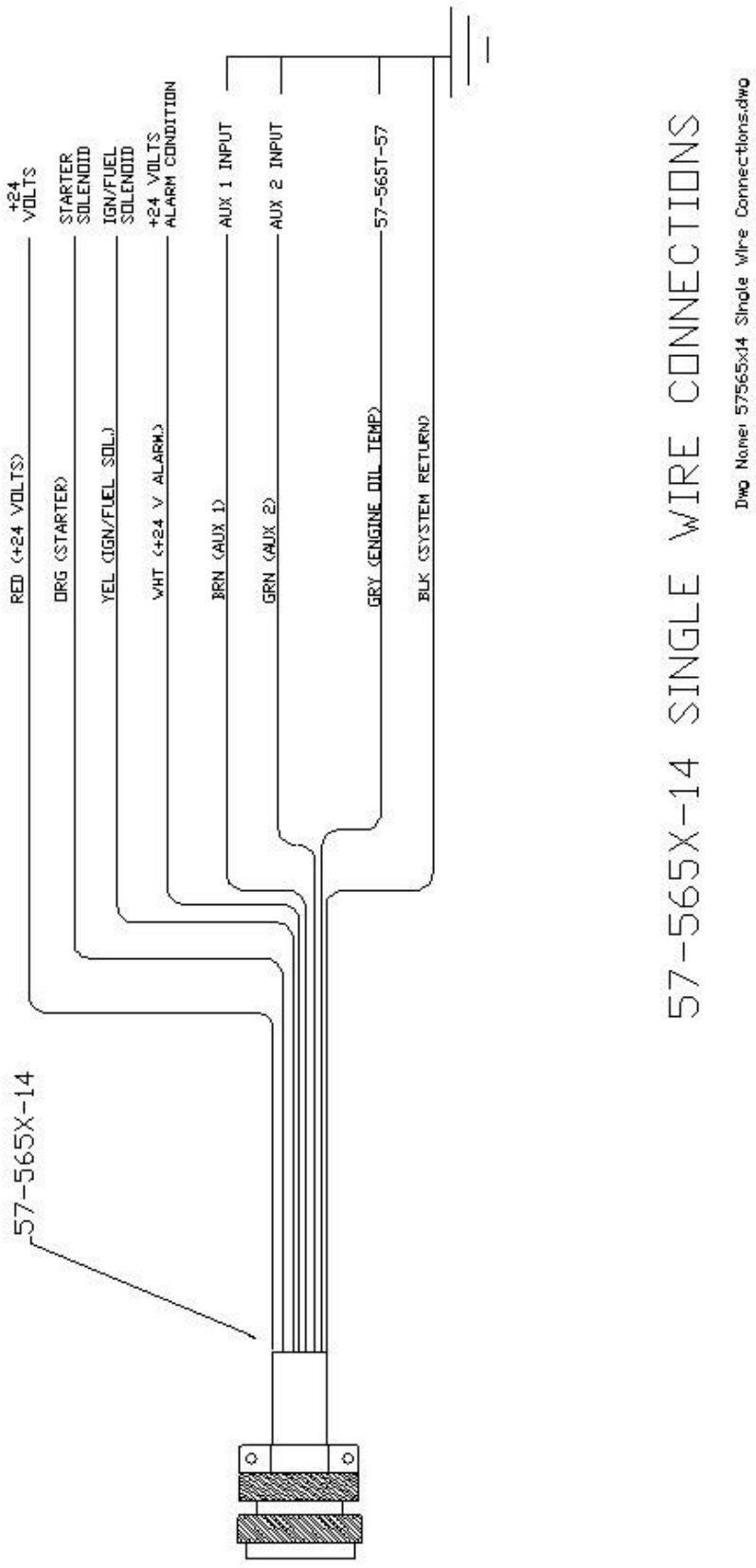
57-A565-53 ACCESSORY HARNESS
PIN ASSIGNMENTS

26 PIN CONNECTOR			17 PIN CONNECTOR
PIN	**FUNCTION**	**COLOR CODE**	**PIN**
A	ANALOG CRANKCASE	BLACK	S
B	ANALOG TURBO	RED	T
C	REMOTE RESET	RED CABLE WIC 1897 (BLACK)	
D	REMOTE RESET 24 VOLTS	RED CABLE WIC 1897 (RED)	
E	N/C		
F	N/C		
G	24 VOLTS OUTPUT	BROWN	D
H	ANALOG RPM	YELLOW	M
J	ANALOG COOLANT TEMP	VIOLET	L
K	ANALOG OIL PRESSURE	GREY	K
L	ANALOG COOLANT PRESSURE	PINK	H
M	SYSTEM ENABLE	TAN	N
N	OVERSPEED EVENT	RED/GREEN	A
P	HIGH COOLANT TEMP EVENT	RED/YELLOW	G
R	LOW COOLANT PRESS. EVENT	RED/BLACK	R
S	LOW OIL PRESS. EVENT	WHITE/BLACK	E
T	HIGH CRANKCASE PRESS. EVENT	WHITE/RED	P
U	WATER LEVEL EVENT	WHITE/BLUE	F
V	AUX 2 EVENT	WHITE GREEN	B
W	ALARM EVENT	WHITE/YELLOW	J
d	SYSTEM RETURN	WHITE	C

