



Installation, operation, and maintenance manual

**Fire pump drive engine
CFP11E series**

This manual contains proprietary information to equipment produced by Cummins and is being supplied solely for the purpose of installing, operating, maintaining and servicing the fire pump drive engine purchased from Cummins in De Pere, Wisconsin.

Please visit us at <https://www.cummins.com/engines/fire-pump-drives/maintenance-current-models> to view the English version of this manual in color, as well as experience a wealth of information about Cummins fire pump drive engines.



This product has been manufactured under the controls established by a Bureau Veritas Certification approved management system that conforms with ISO 9001:2015.





Fire pump drive engine

Limited warranty

Description

This limited warranty applies to all Cummins fire pump drive engines (hereinafter referred to as "Cummins" branded fire pump drive engines and associated accessories (hereinafter referred to as "Product")). This warranty covers any failures of the Product, under normal use and service, which result from a defect in material or factory workmanship.

Warranty period:

The warranty start date for stationary Product is the date of initial start-up, demonstration or eighteen (18) months after factory ship date, whichever is sooner.

Base engine warranty duration (whichever occurs first): 2 years/2000 hours.

Cummins responsibilities:

In the event of a failure of the Product during the warranty period due to defects in material or workmanship, Cummins will only be responsible for the following costs:

- All parts and labor required to repair the Product.
- Reasonable travel expenses to and from the Product site location.
- Maintenance items that are contaminated or damaged by a warrantable failure.

Owner responsibilities:

The owner will be responsible for the following:

- Notifying a Cummins distributor or dealer within thirty (30) days of the discovery of failure.
- Installing, operating, commissioning and maintaining the Product in accordance with Cummins published policies and guidelines.
- Providing evidence for date of commissioning.
- Providing sufficient access to and reasonable ability to remove the Product from the installation in the event of a warrantable failure.
- Incremental costs and expenses associated with Product removal and reinstallation resulting from difficult or non-standard installations.
- Costs associated with Fire Watch Protection during Product being repaired.
- Costs associated with labor overtime and premium shipping requested by the owner.
- All downtime expenses, fines, all applicable taxes, and other losses resulting from a warrantable failure.



Limitations:

This limited warranty does not cover Product failures resulting from:

- Inappropriate use relative to designated power rating or application guidelines.
- Normal wear and tear, negligence, accidents or misuse.
- Improper and/or unauthorized installation.
- Lack of maintenance or unauthorized repair.
- Noncompliance with any Cummins published guideline or policy.
- Use of improper or contaminated fuels, coolants or lubricants.
- Improper storage before and after commissioning.
- Owner's delay in making Product available after notification of potential Product problem.
- Replacement parts and accessories not authorized by Cummins.
- Owner or operator abuse or neglect such as: operation without adequate coolant or lubricants; over-fueling; over-speeding; lack of maintenance to lubricating, cooling or air intake systems; late servicing and maintenance; improper storage, starting, warm-up, run-in or shutdown practices, or for progressive damage resulting from a defective warning device.
- Damage to parts, fixtures, housings, attachments and accessory items that are not part of the fire pump package.

This limited warranty does not apply to:

- Costs of maintenance, adjustments, installation, commissioning or start-up.
- Starting batteries and enclosures.
- Components added to the Product after shipment from Cummins.
- Block heaters are warranted for one (1) year from date in service

Please contact your local Cummins Sales and Service for clarification concerning these limitations.

Extended warranty

Cummins Inc. offers several levels of Extended Warranty Coverage (**Base Engine Only**). Please contact your local Cummins Distributor for details.

Cummins right to failed components:

Failed components claimed under warranty remain the property of Cummins. Cummins has the right to reclaim any failed component that has been replaced under warranty.

THE WARRANTIES SET FORTH HEREIN ARE THE SOLE WARRANTIES MADE BY CUMMINS INC. IN REGARD TO THE PRODUCT. CUMMINS INC. MAKES NO OTHER WARRANTIES, EXPRESS OR IMPLIED, OR OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. IN NO EVENT IS CUMMINS INC. LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES.

This limited warranty shall be enforced to the maximum extent permitted by applicable law. This limited warranty gives the owner specific rights that may vary from state to state or from jurisdiction to jurisdiction.

See the Cummins Inc. warranty bulletins for additional base engine warranty details: [US & Canada: 3381321](#)
[International: 3381322](#).




Cummins fire pump drive engines have been manufactured under the controls established by a Bureau Veritas Certification approved management system that conforms with ISO 9001:2015.



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1 - Safety

1.1 Introduction

Cummins manuals should be considered part of the equipment. Keep the manuals with the equipment. If the equipment is traded or sold, give the manuals to the new owner.

The fire pump drive engine has been carefully designed to provide safe and efficient service when properly installed, maintained, and operated. However, the overall safety and reliability of the complete system is dependent on many factors outside the control of the fire pump drive engine manufacturer. To avoid possible safety hazards, make all mechanical and electrical connections to the fire pump drive engine exactly as specified in this manual.

All systems external to the fire pump drive engine (fuel, electrical, etc.) must comply with all applicable codes. Make certain all required inspections and tests have been completed and all code requirements have been satisfied before certifying the installation is complete and ready for service. All personnel responsible for operation and maintenance of the equipment should read and thoroughly understand this manual.

SAVE THESE INSTRUCTIONS.

Safe and efficient operation can be achieved only if the equipment is properly operated and maintained. Many accidents are caused by failure to follow fundamental rules and precautions.

1.2 Use of advisory and cautionary statements

1.2.1 Advisory statements

Advisory statements are used throughout this manual to call attention to special information and correct operating procedures. Throughout this manual, these Advisory Statements are delineated by the terms "NOTE" and "IMPORTANT" in uppercase letters:

NOTE: *A general advisory statement relating to equipment operation and maintenance procedures.*

IMPORTANT: *A specific advisory statement intended to prevent damage to the equipment or its associated components.*

1.2.2 Cautionary statements

Cautionary statements highlight particular safety precautions pertaining to personal injury and/or damage to the equipment. Cautionary Statements are always preceded by the following symbols:



This symbol warns of immediate hazards which will result in severe personal injury or death.



This symbol refers to a hazard or unsafe practice which CAN result in severe personal injury or death.

 **CAUTION**

Indicates the presence of a hazard or unsafe practice which can result in equipment damage OR minor or major personal injury.

1.3 General safety precautions

Read and understand all of the safety precautions and warnings before performing any repair. Special safety precautions are included in the procedures when they apply. This list contains the general safety precautions that **must** be followed to provide personal safety:

Perform a walk around inspection and alert all area personnel that the equipment will be starting before manual operation.

Cummins engine manuals should be considered part of the equipment. Keep the manuals with the equipment. If the equipment is traded or sold, give the manuals to the new owner.

All personnel responsible for operation and maintenance of the equipment should read and thoroughly understand this manual.

- Do not operate faulty or damaged equipment. Ensure that all hoses, pipe connections, clamps and guards are in place and securely fastened. Electrical components should be kept in good working condition and repaired immediately by qualified personnel.
- After performing maintenance, remove all tools and foreign materials and reinstall and securely fasten ALL guards, covers, and protective devices.
- Exposed in-running belt nips can cause severe personal injury or dismemberment. Ensure that guards are in place and securely fastened before operation.
- Rotating drive shafts can lacerate, dismember, or cause strangulation. Keep hands, body parts, long hair, or loose-fitting clothing clear at all times.
- Never attempt to manually clean a machine while it is operating or in standby mode.
- Never open ports on tanks or piping while the engine is operating. Contact with pressurized agents can cause severe personal injury.
- Relieve all pressure in the air, oil, and the cooling systems before any lines, fittings, or related items are removed or disconnected.
- Engine fuel is flammable when in contact with electrical spark or flame sources. Remove all sources of spark or flame from the work area.
- Always use the same fastener part number (or equivalent) when replacing fasteners.
- Some state and federal agencies in the United States have determined that used engine oil can be carcinogenic and can cause reproductive toxicity. Dispose of waste oil in accordance with applicable requirements.

2 - Description

2.1 Introduction

This manual contains information for the correct operation and maintenance of a Cummins fire pump drive engine. Read and follow all safety instructions in [Section 1 - Safety](#). Keep this manual with the equipment. If the equipment is traded or sold, give the manual to the new owner.

Cummins fire pump drive engines have been designed in accordance with National Fire Protection Association (NFPA) 20 guidelines.

No deviations are permitted without prior written approval. These engines are to be used only for fire protection applications. [Figure 2-2](#) and [Figure 2-3](#) provide visual descriptions of the engine components for this fire pump drive engine.

Cummins reserves the right to make changes at any time. If any differences are found between an engine and the information in this manual, contact your local Authorized Repair Location.

The latest technology and the highest quality components were used to produce this engine. Cummins fire pump drive engines as packaged units (engine and accessories) have been approved by Factory Mutual (FM) Approvals and listed by Underwriters Laboratories (UL), Inc. and Underwriters Laboratories of Canada (ULC). When replacement parts are needed, we recommend using only genuine Cummins parts.

CAUTION

Injury may result and warranty is voided if fuel rate, revolutions per minute (RPM), or altitudes exceed published maximum values for this model and application.

2.2 Fire pump drive engine nameplate

Each fire pump drive engine is labeled with a nameplate that provides its unique information. A typical fire pump drive engine nameplate is shown in [Figure 2-1](#).

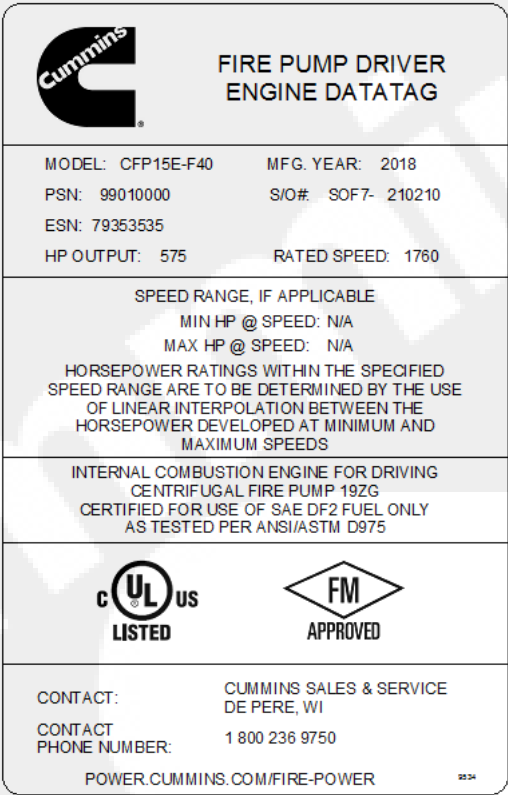



Figure 2-1 Fire pump drive engine nameplate (typical)

2.3 Fire pump controller

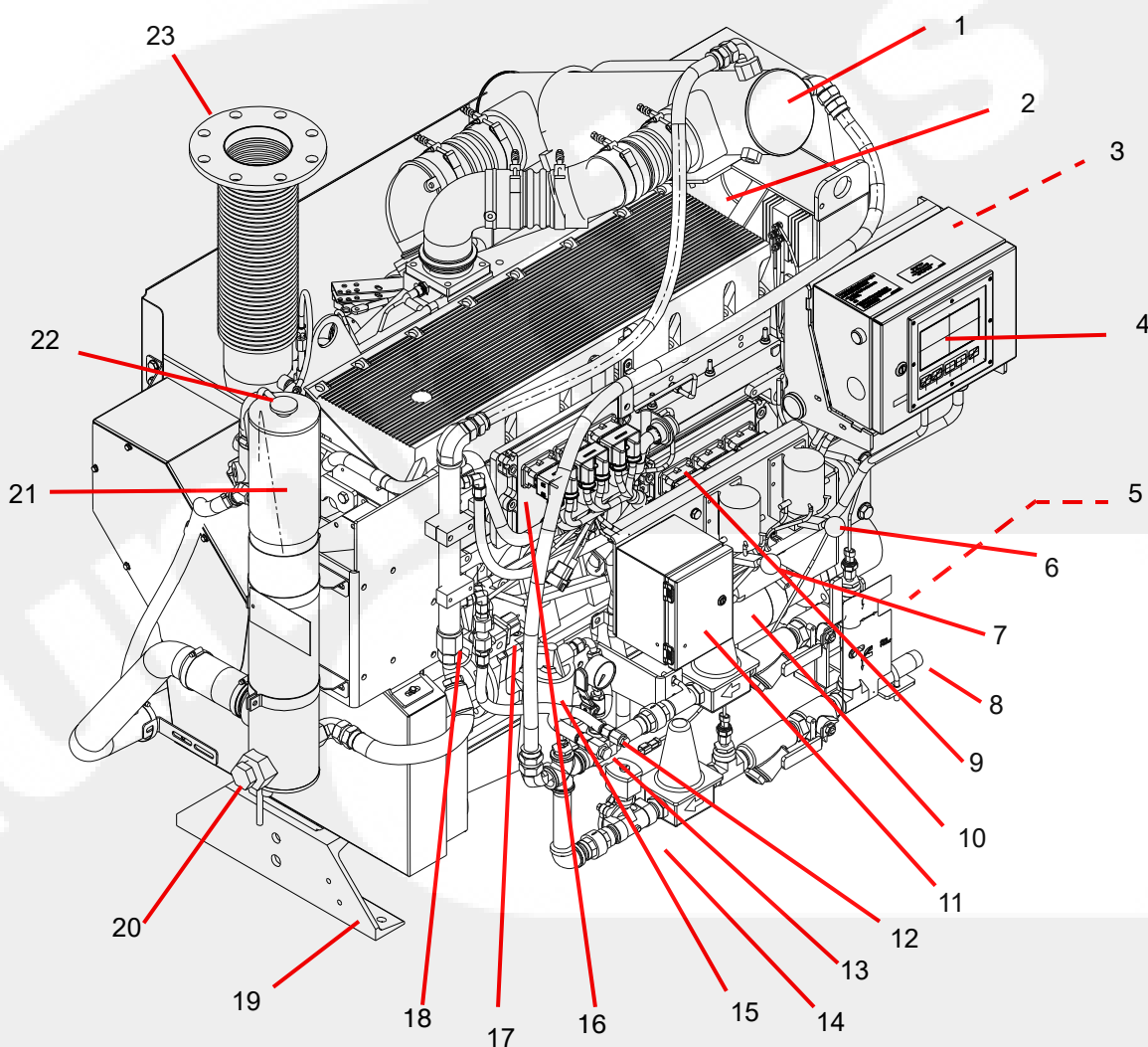
The fire pump controller starts the engine automatically when the Fire Pump Digital Panel (FPDP) is in auto-mode and a remote fire demand signal is received. The fire pump controller automatically shuts down the engine when the fire demand signal is discontinued. The fire pump controller is optionally supplied by Cummins or Cummins Sales and Service.

NOTE: With the fire pump controller in **manual** mode, starting and stopping the fire pump drive engine can be controlled by the FPDP, located on the fire pump drive engine itself.

 CAUTION

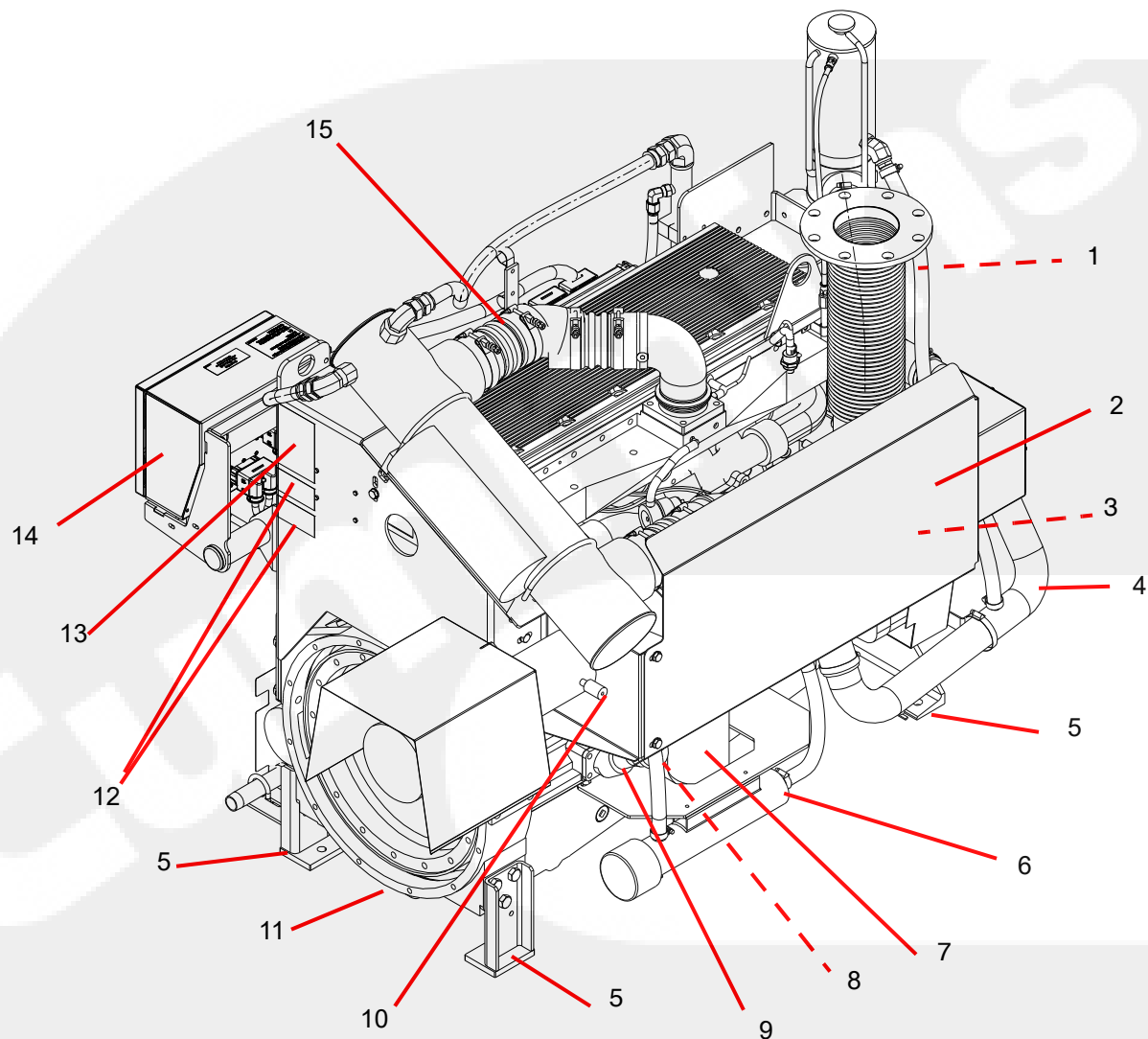
Upon turning the fire pump controller to OFF, the fire pump drive engine may continue to run at a reduced speed to cool the engine down. To stop the fire pump drive engine at this point - in the case of an emergency - press the Engine STOP button on the FPDP rather than on the pump controller.

2.4 CFP11E components



- | | |
|--|---|
| 1. Charge air cooler (CAC) heat exchanger | 12. Fuel return line |
| 2. Air cleaner assembly (intake) | 13. Fuel supply line |
| 3. FPDP interface terminal strip - terminal blocks (TBs) | 14. Cooling loop |
| 4. FPDP | 15. Primary fuel filter |
| 5. Oil pan drain port | 16. Electronic control module (ECM) B |
| 6. Battery starter contactor B | 17. Select fuel system |
| 7. Battery starter contactor A | 18. Fuel pump |
| 8. Raw water inlet connection | 19. Engine supports |
| 9. Electronic control module (ECM) A | 20. Raw water discharge connection |
| 10. Starter motor | 21. Coolant heat exchanger/expansion tank |
| 11. Battery charger interface | 22. Coolant pressure/fill cap |
| | 23. Exhaust flex connection |

Figure 2-2 Engine components - fire pump digital panel (FPDP) side



- | | |
|--|------------------------------------|
| 1. Upper coolant hose (behind exhaust flex connection) | 8. Engine oil dipstick |
| 2. Manifold heat shield | 9. Engine oil fill port |
| 3. Alternator | 10. Air cleaner service indicator |
| 4. Lower coolant hose/tube | 11. Flywheel housing |
| 5. Engine supports | 12. Engine speed setting decals |
| 6. Engine coolant heater | 13. Engine serial number decal |
| 7. Engine oil filter | 14. Manual start instruction decal |
| | 15. Charge air cooler (CAC) hose |

Figure 2-3 Engine components - turbocharger side

2.5 Fire Pump Digital Panel (FPDP)

The FPDP control panel (shown in Figure 2-4) is mounted on the left-hand side (or right-hand side - optional) of the flywheel end of the engine and contains controls for starting the engine, monitoring engine performance, and controlling fire pump drive engine operation.

In **manual** mode, the FPDP and the Electronic Control Module (ECM) remain active as long as battery power is available. In **automatic** mode, starting and stopping of the engine is controlled by the fire pump controller.

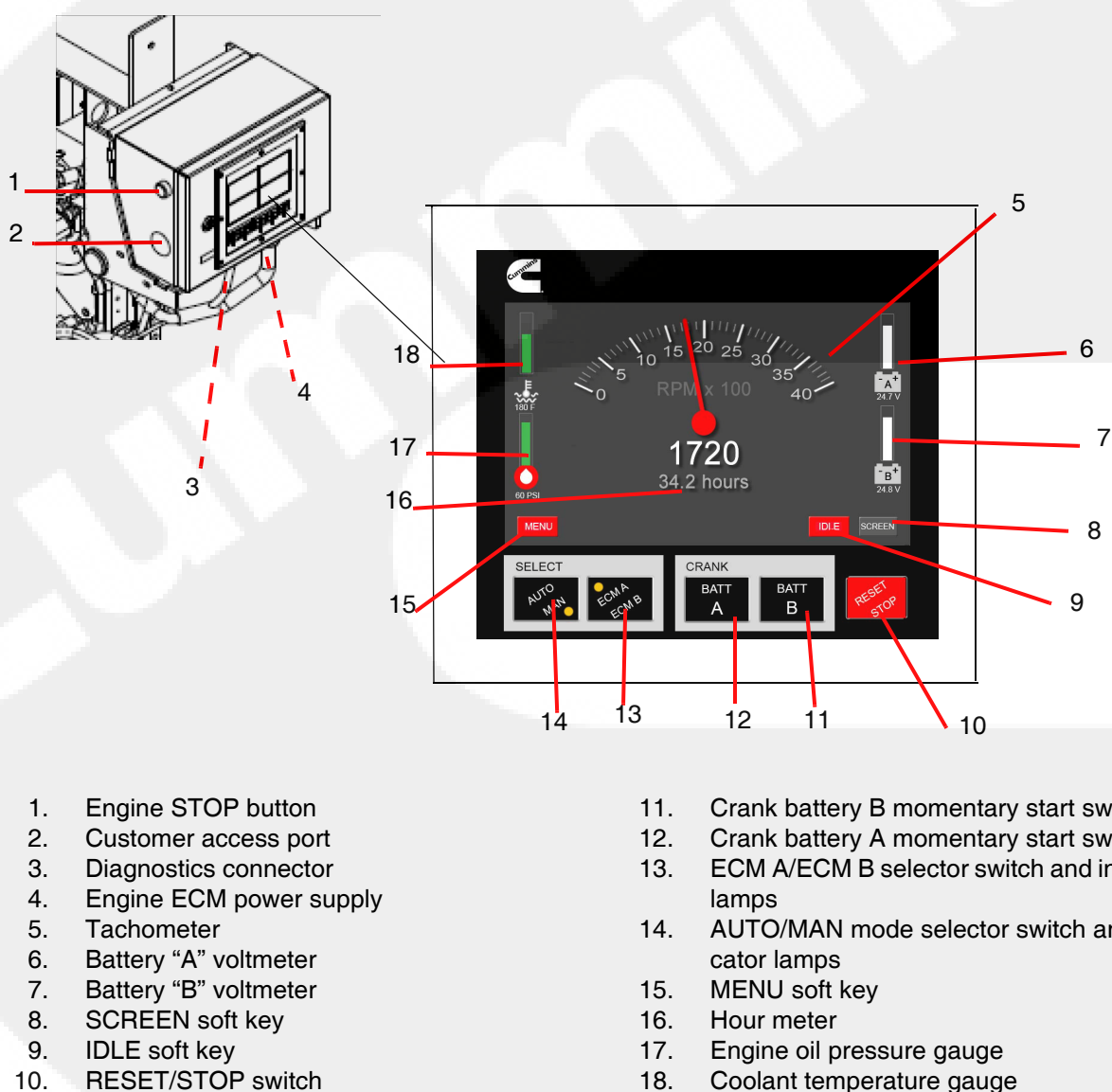


Figure 2-4 FPDP control panel

2.6 Engine STOP button

The Engine STOP Button (1) is located on the left side of the FPDP enclosure and is used to stop the operation of the engine in either manual or automatic mode. The button must be pressed and held until the engine has shut down.

NOTE: Upon release of the Engine STOP Button, the fire pump drive engine will attempt to restart. If there is still a “pump on demand” signal present from the fire pump controller. The engine must also be stopped at the fire pump controller.

2.6.1 Customer access port

The customer access knock-out (2) is located on the left side of the FPDP for ease of access. With an opening diameter of 1.38 in. (3.5 cm), this is the only knock-out provided for the pump controller interconnect.

IMPORTANT: If additional holes are placed in the FPDP, all warranty on the fire pump drive engine will be void.

2.6.2 Diagnostics connector

The Diagnostics Connector (3) is located on the bottom of the FPDP enclosure and is strictly used for Cummins service personnel.

2.6.3 Engine ECM power supply

The Engine ECM Power Supply plug-in (4) is located on the lower side of the FPDP to provide unswitched battery power to both ECM A and ECM B.

2.6.4 Tachometer

The Tachometer (5) displays the engine speed in revolutions per minute (RPM) whenever the engine is operating.

2.6.5 Battery “A” and “B” voltmeters

The Battery “A” (6) and Battery “B” (7) Voltmeters display the charge status - or Voltage Direct Current (VDC) - of the relative battery connections.

2.6.6 SCREEN soft key

The SCREEN soft key (8) allows the user to switch to a detailed pop up list of additional analog values (when available): exhaust temperature; cooling loop temperature; cooling loop differential pressure; and J1939 values including: oil temperature; intake manifold temperature; and intake manifold pressure.

2.6.7 RESET/STOP switch

The RESET/STOP Switch (9) serves multiple purposes:

- To shut off the engine by removing the ECM keyswitch/Fuel Shutoff (FSO) valve until the engine speed decelerates to 0 RPM.
- To reset the fire pump drive engine after an overspeed fault has been activated, allowing subsequent restarts of the fire pump drive engine.

2.6.8 IDLE soft key

The IDLE soft key (10) allows the user to run an electronic engine at a reduced speed while the FPDP is in manual mode (See [Operation: FPDP Screens and Adjustments in Manual Mode - IDLE Soft Key](#)). When the FPDP AUTO/MAN selector switch is in the MAN position (manual mode), the IDLE soft key will appear and display in red. When the engine idle command is active, the IDLE soft key will display in green.

NOTE: The IDLE soft key is only intended to be used for commissioning or service events.

2.6.9 Crank battery A and B momentary start switches

The CRANK BATT A (12) and CRANK BATT B (11) momentary start switches engage the starter when the FPDP is in MANUAL mode.

CRANK BATT A energizes battery contactor A and CRANK BATT B energizes battery contactor B. Both CRANK BATT A and CRANK BATT B buttons can be energized at the same time in the event both batteries are weak.

2.6.10 ECM A/ECM B selector switch and indicator lamps

The ECM A / ECM B selector switch and indicator lamps (13) illuminate in yellow, indicating which ECM is being used to control the engine.

If ECM A (normal position) is selected, ECM A is monitoring and controlling the engine.

If ECM B (alternate position) is selected, ECM B is monitoring and controlling the engine, and the FPDP will indicate that the engine is operating on the alternate ECM.

2.6.11 Automatic or Manual mode of operation selector switch and indicator lamps

The AUTO/MAN selector switch and indicator lamps (14) illuminate in yellow, indicating the operational state of the FPDP.

The MAN selector switch (for manual operation) is only to be selected for engine setup, testing, and emergency and maintenance procedures. When the FPDP is in manual mode, the ECM keyswitch/FSO and raw water solenoids are always activated, except under an overspeed condition.

WARNING

Manual operation of the fire pump drive engine is intended for a short run time. Leaving the FPDP in manual mode for an extended period may cause fuel dilution.

The AUTO selector switch (for automatic operation) is the normal state of the FPDP, in which the fire pump controller starts and stops the engine. In automatic mode, the fire pump drive engine shuts down or enters engine cool down upon loss of a signal from the fire pump controller.

2.6.12 MENU soft key

The MENU soft key (15) on the FPDP display allows the user to open the menu options. A complete list of FPDP screens and their functionality is outlined in the [Operation Section](#) of this manual.

2.6.13 Hour meter

The Hour Meter (16) maintains a running total of the hours of engine operation (run time).

2.6.14 Engine oil pressure gauge

Based on user parameter screen display selection, the Engine Oil Pressure Gauge (17) displays the engine oil pressure in pounds per square inch (PSI) or kPa. The Engine Oil Pressure Gauge displays by default in three different colors:

- green - when the engine oil pressure is greater than 25 PSI (172 kPa);
- yellow - when the engine oil pressure is between 17 PSI (117 kPa) and 25 PSI (172 kPa); and
- red - when the engine oil pressure is below 16 PSI (110 kPa). *NOTE: Engine oil pressure displayed in red will also be accompanied by a low oil pressure fault. Refer to TB-4.*

2.6.15 Coolant temperature gauge

Based on user parameter screen display selection, the Coolant Temperature Gauge (**18**) displays the engine coolant temperature in degrees Fahrenheit or degrees Celsius. The Coolant Temperature Gauge displays in three different colors:

- green - when the coolant temperature is between 100-199 °F (38-93 °C);
- yellow - when the coolant temperature is between 200-211 °F (93-100 °C) OR below 100 °F (38 °C). *NOTE: when the coolant temperature is below 100 °F (38 °C), the yellow gauge will also be accompanied by a low coolant temperature fault. Refer to TB-312.; and*
- red - when the coolant temperature is greater than 212 °F (100 °C). *NOTE: the red gauge will also be accompanied by a high coolant temperature fault. Refer to TB-5.*

2.7 FPDP informational displays

2.7.1 Fault code warning displays

Fault codes diagnosed by the ECM are displayed in a yellow or red International Organization for Standardization (ISO) symbol and/or overlay box which lies atop the tachometer signal (the engine speed is still digitally displayed) to alert the operator to service the engine as soon as possible. Only the first seven active ECM faults will be displayed in the overlay.

NOTE: To remove the overlay box from atop the tachometer, press the **SCREEN** Soft Key.

2.7.1.1 Yellow warning indicators

The yellow ISO symbol (shown in [Figure 2-5](#)) or the yellow ISO symbol AND a large yellow box covering the tachometer (shown in [Figure 2-6](#)) indicate an engine malfunction that requires timely operator attention.

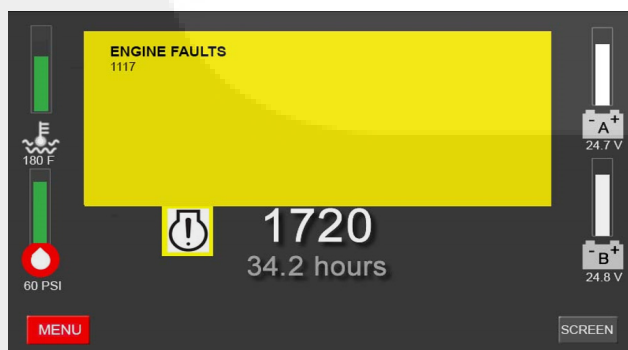


Figure 2-5 Yellow warning indicator ISO symbol only

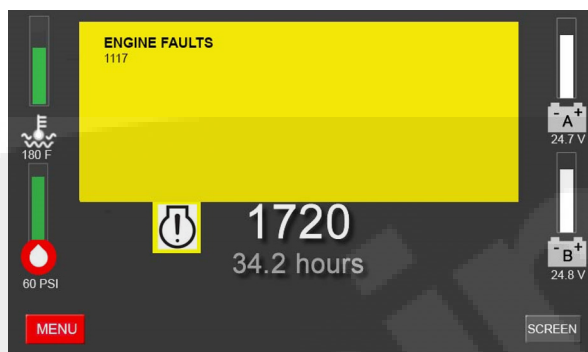


Figure 2-6 Yellow warning indicator ISO symbol and overlay box

When applicable, the FPDP may display the Yellow Warning Indicator for any one of the following operational issues:

- The ECM has sensed a **non-mission disabling fault**. A three- or four-digit diagnostic fault code will display on the FPDP which can then be used to help diagnose the engine malfunction. Refer to the Fault Code Chart in the [Fault Codes Section](#) or contact your local Cummins Distributor.
- **Communications have been lost with the ECM**. The FPDP communicates with electronically-controlled engines via J1939. As shown in [Figure 2-7](#), if communications are lost, "J1939 Lost" will appear on the top left of the screen. The warning lamp will also illuminate and the text "NWF" (which stands for "Network Failure") will replace all digital J1939 values, except the tachometer, which will revert to using a mechanical speed sensor for engine speed detection.

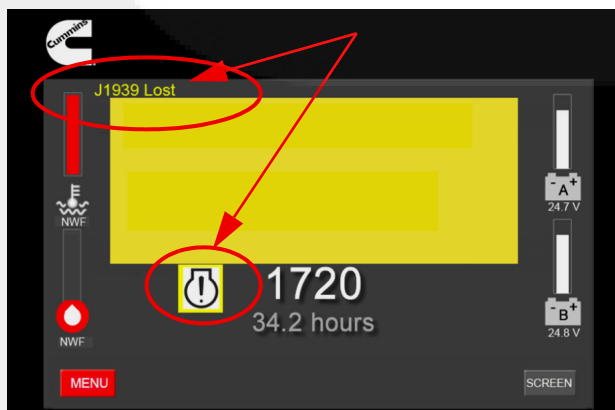


Figure 2-7 Loss of J1939 communications

- **Communications have been lost with the Digital Panel Expansion Module (DPEM)**. As shown in [Figure 2-8](#), "DPEM Lost" will appear on the FPDP User Interface Screen if communications between the FPDP and DPEM are compromised.

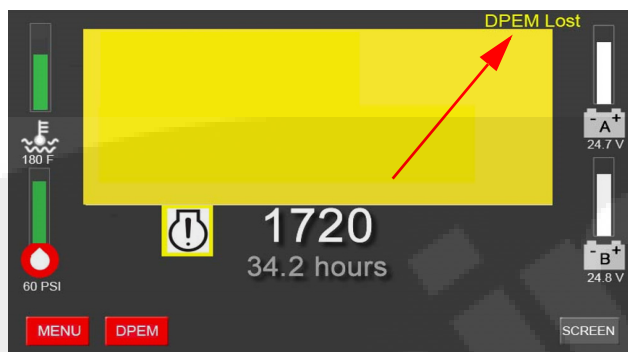


Figure 2-8 DPEM lost fault screen

- A DPEM alarm has been activated.

2.7.1.2 Red warning indicators

The red ISO symbol (shown in [Figure 2-9](#)) or the red ISO symbol AND a large red box covering the tachometer (shown in [Figure 2-10](#)) indicate an engine malfunction that requires immediate and decisive operator response. The FPDP will display the Red Warning Indicator when the ECM has sensed a fuel system or ECM-specific diagnostic fault. Refer to the Fault Code Chart in the [Fault Codes Section](#) or contact your local Cummins Distributor.

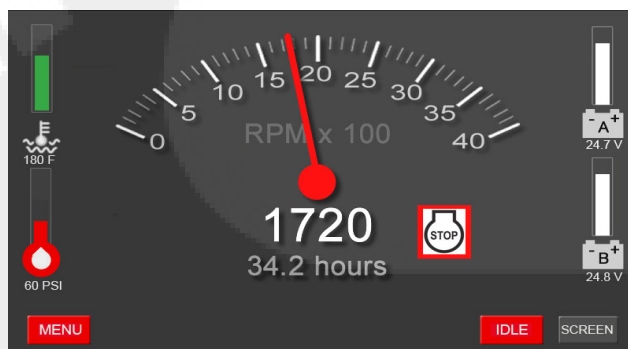


Figure 2-9 Red warning indicator ISO symbol only

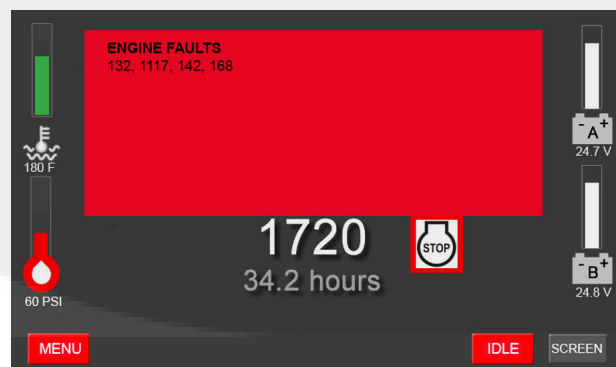


Figure 2-10 Red warning indicator ISO symbol and overlay box

2.7.2 Overspeed warning indicator

As shown in [Figure 2-11](#), “ENGINE OVERSPEED” flashing in red at the top of the FPDP screen indicates that the engine has exceeded its rated RPM and that possible damage to the sprinkler system may occur.

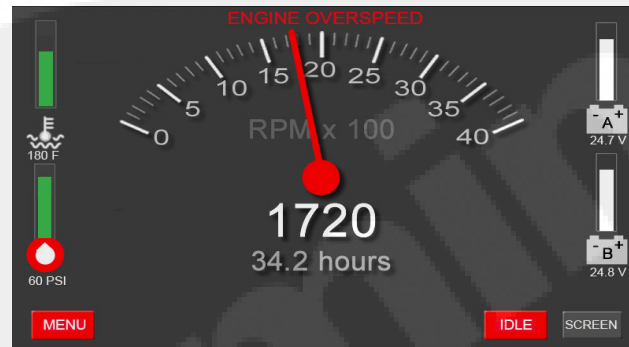


Figure 2-11 Engine overspeed warning indicator

2.7.3 DPEM fault screens

When an analog input parameter crosses the alarm setpoint or a switched input is active, the FPDP may display the DPEM fault one of two ways:

- **From the FPDP** - As shown in [Figure 2-12](#), the warning symbol will illuminate and the overlay will activate in yellow with the text of the active fault.

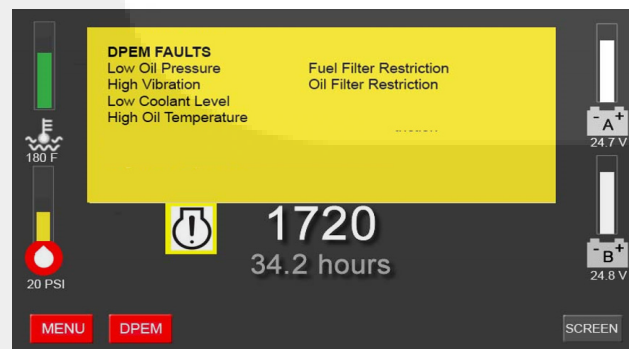


Figure 2-12 DPEM fault screen (sample)

- **From the DPEM/remote location** - The terminal block interface inside of the DPEM has been created for connection to monitor alarms remotely. There is an LED next to each terminal block that will also illuminate if the relay is commanded closed.

Each set of four relays has a common dry contact associated for integration flexibility:

- Terminal Blocks 13-16 (R1-R4) are dedicated to switched inputs, with TB-17 being the common contact
- Terminal Blocks 18-21 (R5-R8) are dedicated to temperature inputs, with TB-22 being the common contact

- Terminal Blocks 23-26 (R9-R12) are dedicated to pressure inputs, with TB-27 being the common contact
- Terminal Blocks 28-31 (R13-R16) are dedicated to additional pressure inputs or J1939 setpoints, with TB-32 being the common contact

As shown in [Figure 2-13](#), “DPEM Lost” will appear on the FPDP screen if communications between the FPDP and DPEM are compromised.

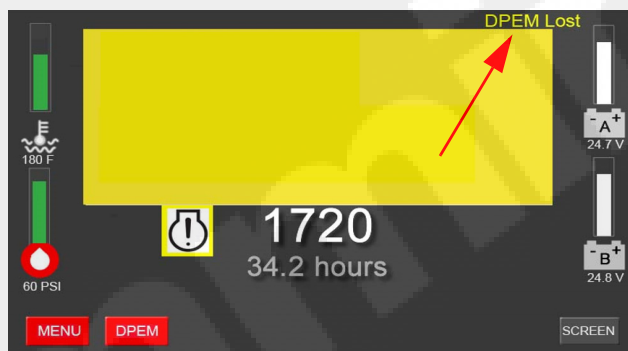


Figure 2-13 DPEM lost fault screen (sample)

2.8 Electronic control module (ECM)

The engine Operation and Maintenance manual provides detailed information about the ECM(s).

A second ECM is installed on electronic engines to satisfy the NFPA 20 requirement for a redundant means of electronic fuel injection. Switching of the sensor inputs and outputs to the respective ECM is controlled through the FPDP either manually (by means of the ECM A/B Selector Switch on the panel) or through an automated process called Autoswitching (refer to the Operation section of this manual for more information on Autoswitching).

NOTE: Cummins electronically-controlled “engines” normally enable ECMs with derate and shutdown protection. Fire pump drive engines have the derates and shutdowns disabled. Fire pump drive engines will run to destruction, making preventive maintenance even more essential for a fire pump drive engine.

2.9 Digital panel expansion module (DPEM) (optional)

The digital panel expansion module (DPEM) is an optional electronic device that works in conjunction with the FPDP to provide options for monitoring and alarming custom inputs. As shown in [Figure 2-14](#), the DPEM is housed in a 316 stainless steel enclosure and contains a series of terminal blocks for customer connection to specified alarm points. One DPEM can be configured for any or all of the following:

- Four switched inputs;
- Three temperature inputs;
- One exhaust temperature input;
- Six pressure inputs; and/or
- J1939 parameters (when applicable).

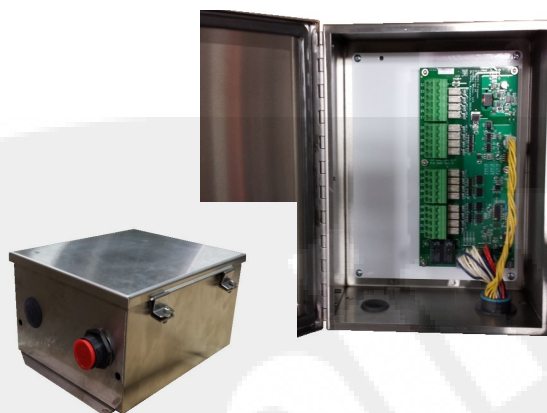


Figure 2-14 Digital programming expansion module (DPEM)

2.10 Fuel supply and drain

As shown in [Figure 2-2](#), the fuel supply and return connections are centrally located on the FPDP side. Refer to the [Engine Data Sheet](#) for the maximum allowable fuel tank supply locations above the fuel pump.

2.11 Celect fuel system

The fire pump drive engine has a Celect electronic fuel system that uses a high-pressure pump and electronic-controlled injectors for precise fuel metering and timing. The system is controlled by the ECM for fueling and timing based on temperature, altitude, pressure, and throttle position.

CAUTION

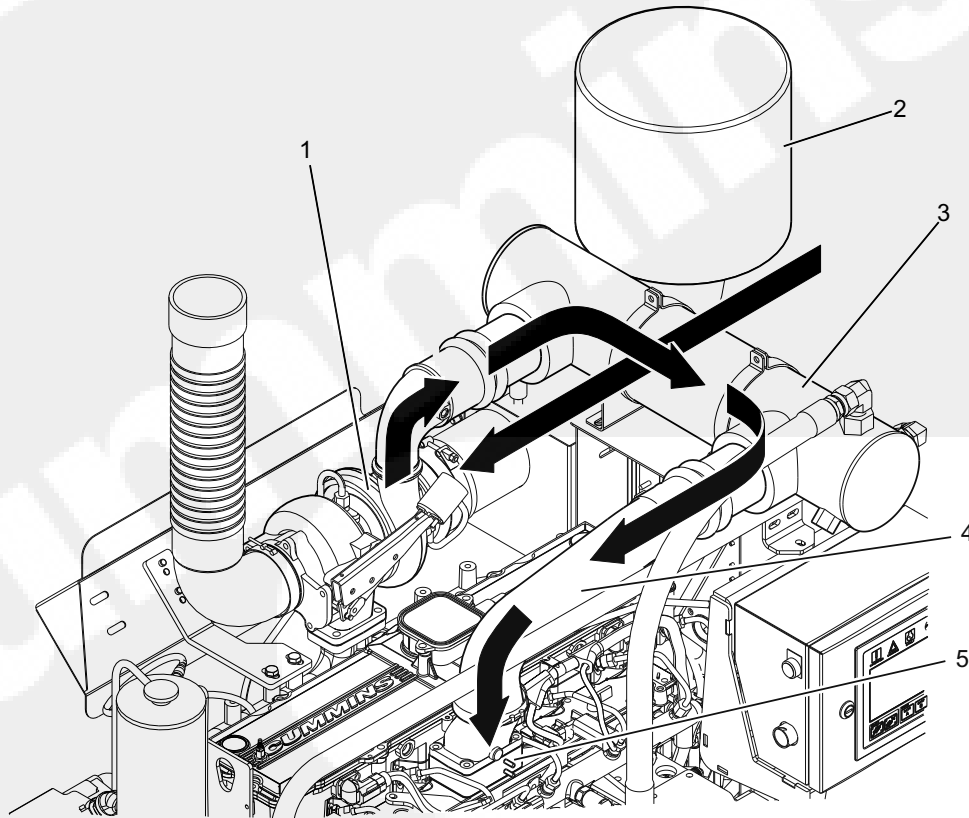
With the Celect fuel system, fuel priming may be required. See the engine Operation and Maintenance for additional information.

2.12 Fuel cooling system

A fuel cooling heat exchanger maintains a fuel temperature to meet the maximum allowable fuel inlet temperature (160 °F [71 °C]). Performance of the fuel cooling system is critical to engine durability, performance, and emissions compliance.

2.13 Air intake system

The air intake system supplies combustion air to the fire pump drive engine cylinders. The air filters prevent particulate matter from entering the air intake. [Figure 2-15](#) shows how the combustion air is drawn into the system. The turbocharger directs the air through the Charge Air Cooler (CAC) heat exchanger for cooling before entering the cylinders.



1. Turbocharger
2. Air cleaner assembly (intake)
3. Charge air cooler (CAC) heat exchanger
4. CAC hose
5. Intake manifold

Figure 2-15 Engine air intake and CAC flow diagram (typical)

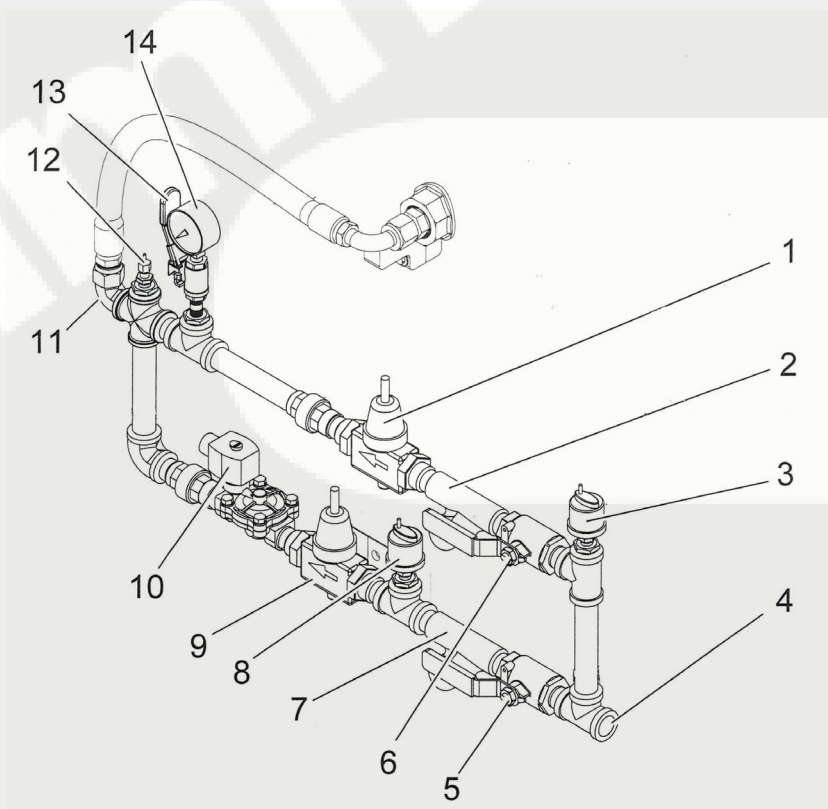
2.14 Cooling system

The following diagrams illustrate a typical cooling loop and the path of water through the engine cooling system. Water entering the cooling system through the cooling water inlet first circulates through the CAC heat exchanger, cooling the compressed air from the turbocharger outlet ducting. The cooled combustion air exits the CAC outlet duct to the engine air intake manifold. The cooling water from the CAC heat exchanger then passes through the engine coolant heat exchanger. The cooling water exits the coolant heat exchanger through a discharge connection.

IMPORTANT: The cooling water supply must be immediately available when the engine is started.

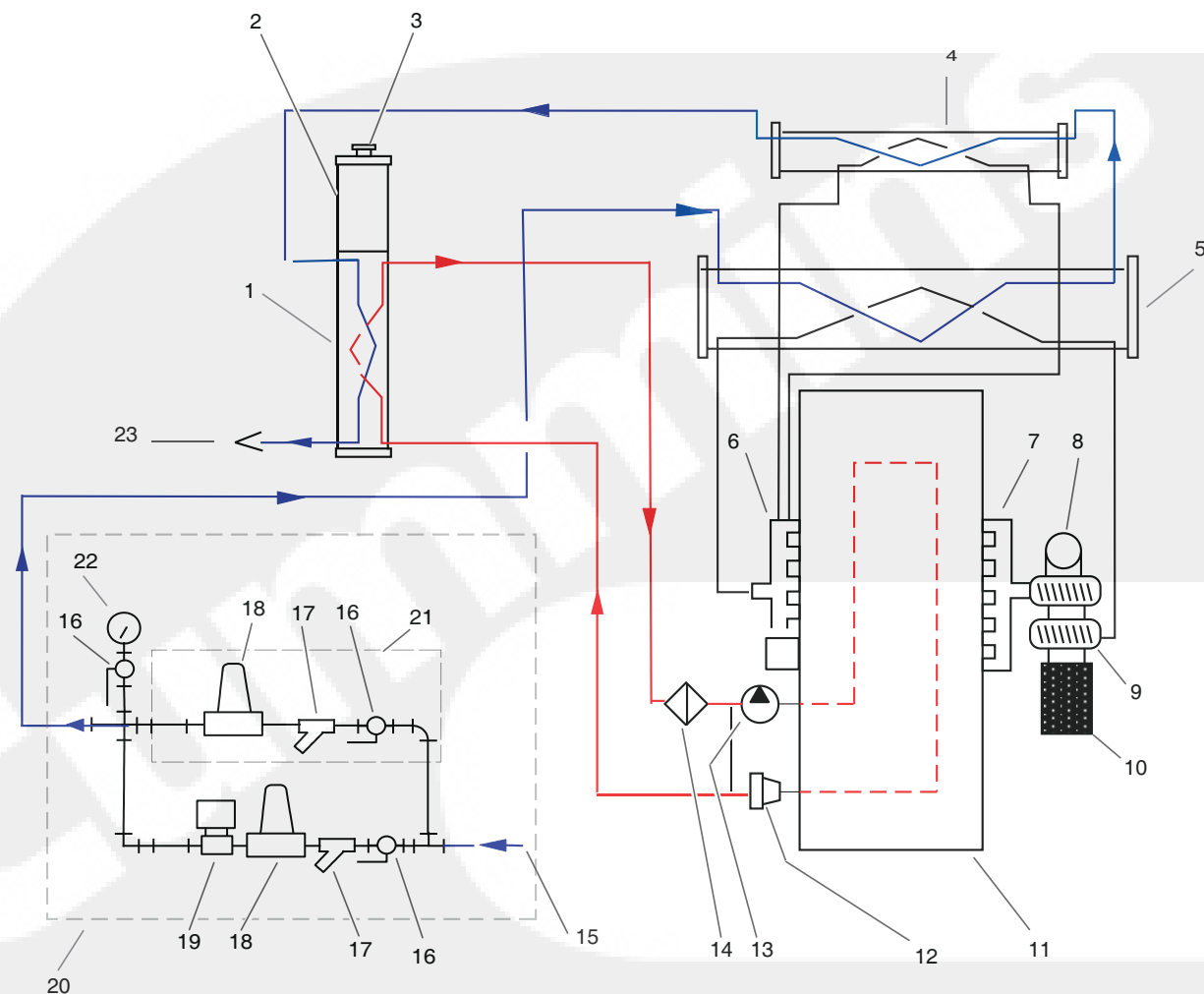
IMPORTANT: Do not operate without a pressure cap.

NOTE: When filling with coolant, allow air to bubble out after the initial fill and then add coolant to the maximum level again. Monitor the coolant level after running the engine to ensure that all of the air is out of the system and replace with coolant.



- | | |
|------------------------------------|--|
| 1. Bypass water pressure regulator | 9. Normal water pressure regulator |
| 2. Bypass water strainer | 10. Normal water solenoid valve (where required) |
| 3. Pre-strainer pressure sensor | 11. Outlet to heat exchanger |
| 4. Raw water inlet connection | 12. Temperature sensor |
| 5. Normal water inlet valve | 13. Pressure gauge isolation valve |
| 6. Bypass water inlet valve | 14. Water supply pressure gauge |
| 7. Normal water strainer | |
| 8. Post strainer pressure sensor | |

Figure 2-16 Cooling loop (typical)



- | | |
|---|--|
| 1. Coolant heat exchanger | 13. Coolant pump |
| 2. Coolant expansion tank | 14. Coolant filter |
| 3. Coolant pressure/fill cap | 15. Raw water inlet connection |
| 4. Fuel cooling heat exchanger | 16. Manual shut-off valve (3) |
| 5. Charge air cooler (CAC) heat exchanger | 17. Raw water strainer (2) |
| 6. Air intake manifold | 18. Raw water pressure regulator (2) |
| 7. Exhaust manifold | 19. Raw water solenoid valve (if required) |
| 8. Exhaust flex connection | 20. Cooling loop |
| 9. Turbocharger | 21. Raw water bypass piping |
| 10. Air filter | 22. Raw water pressure gauge |
| 11. Engine block | 23. Raw water discharge connection |
| 12. Thermostat | |

Figure 2-17 Engine cooling system flow diagram (typical)

2.15 Engine oil system

The engine oil system lubricates moving internal engine parts (pistons, connecting rods, valves, cam shafts, shafts, and bearings). The oil pump circulates oil from the oil pan, through the oil filter, and into engine areas where friction may develop. Refer to the Cummins engine Operation and Maintenance Manual or Cummins QuickServe Online (QSOL) for additional information.

NOTE: *Typically engine oil has been added during manufacture and testing procedures; however, shipping restrictions can affect whether the oil is maintained in the engine or drained for shipping. Check the oil level at the dipstick. Add oil as necessary to bring the oil level to the H (high) mark on the dipstick.*

2.16 Engine exhaust system

The exhaust system removes engine exhaust from the cylinders after the combustion process. The exhaust discharges from the exhaust manifold, passes through (drives) the turbocharger, and exits through the exhaust connection. Refer to the Cummins engine Operation and Maintenance Manual or Cummins QuickServe Online (QSOL) for additional information.

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3 - Installation

3.1 Introduction

This section provides instructions for the initial installation, adjustment, and testing of the Cummins fire pump drive engine. Appropriate portions of this section should be used when returning the engine to operation after overhaul or major maintenance.

3.2 Receiving and handling

Cummins fire pump drive engines are pre-assembled and tested before shipment. Parts not shipped attached to the engine are sometimes shipped individually. The equipment was thoroughly inspected and prepared for shipping before it was turned over to the carrier. Upon receipt of the fire pump drive engine from the shipper:

1. Inspect the equipment for damage that may have occurred in shipping; and
2. Check each item carefully against the shipping manifest or bill of lading.

3.3 Site preparation

The site should be clean and relatively level. Clear the proposed equipment area of overhanging obstructions and obstacles protruding from the floor.

CAUTION

Avoid installation in a dusty or dirty environment. Provide adequate physical protection from other physical damage as may be present in the specific location.

3.4 Drive shaft installation

Drive shaft installation should be done by trained technicians familiar with local, state, and federal codes and regulations.

Refer to National Fire Protection Association (NFPA) 20 for installation and applicable local code requirements and NFPA 25 for inspection, testing, and maintenance requirements.

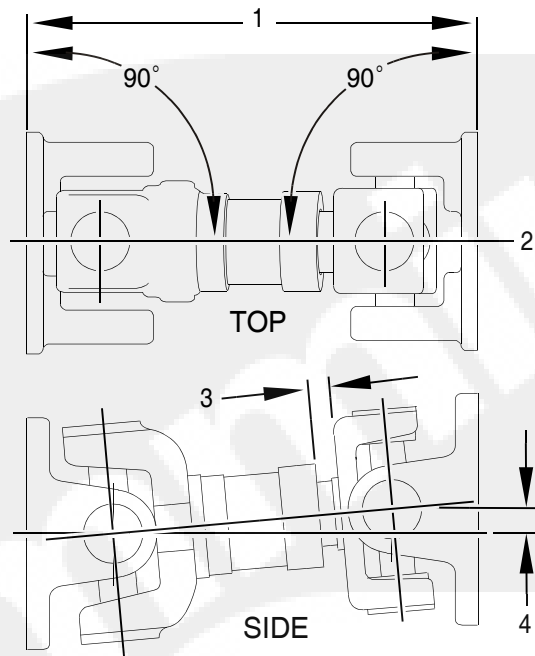
Follow these steps to install the drive shaft:

CAUTION

Ensure that the lifting device is capable of safely lifting the weight of the engine or the combined weight of the assembled pump base, drive line, and pump. Do not use the engine lifting points for assembly!

1. Ensure that the engine and pump are correctly aligned.
 - a. Ensure that the engine position is centered on the frame side to side within $\pm .76$ mm (.03 in) by measuring outside of the frame side to the engine support leg mounting pad. (Compare the two front engine supports and two back engine supports.)

- b. As shown in [Figure 3-1](#), align the engine center line to the pump center line within $\pm .76 \text{ mm}$ (.03 in).



- | | |
|--|---|
| 1. Planes must be parallel | 3. Distance to equal half of total travel |
| 2. Align both mounting center lines to $\pm .76 \text{ mm}$ (.03 in) | 4. $2^\circ \pm 1^\circ$ |

Figure 3-1 Drive shaft alignment

- c. Ensure that the pump center line to the engine crankshaft center line (in vertical plane) is $2^\circ \pm 1^\circ$.
- d. Ensure that the drive shaft mounting flanges are parallel.
2. As illustrated in [Figure 3-2](#), lubricate the grease fittings on the drive shaft universal joint.

