

ALTERNATOR WIRING DIAGRAM BOSCH

ALTERNATOR WIRING DIAGRAM BOSCH IS A CRITICAL PIECE OF INFORMATION FOR ANYONE TROUBLESHOOTING OR REPLACING THEIR VEHICLE'S CHARGING SYSTEM. UNDERSTANDING HOW THE BOSCH ALTERNATOR CONNECTS TO THE REST OF THE ELECTRICAL NETWORK IS ESSENTIAL FOR DIAGNOSING ISSUES AND ENSURING PROPER FUNCTIONALITY. THIS COMPREHENSIVE GUIDE DELVES INTO THE INTRICACIES OF BOSCH ALTERNATOR WIRING DIAGRAMS, COVERING COMMON TYPES, PINOUTS, TROUBLESHOOTING STEPS, AND THE IMPORTANCE OF ACCURATE CONNECTIONS. WE WILL EXPLORE THE FUNCTION OF EACH TERMINAL, THE ROLE OF THE REGULATOR, AND HOW TO INTERPRET THE DIAGRAMS TO RESOLVE COMMON CHARGING SYSTEM PROBLEMS. WHETHER YOU'RE A SEASONED MECHANIC OR A DIY ENTHUSIAST, THIS ARTICLE AIMS TO DEMYSTIFY THE BOSCH ALTERNATOR WIRING, PROVIDING YOU WITH THE KNOWLEDGE TO TACKLE ELECTRICAL CHALLENGES CONFIDENTLY.

UNDERSTANDING THE BOSCH ALTERNATOR WIRING DIAGRAM

THE BOSCH ALTERNATOR WIRING DIAGRAM IS THE BLUEPRINT FOR HOW YOUR VEHICLE'S CHARGING SYSTEM OPERATES. IT ILLUSTRATES THE CONNECTIONS BETWEEN THE ALTERNATOR, BATTERY, IGNITION SWITCH, WARNING LIGHT, AND OTHER CRUCIAL ELECTRICAL COMPONENTS. FOR ANY AUTOMOTIVE TECHNICIAN OR ENTHUSIAST, A CLEAR GRASP OF THESE DIAGRAMS IS PARAMOUNT FOR EFFECTIVE DIAGNOSIS AND REPAIR. BOSCH, A RENOWNED MANUFACTURER OF AUTOMOTIVE COMPONENTS, PRODUCES A WIDE RANGE OF ALTERNATORS, AND WHILE THE CORE PRINCIPLES OF THEIR WIRING REMAIN CONSISTENT, SPECIFIC LAYOUTS CAN VARY BASED ON VEHICLE MAKE, MODEL, AND THE ALTERNATOR'S DESIGN (E.G., INTERNAL OR EXTERNAL REGULATOR). THIS SECTION WILL INTRODUCE THE FUNDAMENTAL CONCEPTS BEHIND THESE DIAGRAMS AND WHY THEY ARE INDISPENSABLE.

THE ROLE OF THE ALTERNATOR IN THE VEHICLE'S ELECTRICAL SYSTEM

BEFORE DIVING INTO SPECIFIC DIAGRAMS, IT'S VITAL TO UNDERSTAND THE ALTERNATOR'S PRIMARY FUNCTION. THE ALTERNATOR IS RESPONSIBLE FOR CONVERTING MECHANICAL ENERGY FROM THE ENGINE INTO ELECTRICAL ENERGY. THIS GENERATED ELECTRICITY SERVES TWO MAIN PURPOSES: POWERING THE VEHICLE'S ELECTRICAL ACCESSORIES WHILE THE ENGINE IS RUNNING AND RECHARGING THE BATTERY. WITHOUT A FUNCTIONING ALTERNATOR, THE BATTERY WOULD QUICKLY DEplete, LEADING TO A DEAD VEHICLE. THE WIRING DIAGRAM SHOWS HOW THE ALTERNATOR INTEGRATES SEAMLESSLY INTO THIS COMPLEX ECOSYSTEM, ENSURING A CONTINUOUS AND STABLE POWER SUPPLY.

WHY BOSCH ALTERNATORS ARE COMMON

BOSCH HAS A LONG-STANDING REPUTATION FOR PRODUCING HIGH-QUALITY AND RELIABLE AUTOMOTIVE PARTS, INCLUDING ALTERNATORS. THEIR COMPONENTS ARE FOUND IN A VAST ARRAY OF VEHICLES WORLDWIDE, MAKING BOSCH ALTERNATOR WIRING DIAGRAMS EXCEPTIONALLY RELEVANT. THE ENGINEERING AND DESIGN PRINCIPLES EMPLOYED BY BOSCH ARE ROBUST, AND UNDERSTANDING THEIR SPECIFIC WIRING CONFIGURATIONS IS A VALUABLE SKILL FOR ANYONE WORKING ON EUROPEAN VEHICLES OR THOSE THAT UTILIZE BOSCH COMPONENTS AS ORIGINAL EQUIPMENT.

KEY COMPONENTS ILLUSTRATED IN A BOSCH ALTERNATOR WIRING DIAGRAM

A TYPICAL BOSCH ALTERNATOR WIRING DIAGRAM WILL CLEARLY DEPICT SEVERAL KEY COMPONENTS AND THEIR INTERCONNECTIONS. THESE INCLUDE:

- **THE ALTERNATOR UNIT:** USUALLY REPRESENTED BY A SYMBOL INDICATING ITS HOUSING AND INTERNAL COMPONENTS LIKE THE STATOR AND ROTOR.

- **THE BATTERY:** THE CENTRAL ENERGY STORAGE UNIT, CRUCIAL FOR STARTING THE ENGINE AND PROVIDING POWER WHEN THE ENGINE IS OFF.
- **THE IGNITION SWITCH:** CONTROLS THE FLOW OF POWER TO VARIOUS SYSTEMS, INCLUDING ACTIVATING THE ALTERNATOR'S CHARGING CIRCUIT.
- **THE WARNING LIGHT (CHARGE INDICATOR):** A DASHBOARD LIGHT THAT ILLUMINATES WHEN THERE'S A PROBLEM WITH THE CHARGING SYSTEM.
- **THE VOLTAGE REGULATOR:** THIS COMPONENT, WHICH CAN BE INTERNAL OR EXTERNAL TO THE ALTERNATOR, CONTROLS THE OUTPUT VOLTAGE TO PREVENT OVERCHARGING OR UNDERCHARGING THE BATTERY.
- **WIRING HARNESSES AND CONNECTORS:** REPRESENTED BY LINES AND SPECIFIC SYMBOLS INDICATING HOW COMPONENTS ARE PHYSICALLY LINKED.