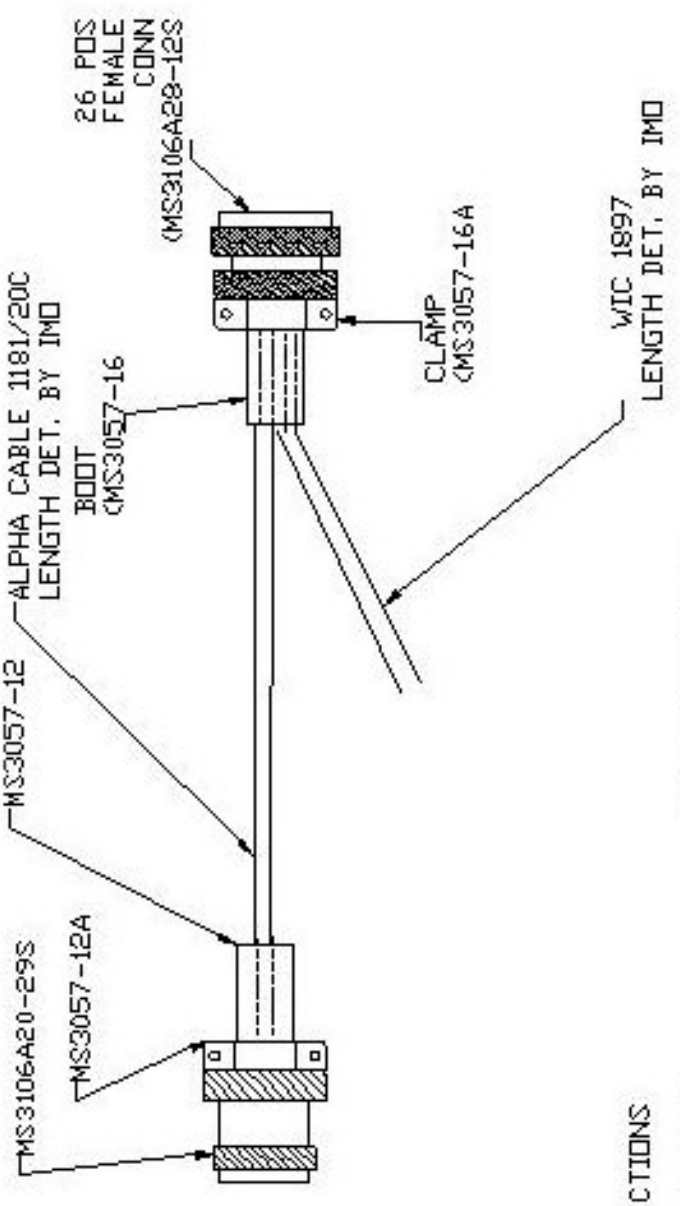
57-565X-14 Cable Connections, FS Model 565



57-565X-14 Single Wire Connections, FS Model 565



57-A565-53 Wiring Diagram, FS Model 565



CONNECTIONS			
26 PIN CONNECTOR	COLOR CODE	17 PIN CONNECTOR	
A	BLACK	S	
B	RED	T	
C	BLACK WIC 1897 CABLE		
D	RED WIC 1897 CABLE		
E	N/C		
F	N/C		
G	BROWN	D	
H	YELLOW	M	
J	VIOLET	L	
K	GRAY	K	
L	PINK	H	
M	TAN	N	
N	RED/GREEN	A	
P	RED/YELLOW	G	
R	RED/BLACK	R	
S	WHITE/BLACK	E	
T	WHITE/RED	P	
U	WHITE/BLUE	F	
V	WHITE/GREEN	B	
W	WHITE/YELLOW	J	
d	WHITE	C	

REPAIR SERVICE / PARTS/TECHNICAL SUPPORT

The Model 565 is fully rebuildable. Service, Parts and Technical Support can be obtained throughout the world. Applications assistance is likewise available through the locations listed below and on the following page.