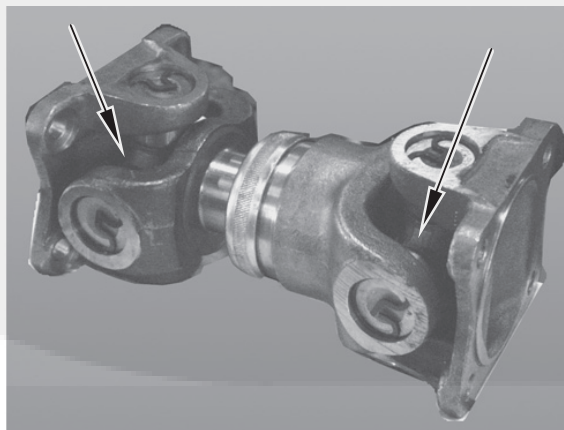


Figure 3-2 Drive shaft universal joint grease fittings

3. Check that the fire pump drive engine is properly installed per the pump manufacturer's specifications.
4. Cummins recommends using a good quality semi-synthetic, molybdenum-fortified National Lubricating Grease Institute (NLGI) #2 lithium complex grease.

NOTE: *Some lubrication loss may occur during transport and storage. It is recommended that the drive shaft be re-lubricated upon installation.*

3.5 Fuel supply installation

NOTE: *It is the responsibility of the customer to provide and install a properly-rated fuel tank per NFPA 20 guidelines.*

To properly install a fuel supply, follow these instructions:

1. Install an elevated no. 2 diesel fuel tank or other fuel supply arrangement which is compatible with American Society of Testing and Materials (ASTM) no. 2 diesel fuel specifications.

NOTE: *The fuel supply line at the fuel tank must be higher than the fuel intake port on the engine fuel pump. Ensure that the fuel system is installed in a safe and effective manner.*

2. Size the fuel tank for the maximum expected full-load engine operation period with the initial fuel level at the minimum level for refueling.
3. Install a fuel return line and route this line to the bottom of the fuel tank in order to minimize the return head.
4. Install a fuel supply line to the fire pump drive engine.

NOTE: *For fuel line specifications, refer to the [Engine Data Sheet](#).*

NOTE: *DO NOT use copper or galvanized pipe for the fuel return or supply lines.*

The fire pump drive engine fuel system has been primed during manufacturing and test procedures. The engine is equipped with an engine driven (gear) fuel pump.

An optional fuel pre-filter and a fuel filter/water separator is integrated into the fuel delivery system of the fire pump drive engine. To ensure that the filter/separator is free of water, open the fuel filter/water separator drain at the bottom of the filter and drain the fuel into a container until no water is present. Dispose of the contaminated fuel in accordance with local environmental regulations.

CAUTION

Due to the precise tolerances of diesel injection systems, it is extremely important that the fuel be kept clean and free of dirt or water. Dirt or water in the system can cause severe damage to both the fuel pump and the fuel injectors.

WARNING

Do not mix gasoline, alcohol, gasohol, ethanol, or methanol with diesel fuel. This mixture will cause severe engine damage or explosion.

CAUTION

Use ONLY no. 2 diesel (ASTM no. 2D) fuel. Any fuel other than no. 2 diesel fuel may affect emission levels. Any adjustment to compensate for reduced performance with a fuel system using alternate fuel is not warrantable.

3.6 Cooling water supply installation

IMPORTANT: The cooling water supply must be immediately available when the engine is started. Ensure that the supply line valves are in the OPEN position.

NOTE: The flow rate of the cooling water should be as great as possible without exceeding the maximum allowable pressure shown in the [Engine Data Sheet](#).

To install the cooling water supply:

1. Provide a cooling water discharge line at the outlet of the engine coolant heat exchanger and provide a cooling water supply line to the cooling water inlet per the [Engine Data Sheet](#).

NOTE: The cooling water outlet piping from the heat exchanger should be one pipe size larger than the supply piping.

2. Check the pressure regulator setting on the cooling loop with water flowing through the heat exchanger. The cooling loop is supplied by Cummins; both water pressure regulators have been set at (or slightly less) water pressure during manufacture and testing:
 - For the CFP5E, CFP59, CFP7E, CFP83, CFP9E, CFP11E, CFP15E and CFP23E - 276 kPa (40 psi)
 - For the CFP30E, CFP50 and CFP60E models - 345 kPa (50 psi).

IMPORTANT: The manual water valves for the normal loop should remain OPEN at ALL times. The manual valves for the bypass loop should be CLOSED during automatic (pump controller) operation. When running, the engine should stabilize between temperatures identified on the [Engine Data Sheet](#). The flow rate may need to be adjusted to maintain the desired engine temperature.

NOTE: Excessively cold (4 °C to 23 °C [40 °F to 75 °F]) cooling water flow can cause condensation inside the charge air cooler.

IMPORTANT: Continuous operation with low coolant temperature (below 70 °C [158 °F]) or high coolant temperature (above 107 °C [225 °F]) can damage the engine.

3. Adjust the cooling water based on the water flow rather than the water pressure. The flow is dependent on the cooling water temperature. Refer to the [Engine Data Sheet](#).
4. To measure the water flow, use an appropriate-sized container to measure the amount of water and the elapsed time of the water to flow from the discharge pipe and then formulate the calculations:

Flow rate = container size/ time to fill container.

Example:

Time to fill a 20 gallon container = 15 seconds.

20 gallons divided by 15 seconds = 1.33 gallons per second.

Multiply by 60 seconds = 80 gallons per minute (gpm) (FLOW RATE)

5. Adjust both pressure regulators to a pressure that will provide a flow rate at or above the specifications listed in the [Engine Data Sheet](#).

CAUTION

When the cooling water piping is installed, adjust both of the pressure regulator setpoints before operating the pump. Damage to the heat exchanger may occur from improperly regulated cooling water supply pressure.

IMPORTANT: Monitor the oil pressure and coolant temperature gauges frequently. Refer to Lubricating Oil System Specifications or Cooling System Specifications in the [Engine Data Sheet](#) for recommended operating pressures and temperatures. Shut off the engine if any pressure or temperature does not meet the specifications.

NOTE: Maximum engine coolant temperature should not exceed the temperature listed on the [Engine Data Sheet](#). The coolant expansion pressure/fill cap must meet the minimum pressure of 10 kPa (15 psi).

The engine coolant system contains a mixture of at least 50% antifreeze and 50% water. The coolant level should be maintained so it is visible in the coolant level sight gauge.

3.7 Battery installation

The minimum recommended Society of Automotive Engineers (SAE) reserve capacity (RC) and SAE cold cranking ampere (CCA) values for a particular engine can be found on the [Engine Data Sheet](#). RC and CCA definitions can be found in SAE Standard J537. Refer to NFPA 20 and FM 1333 standards for additional battery installation information.

WARNING

Battery electrolyte (sulfuric acid) is highly caustic and can burn clothing and skin. Wear impervious neoprene gloves and safety goggles, or a full face shield, when working with the batteries.

IMPORTANT: Batteries must meet the requirement listed in the electrical system specifications. Batteries may be supplied by Cummins as an option, or may be supplied by the customer.

WARNING

Batteries can emit explosive gases during charging. Always ventilate the compartment before servicing the batteries. To avoid arcing, remove the negative (-) battery cable first and attach the negative (-) battery cable last.

To properly install the batteries:

1. As shown in the following diagrams, install the battery cable kit or equivalent customer-supplied wiring. Install battery sets in a well-ventilated or otherwise protected location.

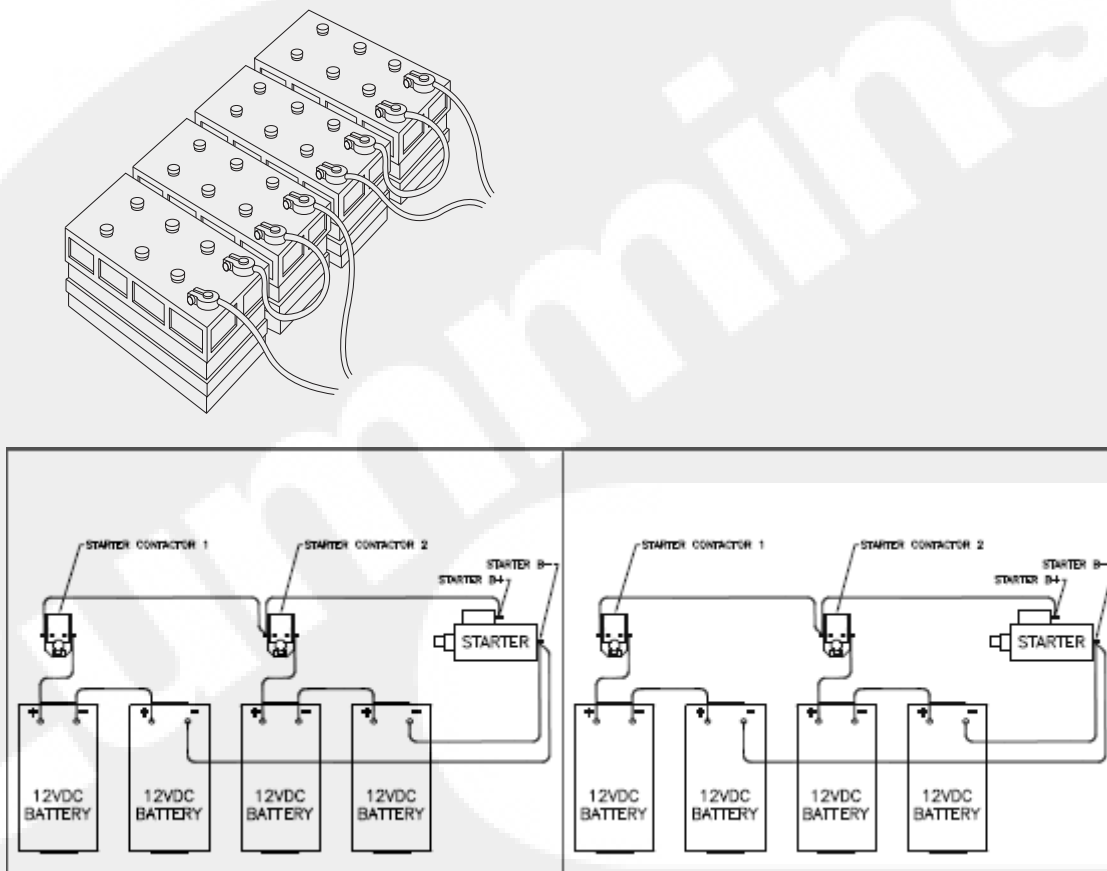


Figure 3-3 Series battery connection 24 VDC

2. Provide adequate room for servicing or replacing the batteries. Provide protection from extremes of temperature and weather.
3. Locate the batteries near the engine or increase the size of the conductors as required by applicable codes. Ensure that the batteries are configured properly for 24 VDC standard operations.
4. Check the battery cables and connections.

NOTE: Coat the terminals with petroleum jelly to prevent corrosion. Install the cables and tighten the battery connections.

3.8 Signal and control installation

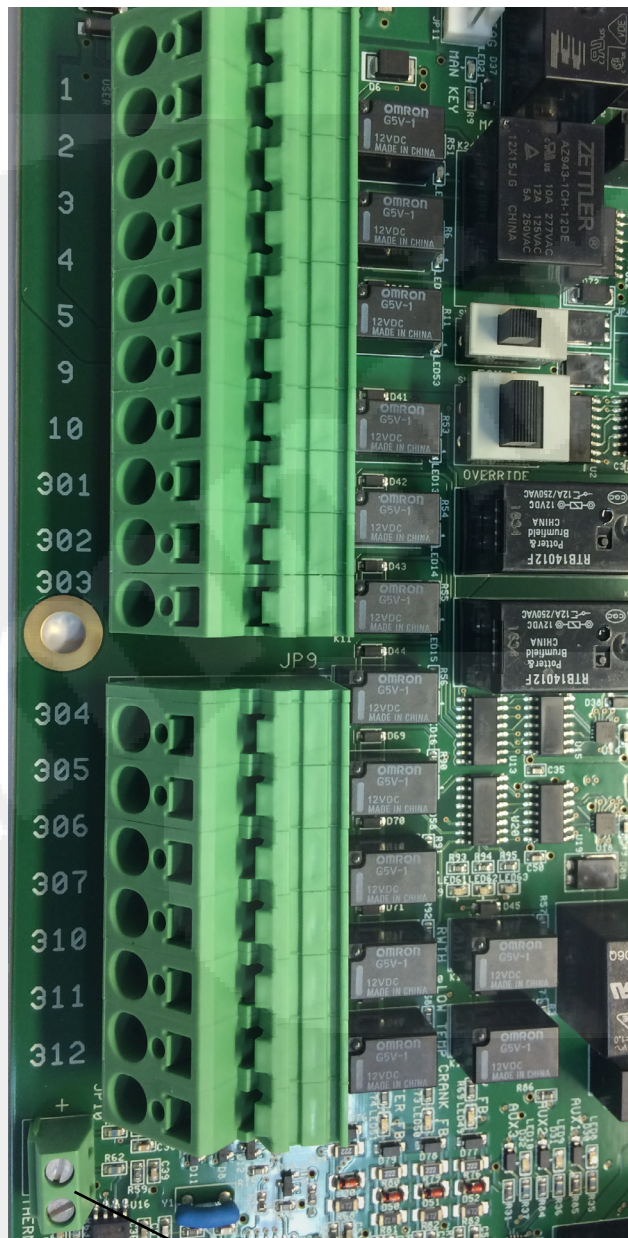
The fire pump controller wires must be connected to the terminal blocks (TBs) on the FPDP Interface Terminal Strip and on the Battery Charger Interface. To complete the signal and control installation:

1. Ensure that the fire pump controller is properly installed and configured per the manufacturer's instructions.
2. Complete the fire pump controller wiring (customer-supplied) per the manufacturer's instructions.
3. Ensure electrical continuity and adequate insulation resistance for the installed wiring. Refer to the Operation - Engine Setup Screen section to conduct a Terminal Block Test from the FPDP.

3.8.1 FPDP interface terminal strip

As shown in [Figure 3-4](#), the TBs between the fire pump controller and the fire pump driver are standard UL and FM controller terminals and follow a direct one-to-one correspondence (some TBs are optional):

- **TB-1 [Run Solenoid Circuit]:** This B+ signal is necessary for fire pump operations while in the FPDP is in AUTO (automatic) mode. The Electronic Control Module (ECM) keyswitch/Fuel Shutoff (FSO) and raw water solenoid are activated when voltage is present at TB-1. When TB-1 is removed while the engine is running, the FPDP will command electronic engines to idle for up to three minutes.
- **TB-2 [Crank Termination Switch]:** This B+ signal is provided by the FPDP to inform the pump controller that the engine is running. Crank Termination indicates that the engine has started and that the crank command from the fire pump controller should stop immediately.
- **TB-3 [Overspeed Switch]:** This B+ signal is provided by the FPDP when the engine speed has exceeded 115% of the rated engine speed. When overspeed occurs, the ECM keyswitch or FSO outputs and the raw water cooling loop solenoid are immediately deactivated in an attempt to stop the fire pump drive engine. The FPDP will not allow the engine to be restarted until after the overspeed alarm has been reset.
- **TB-4 [Low Lubricant Pressure Switch]:** A ground path is provided by the FPDP when the oil pressure has dropped below the 16 psi (110 kPa) setpoint when the engine is running. A ground path is also provided to indicate low oil pressure when the engine is NOT running.



Thermocouple input

Figure 3-4 FPDP interface terminal strip

- **TB-5 [High Engine Temperature Signal]:** A ground path is present when the engine is running and the coolant temperature is at or above 212 °F (100 °C).
- **TB-9 [Main Battery Contactor One Coil or Battery Relay One Coil]:** This B+ signal is driven from the fire pump controller to contactor A when desiring to crank the engine from Battery A. Current in this circuit shall not exceed 10A continuous.

- **TB-10 [Main Battery Contactor Two Coil or Battery Relay Two Coil]:** This B+ signal is driven from the fire pump controller to contactor B when desiring to crank the engine from Battery B. Current in this circuit shall not exceed 10A continuous.
- **TB-301 [ECM Switch]:** A ground path is provided by the FPDP when the engine is operating on ECM B.
- **TB-302 [Fuel Injection Malfunction (FIM)]:** A ground path is provided by the FPDP when either of the ECMs triggers a fault code which can affect the performance of the Fuel Injection System. See the Troubleshooting section for possible fault causes and solutions.
- **TB-303 [ECM Warning]:** A ground path is provided by the FPDP when a single ECM has been diagnosed as failed.
- **TB-304 [ECM Failure]:** A ground path is provided by the FPDP when both ECMs have been diagnosed as failed.
- **TB-305 [Custom Output 1]:** A ground path is provided by the FPDP when the custom alarm is configured and activated.

NOTE: *If an Air Shutoff Valve is purchased, TB-305 is reserved for valve position feedback.*

- **Type K Thermocouple Input - optional:** The screws to the Type K thermal couple input may be loosened for installation of an exhaust temperature.
- **TB-306 [Custom Output 2]:** A ground path is provided by the FPDP when the custom alarm is configured and activated.
- **TB-307 [Custom Output 3]:** A ground path is provided by the FPDP when the custom alarm is configured and activated.
- **TB-310 [Raw Water High Inlet Temperature] - not applicable on radiator-cooled models -** A ground path is provided by the FPDP when high raw water temperature is sensed.
- **TB-311 [Clogged Raw Water Cooling Loop Strainer] - not applicable on radiator-cooled models -** A ground path is provided by the FPDP when the raw water supply restriction is sensed.
- **TB-312 [Low Engine Temperature Signal]:** A ground path is provided by the FPDP when the engine coolant falls below 100 °F (37.8 °C).

3.8.2 Battery charger interface

As shown in [Figure 3-5](#), the Battery Charger Interface provides power to the fire pump controller, as well as provides charging current to the fire pump drive engine batteries. The Battery Charger Interface includes:

- **TB-6 [Battery A Positive]:** The fire pump controller senses Battery A charge state and charges Battery A through TB-6.
- **TB-8 [Battery B Positive]:** The fire pump controller senses Battery B charge state and charges Battery B through TB-8.
- **TB-11 [Battery A and Battery B Negative]:** The fire pump controller uses TB-11 as a ground reference for incoming power, as well as to charge the fire pump drive engine batteries.

NOTE: *This is not intended to create a fully isolated battery negative or ground system. Current in each terminal block shall not exceed 30 amperes continuous.*

To complete the battery signal connections:

1. Provide the initial charge on the redundant batteries per the battery charger's instructions.
2. Check that both voltmeters on the FPDP indicate the approximate battery voltage.

NOTE: *Both sets of batteries can be used for starting the engine in the event that one set is low.*

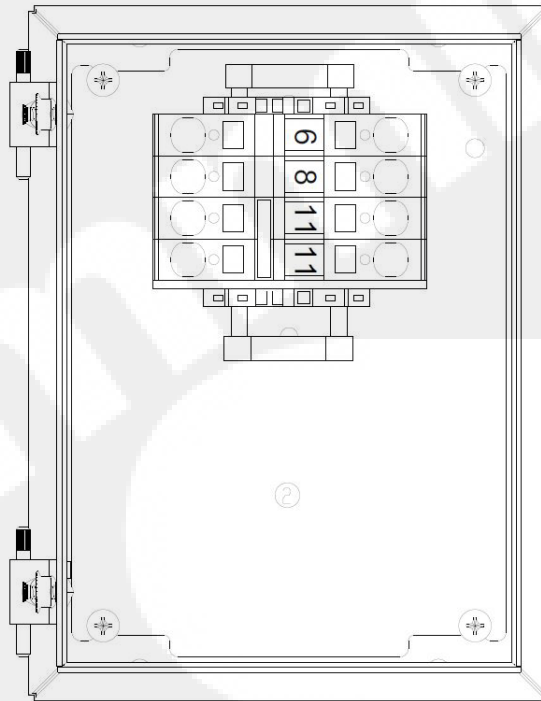


Figure 3-5 Battery charger interface

3.9 Coolant system preparation

The fire pump drive engine cooling and lubrication system was initially filled during manufacture and testing. To properly prepare the coolant system:

CAUTION

Ensure that all coolant systems have been filled to the proper level before operation by checking the coolant level sight gauge on the surge tank.

1. Inspect the engine coolant hoses and hose clamps and ensure that all coolant hoses and clamps are properly installed and water tight.
2. Ensure that the engine coolant heater maintains an engine coolant temperature of 49 °C (120 °F) or above.
3. Ensure that coolant is present in the engine coolant heater before plugging the heater element into a dedicated circuit. Add coolant, if necessary.

4. Inspect the heat exchanger weekly for external damage and contamination.

NOTE: Contamination of the heat exchanger will affect the ability of the cooling system to transfer heat and properly cool the engine and intake manifold.

5. Add coolant, if necessary:

NOTE: Supplemental engine coolant should be a mixture of 50% ethylene glycol antifreeze and 50% water to avoid engine damage. For additional information, refer to the antifreeze information found in the Maintenance section.

- If the engine *IS* equipped with a sight level gauge, ensure that the engine coolant level is visible at the center of the sight level gauge. Add coolant as required. **DO NOT OVERFILL!**
- If the engine *IS NOT* equipped with a sight level gauge, fill the cooling system with coolant to the bottom of the fill neck. Do not fill above the bottom of the fill neck.

6. Re-install the pressure/fill cap.

⚠ WARNING

Do not remove the pressure/fill cap from a hot engine. Wait until the coolant temperature is below 50 °C (122 °F) before removing the pressure/fill cap. Heated coolant spray or steam can cause personal injury.

3.10 Charge air cooler (CAC) inspection

The charge air cooler (CAC) system reduces the temperature of the compressed combustion air from the turbocharger before entering the air intake manifold.

Inspect the CAC piping and hoses for loose/missing hose clamps, hose punctures, leaking manifold seals, or corrosion. Torque the hose clamps to the recommended torque value. Refer to the Engine Specification Sheet.

3.11 Lubricating oil system preparation

The fire pump drive engine and turbocharger were initially lubricated during manufacture and testing. To prepare the lubricating oil system for operation:

1. Check the oil level using the dip stick before operating the fire pump drive engine.
2. Fill the oil fill port to the “H” mark on the dipstick with lubricating oil.

For those models (CFP9E, CPFP11E, CFP15E, and CFP23E) equipped with an oil level gauge, it may be necessary to adjust the gauge:

1. Ensure the engine oil is at the low level of the oil dipstick.
2. Start the engine.
3. Adjust the oil level gauge until it alarms.
4. Stop the engine.
5. Fill the oil fill port to the “H” mark on the dipstick with lubricating oil.

NOTE: Do not use special “break-in” lubricating oils for new or rebuilt Cummins engines. Use the same type of oil during the “break-in” as used during normal operation.

CAUTION

Some regulatory and shipping restrictions may require that all lubricants, fuels, and coolants be drained for transport. Ensure that all cooling and lubrication systems have been filled to the proper level before operation.

NOTE: Using multi-viscosity lubricating oil can improve oil consumption control and improve engine cranking in cold temperatures while maintaining lubrication at high operating temperatures. Cummins recommends Premium Blue® 15W-40 oil for most climates.

CAUTION

Ensure that all cooling and lubrication systems have been filled to the proper level before operation.

3.12 Pre-start inspections

Prior to starting the fire pump drive engine for the first time, perform a visual inspection:

1. Check that there is no apparent damage and that all components are installed.
2. Check that the drive belt is properly installed.
3. Check that all hoses and tubes are properly installed.
4. Check that all electrical connections are properly installed.
5. Check that the fire pump drive engine is properly installed per the pump manufacturer’s instructions, is correctly aligned, and is free to rotate.
6. Lubricate the grease fittings on the axillary drive shaft.

NOTE: Use the same type of oil as used in normal operation. Cummins recommends Premium Blue® 15W-40 oil for most climates.

WARNING

Before operating the equipment, complete all safety checks, remove all tools and foreign objects from the equipment, and ensure that all guards are in place and securely fastened. Alert area personnel that the equipment will be starting. Unintentional equipment start-up or contact with exposed or moving components can cause personal injury or equipment damage.

3.13 Engine monitoring

When the engine starts, it is important to monitor the displays:

1. Immediately check that water flow is established through the coolant heat exchanger. The water flow should be established immediately, but some delay may occur before the flow exits the heat exchanger drain connection.

NOTE: Ensure that cooling water is flowing and the water pressure shown on the local pressure gauge is no more than 414 kPa (60 psi). The minimum cooling water flow rate is identified in the [Engine Data Sheet](#).

2. Ensure that the engine operating temperature stabilizes between applicable ranges as identified in the [Engine Data Sheet](#).
3. Operate the engine for eight to ten minutes.
4. Inspect the engine for leaks, unusual noises, or other indications of incorrect operation.
5. While running the engine, look for the following signals during operation and field testing:

⚠ CAUTION

If the oil pressure is not displayed on the gauge or if the low oil pressure message is displayed within fifteen seconds, STOP THE ENGINE IMMEDIATELY! Continued operation without proper lubrication will cause engine damage.

- Low engine lubricant pressure
 - High engine coolant temperature
 - Low engine temperature
 - High raw water temperature
6. Shut off the engine by pressing and holding the overspeed **RESET/STOP** switch.
 7. Shortly after the engine stops, check that the water flow stops automatically.
 8. Correct any problems found during the inspection before proceeding.
 9. Check the engine lubricating oil level at the dip stick. Add oil, if necessary.
 10. Check the coolant expansion tank level. Add coolant, if necessary.
 11. Check the cooling water strainers. Clean the strainers according to the maintenance schedule in [Section 5 - Maintenance](#).
 12. Perform engine speed control and safety system tests per the instructions in [4 - Operation](#).

3.14 Start-up validation

The required installation tests are outlined in the NFPA 20 Standards and shall be performed to validate automatic and manual operational requirements for field acceptance testing. Visit <https://www.cummins.com/engines/fire-pump-drives/registration-and-warranty> to download the Start-up inspection checklist.

NOTE: *The maximum engine speed should only be altered by a Cummins technician.*

These instructions should be used during the commissioning of a new diesel fire pump drive engine to validate the alarming between the Cummins FPDP and the pump controller. The various testing techniques detailed below will safely validate the connections between these two devices, the pump controller's response to the alarm, and the FPDP's internal ability to activate the alarm. Unless otherwise instructed, conduct all tests with the FPDP in **Auto** mode and the pump controller in **Manual** mode. The tests apply to both Electronic Control Module (ECM) A and ECM B

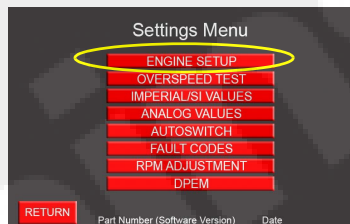
To access the Analog Values screen, press **MENU** and then **ANALOG VALUES**. If an alarm does not register on the pump controller as expected, refer to the Troubleshooting instructions at the end of this document.

To access the **Terminal Block Test** menu to test the Power Board circuitry and connection to the pump controller:

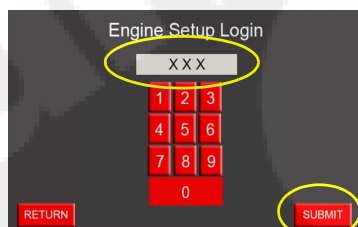
1. Press MENU



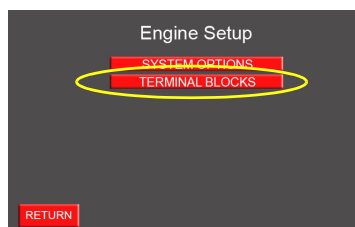
2. Select ENGINE SETUP



3. Enter "806" and press SUBMIT



4. Select TERMINAL BLOCKS



3.14.1 TB-312 – Low Engine Temperature

NOTE: The *LOW ENGINE TEMPERATURE* alarm can be conveniently tested while the engine is cold using the *Primary Method*. If the engine is warm, use the *Alternate Method*.

Primary Method (If engine is cold)

TEST	Start and run the engine from the pump controller.	VERIFY	The pump controller alarm indicates that a low engine temperature condition has occurred.
	During the first few minutes of engine operation while the Water Temp (shown on the Analog Values screen) is less than 110 °F, the low engine temperature alarm should be active on the pump controller.		

Alternate Method (If engine is warm) - simulation from the Terminal Block Test screen

TEST	With the engine running from the pump controller and the FPDP in Auto mode, press the Low Water Temp soft key (when the button is green, the alarm will activate) to simulate a low engine temperature alarm sent from the FPDP to the pump controller.	VERIFY	The pump controller alarm indicates that a low engine temperature condition has occurred.
	Validate that the low engine temperature alarm is active (LED is lit) on the pump controller.		
	After the alarm has been verified, reset the alarm on the pump controller by turning the pump controller off and then on.		

3.14.2 TB-5 - High Engine Temperature.

TEST	With the engine running from the pump controller and the FPDP in Auto mode, press the High Water Temp soft key (when the button is green, the alarm will activate) to simulate a high coolant temperature alarm sent from the FPDP to the pump controller.		
	Validate that the high coolant temperature alarm is active (LED is lit) on the pump controller.	VERIFY	The pump controller alarm indicates that a high engine temperature condition has occurred.
	After the alarm has been verified, reset the alarm on the pump controller by turning the pump controller off and then on.		

3.14.3 TB-4 - Low Lubricant Pressure - simulation from the Terminal Block Test screen

TEST	With the engine running from the pump controller and the FPDP in Auto mode, press the Low Oil Pres soft key (when the button is green, the alarm will activate) to simulate a low oil pressure alarm sent from the FPDP to the pump controller.		
	Validate that the low oil pressure alarm is active (LED is lit) on the pump controller.	VERIFY	The pump controller alarm indicates that a low oil pressure condition has occurred.
	After the alarm has been verified, reset the alarm on the pump controller by turning the pump controller off and then on.		

3.14.4 TB-302 - Fuel Injection Malfunction (FIM) - simulation from the Terminal Block Test screen

TEST	With the engine running from the pump controller and the FPDP in Auto mode, press the Fuel Inj. Malf. soft key (when the button is green, the alarm will activate) to simulate a fuel injection malfunction alarm sent from the FPDP to the pump controller.		
	Validate that the fuel injection malfunction alarm is active (LED is lit) on the pump controller.	VERIFY	The pump controller alarm indicates that a fuel injection malfunction condition has occurred.
	After the alarm has been verified, reset the alarm on the pump controller by turning the pump controller off and then on.		

3.14.5 TB-305-307 - Custom Outputs - simulation from the Terminal Block Test screen

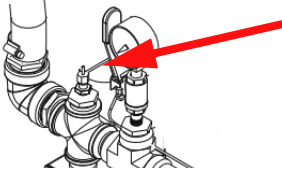
NOTE: Not every engine will have custom switched inputs available for testing, use this section as required only.

TEST	With the engine running from the pump controller and the FPDP in Auto mode, press the applicable TB305 , TB306 , or TB307 soft key (when the button is green, the alarm will activate) to simulate an applicable custom alarm sent from the FPDP to the pump controller.		
	Validate that the custom alarm is active (LED is lit) on the pump controller.	VERIFY	The pump controller alarm indicates that a custom alarm condition has occurred.
	After the alarm has been verified, reset the alarm on the pump controller by turning the pump controller off and then on.		

3.14.6 TB-310 - Raw Water High Inlet Temperature

NOTE: The Raw Water Temperature High alarm can be validated in two different ways. The first way allows for a more thorough evaluation of the system.

Primary Method - Grounding the Sender

TEST	With the engine running from the pump controller and the FPDP in Auto mode, ground the raw water temperature sender by creating continuity between the sender terminal and the bare metal on the raw water cooling loop.	 <p>Cooling loop temperature sender</p>	
	With the sensor grounded, the FPDP will display a high Cooling Loop Temp (shown on the Analog Values screen) and the high raw water temperature alarm should be active on the pump controller.	VERIFY	The pump controller alarm indicates that a high raw water temperature condition has occurred.

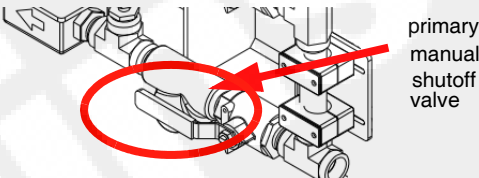
Alternate Method - simulation from the Terminal Block Test screen

TEST	With the engine running from the pump controller and the FPDP in Auto mode, press the Hi Raw Water Temp soft key (when the button is green, the alarm will activate) to simulate a high raw water temperature alarm sent from the FPDP to the pump controller.		
	Validate that the high raw water temperature alarm is active (LED is lit) on the pump controller.	VERIFY	The pump controller alarm indicates that a high raw water temperature condition has occurred.
	After the alarm has been verified, reset the alarm on the pump controller by turning the pump controller off and then on.		

3.14.7 TB-311 - Clogged Raw Water Cooling Loop Strainer

NOTE: This alarm can be validated in two different ways. The first way allows for a more thorough evaluation of the system.

Primary Method - close the raw water cooling loop primary manual shutoff valve

TEST	Begin with the engine running from the pump controller and the FPDP in Auto mode.		
	Simulate a clogged raw water strainer by throttling (partially closing) the raw water cooling loop Primary Manual Shutoff Valve.		
	With the valve partially closed, the FPDP will display a high Diff Press Post: (shown on the Analog Values screen) and the low raw water flow alarm should be active on the pump controller.	VERIFY	The pump controller alarm indicates that a low raw water flow condition has occurred.
	After the alarm has been verified, re-open the raw water cooling loop Primary Manual Shutoff Valve and reset the alarm on the pump controller by turning the pump controller off and then on.		

Alternate Method - simulation from the Terminal Block Test screen

TEST	With the engine running from the pump controller and the FPDP in Auto mode, press the Raw Water Strain soft key (when the button is green, the alarm will activate) to simulate a low raw water flow alarm sent from the FPDP to the pump controller.		
	Validate that the low raw water flow alarm is active (LED is lit) on the pump controller.	VERIFY	The pump controller alarm indicates that a low raw water flow condition has occurred.
	After the alarm has been verified, reset the alarm on the pump controller by turning the pump controller off and then on.		

3.14.8 TB-303/304 - ECM Warning/ECM Failure

NOTE: Single ECM Warning and ECM Failure can be conveniently tested while the engine is off using the primary method. If the engine is running, use the alternate method, although this will not activate the autoswitch routine.

Primary Method (engine off)

TEST	With the engine off, place the pump controller in Manual or Test mode and the FPDP in Auto mode.		
	<p>Press and hold the Engine Stop button on the upper left side of the FPDP. This will manually cut switched power to the ECMs.</p> <p>The FPDP will detect the loss of data link communications from the ECM and report an ECM failure to the pump controller.</p> <p>The FPDP ECM A/ECM B button will automatically switch from ECM A to ECM B (the LED will switch from ECMA to ECMB).</p> <p>Note: Once the FPDP switches to ECM B, the ECM failure alarm should become active.</p>	VERIFY	The pump controller alarm indicates that an ECM failure condition has occurred.
	With the Engine Stop button still held, the FPDP will diagnose a failure of the alternate ECM. The ECM failure alarm should be activated on the pump controller.	VERIFY	The pump controller alarm indicates that an ECM failure (for ECM B) condition has occurred.

NOTE: Repeat this test by starting with ECM B active and then allowing the FPDP to transition from ECM B to ECM A during the autoswitch routine.

Alternate Method on next page

Alternate Method (engine running) - simulation from the Terminal Block Test screen

TEST	With the engine running from the pump controller and the FPDP in Auto mode (the FPDP ECM A / ECM B button should indicate ECM A), press the Single ECM soft key (when the button is green, the alarm will activate) to simulate an ECM failure alarm sent from the FPDP to the pump controller.	VERIFY	The pump controller alarm indicates that an ECM failure condition has occurred.
	Validate that the ECM failure alarm is active (LED is lit) on the pump controller. The FPDP ECM A / ECM B button will automatically switch from ECM A to ECM B (the LED will switch from ECMA to ECMB). Note: Once the FPDP switches to ECM B , the TB301 alarm should become active.		
	Press the Dual ECM soft key (when the button is green, the alarm will activate) to simulate an ECM failure alarm (for ECM B) sent from the FPDP to the pump controller.	VERIFY	The pump controller alarm indicates that an ECM failure condition (for ECM B) has occurred.
	After the alarm has been verified, reset the alarm on the pump controller by turning the pump controller off and then on.		

NOTE: Repeat this test by starting with ECM B active and then allowing the FPDP to transition from ECM B to ECM A during the autoswitch routine.

3.14.9 TB-301 - ECM Switch

TEST	With the engine off and ECM A active, press the ECM A / ECM B button one time to switch to ECM B (the LED will switch from ECMA to ECMB).	VERIFY	The pump controller alarm indicates that the ECM is in the alternate position - that the alternate ECM is active.
	Start and run the engine from the pump controller		

3.14.10 TB-3 - Overspeed Switch

Verify the firmware version by pressing the **Menu** button from the FPDP main screen. The firmware version will be visible on the bottom of the screen in the center.

Run this test with the FPDP in **Auto** mode and the pump controller **OFF** if:

- It is not desired or possible to momentarily cause an actual overspeed condition
- The engine has a firmware prior to 1.55
- The engine has an Air Shutoff Valve (the Overspeed Test while running may cause damage to the engine)

The following engine speed ratings will not increase engine speed during the Engine Overspeed test while the engine is running due to their speed rating already being situated at the maximum value programmed within the ECM.

Overspeed Exclusions

Model	Speed Rating
CFP5E	2600 RPM
CFP7E	2600 RPM
CFP9E/CFP9E HHP	2300 RPM
CFP11E	2100 RPM
CFP15E	2250 RPM
CFP23E	2100 RPM
CFP30E	2100 RPM
CFP60E	1800 RPM

TEST	Begin with the engine running from the pump controller and the FPDP in Auto mode. Press MENU> OVERSPEED TEST > Run .	
	A dialog box will appear alerting the user that the engine will ramp to an overspeed condition. If it is safe to do so, proceed with the test and select Yes . If not, select No and see the note below.	
	After the countdown timer expires, the engine will ramp to rated speed over a period of 5 seconds. Once the engine exceeds the overspeed threshold, the overspeed condition should be active.	VERIFY
	The engine will shut down once the overspeed condition has occurred. Attempt to restart the engine by pressing the 'Crank A' or 'Crank B' button. The engine should not restart until a reset has occurred.	
When the timer expires, "ENGINE OVERSPEED" written in red will flash at the top of the FPDP screen until a reset occurs. The pump controller alarm indicates that an overspeed condition has occurred.		
The FPDP shuts down the engine and does not allow it to restart until a reset has occurred.		
Press the RESET / STOP button to reset the FPDP and clear the engine overspeed alarm on the pump controller.		

3.14.11 TB-2 - Crank Termination Switch

The Fail to Start alarm is generated by the fire pump controller if it does not receive a crank terminate B+ signal from TB-2 of the FPDP

IMPORTANT: To prevent damage to the starter, **disconnect the starter prior to performing the overcrank test** by removing power from the starter(s) B+ terminal(s). Ensure that the disconnected terminal is safely covered during the testing. Reconnect the starter at the conclusion of the overcrank testing.

TEST	With the pump controller and the FPDP in Auto mode, simulate a pressure drop to energize the FPDP TB-1 and engage the crank sequence to start the engine.	VERIFY	The pump controller alarm indicates that an fail to start condition has occurred.
	The pump controller will repeat a 15-second crank and a 15-second rest 6 times by sending B+ voltage to either TB9 - Main Battery Contactor One Coil or Battery Relay One Coil and TB10 - Main Battery Contactor Two Coil or Battery Relay Two Coil in the FPDP.		

3.14.12 Troubleshooting a Terminal Block Connection:

ECM autoswitching must be enabled for NFPA 20 compliance To verify that autoswitching is enabled:.

TEST	Press MENU - > AUTOSWITCH	VERIFY	ECM autoswitching is enabled.
	Ensure that Autoswitch Enable is ON (soft button is green).		

If the pump controller does not register a fault when it has been activated by the FPDP by the methods described in the above testing, the first step should be to check that the FPDP is activating the alarm which - for all cases other than **TB-3 – Overspeed Switch** and **TB2-Crank Termination Switch** - is a switch to ground. (**TB-3 - Overspeed Switch** and **TB-2-Crank Termination Switch** are switches to **B+** (Battery Positive).) To check the connection between the two devices, use a multimeter to manually verify the terminal block alarm signals in the FPDP are activating.

If the previous test is successful, and the pump controller does not register an alarm, a wiring issue exists between the FPDP and the pump controller.

4 - Operation

4.1 Introduction

This section outlines general operating information for starting and stopping the fire pump drive engine, as well as instructions for navigating the menu screens of the Fire Pump Digital Panel (FPDP). This manual is provided for your equipment and should be considered a part of that equipment. All personnel responsible for the operation and maintenance of the equipment should read and thoroughly understand this manual.

WARNING

Before preparing the equipment for normal service, complete all safety checks, remove all tools and foreign objects from the equipment, ensure all guards are in place and securely fastened, and alert area personnel that the equipment will be starting.

4.2 Starting and stopping procedures

By default, the fire pump drive engine will turn on automatically when low system water pressure is sensed by the pump controller. The engine will continue to operate as long as TB-1 is active. When the TB-1 signal is terminated by the fire pump controller, the engine will stop or enter a cool down procedure by lowering the engine speed.

For testing purposes, the fire pump drive engine can be turned on and off locally using the buttons on the FPDP (see the FPDP Description section). If the engine fails to start automatically in the event of a fire emergency, follow the Emergency Starting/Stopping Procedure outlined in Section [4.2.2](#).

4.2.1 Local starting/stopping procedure

To start the engine locally from the FPDP:

1. Press the AUTO/MAN selector switch on the FPDP to place the engine in MANUAL mode.
2. Press the CRANK BATT A and/or CRANK BATT B button to crank the engine.

The engine may be stopped locally by pressing the RESET/STOP switch on the FPDP or by holding down the red Engine STOP button on the left side of the FPDP.

NOTE: *Upon release of the Engine STOP Button, the fire pump drive engine will attempt to restart, if there is still a "pump on demand" signal present from the fire pump controller. The engine must also be stopped at the fire pump controller.*



4.2.2 Emergency starting procedure

The engine will start automatically in the event of a fire emergency. However, if it fails to start automatically, the engine can be started locally. The following procedure outlines an emergency manual mode electrical start:

1. As shown in [Figure 4-1](#), open the water bypass valves in the cooling water supply piping or the emergency cooling supply.

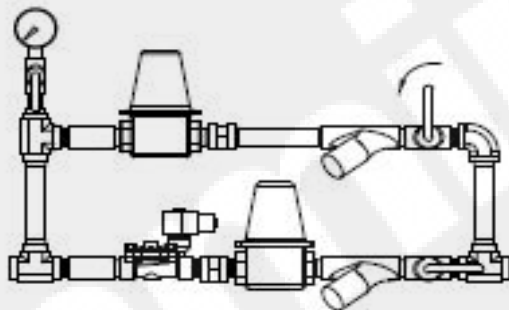


Figure 4-1 Fire Pump Drive Engine Bypass Valve

2. Press the AUTO/MAN selector switch on the FPDP to place the engine in MANUAL mode.
3. As shown in [Figure 4-2](#), open the FPDP panel door and slide the key switch override to the “RIGHT” position. Verify that LED 49 - KEY FB (key feedback) switch is lit.

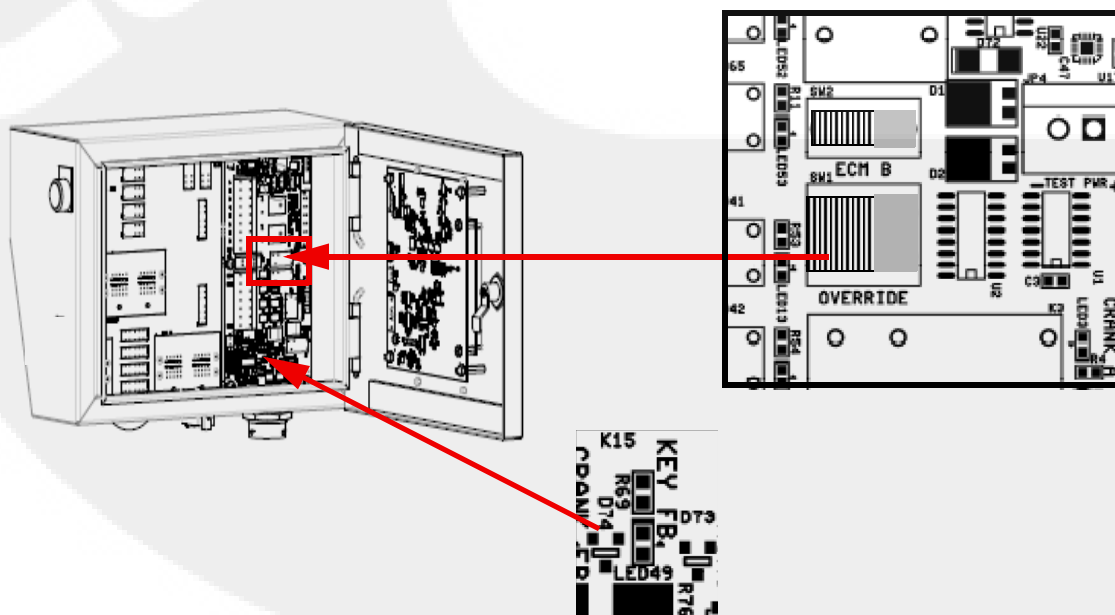


Figure 4-2 FPDP override switch

CAUTION

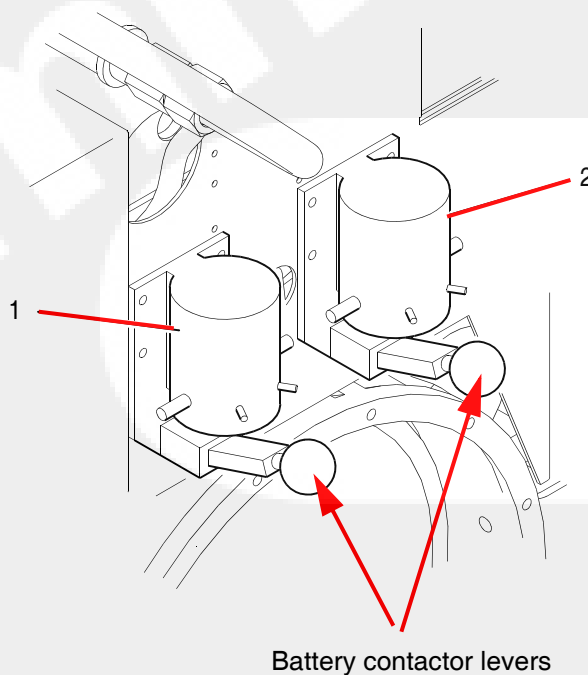
To prevent damage to the starter, do not engage the starting motor more than fifteen seconds. Wait fifteen seconds between each attempt to start, up to six attempts.

- As shown in [Figure 4-3](#), press downward on either the Battery A or Battery B contactor lever to start the engine. If crank contactor lever A does not engage the starter, repeat using crank contactor lever B. If the battery charge is low, press downward on both battery contactor levers at the same time. Release the contactor lever immediately after the engine starts.

IMPORTANT: If the engine does not start after three attempts, check the fuel supply system. Absence of blue or white exhaust smoke during cranking indicates that no fuel is being delivered.

- Check that the engine starts and operates at the rated speed.

IMPORTANT: Engine oil pressure must be indicated on the gauge within fifteen seconds after starting.



- Battery A starter contactor
- Battery B starter contactor

Figure 4-3 Manual starter contactors

The engine may be stopped locally by pressing the RESET/STOP button on the FPDP or by holding down the red ENGINE STOP button on the left side of the FPDP.

IMPORTANT: Upon release of the Engine **STOP** Button, the fire pump drive engine will attempt to restart, if there is still a “pump on demand” signal present at the FPDP. The engine must also be stopped at the fire pump controller.

4.3 Fire Pump Digital Panel (FPDP) screens and adjustments in automatic mode

The FPDP consists of an LCD touchpad that displays the fire pump drive engine tachometer, coolant temperature, oil pressure, Battery A voltage, Battery B voltage and hour meter, as well as includes three soft keys:

- **SCREEN** soft key
- **MENU** soft key
- **IDLE** soft key (electronic engines in **MAN** mode, only)



Figure 4-4 FPDP User Interface screen (electronic engine)

NOTE: Electronic engines display tachometer, engine temperature and oil pressure values from J1939. Mechanical engines display parameters via sensors added by Cummins.

NOTE: When the key switch is not on, the coolant temperature defaults to “0 °F” (or “0 °C”) and the oil pressure defaults to “0 PSI” (or “0 kPa”).

The FPDP LCD will go into **SLEEP MODE** after fifteen minutes of inactivity by the user. The FPDP LCD will resume normal display features when the user presses a hard button or touches the LCD screen.

4.3.1 The **SCREEN** soft key

The **SCREEN** soft key, on the bottom right of the LCD, deactivates and activates an overlay box which lies atop the tachometer signal (the engine speed is still digitally displayed). The overlay is used to:

- Automatically - Warn the operator of ECM and/or DPEM faults, when applicable (see Section [4.3.2.6 FAULT CODES screen](#)); and/or
- Operator-selected - Display additional analog values not required by NFPA 20.

The overlay background color will display in gray, unless there is an active fault present. Fault overlays will display in the color of the most severe fault. To deactivate the Fault overlay, press the **SCREEN** soft key to make the overlay disappear from the LCD.

As shown below, the Analog Values overlay background color displays in gray.

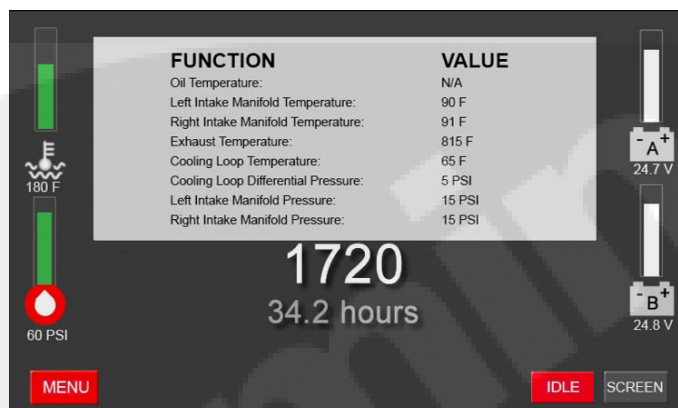


Figure 4-5 Analog Values overlay (electronic engine)

Additional values that may be displayed include:

- Exhaust temperature (when a thermocouple is installed and terminated to the Power Board).
- Cooling loop raw water temperature and strainer status on FM-approved and UL-listed fire pump drivers. The Analog Values overlay can assist in troubleshooting the cooling loop by identifying issues with the pressure sensors.
- J1939 parameters.

NOTE: The Oil Temperature value (from J1939) will only be shown on CFP11E and CFP15E.

NOTE: The Intake Manifold Pressure (from J1939) will be showing 0 PSI at no load.

NOTE: A thermocouple must be purchased and installed from Cummins in order for exhaust temperature values to display. If a thermocouple is not connected to the Power Board or the thermocouple input temperature is less than 200 °F, the Exhaust Temperature will display 0 °F.

To deactivate the Analog Values overlay, press the **SCREEN** soft key to make the overlay disappear from the LCD.

4.3.2 The MENU soft key - Settings Menu

If the operator presses the **MENU** soft key from the FPDP User Interface screen, the Settings Menu screen appears as shown below.

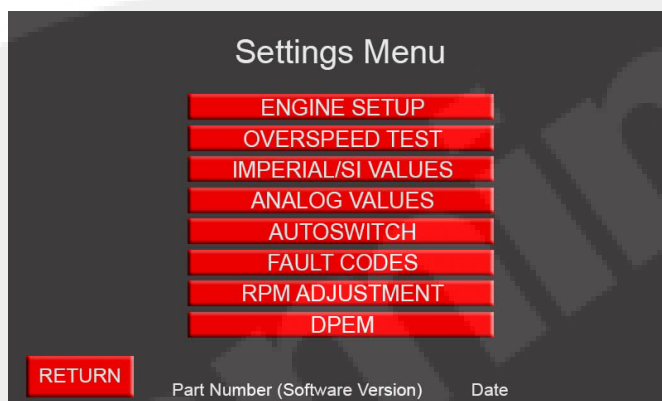


Figure 4-6 Settings Menu screen (electronic engine)

The Settings Menu provides options for further operator input and monitoring of fire pump drive engine parameters. Press the corresponding soft key to access a sub-menu.

4.3.2.1 ENGINE SETUP screen

The fire pump drive engine was preconfigured with custom options (if applicable) at the factory prior to shipping to the customer. The System Options screen provides a view of the custom configuration that has been set up for your fire pump drive engine. The Cummins Service Department must be notified if any of these parameters are adjusted in the field.

1. Starting at the User Interface screen (Main Menu), press the **MENU** soft key.
2. As shown below, press the soft number keys to enter password "806" in the Engine Setup Login screen.
3. Then press **SUBMIT** to access the Engine Setup screen.

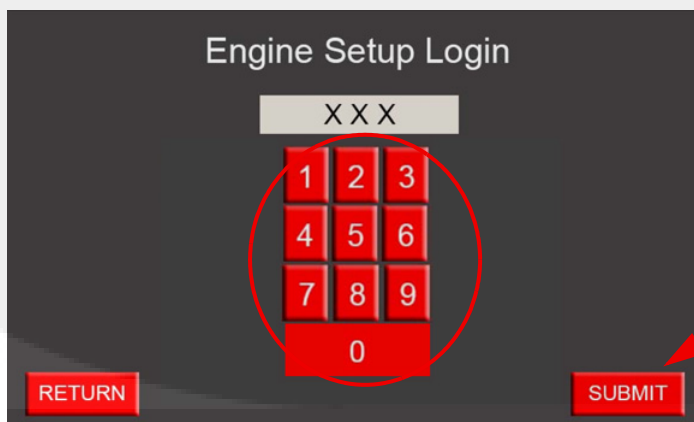


Figure 4-7 Typical Engine Setup Login screen

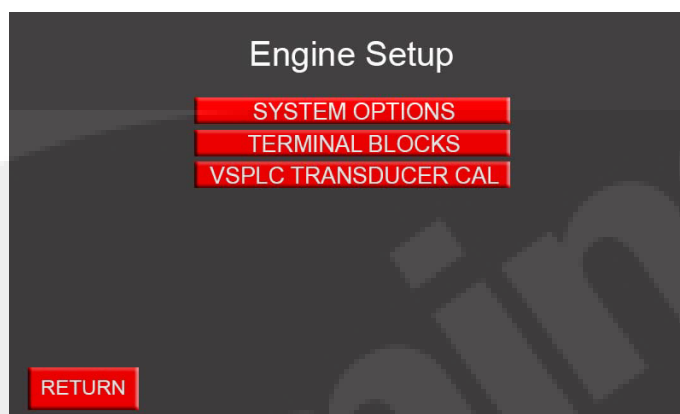


Figure 4-8 Engine Setup screen (electronic engine)

Engine Setup screen - SYSTEM OPTIONS

The System Options sub-menu displays the custom configurations of the fire pump drive engine. When active, the soft buttons turn green in color and display “ON”. Conversely, the soft button will turn red in color and display “OFF”, if the feature is disabled. To change a numeric data field, tap the data field to access the popup keyboard and enter different data.

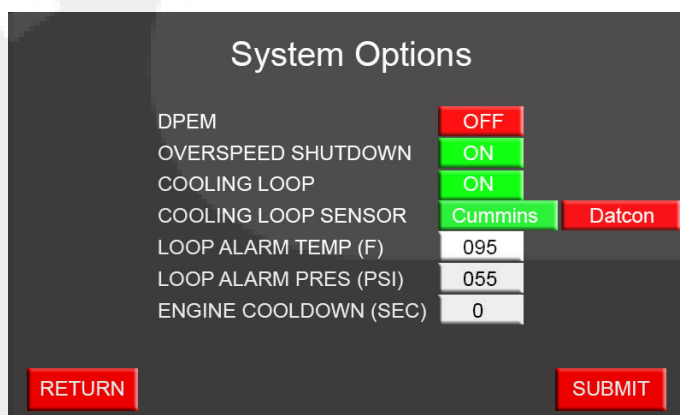


Figure 4-9 System Options screen (electronic engine)

The custom options of the System Options sub-menu include:

DPEM – When active, the FPDP initiates communications with the Digital Panel Expansion Module (DPEM).

OVERSPEED SHUTDOWN – When active, the FPDP shuts the engine fueling off when the engine speed reaches or exceeds 115% of the configured rated speed.

COOLING LOOP – When active, the FPDP will monitor and diagnose the cooling loop parameters.

IMPORTANT: *The COOLING LOOP (COOLING LOOP) System Option shall be enabled for FM-approved fire pump drive engines.*

COOLING LOOP SENSOR– The FPDP is configured for two different sensors, a three-terminal 0-5V sensor labeled “Cummins” and a single post-resistive sensor labeled “Datcon”. When active, the applicable soft key will display in green. *For radiator-cooled fire pump drive engines, the cooling loop sensor values will still show on the display. Disregard the cooling loop sensor values for radiator-cooled models.*

IMPORTANT: *The COOLING LOOP SENSOR (COOLING LOOP SENSOR) System Option must match the cooling loop sensor installed on the engine for proper decoding and alarming of cooling loop parameters. Ensure that the toggle switch on the FPDP Interface Terminal Strip also matches the cooling loop sensor System Option.*

LOOP ALARM TEMP (F)– When active, the display shows the alarm setpoint for the raw water temperature entering the cooling loop. When the cooling loop is disabled, the alarm will show “XXX”.

LOOP ALARM PRES (PSI)– When active, the display shows the alarm setpoint for diagnosing a clogged raw water strainer in the cooling loop. When the cooling loop is disabled, the alarm will show “XXX”.

ENGINE COOLDOWN (SEC) (on electronic engines only) - When active, the operator shall denote a specific amount of seconds to idle the fire pump drive engine. When the engine cool down is disabled, the seconds shall be set to “0” (see [4.5 Engine/turbocharger cool down](#)).

Press either **RETURN** or **SUBMIT** to return to the Engine Setup menu.

Engine Setup screen - TERMINAL BLOCK TEST

The TERMINAL BLOCKS sub-menu provides a convenient means of checking the signal integrity between the fire pump controller and the terminal block interface inside the FPDP.

As shown in [Figure 4-10](#), any of the signals on the terminal block interface can be manually activated by pressing the respective red soft key. When the button turns green, the signal is active.

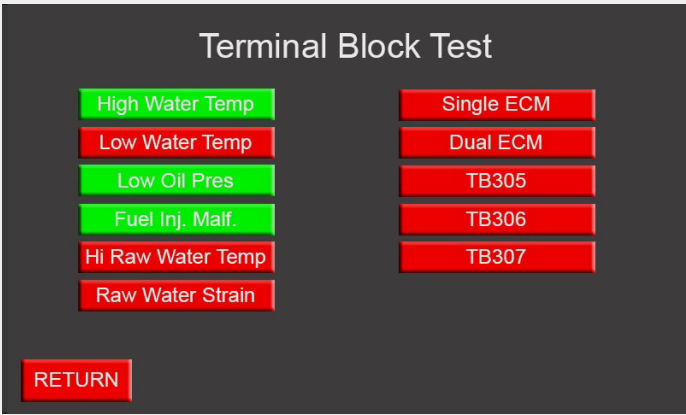


Figure 4-10 Typical Terminal Block Test screen



To perform a Terminal Block Test:

1. Starting at the User Interface screen (Main Menu), press the **MENU** soft key;
2. Press the **ENGINE SETUP** soft key from the Settings menu;
3. As shown in [Figure 4-7](#), press the soft number keys to enter password “806” in the Engine Setup Login screen.
4. Press the **TERMINAL BLOCKS** soft key from the Engine Setup menu;
5. Press the soft key corresponding to the terminal block requiring verification;

NOTE: If the selected terminal block soft key turns green, but the pump controller alarm does not activate, troubleshoot the terminal block connection for a B+ or ground signal (see the Section [FPDP Signal and Control Connections](#) or contact your local Cummins Sales and Service representative).