DECODING COMMON BOSCH ALTERNATOR WIRING TERMINALS

UNDERSTANDING THE FUNCTION OF EACH TERMINAL ON A BOSCH ALTERNATOR IS CRUCIAL FOR CORRECTLY INTERPRETING WIRING DIAGRAMS AND PERFORMING INSTALLATIONS OR REPAIRS. WHILE SPECIFIC LABELING MAY VARY SLIGHTLY BETWEEN MODELS, SEVERAL TERMINALS ARE COMMON ACROSS MOST BOSCH ALTERNATORS. FAMILIARIZING YOURSELF WITH THESE WILL GREATLY SIMPLIFY THE PROCESS OF CONNECTING AND TROUBLESHOOTING YOUR CHARGING SYSTEM.

THE "B+" TERMINAL (BATTERY OUTPUT)

THE "B+" TERMINAL IS ARGUABLY THE MOST IMPORTANT OUTPUT FROM THE ALTERNATOR. THIS IS WHERE THE MAIN CHARGING CURRENT IS SENT DIRECTLY TO THE BATTERY AND THE VEHICLE'S ELECTRICAL SYSTEM. IT'S TYPICALLY A LARGE STUD OR BOLT DESIGNED TO HANDLE THE SIGNIFICANT AMPERAGE PRODUCED BY THE ALTERNATOR. ENSURING A CLEAN, TIGHT CONNECTION AT THIS TERMINAL IS VITAL FOR EFFICIENT CHARGING AND PREVENTING ELECTRICAL RESISTANCE.

THE "D+" TERMINAL (INDICATOR/FIELD WINDING)

THE "D+" TERMINAL, OFTEN LABELED AS "L" (LAMP) OR "IND" (INDICATOR), PLAYS A CRUCIAL ROLE IN ACTIVATING THE ALTERNATOR AND ILLUMINATING THE CHARGE WARNING LIGHT. WHEN THE IGNITION IS TURNED ON, A SMALL AMOUNT OF CURRENT FLOWS THROUGH THE WARNING LIGHT AND TO THE "D+" TERMINAL. THIS ENERGIZES THE ALTERNATOR'S FIELD WINDING, ALLOWING IT TO BEGIN PRODUCING A CHARGE. ONCE THE ALTERNATOR STARTS GENERATING VOLTAGE, IT SENDS A CURRENT BACK THROUGH THE "D+" TERMINAL, WHICH DE-ENERGIZES THE WARNING LIGHT. IF THE LIGHT STAYS ON, IT OFTEN INDICATES A CHARGING SYSTEM ISSUE.

THE "W" TERMINAL (TACHOMETER OUTPUT)

SOME BOSCH ALTERNATORS FEATURE A "W" TERMINAL, ALSO KNOWN AS THE "PHASE" TERMINAL. THIS TERMINAL PROVIDES AN AC SIGNAL THAT IS PROPORTIONAL TO THE ALTERNATOR'S ROTATIONAL SPEED. THIS SIGNAL IS COMMONLY USED BY THE VEHICLE'S TACHOMETER TO DISPLAY ENGINE RPM. IT'S IMPORTANT TO NOTE THAT NOT ALL ALTERNATORS HAVE THIS TERMINAL, AND ITS PRESENCE DEPENDS ON WHETHER THE VEHICLE'S INSTRUMENTATION REQUIRES IT.

THE GROUND TERMINAL

WHILE NOT ALWAYS EXPLICITLY LABELED WITH A LETTER, THE ALTERNATOR HOUSING ITSELF USUALLY SERVES AS THE GROUND CONNECTION FOR THE UNIT. A SECURE CONNECTION TO THE VEHICLE'S CHASSIS IS ESSENTIAL FOR COMPLETING THE ELECTRICAL CIRCUIT AND ALLOWING THE ALTERNATOR TO FUNCTION CORRECTLY. POOR GROUNDING CAN LEAD TO A VARIETY OF ELECTRICAL GREMLINS, INCLUDING INTERMITTENT CHARGING ISSUES.

OTHER POTENTIAL TERMINALS (E.G., "S" FOR SENSE)

MORE COMPLEX BOSCH ALTERNATORS, ESPECIALLY THOSE WITH SOPHISTICATED INTERNAL REGULATORS, MAY HAVE ADDITIONAL TERMINALS. FOR INSTANCE, AN "S" TERMINAL (SENSE) MIGHT BE PRESENT. THIS TERMINAL IS CONNECTED DIRECTLY TO THE BATTERY OR A POINT WITHIN THE ELECTRICAL SYSTEM TO PROVIDE THE VOLTAGE REGULATOR WITH AN ACCURATE READING OF THE SYSTEM VOLTAGE, ALLOWING FOR MORE PRECISE REGULATION.

INTERPRETING A BOSCH ALTERNATOR WIRING DIAGRAM: STEP-BY-STEP

INTERPRETING A BOSCH ALTERNATOR WIRING DIAGRAM REQUIRES A SYSTEMATIC APPROACH. BY UNDERSTANDING THE SYMBOLS AND TRACING THE PATHS OF ELECTRICAL CURRENT, YOU CAN EFFECTIVELY DIAGNOSE PROBLEMS AND ENSURE CORRECT INSTALLATION. THE FOLLOWING STEPS PROVIDE A FRAMEWORK FOR DECIPHERING THESE DIAGRAMS.

IDENTIFYING THE ALTERNATOR MODEL AND VEHICLE APPLICATION

THE FIRST AND MOST CRITICAL STEP IS TO IDENTIFY THE SPECIFIC BOSCH ALTERNATOR MODEL NUMBER AND THE VEHICLE IT'S INTENDED FOR. THIS INFORMATION IS USUALLY FOUND ON A LABEL ATTACHED TO THE ALTERNATOR ITSELF OR CAN BE OBTAINED FROM THE VEHICLE'S REPAIR MANUAL. DIFFERENT MODELS WILL HAVE SLIGHTLY DIFFERENT WIRING CONFIGURATIONS, SO USING THE CORRECT DIAGRAM IS PARAMOUNT.

LOCATING THE KEY TERMINALS ON THE DIAGRAM

ONCE YOU HAVE THE APPROPRIATE DIAGRAM, LOCATE THE SYMBOLS REPRESENTING THE ALTERNATOR AND ITS VARIOUS TERMINALS (B+, D+, W, ETC.). THESE WILL USUALLY BE CLEARLY LABELED. PAY CLOSE ATTENTION TO ANY ASSOCIATED NUMBERS OR LETTERS THAT CORRESPOND TO CONNECTORS ON THE VEHICLE'S WIRING HARNESS.

TRACING THE POWER FLOW FROM THE BATTERY

BEGIN BY TRACING THE POWER FLOW FROM THE BATTERY. YOU'LL SEE HOW THE BATTERY'S POSITIVE TERMINAL IS CONNECTED TO THE ALTERNATOR'S "B+" TERMINAL, OFTEN VIA A FUSE OR FUSIBLE LINK FOR PROTECTION. UNDERSTANDING THIS DIRECT CONNECTION IS FUNDAMENTAL TO GRASPING HOW THE ALTERNATOR SUPPLIES POWER.

