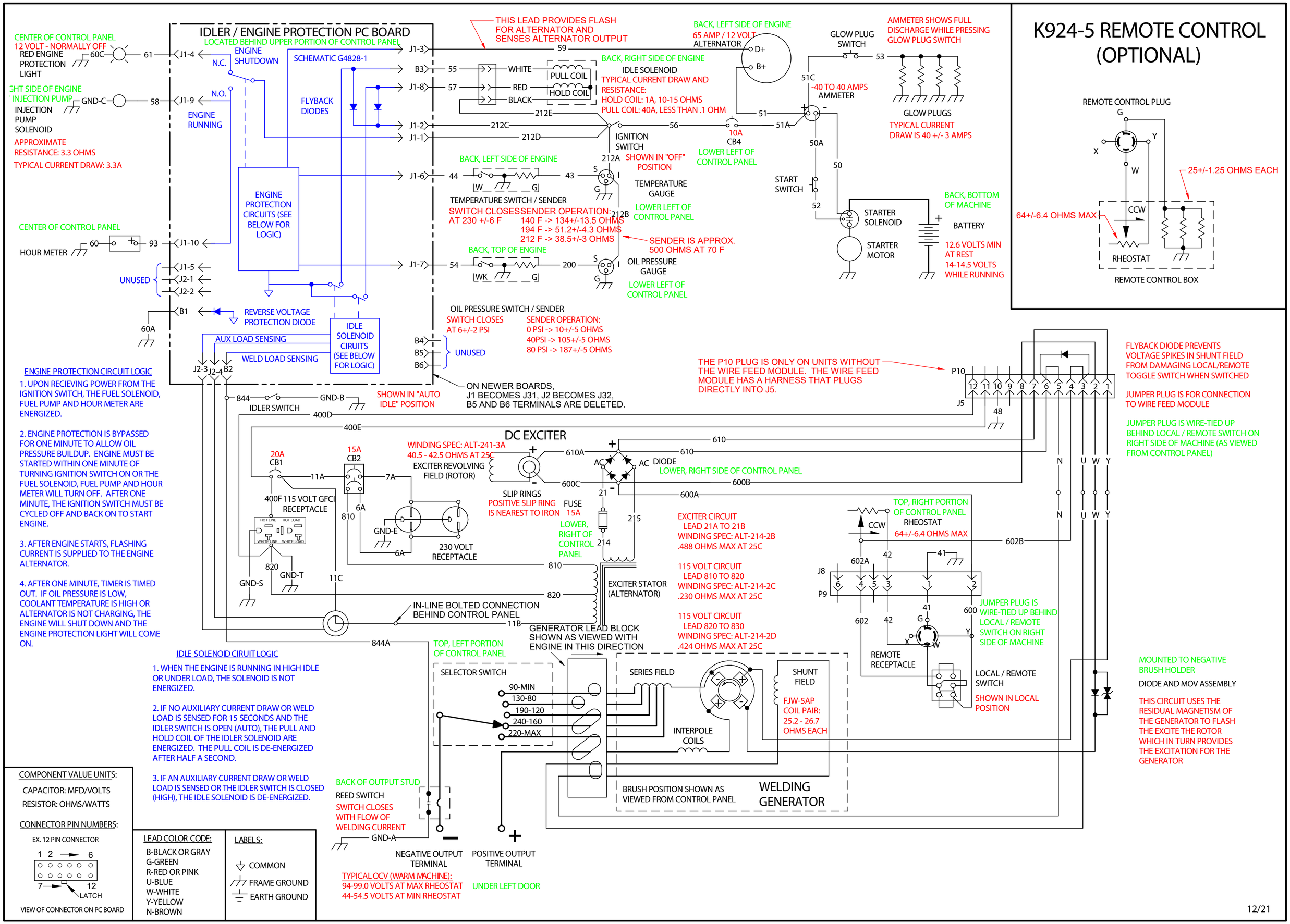
# CLASSIC 300D MACHINE SCHEMATIC L13672 REV: A




## ENGINE PROTECTION CIRCUIT LOGIC

1. UPON RECIEVING POWER FROM THE IGNITION SWITCH, THE FUEL SOLENOID, FUEL PUMP AND HOUR METER ARE ENERGIZED.

2. ENGINE PROTECTION IS BYPASSED FOR ONE MINUTE TO ALLOW OIL PRESSURE BUILDUP. ENGINE MUST BE STARTED WITHIN ONE MINUTE OF TURNING IGNITION SWITCH ON OR THE FUEL SOLENOID, FUEL PUMP AND HOUR METER WILL TURN OFF. AFTER ONE MINUTE, THE IGNITION SWITCH MUST BE CYCLED OFF AND BACK ON TO START ENGINE.

3. AFTER ENGINE STARTS, FLASHING CURRENT IS SUPPLIED TO THE ENGINE ALTERNATOR.

4. AFTER ONE MINUTE, TIMER IS TIMED OUT. IF OIL PRESSURE IS LOW, COOLANT TEMPERATURE IS HIGH OR ALTERNATOR IS NOT CHARGING, THE ENGINE WILL SHUT DOWN AND THE ENGINE PROTECTION LIGHT WILL COME ON.

## IDLE SOLENOID CIRUIT LOGIC

1. WHEN THE ENGINE IS RUNNING IN HIGH IDLE OR UNDER LOAD, THE SOLENOID IS NOT ENERGIZED.

2. IF NO AUXILIARY CURRENT DRAW OR WELD LOAD IS SENSED FOR 15 SECONDS AND THE IDLER SWITCH IS OPEN (AUTO), THE PULL AND HOLD COIL OF THE IDLER SOLENOID ARE ENERGIZED. THE PULL COIL IS DE-ENERGIZED AFTER HALF A SECOND.

3. IF AN AUXILIARY CURRENT DRAW OR WELD LOAD IS SENSED OR THE IDLER SWITCH IS CLOSED (HIGH), THE IDLE SOLENOID IS DE-ENERGIZED.

COMPONENT VALUE UNITS:

CAPACITOR: MFD/VOLTS

RESISTOR: OHMS/WATTS

CONNECTOR PIN NUMBERS:

EX. 12 PIN CONNECTOR

1 2 → 6

7 → 12 LATCH

VIEW OF CONNECTOR ON PC BOARD

LEAD COLOR CODE:

B-BLACK OR GRAY
G-GREEN
R-RED OR PINK
U-BLUE
W-WHITE
Y-YELLOW
N-BROWN

LABELS:

COMMON
FRAME GROUND
EARTH GROUND

12/21