NOTE: For electronic engines, the Fuel Inj. Malf. (fuel injection malfunction) can only momentarily be set.

6. To exit the Terminal Block Test menu, press the **RETURN** soft key to return to the Engine Setup menu.

NOTE: Oil pressure and coolant temperature alarms will not latch upon backing out of the menu, but instead will be driven directly from datalink values.

Engine Setup screen -VSPLC TRANSDUCER CAL (electronic engines, only) (optional)

NOTE: The VSPLC TRANSDUCER CAL screen is on electronic engines, only. This section is not applicable to mechanical engines.

NOTE: The VSPLC TRANSDUCER CAL screen **only** applies to VSPLC fire pump drive engines. The settings in this menu are meaningless unless VSPLC is enabled.

To account for a system pressure differential, the operator may enter a pressure offset. This same pressure offset is used throughout the entire incoming pressure range. To access the VSPLC Transducer Configuration screen:

1. Starting at the User Interface screen, press the **MENU** soft key.
2. Press the **ENGINE SETUP** soft key from the Settings menu.
3. As shown in [Figure 4-7](#), press the soft number keys to enter password “806” in the Engine Setup Login screen.
4. Press the **VSPLC TRANSDUCER CAL** soft key from the Engine Setup menu.
5. As shown in [Figure 4-11](#), press the VSPLC Offset (PSI) data field to activate the popup keyboard and enter the desired pressure offset.

NOTE: The software limits the pressure offset to +/- 10 PSI with a resolution of 0.1 PSI.

6. Then press **SUBMIT**.

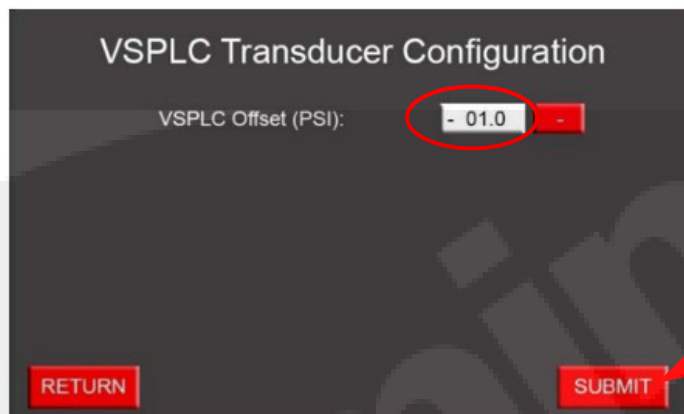


Figure 4-11 VSPLC Transducer Configuration

7. Press **RETURN** to return to the Engine Setup menu.

4.3.2.2 OVERSPEED TEST screen

The Overspeed Test screen allows the operator to simulate an overspeed shutdown for all engine models:

1. Starting at the User Interface screen (Main Menu), press the **MENU** soft key.
2. Press the **OVERSPEED TEST** soft key from the Settings Menu.
3. If necessary, press **RPM ADJUSTMENT** (shown in [Figure 4-12](#)) and then use the **INC** and **DEC** buttons to increase or decrease the engine speed by increments of ten RPM.

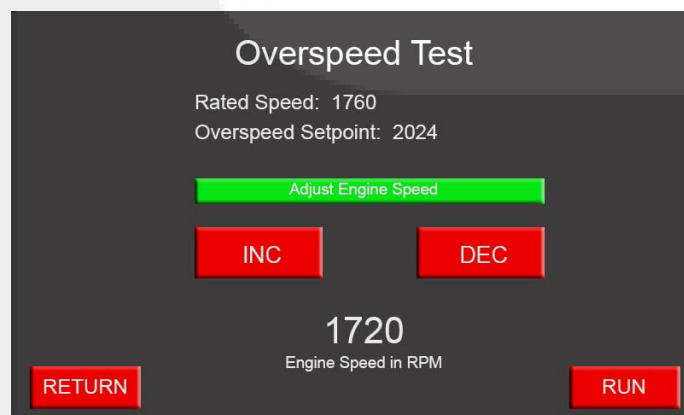


Figure 4-12 Overspeed Test - Adjust Engine Speed

4. Press the **RUN** soft button.
5. A dialog box will appear alerting the user that the engine will ramp to an overspeed condition. If it is safe to do so, proceed with the test and select Yes. If not, select No.

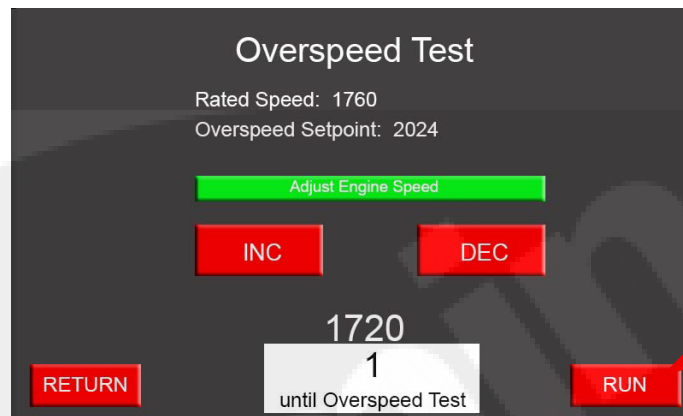


Figure 4-13 Overspeed timer

6. When the timer expires (shown in Figure 4-13), “ENGINE OVERSPEED” written in red will flash at the top of the FPDP screen.

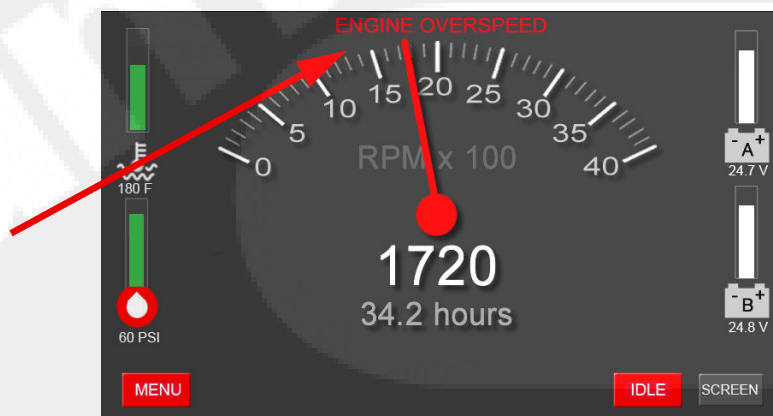


Figure 4-14 Overspeed Test timer expired

7. The fire pump drive engine will enter MANUAL mode until reset.
8. Press the **RESET/STOP** switch on the FPDP to reset the fire pump drive engine.

4.3.2.3 IMPERIAL/SI VALUES screen

The Imperial/SI Values screen, shown in [Figure 4-15](#), allows the operator to select Imperial or *Système Internationale* (SI) (also known as metric) units of measurement. The default units of measure are Imperial units of degrees in Fahrenheit and pounds per square inch (PSI), but the user may elect degrees in Celsius or kilo Pascal (kPa).

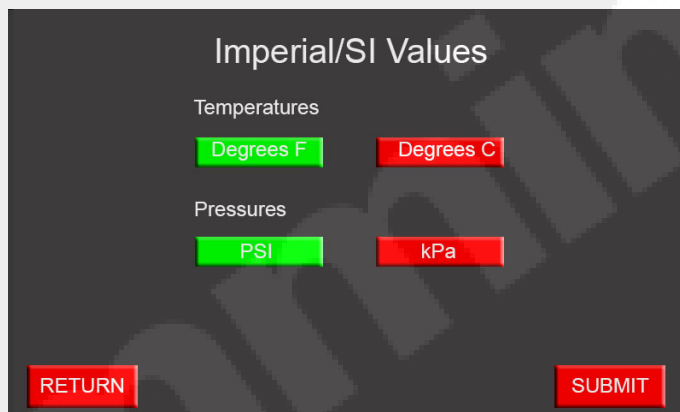


Figure 4-15 Typical Parameter Units screen

To change the displayed units of measurement:

1. Starting at the User Interface screen (Main Menu), press the **MENU** soft key.
2. Press the **IMPERIAL/SI VALUES** soft key from the Settings Menu.
3. Press the soft key for the desired unit of measure.
4. Press the **SUBMIT** soft key.
5. To exit the Imperial/SI Values menu, press the **RETURN** soft key.

4.3.2.4 ANALOG VALUES screen

To view the information about the fire pump drive engine in digital format:

1. Starting at the User Interface screen (Main Menu), press the **MENU** soft key.
2. Press the **ANALOG VALUES** soft key from the Settings Menu.
3. To exit the Analog Values screen (shown below), press the **RETURN** soft key.

NOTE: The display choice of Imperial or SI values is made using the Imperial/SI Values screen.

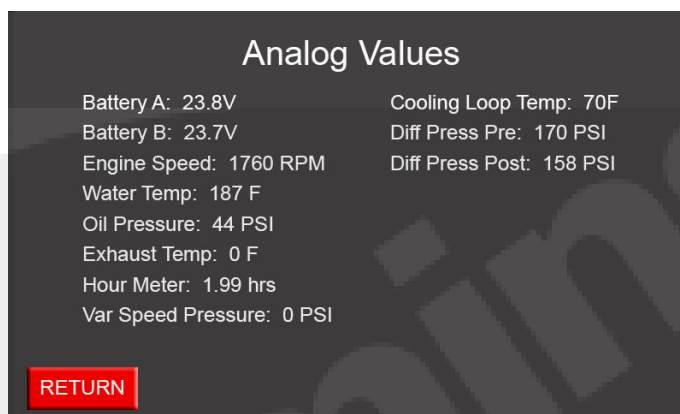


Figure 4-16 Sample Analog Values screen

4.3.2.5 AUTOSWITCH screen

NOTE: *The AUTOSWITCH screen is on electronic engines, only. This section is not applicable to mechanical engines.*

The National Fire Protection Association (NFPA) 20 Standard, as well as Underwriters Laboratories (UL) and Factory Mutual (FM) Standards, requires redundancy for fire safety systems. If the fuel system is electronically-controlled, switching of ECMs must be controlled automatically. Cummins refers to this process as “ECM Autoswitching.” When the FPDP switches ECMs automatically, the fault code responsible for the last switch can be found on the Autoswitch screen. The FPDP will activate the ECM keyswitch for fifteen seconds every thirty minutes to validate communications with the ECM.

IMPORTANT: *In order to maintain NFPA 20 compliance, autoswitching must be **enabled (ON)**.*

As shown in [Figure 4-17](#), the Autoswitch Settings screen allows the operator to disable or enable this autoswitch capability.

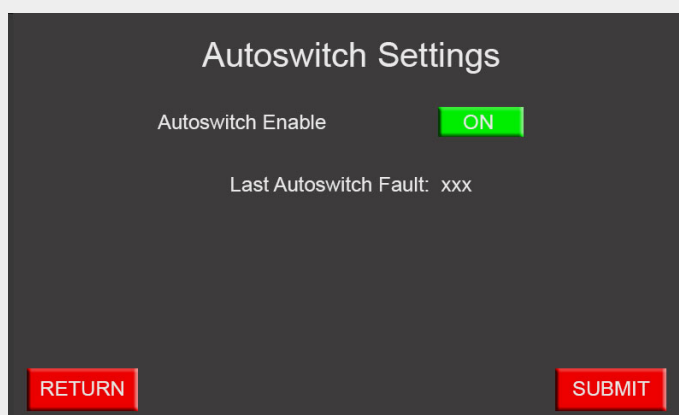


Figure 4-17 Typical Autoswitch Settings screen

To change the autoswitch setting:

1. Starting at the User Interface screen (Main Menu), press the **MENU** soft key.

2. Press the **AUTOSWITCH** soft key from the Settings Menu.
3. Press the **ON/OFF** soft key - the soft key displayed (in green) indicates which mode has been selected.
4. Press the **SUBMIT** soft key.
5. To exit the Autoswitch Settings screen, press the **RETURN** soft key.

4.3.2.6 FAULT CODES screen

NOTE: The *FAULT CODES* screen is on electronic engines, only. This section is not applicable to mechanical engines.

As shown in the Description Section, fault codes diagnosed by the ECM are displayed in a yellow or red overlay box which lies atop the tachometer signal (the engine speed is still digitally displayed) to alert the operator to service the engine as soon as possible. Only the first seven active ECM faults will be displayed in the overlay.

As shown in [Figure 4-18](#), the Fault Codes screen displays the full list of active faults. To view the information about the fire pump drive engine active faults:

1. Starting at the User Interface screen (Main Menu), press the **MENU** soft key.
2. Press the **FAULT CODES** soft key from the Settings Menu.
3. To exit the **FAULT CODES** menu, press the **RETURN** soft key.

For more information about fault codes and their meanings, see the Fault Code Section of this manual or contact your local Cummins Distributor.

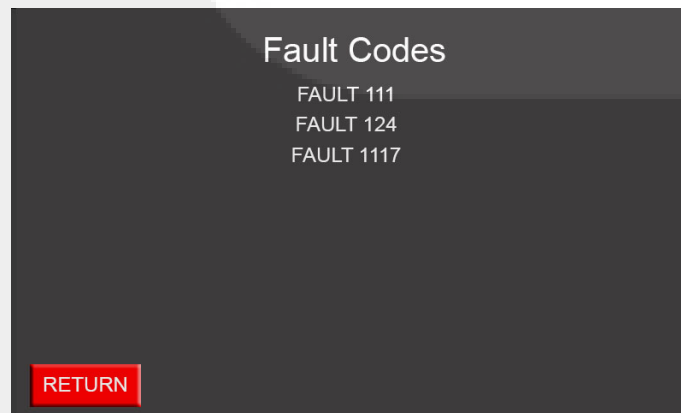


Figure 4-18 Sample Fault Codes screen

4.3.2.7 RPM ADJUSTMENT screen

NOTE: The *RPM ADJUSTMENT* screen is on electronic engines, only. This section is not applicable to mechanical engines.

As shown in [Figure 4-19](#), the RPM Adjustment screen allows the operator to make on-site adjustments to **FIXED SPEED** fire pump drive engines. Each press of the INC soft key or the DEC soft key will increase or decrease the engine speed setpoint by 10 RPM (not to exceed +/-50 RPM) for electronic engines.

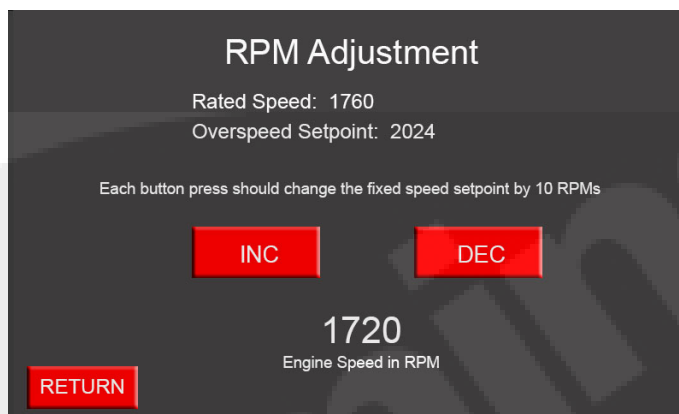


Figure 4-19 Typical RPM Adjustment screen

The engine operating speed was factory set during manufacturing and test procedures. If the speed does not match the engine RPM shown on the factory setting plate, follow these steps to adjust the speed setting:

1. Starting at the User Interface screen (Main Menu), press the **ECM A** Selector switch.
2. Press the **MENU** soft key.
3. Press the **RPM ADJUSTMENT** soft key from the Settings Menu.
4. Press either the **INC** soft key or the **DEC** soft key to change the ECM RPM setpoint.
5. Press the **RETURN** soft key.
6. Press the **RESET/STOP** switch on the FPDP and wait for thirty seconds.
7. Repeat Steps 1 through 5 for **ECM B**.

NOTE: *The speed setpoint adjustments must be made on each ECM to experience the same system level of performance on the alternate ECM.*

IMPORTANT: *Never switch from ECM A to ECM B while the engine is running.*

4.3.2.8 DPEM (optional)

As shown in [Figure 4-20](#), the DPEM screen displays the function name, status, alarm setpoint, and relay associated with the alarm (if applicable) of any custom inputs that are configured on the fire pump drive engine. When an analog input parameter crosses the alarm setpoint or a switched input is active, all information associated with that parameter will turn red in color. To access the DPEM screen:

1. Starting at the User Interface screen (Main Menu), press the **MENU** soft key.
2. Press the DPEM soft key from the Settings Menu.
3. To exit the DPEM screen, press the **RETURN** soft key.

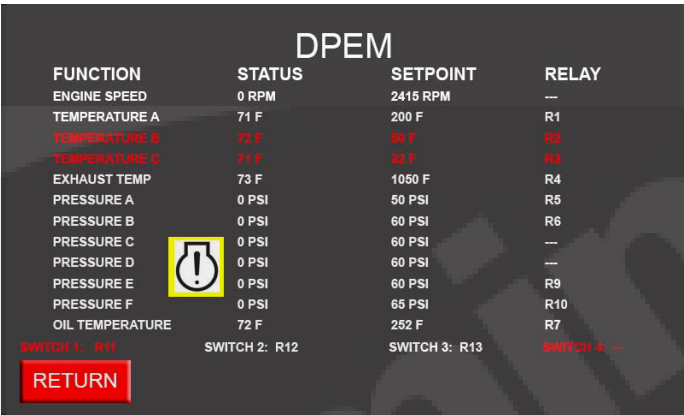


Figure 4-20 Sample DPEM screen

If communications between the FPDP and DPEM are compromised, the DPEM screen may be accessed by pressing the **DPEM** soft key that appears on the User Interface screen (Main Menu) (shown below).

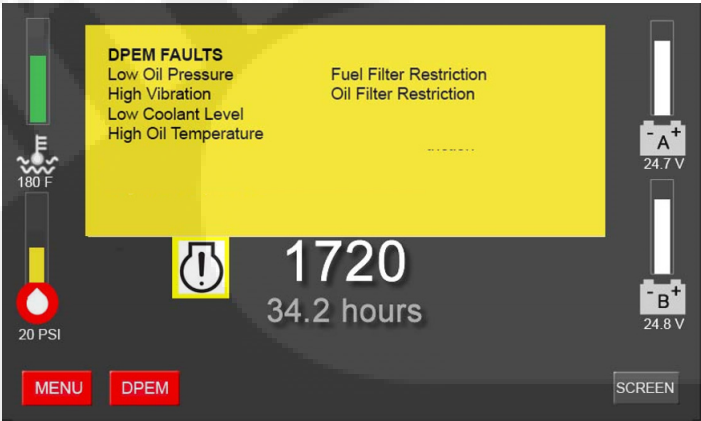


Figure 4-21 Sample DPEM Fault screen

4.4 FPDP screens and adjustments in manual mode - IDLE soft key

NOTE: The **IDLE** soft key shown in [Figure 4-22](#) displays in red while the engine idle command is inactive. The **IDLE** soft key will display in green when the engine idle command is active.



Figure 4-22 IDLE soft key

With the FPDP in manual mode and using the **IDLE** soft key, the FPDP can now command electronic engines to idle. The operator can choose to idle the fire pump drive engine to warm up the engine for weekly testing and/or to evaluate water leaks during commissioning. To manually place the fire pump drive engine in idle:

1. Select **MAN** on the **AUTO/MAN** mode switch on the FPDP to place the fire pump drive engine in manual mode.
2. Press the **IDLE** soft key on the screen.

NOTE: Engaging the **IDLE** soft key will turn the **IDLE** soft key display from red to green, engaging the engine idle command.

3. Press the **BATT A** or the **BATT B** Momentary Start switch to start the engine.
4. To disengage manual engine idle, press the **IDLE** soft key on the screen. The **IDLE** soft key will return to red in color.

The engine will ramp to rated speed. The engine will also ramp to rated speed (for fixed speed applications) or enter a closed loop VSPLC mode, if enabled, when TB-1 becomes active while the engine is idling.

4.5 Engine/turbocharger cool down

The FPDP has the ability to idle an electronic engine for up to three minutes when a shutdown has been commanded from the fire pump controller. The cool down feature promotes engine turbocharger longevity. During engine cool down, the FPDP will display an “Engine Cooldown Active:” message (shown in Figure 4-23).

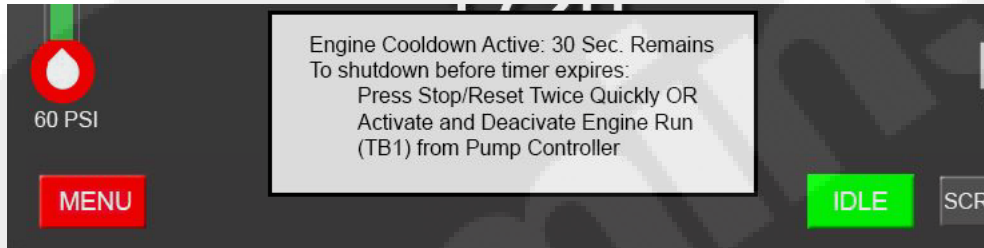


Figure 4-23 Engine/turbocharger cool down

During engine cool down, the fire pump drive engine may shutdown automatically - prior to the timer expiring - to protect the engine. The operator also has the option to shut down the engine manually from the fire pump controller or the FPDP during cool down, if necessary.

IMPORTANT: All fire pump drive engines are shipped from the factory with the cool down feature disabled. This feature must be manually enabled by the customer. Prior to enabling the cool down feature, ensure all operators are trained on the operation of this engine cool down feature.

4.5.1 Automatic shutdown - cool down timer

The fire pump drive engine will automatically shutdown when the Engine Cooldown timer expires.

4.5.2 Automatic shutdown - engine protection

The FPDP will automatically shut the engine off and during engine cool down if:

- Low oil pressure is sensed;
- High coolant temperature is sensed; and/or
- Communications with the ECM are lost.

4.5.3 Manual shutdown - from the fire pump controller

During cool down, the fire pump drive engine can be shut down manually from the fire pump controller by:

1. Turning the fire pump controller switch to **OFF** (deactivating TB-1). NOTE: *The FPDP will keep the fire pump drive engine running to idle; AND*
2. Turning the fire pump controller from **OFF** to **MAN** (manual) and back to **OFF** (reactivating and deactivating TB-1). The fire pump drive engine will shut down.

4.5.4 Manual shutdown - from the FPDP

The engine can also be shutdown manually by pressing the **RESET/STOP** switch on the FPDP two times in succession.

5 - Maintenance

5.1 Introduction

Before performing maintenance procedures, read and understand [1 - Safety](#) of this manual. Improper performance or lack of critical information could result in personal injury or equipment damage.

Cummins encourages our customers to perform maintenance and repairs whenever necessary. However, servicing complex components within the normal warranty period may void the Cummins warranty and any specified warranty extended by the manufacturer of Original Equipment Manufacturer (OEM) products. See the warranty information at the beginning of this manual.

Maintenance procedures should be performed by skilled technicians who are familiar with the equipment, local regulations, and service procedures for fire pump drive engine and pump systems. Improper maintenance can damage the engine or the fire pump drive engine, or cause severe personal injury.

The National Fire Protection Association (NFPA) 25 Standard outlines the maintenance tests to be performed to validate automatic and manual operational requirements for field acceptance testing.

Cummins recommends that the engine be maintained according to the Cummins Operation and Maintenance manual for that engine family.

NOTE: *If your engine is equipped with a component or accessory not manufactured by Cummins, refer to the component manufacturer's vendor supplied literature for specific maintenance recommendations.*

5.2 Engine operation reports

The engine must always be maintained in top mechanical condition. Proper maintenance of the fire pump drive engine requires documenting regular running reports to include the following:

- Low engine oil pressure.
- Engine surge.
- Erratic operation or frequent shutdowns.
- Any warning lamps flashing or staying illuminated.
- Abnormal coolant or oil temperature.
- Unusual engine noise or vibration.
- Excessive smoke.
- Excessive use of coolant, fuel, or engine oil.
- Any fluid leaks.
- Loose, worn, or damaged parts.

The weekly running report also helps to make provisions for more extensive maintenance, as the reports indicate the necessity.

The Fault Codes displayed on the Fire Pump Digital Panel assist in recording operation irregularities. See [6 - Troubleshooting](#) of the model-specific English manual for a listing of Fault Codes.



[illegible]

5.3 Weekly maintenance

When the engine is running, be alert for mechanical problems that could create unsafe or hazardous conditions.

5.3.1 General

Each week, a general walk-around inspection should include the following areas:

1. Check fluid levels before starting the engine. Check oil pressure and coolant temperatures frequently. Most engine problems give an early warning.
2. Look and listen for changes in engine performance, sound, or appearance that will indicate that service or repair is needed. Be alert for misfires, vibration, excessive exhaust smoke, loss of power, or increases in oil or fuel consumption.
3. Check the engine appearance for excessive heat, wiring short circuits, excessive end-play, vibrations, excessive wear, excessive abrasion, damaged electrical wiring, or loose electrical wiring.
4. Check the engine for odors of diesel fuel, burning rubber, electrical system failure, exhaust fumes, or smoke.

⚠ WARNING

Engine fuel is highly flammable and represents an extreme hazard for fire or explosion when exposed to electrical sparks or open flame. Clean up spilled fuel immediately. Keep sources of electrical spark or open flame away from a fuel source.

5.3.2 Air cleaner filter and piping

On a weekly basis, perform the following inspections:

1. Visually inspect the air intake filter and piping daily for blockage, damage to piping, loose clamps, or punctures that can allow debris to enter the engine. If there is a blockage, the service indicator will be activated. Refer to [Figure 2-2](#).

NOTE: Turbocharged engines must be operated at rated revolutions per minute (RPM) and full load to check maximum intake air restriction.

NOTE: Cummins recommends using an air cleaner filter element as listed on the [engine data sheet](#).

⚠ CAUTION

Never operate the engine without an air cleaner. Intake air must be filtered to prevent dirt and debris from entering the engine and causing premature wear. Dirt or foreign objects could cause engine damage.

- a. If the red indicator flag is at the raised position in the window, clean or replace the air filter per the manufacturer's recommendation as required. Do not remove the felt washer from the indicator. The felt washer absorbs moisture.
- b. After the air cleaner has been serviced, push the flag in to reset the service indicator.

IMPORTANT: See the [engine data sheet](#) for maximum intake air restriction.

2. Check for corrosion under the clamps and hoses of the intake system piping. Corrosion can allow corrosive products and dirt to enter the intake system. Disassemble and clean as required.

3. Replace any damaged air filter or hoses and tighten loose clamps, as necessary, to prevent the air system from leaking. Torque the hose clamps to the recommended torque value. Refer to the [torque tables](#).

5.3.3 Cooling system

CAUTION

Do not remove a coolant pressure/fill cap from a hot engine. Shut down the engine and wait until the coolant temperature is below 50 °C (120 °F) before removing the pressure cap. Heated coolant spray or steam can cause severe personal injury.

On a weekly basis, perform the following inspections on the cooling system:

1. Inspect the cooling water piping, coolant heat exchanger tanks, charge air cooling system (if applicable), engine coolant hoses, and hose clamps for loose fittings, leaks, damage, and corrosion.
 - a. Tighten the hose clamps, as necessary.
 - b. Check for cracks, holes, or other damage. Repair or replace as necessary.

CAUTION

Never use a sealing additive to stop leaks in the cooling system. This can result in cooling system plugging and inadequate coolant flow, causing the engine to overheat.

2. With the coolant expansion tank at ambient temperature, press down, unscrew, and remove the pressure cap as shown in [Figure 2-2](#).
 - a. Ensure that the coolant level is visible by checking the coolant level sight gauge.
 - b. Add coolant, as required. DO NOT OVERFILL!

NOTE: Supplemental engine coolant should be a mixture of 50% ethylene glycol antifreeze and 50% water to avoid engine damage.

3. Check the antifreeze concentration at least six times a year or whenever coolant is added to the cooling system by using a refractometer.
4. Drain a small amount of coolant from the return line petcock and inspect the coolant for excessive rust or particulate matter. Change the coolant more frequently if particles are present.

CAUTION

Do not mix coolant brands or chemical solutions, as this could damage the cooling system. Keep a record of the coolant concentration and manufacturer with the engine maintenance records.

5. Check for soft, overly-pliant hoses, oxidation, and loose hose clamps. Torque the hose clamps to the recommended torque value. Refer to the [torque tables](#). Replace damaged hoses and clamps as required.
6. Check the coolant heat exchanger tanks for leaks, damage, and dirt buildup. Clean and repair as required.

5.3.4 Engine oil system

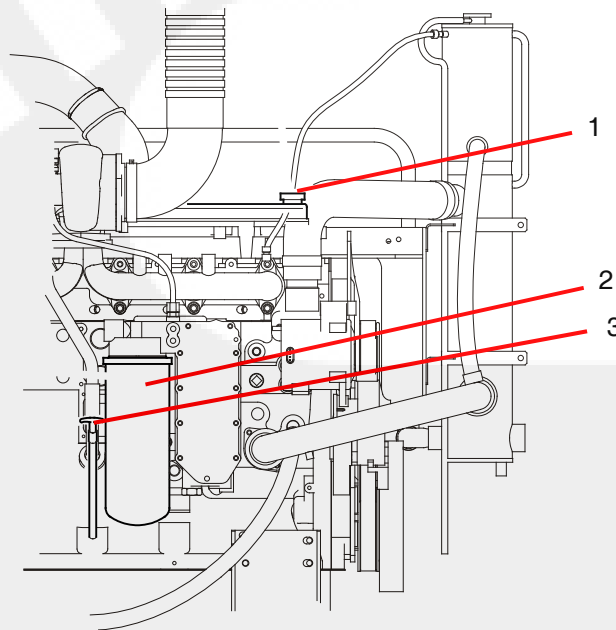
WARNING

Perform the specific checks in this section only after the engine is fully stopped. Unless tests require engine operation, disconnect the battery leads from the batteries (negative terminal first). Contact with exposed or moving components can cause severe personal injury.

Inspect the engine oil system on a weekly basis following these steps:

1. For accurate dipstick readings, shut off the engine and wait approximately ten minutes to allow the oil in the upper portions of the engine to drain back into the crankcase.
2. As shown in [Figure 5-1](#), check the oil level at the engine dipstick.
 - If the oil level is greater than the high mark (H), drain the excess oil and recheck the level.
 - If the oil level is consistently below normal after a fill, check for leaks, loose or damaged gaskets, or oil in the coolant system. If the oil level is below the low mark (L), add the equivalent type oil.

NOTE: Cummins recommends using Premium Blue[®] 15W-40 Multi-viscosity Lubricating Oil or equivalent.



1. Engine oil fill port
2. Engine oil filter
3. Engine oil dipstick

Figure 5-1 Oil level dipstick (typical)

5.3.5 Fuel system



Engine fuel is highly flammable and represents an extreme hazard for fire or explosion when exposed to electrical sparks or open flame. Clean up spilled fuel immediately. Keep sources of electrical spark or open flame away from a fuel source.

To inspect the fuel system:

1. Shut off the engine.
2. Inspect the fuel supply line, return line, filter and fittings for cracks or abrasions.
 - a. Ensure the lines are not rubbing against anything that could damage the fuel system hoses. Repair any leaks or alter line routing to eliminate wear immediately.
 - b. Relieve fuel line pressure by carefully loosening the fuel inlet line.

NOTE: Refer to the [engine data sheet](#) for Cummins recommended replacement components.

5.3.6 Engine exhaust system

With the engine operating, inspect the entire exhaust system: exhaust manifold, exhaust flex, muffler, and piping.

Check for leaks at all connections, welds, gaskets, and joints. Make sure that the exhaust pipes are not heating surrounding areas excessively. Repair any leaks immediately.

5.3.7 Electrical supply and controls

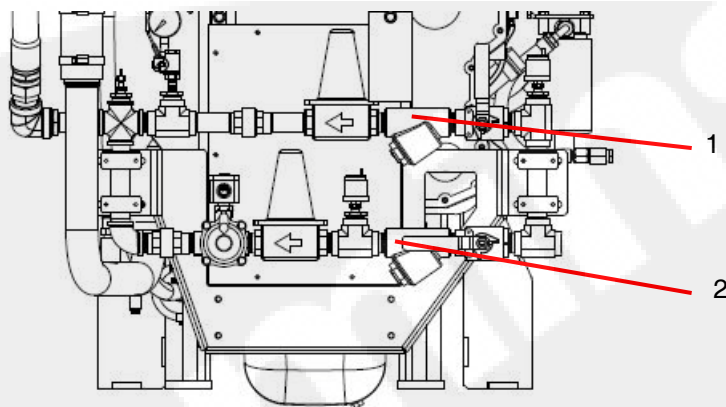
Check the terminals on the starting batteries for clean and tight connections. Loose or corroded connections create resistance which can hinder starting. Inspect the FPDP harness connections to be sure they are secure.

5.3.8 Crankcase ventilation hose

Inspect the crankcase ventilation hose for wear, damage, sludge, blockage, or dirt buildup (refer to [Figure 2-2](#)). Clean the ventilation hose, if obstructed or blocked. Replace a worn or damaged hose.

5.3.9 Heat exchanger - cooling water strainers

As shown in [Figure 5-2](#), the (two) cooling water strainers should be cleaned weekly to remove sediment.



1. Bypass raw water strainer
2. Normal raw water strainer

Figure 5-2 Cooling water strainer (typical)

To clean the normal line strainer, ensure that the normal line valves are closed and the bypass line valves are open.

To clean the bypass line strainer, ensure that the bypass line valves are closed and the normal line valves are open.

For each cooling water strainer:

1. Remove the plug.
2. Inspect and remove any debris.
3. Install the strainer plugs.
4. When finished, open the normal line valves and close the bypass line valves for normal operation.

5.3.10 Batteries

CAUTION

Batteries can emit explosive gases during charging. To reduce the possibility of personal injury, always ventilate the battery compartment before servicing the batteries.

CAUTION

To reduce the possibility of arcing, remove the negative (-) battery cable first and attach the negative (-) battery cable last.

For proper weekly maintenance of the batteries:

1. Keep the batteries clean by wiping them with a damp cloth whenever dirt appears excessive.
2. Use a battery hydrometer to check the specific gravity of the electrolyte in each battery cell. A fully-charged battery will have a specific gravity of 1.260. Replace the battery, if the specific gravity reading is below 1.215.
3. Check the battery wiring and cable connections for loose, corroded, worn, or damaged cables. Check both connectors at the alternator, battery connections, and engine grounding lug (near the starter motor).
 - a. If the battery cables are corroded, remove the battery cable clamps, starting with the negative (-) battery cable.
 - b. Use a fine emery cloth or a wire brush to clean the cable clamps and battery cables. The metal should be shiny.
 - c. Wash the battery terminals with a solution of baking soda and water:

2 oz (1/4 cup) baking soda to 0.94 liter (1 qt) of water
 - d. Be careful to prevent the solution from entering the battery cells, and flush the batteries with clean water when done.
 - e. After cleaning the connections, coat the terminals with a light application of petroleum jelly.
 - f. Reinstall and tighten the cable clamps.

⚠ WARNING

Battery electrolyte (sulfuric acid) is highly caustic and can burn clothing and skin, or cause blindness. Wear protective clothing, impervious neoprene gloves, safety goggles, or full-face shield when working with the batteries.

4. Check the electrolyte level in the batteries monthly. If low, fill the battery cells to the bottom of the filler neck with distilled water.
5. Check for continuity between terminals using a digital multimeter or other test equipment. Also check the insulation resistance to ground. Correct any electrical faults.
6. Reinstall the battery cables; attach the negative (-) battery cable last.

5.3.11 Engine test run

Start the engine at least once a week for a minimum of thirty minutes with as much load as possible. Periods of no-load operation should be held to a minimum, because unburned fuel tends to accumulate in the exhaust system. Refer to the operating instructions in [4 - Operation](#).

Check that the engine starts and operates at the recommended fire pump drive engine speed specification and inspect the following:

1. Check that the engine oil pressure is indicated on the gauge within fifteen seconds after starting.
2. Check that the engine has attained a normal running temperature after running the engine for a minimum of thirty minutes.

3. Observe that the engine is operating at the proper operating speed. (If the engine is not operating at the proper speed, see [Section 5.3.12 Engine operation checks](#).)
4. Check for unusual engine noise. Listen for any unusual engine noise which can indicate that service is required.
5. Ensure that the oil pressure is greater than 69 kPa (10 psi).
6. Check that the coolant temperature is between 70 °C (158 °F) and 107 °C (225 °F).
7. Check that both battery voltmeters indicate 12 VDC for standard or 24 VDC for optional operating systems.
8. Check that the air filter service indicator has not popped-up, indicating an air filter blockage. Replace the air filter as required.

End the test run by pressing and holding the overspeed RESET/STOP switch until the engine stops.

5.3.12 Engine operation checks

The following service inspections ensure that the engine starts and operates properly under normal conditions.

WARNING

Before equipment operation, ALL guards, covers, and protective devices MUST BE in place and securely fastened. Serious personal injury could result from contact with exposed or moving components.

5.3.12.1 Crank termination setpoint

The speed switch crank termination setpoint is factory-set at 600 RPM and should not be changed from this value.

5.3.12.2 Engine speed adjustment

The electronic engine operating speed was factory set during manufacturing and test procedures. If the speed unintentionally does not match the engine RPM shown on the factory setting plate, refer to [Section 4 - Operation: RPM Adjustment Screen](#).

5.3.13 Engine coolant heater

NOTE: Perform this inspection procedure twenty-four hours after shutting off the engine.

The engine coolant heater must maintain an engine coolant temperature of 49 °C (120 °F) or above. The engine block must be warm to the touch (38 °C (100 °F)) in the water jacket areas.

If the heater does not appear to be working correctly, contact a Cummins Authorized Repair Location.

5.4 Annual maintenance

All checks or inspections listed under previous maintenance intervals must also be performed at the time of the annual maintenance, in addition to those listed *only* under the annual maintenance interval.

5.4.1 Electrical components

CAUTION

AVOID SERVICING complex components such as: printed circuit boards, programmable controllers, and ECMs not specifically authorized by Cummins. Contact a Cummins Authorized Repair Location before performing any extensive maintenance.

CAUTION

To reduce the possibility of arcing, remove the negative (-) battery cable first and attach the negative (-) battery cable last.

The electrical components of the fire pump drive engine must be thoroughly inspected on an annual basis. Remove the battery terminal cables, starting with the negative (-) cable first and check the following:

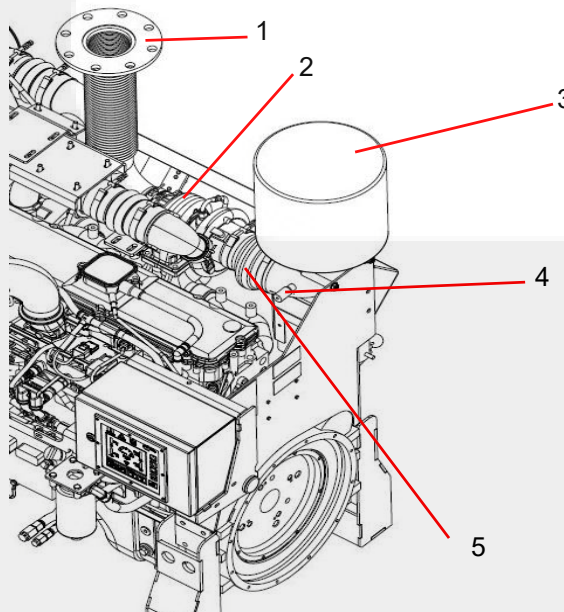
1. Inspect the electrical wiring harness, electrical terminal connections, and electrical plug-ins for secure, clean electrical contacts, worn or damaged insulation, burnt wires, broken wires, and loose connections.
2. Clean and tighten any loose electrical connections. Repair or replace worn, damaged, burnt, or poorly insulated wiring immediately.

IMPORTANT: Refer to the vendor-supplied literature for recommended maintenance procedures.

3. Inspect the function of all gauges, voltmeters, switches, and warning lamps on the FPDP. Replace the FPDP if any are not functioning properly.
4. Reinstall the battery cables; attach the negative (-) battery cable last.

5.4.2 Turbocharger mounting nuts

As shown in [Figure 5-3](#), check the turbocharger mounting nuts and torque the mounting nuts to the recommended torque value. Refer to the [torque tables](#).



1. Exhaust flex connection
2. Turbocharger
3. Air cleaner assembly (intake)
4. Air cleaner service indicator
5. Air cleaner piping

Figure 5-3 Typical turbocharger

5.4.3 Engine supports

CAUTION

Loose engine mount bolts or damaged brackets can cause engine misalignment or excessive vibration. These conditions can cause engine or pump damage.

Refer to [Figure 2-2](#) and [Figure 2-3](#) for the location of the engine supports and inspect all engine supports for cracks or loose hardware. Check the torque on the engine support mounting cap screws. Torque the engine mounting cap screws to the support bracket. Refer to the [torque tables](#) for recommended torque values.

5.4.4 Fuel pumps and filters

As shown in [Figure 5-4](#), inspect the fuel injection pump mounting nuts (including the support bracket) for loose or damaged hardware. Inspect the fuel line hoses and fuel filters for wear, damage, loose fittings, and leaks. Repair or replace damaged hoses and filters as required.

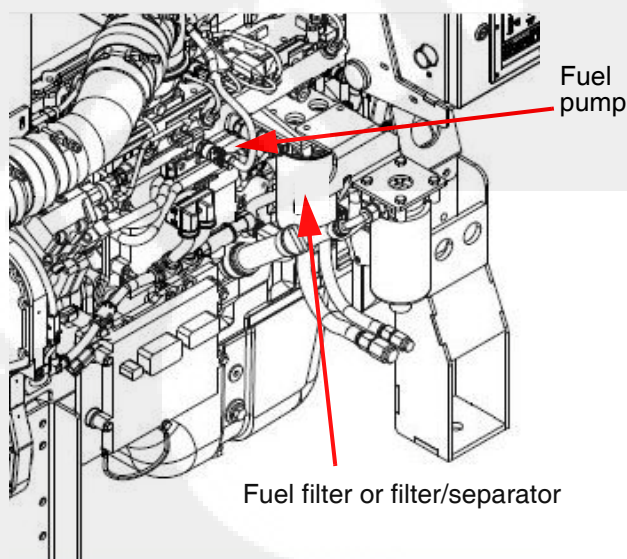


Figure 5-4 Typical fuel pumps and filters

WARNING

Engine fuel is highly flammable and represents an extreme hazard for fire or explosion when exposed to electrical sparks or open flame. Clean up spilled fuel immediately. Keep sources of electrical spark or open flame away from a fuel source.

WARNING

Do not open the fuel filter/water separator drain valve or dismantle the fuel lines on the high-pressure fuel system with the engine running. High pressure fuel spray from an operating engine can cause serious personal injury or fire hazard.

To change the fuel filters:

1. Shut off the engine.
2. Close any fuel valves (if equipped) to prevent fuel from draining or siphoning.
3. Clean the area around the fuel filter or fuel/water separator heads.

NOTE: Refer to the [engine data sheet](#) for filter replacement recommendations.

4. Remove the spent filter canisters using a filter wrench.
5. Clean the filter mounting head surfaces of sludge buildup and foreign particles. Ensure mating gasket surfaces are clean.
6. Lubricate the gasket seals with clean SAE 15W-40 lubricating oil.
7. Center the filter ring on the threaded mounting nipple. Screw the filter canister onto the mounting flange until the gasket is snug against the mounting flange, then tighten an additional 1/4 turn.
8. Open the fuel supply valves (if equipped).

CAUTION

Mechanical over-tightening can distort the threads or damage the filter element seal.

9. Press either the CRANK BATT A or CRANK BATT B button to start the engine to allow the fuel to flow through the system.
10. Depress the contactor switch for up to fifteen seconds or until the engine starts. Repeat up to three times, if necessary.

CAUTION

To prevent damage to the starter, do not engage the starting motor more than fifteen seconds. Wait fifteen seconds between each start attempt.

IMPORTANT: If the engine does not start after three attempts, check the fuel supply system. Absence of blue or white exhaust smoke during cranking indicates no fuel is being delivered.

NOTE: Engines used in fire pumps or standby service are expected to immediately accelerate from crank to full load.

5.4.5 Engine oil and filter

Engine oil becomes contaminated and essential oil additives are depleted with use. The amount of contamination is related to the total amount of fuel and oil consumed. Change the oil at least once annually.

NOTE: For composite oil pans, always use a new sealing washer on the oil drain plug. Hold the external locking nut in place while tightening the oil drain plug.

IMPORTANT: If the engine oil is drained from the oil pan to make an engine repair, new oil must be used.

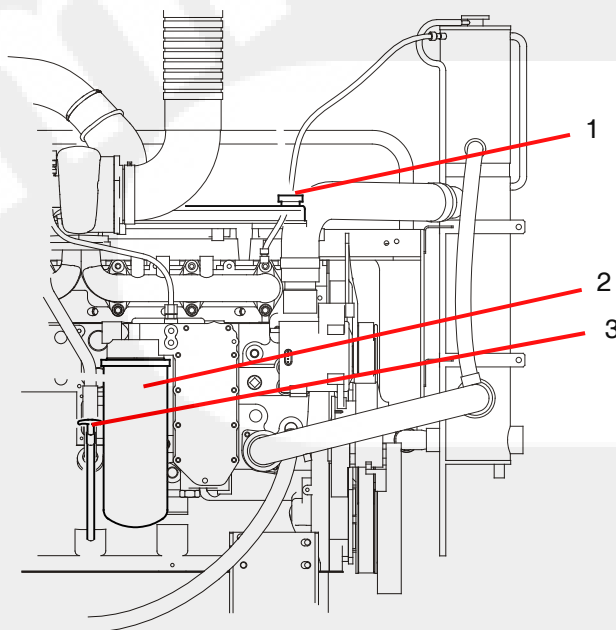
WARNING

To reduce the possibility of personal injury, avoid direct contact of hot oil with your skin. Some state and federal agencies have determined that used engine oil can be carcinogenic. Prolonged, repeated contact can cause skin disorders or other bodily injury. Wash thoroughly after contact. Avoid inhalation of vapors and ingestion of used engine oil. Dispose of the oil in accordance with local environmental regulations.

To change the oil and filter to remove the contaminants suspended in the oil:

1. Operate the engine until the coolant temperature reaches 70 °C (158 °F). Shut the engine off.

2. Place an appropriate container under the oil pan drain plug. Refer to the [engine data sheet](#) for oil pan capacity.
3. Remove the oil drain plug and drain the oil immediately to make sure all the oil and suspended contaminants are removed from the engine.
4. Remove the oil filter (see [Figure 5-5](#)) following these steps:
 - a. Clean the area around the engine oil filter canister. Use a filter wrench to remove the filter.
 - b. Remove and discard the O-ring seal if it has remained attached to the mounting flange. Clean the filter mounting flange with a clean lint-free cloth.
 - c. Apply a light film of 15W-40 lubricating oil to the replacement filter gasket before installing the filter.
5. Fill the oil filter with a high-quality 15W-40 multi-viscosity lubricating oil, such as Premium Blue[®], or its equivalent.



1. Engine oil fill port
2. Engine oil filter
3. Engine oil dipstick

Figure 5-5 Typical oil filter and oil level dipstick

6. Center the filter ring on the threaded mounting nipple. Screw the filter canister onto the mounting flange until the gasket is snug against the mounting flange. Then tighten an additional 1/4 turn.

CAUTION

Mechanical over-tightening can distort the threads or damage the filter element seal.

NOTE: Cummins recommends using oil filter replacement parts as outlined in the [engine data sheet](#).

7. Check and clean the oil pan drain plug threads and sealing surface. Install the oil pan drain plug. Torque the plug according to the [torque tables](#).
8. Fill the engine to the proper level with clean, high quality 15W-40 oil at the fill port.

⚠ CAUTION

If no oil pressure is noted within fifteen seconds after the engine is started, shut down the engine to reduce the possibility of internal damage.

9. Restart the engine and let it run for approximately one to two minutes.
10. Stop the engine.
11. Wait approximately fifteen minutes to let the oil drain from the upper parts of the engine.
12. Check the oil level again. Add oil as necessary to bring the oil level to the H (high) mark on the dipstick.

5.4.6 Drive shaft

It is recommended that proper lubrication to drive shafts be completed on a regular schedule according to these steps:

1. Remove the drive shaft guards.
2. Wipe the grease fittings and grease gun nozzle with a clean cloth to avoid contamination.
3. Add grease to the drive shaft universal joint grease fittings (see [Figure 3-2](#)).
4. Wipe excess grease from the grease fittings.

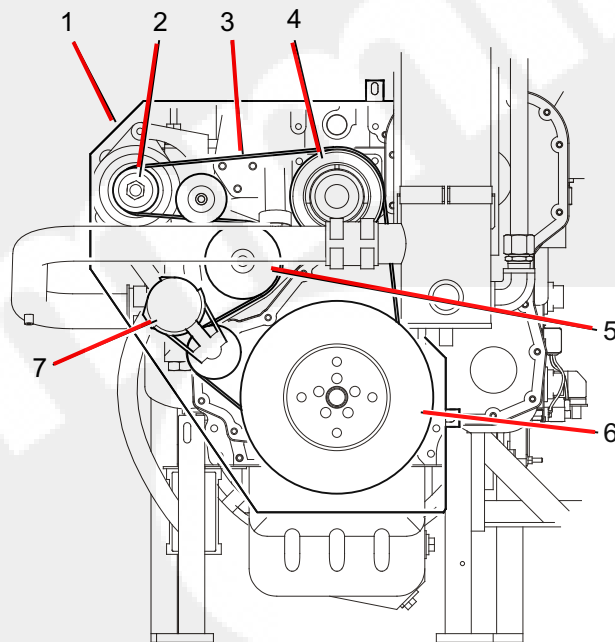
NOTE: Cummins recommends using a good quality semi-synthetic, molybdenum-fortified NLGI #2 lithium complex grease which protects from -47 to 204 °C (-54 to 400 °F).

5.4.7 Coolant pump/alternator belt

On some engine models, the pump and alternator belt drives both the pump and alternator.

To inspect the coolant pump and the alternator belt:

1. Press the AUTO/MAN button on the FPDP to place the fire pump drive engine in MANUAL operation.
2. Disconnect both batteries at their terminals. Remove the negative (-) cable first.
3. Remove the belt guard capscrews and the belt guard. Set aside for re-installation (see [Figure 5-6](#)).



1. Belt guard
2. Alternator pulley
3. Drive belt
4. Idler pulley
5. Coolant pump pulley
6. Balancer pulley
7. Belt tensioner

Figure 5-6 Coolant pump/alternator belt (typical)

4. Visually inspect the belt for frayed, worn, missing pieces, or cracked belt surfaces. Check the belt for intersecting cracks.

CAUTION

Belt damage can be caused by: incorrect tension, incorrect size or length, pulley misalignment, incorrect installation, severe operating environment, and/or oil or grease on the belt or pulley.

NOTE: Transverse cracks (across the belt width) are acceptable. Longitudinal cracks (direction of belt length) that intersect with transverse cracks are not acceptable. Replace the belt if it is cracked, frayed, or damaged.

5. If the belt condition is acceptable, check the belt tension. Use the Cummins belt tension gauge (Part Number 3822524) to measure the drive belt tension in the center span of the belt between the idler and alternator pulleys. Ensure that the belt tension is set to the specifications outlined in the Engine Operation manual.

NOTE: Belts with glazed or shiny surfaces indicate belt slippage. Correctly installed and tensioned belts will show even pulley and belt wear.

CAUTION

Disconnect the batteries (negative cable first) before performing service on the fire pump drive engine or on any of its controls.

6. Reinstall the battery cables; attach the negative (-) battery cable last.

5.4.8 Raw water zinc anode

The zinc anode - part number 9750 - (see [Figure 5-7](#)) acts as a raw water filter and must be checked for erosion and replaced, when necessary. If the anode has eroded more than fifty percent, it must be replaced.

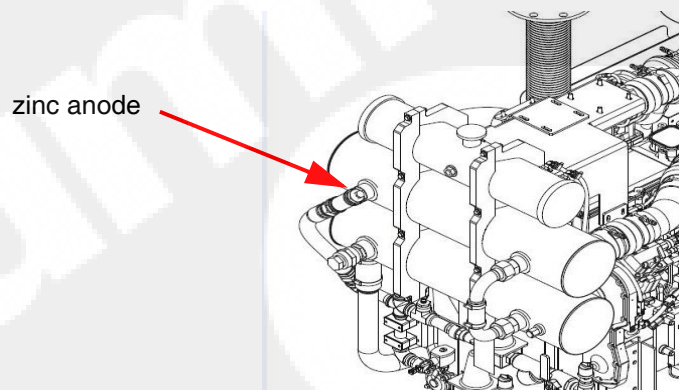


Figure 5-7 Raw water zinc anode (typical)

5.4.9 Heat exchanger pressure test

If internal leakage in the heat exchanger is suspected, a heat exchanger pressure test may be performed prior to removal from the engine.

NOTE: Use Teflon™ tape or other pipe sealant when installing the test setup in order to prevent leaks.

NOTE: The size of fittings required on the water outlets and inlets are listed on the [engine data sheet](#).

To test the heat exchanger pressure:

1. Install an adapter at the cooling water outlet of the heat exchanger.
2. Install a pressure test setup with 689 kPa (100 psi) pressure gauge at the cooling water inlet to the heat exchanger.
3. Apply air pressure at 276 kPa (40 psi).
 - a. Isolate the pressure source and monitor the pressure gauge for five minutes.

- b. There should be no change in pressure for the duration of the test.
4. After testing, release the pressure. Remove the tubing adapters, plug, and test equipment.
5. If leakage is detected, the heat exchanger must be replaced.

5.4.10 Turbocharger

As shown in [Figure 5-3](#), follow these steps to thoroughly inspect the turbocharger:

1. Visually inspect the air intake filter and piping according to the steps outlined in [Section 5.3.2](#).

NOTE: *Turbocharged engines must be operated at rated revolutions per minute (RPM) and full load to check maximum intake air restriction.*

NOTE: *Cummins recommends using an air cleaner filter element as listed on the [engine data sheet](#).*

CAUTION

Never operate the engine without an air cleaner. Intake air must be filtered to prevent dirt and debris from entering the engine and causing premature wear. Dirt or foreign objects could cause engine damage.

2. Remove the air intake and exhaust piping from the turbocharger.
3. Inspect the turbocharger turbine wheel for cracks in the housing or turbine blades, missing blades, mechanical binding, eccentric motion, or excessive end-play.
4. Replace the turbocharger if damage, excessive end-play, binding, wear, or eccentric motion is found. Contact a Cummins Authorized Repair Location for replacement.

IMPORTANT: *The turbocharger must be removed for replacement or rebuild if the clearance is beyond the limits, the housing is cracked, or the turbine wheel is damaged.*

5. Reinstall the air intake filter and exhaust piping. Tighten the clamps. Torque the loosened clamps to the recommended torque value. Refer to the [torque tables](#).

5.5 Every two years

All checks or inspections listed under daily or previous maintenance intervals must also be performed at this time, in addition to those listed under this maintenance interval.

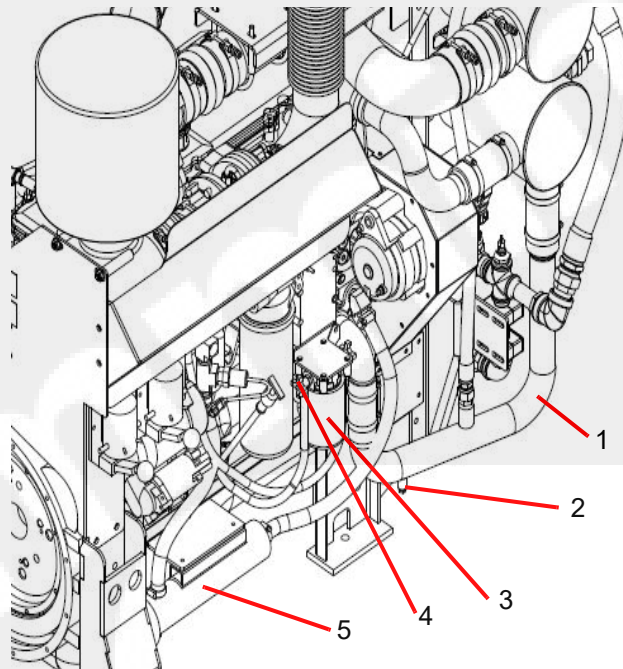
5.5.1 Coolant pump

Inspect the coolant pump for eccentric motion, mechanical binding, excessive end play, seal damage, and excessive grease or coolant leakage around the pump shaft.

Replace with a new or rebuilt pre-lubricated unit, as necessary. Contact a Cummins Authorized Repair Location for replacement.

5.5.2 Cooling system - heat exchanger

Figure 5-8 illustrates the heat exchanger cooling system. The cooling system must be clean to work properly. If the system shows excessive mineral buildup, particulate matter, scale, oxidation, or oil contamination, drain and flush the cooling system. If the coolant is excessively dirty or is mixed with oil, contact a Cummins Authorized Repair Facility.



1. Lower coolant hose/tube
2. Coolant drain petcock
3. Coolant filter
4. Coolant filter shut-off valve
5. Engine coolant heater

Figure 5-8 Engine coolant drain - heat exchanger (typical)

⚠ WARNING

Do not remove the pressure/fill cap from a hot engine. Shut down the engine and wait until the coolant temperature is below 50 °C (120 °F) before removing the pressure cap. Heated coolant spray or steam can cause severe personal injury.

1. Disconnect both batteries at their terminals. Remove the negative (-) cable first.
2. Press down, unscrew, and remove the coolant expansion tank pressure/fill cap. The cap must be removed to allow air to vent the cooling system during the draining process.
3. Disconnect the engine coolant heater power supply before draining the cooling system.
4. Place a container that will hold at least 57 liters (15 gallons) of liquid under the coolant drain valve.
5. Ensure that the coolant filter shut-off valves are OPEN.
6. Open the drain petcock on the lower coolant tube, allowing the coolant to drain into the waste container.

7. When the system is empty, move the container under the engine coolant heater.
8. Disconnect either end of the engine heater coolant hose and drain the engine heater.

CAUTION

Coolant is toxic. Avoid prolonged and repeated skin contact with used antifreeze - wash thoroughly after contact. Prolonged, repeated contact can cause skin disorders. Dispose of waste antifreeze in accordance with local environmental regulations.

9. Flush with clean fresh water or heavy-duty heat exchanger cleaner. Follow the manufacturer's directions on the product container.

NOTE: *Some cooling system cleaners or commercial solvents require a soapy water rinse after use. Follow the directions on the cleaning solution or solvent.*

CAUTION

Over-concentration of antifreeze or use of high-silicate antifreeze can damage the engine. Do not use more than 50% antifreeze in the mixture unless additional freeze protection is required. Antifreeze at 68% concentration provides the maximum freeze protection, and must never be exceeded under any condition. Antifreeze protection decreases above 68%.

10. When the flushing water has fully drained, use a filter wrench to remove the water coolant filter from the filter housing.
 - a. Clean the filter housing gasket mount of dirt buildup, oxidation, or particulate matter with a clean cloth.
 - b. Coat the replacement filter gasket with a light coating of 15W-40 lubrication oil.
11. Center the filter ring on the threaded mounting nipple. Screw the filter canister onto the mounting flange until the gasket is snug against the mounting flange, then tighten an additional 1/4 turn. If using a soapy water solution, flush again with clear water. Allow time for the water to fully drain.

CAUTION

Mechanical over-tightening can distort the threads or damage the filter element seal.