FOLLOWING THE IGNITION SWITCH CONNECTION

NEXT, TRACE THE WIRE FROM THE IGNITION SWITCH TO THE ALTERNATOR. THIS WIRE TYPICALLY CONNECTS TO THE "D+" TERMINAL. OBSERVE HOW THIS CONNECTION ALLOWS POWER TO FLOW TO THE ALTERNATOR WHEN THE IGNITION IS TURNED TO

THE "ON" POSITION, INITIATING THE CHARGING PROCESS.

UNDERSTANDING THE WARNING LIGHT CIRCUIT

EXAMINE THE CIRCUIT INVOLVING THE CHARGE WARNING LIGHT. YOU'LL SEE HOW POWER FLOWS FROM THE IGNITION SWITCH, THROUGH THE WARNING LIGHT BULB, AND THEN TO THE "D+" TERMINAL. ALSO, NOTE THE PATH OF CURRENT RETURNING FROM THE ALTERNATOR (VIA D+) THAT DE-ENERGIZES THE LIGHT WHEN CHARGING OCCURS. THIS HELPS IN DIAGNOSING WHY THE WARNING LIGHT MIGHT BE ILLUMINATED.

RECOGNIZING THE GROUND CONNECTIONS

IDENTIFY ALL GROUND CONNECTIONS. THIS INCLUDES THE MAIN GROUND FOR THE ALTERNATOR HOUSING AND ANY OTHER GROUND WIRES SHOWN IN THE DIAGRAM. PROPER GROUNDING IS OFTEN OVERLOOKED BUT IS ESSENTIAL FOR THE CORRECT OPERATION OF THE ENTIRE ELECTRICAL SYSTEM.

TROUBLESHOOTING COMMON BOSCH ALTERNATOR WIRING ISSUES

MANY COMMON CHARGING SYSTEM PROBLEMS CAN BE TRACED BACK TO FAULTY WIRING OR INCORRECT CONNECTIONS RELATED TO THE BOSCH ALTERNATOR. BY UNDERSTANDING THESE POTENTIAL ISSUES AND HOW TO IDENTIFY THEM USING THE WIRING DIAGRAM, YOU CAN SAVE TIME AND MONEY ON REPAIRS.

NO CHARGE AT ALL

IF YOUR VEHICLE ISN'T CHARGING AT ALL, THE WIRING DIAGRAM CAN HELP PINPOINT THE CAUSE. CHECK FOR:

- A LOOSE OR BROKEN WIRE TO THE "B+" TERMINAL.
- A FAULTY CONNECTION AT THE IGNITION SWITCH, PREVENTING POWER FROM REACHING THE "D+" TERMINAL.
- A BLOWN FUSE OR FUSIBLE LINK IN THE MAIN CHARGING CIRCUIT.
- A POOR GROUND CONNECTION ON THE ALTERNATOR OR VEHICLE CHASSIS.

INTERMITTENT CHARGING PROBLEMS

INTERMITTENT CHARGING ISSUES CAN BE FRUSTRATING. THE WIRING DIAGRAM CAN GUIDE YOU TO CHECK FOR:

- CORRODED OR LOOSE CONNECTORS, ESPECIALLY AT THE "B+" AND "D+" TERMINALS.
- DAMAGED WIRING INSULATION THAT CAUSES INTERMITTENT SHORTS.
- A FAILING VOLTAGE REGULATOR (THOUGH THIS OFTEN REQUIRES TESTING THE REGULATOR ITSELF).

CHARGE WARNING LIGHT STAYS ON

A PERSISTENT CHARGE WARNING LIGHT USUALLY INDICATES A PROBLEM WITH THE CHARGING CIRCUIT. USING THE DIAGRAM, INSPECT:

- THE BULB IN THE WARNING LIGHT ITSELF (A BURNED-OUT BULB CAN SOMETIMES MIMIC A CHARGING FAULT).
- THE CONNECTION AT THE "D+" TERMINAL.
- THE INTEGRITY OF THE WIRING BETWEEN THE IGNITION SWITCH, THE WARNING LIGHT, AND THE ALTERNATOR.
- THE INTERNAL WORKINGS OF THE ALTERNATOR, WHICH MIGHT BE PREVENTING IT FROM GENERATING SUFFICIENT VOLTAGE TO DE-ENERGIZE THE LIGHT.

OVERCHARGING OR UNDERCHARGING

WHILE OFTEN CAUSED BY A FAULTY VOLTAGE REGULATOR, INCORRECT WIRING CAN ALSO CONTRIBUTE TO OVERCHARGING OR UNDERCHARGING. ENSURE THAT:

- THE "S" (SENSE) WIRE, IF PRESENT, IS CORRECTLY CONNECTED TO A STABLE POWER SOURCE.
- THERE ARE NO UNINTENDED RESISTANCES IN THE MAIN CHARGING PATH THAT MIGHT MISLEAD THE REGULATOR.

IMPORTANCE OF CORRECT BOSCH ALTERNATOR WIRING AND REPLACEMENT

WHEN REPLACING A BOSCH ALTERNATOR OR INSTALLING A NEW ONE, ADHERING STRICTLY TO THE CORRECT WIRING DIAGRAM IS OF PARAMOUNT IMPORTANCE. EVEN MINOR DEVIATIONS CAN LEAD TO SIGNIFICANT ELECTRICAL PROBLEMS, DAMAGE TO THE ALTERNATOR ITSELF, OR OTHER VEHICLE COMPONENTS. UNDERSTANDING THE IMPLICATIONS OF INCORRECT WIRING ENSURES THE LONGEVITY AND PROPER FUNCTIONING OF YOUR VEHICLE'S CHARGING SYSTEM.

ENSURING PROPER VOLTAGE REGULATION

THE VOLTAGE REGULATOR IS DESIGNED TO MAINTAIN A SPECIFIC VOLTAGE RANGE FOR THE VEHICLE'S ELECTRICAL SYSTEM. THIS IS ACHIEVED BY CONTROLLING THE CURRENT FLOWING THROUGH THE ALTERNATOR'S FIELD WINDINGS. INCORRECT WIRING CAN DISRUPT THIS CONTROL, LEADING TO EITHER OVERCHARGING (WHICH CAN DAMAGE THE BATTERY AND OTHER ELECTRONICS) OR UNDERCHARGING (WHICH CAN LEAVE YOU STRANDED WITH A DEAD BATTERY).