SALES AND SERVICE LOCATIONS

DESIGNED, MANUFACTURED AND SERVICED BY

FLIGHT SYSTEMS, INC.
505 Fishing Creek Road
Dock 16
Lewisberry, PA 17339 USA

Tel: 717-932-9900
(US Toll-Free: 800 403 3728)
Fax: 717-932-9925
(US Toll-Free: 800-333-9912)
8-5 ET, M-F
www.flightsystems.com

Sales:	Anthony Misiti amisiti@flightsystems.com
Spare Parts:	Michelle Gutshall mgustshall@flightsystems.com
Tech. Support:	Steve Wida swida@flightsystems.com
	Bob Hinkleman bhink@flightsystems.com
	Bob York ryork@flightsystems.com
Management:	Bob Shaffner rds@flightsystems.com

FACTORY REPRESENTATIVES

NORTHEAST USA
James Graff, Viking Power
PO Box 127
Lewisville, PA 19351
Tel: 877 255 8860
Fax: 610 255 4951
Email: Sales@VikingPowerProducts.com

SOUTHEAST USA
Patrick Loberger, PJ Power
483 NW 68th Ave
Ocala, FL 34482
Tel: 877 710 9053
Alt: 352 236 7908
Email: Pat@PJ-Power.com

HAWAII
Willem Wiessner
General Delivery
11-3063 Plumeria
Mountain View, Hi 96771
Tel: 808 430 0977
Email: Holyjim18@aol.com

EASTERN CANADA
Daniel DiCesar
3535 Breard Street
Brossard, QC J4Z 2E3 Canada
Tel: 450-656-0344
Email: danieldicesar@videotron.ca

WESTERN USA/CANADA
Incl. AK, YUKON, NWT
Richard LeFrancois,
Equipment Maintenance Innovators
7114 W. Jefferson Ave. Ste. 100
Lakewood, CO 80235
Tel: 303 904 9869
Email: richlf@emi-global.com

GERMANY
Klaus-Josef Rossfeldt
Friedensstr. 11
D-58239 Schwerte
Germany
Tel: + 49 (0) 2304 14436
Alt: + 49 174 490 4899
Email: rossfeldt@rrab.de

• SEE FOLLOWING PAGE FOR US, CANADIAN & INTERNATIONAL INSTALLING DISTRIBUTORS

INSTALLING DISTRIBUTORS FOR FLIGHT SYSTEMS MARINE & INDUSTRIAL CONTROLS

UNITED STATES

Northeastern USA:
Rhode Island Engine Co. Inc.
79 State St. / PO Box 543
Narragansett, RI 02882-0543
Tel: 401-789-1021
Fax: 401-789-1066
Contact: David Allard
Website: www.RIEngine.com

Southwestern USA:
Cummins Southwest
2339 N. Black Canyon Hwy
P.O. Box 6688
Phoenix, AZ 85009
Tel: 602-252-8021
Fax: 602-253-6725
Contact: Steve Ryberg

West Coast USA:
Cummins Intermountain
5370 East Idaho Street
Elko, NV 89801
Tel: 702-738-6405
Contact: Tom Bland

CANADA

Western Canada:
Cummins British Columbia
18452 96th Avenue
Surrey. British Columbia
V3T 4W2, Canada
Tel: 604-882-5000
Fax: 604-882-5080
Contact: Phil Dunn

Eastern Canada:
Cummins Eastern Canada
7200 Trans Canada Hwy
Pt. Claire, Quebec
H9R 1C2, Canada
Tel: 514-695-8410
Fax: 514-695-9012
Contact: Lucien Fredette

Central Canada:
Cummins Alberta
14755 - 121A Avenue
Edmonton, Alta
T5L 2T2, Canada
Tel: 403-455-2151
Fax: 403-454-9512
Contact: Colin Carmichael

INTERNATIONAL

If no distributor listed for a particular region or country, contact Flight Systems Inc. (On preceding page)

U.K., Ireland, France, Spain, Germany, Middle East, Africa:
Spillard Safety Systems
Solutions House
Deepmore Close Four Ashes
Wolverhampton WV10 7DB
England
Tel: (01144) 1902 797 930
Fax: (01144) 1902 797 931
Contact: David Beasley dbeasley@spillard.com
Website: www.spillard.com

Australia:
Norman G. Clark (A/Asia) Pty. LTD
P.O. Box 281
West Heidelberg,
Victoria 3081 Australia
Tel: (01161) 3 9457 5833
Fax: (01161) 3 9457 5781
Contact: Rob Clark
Website: www.ngclark.com.au

Thailand:
Daven Co. LTD
126/43 Soi Wat Ku Chang Wattana Rd
Pakkred Notaburi 11120
Thailand
Tel: 66 2 964 0878 Fax: 66 2 964 0879
Contact: Pote Pasoog daven@ji-net.com