NOTE: *Recommendations on filter replacements and fill rates can be found on the [Engine Data Sheet](#).*

12. Reconnect the engine heater coolant hose and close the drain petcock on the lower coolant tube.

NOTE: *During filling, air must be vented from the engine coolant passages. The air vents through the coolant filler port. The fill rate can be found in the [Engine Data Sheet](#).*

13. Fill the coolant tanks with the proper antifreeze. Use a mixture of 50% water and 50% ethylene-glycol base or propylene-glycol antifreeze (or pre-mixed solution) to protect the engine to -37 °C (-34 °F) year-around.

CAUTION

Use soft or distilled water in the coolant mixture. Contaminants in hard water neutralize the corrosion inhibitor components. Water must not exceed 300 ppm hardness or contain more than 100 ppm of either chloride or sulfate.

CAUTION

Never use a sealing additive to stop leaks in the cooling system. This can result in cooling system blockage or restricted coolant flow, causing the engine to overheat.

NOTE: Cummins recommends using Fleetguard® ES COMPLEAT™ Ethylene-Glycol (EG) or Fleetguard® Propylene-Glycol (PG) Plus™ Antifreeze/Coolants. Both products are available in concentrated or pre-mixed formulations. Use a 50% concentration level (40% to 60% range) of ethylene-glycol or propylene-glycol and Supplemental Coolant Additive (SCA) required for wet-sleeved engines in most climates. Contact your local Cummins Authorized Repair Location for additional information.

Ethylene-Glycol	Propylene-Glycol
40% = -23° C (-10° F)	40% = -21° C (-6° F)
50% = -37° C (-34° F)	50% = -33° C (-27° F)
60% = -54° C (-65° F)	60% = -54° C (-65° F)
68% = -71° C (-96° F)	68% = -63° C (-82° F)

CAUTION

The system must be filled properly to prevent air locks. During filling, air must be vented from the engine coolant passages.

14. Check the condition of the pressure/fill cap.
 - a. If the pressure/fill cap seal is worn, damaged, missing, or the pressure spring is damaged or shows signs of sticking, replace the filler cap.
 - b. Re-install the expansion tank fill cap.
15. Re-install the heater wiring.
16. Reinstall the battery cables; attach the negative (-) battery cable last.
17. Operate the engine until it reaches a temperature of 82 °C (180 °F), and check for coolant leaks.
18. Ensure that the coolant level is just below the fill neck and that the coolant heater is reconnected.

5.6 Every four years

All maintenance checks and inspections listed in previous maintenance intervals must also be performed at this time.

Cummins recommends performing maintenance on valve lash settings.

CAUTION

Disconnect both batteries (negative cable first) before performing service on the fire pump drive engine or on any of its controls. Wear safety glasses when disconnecting batteries!

CAUTION

Valve lash maintenance should be performed by a skilled technician. Improper maintenance can damage the engine or cause severe personal injury. Contact your local Cummins Authorized Repair Location before performing any extensive maintenance.

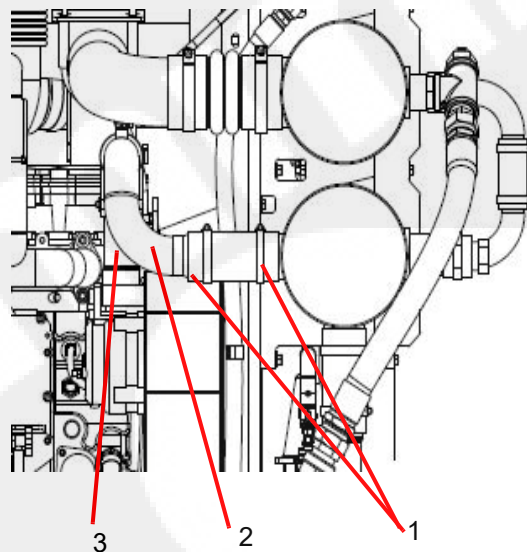
5.6.1 Coolant thermostat removal/installation

The thermostat regulates the temperature of the engine coolant circulating through the engine cooling system. Refer to the engine manual for complete instructions.

CAUTION

Always use the correct thermostat, and never operate the engine without a thermostat installed. The engine can overheat if operated without a thermostat because the path of least resistance for the coolant is through the bypass to the pump inlet.

1. As shown in [Figure 5-9](#), remove the upper coolant hose clamps and upper coolant hose at the thermostat housing.



1. Hose clamps
2. Upper coolant hose
3. Thermostat housing

Figure 5-9 Typical thermostat housing

2. Remove the (2) thermostat housing flange cap screws and the thermostat flange.
3. Remove the thermostat and gasket from the housing.
4. Clean the housing flange faces of dirt buildup, oxidation, and sludge.
5. If still in good condition, re-install the thermostat in the housing.

IMPORTANT: *Inspect the seal on the thermostat housing flange surface and - if damaged or cracked - apply a new seal.*

NOTE: *Recommendations on thermostat replacement components can be found on the [engine data sheet](#).*

6. Replace the thermostat flange and cap screws.

5.6.2 Coolant pump/alternator belt replacement

Replace the coolant pump/alternator belt if it is cracked, frayed, or has pieces of material missing.

1. Remove the belt guard.
2. Use a 3/8" drive ratchet or breaker bar to rotate the tensioner arm away from the belt and remove the belt.
3. Check the belt tensioner cap screw torque. For recommended torque values, refer to the [torque tables](#).
4. Check the tensioner arm, pulley, and stops for cracks. If any cracks are noticed, the tensioner must be replaced.
5. Verify that the tensioner arm stop is not in contact with the spring casing stop. If either stop is touching, the tensioner must be replaced.
6. Inspect the tensioner for evidence of the tensioner arm contacting the tensioner cap.
7. If there is evidence of the two areas making contact, the pivot tube bushing has failed and the tensioner must be replaced.
8. Check the tensioner bearing.
9. Rotate the belt tensioner pulley. The pulley should spin freely with no mechanical binding, eccentric motion, or excessive end-play.
10. If the arm rotates with mechanical binding, eccentric movement, or excessive end play, replace the tensioner.
11. Inspect the clearance between the tensioner spring case and the tensioner arm for uneven bearing wear.
12. If the clearance exceeds 3 mm (0.12 in) at any point, the tensioner must be replaced as a complete assembly. Contact a Cummins Authorized Repair Location for replacement.

NOTE: Experience has shown that tensioners generally will show a larger clearance gap near the lower portion of the spring case, resulting in the upper portion rubbing against the tensioner arm. Always replace the belt when a tensioner is replaced.

13. After checking the torque, use a 3/8" drive ratchet or breaker bar to rotate the tensioner slowly away from the area of belt contact.
14. Install the replacement drive belt.

CAUTION

To prevent pulley or belt damage, do not roll a belt over the pulley or pry it on with a tool. Move the tensioner arm away from the belt area before installing the drive belt.

15. Check the location of the drive belt on the belt tensioner pulley. The belt should be centered on, or centered close to, the middle of the pulley.
16. Reinstall the belt guard.

CAUTION

Unaligned belts, either too far forward or backward, can cause belt wear, belt roll-off failures or increase uneven tensioner bushing wear.

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6 - Troubleshooting

6.1 Introduction

The following information is intended as a guide for some common non-technical equipment problems. The first part of this section includes troubleshooting charts that cross-reference the problem, the possible cause, and the solution. The second section includes complete Fault Code charts outlining a numerical listing of fault codes and their descriptions.

Many problems can be resolved using corrective maintenance, adjustment, or minor repair. Refer to the vendor supplied literature, electrical schematics, and mechanical prints for additional information.

For engine-related issues, refer to the engine Operation and Maintenance Manual or contact the Cummins Customer Assistance Center at 1-800-CUMMINS (1-800-286-6467).

WARNING

The status checks should be performed **ONLY** by a qualified technician. Contact with exposed electrical components could cause extreme personal injury or death.

WARNING

Before equipment operation, **ALL** guards, covers, and protective devices **MUST BE** in place and securely fastened. Serious personal injury could result from contact with exposed or moving components.

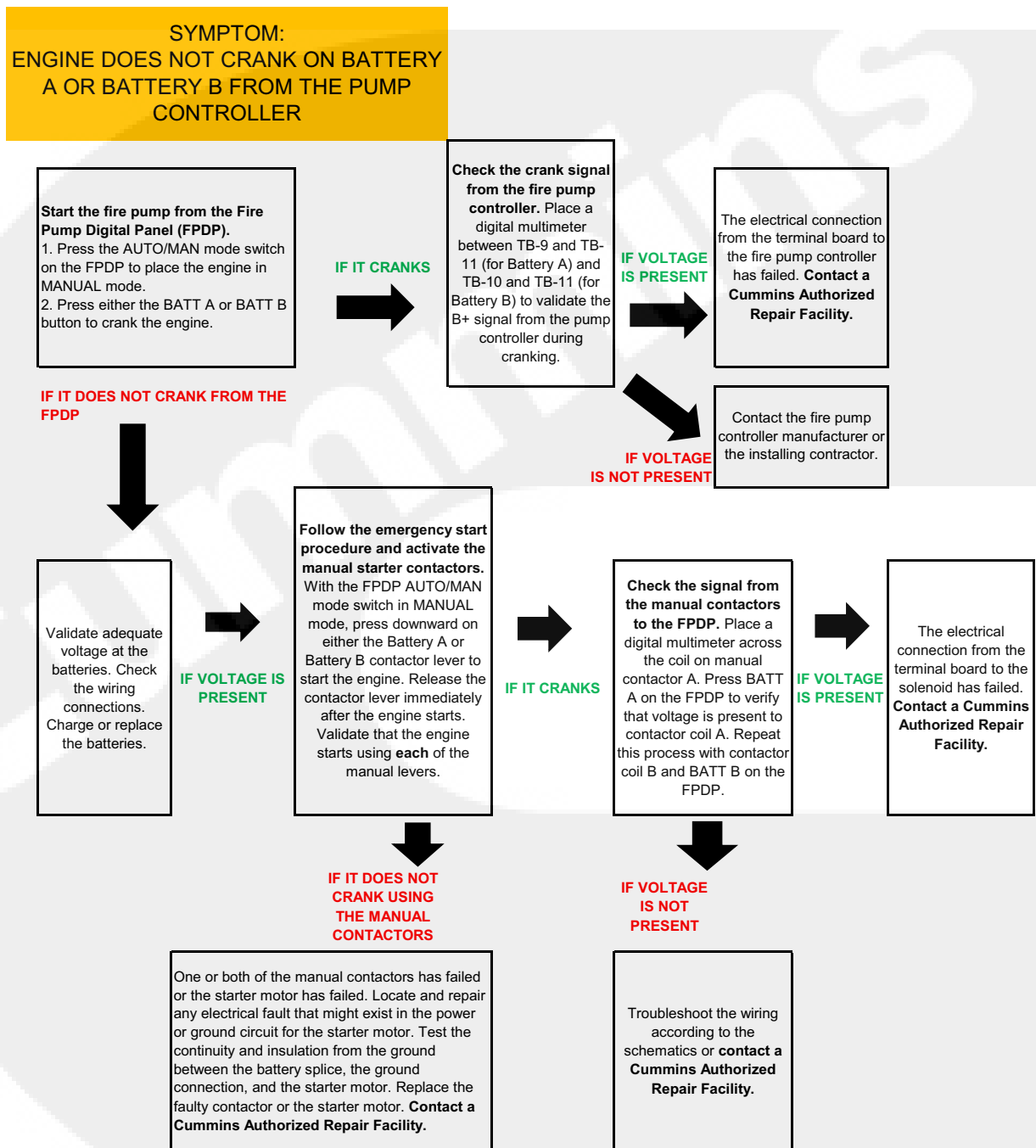
CAUTION

AVOID SERVICING complex components such as: printed circuit boards, programmable controllers, and ECMs not specifically authorized by Cummins. Contact the Cummins Customer Service Department toll free at 1-800-343-7357 before performing any extensive maintenance.

CAUTION

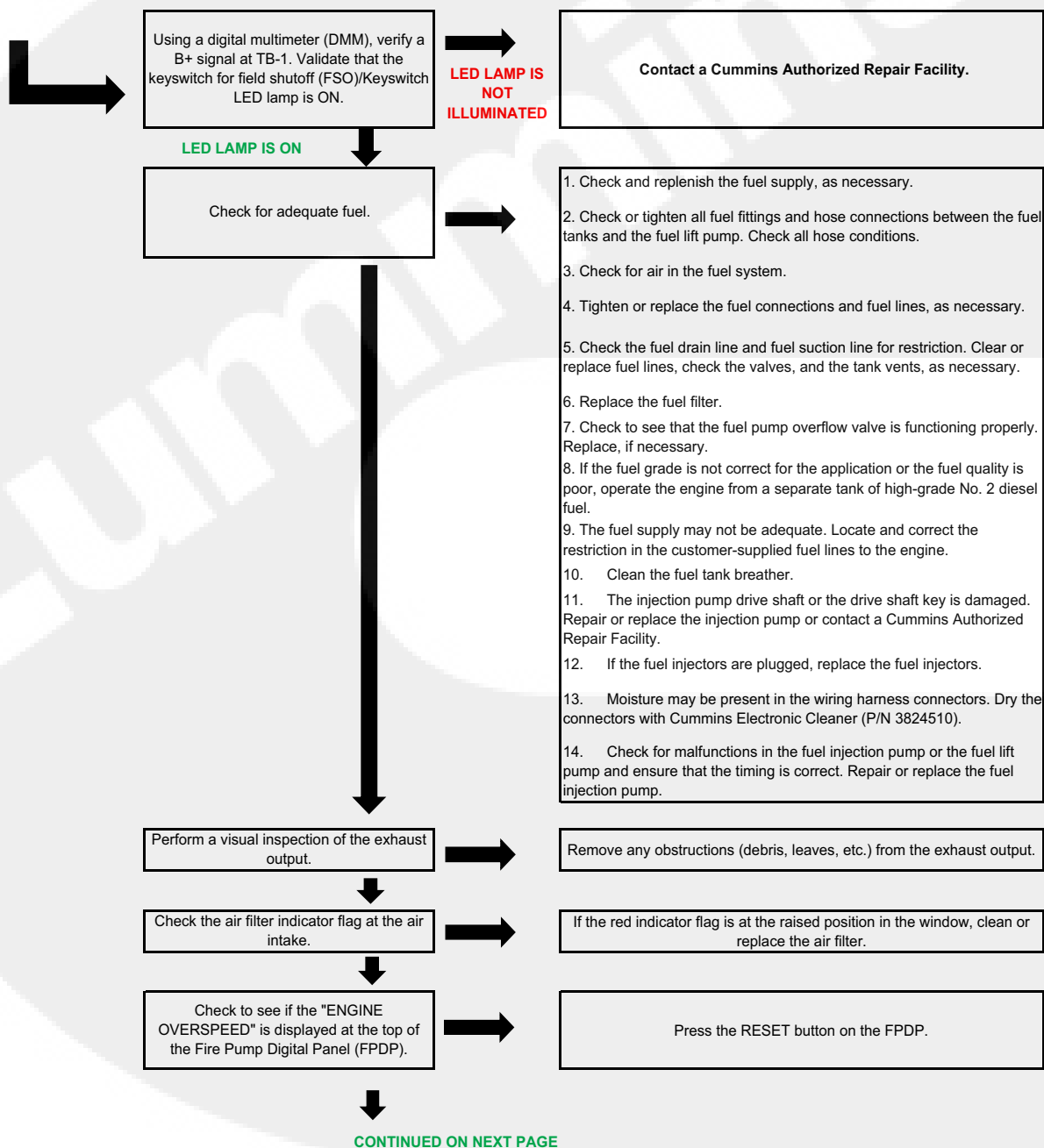
Never climb or stand on the equipment frame, guards, or enclosures. Contact with exposed or moving components can cause personal injury or equipment damage.

6.2 Engine Will Not Start

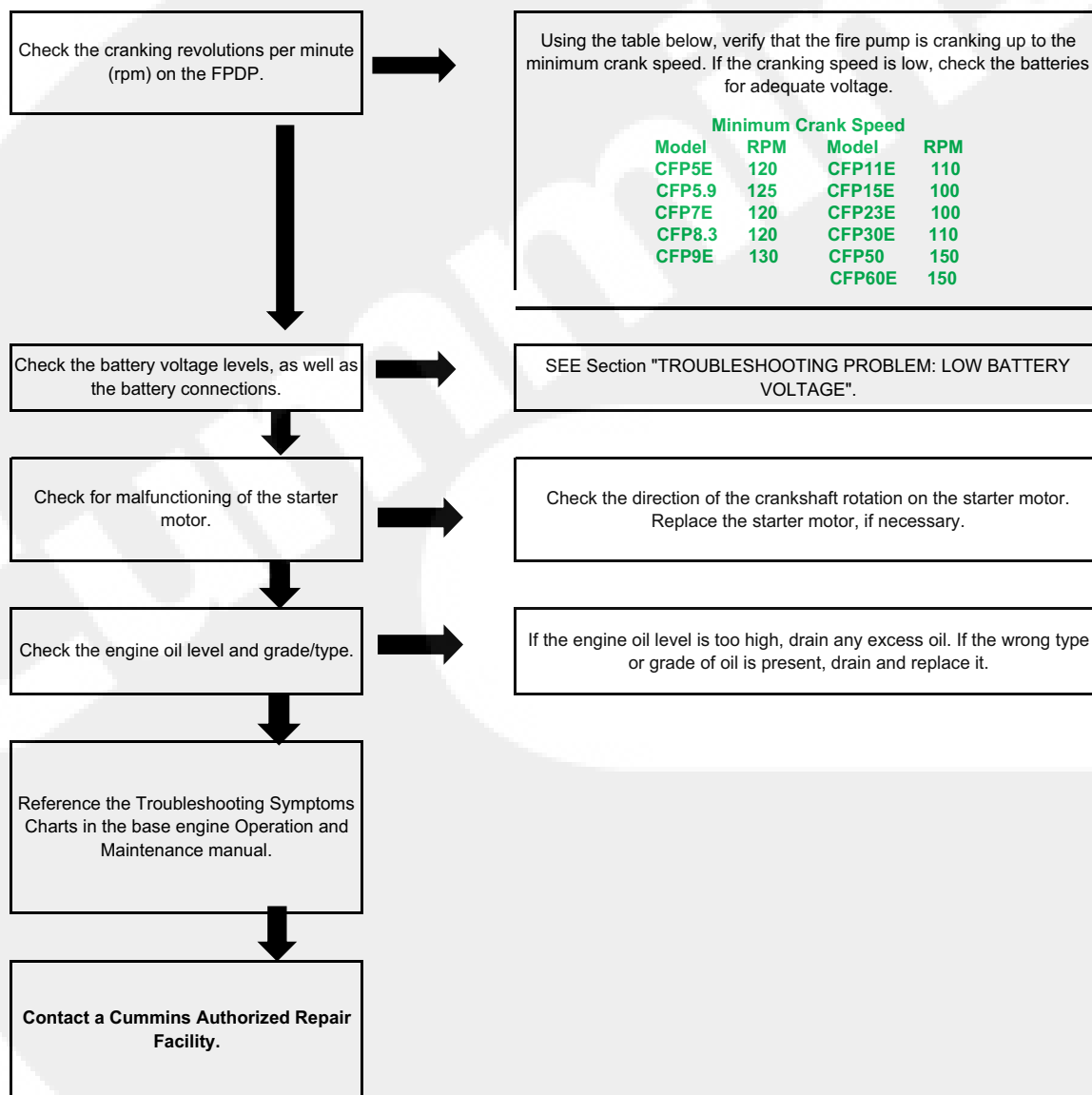


6.3 Engine Cranks But Will Not Start

SYMPTOM:
ENGINE CRANKS FROM THE PUMP
CONTROLLER, BUT WILL NOT START (NO
EXHAUST SMOKE)



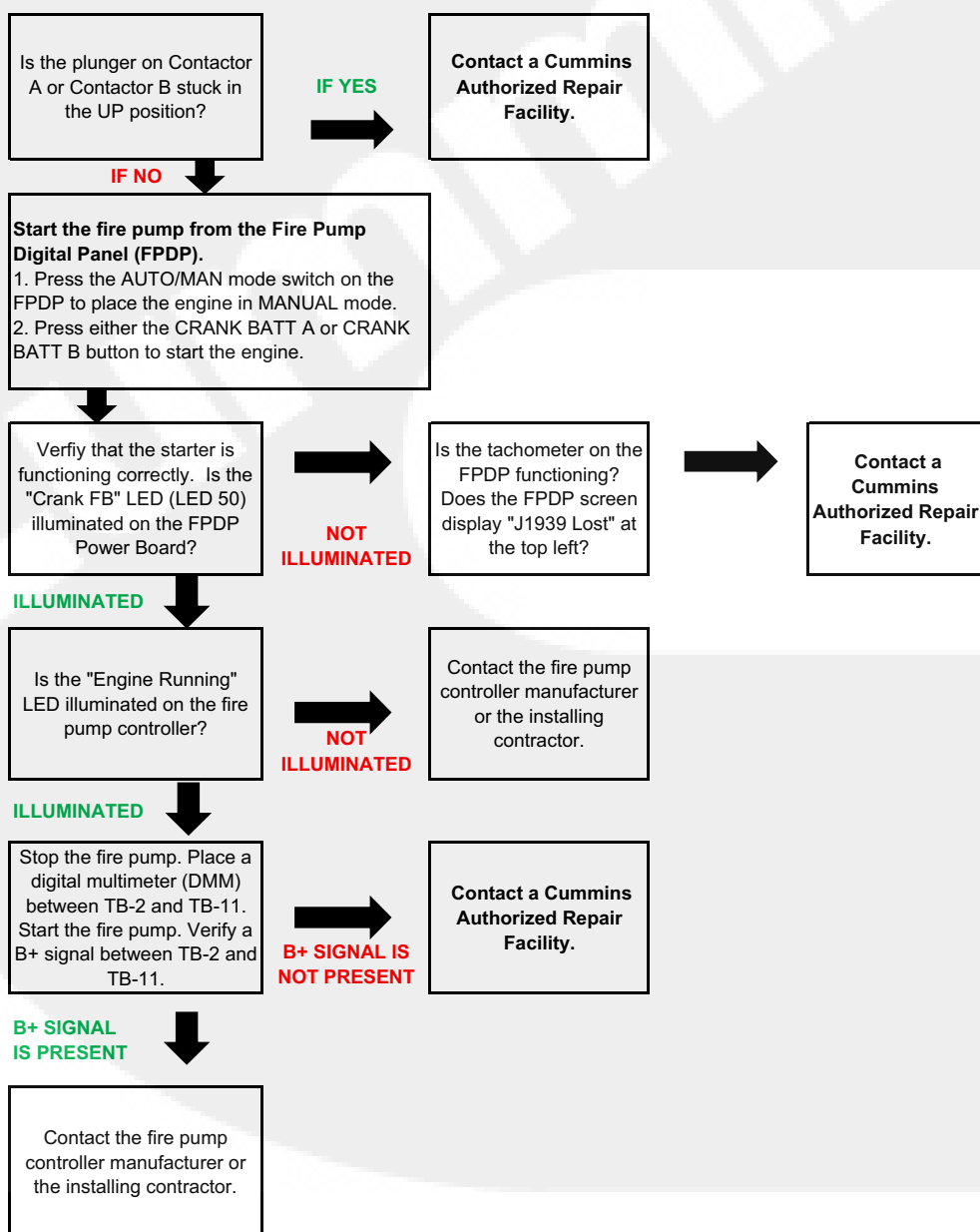
Engine Cranks But Will Not Start (cont.)



6.4 Engine Starts But Continues to Crank

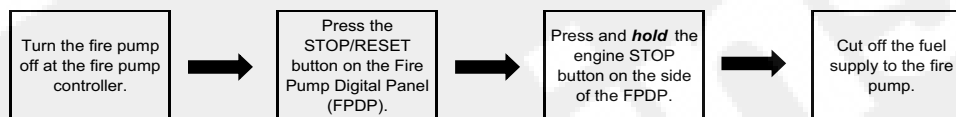
STOP THE ENGINE AT THE FIRE PUMP CONTROLLER (PLACE THE CONTROLLER IN THE OFF POSITION) AND TROUBLESHOOT FROM THE FIRE PUMP DRIVE ENGINE:

PRIOR TO MAKING A SERVICE CALL, PERFORM A VISUAL INSPECTION:

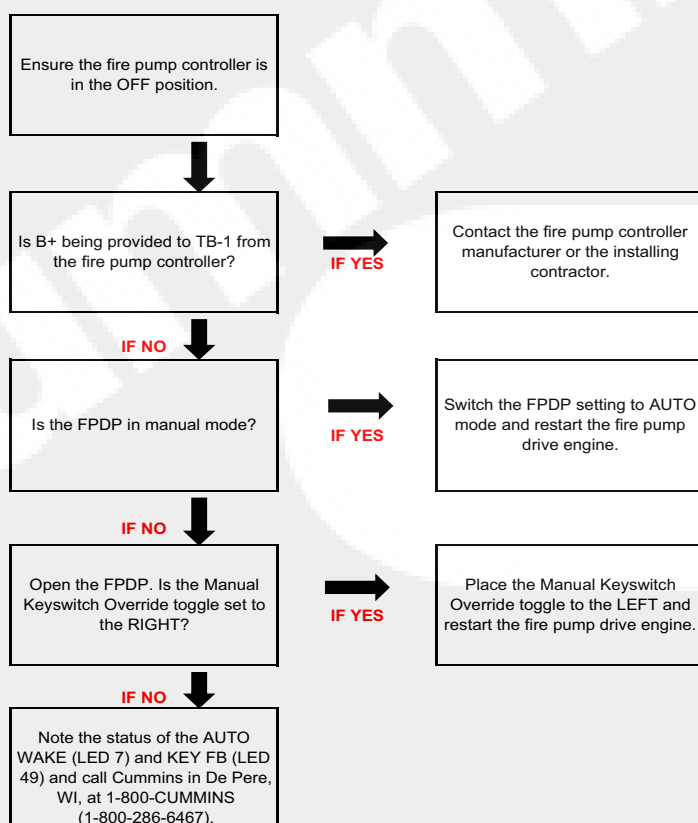


6.5 Engine Will Not Stop

TO STOP THE ENGINE:



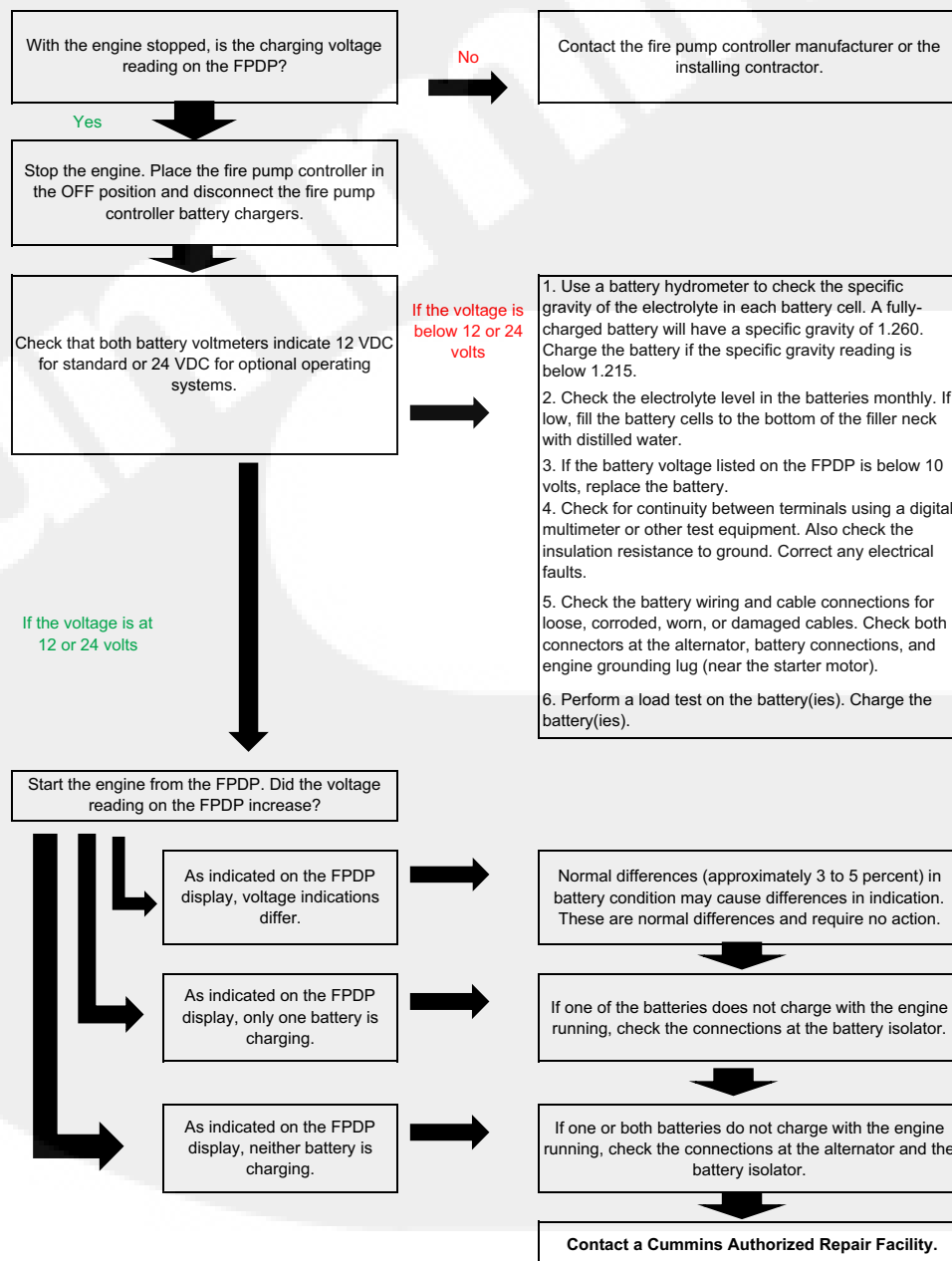
TO TROUBLESHOOT THIS PROBLEM, ONCE THE FIRE PUMP HAS STOPPED:



6.6 Low Battery Voltage

PROBLEM: LOW BATTERY VOLTAGE

SYMPTOM: The Fire Pump Digital Panel (FPDP) will momentarily "blink" upon starting or the fire pump drive engine is slow to crank. There is a high probability that the engine will not start.



6.7 Fault Code Charts - CFP11E, CFP15E/EVS, CFP23E/EVS, CFP30E, and CFP60E

The following tables specify the fault codes and their meanings for the CFP11E, CFP15E/EVS, CFP23E/EVS, CFP30E, and CFP60E model fire pump drive engines:

Table 6-1. CFP11E, CFP15E, CFP23E, CFP30E, CFP60E FAULT CODES

FAULT CODE (LAMP)	SPN	FMI	LAMP COLOR	CUMMINS DESCRIPTION	FIM FAULT	ECM AUTO SWITCH
111	629	12	RED	Engine Control Module - Critical internal failure		X
112	635	7	RED	Engine Timing Actuator is not responding to ECM commands		
113	635	3	YELLOW	Engine Timing Actuator Circuit - shorted high		
114	635	4	YELLOW	Engine Timing Actuator Circuit - shorted low		
115	190	2	RED	Engine Speed/Position Sensor Circuit - lost both of two signals from the magnetic pickup sensor	X	
116	156	3	RED	Fuel Timing Pressure Sensor Circuit - shorted high	X	
117	156	4	RED	Fuel Timing Pressure Sensor Circuit - shorted low	X	
118	135	3	YELLOW	Fuel Pump Delivery Pressure Sensor Circuit - shorted high	X	
119	135	4	YELLOW	Fuel Pump Delivery Pressure Sensor Circuit - shorted low	X	
121	190	10	YELLOW	Engine Speed/Position Sensor Circuit - lost one of two signals from the magnetic pickup sensor	X	
122	102	3	YELLOW	Intake Manifold Pressure Sensor #1 Circuit - shorted high		
123	102	4	YELLOW	Intake Manifold Pressure Sensor #1 Circuit - shorted low		
124	102	16	YELLOW	High Intake Manifold Pressure Left Bank		
125	102	18		Low Intake Manifold Pressure Left Bank		
126	1129	16	YELLOW	High Intake Manifold Pressure Right Bank		
127	1129	18		Low Intake Manifold Pressure Left Bank		
128	1129	3		Right Bank Intake Manifold Pressure Sensor Circuit Failed High		
129	1129	4		Right Bank Intake Manifold Pressure Sensor Circuit Failed Low		
131	91	3	RED	Accelerator Pedal Position Sensor Circuit - shorted high		
132	91	4	RED	Accelerator Pedal Position Sensor Circuit - shorted low		
133	974	3	RED	Remote Accelerator Pedal Position Sensor Circuit - shorted high		
133	29	3	RED	Remote Accelerator Pedal Position Sensor Circuit - shorted high		

134	974	4	RED	Remote Accelerator Pedal Position Sensor Circuit - shorted low		
134	29	4	RED	Remote Accelerator Pedal Position Sensor Circuit - shorted low		
135	100	3	YELLOW	Engine Oil Pressure Sensor Circuit - shorted high		
136	1208	3		Pre Filter Oil Pressure Sensor Circuit Failed High		
137	1208	4		Pre Filter Oil Pressure Sensor Circuit Failed Low		
141	100	4	YELLOW	Engine Oil Pressure Sensor Circuit - shorted low		
143	100	18	YELLOW	Engine Oil Pressure Low - Warning		
143	100	1	RED	Engine Oil Pressure Low - Warning		
144	110	3	YELLOW	Engine Coolant Temperature Sensor Circuit - shorted high		
145	110	4	YELLOW	Engine Coolant Temperature Sensor Circuit - shorted low		
147	91	8	RED	Accelerator Pedal Position Sensor Circuit - low frequency		
148	91	8	RED	Accelerator Pedal Position Sensor Circuit - high frequency		
151	110	0	RED	Engine Coolant Temperature High - Critical		
153	105	3	YELLOW	Intake Manifold Temperature Sensor #1 Circuit - shorted high		
154	105	4	YELLOW	Intake Manifold Temperature Sensor #1 Circuit - shorted low		
155	105	0	RED	Intake Manifold Temperature #1 High - Critical		
166	733	3	YELLOW	Rack Position Sensor #1 Circuit - shorted high		
172	638	6	RED	Rack Actuator Position #1 Circuit - grounded circuit		
173	638	7	YELLOW	Rack Actuator - mechanically stuck open		
184	609	2	YELLOW	Engine Control Module Identification Input State Error		X
185	639	2	YELLOW	Engine Control Module Network Communication Error		X
187	620	4	YELLOW	Sensor Supply Voltage #2 Circuit - shorted low		
211	1484	31		Additional OEM/Vehicle Diagnostic Codes have been logged.		
212	175	3	YELLOW	Engine Oil Temperature Sensor Circuit - shorted high		
213	175	4	YELLOW	Engine Oil Temperature Sensor Circuit - shorted low		
214	175	0	RED	Engine Oil Temperature High - Critical		
221	108	3	YELLOW	Ambient Air Pressure Sensor circuit - shorted high		
222	108	4	YELLOW	Ambient Air Pressure Sensor circuit - shorted low		

Troubleshooting

223	1265	4	YELLOW	Engine Oil Burn Valve Solenoid Circuit - shorted low		
225	1266	4	YELLOW	Engine Oil Replacement Valve Solenoid Circuit - shorted low		
227	620	3	YELLOW	Sensor Supply Voltage #2 Circuit - shorted high		
231	109	3	YELLOW	Engine Coolant Pressure Sensor Circuit - shorted high		
232	109	4	YELLOW	Engine Coolant Pressure Sensor Circuit - shorted low		
233	109	1	RED	Engine Coolant Pressure Low - Warning		
233	109	18	YELLOW	Engine Coolant Pressure Low - Warning		
234	190	0	RED	Engine Speed High - Critical	X	
235	111	1	RED	Engine Coolant Level Low - Critical		
237	644	2	YELLOW	External Speed Input (Multiple Unit Synchronization) - data incorrect		
241	84	2	YELLOW	Vehicle Speed Sensor Circuit - data incorrect	X	
242	84	10	YELLOW	Vehicle Speed Sensor Circuit - tampering has been detected	X	
245	647	4	YELLOW	Fan Clutch Circuit - shorted low		
254	632	4	RED	Fuel Shutoff Valve Circuit - shorted low	X	
255	632	3	YELLOW	Fuel Shutoff Valve Circuit - shorted high	X	
259	632	7	RED	Fuel Shutoff Valve - Stuck Open	X	
261	174	0	RED	Fuel Temperature High - Warning	X	
263	174	3	YELLOW	Fuel Temperature Sensor Circuit - shorted high	X	
265	174	4	YELLOW	Fuel Temperature Sensor Circuit - shorted low	X	
284	1043	4	YELLOW	Engine Speed / Position Sensor #1 (Crankshaft) Supply Voltage Circuit - shorted low	X	
285	639	9	YELLOW	SAE J1939 Multiplexing PGN Timeout Error		
286	639	13	YELLOW	SAE J1939 Multiplexing Configuration Error		
287	91	19	RED	SAE J1939 Multiplexing Accelerator Pedal Sensor System Error		
288	974	19	RED	SAE J1939 Multiplexing Remote Throttle Data Error		
292	1083	14	RED	Auxiliary Temperature Sensor Input #1 Engine Protection - Critical		
293	1083	3	YELLOW	Auxiliary Temperature Sensor Input #1 Circuit - shorted high		
294	1083	4	YELLOW	Auxiliary Temperature Sensor Input #1 Circuit - shorted low		
295	108	2	YELLOW	Ambient Air Pressure Sensor Circuit - data incorrect		

296	1084	14	RED	Auxiliary Pressure Sensor Input #2 Engine Protection - Critical		
297	1084	3	YELLOW	Auxiliary Pressure Sensor Input #2 Circuit - shorted high		
298	1084	4	YELLOW	Auxiliary Pressure Sensor Input #2 Circuit - shorted low		
299	1384	31		Engine Shutdown Commanded by J1939		
311	651	6	YELLOW	Injector Solenoid Valve Cylinder #1 Circuit - grounded circuit	X	
312	655	6	YELLOW	Injector Solenoid Valve Cylinder #5 Circuit - grounded circuit	X	
313	653	6	YELLOW	Injector Solenoid Valve Cylinder #3 Circuit - grounded circuit	X	
314	656	6	YELLOW	Injector Solenoid Valve Cylinder #6 Circuit - grounded circuit	X	
315	652	6	YELLOW	Injector Solenoid Valve Cylinder #2 Circuit - grounded circuit	X	
316	931	3	YELLOW	Fuel Supply Pump Actuator Circuit - shorted high	X	
318	931	7	YELLOW	Fuel Supply Pump Actuator - mechanically stuck	X	
319	251	2		Real Time Clock - Power Interrupt		
321	654	6	YELLOW	Injector Solenoid Valve Cylinder #4 Circuit - grounded circuit	X	
322	651	5	YELLOW	Injector Solenoid Valve Cylinder #1 Circuit - open circuit	X	
323	655	5	YELLOW	Injector Solenoid Valve Cylinder #5 Circuit - open circuit	X	
324	653	5	YELLOW	Injector Solenoid Valve Cylinder #3 Circuit - open circuit	X	
325	656	5	YELLOW	Injector Solenoid Valve Cylinder #6 Circuit - open circuit	X	
331	652	5	YELLOW	Injector Solenoid Valve Cylinder #2 Circuit - open circuit	X	
332	654	5	YELLOW	Injector Solenoid Valve Cylinder #4 Circuit - open circuit	X	
341	630	2	YELLOW	Engine Control Module - data lost		X
342	630	13	RED	Engine Control Module - Out of Calibration		X
343	629	12	YELLOW	Engine Control Module - Warning Internal Hardware Failure		X
346	630	12	YELLOW	Engine Control Module - Warning Software error		
349	191	16	YELLOW	Transmission Output Shaft (Tailshaft) Speed High - Warning		
349	191	0	YELLOW	Transmission Output Shaft (Tailshaft) Speed High - Warning		
352	1079	4	YELLOW	Sensor Supply Voltage #1 Circuit - shorted low		
378	633	5	YELLOW	Fueling Actuator #1 Circuit - Open Circuit	X	

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379	633	6	YELLOW	Fueling Actuator #1 Circuit - Grounded Circuit	X	
384	626	11	YELLOW	Start Assist Device Control Circuit Error (Ether Injection)		
386	1079	3	YELLOW	Sensor Supply Voltage #1 Circuit - shorted high		
387	1043	3	YELLOW	Accelerator Pedal Position Sensor Supply Voltage Circuit - shorted high		
394	635	5	YELLOW	Timing Actuator #1 Circuit - Open Circuit		
395	635	6	YELLOW	Timing Actuator #1 Circuit - grounded circuit		
396	1244	5	YELLOW	Fueling Actuator #2 Circuit - open circuit	X	
397	1244	6	YELLOW	Fueling Actuator #2 Circuit - grounded circuit	X	
398	1245	5	YELLOW	Timing Actuator #2 Circuit - open circuit		
399	1245	6	YELLOW	Timing Actuator #2 Circuit - Grounded Circuit		
414	608	9	YELLOW	Data Communication error over the J1587 data link circuit		
415	100	1	RED	Engine Oil Pressure Low - Critical		
418	97	15		Water in Fuel Indicator High - Maintenance		
419	1319	2	YELLOW	Intake Manifold Boost Pressure Imbalance		
422	111	2	YELLOW	Engine Coolant Level Sensor Circuit - data incorrect		
423	156	2	YELLOW	Fuel Timing Pressure or Timing Actuator stuck	X	
426	639	2		SAE J1939 datalink - cannot transmit		X
427	639	9		SAE J1939 not fast enough		X
428	97	3	YELLOW	Water in Fuel Sensor Circuit - shorted high		
429	97	4	YELLOW	Water in Fuel Sensor Circuit - shorted low		
431	558	2	YELLOW	Accelerator Pedal Idle Validation Circuit - data incorrect		
431	91	2	YELLOW	Accelerator Pedal Idle Validation Circuit - data incorrect		
432	558	13	RED	Accelerator Pedal Idle Validation Circuit - Our of Calibration		
432	91	13	RED	Accelerator Pedal Idle Validation Circuit - Our of Calibration		
433	102	2	YELLOW	Intake Manifold Pressure Sensor Circuit - data incorrect		
434	627	2	YELLOW	Power Lost without Ignition Off		
435	100	2	YELLOW	Engine Oil Pressure Sensor Circuit - data incorrect		
441	168	18	YELLOW	Battery #1 Voltage Low - Warning		
441	168	1		Battery #1 Voltage Low - Warning		
442	168	16	YELLOW	Battery #1 Voltage High- Warning		

443	1043	4	YELLOW	Accelerator Pedal Position Sensor Supply Voltage Circuit - shorted low		
449	94	16	YELLOW	Fuel Pressure High - Warning	X	
451	157	3	YELLOW	Injector Metering Rail #1 Pressure Sensor Circuit - Shorted High	X	
452	157	4	YELLOW	Injector Metering Rail #1 Pressure Sensor Circuit - Shorted Low	X	
455	633	3	RED	Fuel Control Valve Circuit - shorted high	X	
466	1188	4	YELLOW	Turbocharger #1 Wastegate Control Circuit - shorted low		
467	635	2	YELLOW	Timing Rail Actuator Circuit - data incorrect		
468	633	2	YELLOW	Fuel Rail Actuator Circuit - data incorrect	X	
479	1318	9		Exhaust Port Temperature Bank Imbalance		
482	94	18	YELLOW	Fuel Pressure Low - Warning	X	
483	1349	3	YELLOW	Injector Metering Rail #2 Pressure Sensor Circuit - Shorted High	X	
484	1349	4	YELLOW	Injector Metering Rail #2 Pressure Sensor Circuit - Shorted Low	X	
485	1349	16	YELLOW	Injector Metering Rail #2 Pressure High - Warning	X	
486	1349	18	YELLOW	Injector Metering Rail #2 Pressure Low - Warning	X	
487	626	1		Start Assist Device - Canister Empty (Ether Injection)		
489	191	18	YELLOW	Transmission Output Shaft (Tailshaft) Speed Low - Warning		
489	191	1	YELLOW	Transmission Output Shaft (Tailshaft) Speed Low - Warning		
496	1043	11	YELLOW	Engine Speed/Position Sensor #2 (Camshaft) Supply Voltage	X	
497	1377	2	YELLOW	Multiple Unit Synchronization Switch Circuit - data incorrect		
514	633	7	RED	Fuel Control Valve - mechanically stuck	X	
524	113	2	YELLOW	OEM Alternate Droop Switch Validation - data incorrect		
527	702	3	YELLOW	Auxiliary Input/Output #2 Circuit - shorted high		
528	93	2	YELLOW	OEM Alternate torque validation switch - data incorrect		
529	703	3	YELLOW	Auxiliary Input/Output #3 Circuit - shorted high		
546	94	3	YELLOW	Fuel Delivery Pressure Sensor Circuit - shorted high	X	
547	94	4	YELLOW	Fuel Delivery Pressure Sensor Circuit - shorted low	X	
551	558	4	YELLOW	Accelerator Pedal Idle Validation Circuit - shorted low		

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551	91	4	RED	Accelerator Pedal Idle Validation Circuit - shorted low		
553	157	16	YELLOW	Injector Metering Rail #1 Pressure High - Warning Level	X	
554	157	2	YELLOW	Fuel Pressure Sensor Error	X	
555	1264	16	YELLOW	Engine Blowby - Warning Level		
555	1264	0	RED	Engine Blowby - Warning Level		
581	1381	3	YELLOW	Fuel Supply Pump Inlet Pressure Sensor Circuit - shorted high	X	
582	1381	4	YELLOW	Fuel Supply Pump Inlet Pressure Sensor Circuit - shorted low	X	
583	1381	18	YELLOW	Fuel Supply Pump Inlet Pressure Low - warning level	X	
595	103	16	YELLOW	Turbocharger #1 Speed High - warning level		
596	167	16	YELLOW	Electrical Charging System Voltage High - warning level		
597	167	18	YELLOW	Electrical Charging System Voltage Low - warning level		
598	167	1	RED	Electrical Charging System Voltage Low - critical level		
611	1383	31		Engine Hot Shutdown		
612	99	1	RED	High Lubricating Oil Filter Restriction		
617	1172	0		High Turbo Compressor Inlet Temperature LB		
621	1137	18	YELLOW	Low #1 LB Cylinder Power		
622	1138	18	YELLOW	Low #2 LB Cylinder Power		
623	1139	18	YELLOW	Low #3 LB Cylinder Power		
624	1140	18	YELLOW	Low #4 LB Cylinder Power		
625	1141	18	YELLOW	Low #5 LB Cylinder Power		
626	1142	18	YELLOW	Low #6 LB Cylinder Power		
631	1329	1	YELLOW	Low #1 RB Cylinder Power		
632	1329	1	YELLOW	Low #2 RB Cylinder Power		
633	1329	1	YELLOW	Low #3 RB Cylinder Power		
634	1329	1	YELLOW	Low #4 RB Cylinder Power		
635	1329	1	YELLOW	Low #5 RB Cylinder Power		
636	1329	1	YELLOW	Low #6 RB Cylinder Power		
641	1137	0	RED	High #1 LB Cylinder Exhaust Temperature		
642	1138	0	RED	High #2 LB Cylinder Exhaust Temperature		
643	1139	0	RED	High #3 LB Cylinder Exhaust Temperature		

644	1140	0	RED	High #4 LB Cylinder Exhaust Temperature		
645	1141	0	RED	High #5 LB Cylinder Exhaust Temperature		
646	1142	0	RED	High #6 LB Cylinder Exhaust Temperature		
649	1378	0		Change Lubricating Oil and Filter		
651	1143	0	RED	High #1 RB Cylinder Exhaust Temperature		
	1145	0	RED			
652	1144	0	RED	High #2 RB Cylinder Exhaust Temperature		
	1146	0	RED			
653	1145	0	RED	High #3 RB Cylinder Exhaust Temperature		
	1147	0	RED			
654	1146	0	RED	High #4 RB Cylinder Exhaust Temperature		
	1148	0	RED			
655	1147	0	RED	High #5 RB Cylinder Exhaust Temperature		
	1149	0	RED			
656	1148	0	RED	High #6 RB Cylinder Exhaust Temperature		
	1149	0	RED			
661	1323	0	YELLOW	High #1 LB Cylinder Power		
662	1324	0	YELLOW	High #2 LB Cylinder Power		
663	1325	0	YELLOW	High #3 LB Cylinder Power		
664	1326	0	YELLOW	High #4 LB Cylinder Power		
665	1327	0	YELLOW	High #5 LB Cylinder Power		
666	1328	0	YELLOW	High #6 LB Cylinder Power		
671	1137	4		Cylinder #1 LB Exhaust Temperature Sensor Failed Low		
672	1138	4		Cylinder #2 LB Exhaust Temperature Sensor Failed Low		
673	1139	4		Cylinder #3 LB Exhaust Temperature Sensor Failed Low		
674	1140	4		Cylinder #4 LB Exhaust Temperature Sensor Failed Low		
675	1141	4		Cylinder #5 LB Exhaust Temperature Sensor Failed Low		
676	1142	4		Cylinder #6 LB Exhaust Temperature Sensor Failed Low		
691	1172	3		LBF Turbo Comp Inlet Temperature Sensor Failed High		
692	1172	4		LBF Turbo Comp Inlet Temperature Sensor Failed Low		

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711	1329	0	YELLOW	High #1 RB Cylinder Power		
712	1330	0	YELLOW	High #2 RB Cylinder Power		
713	1331	0	YELLOW	High #3 RB Cylinder Power		
714	1332	0	YELLOW	High #4 RB Cylinder Power		
715	1333	0	YELLOW	High #5 RB Cylinder Power		
716	1334	0	YELLOW	High #6 RB Cylinder Power		
719	1264	3	YELLOW	Crankcase Blowby Pressure Sensor Circuit - shorted high		
721	1143	4		Cylinder #1 RB Exhaust Temperature Sensor Failed Low		
	1145	4				
722	1144	4		Cylinder #2 RB Exhaust Temperature Sensor Failed Low		
	1146	4				
723	1145	4		Cylinder #3 RB Exhaust Temperature Sensor Failed Low		
	1147	4				
724	1146	4		Cylinder #4 RB Exhaust Temperature Sensor Failed Low		
	1148	4				
725	1147	4		Cylinder #5 RB Exhaust Temperature Sensor Failed Low		
	1149	4				
726	1148	4		Cylinder #6 RB Exhaust Temperature Sensor Failed Low		
	1149	4				
729	1264	4	YELLOW	Crankcase Blowby Pressure Sensor Circuit - shorted low		
753	723	2		Engine Speed/Position #2 - Cam sync error	X	
758	1349	7	YELLOW	Injector Metering Rail #2 Pressure Malfunction	X	
951	166	2		Cylinder Power Imbalance between cylinders		
2155	611	4		Post-Filter Oil Pressure Sensor Circuit - shorted low		

7 - Component parts and assemblies

7.1 Repairs and technical service

Personnel at Cummins Authorized Repair Locations can assist you with the correct operation and service of your engine. Cummins has a worldwide service network of more than 5,000 Distributors and Dealers who have been trained to provide sound advice, expert service, and complete parts support. Check the telephone directory yellow pages or refer to the directory in this section for the nearest Cummins Authorized Repair Location. Outside of North America, contact your regional office. Telephone numbers and addresses are listed in the International Directory.

If assistance is required, call toll-free: 1-800-CUMMINS. Includes all 50 states, Bermuda, Puerto Rico, Virgin Islands, and the Bahamas. The Cummins Customer Assistance Center provides 24-hour assistance to aid in technical and emergency service when a Cummins Authorized Repair Location cannot be reached or is unable to resolve an issue with a Cummins product.

Refer also to the Cummins Inc. website at cummins.com.

7.2 Recommended spare parts inventory

To minimize downtime and increase productivity, Cummins Inc. recommends maintaining a stock of spare parts critical to uninterrupted engine operation. Shipping costs can be lower using ground transportation rather than overnight or next day air freight. For this reason, Cummins Inc. can provide a list of recommended spare parts. Contact a Cummins Authorized Repair Location for additional information.

7.3 Ordering parts

Replacement parts for the Cummins Inc. equipment are manufactured to the same quality standards and specifications as the original equipment. Unapproved substitution may result in poor performance, reduced service life, lost production, or unsafe operation.

Cummins Inc. relies on the best and most cost effective shipping methods, unless specific instructions or requirements are requested by the customer. When ordering parts, please be prepared to provide the following information:

- Model and serial number
- Part description by name or number
- Quantity required
- Purchase order number

NOTE: A purchase order number is desirable, even if the part(s) are supplied on a Returned Goods Authorization (RGA) issue number. A purchase order number helps Cummins and its customer track the parts and necessary credits.

7.4 Engine data and torque values

The following pages outline applicable reference material that represents the engine data for the CFP11E and all its ratings at the time of this printing. For a complete, up-to-date, Model Specification Sheet, refer to cummins.com.



Air induction system

Maximum temperature rise between ambient air and engine air inlet	30 °F (16.7 °C)
Maximum inlet restriction with dirty filter	25 in. H ₂ O (635 mm H ₂ O)
Recommended air cleaner element - (standard)	K&N RU-3220

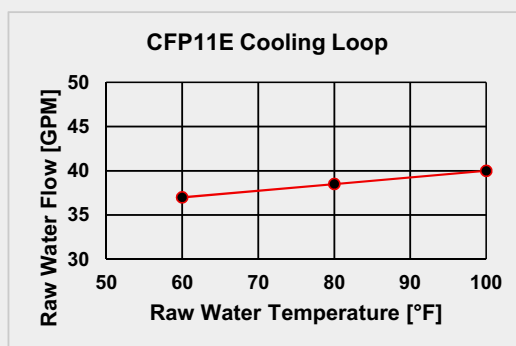
Lubrication system

Oil pressure range at rated	35 PSI (241 kPa) Nominal
Oil capacity of pan (high - low)	36-32 qt. (34-30 L)
Total system capacity	9.25 gal. (35 L)
Recommended lube oil filter	Cummins Filtration LF14000NN

Cooling system*

Raw water working pressure range at heat exchanger	60 PSI (413 kPa) MAX
Recommended minimum water supply pipe size to heat exchanger	1 in. (25.4 mm)
Recommended minimum water discharge pipe size from heat exchanger	1.25 in. (31.75 mm)
Coolant water capacity (engine only)	2.5 gal. (9.5 L)
Standard thermostat - type	Modulating
Standard thermostat - range	180-200 °F (82-93 °C)
Normal Operating Temperature	180-212 °F (82-100 °C)
Minimum raw water flow:	
- with water temperatures to 60 °F (16 °C)	37 GPM (2.33 L/sec)
- with water temperatures to 80 °F (27 °C)	38.5 GPM (2.43 L/sec)
- with water temperatures to 100 °F (38 °C)	40 GPM (2.52 L/sec)
Recommended cooling water filter	Cummins Filtration WF2075

* A jacket water heater is mandatory on this engine. The recommended heater wattage is 2250 down to 40 °F (4 °C)



Exhaust system

Maximum allowable back pressure by complete exhaust system	40.8 in. H ₂ O (10.2 kPa)
Exhaust pipe size normally acceptable	5 in. (127 mm)

Noise emissions - The noise emission values are estimated sound pressure levels at 3.3 ft. (1 m).

Top	101.4 dBa
Right side	104.1 dBa
Left side	104.2 dBa
Front	104.6 dBa
Exhaust	121.0 dBa

Fuel supply/drain system

Operating speed in RPM	1470		1760		2100	
Fuel rate - gal/hr (L/hr)	16.3	(61.8)	19.1	(72.3)	16.7	(63.1)

Fuel type	No. 2 diesel only
Minimum supply line size	0.5 in. (12.7 mm)
Minimum drain line size	0.375 in. (9.53 mm)
Maximum fuel height above C/L fuel pump	237 in. (6 m)
Recommended fuel filter - primary	Cummins Filtration FS1000
Recommended fuel filter - secondary	None
Maximum restriction @ lift pump-inlet - with clean filter	4.0 in. Hg (102 mm Hg)
Maximum restriction @ lift pump-inlet - with dirty filter	8.0 in. Hg (203 mm Hg)
Maximum return line restriction - without check valves	2.5 in. Hg (64 mm Hg)
Minimum fuel tank vent capability	30 ft ³ /hr (0.9 m ³ /hr)
Maximum fuel temperature @ lift pump inlet	160 °F (71 °C)

Starting and electrical system

Minimum recommended battery capacity - cold soak at 0 °F (-18 °C) or above	24V
Engine only - cold cranking amperes	1400 CCA*
Engine only - reserve capacity	430 minutes*

*Based on FM requirement for a minimum of 900 CCA and 430 reserve capacity minutes

Battery cable size - minimum of 2/0 AWG and maximum cable length not to exceed 6 ft. (1.5 m)	24V
Maximum resistance of starting circuit	0.0017 Ohms
Typical cranking speed	120 RPM
Alternator (standard), internally regulated	70 amps

Operating conditions

Operating speed in RPM	1470		1760		2100	
Output - BHP (kW)	347	(259)	401	(299)	345	(257)
Ventilation air required - CFM (litre/sec)	740	(349)	875	(413)	854	(403)
Exhaust gas flow - CFM (litre/sec)	1890	(892)	2180	(1029)	2009	(948)
Exhaust gas temperature - °F (°C)	977	(525)	954	(512)	844	(451)
Heat rejection to coolant - BTU/min. (kW)	4750	(83)	5600	(98)	5265	(93)
Heat rejection to ambient - BTU/min. (kW)	1500	(26)	1580	(28)	1435	(25)

7.5 Cap screw markings and torque values



Always use a cap screw of the same measurement and strength as the cap screw being replaced. Using the wrong cap screws can result in engine damage.

Always use the torque values listed in the following tables when specific torque values are not available.




When the ft-lb value is less than 10, convert the ft-lb value to in-lb to obtain a better torque with an in-lb torque wrench. Example: 6 ft-lb equals 72 in-lb.

7.5.1 Cap screw identification

7.5.1.1 Metric cap screw identification and head markings

Sample:	M8-1.25 x 25		
Value:	M8	1.25	X 25
Meaning:	Major thread diameter in millimeters	Distance between threads in millimeters	Length in millimeters

Metric cap screws and nuts are identified by the grade number stamped on the head of the cap screw or on the surface of the nuts.

Commercial Steel Class	8.8	10.9	12.9
Caps Screw Head Markings			

7.5.1.2 US customary cap screw identification and head markings

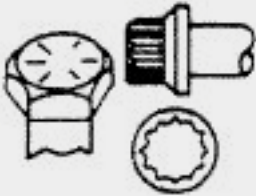
Sample:	5/16 x 18 x 1-1/2		
Value:	5/16	18	1-1/2
Meaning:	Major thread diameter in inches	Number of threads per inch	Length in inches

U.S. Customary cap screws are identified by radial lines stamped on the head of the cap screw.