PREVENTING DAMAGE TO THE ALTERNATOR AND BATTERY

A BOSCH ALTERNATOR IS A PRECISE PIECE OF EQUIPMENT. CONNECTING IT INCORRECTLY, ESPECIALLY WITH REVERSED POLARITY, CAN LEAD TO IMMEDIATE AND SEVERE INTERNAL DAMAGE. SIMILARLY, THE BATTERY IS SENSITIVE TO IMPROPER CHARGING VOLTAGES. FOLLOWING THE WIRING DIAGRAM PRECISELY PROTECTS BOTH THE ALTERNATOR AND THE BATTERY FROM PREMATURE FAILURE.

MAXIMIZING CHARGING EFFICIENCY

AN ACCURATELY WIRED ALTERNATOR WILL OPERATE AT ITS PEAK EFFICIENCY. THIS MEANS THE ENGINE'S POWER IS CONVERTED INTO ELECTRICAL ENERGY WITH MINIMAL LOSS. PROPER CONNECTIONS ENSURE THAT THE MAXIMUM POSSIBLE CHARGE CURRENT REACHES THE BATTERY, KEEPING IT HEALTHY AND READY TO START THE ENGINE, AND POWERING ALL THE VEHICLE'S ACCESSORIES.

SAFETY CONSIDERATIONS

WORKING WITH AUTOMOTIVE ELECTRICAL SYSTEMS CARRIES INHERENT RISKS, INCLUDING THE POTENTIAL FOR ELECTRICAL SHORTS AND FIRES. ALWAYS DISCONNECT THE BATTERY BEFORE WORKING ON THE ALTERNATOR WIRING. CONSULTING AND METICULOUSLY FOLLOWING THE CORRECT BOSCH ALTERNATOR WIRING DIAGRAM IS A CRITICAL SAFETY PRACTICE. IF YOU ARE UNSURE ABOUT ANY ASPECT OF THE WIRING, IT IS ALWAYS BEST TO CONSULT A QUALIFIED AUTOMOTIVE TECHNICIAN.

FREQUENTLY ASKED QUESTIONS

WHAT ARE THE COMMON TERMINALS FOUND ON A BOSCH ALTERNATOR WIRING DIAGRAM AND WHAT IS THEIR TYPICAL FUNCTION?

COMMON TERMINALS ON A BOSCH ALTERNATOR WIRING DIAGRAM INCLUDE 'B+' (OR 'BAT') FOR THE MAIN BATTERY OUTPUT, 'L' (OR 'LAMP' OR 'D+') FOR THE CHARGE WARNING LIGHT, AND 'S' (OR 'SENSE' OR 'IG') FOR VOLTAGE SENSING. 'DF' OR 'F' MIGHT BE PRESENT FOR FIELD CONTROL ON OLDER MODELS, AND SOME MAY HAVE ADDITIONAL TERMINALS FOR SPECIFIC FUNCTIONS LIKE TACHOMETER SIGNALS OR AUXILIARY OUTPUTS.

HOW DOES THE CHARGE WARNING LIGHT CIRCUIT TYPICALLY FUNCTION IN A BOSCH ALTERNATOR WIRING DIAGRAM?

THE CHARGE WARNING LIGHT CIRCUIT IN A BOSCH ALTERNATOR DIAGRAM USUALLY INVOLVES THE 'L' TERMINAL. WHEN THE ENGINE IS OFF, THERE'S A PATH FOR CURRENT THROUGH THE IGNITION SWITCH AND THE WARNING LAMP TO THE 'L' TERMINAL. ONCE THE ALTERNATOR STARTS CHARGING, THE VOLTAGE AT THE 'L' TERMINAL RISES, EFFECTIVELY BALANCING THE VOLTAGE FROM THE IGNITION SWITCH, AND THE LIGHT TURNS OFF. IF THE ALTERNATOR FAILS, THIS BALANCE IS LOST, AND THE LIGHT ILLUMINATES.

WHAT IS THE PURPOSE OF THE 'S' OR 'SENSE' TERMINAL ON A BOSCH ALTERNATOR WIRING DIAGRAM?

THE 'S' (SENSE) TERMINAL ON A BOSCH ALTERNATOR IS USED FOR VOLTAGE REGULATION FEEDBACK. IT'S TYPICALLY CONNECTED DIRECTLY TO THE BATTERY OR A POINT CLOSE TO IT. THIS ALLOWS THE ALTERNATOR'S VOLTAGE REGULATOR TO ACCURATELY SENSE THE SYSTEM VOLTAGE AND ADJUST THE OUTPUT ACCORDINGLY, ENSURING A STABLE AND CORRECT CHARGING VOLTAGE REGARDLESS OF LOAD.

WHERE CAN I FIND A SPECIFIC BOSCH ALTERNATOR WIRING DIAGRAM FOR MY VEHICLE?

TO FIND A SPECIFIC BOSCH ALTERNATOR WIRING DIAGRAM FOR YOUR VEHICLE, YOU'LL NEED TO IDENTIFY THE ALTERNATOR'S PART NUMBER (OFTEN STAMPED ON THE ALTERNATOR ITSELF) OR THE VEHICLE'S MAKE, MODEL, YEAR, AND ENGINE SIZE. REPUTABLE SOURCES INCLUDE THE VEHICLE MANUFACTURER'S SERVICE MANUAL, ONLINE AUTO REPAIR DATABASES (LIKE ALldata OR MITCHELL 1), AND SPECIALIZED BOSCH AUTOMOTIVE PARTS WEBSITES OR FORUMS.

WHAT ARE THE POTENTIAL ISSUES IF THE BOSCH ALTERNATOR WIRING IS INCORRECT OR FAULTY?

INCORRECT OR FAULTY BOSCH ALTERNATOR WIRING CAN LEAD TO A RANGE OF PROBLEMS INCLUDING: THE BATTERY NOT CHARGING (OR OVERCHARGING), THE CHARGE WARNING LIGHT STAYING ON OR NOT ILLUMINATING AT ALL, DAMAGE TO THE ALTERNATOR ITSELF, DAMAGE TO OTHER ELECTRICAL COMPONENTS DUE TO VOLTAGE FLUCTUATIONS, AND POTENTIAL STARTING ISSUES FOR THE VEHICLE.

ADDITIONAL RESOURCES

HERE ARE 9 BOOK TITLES RELATED TO ALTERNATOR WIRING DIAGRAMS, WITH A FOCUS ON BOSCH SYSTEMS, AND THEIR DESCRIPTIONS:

1. Automotive Electrical Systems and Bosch Alternators

THIS COMPREHENSIVE GUIDE DELVES INTO THE INTRICACIES OF AUTOMOTIVE ELECTRICAL SYSTEMS, WITH A SIGNIFICANT PORTION DEDICATED TO UNDERSTANDING THE FUNDAMENTAL PRINCIPLES BEHIND BOSCH ALTERNATORS. IT BREAKS DOWN THE COMPLEX WIRING SCHEMATICS SPECIFIC TO VARIOUS BOSCH ALTERNATOR MODELS, EXPLAINING THE FUNCTION OF EACH COMPONENT AND WIRE. READERS WILL GAIN PRACTICAL KNOWLEDGE FOR DIAGNOSING AND REPAIRING COMMON ALTERNATOR-RELATED ELECTRICAL FAULTS.

2. Bosch Alternator Repair and Wiring Made Easy

DESIGNED FOR BOTH NOVICE MECHANICS AND EXPERIENCED TECHNICIANS, THIS BOOK SIMPLIFIES THE PROCESS OF UNDERSTANDING BOSCH ALTERNATOR WIRING DIAGRAMS. IT FEATURES CLEAR, STEP-BY-STEP INSTRUCTIONS ON HOW TO INTERPRET SCHEMATICS, IDENTIFY KEY CIRCUITS, AND TROUBLESHOOT COMMON ISSUES. THE FOCUS IS ON PRACTICAL APPLICATION, MAKING IT AN INVALUABLE RESOURCE FOR ANYONE WORKING WITH BOSCH ALTERNATORS.

3. Mastering Bosch Alternator Diagnostics and Schematics

THIS IN-DEPTH MANUAL TARGETS THOSE SEEKING TO MASTER THE DIAGNOSTIC CAPABILITIES OF BOSCH ALTERNATORS. IT PROVIDES A DEEP DIVE INTO THE ELECTRICAL ARCHITECTURE AND DETAILED EXPLANATIONS OF THE WIRING DIAGRAMS UNIQUE TO BOSCH SYSTEMS. THE BOOK COVERS ADVANCED TROUBLESHOOTING TECHNIQUES, EMPHASIZING HOW TO USE WIRING SCHEMATICS TO PINPOINT AND RESOLVE COMPLEX ELECTRICAL PROBLEMS WITHIN THE CHARGING SYSTEM.

4. The Bosch Alternator: Wiring, Function, and Troubleshooting

THIS TEXT OFFERS A THOROUGH EXAMINATION OF BOSCH ALTERNATORS, COVERING THEIR OPERATIONAL PRINCIPLES, INTERNAL WORKINGS, AND CRUCIALLY, THEIR WIRING CONFIGURATIONS. IT METICULOUSLY ILLUSTRATES COMMON WIRING DIAGRAMS, EXPLAINING THE FLOW OF ELECTRICITY THROUGH THE ALTERNATOR AND ITS CONNECTION TO THE VEHICLE'S ELECTRICAL SYSTEM. THIS BOOK IS ESSENTIAL FOR ANYONE NEEDING A SOLID UNDERSTANDING OF HOW BOSCH ALTERNATORS FUNCTION ELECTRICALLY.

5. Understanding Bosch Alternator Wiring Diagrams for Vehicle Technicians

TAILORED SPECIFICALLY FOR AUTOMOTIVE PROFESSIONALS, THIS BOOK PROVIDES AN EXPERT-LEVEL BREAKDOWN OF BOSCH ALTERNATOR WIRING DIAGRAMS. IT HIGHLIGHTS INDUSTRY-STANDARD INTERPRETATIONS AND NUANCES SPECIFIC TO BOSCH DESIGNS, ENSURING TECHNICIANS CAN CONFIDENTLY DIAGNOSE AND REPAIR CHARGING SYSTEM ISSUES. THE CONTENT FOCUSES ON PRACTICAL APPLICATION WITHIN A WORKSHOP ENVIRONMENT, ENHANCING DIAGNOSTIC EFFICIENCY.

6. Bosch Alternators: A Technician's Guide to Wiring and Service

THIS PRACTICAL GUIDE SERVES AS A RELIABLE RESOURCE FOR TECHNICIANS WORKING ON VEHICLES EQUIPPED WITH BOSCH ALTERNATORS. IT OFFERS CLEAR EXPLANATIONS OF COMMON WIRING CONFIGURATIONS AND DETAILED DIAGRAMS TO FACILITATE UNDERSTANDING AND REPAIR. THE BOOK EMPHASIZES EFFICIENT TROUBLESHOOTING STRATEGIES, LEVERAGING KNOWLEDGE OF THE WIRING SCHEMATICS TO QUICKLY IDENTIFY AND RESOLVE CHARGING SYSTEM FAULTS.

7. The Complete Guide to Bosch Alternator Wiring and Diagnostics

THIS COMPREHENSIVE VOLUME LEAVES NO STONE UNTURNED WHEN IT COMES TO BOSCH ALTERNATOR WIRING AND DIAGNOSTIC PROCEDURES. IT PRESENTS A WEALTH OF INFORMATION ON VARIOUS BOSCH ALTERNATOR MODELS, COMPLETE WITH DETAILED WIRING DIAGRAMS AND EXPLANATIONS OF THEIR FUNCTIONALITIES. THE BOOK EQUIPS READERS WITH THE KNOWLEDGE TO EFFECTIVELY TROUBLESHOOT AND REPAIR ANY ELECTRICAL ISSUE RELATED TO THESE WIDELY USED ALTERNATORS.

8. _BOSCH ALTERNATOR SYSTEMS: WIRING SCHEMATICS AND PERFORMANCE ANALYSIS_

THIS TECHNICAL MANUAL EXPLORES THE INTRICATE WIRING SCHEMATICS OF BOSCH ALTERNATOR SYSTEMS, DELVING INTO HOW THESE DIAGRAMS RELATE TO OVERALL CHARGING SYSTEM PERFORMANCE. IT PROVIDES DETAILED INSIGHTS INTO THE ELECTRICAL PATHWAYS AND COMPONENT INTERACTIONS WITHIN BOSCH ALTERNATORS. UNDERSTANDING THESE SCHEMATICS, AS PRESENTED IN THE BOOK, IS KEY TO OPTIMIZING AND DIAGNOSING CHARGING SYSTEM EFFICIENCY.

9. _WIRING THE BOSCH ALTERNATOR: FROM BASICS TO ADVANCED TROUBLESHOOTING_

THIS BOOK OFFERS A PROGRESSIVE APPROACH TO UNDERSTANDING BOSCH ALTERNATOR WIRING, STARTING WITH FUNDAMENTAL PRINCIPLES AND ADVANCING TO COMPLEX TROUBLESHOOTING SCENARIOS. IT FEATURES CLEAR, EASY-TO-FOLLOW WIRING DIAGRAMS AND EXPLANATIONS OF HOW EACH CIRCUIT CONTRIBUTES TO THE ALTERNATOR'S OPERATION. THE CONTENT IS DESIGNED TO EMPOWER READERS TO CONFIDENTLY TACKLE A WIDE RANGE OF BOSCH ALTERNATOR ELECTRICAL ISSUES.