SAE grade 5 w/three lines



SAE grade 8



7.5.2 Cap screw torque values

Table 7-1. Metric Cap Screw Torque Values (lubricated threads)

Class:	8.8				10.9				12.9			
Diameter	Cast Iron		Aluminum		Cast Iron		Aluminum		Cast Iron		Aluminum	
mm	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb
6	9	5	7	4	13	10	7	4	14	9	7	4
7	14	9	11	7	18	14	11	7	23	18	11	7
8	23	17	18	14	33	25	18	14	40	29	18	14
10	45	33	30	25	65	50	30	25	70	50	30	25
12	80	60	55	40	115	85	55	40	125	95	55	40
14	125	90	90	65	180	133	90	65	195	145	90	65
16	195	140	140	100	280	200	140	100	290	210	140	100
18	280	200	180	135	390	285	180	135	400	290	180	135
20	400	290	—	—	550	400	—	—	—	—	—	—

Table 7-2. U.S. Customary Cap Screw Torque Values (lubricated threads)

Grade:	SAE Grade 5				SAE Grade 8			
Cap Screw Body Size	Cast Iron		Aluminum		Cast Iron		Aluminum	
	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb	N•m	ft-lb
1/4-20	9	7	8	6	15	11	8	6
1/4-28	12	9	9	7	18	13	9	7
5/16-18	20	15	16	12	30	22	16	12
5/16-24	23	17	19	14	33	24	19	14
3/8-16	40	30	25	20	55	40	25	20
3/8-24	40	30	35	25	60	45	35	25
7/16-14	60	45	45	35	90	65	45	35
7/16-20	65	50	55	40	95	70	55	40
1/2-13	95	70	75	55	130	95	75	55
1/2-20	100	75	80	60	150	110	80	60
9/16-12	135	100	110	80	190	140	110	80
9/16-18	150	110	115	85	210	155	115	85
5/8-11	180	135	150	110	255	190	150	110
5/8-18	210	155	160	120	290	215	160	120
3/4-10	325	240	255	190	460	340	255	190
3/4-16	365	270	285	210	515	380	285	210
7/8-9	490	360	380	280	745	550	380	280
7/8-14	530	390	420	310	825	610	420	310
1-8	720	530	570	420	1100	820	570	420
1-14	800	590	650	480	1200	890	650	480

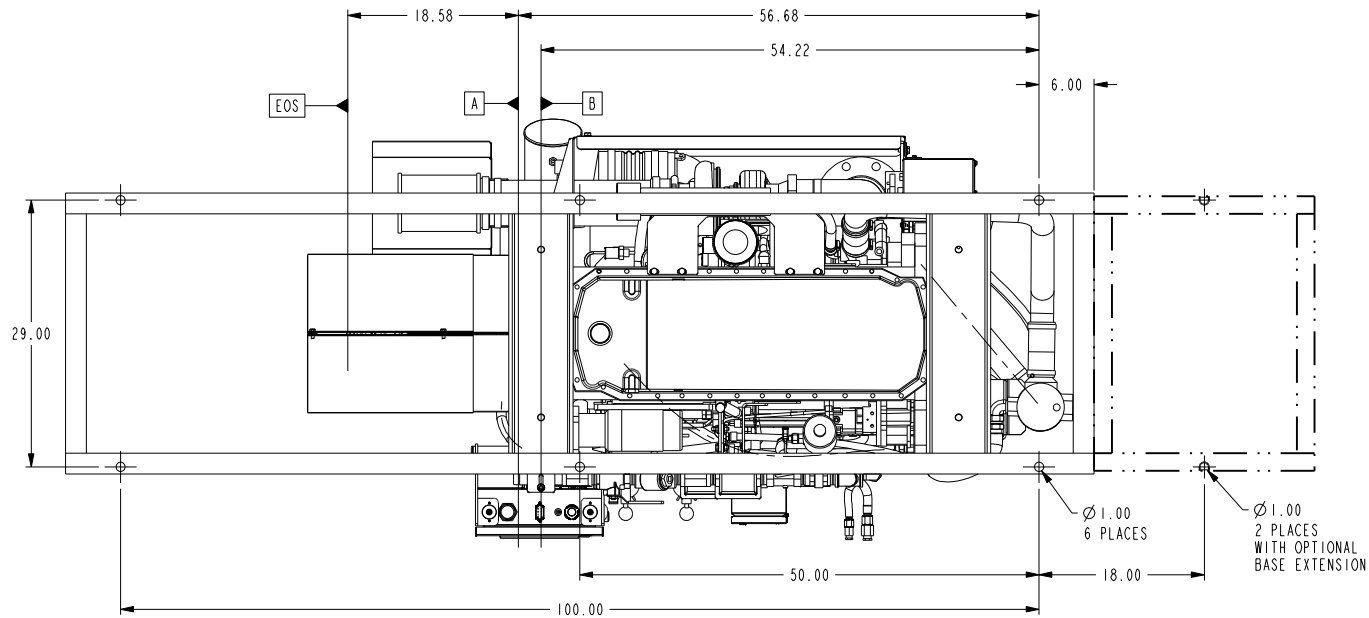
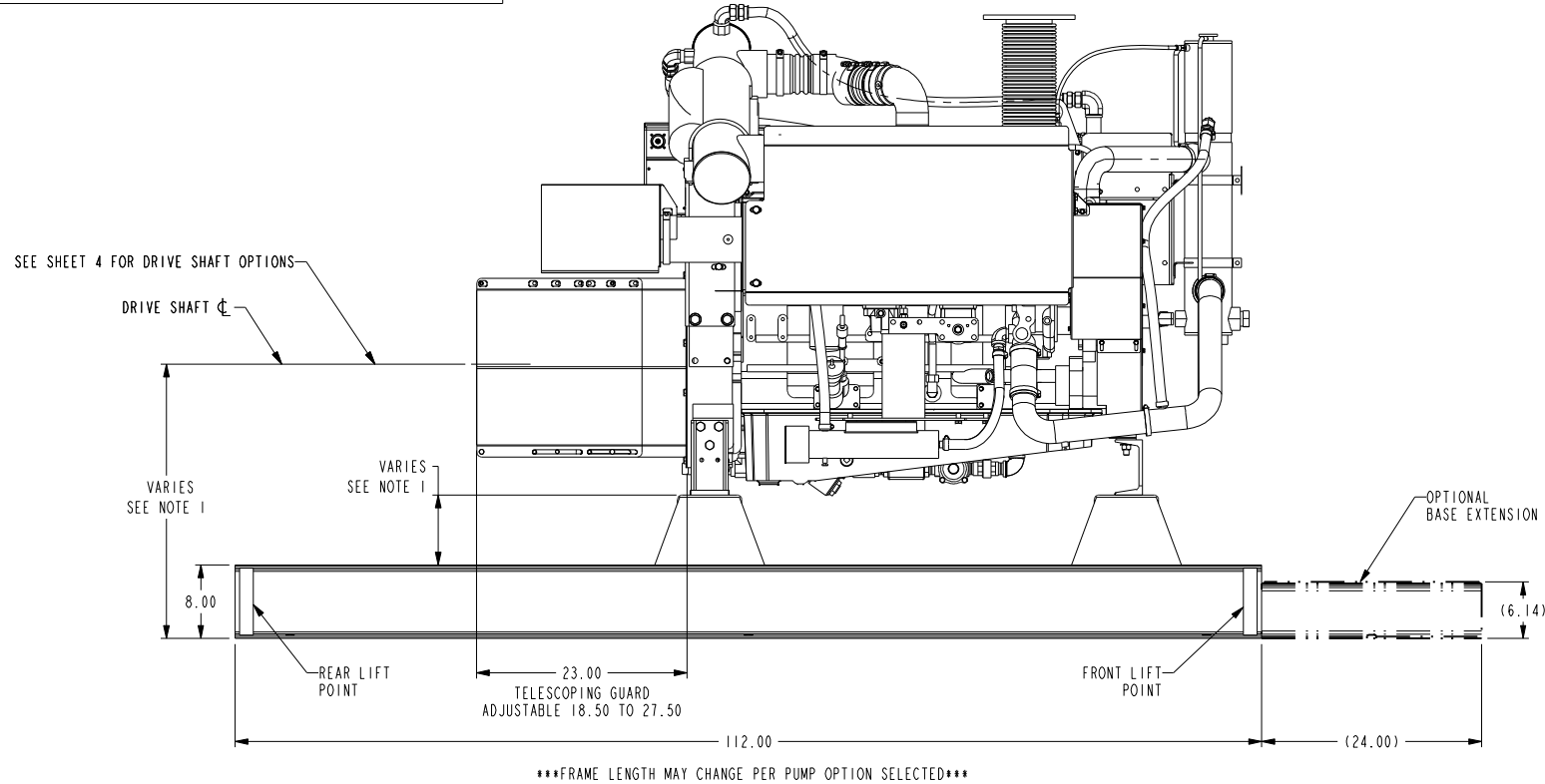
7.6 CFP11E assembly drawings

Please refer to our website at cummins.com for the most up-to-date information.

Drawing No.	Description
A042J660	General Arrangement, Installation, Fire Pump, CFP11E
A042H684	Assembly, Fire Pump, CFP11E F20
8740	Assembly, Engine, CFP11E
A042B827	Assembly, Heat Exchanger CFP11E, Raw Water
A059J341	Assembly, Heat Exchanger CFP11E, Sea Water
A042B161	Assembly, Air Intake CFP11E
A042B961	Assembly, Guarding CFP11E
A042J796	Assembly, Coolant Heater CFP11E
A042J829	Assembly, Sensors and Harnessing CFP11E
21249	Assembly, Control Panel Mounting
Assembly, All Components Top-level:	
A042G185	Assembly, Panel, Digital Electronic
8824-24	Battery Contactors 24V
15209	Kit, Fuel Lines CFP11E
A042B166	Misc. Piping, Cooling Loop, Raw Water CFP11E
A042H730	Assembly, Raw Water Cooling Loop, 1" Vertical
A042H732	Assembly, Raw Water Cooling Loop, 1" Horizontal 24V
A042D200	Misc. Piping, Cooling Loop, Sea Water CFP11E
A042H733	Assembly, Sea Water Cooling Loop, 1" Vertical
A042H735	Assembly, Sea Water Cooling Loop, 1" Horizontal 24V
9679	Assembly, Stub-Shaft and Guarding CFP11E
A042J124	Schematic, Overall CFP11E, GEN II FPDP





8		7	
LEGEND AND DATUM IDENTIFIER			
SHEET #1	INSTALLATION DRAWING		
SHEET #2	GENERAL ARRANGEMENT - HORIZONTAL SPLIT CASE PUMP BASE OPTION		
SHEET #3	GENERAL ARRANGEMENT - VERTICAL TURBINE PUMP BASE OPTION		
SHEET #4	DRIVE LINE OPTIONS		
DATUM "A"	FACE OF FLYWHEEL HOUSING		
DATUM "B"	REAR LEG BOLT LOCATION		
DATUM "C"	FLYWHEEL MOUNTING SURFACE		
DATUM "D"	UJOINT ADAPTER MOUNTING SURFACE		
DATUM "EOS"	END OF PUMP SHAFT		

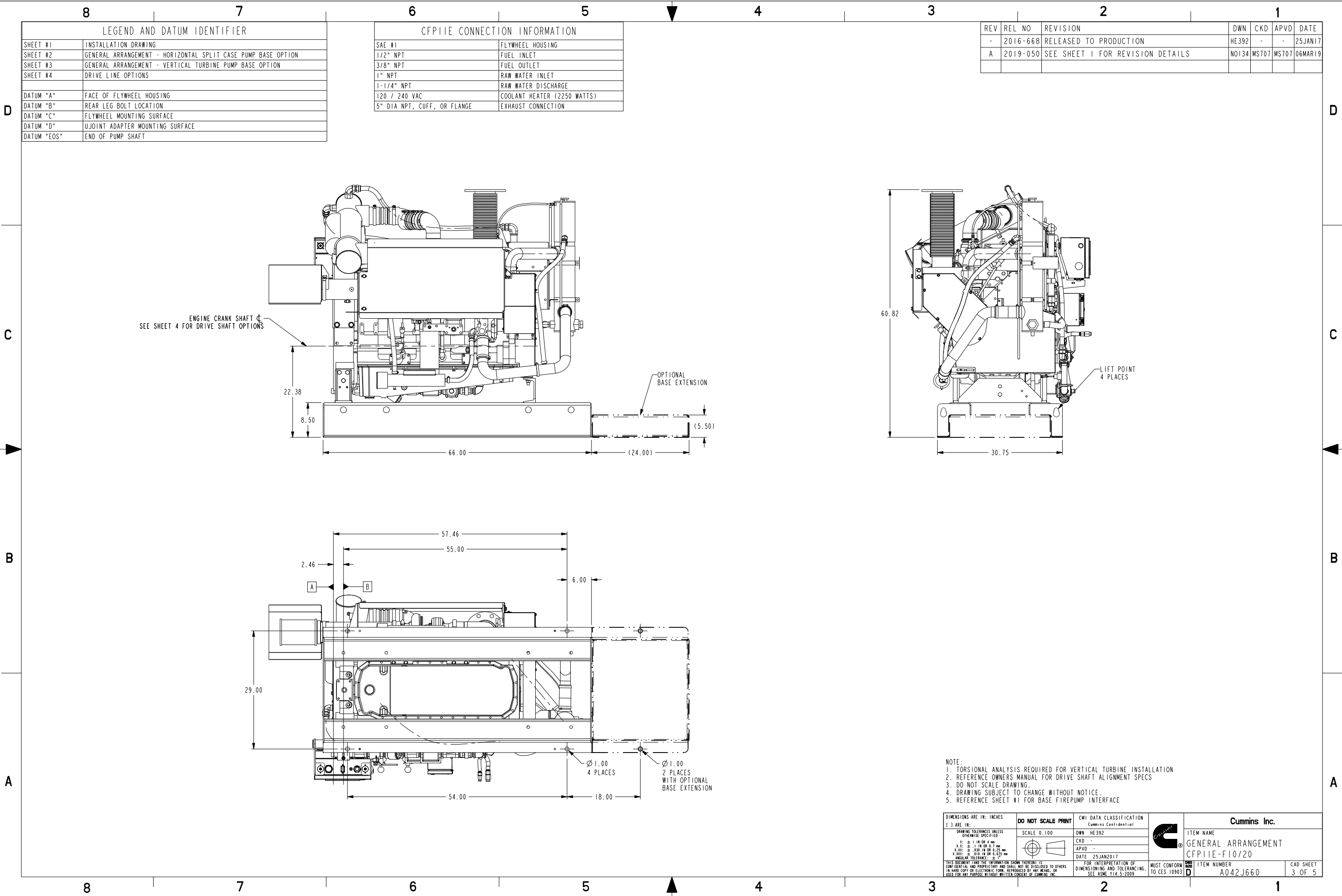
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REV	REL NO	REVISION	DWN	CKD	APVD	DATE
-	2016-668	RELEASED TO PRODUCTION	HE392	-	-	25JAN17
A	2019-050	SEE SHEET I FOR REVISION DETAILS	NO134	MS707	MS707	06MAR19



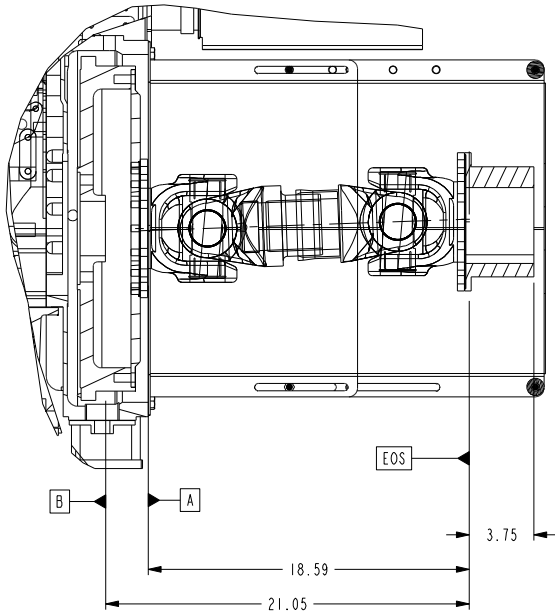
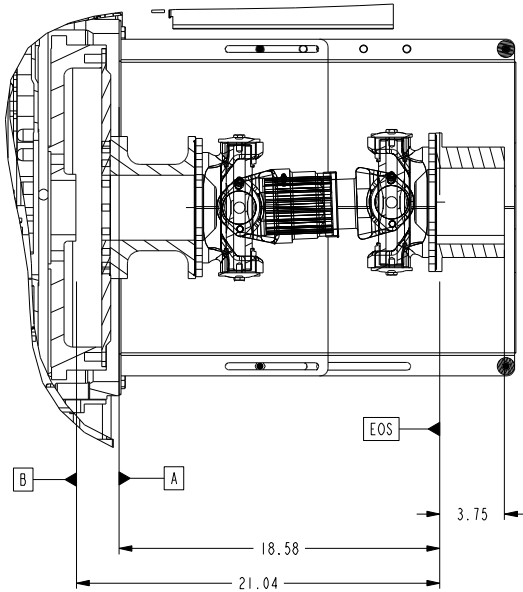
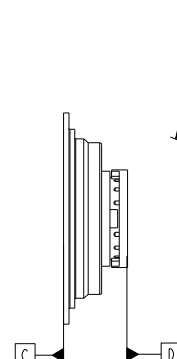
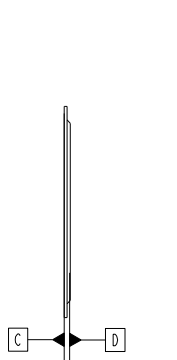
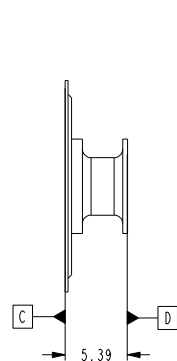
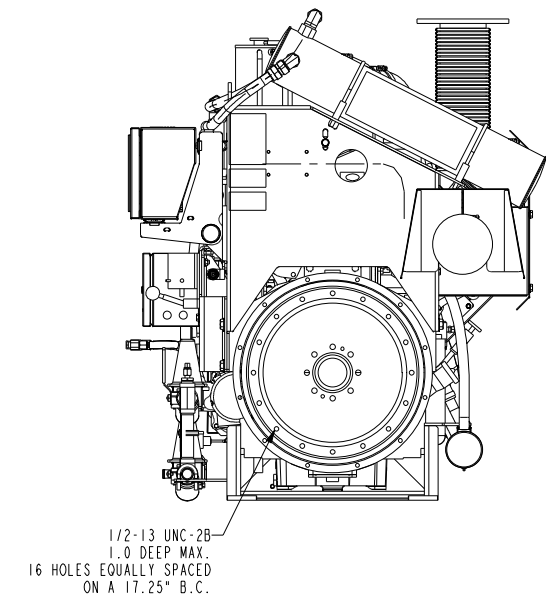
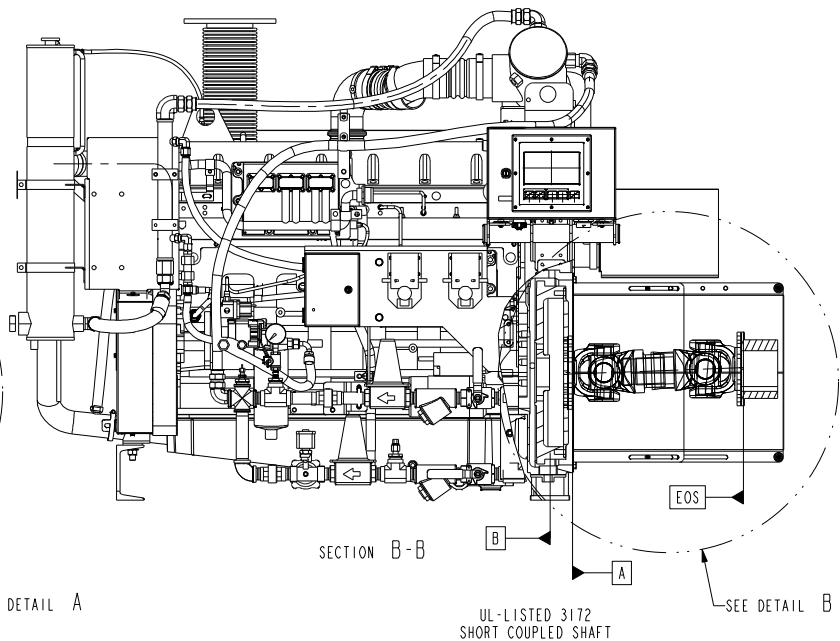
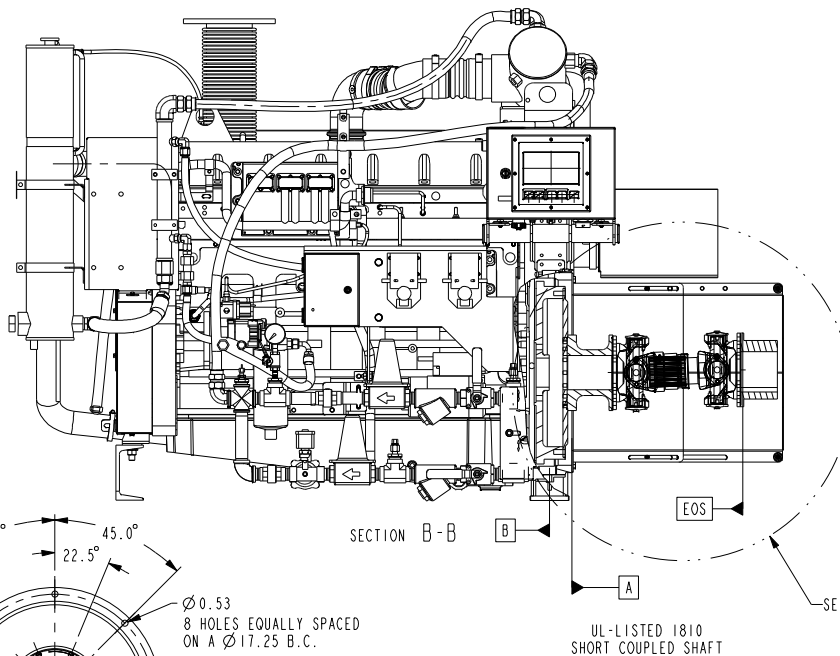
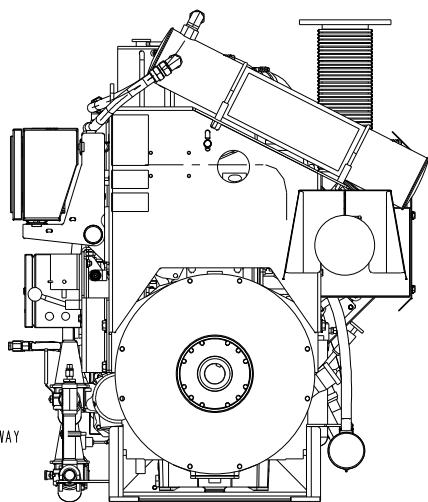
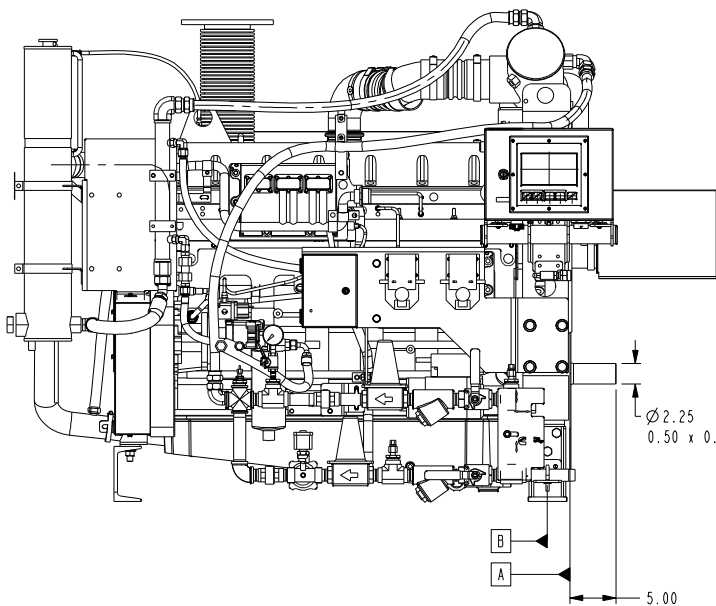
NOTES:

1. RISER HEIGHT VARIES TO ACCOMMODATE CUSTOMER SUPPLIED PUMPS
2. REFERENCE OWNERS MANUAL FOR DRIVE SHAFT ALIGNMENT SPECS
3. DO NOT SCALE DRAWING.
4. DRAWING SUBJECT TO CHANGE WITHOUT NOTICE.
5. REFERENCE SHEET #1 FOR BASE FIRE PUMP INTERFACE

DIMENSIONS ARE IN: INCHES [] ARE IN:		DO NOT SCALE PRINT SCALE 0.100		CMI DATA CLASSIFICATION Cummins Confidential		 Cummins Inc.	
DRAWING TOLERANCES UNLESS OTHERWISE SPECIFIED: F: ±.01 IN OR .005 M: ±.01 IN OR .010 H: ±.02 IN OR .015 K: ±.01 IN OR .015 ANGULAR TOLERANCE:				DWN H932 CKD - APVD - DATE 25JAN2017		ITEM NAME GENERAL ARRANGEMENT CFP11E-F10/20	
THIS DOCUMENT CANNOT BE INFORMATION SOURCE THEREIN IS CONFIDENTIAL AND NOT BE DISCLOSED TO OTHERS IN ANY FORM OR BY ANY MEANS, OR FOR ANY PURPOSES OF COMMERCIAL OR INDUSTRIAL ORIGIN.				FOR INTERPRETATION OF DIMENSIONS AND TOLERANCING, SEE: H114-5-2009		MUST CONFORM TO CES 10903  ITEM NUMBER A042J660	
						CAD SHEET 2 OF 5	



REV	REL NO	REVISION	DWN	CKD	APVD	DATE
-	2016-668	RELEASED TO PRODUCTION	HE392	-	-	25JAN17
A	2019-050	SEE SHEET 1 FOR REVISION DETAILS	NO134	MS707	MS707	06MAR19



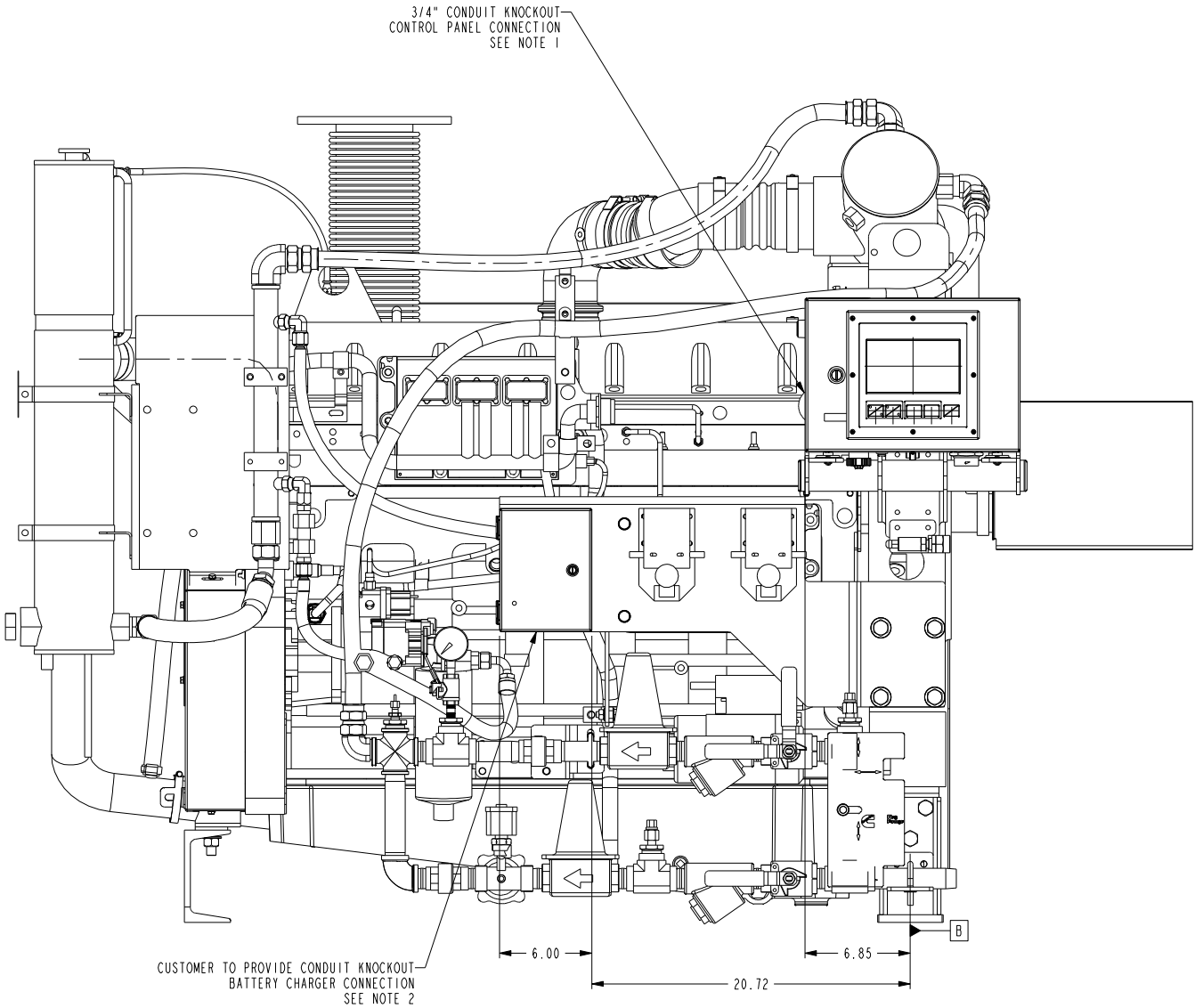
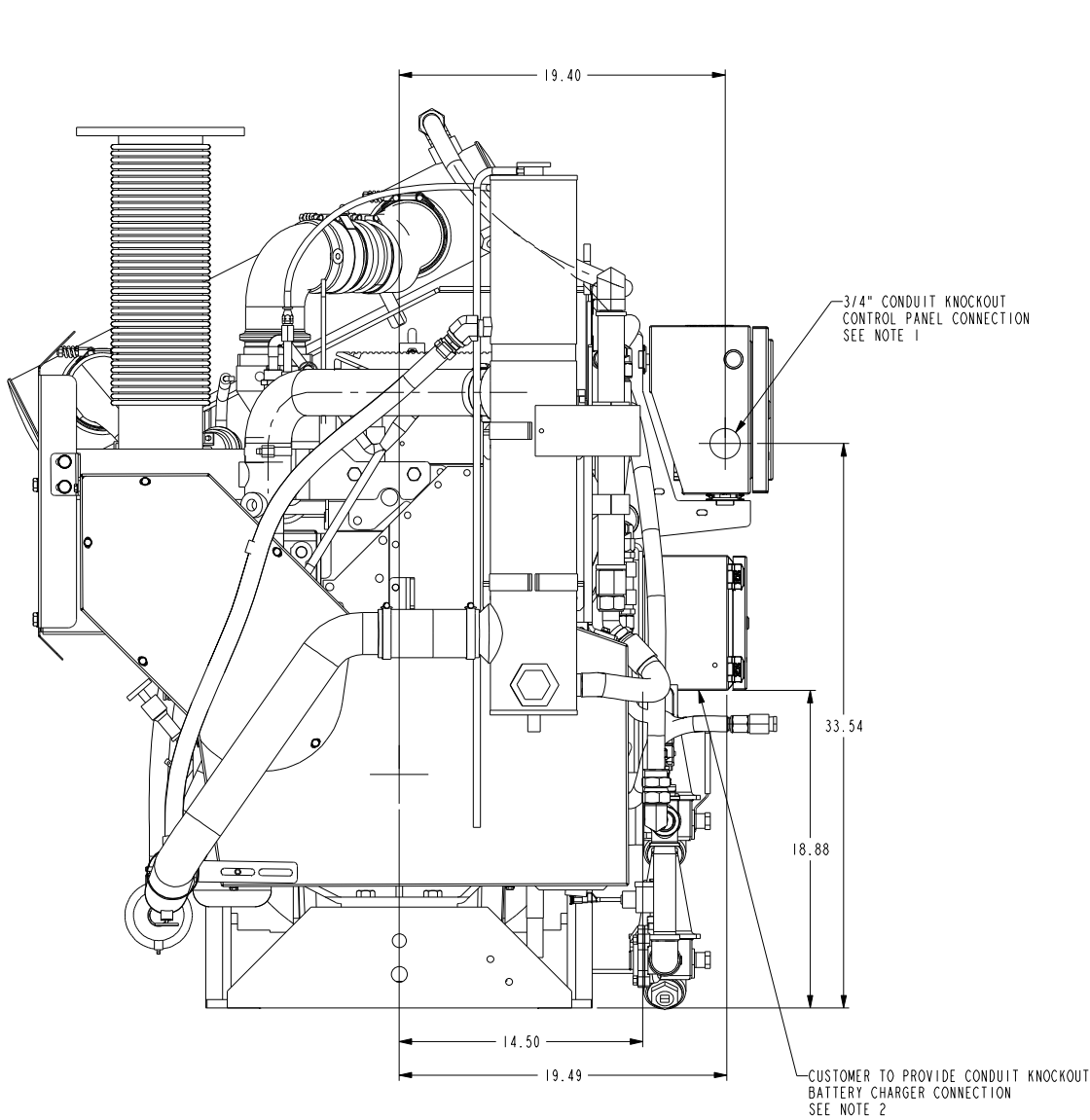
LEGEND AND DATUM IDENTIFIER	
SHEET #1	INSTALLATION DRAWING
SHEET #2	GENERAL ARRANGEMENT - HORIZONTAL SPLIT CASE PUMP BASE OPTION
SHEET #3	GENERAL ARRANGEMENT - VERTICAL TURBINE PUMP BASE OPTION
SHEET #4	DRIVE LINE OPTIONS
DATUM "A"	FACE OF FLYWHEEL HOUSING
DATUM "B"	REAR LEG BOLT LOCATION
DATUM "C"	FLYWHEEL MOUNTING SURFACE
DATUM "D"	UJOINT ADAPTER MOUNTING SURFACE
DATUM "EOS"	END OF PUMP SHAFT

CFP DRIVE SHAFT MATRIX				
ENGINE MODEL	CFP F-RATINGS W/MULTIPLE SHAFTS			
	RPM 1470	RPM 1760	RPM 2100	
CFPIIE-F10	3172 SHAFT	3172 SHAFT	1810 SHAFT	
	3172 SHAFT	3172 SHAFT	1810 SHAFT	
CFPIIE-F20	3172 SHAFT	3172 SHAFT	1810 SHAFT	
	3172 SHAFT	3172 SHAFT	1810 SHAFT	

- NOTE:
1. TORSIONAL ANALYSIS REQUIRED FOR VERTICAL TURBINE INSTALLATION
 2. REFERENCE OWNERS MANUAL FOR DRIVE SHAFT ALIGNMENT SPECS
 3. DO NOT SCALE DRAWING.
 4. DRAWING SUBJECT TO CHANGE WITHOUT NOTICE.
 5. REFERENCE SHEET #1 FOR BASE FIREPUMP INTERFACE

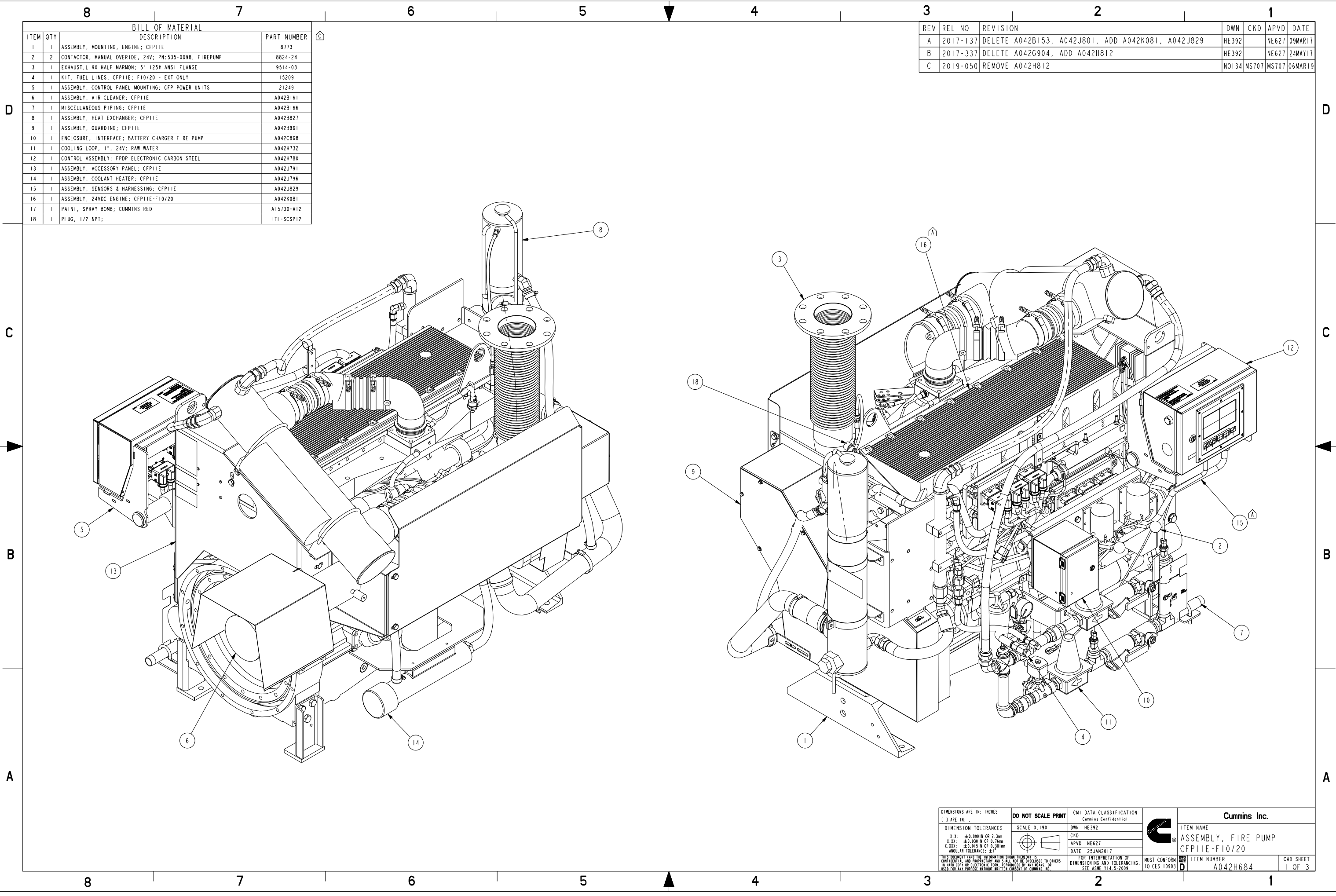
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DRAWING TOLERANCES UNLESS OTHERWISE SPECIFIED: X: ± 1/16 IN OR 4 mm X/2: ± 1/32 IN OR 0.3 mm X/4: ± 1/64 IN OR 0.15 mm X/8: ± 1/128 IN OR 0.03 mm ANGULAR TOLERANCES: ± 1°		SCALE 0.100		DWN HE392 CKD - APVD - DATE 25JAN2017		ITEM NAME GENERAL ARRANGEMENT CFPIIE-F10/20	
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						CAD SHEET 4 OF 5	

REV	REL NO	REVISION	DWN	CKD	APVD	DATE
-	2016-668	RELEASED TO PRODUCTION	HE392	-	-	25JAN17
A	2019-050	SEE SHEET 1 FOR REVISION DETAILS	NO134	MS707	MS707	06MAR19



- NOTES:
- CONTROL PANEL TERMINAL BLOCKS
1, 2, 3, 4, 5, 9, 10, 301, 302, 303, 304, 310, 311, 312
 - BATTERY CHARGER CONNECTION BOX TERMINAL BLOCKS
6, 8, 11

DIMENSIONS ARE IN: INCHES [] ARE IN: .		DO NOT SCALE PRINT		CMI DATA CLASSIFICATION Cummins Confidential		Cummins Inc.	
DRAWING TOLERANCES UNLESS OTHERWISE SPECIFIED		SCALE 0.188		DWN HE392		ITEM NAME	
X: ± .1 IN OR 4 mm				CKD -		GENERAL ARRANGEMENT	
X.Y: ± .1 IN OR 0.3 mm				APVD -		CFPIIE-F10/20	
X.Z: ± .001 IN OR 0.025 mm				DATE 25JAN2017		ITEM NUMBER	
X.XXX: ± .010 IN OR 0.255 mm		FOR INTERPRETATION OF DIMENSIONING AND TOLERANCING, SEE ASME Y14.5-2009		MUST CONFORM TO CES 10903		A042J660	
ANGULAR TOLERANCES: ± 1°						CAD SHEET	
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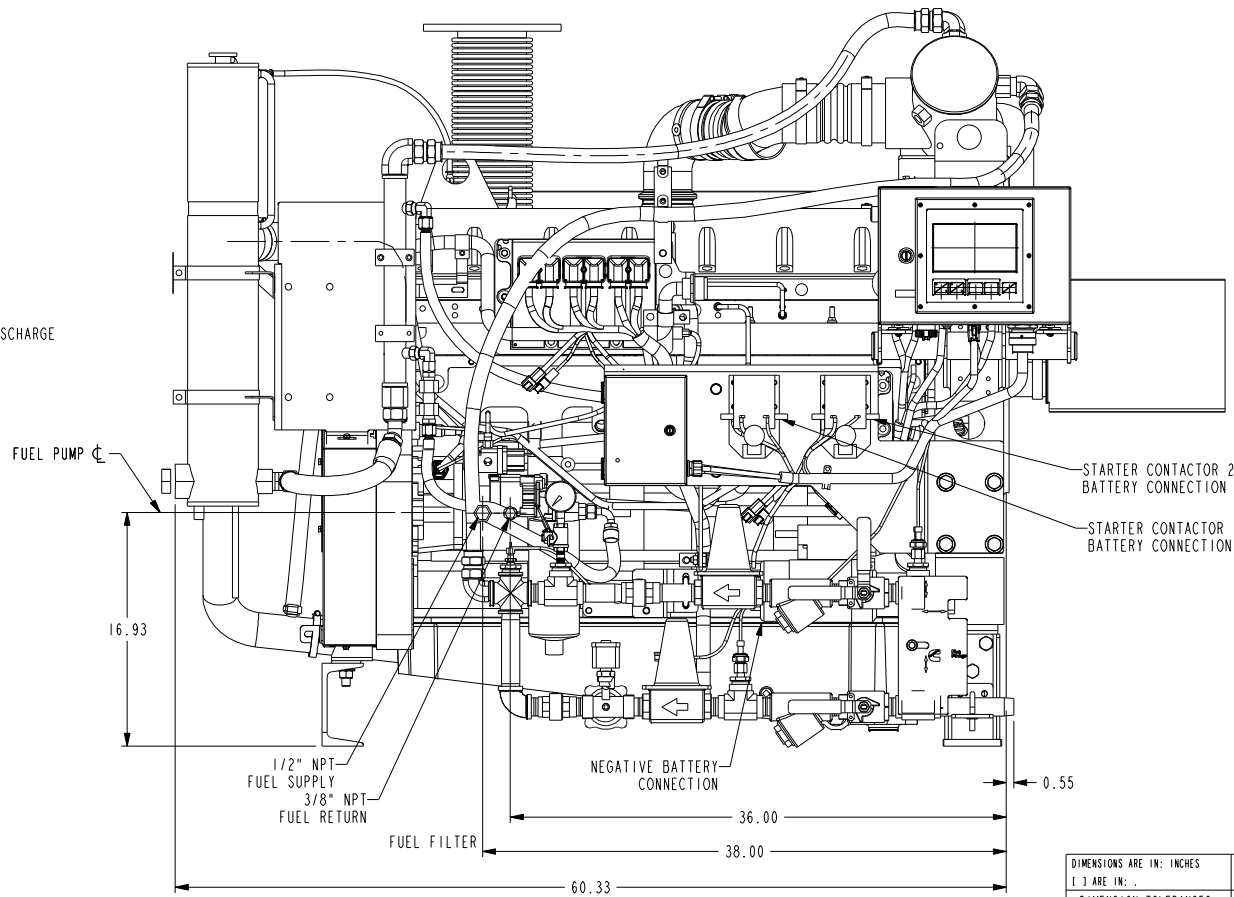
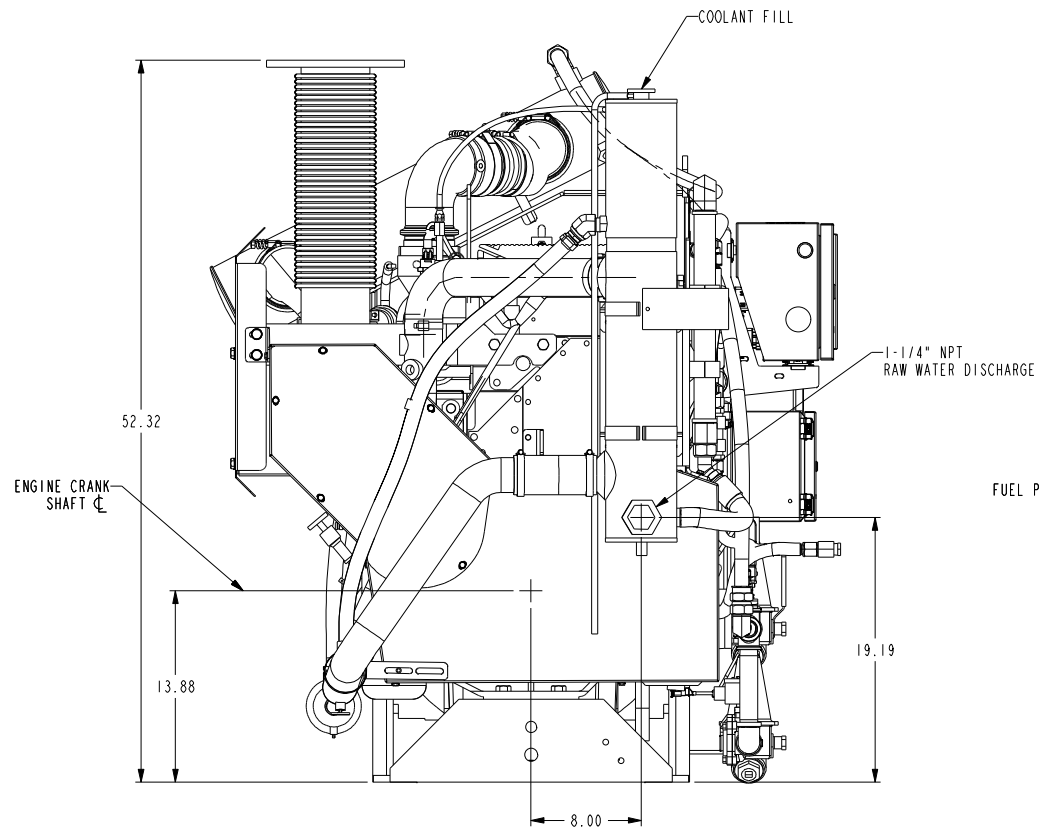
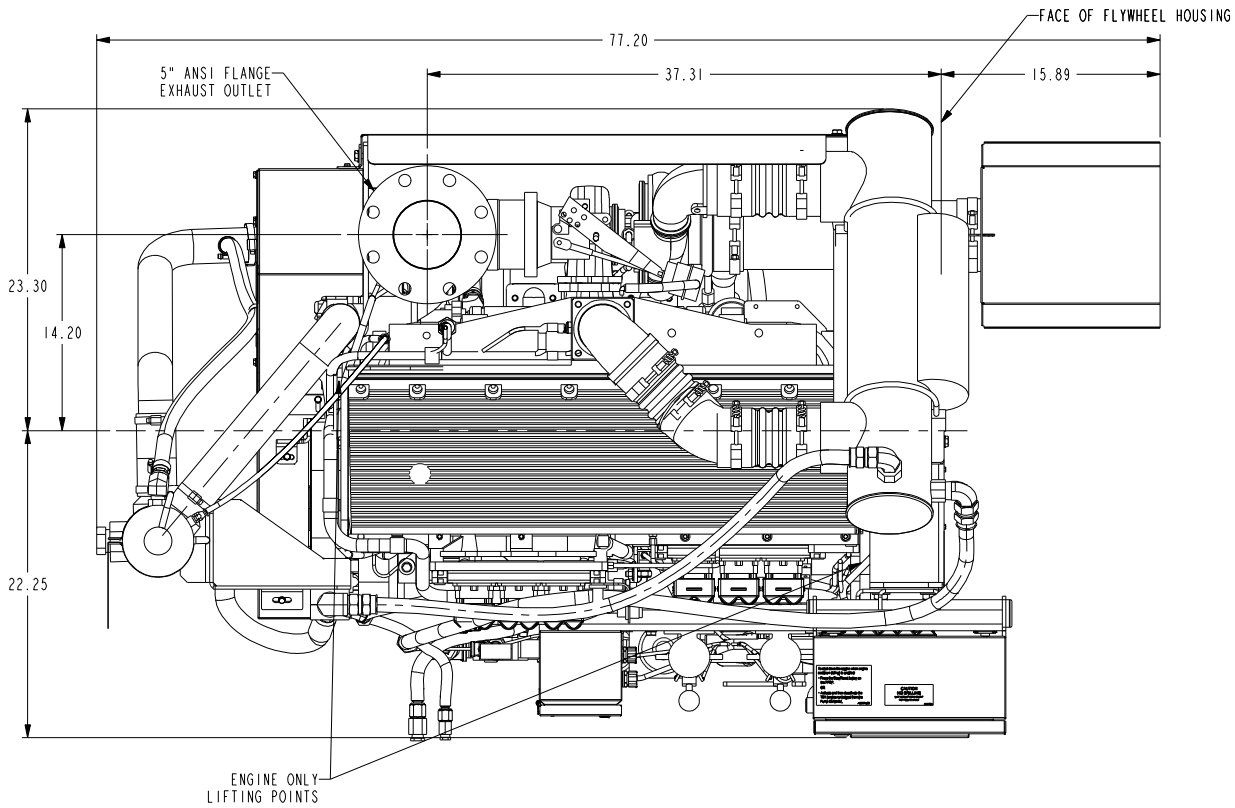


BILL OF MATERIAL			
ITEM	QTY	DESCRIPTION	PART NUMBER
1	1	ASSEMBLY, MOUNTING, ENGINE; CFP11E	8773
2	2	CONTACTOR, MANUAL OVERRIDE, 24V; PN:535-0098, FIREPUMP	8824-24
3	1	EXHAUST, L 90 HALF MARMON; 5" 125# ANSI FLANGE	9514-03
4	1	KIT, FUEL LINES, CFP11E; F10/20 - EXT ONLY	15209
5	1	ASSEMBLY, CONTROL PANEL MOUNTING; CFP POWER UNITS	21249
6	1	ASSEMBLY, AIR CLEANER; CFP11E	A042B161
7	1	MISCELLANEOUS PIPING; CFP11E	A042B166
8	1	ASSEMBLY, HEAT EXCHANGER; CFP11E	A042B827
9	1	ASSEMBLY, GUARDING; CFP11E	A042B961
10	1	ENCLOSURE, INTERFACE; BATTERY CHARGER FIRE PUMP	A042C868
11	1	COOLING LOOP, 1", 24V; RAW WATER	A042H732
12	1	CONTROL ASSEMBLY; FPDP ELECTRONIC CARBON STEEL	A042H780
13	1	ASSEMBLY, ACCESSORY PANEL; CFP11E	A042J791
14	1	ASSEMBLY, COOLANT HEATER; CFP11E	A042J796
15	1	ASSEMBLY, SENSORS & HARNESSING; CFP11E	A042J829
16	1	ASSEMBLY, 24VDC ENGINE; CFP11E-F10/20	A042K081
17	1	PAINT, SPRAY BOMB; CUMMINS RED	A15730-A12
18	1	PLUG, 1/2 NPT;	LTL-SCSP12

REV	REL NO	REVISION	DWN	CKD	APVD	DATE
A	2017-137	DELETE A042B153, A042J801. ADD A042K081, A042J829	HE392		NE627	09MAR17
B	2017-337	DELETE A042G904, ADD A042H812	HE392		NE627	24MAY17
C	2019-050	REMOVE A042H812	NO134	MS707	MS707	06MAR19

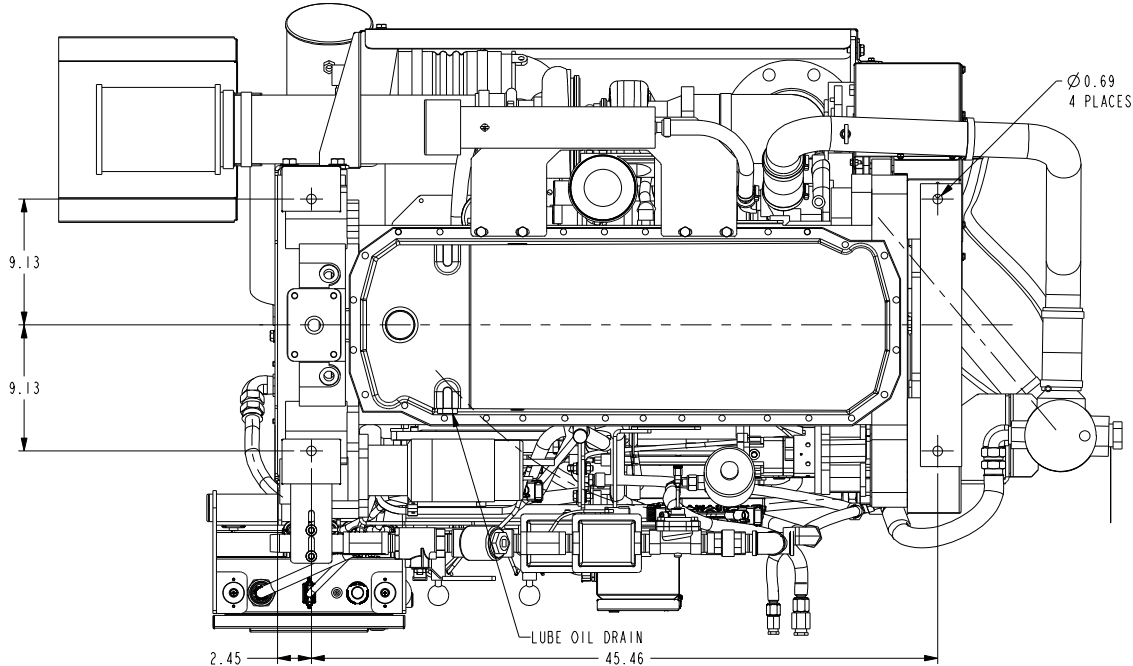
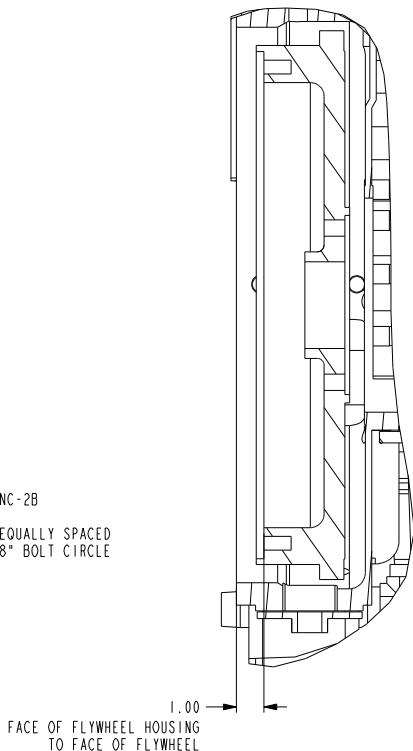
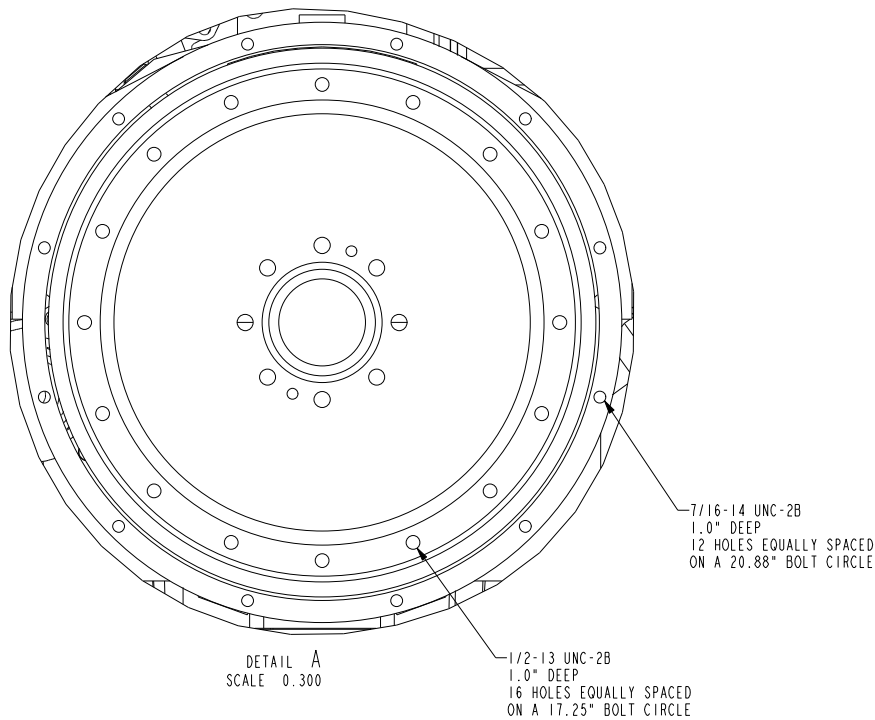
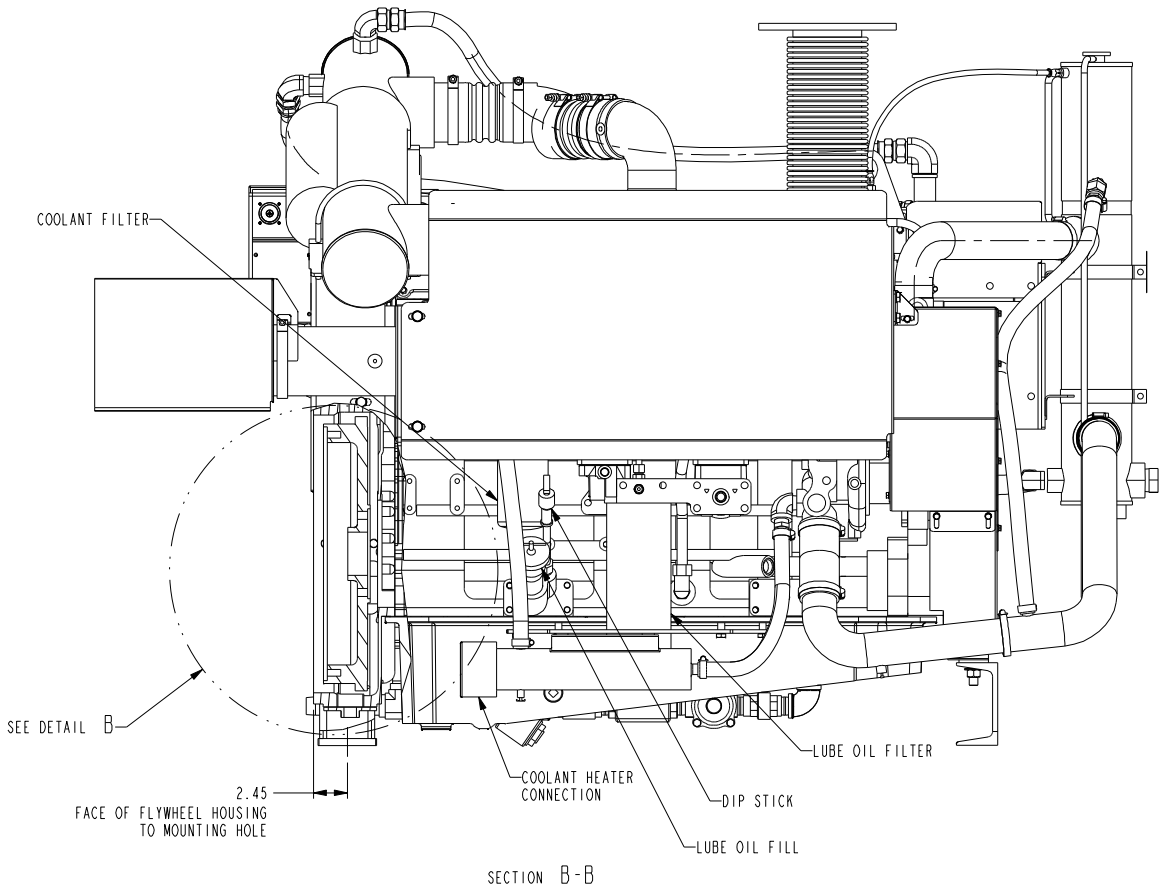
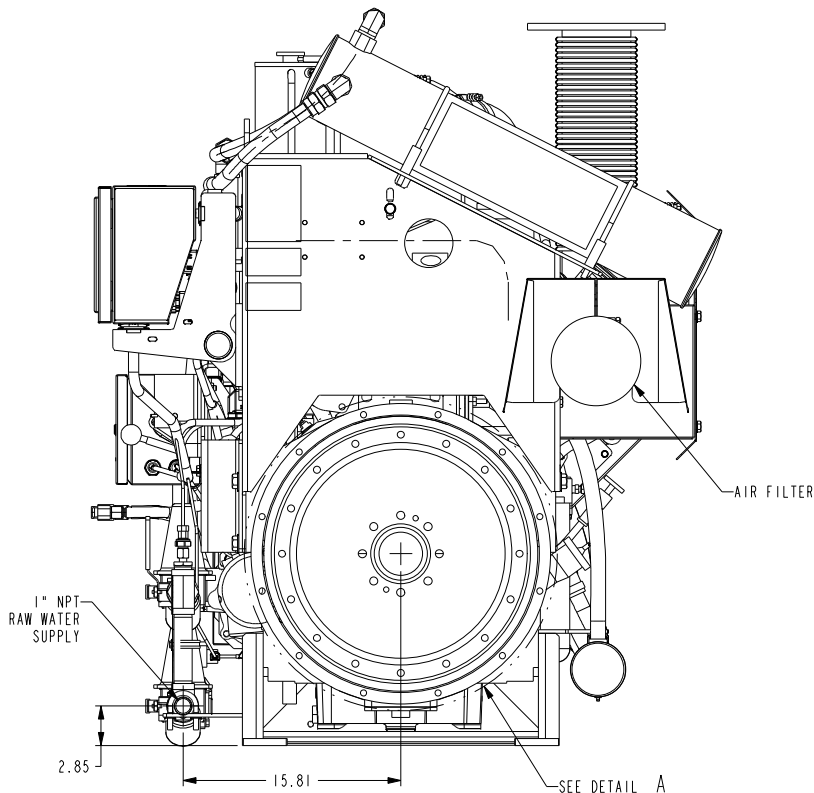
DIMENSIONS ARE IN: INCHES [] ARE IN: .		DO NOT SCALE PRINT		CMI DATA CLASSIFICATION Cummins Confidential		Cummins Inc.	
DIMENSION TOLERANCES X.X: ±0.030IN OR 2.3mm X.XX: ±0.030IN OR 0.76mm X.XXX: ±0.015IN OR 0.381mm ANGULAR TOLERANCE: ±1°		SCALE 0.190		DWN HE392		ITEM NAME ASSEMBLY, FIRE PUMP CFP11E-F10/20	
THIS DOCUMENT AND THE INFORMATION SHOWN THEREON IS CONFIDENTIAL AND PROPRIETARY AND SHALL NOT BE DISCLOSED TO OTHERS IN HARD COPY OR ELECTRONIC FORM, REPRODUCED BY ANY MEANS, OR USED FOR ANY PURPOSE WITHOUT WRITTEN CONSENT OF CUMMINS INC.		FOR INTERPRETATION OF DIMENSIONING AND TOLERANCING, SEE ASME Y14.5-2009		MUST CONFORM TO CES 10903		ITEM NUMBER A042H684	
						CAD SHEET 1 OF 3	