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Alternator Wiring Diagram Bosch: Master Your Vehicle's Electrical System

Is your car's battery constantly dying? Are you plagued by mysterious electrical failures, leaving you stranded and frustrated? Understanding your alternator's wiring is crucial for diagnosing and fixing these problems, but navigating the complexities of a Bosch alternator wiring diagram can feel like deciphering ancient hieroglyphs. You need clear, concise information—fast—to get back on the road.

This ebook, "Bosch Alternator Wiring Diagrams: A Comprehensive Guide," provides you with the knowledge and visual aids to conquer your alternator wiring challenges.

Contents:

Introduction: Understanding the Bosch Alternator and its importance.

Chapter 1: Deciphering Bosch Alternator Wiring Symbols: Learning to read the schematic diagrams.

Chapter 2: Common Bosch Alternator Models and their Wiring Differences: Exploring variations and model-specific configurations.

Chapter 3: Troubleshooting Common Alternator Problems Using Wiring Diagrams: Step-by-step guides to diagnosing issues.

Chapter 4: Practical Wiring Exercises and Case Studies: Real-world examples to solidify your understanding.

Chapter 5: Safety Precautions and Best Practices: Ensuring safe and effective repairs.

Conclusion: Maintaining your alternator and preventing future issues.

Introduction: Understanding the Bosch Alternator and its Importance

The alternator is the heart of your vehicle's electrical system. Unlike the battery, which stores power, the alternator generates power while the engine is running. This generated power charges the battery, powers the lights, radio, and all other electrical components. Bosch alternators are renowned for their reliability and are found in a vast number of vehicles. However, understanding their wiring diagrams is essential for troubleshooting and repair. A malfunctioning alternator can lead to a dead battery, leaving you stranded and facing costly repairs. This guide will equip you with the knowledge to confidently interpret Bosch alternator wiring diagrams, diagnose problems, and perform repairs.

Chapter 1: Deciphering Bosch Alternator Wiring Symbols

Bosch alternator wiring diagrams utilize standardized symbols to represent various components and connections. Understanding these symbols is the first step to interpreting the diagrams effectively. Common symbols include:

Battery (BAT): Typically represented by a series of parallel lines representing the battery terminals.

Alternator (ALT): Often shown as a stylized alternator symbol or simply labeled "ALT."

Fuses (FUSE): Represented by a circle with a zig-zag line inside. The amperage rating is often indicated nearby.

Ground (GND): Indicated by a triangle or a ground symbol (often a downward-pointing arrow).

Diodes: Represented by a triangle with a line across it, indicating the direction of current flow.

Wiring: Shown as lines connecting different components. The thickness of the line may indicate the wire gauge.

Connectors: Represented by small circles or blocks where wires connect.

Relays (REL): Often depicted as a stylized relay symbol or simply labeled "REL".

Voltage Regulator (VR): Usually labeled "VR" and may be shown as a separate component connected to the alternator.

Different diagrams might use slightly different symbols, so always refer to the specific diagram for your vehicle's alternator model. Many online resources provide comprehensive lists of common

automotive wiring symbols.

Chapter 2: Common Bosch Alternator Models and Their Wiring Differences

Bosch manufactures a wide range of alternator models, each with its unique wiring configuration. While the basic principles remain consistent, variations exist in the number of wires, connector types, and the specific components used. Identifying your specific Bosch alternator model is crucial before attempting any repairs or troubleshooting. This information is usually found on a label attached to the alternator itself. Common model numbers and their typical wiring configurations should be researched for specific vehicles. Knowing the model number allows you to find the correct wiring diagram. Websites, online forums, and repair manuals dedicated to specific vehicle makes and models are great sources. Understanding these differences is vital to accurately diagnose problems. For example, some models might have a separate voltage regulator, while others integrate it into the alternator housing.

Chapter 3: Troubleshooting Common Alternator Problems Using Wiring Diagrams

A wiring diagram is invaluable for troubleshooting alternator problems. By tracing the circuit, you can quickly isolate faulty components. Common alternator problems include:

No charging: The alternator isn't producing any power. Check the connections to the battery, the alternator's output wire, and the ground connection. A blown fuse or a faulty voltage regulator are common causes.

Low charging: The alternator is producing less power than required. This could be due to worn brushes, a failing diode, or a problem with the voltage regulator.

Intermittent charging: The alternator works sometimes but not always. This could point to loose connections, corrosion, or a more complex internal problem within the alternator itself.

Using the wiring diagram, follow the path of the power from the alternator to the battery, checking for voltage drops and continuity at each point. A multimeter is an essential tool for this process.

Chapter 4: Practical Wiring Exercises and Case Studies

This chapter would include practical examples and case studies demonstrating the application of the knowledge gained in previous chapters. For example, a scenario where the alternator is not charging could be analyzed step-by-step using a relevant wiring diagram. The troubleshooting process would be detailed, highlighting the use of a multimeter to check voltage and current. Other case studies could focus on identifying different alternator models and their respective wiring diagrams and explaining the repair process.

Chapter 5: Safety Precautions and Best Practices

Working with automotive electrical systems requires caution. Always disconnect the negative battery terminal before commencing any work. Be aware of high voltages and currents. Use insulated tools and follow all safety guidelines provided in your vehicle's repair manual. Properly grounded tools can prevent electrical shocks. Always double-check all connections and ensure that everything is secure before reconnecting the battery. After completing repairs, test the system thoroughly to ensure the alternator is charging correctly.

Conclusion: Maintaining Your Alternator and Preventing Future Issues

Regular maintenance can prolong the life of your alternator. Keep the alternator clean and dry. Check the belt tension regularly, as a slipping belt can cause the alternator to fail. Address any loose connections or corrosion promptly. By understanding your Bosch alternator wiring diagram, you are well-equipped to diagnose and resolve potential issues, minimizing downtime and unexpected repairs.

FAQs

1. What tools do I need to troubleshoot a Bosch alternator? A multimeter, wire connectors, and possibly a wrench to access the alternator.
2. How can I identify my Bosch alternator model number? Look for a label directly on the alternator housing.
3. Where can I find Bosch alternator wiring diagrams? Online resources, repair manuals, and vehicle service information websites.
4. What does it mean if my alternator isn't charging? Indicates a problem with the alternator itself, its wiring, or related components like the voltage regulator or battery.

5. How can I test the voltage regulator? Use a multimeter to check for the correct output voltage from the regulator.
6. Is it safe to work on my car's electrical system myself? Take all necessary safety precautions, disconnect the battery, and only attempt repairs if you're comfortable with automotive electricity.
7. Can I replace just the voltage regulator, or do I need a whole new alternator? Depends on the alternator model; some regulators are replaceable, others are integrated.
8. What are the signs of a failing alternator? Dim headlights, electrical problems, a clicking sound from the engine bay, and a constantly low battery.
9. How often should I check my alternator belt? At least once a month or whenever you perform routine car maintenance.