REV	REL NO	REVISION	DWN	CKD	APVD	DATE
C	2019-050	SEE SHEET 1 FOR LATEST REVISION DETAILS	NO134	MS707	MS707	06MAR19



DIMENSIONS ARE IN: INCHES [] ARE IN: .		DO NOT SCALE PRINT	CMI DATA CLASSIFICATION Cummins Confidential	Cummins Inc.	
DIMENSION TOLERANCES X.X: ±0.001IN OR 2.3mm X.XX: ±0.030IN OR 0.76mm X.XXX: ±0.015IN OR 0.381mm ANGULAR TOLERANCE: ±1°		SCALE 0.150	DWN HE392	ITEM NAME ASSEMBLY, FIRE PUMP CFPIIE-F10/20	
THIS DOCUMENT AND THE INFORMATION SHOWN THEREON IS CONFIDENTIAL AND PROPRIETARY AND SHALL NOT BE DISCLOSED TO OTHERS IN HARD COPY OR ELECTRONIC FORM, REPRODUCED BY ANY MEANS, OR USED FOR ANY PURPOSE WITHOUT WRITTEN CONSENT OF CUMMINS INC.		FOR INTERPRETATION OF DIMENSIONING AND TOLERANCING, SEE ASME Y14.5-2009	DATE 25JAN2017	MUST CONFORM TO CES 10903	ITEM NUMBER A042H684
					CAD SHEET 2 OF 3

REV	REL NO	REVISION	DWN	CKD	APVD	DATE
C	2019-050	SEE SHEET 1 FOR LATEST REVISION DETAILS	NO134	MS707	MS707	06MAR19



DIMENSIONS ARE IN: INCHES () ARE IN: .		DO NOT SCALE PRINT	CUMMINS DATA CLASSIFICATION Cummins Confidential	Cummins Inc.	
DIMENSION TOLERANCES X.X: ±0.0001 IN OR 2.3mm X.XX: ±0.001 IN OR 0.25mm X.XXX: ±0.015 IN OR 0.38mm ANGULAR TOLERANCE: ±1°		SCALE 0.150	DWN HE392	ITEM NAME ASSEMBLY, FIRE PUMP CFPIIE-F10/20	
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FOR INTERPRETATION OF DIMENSIONING AND TOLERANCING, SEE ASME Y14.5-2009			APVD NE627	CAD SHEET 3 OF 3	
MUST CONFORM TO CES 10903			DATE 25JAN2017		

PN8740
SO35246
ModelQSM11
ConfigD353014CX03

Option	Desc	Option	Desc
FIRE 24	QSM11	LA 2053	ARRANGEMENT,LIFT
AD 2061	PULLEY,ACCESSORY	LC 2766	HEAD,OIL FILTER
AP 2077	APPROVAL,AGENCY	LF 2054	FILTER,FULL FLOW
BB 2712	BLOCK,CYLINDER	LG 2066	GAUGE,OIL LEVEL
BB 2737	PLUMBING,CYLINDE	LP 2711	PUMP,LUBRICATING
BR 2033	BREATHER,CRANKCA	LT 2025	LITERATURE
BR 2722	PLUMBING,CRC BRE	NN 2713	NAMEPLATE
CH 2021	AID,COO HEATER S	OB 2430	ARRANGEMENT,OIL
CI 2705	PLUMBING,CPR AIR	OB 2701	COVER,HAND HOLE
CP 2063	COMPRESSOR,AIR	OP 2103	PAN,OIL
CP 2709	MOUNTING,AIR COM	PH 2017	LOCATION,ENG CNT
DA 2078	DAMPER,VIBRATION	PH 2810	MODULE,ENGINE CO
DF 2036	DRIVE,FRO GER TR	PP 2829	PARTS,PERFORMANC
DL 2031	LOCATION,DRAIN	PP20007	TURBOCHARGER
DO 2422	SOFTWARE,CUS INT	PU 2002	PULLEY,ACCESSORY
DP 2701	DRIVE,FUEL PUMP	PW 2079	POWER,PROGRAMMAB
EA 2036	ACCESSORIES,ELEC	RL 2711	LEVER,ROCKER
EB 2047	BRAKE,ENGINE	RP 2708	PLUMBING,RADIATO
EC 2701	THERMOSTAT	SC20698	SOFTWARE,CALIBRA
EE2069	Alternator, 12V, 100A, Delco 24SI	SK 2003	ARRANGEMENT,SHIP
EH 2154	MOUNTING,ALTERNA	SK 2705	BRACKET,SHIPPING
EH 2735	DRIVE,ALTERNATOR	SM 2704	MOUNTING,STARTIN
EM 2038	SUPPORT,FRONT EN	SS 1097	PAINT
FA 2118	DRIVE,FAN	ST 2025	MOTOR,STARTING
FCXJ 2	CALIBRATION,FUEL	TB 2287	ARRANGEMENT,TURB
FCZ 3	CALIBRATION,FUEL	TB 2723	MOUNTING,EXHAUST
FF 2241	FILTER,FUEL	TB 2731	MOUNTING,INTAKE
FF 2743	FITTING,FUEL PUM	TH 2086	HOUSING,THERMOST
FH 2158	HOUSING,FLYWHEEL	TH 2762	PLUMBING,THM HOU
FP 2954	PUMP,FUEL	TP 2810	PLUMBING,TURBOCH
FP 2957	COUPLING,FUEL PU	VC 2086	COVER,VALVE
FR20091	RATING,FUEL	WF 2031	RESISTOR,CORROSI
FT20072	PLUMBING,FUEL	WH 2702	PLUMBING,OIL COO
FW 2141	FLYWHEEL	WP 2020	PUMP,WATER
GG 2701	COVER,FRONT GEAR	WP 2703	ARRANGEMENT,WATE
HC 2001	PLUMBING,CABIN H	WR 2045	HARNESS,ENG CNT
IC 2068	CONNECTION, AIR I	WR 2732	HARNESS,ETR CNT
IT 2002	CONNECTION, AIR T	XS 2017	CONNECTION,EXHAU

PN8740
SO35246
ModelQSM11
ConfigD353014CX03

Option	Desc	Option	Desc
FIRE 24	QSM11	IC 2068	CONNECTION,AIR I
AD 2061	PULLEY,ACCESSORY	△ IT 2005	CONNECTION,AIR T
△ AP 2117	APPROVAL,AGENCY	LA 2053	ARRANGEMENT,LIFT
BB 2712	BLOCK,CYLINDER	LC 2766	HEAD,OIL FILTER
BB 2816	PLUMBING,CYLINDE	LF 2054	FILTER,FULL FLOW
BR 2033	BREATHER,CRANKCA	LG 2141	GAUGE,OIL LEVEL(LG2068 OPTIONAL)
BR 2722	PLUMBING,CRC BRE	LP 2711	PUMP,LUBRICATING
CH 2021	AID,COO HEATER S	△ LT 2025	LITERATURE
CI 2705	PLUMBING,CPR AIR	NN 2713	NAMEPLATE
CP 2063	COMPRESSOR,AIR	OB 2430	ARRANGEMENT,OIL
CP 2709	MOUNTING,AIR COM	OB 2701	COVER,HAND HOLE
DA 2078	DAMPER,VIBRATION	OP 2103	PAN,OIL (OP2149 OPTIONAL)
DF 2036	DRIVE,FRO GER TR	PH 2028	LOCATION,ENG CNT
DL 2031	LOCATION,DRAIN	PH 2856	MODULE,ENGINE CO
DO 2422	SOFTWARE,CUS INT	PP 2829	PARTS,PERFORMANC
DP 2701	DRIVE,FUEL PUMP	PP20007	TURBOCHARGER
EA 2043	ACCESSORIES,ELEC	PP20056	MOUNTING,CYLINDE
EB 2047	BRAKE,ENGINE	PU 2002	PULLEY,ACCESSORY
EC 2701	THERMOSTAT	PW 2180	POWER,PROGRAMMAB
△ EE2072	Alternator	RL 2711	LEVER,ROCKER
EG 2706	PANEL,ENGINE INS	RP 2708	PLUMBING,RADIATO
EH 2154	MOUNTING,ALTERNA	SC20751	SOFTWARE,CALIBRA
EH 2735	DRIVE,ALTERNATOR	SD 2707	SWITCH,OIL PRESS
EM 2038	SUPPORT,FRONT EN	SK 2003	ARRANGEMENT,SHIP
FA 2118	DRIVE,FAN	SK 2705	BRACKET,SHIPPING
FCXL 90	CALIBRATION,FUEL	SM 2704	MOUNTING,STARTIN
FCZ 3	CALIBRATION,FUEL	SS 2083	PAINT
FF 2241	FILTER,FUEL	△ ST 2026	MOTOR,STARTING
FF 2743	FITTING,FUEL PUM	TB 2287	ARRANGEMENT,TURB
FH 2158	HOUSING,FLYWHEEL	TB 2723	MOUNTING,EXHAUST
FP 2954	PUMP,FUEL	TB 2731	MOUNTING,INTAKE
FP 2957	COUPLING,FUEL PU	TH 2086	HOUSING,THERMOST
FR20091	RATING,FUEL	TH 2762	PLUMBING,THM HOU
FT20097	PLUMBING,FUEL	TP 2810	PLUMBING,TURBOCH
FW 2141	FLYWHEEL	VC 2086	COVER,VALVE
GG 2701	COVER,FRONT GEAR	WF 2031	RESISTOR,CORROSI
HC 2001	PLUMBING,CABIN H	WH 2702	PLUMBING,OIL COO
		WP 2020	PUMP,WATER
		WP 2703	ARRANGEMENT,WATE
		WR 2045	HARNESS,ENG CNT
		XS 2017	CONNECTION,EXHAU

BUILT BEFORE JANUARY 1, 2007

NOTES:

GENERIC CALIBRATION (D02374) REPLACED
WITH X-CAL REV F DATED 11/08/2004 BY
CUMMINS FIREPOWER / CUMMINS NPOWER
ON ASSEMBLY LINE

X-CAL REV F REPLACED BY X-CAL REV L
DATED 08/23/2005 TO SOLVE MISFIRE SITUATION


PIR (PRODUCT INCIDENT REPORT) # RGJ051019-01
FILED BY BOB JANQUART

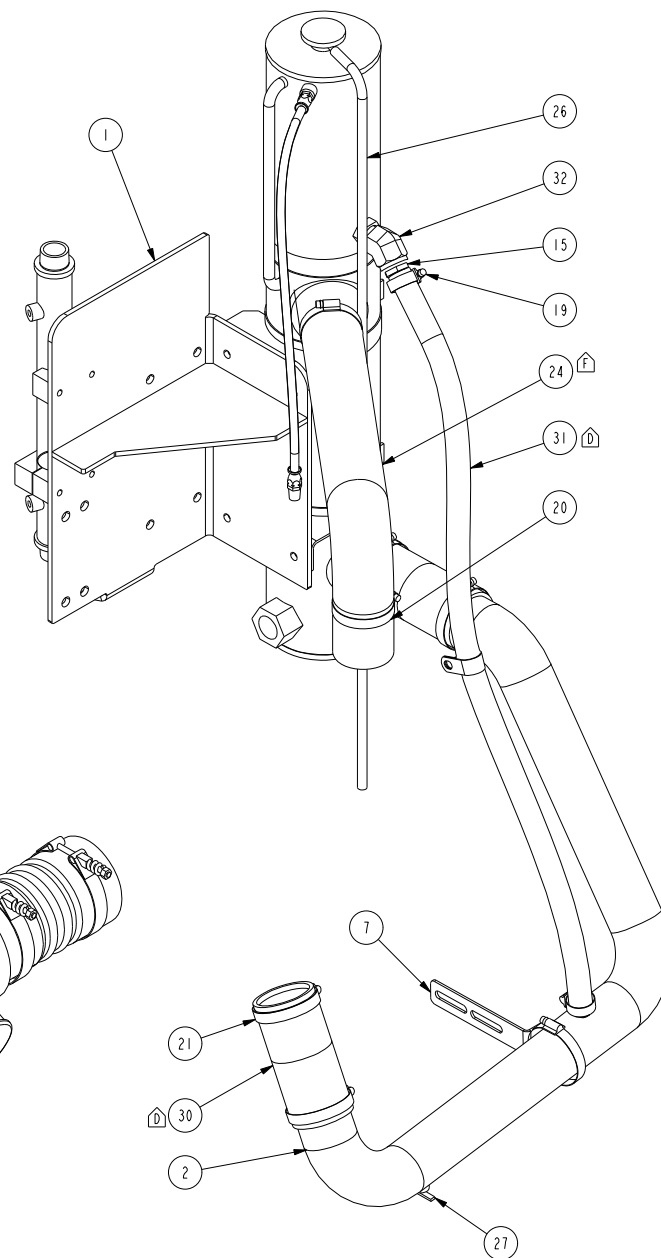
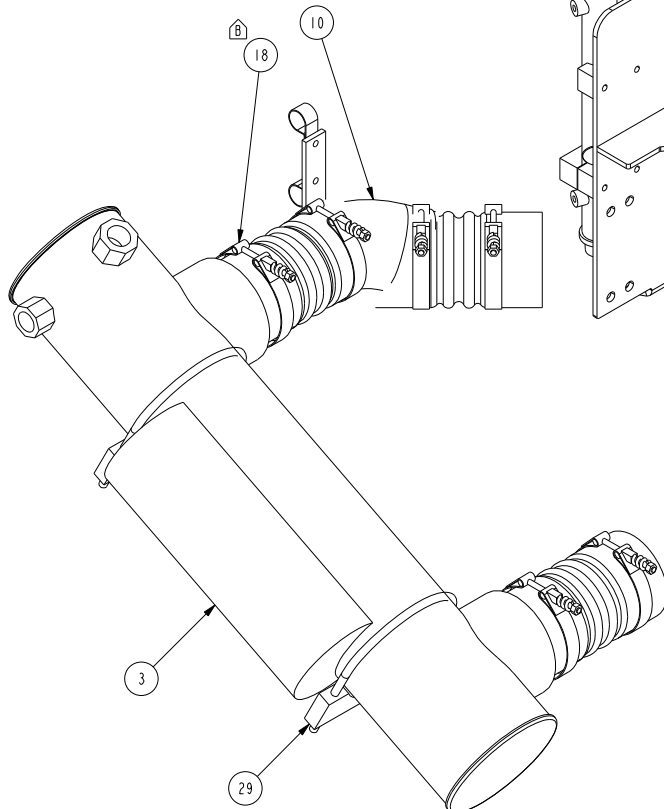
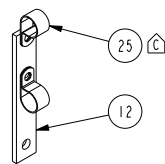
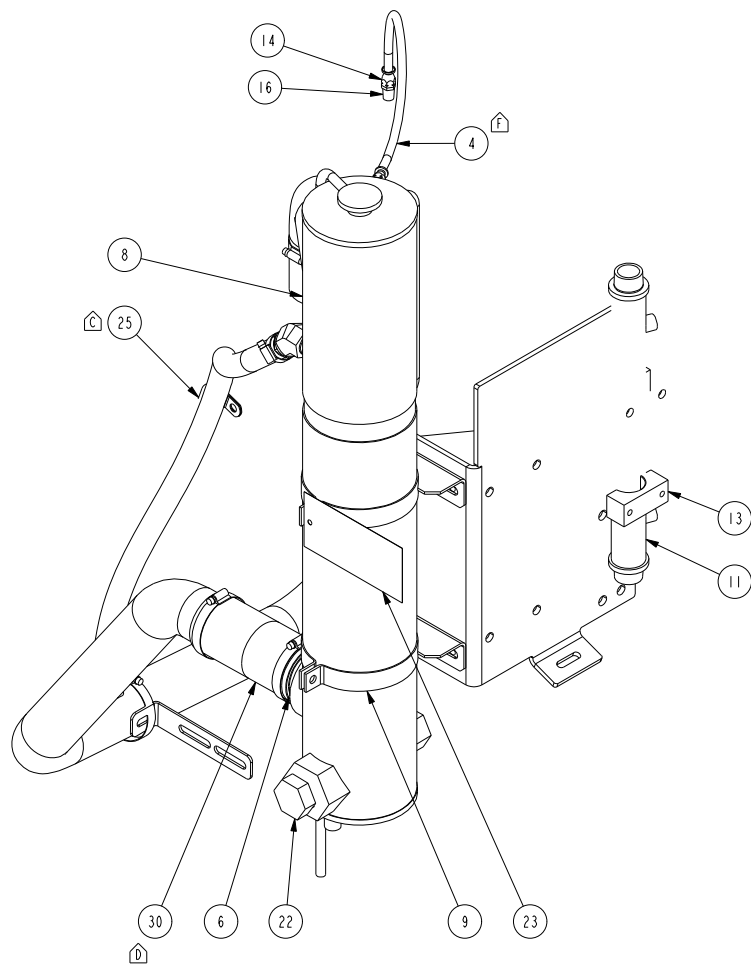
X-CAL REV F REPLACED BY RELEASED INCAL
D02422 IN SEPTEMBER 2005 INCAL RELEASE

D02422 REPLACED BY X-CAL REV S DATED 12/20/2005
BY CUMMINS NPOWER / CUMMINS FIREPOWER.
X-CAL REVISION S (FINAL REVISION TO CORRECT
SENSOR GLOBAL DEFAULT ISSUE). X-CAL REV S
SCHEDULED TO BE RELEASED AS DO 2422 REV B
FEBRUARY 2006

BUILT AFTER JANUARY 1, 2010

J	UPDATED SPEC	JJW	29SEP2014
H	ADDED LITERATURE	S DUBICK	04AUG2010
G	UPDATE ENGINE SPEC	S DUBICK	18MAR2010
REV	DESCRIPTION OF REVISION	BY	DATE

ALL RIGHTS TO MANUFACTURE, COPY OR DISPOSE OF THIS DRAWING OR ITS CONTENTS ARE RESERVED UNLESS OTHERWISE SPECIFIED IN WRITING BY CUMMINS NPOWER, LLC		CUMMINS NPOWER CORPORATE OFFICE 1600 BUERKLE ROAD WHITE BEAR LAKE, MN WWW.NPOWER.CUMMINS.COM	CUMMINS FIRE POWER DESIGN CENTER 875 LAWRENCE DRIVE DEPERE, WISCONSIN WWW.CUMMINSFIREPOWER.COM
UNLESS OTHERWISE NOTED - ALL DIMENSIONS ARE IN INCHES - APPLY MACHINE TOLERANCES .X = ± 0.06 .XX = ± 0.010 .XXX = ± 0.001 - APPLY WELDED TOLERANCES .X = ± 0.25 .XX = ± 0.12 .XXX = ± 0.06	DWG SCALE: NTS	DRAWN BY: DAVE N	DATE: 23SEP2004
	PLOT SCALE:	APPD BY:	DATE:
	DESCRIPTION ASSEMBLY, ENGINE, QSM11		
	REFERENCE: CFP11E-F10/20		DRAWING NUMBER: 8740

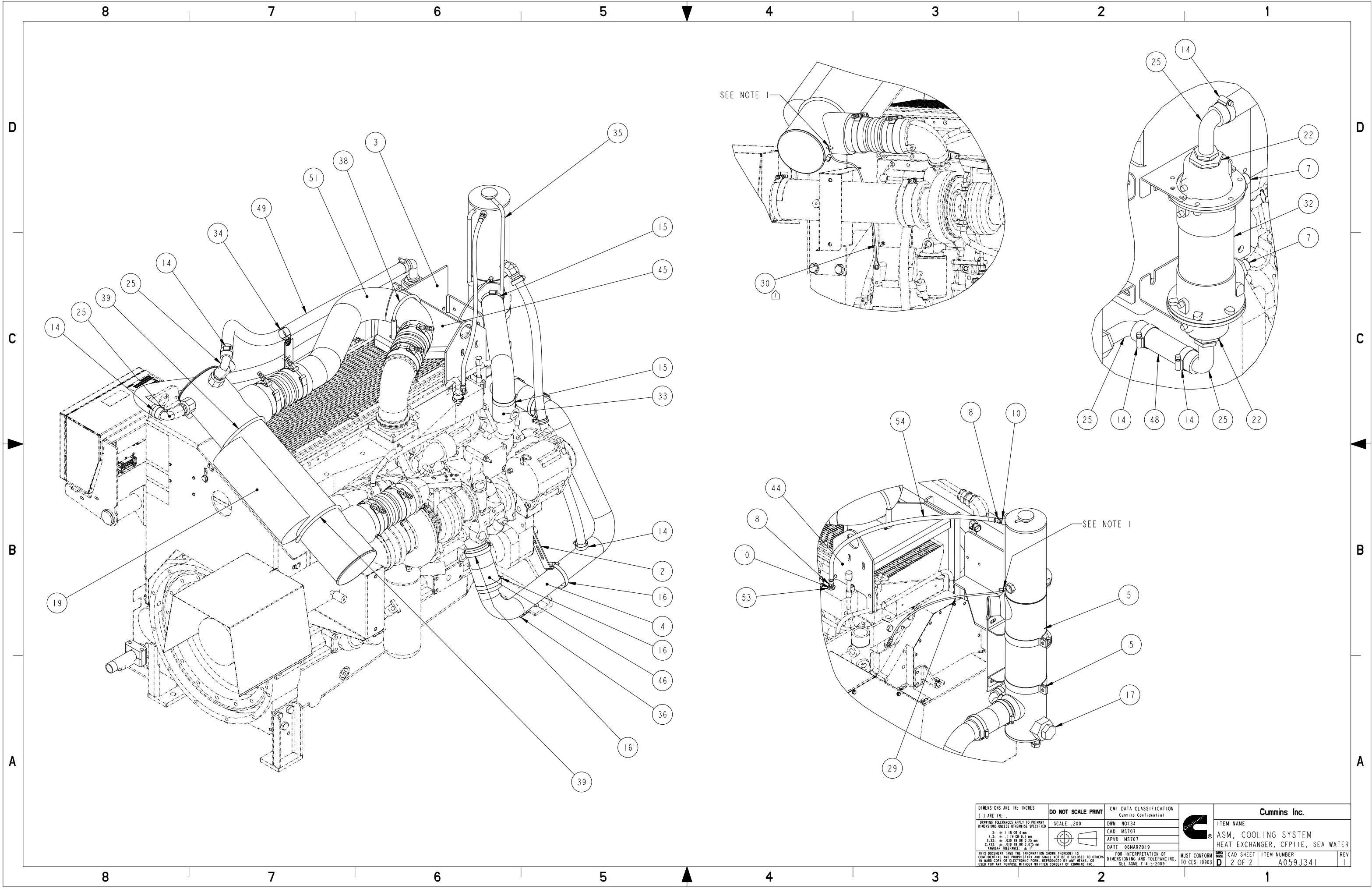


			BILL OF MATERIAL	
ITEM QTY			DESCRIPTION	PART NUMBER
1	1		BRACKET, SUPT. HEAT EXCHANGER, CPF11	8789
2	1		TUBE, WATER OUTLET, QSM11, FIREPUMP	8793
3	1		COOLER, CHARGE AIR 6" DIAMETER, 4-PASS W/ RAW WATER DRAIN	8968
4	1		HOSE, VENT LINE, 32.00" LONG, FIREPUMP	R-801-4
5	10		COOLANT, FC EG PM, 1 GALLON	CC2743
6	1		BUSHING, 2.25" X 2.50"	904
7	1		BRACKET, MOUNTING, TUBE SUPPORT, FIREPUMP	8657
8	1		HEAT EXCHANGER, 5" DIA., 2-PASS, INTEGRAL TOP TANK	8687
9	2		CLAMP, SUPPORT, HEAT EXCHANGER, 5" DIAMETER BODY	8819
10	1		ELBOW, CAC, 4" DIA, 4-1/2" R., CPF11E	8949
11	1		FUEL COOLER, 1" NPT, VENDOR #CM090204-I	9586
12	1		BRACKET,HOSE,SUPPORT,CPF11E, FIREPUMP	11524
13	2		CLAMP,HOSE,1.50 DIA,PLASTIC	11530
14	2		HOSE END, STR, -4 FLR X -4 HS	12543-4-4
15	1		FTG, STR, -12 BARB X -12 NPT	12548-12-12
16	2		FTG, STR, -4 FLR X -4 NPT	12553-4-4
17	4		CLAMP, SPRING LOADED T-BOLT, 4.03-4.33	12975-0425
18	2		CLAMP, SPRING LOADED T-BOLT, 4.28-4.58	12975-0450
19	2		CLAMP, WORM, .69-1.25	14990-12
20	2		CLAMP, WORM, 1.81 - 2.75	14990-36
21	5		CLAMP, WORM, 2.06 - 3.00	14990-40
22	1		PLUG, NPT, PLASTIC, -20 (1-1/4") NPT	15255-20
23	1		TAG, ENGINE WEIGHT	16825
24	1		ELBOW,HOSE,2-1/4", GATES P/N-21418	21418
25	3		CLAMP, LOOM, 1.00 ID	26963-16
26	1		TUBE, OVERFLOW, 5/16" ID X 36" LG, #27003	27003.8792
27	1		DRAIN VALVE, 1/4" NPT	80511
28	3		HOSE, HUMP	4330737
29	2		U-BOLT CLAMP, 6.0"	89560K
30	2		HOSE,EPPM, 2.50IN IDx6.00IN LONG	A042F057
31	1		HOSE,SILICONE, 3/4IN ID X 24.00IN LONG	A042F073
32	1		ELBOW, STREET, 45 DEG, STEEL, PARKER OR EQUIV.	LTL-SE3444

[illegible]


A

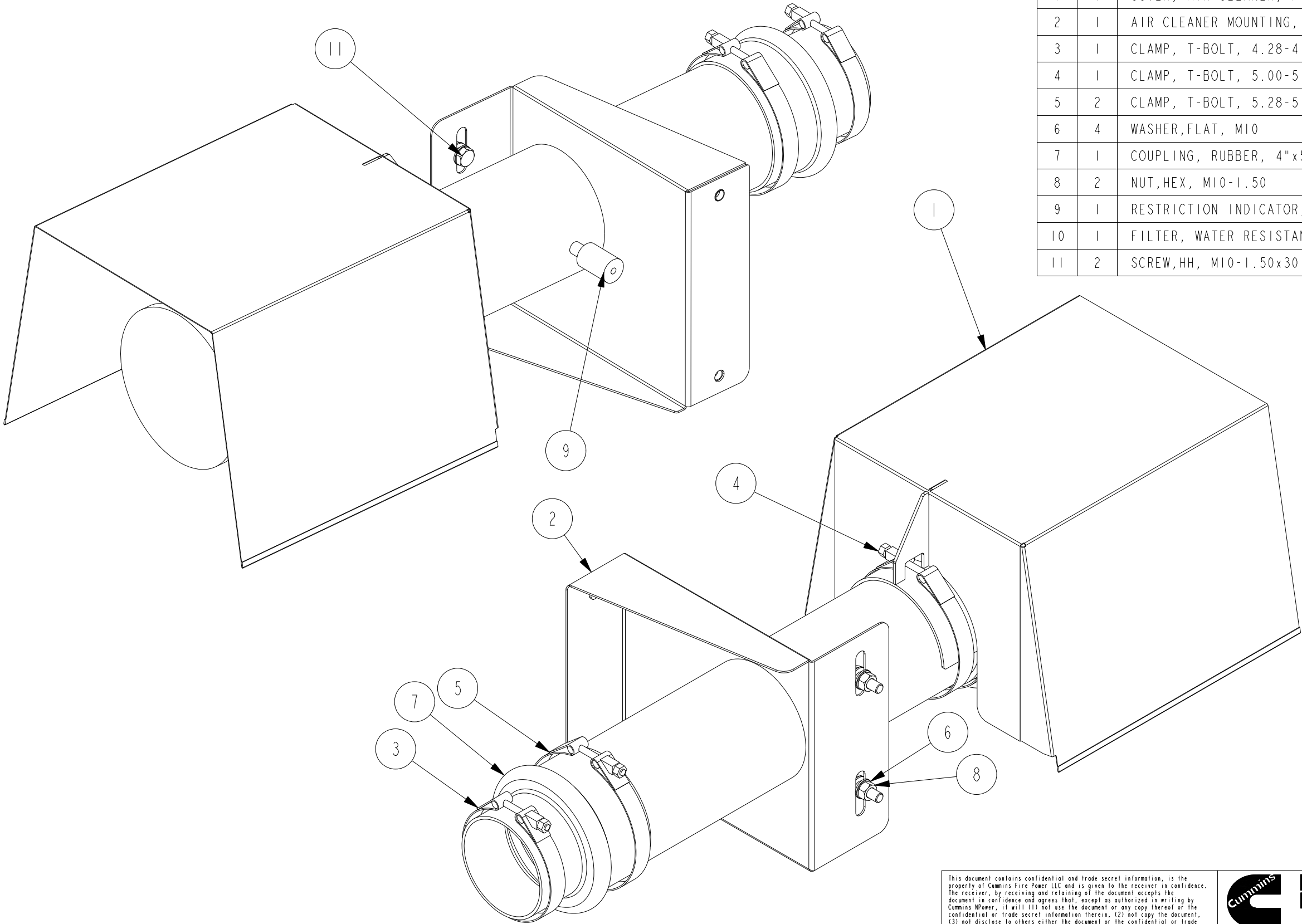
[illegible]



SEE NOTE 1

SEE NOTE 1

DIMENSIONS ARE IN: INCHES [] ARE IN: .		DO NOT SCALE PRINT		CMI DATA CLASSIFICATION Cummins Confidential	
DRAWING TOLERANCES APPLY TO PRIMARY DIMENSIONS UNLESS OTHERWISE SPECIFIED		SCALE: .200		CUMMINS Cummins Inc.	
F.F.: ± .1 IN OR 3 mm F.T.C.: ± .010 IN OR 0.25 mm X.XX: ± .010 IN OR 0.25 mm ANGULAR TOLERANCE: ± 1°				DWN: NO134 CKD: MS707 APVD: MS707 DATE: 06MAR2019	
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				CUMMINS	
				ITEM NAME	
				ASM, COOLING SYSTEM	
				HEAT EXCHANGER, CFPIIE, SEA WATER	
				CAD SHEET	
				2 OF 2	
				ITEM NUMBER	
				A059J341	
				REV	
				1	



BILL OF MATERIAL			
ITEM	QTY	DESCRIPTION	PART NUMBER
1	1	COVER, AIR CLEANER, FITS 5" O.D. TUBING	14799
2	1	AIR CLEANER MOUNTING, CFPIIE	16692
3	1	CLAMP, T-BOLT, 4.28-4.59	13164-0450
4	1	CLAMP, T-BOLT, 5.00-5.31	13164-0525
5	2	CLAMP, T-BOLT, 5.28-5.59	13164-0550
6	4	WASHER,FLAT, M10	20020-M10
7	1	COUPLING, RUBBER, 4"x5", NELSON #89845K	89845K
8	2	NUT,HEX, M10-1.50	20120-M10
9	1	RESTRICTION INDICATOR, 1/8" NPT	RAX00-2352
10	1	FILTER, WATER RESISTANT, 5" INLET	RU3220
11	2	SCREW,HH, M10-1.50x30	20310-030

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AND UPFIT CENTER
875 LAWRENCE DRIVE
DEPERE, WISCONSIN

ASSEMBLY, AIR CLEANER
CFPIIE

UNLESS OTHERWISE SPECIFIED ALL DIMENSION TOLERANCES ARE

ANGULAR DIMENSIONS $\pm 1^\circ$

MACHINED SURFACES

IMPERIAL UNITS

METRIC UNITS

THIRD ANGLE PROJECTION

125

MACHINE TOLERANCES

MACHINE TOLERANCES

FORM TOLERANCES

FORM TOLERANCES

FAB TOLERANCES

FAB TOLERANCES

DWG UNITS:

DRAWN BY: PBS

DATE: 23APR2014

IN/LB/S

PRO-ENGINEER

INIT ECO: 2014-268

SCALE: 0.250

SHEET

DRAWING NO:

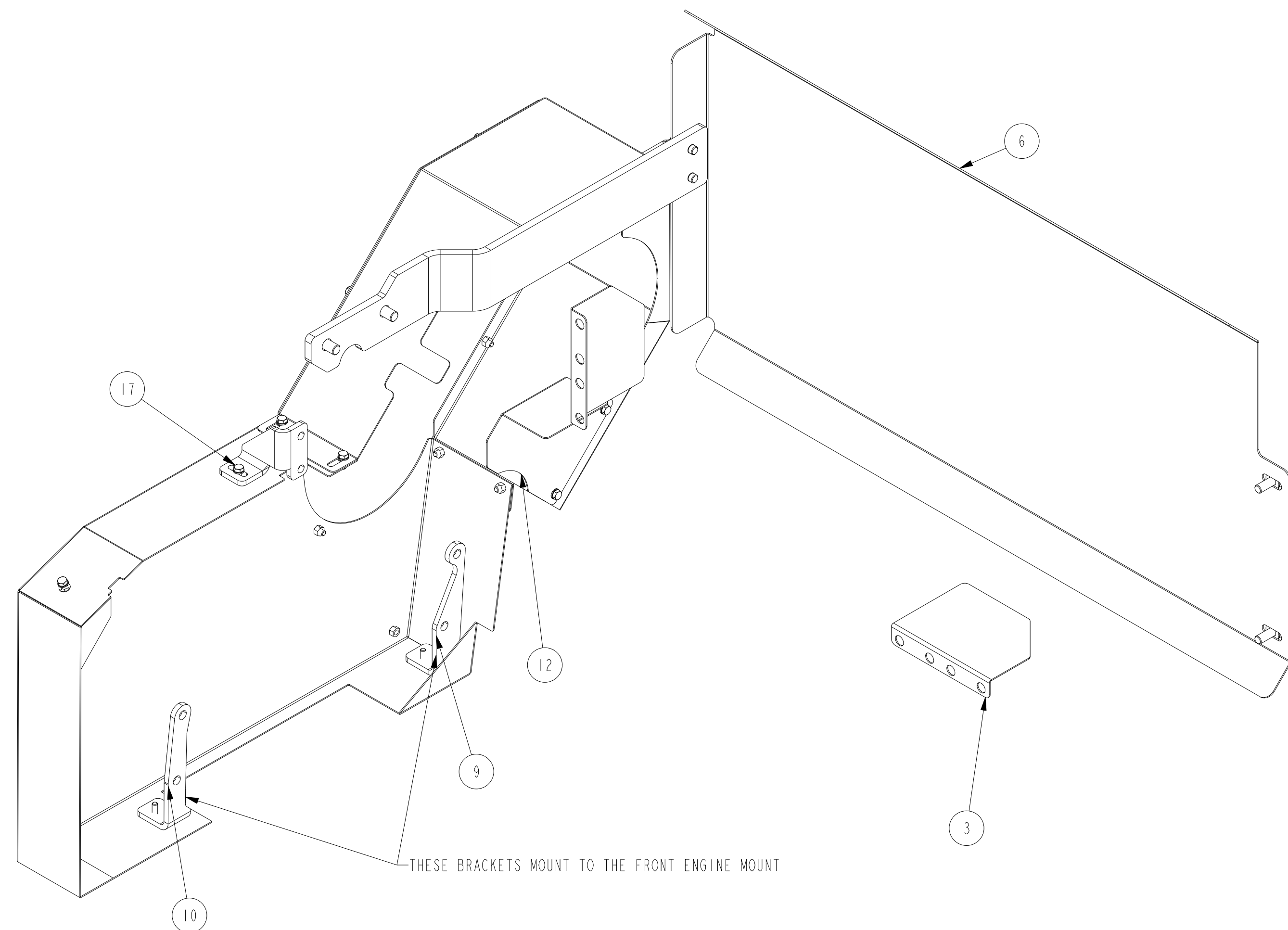
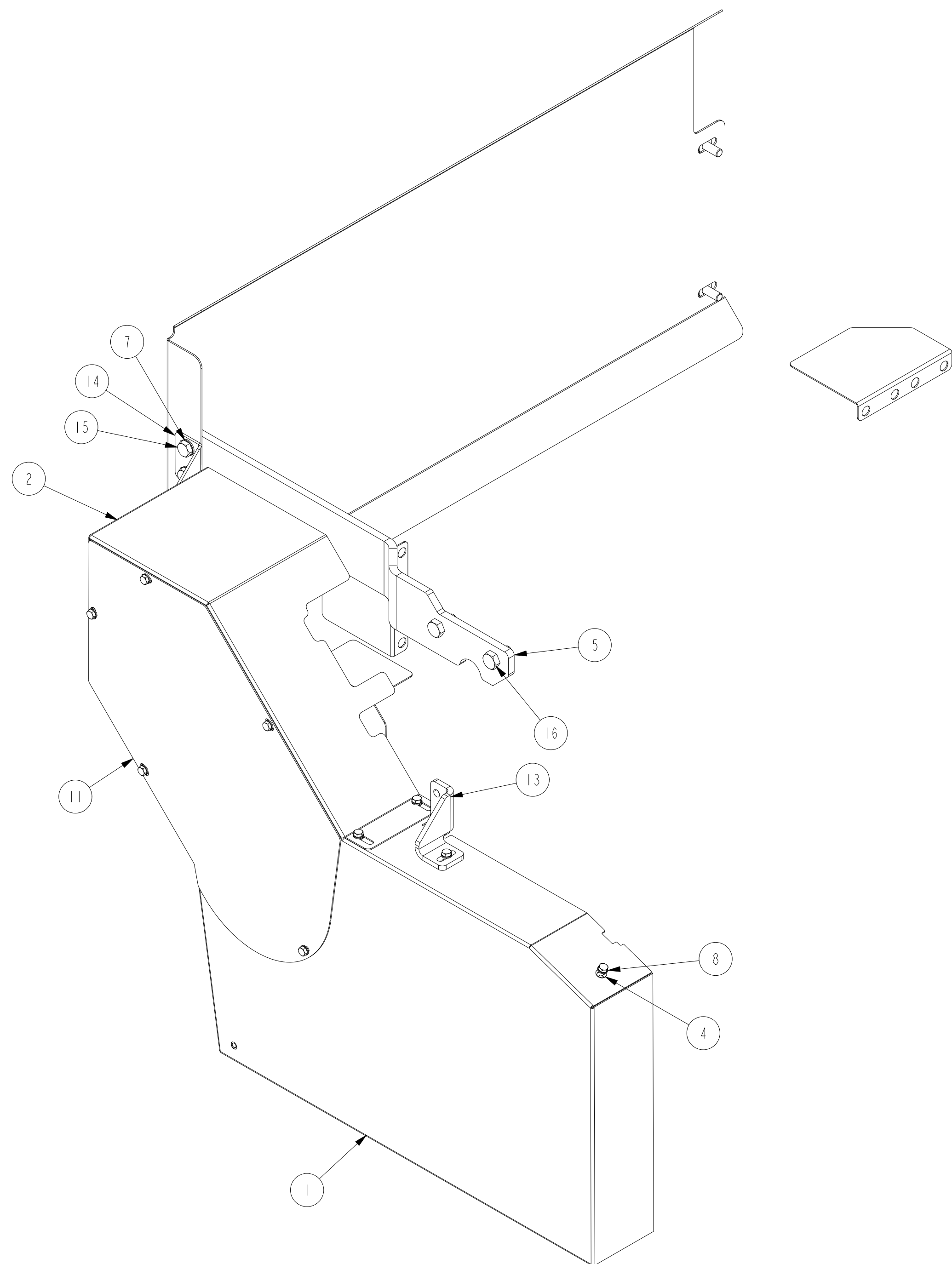
EST WEIGHT: 13.530

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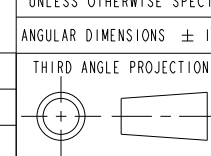
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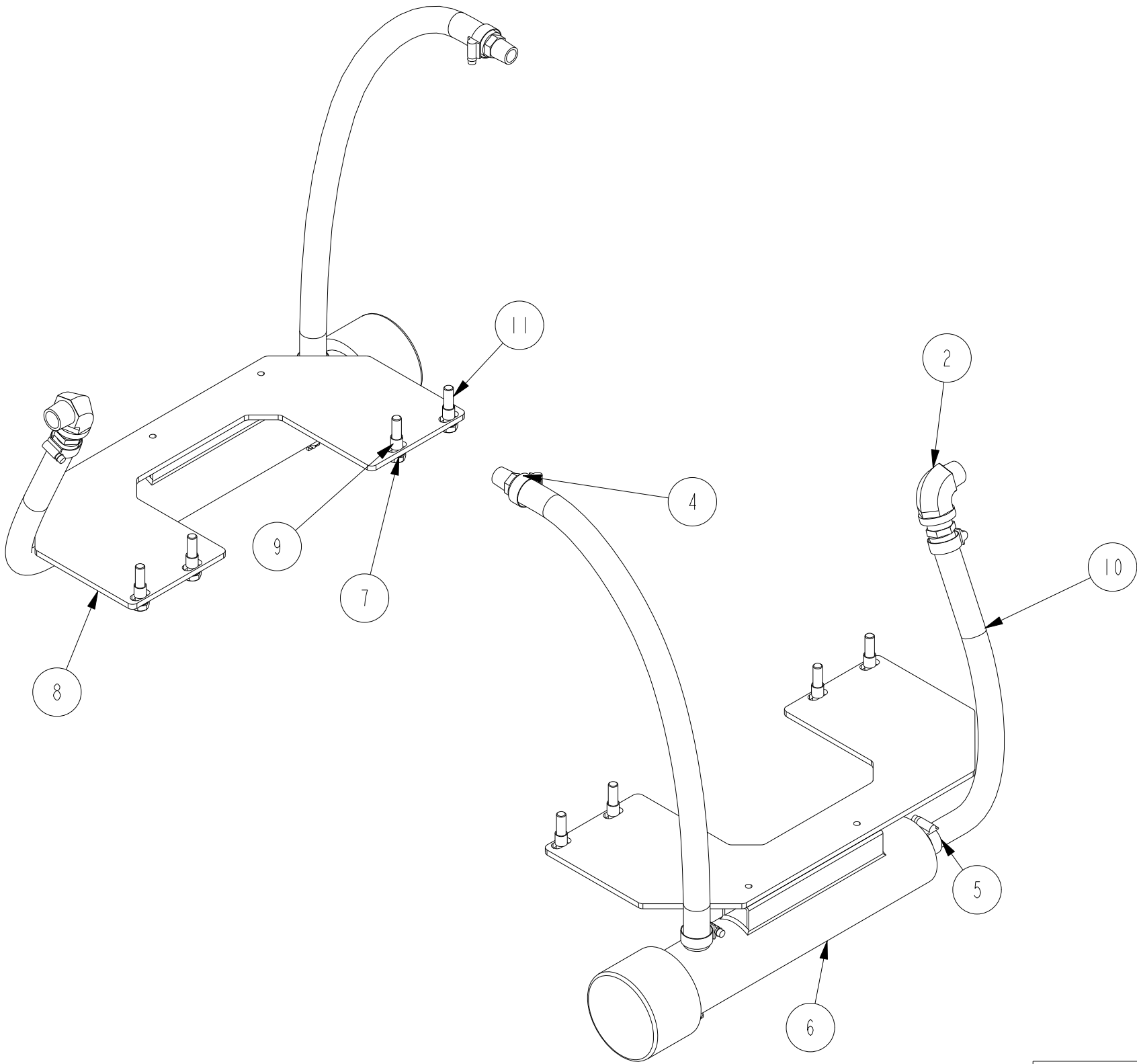
REV	ECO	DESCRIPTION OF REVISION	REV BY	DATE

BILL OF MATERIAL			
ITEM	QTY	DESCRIPTION	PART NUMBER
1	1	GUARD, FRONT, CFP11E	A042B942
2	1	GUARD, BELT, CFP11E	A042B960
3	2	HEAT SHIELD, SENSOR, CFP11E	15625
4	16	WASHER, RETAINING, M6	16662-11
5	1	BRACKET, HEAT SHIELD MOUNTING, CFP11E	16691
6	1	HEAT SHIELD, CFP11E	16693
7	4	WASHER, FLAT, M10	20020-M10
8	16	WASHER, FLAT, M6	20020-M6
9	1	BRACKET, RH GUARD, CFP11E	A042B946
10	1	BRACKET, LH GUARD, CFP11E	A042B947
11	1	COVER, FRONT GUARD, CFP11E	A042B948
12	1	COVER, REAR GUARD, CFP11E	A042B949
13	1	BRACKET, UPPER GUARD, CFP11E	A042B951
14	1	BRACKET, GUARD, CFP11E	A042B952
15	4	SCREW, HH, M10-1.50x25	20310-025
16	2	SCREW, HH, M12-1.75x25	20312-025
17	16	SCREW, HH, M6-1.00x16MM	20306-016

[illegible]

REV	ECO	DESCRIPTION OF REVISION	REV BY	DATE






BILL OF MATERIAL			
ITEM	QTY	DESCRIPTION	PART NUMBER
1	1	HOSE, SILICONE, 3/4IN ID x 26.00IN LONG	A042F073-J796
2	1	ELB, 90 DEG, -12 NPT X -12 FMNPT	12195-12-12
3	1	FTG, STR, -12 BEAD X -12 NPT	12545-12-12
4	1	FTG, STR, -12 BEAD X -8 NPT	12545-12-8
5	4	CLAMP, WORM, .69-1.25	14990-12
6	1	HEATER,COOLANT,2250W,120/240 VOLT, 150 DEGREE THERMOSTAT	15167
7	4	WASHER,FLAT, M8	20020-M8
8	1	BRACKET, COOLANT HEATER, CFPIIE	A042B164
9	4	SPACER, 0.5 OD X 0.43 ID X 0.50 LG	A042C901
10	1	HOSE,SILICONE, 3/4IN ID x 24.00IN LONG	A042F073
11	4	SCREW,HH, M10-1.50x45	20310-045

REV	ECO	DESCRIPTION OF REVISION	REV BY	DATE

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875 LAWRENCE DRIVE
DEPERE, WISCONSIN

ASSEMBLY, COOLANT HEATER
CFPIIE

UNLESS OTHERWISE SPECIFIED ALL DIMENSION TOLERANCES ARE

ANGULAR DIMENSIONS ± 1°	MACHINED SURFACES	IMPERIAL UNITS .XX ± 0.010 .XXX ± 0.005	METRIC UNITS .X ± 0.4 .XX ± 0.2
THIRD ANGLE PROJECTION	125	FORM TOLERANCES .XX ± 0.030 .XXX ± 0.015	FORM TOLERANCES .X ± 0.8 .XX ± 0.4
		FAB TOLERANCES .XX ± 0.060 .XXX ± 0.030	FAB TOLERANCES .X ± 1.5 .XX ± 0.8

DWG UNITS:
IN/LB/S

SCALE: 0.190

EST WEIGHT: 31.150

DRAWN BY: PBS

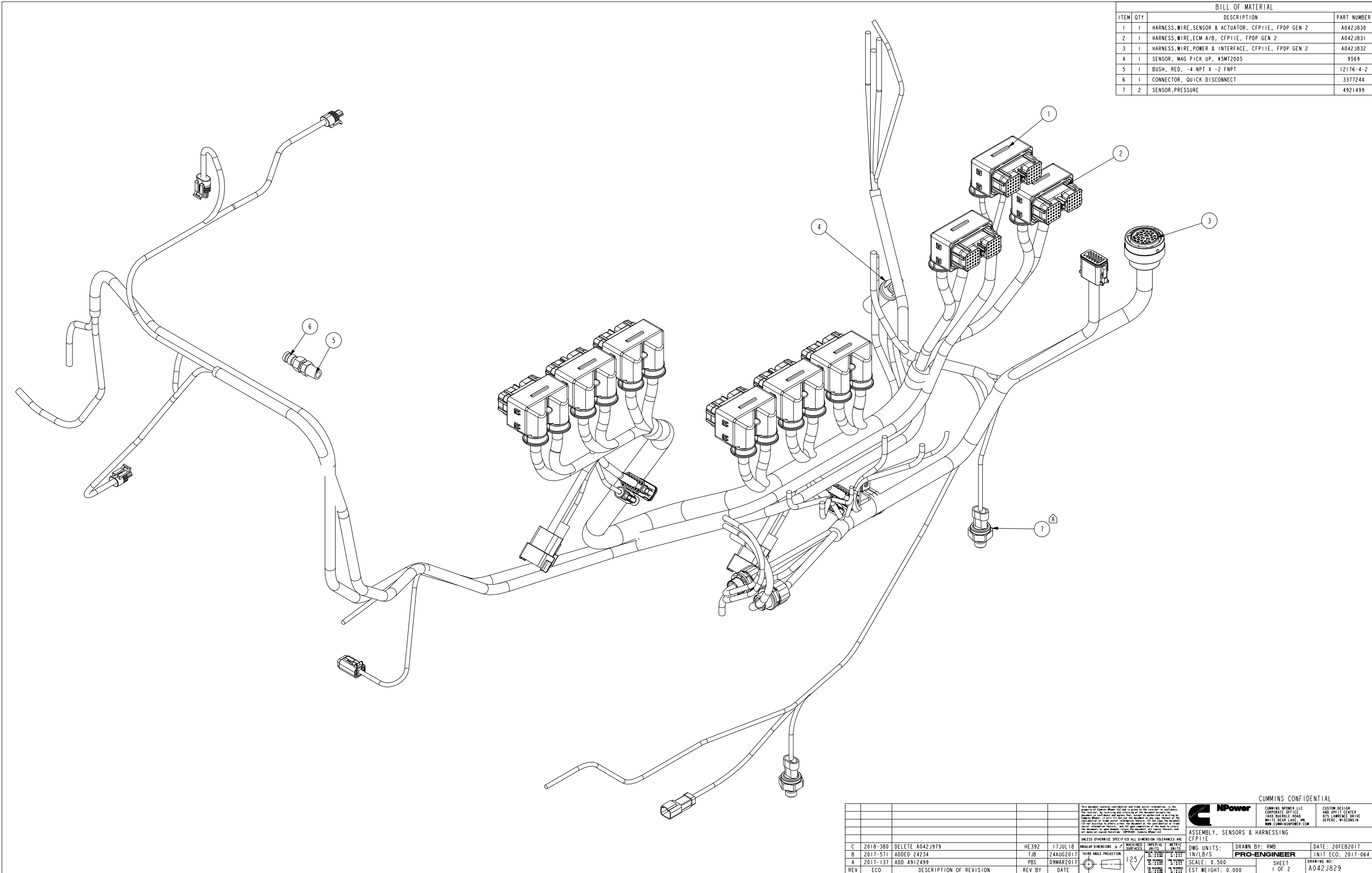
PRO-ENGINEER

DATE: 25JAN2017

INIT ECO: 2016-668

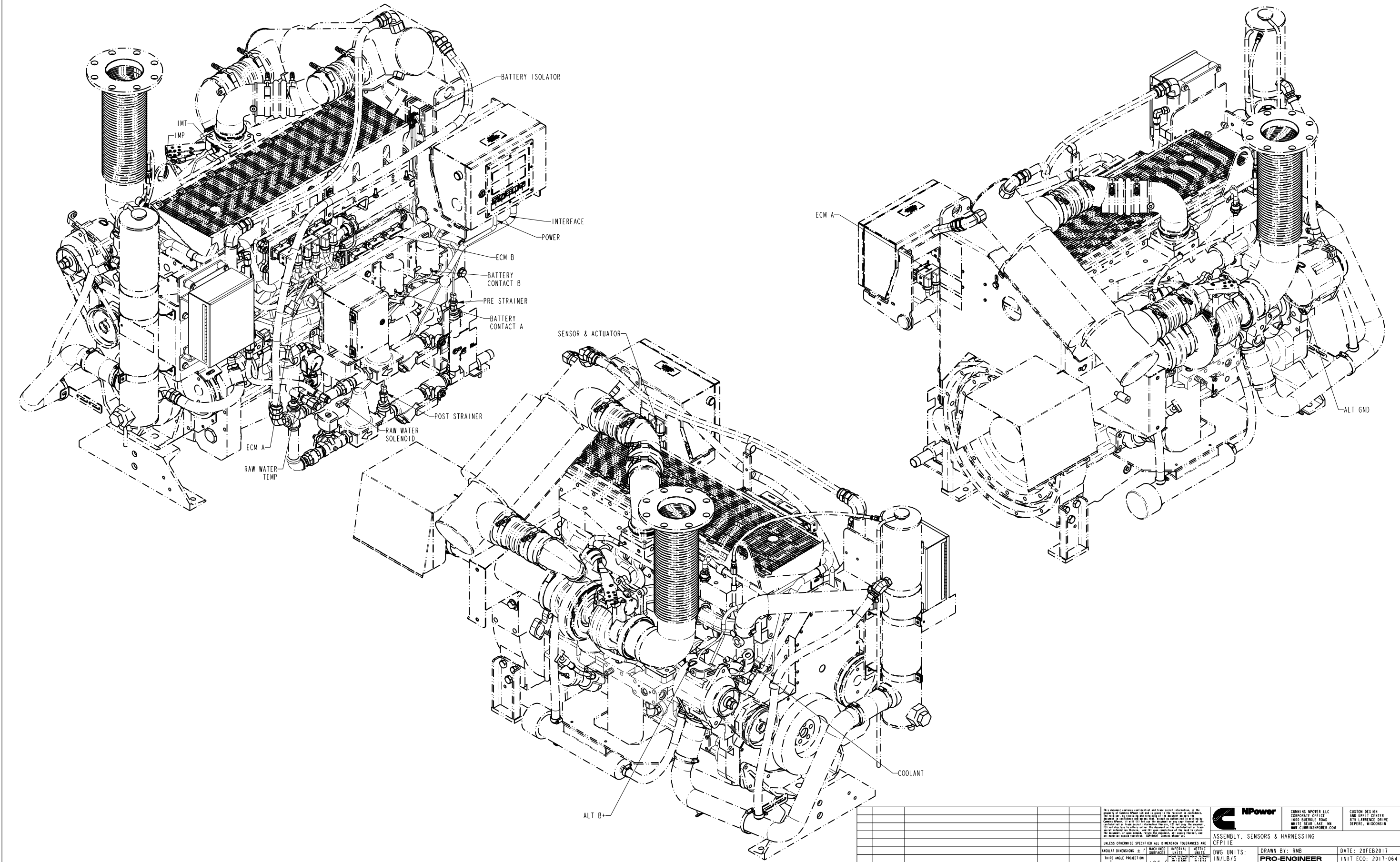
SHEET
1 OF 1

DRAWING NO:
A042J796



BILL OF MATERIAL			
ITEM	QTY	DESCRIPTION	PART NUMBER
1	1	HARNESS,WIRE,SENSOR & ACTUATOR, CFPIIE, FPDG GEN 2	A042J830
2	1	HARNESS,WIRE,ECM A/B, CFPIIE, FPDG GEN 2	A042J831
3	1	HARNESS,WIRE,POWER & INTERFACE, CFPIIE, FPDG GEN 2	A042J832
4	1	SENSOR, MAG PICK UP, #5MT2005	9569
5	1	BUSH, RED, -4 NPT X -2 FNPT	12176-4-2
6	1	CONNECTOR, QUICK DISCONNECT	3377244
7	2	SENSOR,PRESSURE	4921499