Related Articles:

1. Bosch Alternator Troubleshooting Guide: Step-by-step troubleshooting for common Bosch alternator problems.
2. Understanding Automotive Wiring Symbols: A comprehensive guide to common symbols used in automotive wiring diagrams.
3. How to Test a Car Battery: A guide to testing car batteries using a multimeter.
4. How to Replace a Car Alternator: A step-by-step guide to replacing a car alternator, including safety precautions.
5. Automotive Electrical System Basics: An introduction to the fundamental components and operation of a car's electrical system.
6. Common Causes of a Dead Battery: Discusses the various reasons why a car battery might fail.
7. Diagnosing Charging System Problems: A guide to identifying problems within a vehicle's charging system.
8. How to Use a Multimeter for Automotive Diagnostics: Explaining the use of a multimeter for diagnosing automotive electrical issues.
9. Bosch Alternator Repair Costs: An overview of the average cost of repairing or replacing a Bosch alternator.

alternator wiring diagram bosch: Bosch Automotive Electrics and Automotive Electronics Robert Bosch GmbH, 2013-09-24 This is a complete reference guide to automotive electrics and electronics. This new edition of the definitive reference for automotive engineers, compiled by one of the world's largest automotive equipment suppliers, includes new and updated material. As in previous editions different topics are covered in a concise but descriptive way backed up by diagrams, graphs, photographs and tables enabling the reader to better comprehend the subject. This fifth edition revises the classical topics of the vehicle electrical systems such as system architecture, control, components and sensors. There is now greater detail on electronics and their application in the motor vehicle, including electrical energy management (EEM) and discusses the topic of inter system networking within the vehicle. It also includes a description of the concept of hybrid drive a topic that is particularly current due to its ability to reduce fuel consumption and therefore CO2 emissions. This book will benefit automotive engineers and design engineers, automotive technicians in training and mechanics and technicians in garages. It may also be of interest to teachers/ lecturers and students at vocational colleges, and enthusiasts.

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electric devices aboard their boats, but few are aware of proper installation procedures or how to safely troubleshoot these devices if they go on the blink.

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alternator wiring diagram bosch: Manuals Combined: 150+ U.S. Army Navy Air Force Marine Corps Generator Engine MEP APU Operator, Repair And Parts Manuals , Over 36,000 total pages Just a SAMPLE of the CONTENTS by File Number and TM Number:: 013511 TM 5-6115-323-24P 4 GENERATOR SET, GASOLINE ENGINE DRIVEN, SKID MOUNTED, TUBULAR FRAME, 1.5 K SINGLE PHASE, AC, 120/240 V, 28 VDC (LESS ENGINE) DOD MODELS MEP-015A, 60 HZ (NSN 6115-00-889-1446) AND (DOD MODEL MEP-025A) 28 VDC (6115-00-017-8236) {TO 35C2-3-385-4; SL 4-07609A/07610A} 013519 TM 5-6115-329-25P 1 GENERATOR SET, GASOLINE ENGINE DR (LESS ENGINE) 0.5 KW, AC, 120/240 V, 60 HZ, 1 PHASE (DOD MODEL (FSN 6115-923-4469); 400 HZ (MODEL MEP-019A) (6115-940-7862) AN DC (MODEL MEP-024A) (6115-940-7867) {TO 35C2-3-440-14} 013537 TM 5-6115-457-12 7 GENERATOR SET, ENGINE DRIVEN, TACTICAL, SKID MTD; 100 KW, 3 PHASE, 4 WIRE, 120 240/416 V (DOD MODELS MEP-007A), UTILITY CLASS, 50/60 HZ (NSN 6115-00-133-9101), (MODEL MEP-106A) PRECISE CLASS, 50/60 H (6115-00-133-9102), (MODEL MEP-116A) PRECISE CLASS, 400 KW (6115-00-133-9103) INCLUDING OPTIONAL KITS (MODEL MEP-007 AWF) WINTERIZATION KIT, FUEL BURNING (6115-00-463-9082), (MEP-007AWE WINTERIZATION KIT, ELECTRIC (6115-00-463-9084), (MODEL MEP-007A DUMMY LOAD KIT (6115-00-463-9086) AND (MODEL MEP-007AWM) WHEEL 013538 TM 5-6115-457-34 12 GENERATOR SET, DIESEL ENGINE DRIVEN,