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				<p>ASSEMBLY, SENSORS & HARNESSING</p> <p>CFPIIE</p>			
				<p>DWG UNITS: IN/LB/S</p>		<p>DRAWN BY: RMD PRO-ENGINEER</p>	
				<p>SCALE: 0.500</p>		<p>SHEET 1 OF 2</p>	
				<p>EST WEIGHT: 0.000</p>		<p>DRAWING NO: A042J829</p>	
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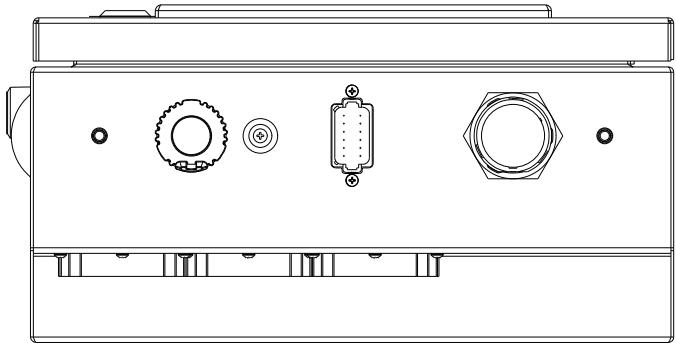
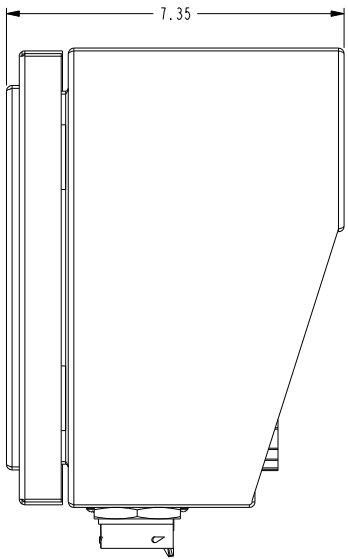
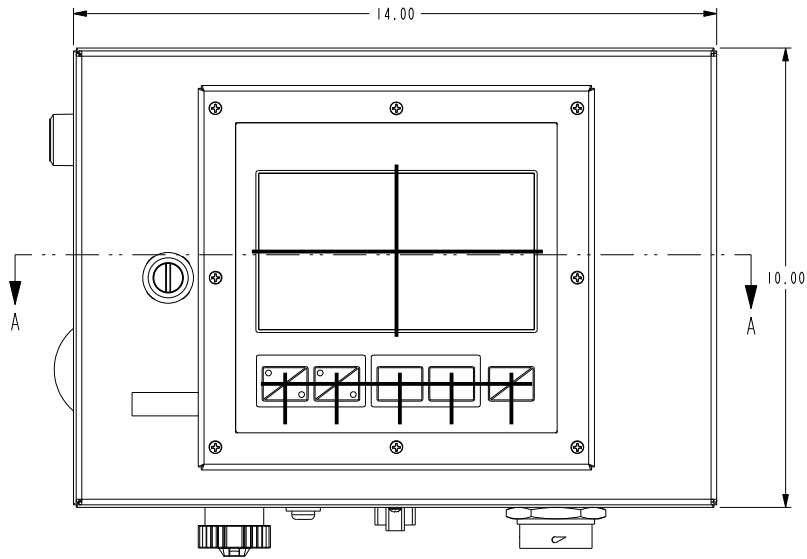
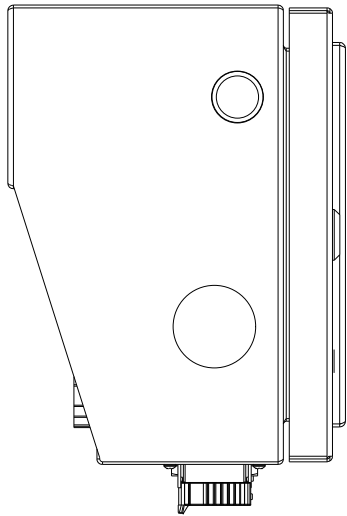
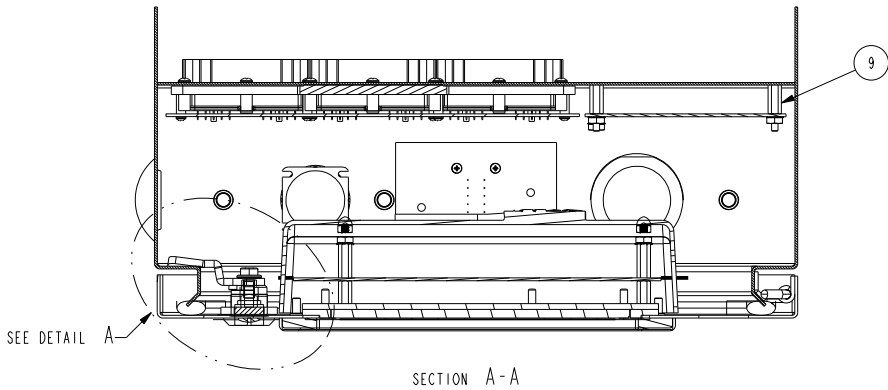


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REFERENCE GASKET
OUTER DOOR
POLYURETHANE
CPN:17621

REFERENCE GASKET
DIGITAL DISPLAY SEAL
NEOPRENE
CNP:17793

DOOR GASKET DETAIL A
SCALE 1.000

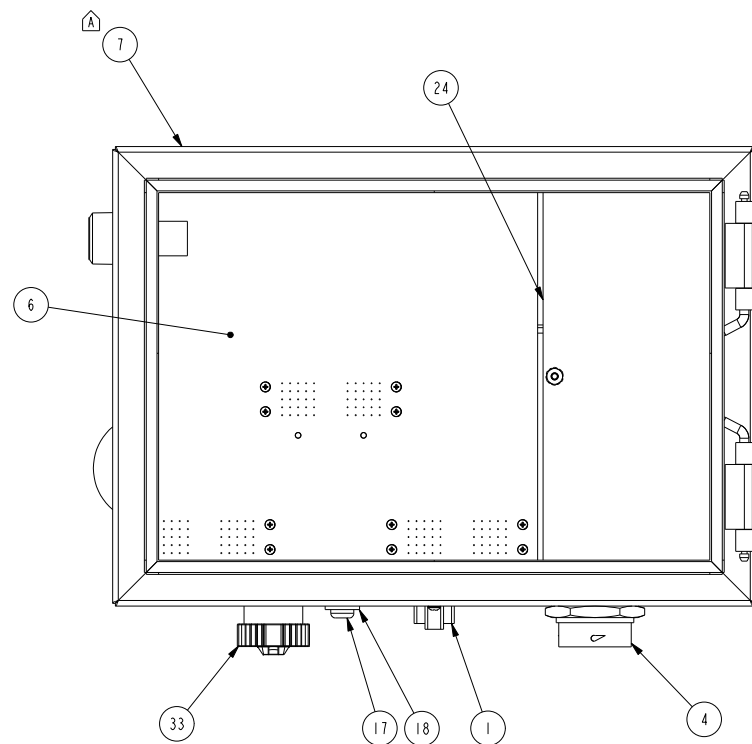
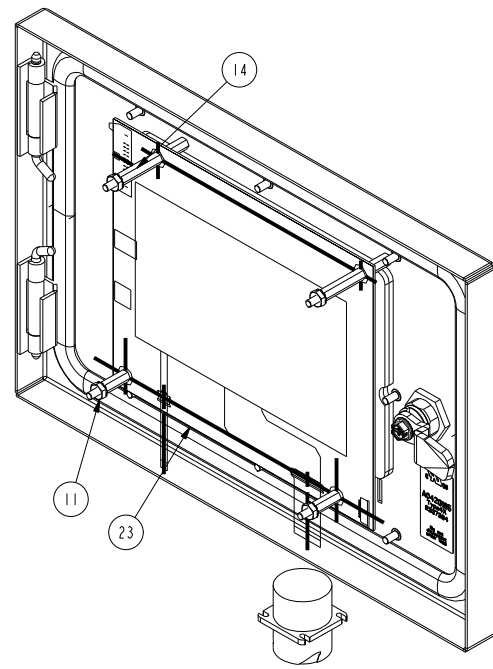
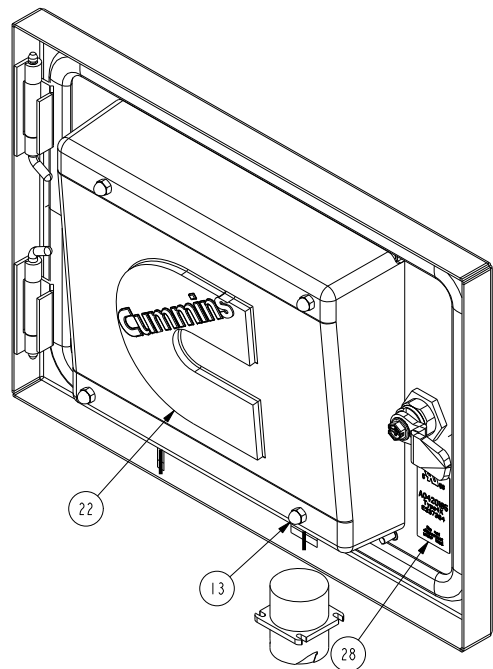
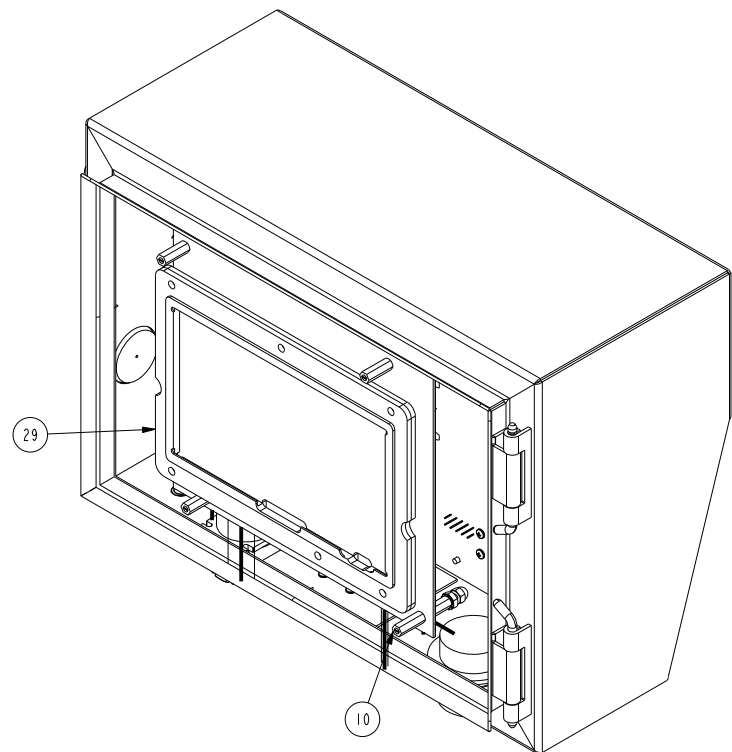
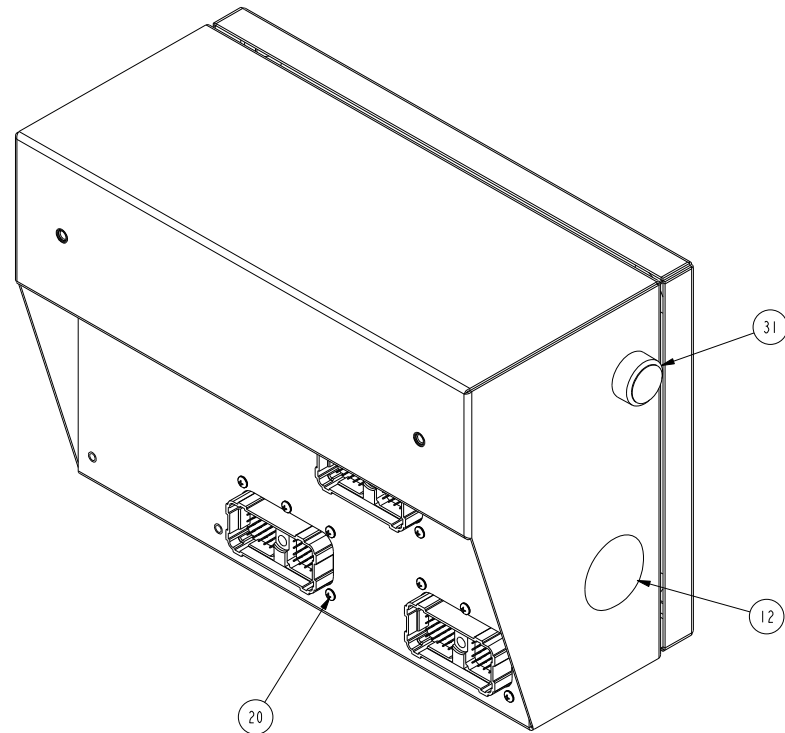
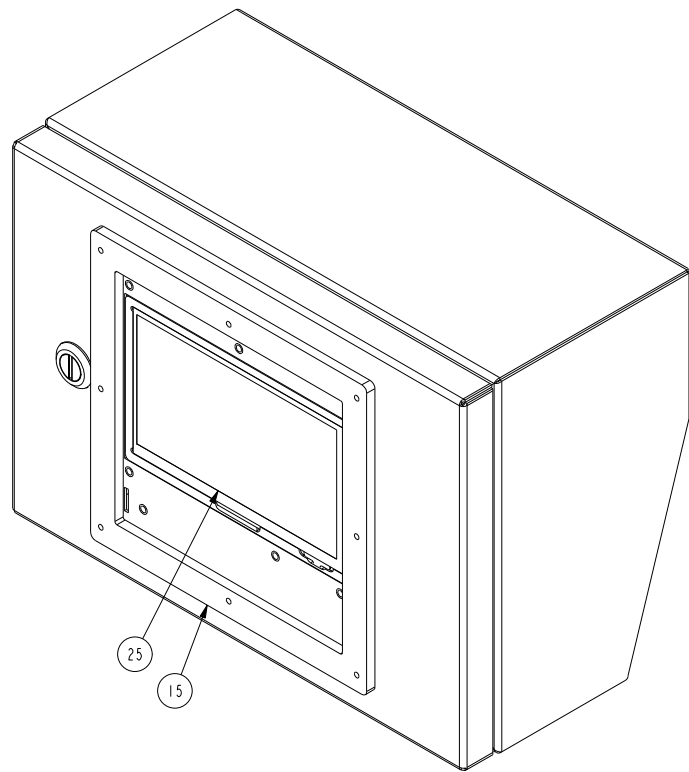
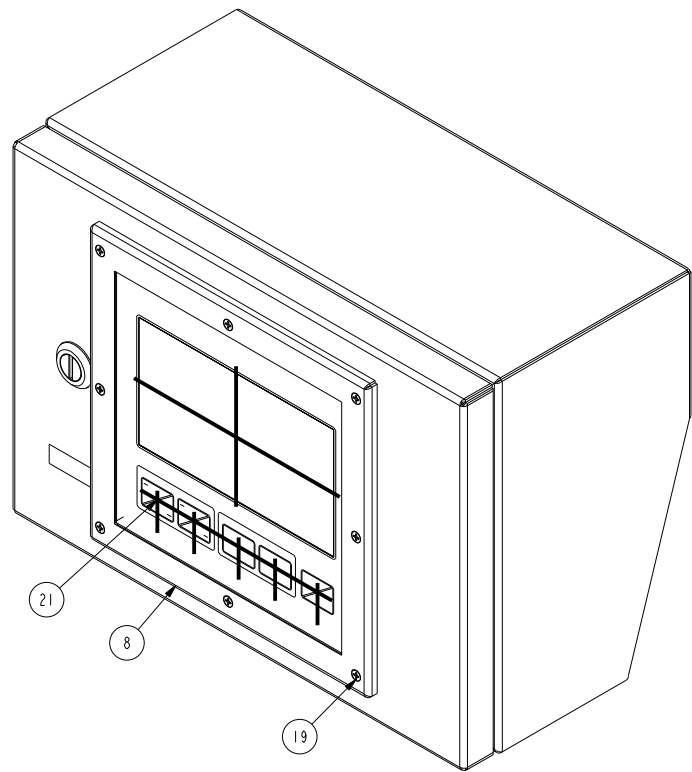


BILL OF MATERIAL			
ITEM	QTY	DESCRIPTION	PART NUMBER
1	1	POWER MODULE ECM , DIGITAL PANEL, ELECTRONIC	15155
2	1	ASSY, WIRING, DIGITAL PANEL, ENGINE STOP SWITCH	15160
3	1	DIAGNOSTICS, DIGITAL PANEL, RECEPTACLE AND CABLE	A042G193
4	1	ASSY,BULKHEAD WIRING, DIGITAL PANEL, BULKHEAD TO POWER PCB	A042G197
5	1	CABLE, DIGITAL PANEL, POWER PCB TO DISPLAY PCB	A042G198
6	1	SWITCH PCB, DIGITAL PANEL, MODULE, ECM	A042G207
7	1	CABINET, CONTROL PANEL	A042H232
8	1	BEZEL, FORMED, STEEL, CONTROL PANEL	15165
9	9	STANDOFF HEX M/F, 8-32, BRASS .63"L	15579
10	6	STANDOFF HEX M/F, 8-32, BRASS .75"L	15580
11	14	NUT, 8-32, W/TOOTH WASHER, ZNC -PLTD	15582
12	1	PLUG, LIQUID TIGHT, HEYCO, 3837	15645
13	4	NUT, ACORN,SELF-LOCKING, 8-32, 18-8 STNL STL	17149
14	2	STANDOFF HEX M/F, 8-32, BRASS 1.25"L	17205
15	1	BEZEL, GASKET 1/4" x 3/4"	17793
16	1	TIE, WIRE, 4", NATURAL	3M101M-ND
17	1	SCREW, 1/4-20 STAINLESS STEEL	91772A537
18	1	WASHER, 1/4" STAINLESS STEEL	93852A102
19	8	SCREW, 6-32, 1/2" LONG , STAINLESS STEEL, BLACK OXIDE FINISH	96640A117
20	20	SCREW, 8-32, 1/2" LONG , STAINLESS STEEL	99461A240
21	1	MEMBRANE, KEYPAD	A042G192
22	1	COVER, DOOR PANEL	A042G194
23	1	PCB, DIGITAL PANEL, ELECTRONIC	A042G195
24	1	POWER PCB, DIGITAL PANEL, ELECTRONIC	A042G196
25	1	DISPLAY, COLOR TOUCH SCREEN	A042G199
26	1	STRAP, GROUND	A042G200
27	1	CABLE, DIGITAL PANEL, POWER PCB TO ECM SWITCH PCB	A042G202
28	1	LABEL, UL , ELECTRONIC CONTROL PANEL	A042G204
29	1	BEZEL, DISPLAY MOUNTING, FIRE PUMP DIGITAL PANEL	A042H037
30	1	COVER, DISPLAY, FIRE PUMP DIGITAL PANEL	A042H565
31	1	SWITCH, PUSHBUTTON, ABB CONTROL, CP110R-01	CP110R-01
32	1	CLIP, RIBBON CABLE, 25.6mm	FCM1-A-C14
33	1	COVER, HD10 W/LANYARD, DEUTSCH	HDC16-9-E004-L47N
34	1	HOLDER, TIE, ADHESIVE, NATURAL	RP302-ND

NOTES:
1. TYPE 4X INDOOR USE CONSTRUCTION
2. UPDATED SOFTWARE

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UNLESS OTHERWISE SPECIFIED ALL DIMENSION TOLERANCES ARE: ANGULAR DIMENSIONS ± 1° THIRD ANGLE PROJECTION				MACHINE SURFACES FRACTIONAL DECIMALS INCHES FRACTIONAL DECIMALS MILLIMETERS	IMPERIAL UNITS IN/LB/S	METRIC UNITS MM/KG	ASSEMBLY, DIGITAL CONTROL PANEL ELECTRONIC CFP ENGINES
DWG UNITS: IN/LB/S SCALE: 0.500 EST WEIGHT: 28.994				DRAWN BY: PBS PRO-ENGINEER		DATE: 14SEP2016 INIT ECO: 2016-376	
SHEET 1 OF 2				DRAWING NO: A042G185			

REV	DATE	DESCRIPTION OF REVISION	REV BY	DATE
A	2017-057	UPDATED PER A042H232	PBS	01FEB2017
ECO		DESCRIPTION OF REVISION		



REV	ECO	DESCRIPTION OF REVISION	REV BY	DATE	EST WEIGHT: 28.994	SHEET 2 OF 2	DRAWING NO: A042G185
A	2017-057	SEE SHEET 1 FOR LATEST REVISION DETAILS	PBS	01FEB2017			

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Cummins Fire Power
 ASSEMBLY, DIGITAL CONTROL PANEL
 ELECTRONIC CFP ENGINES

DWG UNITS: IN/LB/S
 SCALE: 0.500
 EST WEIGHT: 28.994

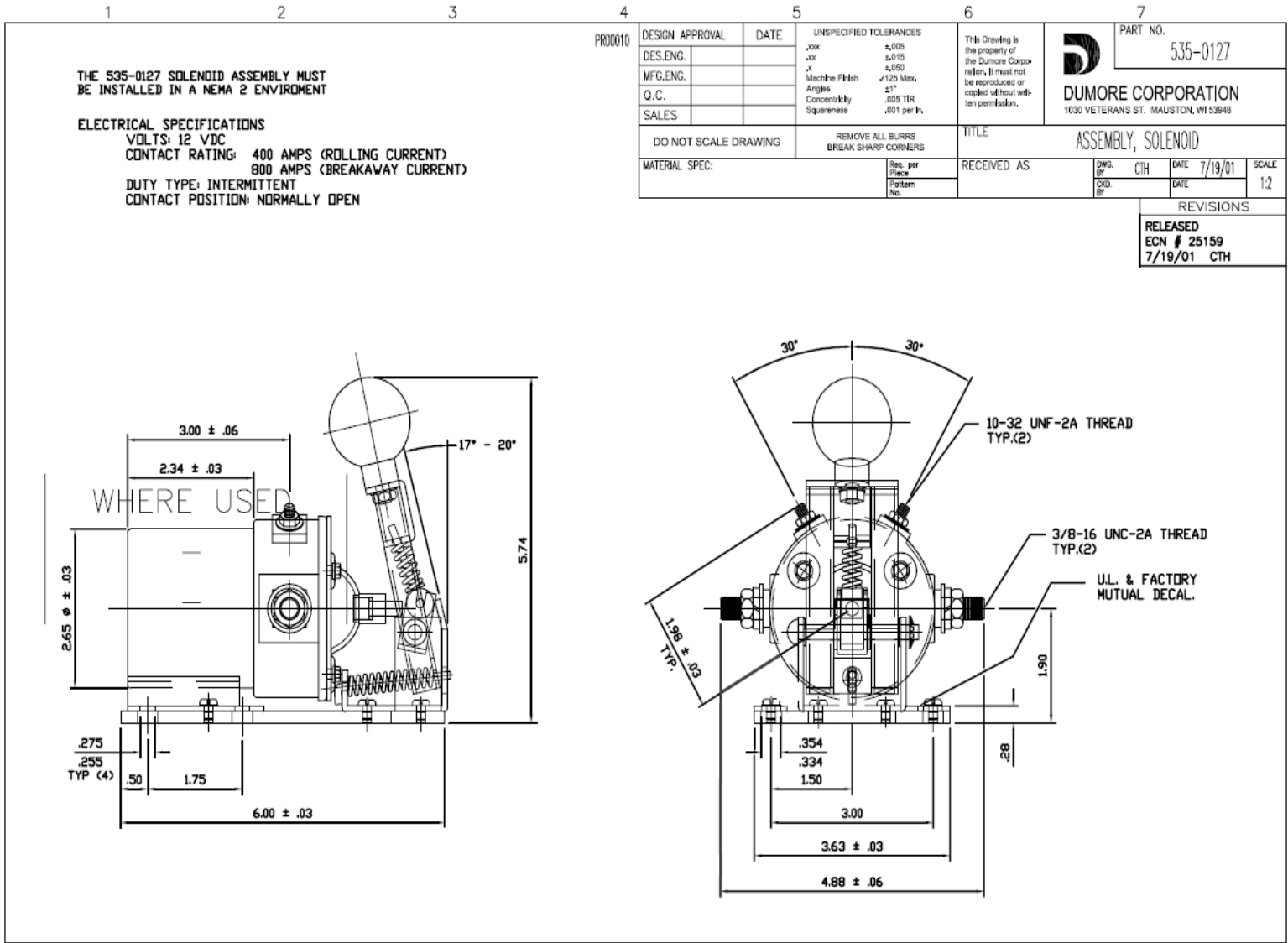
DRAWN BY: PBS
 PRO-ENGINEER
 SHEET 2 OF 2

DATE: 14SEP2016
 INIT ECO: 2016-376

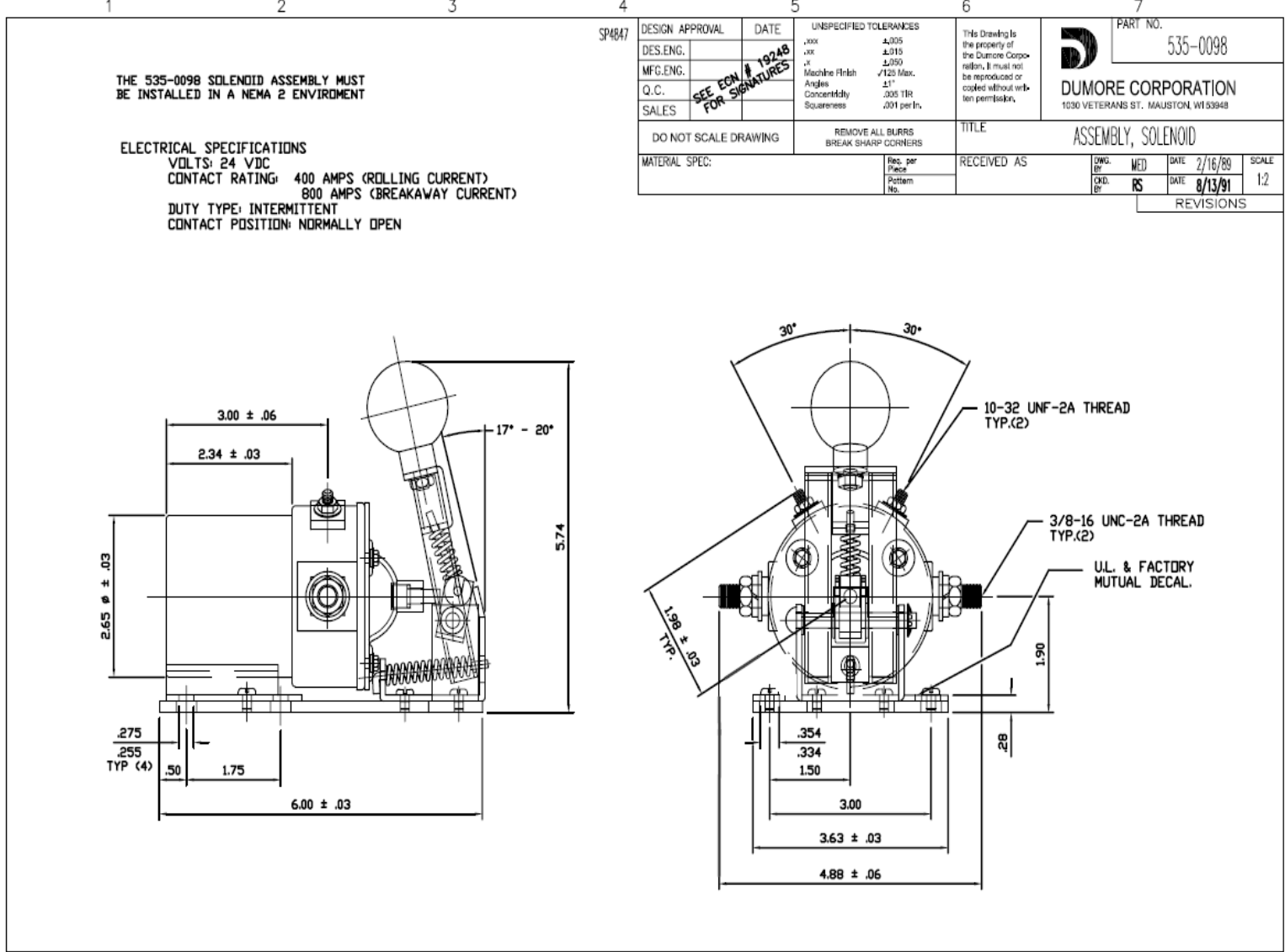
CUMMINS FIRE POWER LLC
 CORPORATE OFFICE
 1600 BUREAU ROAD
 WHITE BEAR LAKE, MN
 WWW.CUMMINSFIREPOWER.COM

CUSTOM DESIGN
 AND OPTIC CENTER
 875 LAWRENCE DRIVE
 DEPERE, WISCONSIN

BILL OF MATERIAL			
ITEM	QTY	DESCRIPTION	PART NUMBER
1	1	CONTACTOR, MANUAL OVERRIDE, 12V, PN:535-0127, FIREPUMP	8824-12
2	1	CONTACTOR, MANUAL OVERRIDE, 24V, PN:535-0098, FIREPUMP	8824-24


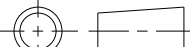


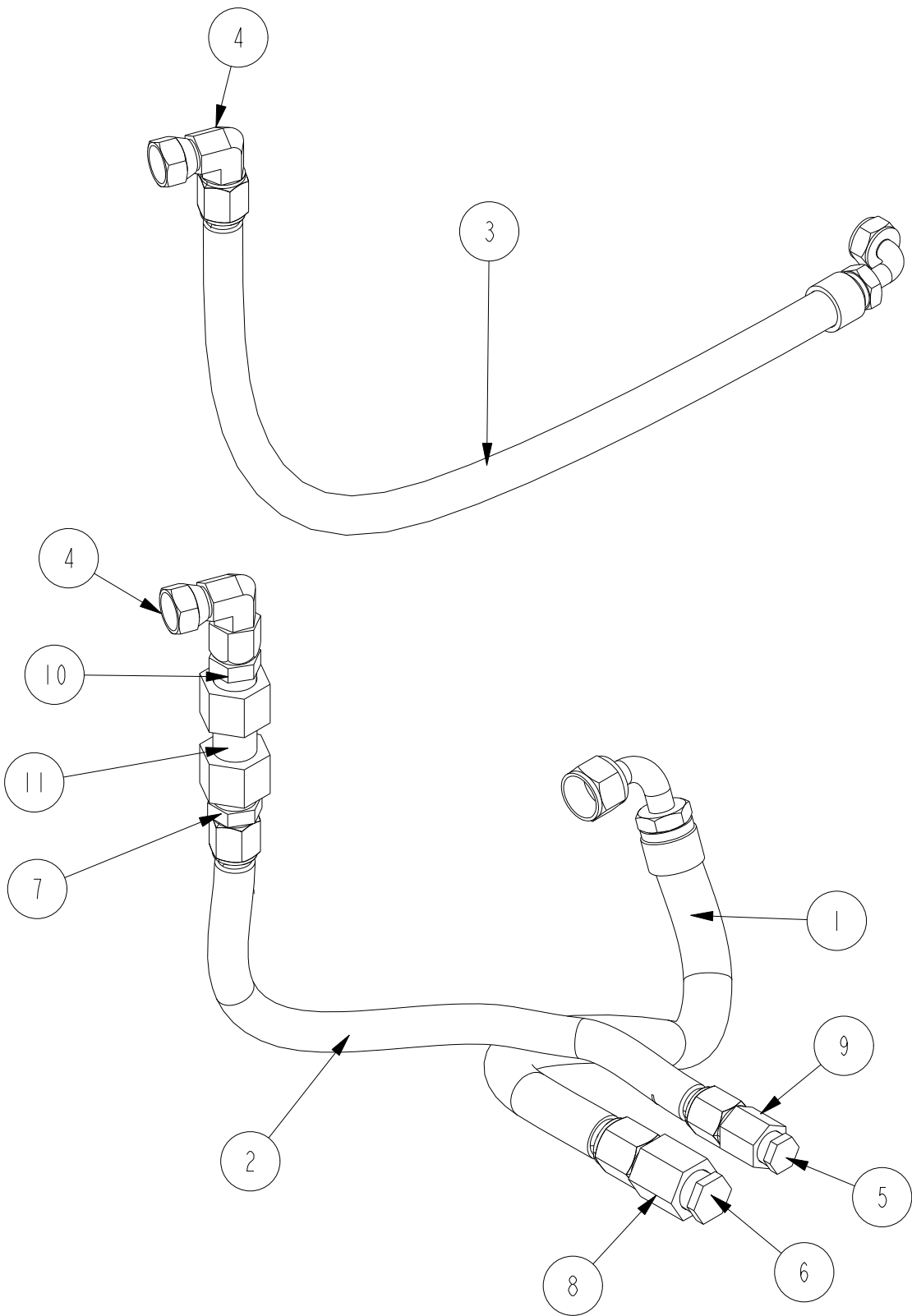
ITEM:1 - 8824-12



ITEM:2 - 8824-24

A	2011-068	UPDATED DRAWING FORMAT ADDED CNP LABEL TO PDF DRAWING	MAC	18FEB2011
REV	ECO	DESCRIPTION OF REVISION	REV BY	DATE

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MANUAL SOLENOID											
UNLESS OTHERWISE SPECIFIED ALL DIMENSION TOLERANCES ARE -											
ANGULAR DIMENSIONS ± 1°		IMPERIAL UNITS		METRIC UNITS		DWG UNITS: IN/LB/S		DRAWN BY: CMC		DATE: 12JUNE2004	
THIRD ANGLE PROJECTION		MACHINE TOLERANCES .XX : ± 0.010 .XXX : ± 0.005		MACHINE TOLERANCES .X : ± 0.4 .XX : ± 0.2		PRO-ENGINEER		INIT ECO: -			
		FORM TOLERANCES .XX : ± 0.010 .XXX : ± 0.015		FORM TOLERANCES .X : ± 0.8 .XX : ± 0.4		SCALE: 1.000		SHEET 1 OF 1		DRAWING NO: 8824	
		FAB TOLERANCES .XX : ± 0.005 .XXX : ± 0.030		FAB TOLERANCES .X : ± 1.0 .XX : ± 0.8		EST WEIGHT: 42238.628					



BILL OF MATERIAL			
ITEM	QTY	DESCRIPTION	PART NUMBER
1	1	ASSEMBLY, HOSE, FUEL LINE, CFPIIE SUPPLY	15278
2	1	ASSEMBLY, HOSE, FUEL LINE, CFPIIE RETURN	15279
3	1	ASSEMBLY, HOSE, FUEL LINE, CFPIIE JUMPER	15282
4	2	ELBOW, #8 FLARE X FLARE SWIVEL	8_C6X-S
5	1	PLUG. PIPE, -6 NPT	12210-6
6	1	PLUG. PIPE, -8 NPT	12210-8
7	1	FTG, STR, -8 JIC X -8 NPT	12238-8-8
8	1	FTG, STR, -10 JIC X -8 FMNPT	12240-10-8
9	1	FTG, STR, -8 JIC X -6 FMNPT	12240-8-6
10	1	FTG,STR, -8 FMJIC X -8 NPT	12250-8-8
11	1	VALVE,CHECK,BRASS, 1/2" FNPT X FNPT	14412

C NOTE: APPLY THREAD SEALANT ON ALL NPT THREADS.

C	0211-057	ADD NOTE	S DUBICK	11-MAY-11
REV	ECO	DESCRIPTION OF REVISION	REV BY	DATE

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1600 BUERKLE ROAD
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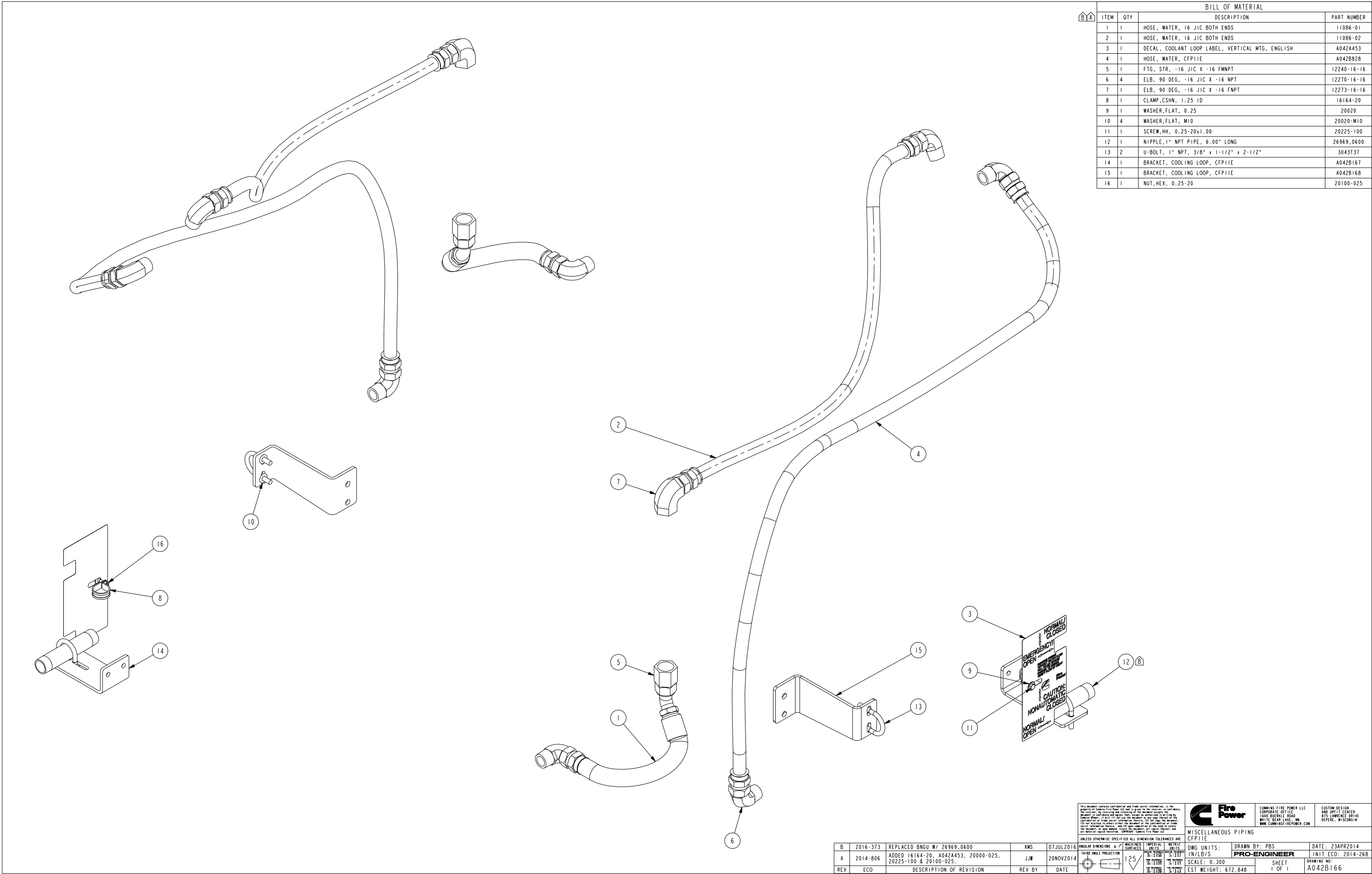
CUSTOM DESIGN
AND UPFIT CENTER
875 LAWRENCE DRIVE
DEPERE, WISCONSIN

UNLESS OTHERWISE SPECIFIED ALL DIMENSION TOLERANCES ARE

ANGULAR DIMENSIONS ± 1°	IMPERIAL UNITS	METRIC UNITS
THIRD ANGLE PROJECTION	MACHINE TOLERANCES .XX ± 0.010 .XXX ± 0.005 FORM TOLERANCES .XX ± 0.010 .XXX ± 0.015 FAB TOLERANCES .XX ± 0.060 .XXX ± 0.030	MACHINE TOLERANCES .X ± 0.4 .XX ± 0.2 FORM TOLERANCES .X ± 0.8 .XX ± 0.4 FAB TOLERANCES .X ± 1.0 .XX ± 0.8

KIT, FUEL LINES, CFPIIE
F10/20 - EXT ONLY

DWG UNITS: IN/LB/S	DRAWN BY: DAN PRO-ENGINEER	DATE: 08-JUL-09 INIT ECO:
SCALE: 0.333 EST WEIGHT: 10.480	SHEET 1 OF 1	DRAWING NO: 15209



BILL OF MATERIAL			
ITEM	QTY	DESCRIPTION	PART NUMBER
1	1	HOSE, WATER, 16 JIC BOTH ENDS	11086-01
2	1	HOSE, WATER, 16 JIC BOTH ENDS	11086-02
3	1	DECAL, COOLANT LOOP LABEL, VERTICAL MTG, ENGLISH	A042A453
4	1	HOSE, WATER, CFP11E	A042B828
5	1	FTG, STR, -16 JIC X -16 FMNPT	12240-16-16
6	4	ELB, 90 DEG, -16 JIC X -16 NPT	12270-16-16
7	1	ELB, 90 DEG, -16 JIC X -16 FNPT	12273-16-16
8	1	CLAMP,CSHN, 1.25 ID	16164-20
9	1	WASHER,FLAT, 0.25	20020
10	4	WASHER,FLAT, M10	20020-M10
11	1	SCREW,HH, 0.25-20x1.00	20225-100
12	1	NIPPLE,1" NPT PIPE, 6.00" LONG	26969-0600
13	2	U-BOLT, 1" NPT, 3/8" x 1-1/2" x 2-1/2"	3043T37
14	1	BRACKET, COOLING LOOP, CFP11E	A042B167
15	1	BRACKET, COOLING LOOP, CFP11E	A042B168
16	1	NUT,HEX, 0.25-20	20100-025

UNLESS OTHERWISE SPECIFIED ALL DIMENSION TOLERANCES ARE					MISCELLANEOUS PIPING			
					CFP11E			
B	2016-373	REPLACED BNGU W/ 26969-0600	KWS	07JUL2016	ANGULAR DIMENSIONS ± °	MACHINED SURFACES	IMPERIAL UNITS	METRIC UNITS
A	2014-806	ADDED 16164-20, A042A453, 20000-025, 20225-100 & 20100-025.	JJW	20NOV2014	THIRD ANGLE PROJECTION	125	DWG UNITS: IN/LB/S	SCALE: 0.300
REV	ECO	DESCRIPTION OF REVISION	REV BY	DATE	EST WEIGHT: 672.848			
					DRAWN BY: PBS			
					DATE: 23APR2014			
					SHEET 1 OF 1			
					DRAWING NO: A042B166			

D

A

- B**

D

A

8		7		6		5	4	3	2	1
Assembly	Component	Manufacture/pn	Description	Sub-Component	Material	Specification				
A042H730	21505	RUB, S95F445	1" Vertical, Raw Water 1" ball valve							
				body	CW617N	EN12165				
				seat	PTFE					
				ball	CW617N	EN12165				
				end cap	CW617N	EN12165				
				stem	CW617N	EN12164				
				nut	CB4FF	EN10263-2				
				O-ring	FPM					
				handle	DD11	EN10111				
				handle coating	PVC					
				washer	PTFE					
	A042D839	Watts, N45BU-M1-1"	regulator							
				body	brnze					
				seat	thermoplastic					
				cage	thermoplastic					
				integral strainer	stainless steel					
				diaphragm	reinforced EPDM					
				valve disc	elastomer					
	A042D840	Watts, 77S-M1-1"	strainer							
				body	cast iron					
				retainer cap	cast iron	ASTM A-126 Class B				
				screen	304 stainless steel					
	8862	Datcon 02022-00	temperature sender	Body	brass					
	8892	Watts, DPG1-2	pressure gauge							
				case	ABS polymer					
				window	Kostil polymer					
				sensing element	copper alloy Bourdon tube					
				welding	tin alloy					
				connection	brass					
	A042D838	RUB, S95B45	1/4" ball valve							
				body	CW617N	EN12165				
				seat	PTFE					
				ball	CW617N	EN12165				
				end cap	CW617N	EN12165				
				stem	CW617N	EN12164				
				nut	CB4FF	EN10263-2				
				O-ring	FPM					
				handle	DD11	EN10111				
				handle coating	PVC					
				washer	PTFE					
	LTL-E190		1" elbow		black steel	ASTM A53/A733				
	21520		1" cross		black steel	ASTM A53/A733				
	25503	Euroblock, 100002	1" check valve							
				body	brass CW617N	EN12165				
				end connection	brass CW617N	EN12165				
				disc	polyetherimide					
				seat	NBP					
				spring	stainless steel					
	BBGB		1" X 1/4" reducing bushing		black steel	ASTM A53/A733				
	26969_0350		1" x 3-1/2" nipple		black steel	ASTM A53/A733				
	26969_0600		1" x 6" nipple		black steel	ASTM A53/A733				
	26969_0150		1" close nipple		black steel	ASTM A53/A733				
	LTL-CPN14112		1/4" x 1-1/2" nipple		black steel	ASTM A53/A733				
	LTL-SCSP34		3/4" NPT plug		black steel	ASTM A53/A733				
	LTL-SRB1418		1/4" x 1/8" reducing bushing		black steel	ASTM A53/A733				
	LTL-ST1		1" TEE		black steel	ASTM A53/A733				
	12177-4-M14		ftg, str, 1/4-18 to M14x1.5		steel, zink plated					
8		7		6		5	4	3	2	1

DIMENSIONS ARE IN: INCHES
1.1 ARE IN: -

DRAWING TOLERANCES APPLY TO PRIMARY DIMENSIONS UNLESS OTHERWISE SPECIFIED
X.1: ± 1 IN OR 4 mm
X.2: ± 1 IN OR 0.7 mm
X.12: ± .030 IN OR 0.25 mm
X.122: ± .010 IN OR 0.025 mm
ANGULAR TOLERANCE: ±

DO NOT SCALE PRINT

SCALE 0.700

CUMMINS DATA CLASSIFICATION
Cummins Confidential

DWN PBS
CKD -
APVD -
DATE 12SEP16

ITEM NAME
COOLING LOOP, 1", VERT
RAW WATER

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FOR INTERPRETATION OF DIMENSIONING AND TOLERANCING, SEE ASME Y14.5-2009

MUST CONFORM TO CES 10903

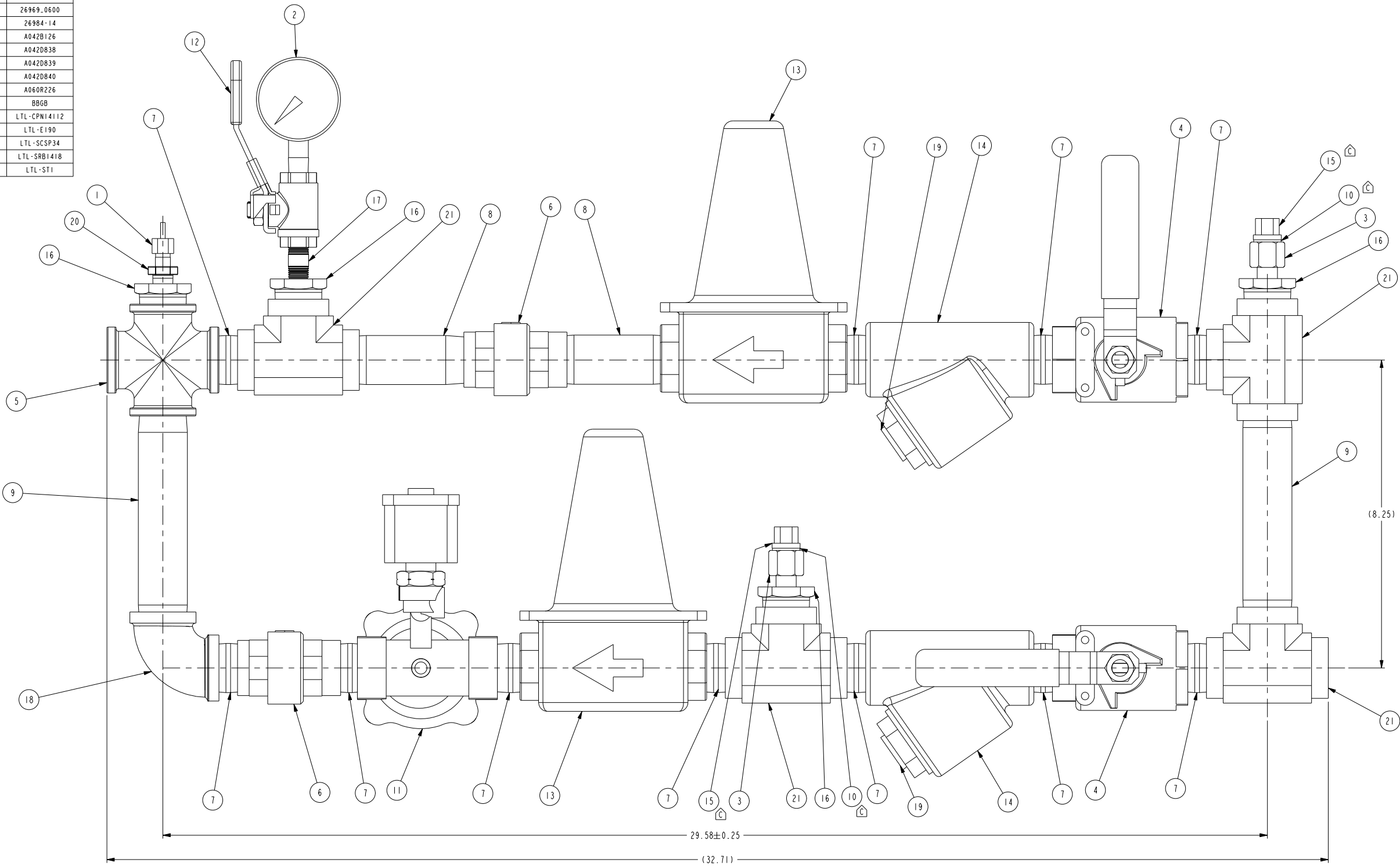
CAD SHEET
2 OF 2

ITEM NUMBER
A042H730

REV
4

BILL OF MATERIAL			PART NUMBER	Ⓢ
ITEM	QTY	DESCRIPTION		
1	1	SENDER, WATER TEMPERATURE; 1/8" NPT	8862	Ⓢ
2	1	GAUGE, PRESSURE, 1/4" NPT; DPG1-2 1/2, 0-100 PSI, (WATTS)	8892	
3	2	CONNECTOR, FEMALE; -4 NPT X M14 ORB, STEEL	12177-4-M14	
4	2	VALVE, BALL, INPT; BRASS, LOCKABLE	21505	
5	1	CROSS, INPT, STEEL; SCHEDULE 40 PIPE	21520	
6	2	VALVE, 1" NPT CHECK; VALUE ADDED: CV100	25503	
7	11	NIPPLE, PLAIN PIPE; -16 NPT X 1.50", BLACK	26969_0150	
8	2	NIPPLE, PLAIN PIPE; -16 NPT X 3.50", BLACK	26969_0350	
9	2	NIPPLE, PLAIN PIPE; -16 NPT X 6.00", BLACK	26969_0600	
10	2	SEAL, METRIC BONDED; ADAPTALL 9500MM SERIES	26984-14	
11	1	VALVE, SOLENOID, 1" NPT, 24VDC;	A042B126	
12	1	VALVE, BALL, 1/4" NPT FEMALE;	A042D838	
13	2	REGULATOR, 1" NPT, 400 PSI MAX, 25 TO 75 PSI OUT;	A042D839	
14	2	STRAINER, 1" NPT;	A042D840	
15	2	PLUG, THREADED, M14x1.5; McMASTER-CARR: 5481K25	A060R226	
16	4	BUSHING, REDUCER, 1" X 1/4" NPT; -	BBGB	
17	1	NIPPLE, 1/4" NPT x 1 1/2"; BLK STEEL	LTL-CPN14112	
18	1	ELBOW, 90°, 1" NPTF; BLK IRON	LTL-E190	
19	2	PLUG, PIPE; 3/4 BIP COUNTERSUNK	LTL-SCSP34	
20	1	REDUCER BUSHING, HEX; 1/4 x 1/8, BLK STEEL	LTL-SRB1418	
21	4	TEE, BLK, 1";	LTL-ST1	

REV	REL NO	REVISION	DWN	CKD	APVD	DATE
-	2016-376	INITIAL RELEASE	PBS			12SEP16
C	2018-360	DELETE: 12210-4; ADD: A060R226, 26984-14 & NOTE	HE392			03JUL18
4	2020-071	ADDED STRAINER SCREEN & O-RING NOTE	RE123	MS707	MS707	04FEB20



- Ⓢ
- NOTES:
1. MATERIAL: SEE PARTS LIST
 2. REMOVE ALL SHARP EDGES PRIOR TO COATING
 3. LEAK TEST TO 60PSI AND PRESET REGULATORS TO 60PSI
 4. FINISH: COAT PER CUMMINS SPEC ES044 RAL 3001
 5. CAP ALL PORTS PRIOR TO SHIPPING
 6. REPLACEMENT COMPONENTS FOR ITEM A042D840:
REPLACEMENT STRAINER SCREEN P/N: A063Z528
REPLACEMENT O-RING P/N: A063Z529

DIMENSIONS ARE IN: INCHES [] ARE IN: -		DO NOT SCALE PRINT		CMI DATA CLASSIFICATION Cummins Confidential		Cummins Inc.	
DRAWING TOLERANCES APPLY TO PRIMARY DIMENSIONS UNLESS OTHERWISE SPECIFIED		SCALE 0.700		DWN: PBS		ITEM NAME COOLING LOOP, 1", 24V RAW WATER	
X: ± 1/16 IN OR 1.6 mm		⊙		CKD: -		FOR INTERPRETATION OF DIMENSIONS AND TOLERANCING: SEE ASME Y14.5-2009	
X: ± 1/32 IN OR 0.7 mm		⊙		APVD: -		MUST CONFORM TO CES 10903	
X: ± 0.01 IN OR 0.25 mm		⊙		DATE: 12SEP16		CAD SHEET 1 OF 2	
ANGULAR TOLERANCE: ±		⊙				ITEM NUMBER A042H732	
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D	8		7		6		5	4	3	2	1
	Assembly	Component	Manufacture/pn	Description	Sub-Component	Material	Specification				
	A042H732			1" 24VDC, Raw Water							
		21505	RUB, S95F45	1" ball valve							
					body	CW617N	EN12165				
					seat	PTFE					
					ball	CW617N	EN12165				
					end cap	CW617N	EN12165				
					stem	CW617N	EN12164				
					nut	CB4FF	EN10263-2				
					O-ring	FPM					
					handle	DD11	EN10111				
					handle coating	PVC					
					washer	PTFE					
		A042B126	Asco, 8210G004-24V	1" NPT 24V solenoid valve							
					body	brass					
					seals and discs	NBR or PTFE					
					disc holder	PA					
					core tube	305 stainless steel					
					core and plugnut	430F stainless steel					
					springs	302 stainless steel					
					shading coil	copper					
		A042D839	Watts, N45BU-M1-1"	regulator							
					body	bronze					
					seat	thermoplastic					
					cage	thermoplastic					
					integral strainer	stainless steel					
					diaphragm	reinforced EPDM					
					valve disc	elastomer					
	C		A042D840	Watts, 77S-M1-1"	strainer						
					body	cast iron					
					retainer cap	cast iron	ASTM A-126 Class B				
					screen	304 stainless steel					
		8862	Datcon 02022-00	temperature sender	Body	brass					
		8892	Watts, DPG1-2	pressure gauge							
					case	ABS polymer					
					window	Kostil polymer					
					sensing element	copper alloy Bourdon tube					
					welding	tin alloy					
▶					connection	brass					
		A042D838	RUB, S95B45	1/4" ball valve							
					body	CW617N	EN12165				
					seat	PTFE					
					ball	CW617N	EN12165				
					end cap	CW617N	EN12165				
					stem	CW617N	EN12164				
					nut	CB4FF	EN10263-2				
					O-ring	FPM					
					handle	DD11	EN10111				
B					handle coating	PVC					
					washer	PTFE					
						black steel	ASTM A53/A733				
		LTL-E190		1" elbow		black steel	ASTM A53/A733				
		21520		1" cross		black steel	ASTM A53/A733				
		25503	Euroblock, 100002	1" check valve							
					body	brass CW617N	EN12165				
					end connection	brass CW617N	EN12165				
					disc	polyetherimide					
					seat	NBP					
▶					spring	stainless steel					
		BBGB		1" X 1/4" reducing bushing		black steel	ASTM A53/A733				
		26969_0350		1" x 3-1/2" nipple		black steel	ASTM A53/A733				
		26969_0600		1" x 6" nipple		black steel	ASTM A53/A733				
		26969_0150		1" close nipple		black steel	ASTM A53/A733				
		LTL-CPN14112		1/4" x 1-1/2" nipple		black steel	ASTM A53/A733				
		LTL-SCSP34		3/4" NPT plug		black steel	ASTM A53/A733				
		LTL-SRB1418		1/4" x 1/8" reducing bushing		black steel	ASTM A53/A733				
		LTL-ST1		1" TEE		black steel	ASTM A53/A733				
		12177-4-M14		ftg, str, 1/4-18 to M14x1.5		steel, zinc plated					
A											
8		7		6		5	4	3	2	1	

DIMENSIONS ARE IN: INCHES
1 1 ARE IN: .

DRAWING TOLERANCES APPLY TO PRIMARY DIMENSIONS UNLESS OTHERWISE SPECIFIED

I: ± 1 IN OR 4 mm

II: ± .1 IN OR 0.7 mm

III: ± .030 IN OR 0.75 mm

IV: ± .010 IN OR 0.25 mm

ANGULAR TOLERANCE: ± 1°

DO NOT SCALE PRINT

SCALE 0.700

CUMMINS DATA CLASSIFICATION

Cummins Confidential

DWN PBS

CKD -

APVD -

DATE 12SEP16

FOR INTERPRETATION OF DIMENSIONING AND TOLERANCING, SEE ASME Y14.5-2009

MUST CONFORM TO CES 10903

Cummins Inc.

ITEM NAME

COOLING LOOP, 1", 24V RAW WATER

CAD SHEET

2 OF 2

ITEM NUMBER

A042H732

REV

4

DIMENSIONS ARE IN: INCHES
1 1 ARE IN: -

DRAWING TOLERANCES APPLY TO PRIMARY DIMENSIONS UNLESS OTHERWISE SPECIFIED

X: ± 1 IN OR 4 mm
X, L: ± 1 IN OR 0.7 mm
X, LL: ± 0.01 IN OR 0.25 mm
X, SEE: ± 0.01 IN OR 0.025 mm
ANGULAR TOLERANCE: ±

DO NOT SCALE PRINT

SCALE 0.700

CUMINS DATA CLASSIFICATION
Cummins Confidential

DWN - PBS
CKD -
APVD -
DATE 12SEP16

Cummins Inc.

ITEM NAME
COOLING LOOP, 1", 24V
RAW WATER

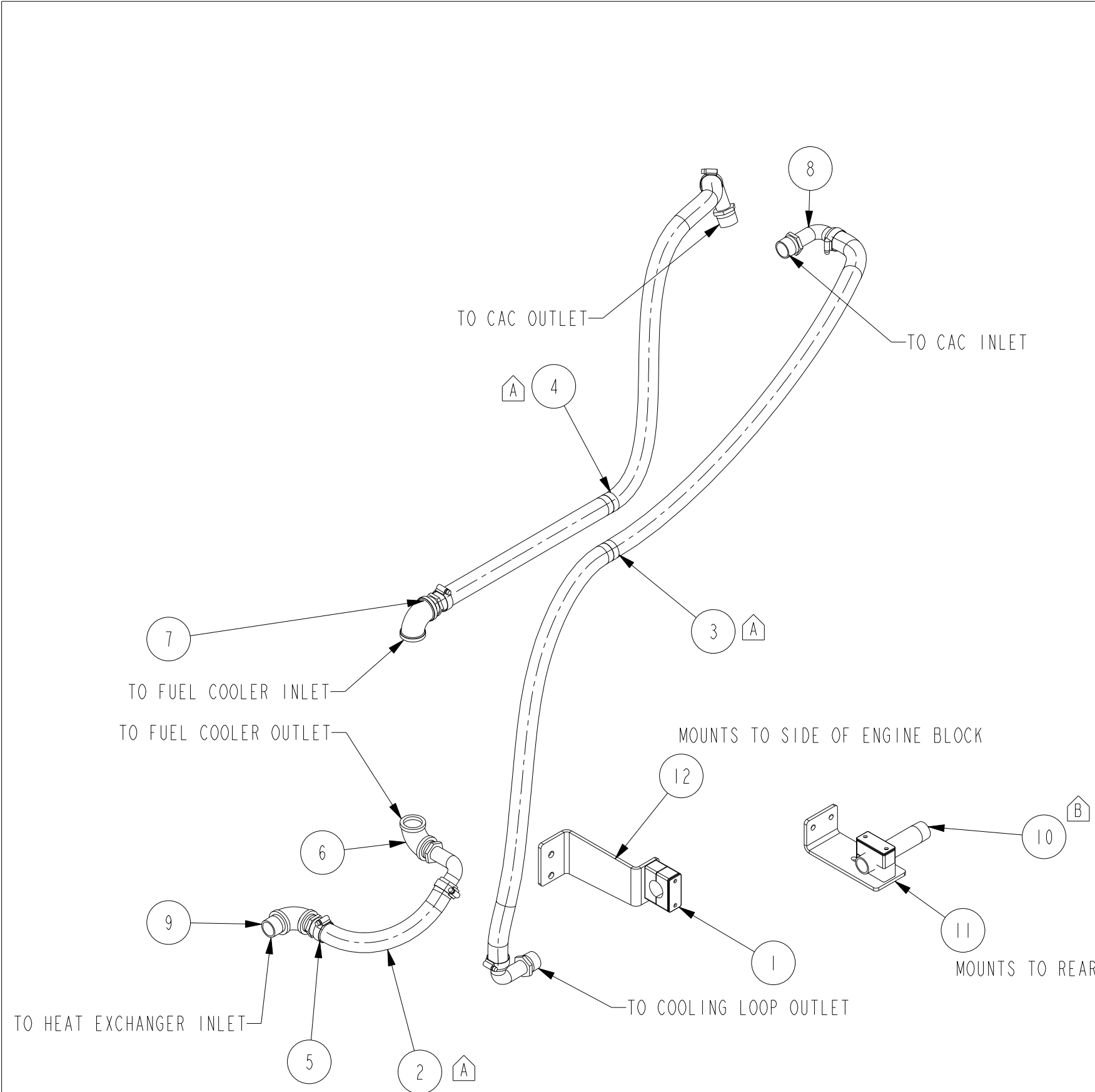
CAD SHEET
2 OF 2

ITEM NUMBER
A042H732

REV
4

MUST CONFORM TO CES 10903

FOR INTERPRETATION OF DIMENSIONING AND TOLERANCING, SEE ASME Y14.5-2009



A

BILL OF MATERIAL			
ITEM	QTY	DESCRIPTION	PART NUMBER
1	2	CLAMP,PIPE,1",PLASTIC, W/COVER PLATE	14925-01
2	1	HOSE,1 INCH ID SILICONE, 1.00" x 12.00" LONG	A042F061
3	1	HOSE,1 IN SILICONE, 1.00" x 66.00" LONG	A042F074
4	1	HOSE,1 IN SILICONE, 1.00" x 46.00" LONG	A042F074
5	6	CLAMP, WORM, .81 - 1.50	14990-16
6	3	ELBOW, MARINE GRADE, 1" NPT	15756-16
7	2	ADAPTER, NAVAL BRONZE, NPT X BARB, 1" NPT X 1" BARB	15766-16-16
8	4	ELBOW, NAVAL BRONZE, NPT X BARB, 1" NPT X 1" BARB	15767-16-16
9	1	NIPPLE, MARINE GRADE, 1" X 1-1/2"	15789
10	1	NIPPLE, 1" X 6", SEA WATER COMPATIBLE	A042A430
11	1	BRACKET, COOLING LOOP, CFPIIE	A042B167
12	1	BRACKET, COOLING LOOP, CFPIIE	A042B168

TO HEAT EXCHANGER INLET

TO FUEL COOLER INLET

TO FUEL COOLER OUTLET

TO CAC OUTLET


TO CAC INLET

MOUNTS TO SIDE OF ENGINE BLOCK

MOUNTS TO REAR ENGINE PEDESTAL LEG

TO COOLING LOOP OUTLET

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CORPORATE OFFICE
1600 BUEKLE ROAD
WHITE BEAR LAKE, MN
WWW.CUMMINSFIREPOWER.COM

CUSTOM DESIGN
AND UPFIT CENTER
875 LAWRENCE DRIVE
DEPERE, WISCONSIN

MISCELLANEOUS PIPING
SEA WATER, CFPIIE

DWG UNITS:
IN/LB/S

SCALE: 0.125

EST WEIGHT: 17.730

DRAWN BY: PBS
PRO-ENGINEER

SHEET
1 OF 1

DATE: 11NOV2014
INIT ECO: 2014-782
DRAWING NO:
A042D200

B	2017-751	DELETE: A041Z958. ADD: A042A430	HE392	15NOV17
A	2015-467	UPDATED PER HOSE UPDATE	MRH	29JUL2015
REV	ECO	DESCRIPTION OF REVISION	REV BY	DATE

ANGULAR DIMENSIONS ± °

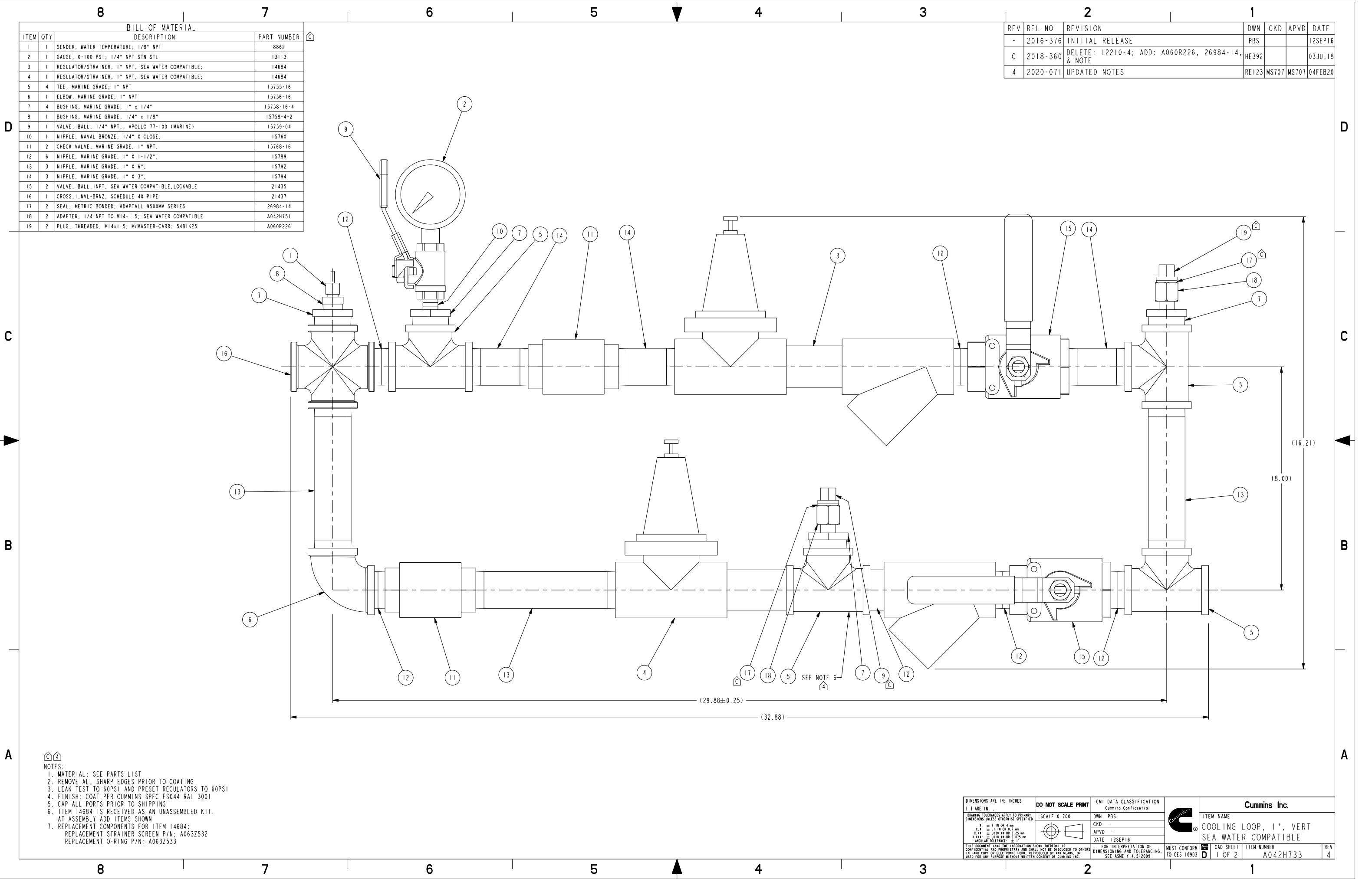
THIRD ANGLE PROJECTION

MACHINED SURFACES

125

IMPERIAL UNITS
MACHINE TOLERANCES
.XX : ± 0.010
.XXX : ± 0.005
FORM TOLERANCES
.XX : ± 0.030
.XXX : ± 0.015
FAB TOLERANCES
.XX : ± 0.060
.XXX : ± 0.030

METRIC UNITS
MACHINE TOLERANCES
.X : ± 0.2
.XX : ± 0.1
FORM TOLERANCES
.X : ± 0.8
.XX : ± 0.4
FAB TOLERANCES
.X : ± 1.5
.XX : ± 0.8



8	7	6	5	4	3	2	1
Assembly	Component	Manufacture/pn	Description	Sub-Component	Material	Specification	
A042H735			1" 24VDC, Sea Water				4
	14681	GC Valves, S211GF16J7FG9	1" NPT 24V solenoid valve				
				valve boby/bonnet	316 stainless steel	ASTM A351 CF8M	
				plunger tube -tub head	430FR	ASTM A838 alloy 2	
				tube head shading ring	commercial grade silver	ASTM B742-90	
				plunger tube	304 stainless steel	ASTM A269	
				valve plunger	430FR	ASTM A838 alloy 2	
				plunger spring	302 stainless steel	ASTM 313-08	
				diaphragm spring	302 stainless steel	ASTM 313-08	
				diaphragm dish plate	304 stainless steel	ASTM A276-13	
				pilot orifice insert	304 stainless steel	ASTM A240	
				diaphragm hardware - M6 screw	18-8 stainless steel	ASTM F837M	
				diaphragm hardware - lock washer	18-8 stainless steel	ASTM B18.21.1	
				diaphragm hardware - nut	18-8 stainless steel	ASTM F593-85	
	21435	Apollo, 75-105-01	1" ball valve				
				lever and grip	steel, zinc plated w/vinyl		
				stem packing	MPTFE		
				stem bearing	RPTFE		
				ball	chrome plated	ASTM B16	
				seat	RPTFE		
				retainer		ASTM B16	
				gland nut		ASTM B16	
				stem		ASTM B16	
				lever nut	steel, zinc plated		
				body seal	PTFE		
				body		ASTM B524-C84400	
	8862	Datcon 02022-00	temperature sender	Body	brass		
	13113	Grainger, 4RY95	pressure gauge				
				case	stainless steel		
				socket	316 stainless steel		
				tube	316 stainless steel		
				lens	polycarbonate		
				ring	316 stainless steel		
	14684	Wilkins, 500YSBRHLRSW	1" regulator/strainer				
				body	cast bronze	ASTM B584	
				access covers	cast bronze	ASTM B584	
					brass	ASTM B16	
				fasteners	300 series stainless steel		
				stem & plunger	cast bronze	ASTM B584	
					brass	ASTM B16	
				elastomers	Buna Nitrile	FDA approved	
					EPDM	FDA approved	
				cap gaskets	natural vulcanized fibre		
					Acetal (Delrin 500)	NSF Listed	
				springs	oil tempered wire	ASTM A229	
				strainer screen	300 series stainless steel		
				seat	300 series stainless steel		
	15755-16		1" tee		Copper Alloy	ASTM B62-09	
	15756-16		1" elbow		Copper Alloy	ASTM B62-09	
	15758-16-4		1" X 1/4" reducing bushing		Copper Alloy	ASTM B62-09	
	15758-16-2		1" x 1/8" reducing bushing		Copper Alloy	ASTM B62-09	
	15759-04	Apollo, 77-101-01	1/4" ball valve				
				lever and grip	steel, zinc plated w/vinyl		
				stem packing	MPTFE		
				stem bearing	RPTFE		
				ball	chrome plated	ASTM B16	
				seat	RPTFE		
				retainer		ASTM B16	
				gland nut		ASTM B16	
				stem		ASTM B16	
				lever nut	steel, zinc plated		
				body seal	PTFE		
				body		ASTM B524-C84400	
	15760		1/4" close nipple		Copper Alloy	ASTM B62-09	
	15768-16	Watts, series 600	1" check valve				
				body	bronze		
				guide bushing	stainless steel		
				spring	stainless steel		
				check	brass		
				seat	PTFE		
				O-ring	Nitrile		
				adapler	brass		
	15789		1" x 1-1/2" nipple		Copper Alloy	ASTM B62-09	
	15792		1" x 6" nipple		Copper Alloy	ASTM B62-09	
	15794		1" x 4" nipple		Copper Alloy	ASTM B62-09	
	A042H250		1" x 3.4" nipple		Copper Alloy	ASTM B62-09	
	A042H251		1" x 3.58" nipple		Copper Alloy	ASTM B62-09	
	21437		1" cross		Copper Alloy	ASTM B62-09	
	A072H751		adapler 1/4 NPT to M14-1.5		Copper Alloy	ASTM B62-09	

DIMENSIONS ARE IN: INCHES
[] ARE IN: -

DRAWING TOLERANCES APPLY TO PRIMARY DIMENSIONS UNLESS OTHERWISE SPECIFIED
X.1: ± .1 IN OR 4 mm
X.2: ± .1 IN OR 6.7 mm
X.12: ± .030 IN OR 0.25 mm
X.125: ± .010 IN OR 0.915 mm
ANGULAR TOLERANCE: ±

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SCALE 0.700

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DWN - PBS
CKD -
APVD -
DATE 12SEP16

FOR INTERPRETATION OF DIMENSIONING AND TOLERANCING, SEE ASME Y14.5-2009

Cummins Inc.

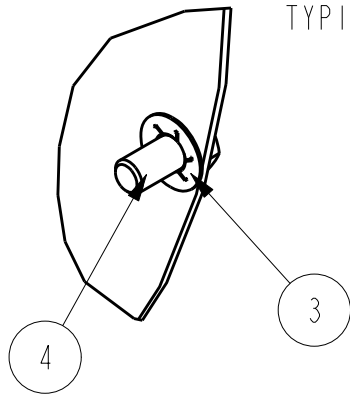
ITEM NAME
COOLING LOOP, 1", 24V
SEA WATER COMPATIBLE

CAD SHEET
2 OF 2

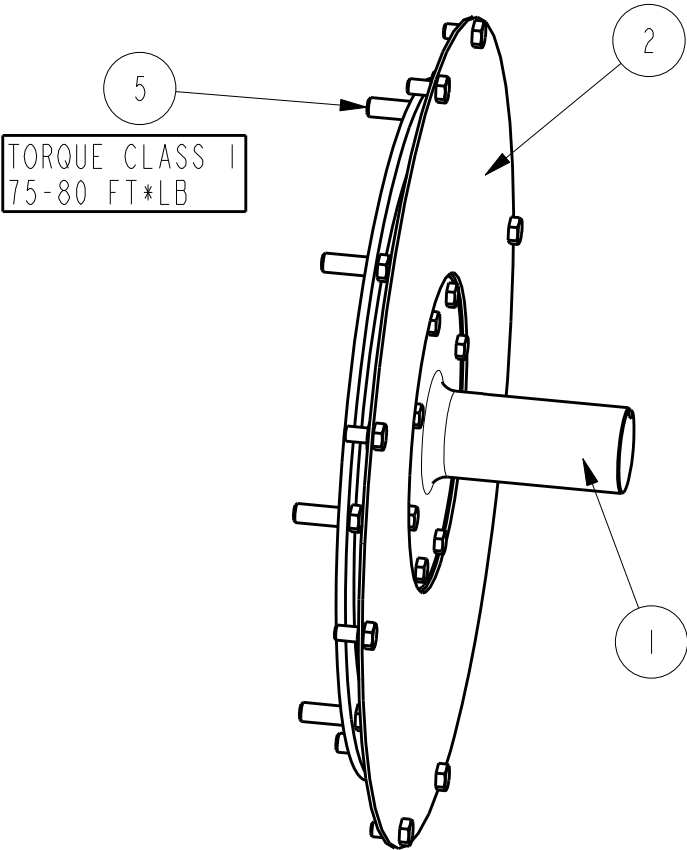
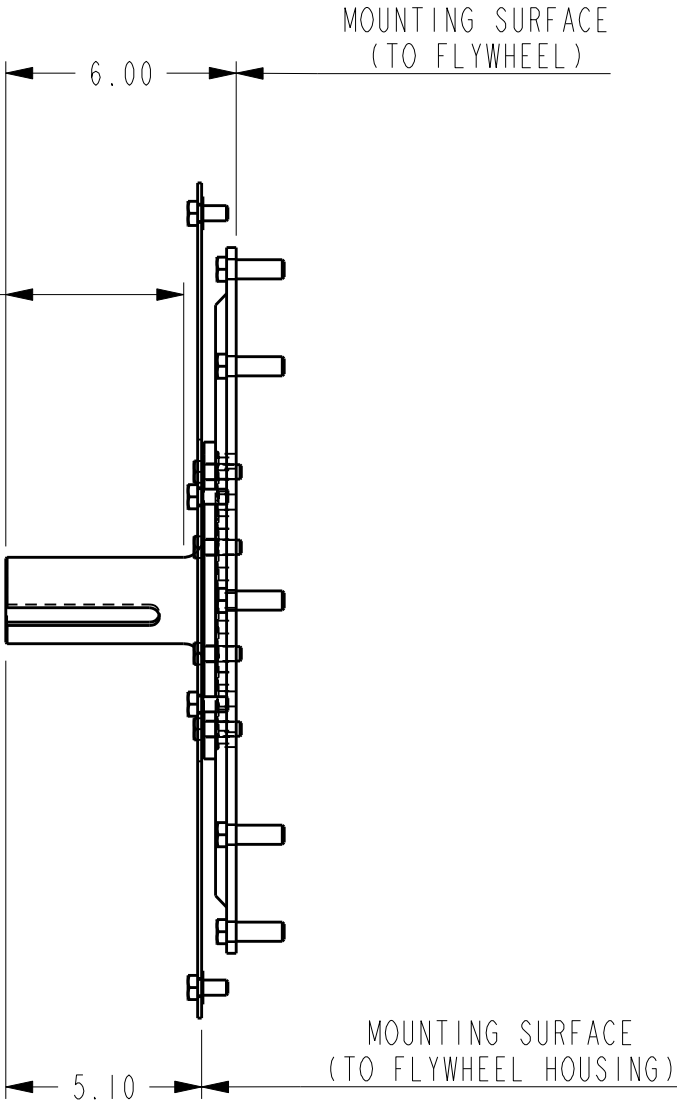
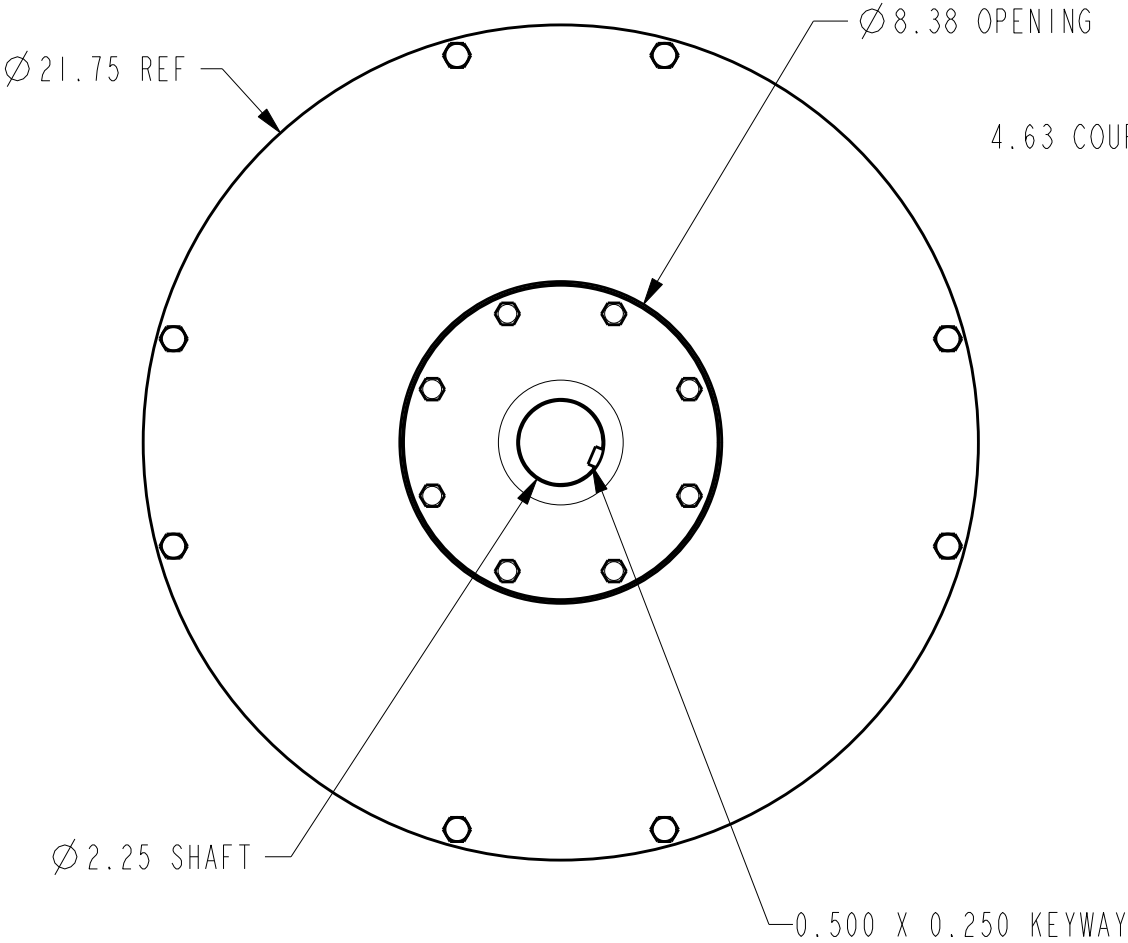
ITEM NUMBER
A042H735

REV
4

MUST CONFORM TO CES 10903



TYPICAL GUARDING FASTENERS
SCALE 0.500



BILL OF MATERIAL			
ITEM	QTY	DESCRIPTION	PART NUMBER
1	1	ASSEMBLY, SAE 14, 2.25" DIA STUB SHAFT, CFPIIE SERIES	14956
2	1	PLATE, STUB SHAFT GUARD, SAE #1, HAYES #127807, FIREPUMP	9557
3	8	RETAINING WASHER, PUSHNUT, 7/16" BOLT	16662-07
4	8	SCREW, CAP, HEX HEAD, 7/16-14 UNC	HHCS_0437_0075
5	8	SCREW, CAP, HEX HEAD, 1/2-13 UNC X 1.50"	HHCS_0500_0150

NOTES:
1. MASS: 47.9 LBS, INERTIA: 113.46 LB.IN^2

D	2010-098	ADDED RETAINING FASTENERS	DAN	04-MAR-10
C	2009-620	ADDED MASS & INERTIA DATA	S DUBICK	12/28/09
REV	ECO	DESCRIPTION OF REVISION	REV BY	DATE

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UNLESS OTHERWISE SPECIFIED ALL DIMENSION TOLERANCES ARE		
ANGULAR DIMENSIONS ± 1°	IMPERIAL UNITS	METRIC UNITS
THIRD ANGLE PROJECTION	MACHINE TOLERANCES .XX ± 0.010 .XXX ± 0.005	MACHINE TOLERANCES .XX ± 0.4 .XXX ± 0.2
	FORM TOLERANCES .XX ± 0.030 .XXX ± 0.015	FORM TOLERANCES .XX ± 0.8 .XXX ± 0.4
	FAB TOLERANCES .XX ± 0.060 .XXX ± 0.030	FAB TOLERANCES .XX ± 1.6 .XXX ± 0.8

		CUMMINS FIRE POWER LLC CORPORATE OFFICE 1600 BUERKLE ROAD WHITE BEAR LAKE, MN WWW.CUMMINSFIREPOWER.COM	CUSTOM DESIGN AND UPFIT CENTER 875 LAWRENCE DRIVE DEPERE, WISCONSIN
ASSEMBLY, STUB SHAFT, SAE#1 FIREPUMP, CFPIIE			
DWG UNITS: IN/LB/S	DRAWN BY: DAVE N PRO-ENGINEER		DATE: 20JUN2005 INIT ECO:
SCALE: 0.200 EST WEIGHT: 60.031	SHEET 1 OF 1		DRAWING NO: 9679

FPDP GEN II

CS P/N A042G185
SS P/N A042G187

TERMINAL BLOCK LEGEND

TB1 AUTO/MANUAL
TB2 CRANK TERMINATION SWITCH
TB3 OVERSPEED SWITCH
TB4 LOW LUBRICANT PRESSURE SWITCH
TB5 HIGH ENGINE TEMPERATURE SWITCH
TB6 BATTERY 1 POSITIVE

TB8 BATTERY 2 POSITIVE
TB9 MAIN BATTERY CONTACT 1 COIL
TB10 MAIN BATTERY CONTACT 2 COIL
TB11 COMMON BATTERY 1 AND 2 NEGATIVE
TB301 ELECTRONIC CONTROL MODULE SWITCH
TB302 FUEL INJECTION MALFUNCTION

TB303 ELECTRONIC CONTROL MODULE WARNING
TB304 ELECTRONIC CONTROL MODULE FAILURE
TB310 RAW WATER HIGH INLET TEMPERATURE
TB311 CLOGGED RAW WATER COOLANT LOOP STRAINER
TB312 LOW ENGINE TEMPERATURE SWITCH

TO OVERLAY

U2(PIN6) AUTO MODE LED
U2(PIN7) AUTOMANUAL BUTTON
U2(PIN8) MANUAL MODE LED
U2(PIN9) ECM A LED
U2(PIN10) ECM SELECTOR BUTTON
U2(PIN11) GROUND
U2(PIN12) CRANK BATT A
U2(PIN13) CRANK BATT B
U2(PIN14) RESET / STOP BUTTON
U2(PIN15) ECM B LED
U2(PIN16) GROUND

TO LCD TOUCHSCREEN

U4(PIN25) X LEFT
U4(PIN26) Y BOTTOM
U4(PIN27) X RIGHT
U4(PIN28) Y TOP
U4(PIN29) VBUS
U4(PIN30) D+
U4(PIN31) D-
U4(PIN32) GROUND

TO LCD

40 PIN FLEX CABLE

POWER

LED 1

HEARTBEAT

LED 2

P/N A042G195
DISPLAY BOARD

P/N A042G207
ECM SWITCH BOARD

J1 50 PIN - ENGINE I/O

J2 50 PIN - ECM A

J3 50 PIN - ECM B

J4 50 PIN - ECM C

J5 50 PIN - ECM D

J6 50 PIN - ECM E

J7 50 PIN - ECM F

J8 50 PIN - ECM G

J9 50 PIN - ECM H

J10 50 PIN - ECM I

J11 50 PIN - ECM J

J12 50 PIN - ECM K

J13 50 PIN - ECM L

J14 50 PIN - ECM M

J15 50 PIN - ECM N

J16 50 PIN - ECM O

J17 50 PIN - ECM P

J18 50 PIN - ECM Q

J19 50 PIN - ECM R

J20 50 PIN - ECM S

SEE SHEETS 2 & 3 FOR REMAINDER OF ECM SWITCH BOARD SCHEMATIC

TO ADDITIONAL SWITCH BOARDS

TO PUMP CONTROLLER

P/N A042G196
POWER BOARD

POWER LED 19

HEARTBEAT LED 20

CS P/N A042C868
SS P/N A042F943

P/N A042H290

P/N 15155
ECM POWER BOARD

NOTE SEE SHEET 6 FOR BETTER VIEW OF POWER CIRCUITS

P/N A042J117

BATTERY A

BATTERY B

GROUND

GROUND

CRANK A

CRANK B

ALTERNATOR EXCITE

CONFIGURABLE INPUT 1

CONFIGURABLE INPUT 2

CONFIGURABLE INPUT 3

ASO RELAY GROUND

RS485 +

RS485 -

VARIABLE SPEED PRESSURE TRANSDUCER B+

VARIABLE SPEED PRESSURE SIGNAL

VARIABLE SPEED PRESSURE TRANSDUCER GND

COOLING LOOP PRESSURE TRANSDUCERS SV SUPPLY

COOLING LOOP PRESSURE PRE SIGNAL

COOLING LOOP PRESSURE POST SIGNAL

FSO B+

OIL PRESSURE SIGNAL

COOLANT TEMP SIGNAL

RAW WATER SOLENOID B+

MAG PICK-UP +

MAG PICK-UP -

J1708 +

J1708 -

GROUND

B+

J1939 +

J1939 -

BATTERY ISOLATOR

ALT

BATTERY A

BATTERY B

GROUND

VBATT

CONFIGURABLE SWITCH INPUT 1

CONFIGURABLE SWITCH INPUT 2

CONFIGURABLE SWITCH INPUT 3

ASO RELAY GROUND

RS485 +

RS485 -

VSPLC

SV SUPPLY

SIGNAL

GROUND

SV SUPPLY

SIGNAL

GROUND

COOLING LOOP GROUND

COOLING LOOP WATER TEMPERATURE

COOLING LOOP RAW WATER SOLENOID

GROUND

VBATT

ENERGIZE TO RUN

MAG PICK-UP

9 PIN DIAGNOSTIC

J1708 +

J1708 -

GROUND

B+

J1939 +

J1939 -

UNLESS OTHERWISE SPECIFIED ALL DIMENSION TOLERANCES ARE:
ANGULAR DIMENSIONS ± 1°
THIRD ANGLE PROJECTION
IMPERIAL UNITS
METRIC UNITS
DWG UNITS: INCH/LB/S
SCALE: EST WEIGHT:

CUMMINS NPower
SCHEMATICS, OVERALL, CFP11E
FPDP GEN II

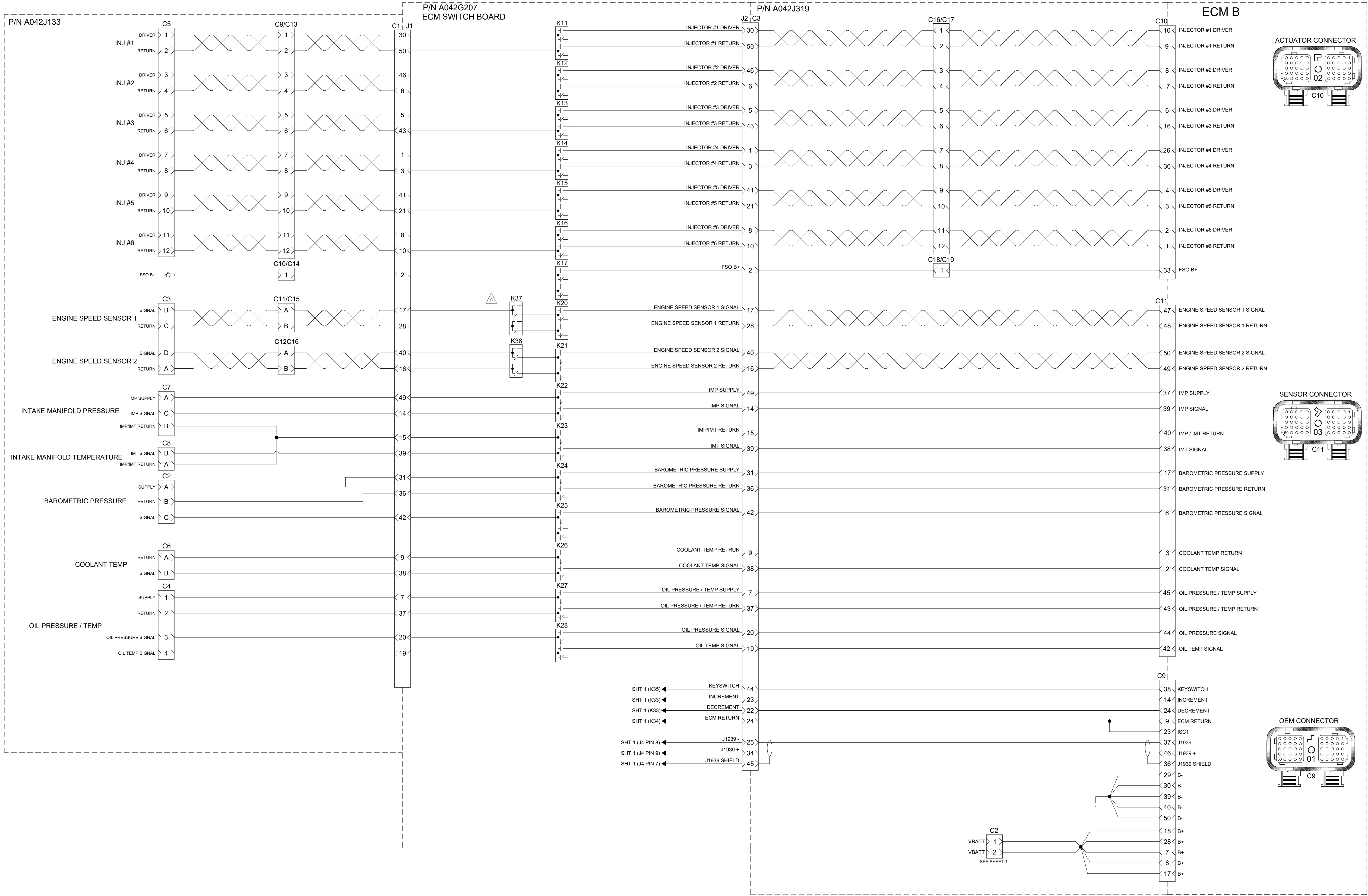
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CUSTOM DESIGN AND
UPFIT CENTER
875 LAWRENCE DRIVE
EASTERN WISCONSIN

DATE: 1 FEB 2017
INIT ECO: 2016-694

SHEET 1 OF 6
DRAWING NO: A042J124

REV	ECO	DESCRIPTION OF REVISION	BY	DATE
A	2019-037	ADDED TB LEGEND, CORRECT SENSOR DISCONNECT CIRCUITRY CORRECTED DISS SWITCH TO B+	JF	24JAN2019



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UPFIT CENTER
875 LAWRENCE DRIVE
ESPERO, WISCONSIN

SCHEMATICS, OVERALL, CFP11E
FPDP GEN II

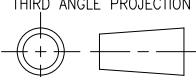
DWG UNITS: INCH/LB/S
SCALE: EST WEIGHT:

DRAWN BY: KAK
AUTO CAD

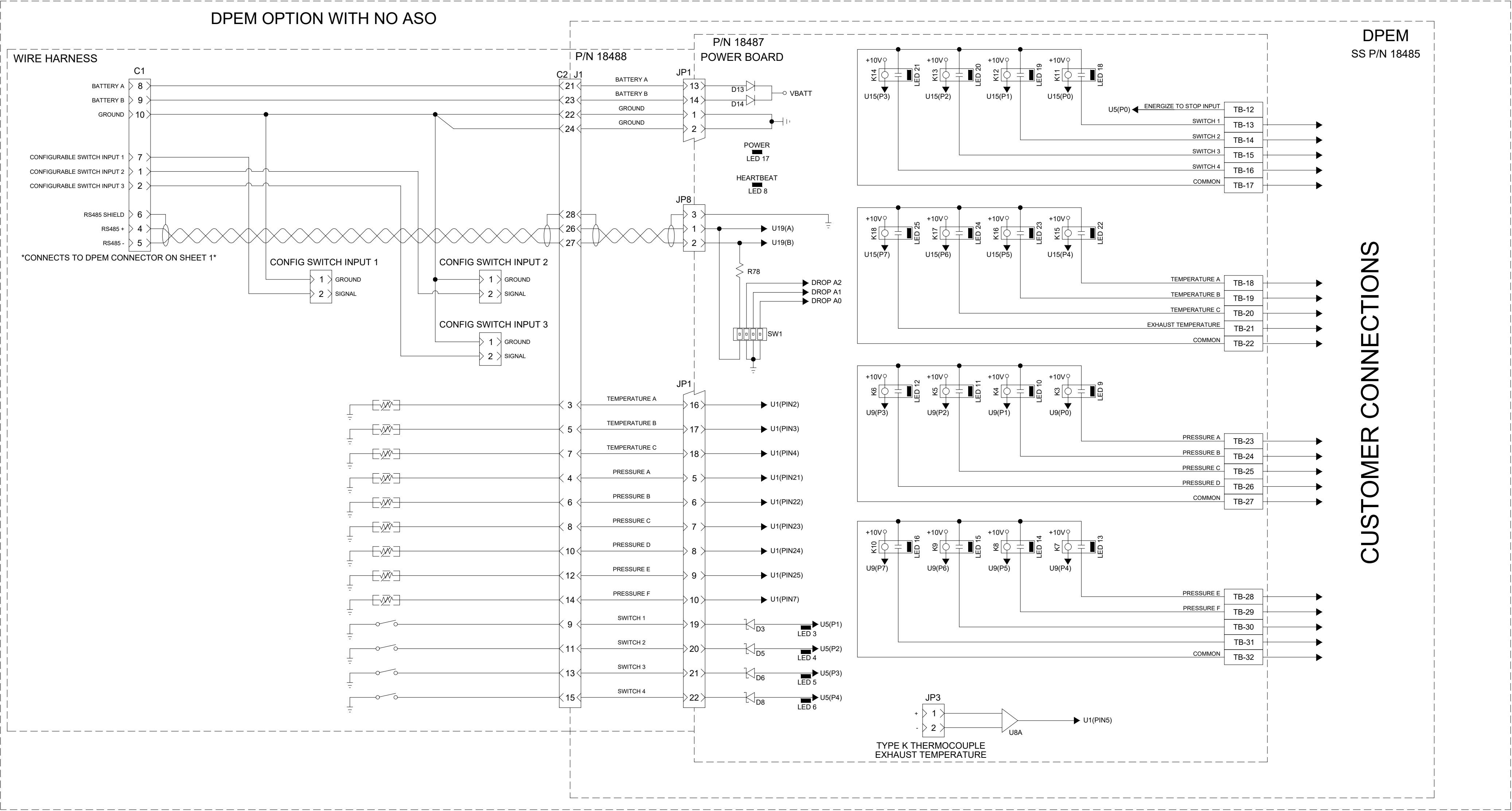
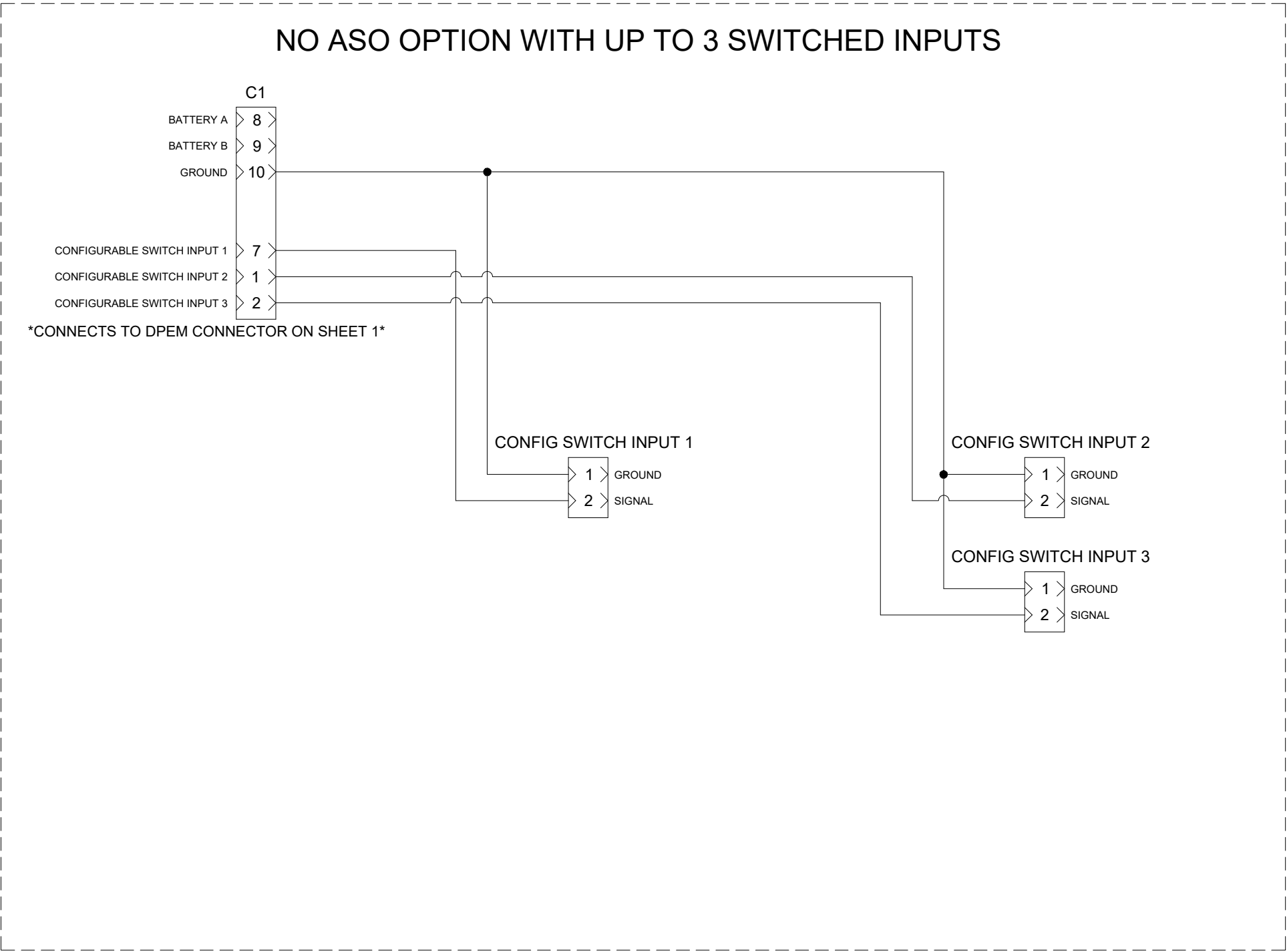
DATE: 1 FEB 2017
INIT ECO: 2016-694

SHEET 3 OF 6
DRAWING NO: A042J124

A	2019-037	ADDED TB LEGEND, CORRECTED SENSOR DISCONNECT CIRCUITRY CORRECTED ODS SWITCH TO B+	JF	24/JAN/2019
REV	ECO	DESCRIPTION OF REVISION	BY	DATE



THIRD ANGLE PROJECTION
ANGULAR DIMENSIONS ± 1°
DIMENSIONS
INCH/LB/S
MILIMETERS
METRIC UNITS
DIMENSIONS
INCH/LB/S
MILIMETERS
METRIC UNITS



A	2019-037	ADDED TB LEGEND, CORRECTED SENSOR DISCONNECT CIRCUITRY	JF	24JAN2019
REV	ECO	DESCRIPTION OF REVISION	BY	DATE

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ANGULAR DIMENSIONS ± 1°	IMPERIAL UNITS	METRIC UNITS
THIRD ANGLE PROJECTION	0.005	0.127
	0.010	0.254
	0.015	0.381
	0.020	0.508
	0.030	0.762
	0.050	1.270
	0.100	2.540
	0.150	3.810
	0.200	5.080
	0.300	7.620
	0.500	12.700
	1.000	25.400
	2.000	50.800
	3.000	76.200
	4.000	101.600
	6.000	152.400
	8.000	203.200
	10.000	254.000
	12.000	304.800
	14.000	355.600
	16.000	406.400
	18.000	457.200
	20.000	508.000
	24.000	609.600
	30.000	762.000
	36.000	914.400
	42.000	1066.800
	48.000	1219.200
	54.000	1371.600
	60.000	1524.000
	66.000	1676.400
	72.000	1828.800
	78.000	1981.200
	84.000	2133.600
	90.000	2286.000
	96.000	2438.400
	102.000	2590.800
	108.000	2743.200
	114.000	2895.600
	120.000	3048.000
	126.000	3200.400
	132.000	3352.800
	138.000	3505.200
	144.000	3657.600
	150.000	3810.000
	156.000	3962.400
	162.000	4114.800
	168.000	4267.200
	174.000	4419.600
	180.000	4572.000
	186.000	4724.400
	192.000	4876.800
	198.000	5029.200
	204.000	5181.600
	210.000	5334.000
	216.000	5486.400
	222.000	5638.800
	228.000	5791.200
	234.000	5943.600
	240.000	6096.000
	246.000	6248.400
	252.000	6400.800
	258.000	6553.200
	264.000	6705.600
	270.000	6858.000
	276.000	7010.400
	282.000	7162.800
	288.000	7315.200
	294.000	7467.600
	300.000	7620.000
	306.000	7772.400
	312.000	7924.800
	318.000	8077.200
	324.000	8229.600
	330.000	8382.000
	336.000	8534.400
	342.000	8686.800
	348.000	8839.200
	354.000	8991.600
	360.000	9144.000
	366.000	9296.400
	372.000	9448.800
	378.000	9601.200
	384.000	9753.600
	390.000	9906.000
	396.000	10058.400
	402.000	10210.800
	408.000	10363.200
	414.000	10515.600
	420.000	10668.000
	426.000	10820.400
	432.000	10972.800
	438.000	11125.200
	444.000	11277.600
	450.000	11430.000
	456.000	11582.400
	462.000	11734.800
	468.000	11887.200
	474.000	12039.600
	480.000	12192.000
	486.000	12344.400
	492.000	12496.800
	498.000	12649.200
	504.000	12801.600
	510.000	12954.000
	516.000	13106.400
	522.000	13258.800
	528.000	13411.200
	534.000	13563.600
	540.000	13716.000
	546.000	13868.400
	552.000	14020.800
	558.000	14173.200
	564.000	14325.600
	570.000	14478.000
	576.000	14630.400
	582.000	14782.800
	588.000	14935.200
	594.000	15087.600
	600.000	15240.000
	606.000	15392.400
	612.000	15544.800
	618.000	15697.200
	624.000	15849.600
	630.000	16002.000
	636.000	16154.400
	642.000	16306.800
	648.000	16459.200
	654.000	16611.600
	660.000	16764.000
	666.000	16916.400
	672.000	17068.800
	678.000	17221.200
	684.000	17373.600
	690.000	17526.000
	696.000	17678.400
	702.000	17830.800
	708.000	17983.200
	714.000	18135.600
	720.000	18288.000
	726.000	18440.400
	732.000	18592.800
	738.000	18745.200
	744.000	18897.600
	750.000	19050.000
	756.000	19202.400
	762.000	19354.800
	768.000	19507.200
	774.000	19659.600
	780.000	19812.000
	786.000	19964.400
	792.000	20116.800
	798.000	20269.200
	804.000	20421.600
	810.000	20574.000
	816.000	20726.400
	822.000	20878.800
	828.000	21031.200
	834.000	21183.600
	840.000	21336.000
	846.000	21488.400
	852.000	21640.800
	858.000	21793.200
	864.000	21945.600
	870.000	22098.000
	876.000	22250.400
	882.000	22402.800
	888.000	22555.200
	894.000	22707.600
	900.000	22860.000
	906.000	23012.400
	912.000	23164.800
	918.000	23317.200
	924.000	23469.600
	930.000	23622.000
	936.000	23774.400
	942.000	23926.800
	948.000	24079.200
	954.000	24231.600
	960.000	24384.000
	966.000	24536.400
	972.000	24688.800
	978.000	24841.200
	984.000	24993.600
	990.000	25146.000
	996.000	25298.400
	1002.000	25450.800
	1008.000	25603.200
	1014.000	25755.600
	1020.000	25908.000
	1026.000	26060.400
	1032.000	26212.800
	1038.000	26365.200
	1044.000	26517.600
	1050.000	26670.000
	1056.000	26822.400
	1062.000	26974.800
	1068.000	27127.200
	1074.000	27279.600
	1080.000	27432.000
	1086.000	27584.400
	1092.000	27736.800
	1098.000	27889.200
	1104.000	28041.600
	1110.000	28194.000
	1116.000	28346.400
	1122.000	28498.800
	1128.000	28651.200
	1134.000	28803.600
	1140.000	28956.000
	1146.000	29108.400
	1152.000	29260.800
	1158.000	29413.200
	1164.000	29565.600
	1170.000	29718.000
	1176.000	29870.400
	1182.000	30022.800
	1188.000	30175.200
	1194.000	30327.600
	1200.000	30480.000
	1206.000	30632.400
	1212.000	30784.800
	1218.000	30937.200
	1224.000	31089.600
	1230.000	31242.000
	1236.000	31394.400
	1242.000	31546.800
	1248.000	31699.200
	1254.000	31851.600
	1260.000	32004.000
	1266.000	32156.400
	1272.000	32308.800
	1278.000	32461.200
	1284.000	32613.600
	1290.000	32766.000
	1296.000	32918.400
	1302.000	33070.800
	1308.000	33223.200
	1314.000	33375.600
	1320.000	33528.000
	1326.000	33680.400
	1332.000	33832.800
	1338.000	33985.200
	1344.000	34137.600
	1350.000	34290.000
	1356.000	34442.400
	1362.000	34594.800
	1368.000	34747.200
	1374.000	34899.600
	1380.000	35052.000
	1386.000	35204.400
	1392.000	35356.800
	1398.000	35509.200
	1404.000	35661.600
	1410.000	35814.000
	1416.000	35966.400
	1422.000	36118.800
	1428.000	36271.200
	1434.000	36423.600
	1440.000	36576.000
	1446.000	36728.400
	1452.000	36880.800
	1458.000	37033.200
	1464.000	37185.600
	1470.000	37338.000
	1476.000	37490.400
	1482.000	37642.800
	1488.000	37795.200
	1494.000	37947.600
	1500.000	38100.000
	1506.000	38252.400
	1512.000	38404.800
	1518.000	38557.200
	1524.000	38709.600
	1530.000	38862.000
	1536.000	39014.400
	1542.000	39166.800
	1548.000	39319.200
	1554.000	39471.600
	1560.000	39624.000
	1566.000	39776.400
	1572.000	39928.800
	1578.000	40081.200
	1584.000	40233.600
	1590.000	40386.000
	1596.000	40538.400
	1602.000	40690.800
	1608.000	40843.200
	1614.000	40995.600
	1620.000	41148.000
	1626.000	41300.400
	1632.000	41452.800
	1638.000	41605.200
	1644.000	41757.600
	1650.000	41910.000
	1656.000	42062.400
	1662.000	42214.800
	1668.000	42367.200
	1674.000	42519.600
	1680.000	42672.000
	1686.000	42824.400
	1692.000	42976.800
	1698.000	43129.200
	1704.000	43281.600
	1710.000	43434.000
	1716.000	43586.400
	1722.000	43738.800
	1728.000	43891.200
	1734.000	44043.600
	1740.000	44196.000
	1746.000	44348.400
	1752.000	44500.800
	1758.000	44653.200
	1764.000	44805.600
	1770.000	44958.000
	1776.000	45110.400
	1782.000	45262.800
	1788.000	45415.200
	1794.000	45567.600
	1800.000	45720.000
	1806.000	45872.400
	1812.000	46024.800
	1818.000	46177.200
	1824.000	46329.600
	1830.000	46482.000
	1836.000	46634.400
	1842.000	46786.800
	1848.000	46939.200
	1854.000	47091.600
	1860.000	47244.000
	1866.000	47396.400
	1872.000	47548.800
	1878.000	47701.200
	1884.000	47853.600
	1890.000	48006.000
	1896.000	48158.400

ASO OPTION WITH UP TO 2 SWITCHED INPUTS

Wiring diagram for the ASO option with up to 2 switched inputs. The diagram shows connections for BATTERY A (8), BATTERY B (9), GROUND (10), VBATT (11), and VBATT (12) on the left. It includes three configurable switch inputs (1, 2, 3) and their grounds (3, 4, 5). The ASO LIMIT SWITCH has terminals 1 (GROUND) and 2 (SIGNAL). The ASO RELAY has terminals 85, 86, 30, 87, and 87a. The ASO VALVE is connected to VBATT and GROUND. On the right, CONFIG SWITCH INPUT 2 and CONFIG SWITCH INPUT 3 are shown with their respective ground and signal lines. A note indicates that the ground connection for the switch inputs connects to the DPMS connector on sheet 1.



IF AIR SHUT-OFF (ASO) IS SELECTED, THE UL/FM LISTING IS REMOVED AS THIS OPTION IS NOT ALLOWED PER THE STANDARDS.

The diagram illustrates the electrical connections for the DPPEM Option with ASO. It is divided into four main sections:

- WIRE HARNESS:** Shows connections for BATTERY A, BATTERY B, GROUND, VBATT, and various configurable switch inputs. It also includes an ASO RELAY and an ASO VALVE.
- P/N 18488:** Shows connections for BATTERY A, BATTERY B, GROUND, and various configurable switch inputs. It also includes an ASO RELAY and an ASO VALVE.
- P/N 18487 POWER BOARD:** Shows connections for BATTERY A, BATTERY B, GROUND, and various configurable switch inputs. It also includes an ASO RELAY and an ASO VALVE.
- CUSTOMER CONNECTIONS:** Shows connections for various sensors and actuators, including Temperature (A, B, C, Exhaust), Pressure (A, B, C, D, E, F), and Switches (1, 2, 3, 4).

The diagram includes numerous components and connectors, such as JP1, JP8, JP3, and various LEDs (LED 1 through LED 17). It also shows terminal blocks for customer connections, such as TB-12 through TB-32.

CUSTOMER CONNECTIONS

<p>The customer confirms that the information and data provided in this drawing is correct and that the customer is responsible for the accuracy of the information and data provided. The customer agrees to indemnify and hold the supplier harmless from and against all claims, damages, losses and expenses, including reasonable attorneys' fees, arising out of or from the use of the information and data provided by the customer.</p> <p>The customer agrees to hold the supplier harmless from and against all claims, damages, losses and expenses, including reasonable attorneys' fees, arising out of or from the use of the information and data provided by the customer.</p> <p>The customer agrees to hold the supplier harmless from and against all claims, damages, losses and expenses, including reasonable attorneys' fees, arising out of or from the use of the information and data provided by the customer.</p>		<p>CUMMINS POWER LLC 16701 BUCKLE ROAD 16700 BUCKLE ROAD WHITE BEAR LAKE, MN WWW.CUMMINSPOWER.COM</p>	<p>CUSTOM DESIGN AND LAYOUT CENTER 7935 LAWRENCE DRIVE DEPERE, WISCONSIN</p>																																																																																																																					
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p>SCHEMATICS</p> </div> <div style="text-align: center;"> <p>OVERALL, CFP11E</p> </div> </div>																																																																																																																								
<p>UNLESS OTHERWISE SPECIFIED ALL DIMENSION TOLERANCES ARE:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 33%;">FRACTION</th> <th style="width: 33%;">DECIMAL</th> <th style="width: 33%;">METRIC</th> </tr> <tr> <td>±.0005</td> <td>±.0005</td> <td>±.005</td> </tr> <tr> <td>±.0010</td> <td>±.0010</td> <td>±.010</td> </tr> <tr> <td>±.0015</td> <td>±.0015</td> <td>±.015</td> </tr> <tr> <td>±.0020</td> <td>±.0020</td> <td>±.020</td> </tr> <tr> <td>±.0030</td> <td>±.0030</td> <td>±.030</td> </tr> <tr> <td>±.0040</td> <td>±.0040</td> <td>±.040</td> </tr> <tr> <td>±.0050</td> <td>±.0050</td> <td>±.050</td> </tr> <tr> <td>±.0060</td> <td>±.0060</td> <td>±.060</td> </tr> <tr> <td>±.0070</td> <td>±.0070</td> <td>±.070</td> </tr> <tr> <td>±.0080</td> <td>±.0080</td> <td>±.080</td> </tr> <tr> <td>±.0090</td> <td>±.0090</td> <td>±.090</td> </tr> <tr> <td>±.0100</td> <td>±.0100</td> <td>±.100</td> </tr> <tr> <td>±.0125</td> <td>±.0125</td> <td>±.125</td> </tr> <tr> <td>±.0150</td> <td>±.0150</td> <td>±.150</td> </tr> <tr> <td>±.0175</td> <td>±.0175</td> <td>±.175</td> </tr> <tr> <td>±.0200</td> <td>±.0200</td> <td>±.200</td> </tr> <tr> <td>±.0250</td> <td>±.0250</td> <td>±.250</td> </tr> <tr> <td>±.0300</td> <td>±.0300</td> <td>±.300</td> </tr> <tr> <td>±.0375</td> <td>±.0375</td> <td>±.375</td> </tr> <tr> <td>±.0450</td> <td>±.0450</td> <td>±.450</td> </tr> <tr> <td>±.0500</td> <td>±.0500</td> <td>±.500</td> </tr> <tr> <td>±.0600</td> <td>±.0600</td> <td>±.600</td> </tr> <tr> <td>±.0700</td> <td>±.0700</td> <td>±.700</td> </tr> <tr> <td>±.0800</td> <td>±.0800</td> <td>±.800</td> </tr> <tr> <td>±.0900</td> <td>±.0900</td> <td>±.900</td> </tr> <tr> <td>±.1000</td> <td>±.1000</td> <td>±.1000</td> </tr> <tr> <td>±.1250</td> <td>±.1250</td> <td>±.1250</td> </tr> <tr> <td>±.1500</td> <td>±.1500</td> <td>±.1500</td> </tr> <tr> <td>±.1750</td> <td>±.1750</td> <td>±.1750</td> </tr> <tr> <td>±.2000</td> <td>±.2000</td> <td>±.2000</td> </tr> <tr> <td>±.2500</td> <td>±.2500</td> <td>±.2500</td> </tr> <tr> <td>±.3000</td> <td>±.3000</td> <td>±.3000</td> </tr> <tr> <td>±.3750</td> <td>±.3750</td> <td>±.3750</td> </tr> <tr> <td>±.4500</td> <td>±.4500</td> <td>±.4500</td> </tr> <tr> <td>±.5000</td> <td>±.5000</td> <td>±.5000</td> </tr> <tr> <td>±.6000</td> <td>±.6000</td> <td>±.6000</td> </tr> <tr> <td>±.7000</td> <td>±.7000</td> <td>±.7000</td> </tr> <tr> <td>±.8</td> <td></td> <td></td> </tr> </table>				FRACTION	DECIMAL	METRIC	±.0005	±.0005	±.005	±.0010	±.0010	±.010	±.0015	±.0015	±.015	±.0020	±.0020	±.020	±.0030	±.0030	±.030	±.0040	±.0040	±.040	±.0050	±.0050	±.050	±.0060	±.0060	±.060	±.0070	±.0070	±.070	±.0080	±.0080	±.080	±.0090	±.0090	±.090	±.0100	±.0100	±.100	±.0125	±.0125	±.125	±.0150	±.0150	±.150	±.0175	±.0175	±.175	±.0200	±.0200	±.200	±.0250	±.0250	±.250	±.0300	±.0300	±.300	±.0375	±.0375	±.375	±.0450	±.0450	±.450	±.0500	±.0500	±.500	±.0600	±.0600	±.600	±.0700	±.0700	±.700	±.0800	±.0800	±.800	±.0900	±.0900	±.900	±.1000	±.1000	±.1000	±.1250	±.1250	±.1250	±.1500	±.1500	±.1500	±.1750	±.1750	±.1750	±.2000	±.2000	±.2000	±.2500	±.2500	±.2500	±.3000	±.3000	±.3000	±.3750	±.3750	±.3750	±.4500	±.4500	±.4500	±.5000	±.5000	±.5000	±.6000	±.6000	±.6000	±.7000	±.7000	±.7000	±.8		
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