TACTICAL SKID 100 KW, 3 PHASE, 4 WIRE, 120/208 AND 240/416 V (DOD MODELS MEP0 UTILITY CLASS, 50/60 HZ (NSN 6115-00-133-9101); (MODEL MEP106A) CLASS, 50/60 HZ (6115-00-133-9102) AND (MODEL MEP116A), PRECISE 400 HZ (6115-00-133-9103); INCLUDING OPTIONAL KITS (DOD MODELS MEP007AWF) WINTERIZATION KIT, FUEL BURNING (6115-00-463-9082); MEP007AWE) WINTERIZATION KIT, ELECTRIC (6115-00-463-9084); (MOD MEP007ALM) DUMMY LOAD KIT (6115-00-463-9086) AND (MODEL MEP007A MOUNTING KIT (6 013540 TM 5-6115-458-24P 9 GENERATOR SET, DIESEL ENGINE DRIVEN, TACTICAL, SKID MTD., 2 KW, 3 PHASE, 4 WIRE, 120/208 AND 240/416 VOLTS, DOD MODELS MEP009A UTILITY CLASS, 50/60 HZ (NSN 6115-00-133-9104) AND MODEL MEP108A PRECISE CLASS, 50/60 HZ (6115-00-935-8729) INCLUDING OPTIONAL K DOD MODELS MEP009AWF, WINTERIZATION KIT, FUEL BURNING (6115-00-403-3761), MODEL MEP009AWE, WINTERIZATION KIT, ELECTRIC (6115-00-489-7285) 013545 TM 5-6115-465-12 19 GENERATOR DIESEL ENGINE DRIVEN, TACTICAL SKID MTD, 30 KW, 3 PHASE, 4 WIRE 120/208 AND 240/416 V (DOD MODEL MEP-005A), UTILITY CLASS, 50/6 (NSN 6115-00-118-1240), (MODEL MEP-104A), PRECISE CLASS, 50/60 (6115-00-118-1247), (MODEL MEP-114A), PRECISE CLASS, 400 HZ (6115-00-118-1248) INCLUDING AUXILIARY EQUIPMENT (DOD MODEL MEP WINTERIZATION KIT, FUEL BURNING (6115-00-463-9083), (MODEL MEP- WINTERIZATION KIT, ELECTRIC (6115-00-463-9085), (MODEL MEP-005A LOAD BANK KIT (6115-00-463-9088) AND (MODEL MEP-005AWM), WH 013547 TM 5-6115-465-34 12 GENERATOR SET, DIESEL ENGINE DRIVEN, TACTIC SKID MTD, 30 KW, 3 PHASE, 4 WIRE, 120/208 AND 240/416 V (DOD MO MEP-005A), UTILITY, 50/60 HZ (NSN 6115-00-118-1240), (MODEL MEP-104A), PRECISE, 50/60 HZ (6115-00-118-1247), (MODEL MEP-114 PRECISE, 50/60 HZ (6115-00-118-1248) INCLUDING OPTIONAL KITS (MODEL MEP-005AWF) WINTERIZATION KIT, FUEL BURNING (6115-00-463 (MODEL MEP-005AWE) WINTERIZATION KIT, ELECTRIC (6115-00-463-908 (MODEL MEP-005ALM) LOAD BANK KIT (6115-00-463-9088) (MODEL MEP- WHEEL MOUNTING KIT (6115-00 013548 TM 5-6115-545-12 18 GENERATOR DIESEL ENGINE DRIVEN, TACTICAL SKID MTD., 60 KW, 3 PHASE, 4 WIR 120/208 AND 240/416 VOLTS, DOD MODEL MEP-006A, UTILITY CLASS, 5 (NSN 6115-00-118-1243) DOD MODEL MEP-105A, PRECISE CLASS, 50/60 (6115-00-118-1252) DOD MODEL MEP-115A, PRECISE CLASS, 400 HZ (6115-00-118-1253) INCLUDING OPTIONAL KITS, DOD MODEL MEP006AWF WINTERIZATION KIT, FUEL BURNING (6115-00-407-8314) DOD MODEL MEP006AWE, WINTERIZATION KIT, ELECTRIC (6115-00-455-7693) DOD M MEP006ALM, LOAD BANK KIT (6115-00-407-8322) DOD MODEL MEP006 013550 TM 5-6115-545-34 12 INTERMEDIATE (FIELD) (DIRECT AND GENERAL SUPPORT) AND DEPOT MAINTENANCE MANUAL FOR GENERATOR SET, DIESEL ENGINE DRIVEN, TAC SKID MTD., 60 KW, 3 PHASE, 4 WIRE, 120/208 AND 240/416 VOLTS DOD MODELS MEP-006A, UTILITY CLASS, 50/60 HZ (FSN 6115-118-1243 MEP-105A, PRECISE CLASS, 50/60 HZ (6115-118-1252) AND MEP-115A, PRECISE CLASS, 400 HZ (6115-118-1253) {TO 35C2-3-444-2; NAVFAC P-8-626-34; TM 00038G-35} 015378 TM 5-6115-323-14 10 GENERATOR GASOLINE ENGINE DRIVEN, SKID MOUNTED, TUBULAR FRAME, 1.5 KW, SI PHASE, AC, 120/240 V, 28 V, DC (LESS ENGINE) (DOD MODELS MEP-01 60 HZ (NSN 6115-00-889-1446) AND (MODEL MEP-025A) 28 V DC (6115-00-017-8236) {TO 35C2-3-385-1} 015380 TM 5-6115-332-24P 3 GENERATOR GASOLINE ENGINE: AIR COOLED, 5 KW, AC, 120/240 V, SINGLE PHASE; 120/208 V, 3 PHASE, SKID MOUNTED, TUBULAR FRAME (LESS ENGINE) M DESIGN: 60 HZ (DOD MODEL MEP-017A) (NSN 6115-00-017-8240); 400 (DOD MODEL MEP-022A) (6115-00-017-8241) {TO 35C2-3-424-24} 020611 LO 5-6115-457-12 GENERATOR SET, DIESEL ENGINE DRIVEN; SKID MTD, 100 KW, 3 PHASE, 120/208 AND 240/416 V (DOD MODELS MEP-007A), UTILITY CLASS, 50/ (NSN 6115-00-133-9101); (MODEL MEP-106A) PRECISE CLASS, 50/60 H (6115-00-133-9102) AND (MODEL MEP-116A), PRECISE CLASS, 400 HZ (6115-00-133-9103) 020612 LO 5-6115-458-12 GENERATOR SET, DIESEL ENGINE DRIVEN, SKID MTD, 200 KW, 3 PHASE, 4 WIRE, 120/208/416 VOLTS, DOD MODELS MEP-009A, UTILITY CLASS, 50/60 HERTZ (NSN 6115-00-133-9104), MEP-108A, PRECISE CLASS, 50 HERTZ (6115-00-935-8729) {LO 07536A-12} 020614 LO 5-6115-465-12 GENERATOR SET, DIESEL ENGINE

DRIVEN, TACTICAL, SKID MOUNTED, 30 3 PHASE, 4 WIRE, 120/206 AND 240/416 V (DOD MODEL MEP-055A), UT CLASS, 50/60 HZ (NSN 6115-00-118-1240); (MODEL MEP 104A), PRECI CLASS, 50/60 HZ (6115-00-118-1247) AND (MODEL 114A) PRECISE CLA 400 HZ (6115-00-118-1248) 025150 TM 5-6115-271-14 12 GENERATOR SET, GASOLINE ENGINE DRIVEN, S MTD, TUBULAR FRAME, 3 KW, 3 PHASE, AC, 120/208 AND 120/240 V, 2 DC (LESS ENGINE) DOD MODEL MEP-016A, 60 HZ (NSN 6115-00-017-823 MODEL MEP-016C 60 HZ (6115-00-143-3311) MODEL MEP-021A 400 HZ (6115-00-017-8238) MODEL MEP-021C 400 HZ (6115-01-175-7321) MODEL MEP-026A DC HZ (6115-00-017-8239) MODEL MEP-026C 28 V DC (6115-01-175-7320) {TO 35C2-3-386-1; TM 05926A-14; NAVFAC P-8-6 025151 TM 5-6115-271-24P 3 GENERATOR SET, GASOLINE ENGINE DRIVEN, SKID MOUNTED, TUBULA FRAME, 3 KW, 3 PHASE, AC; 120/208 AND 120/240 VOLTS, 28 VDC (LE ENGINE) (DOD MODEL MEP-016A) 60 HERTZ (NSN 6115-00-017-8237) (MEP-021A) 400 HERTZ (6115-00-017-8238) (MEP-026A) 28 VDC HERTZ (6115-00-017-8239) (MEP-016C) 60 HERTZ (6115-01-143-3311) (MEP- 400 HERTZ (6115-01-175-7321) (MEP-026C) 28 VDC HERTZ (6115-01-175-7320) {TO 35C2-3-386-4; SL-4-05926A} 032507 TM 5-6115-275-14 10 GENERATOR SET, GASOLINE ENGINE DRIVEN, SKID MOUNTED, TUBULAR FRAME, 10 KW, AC, 120/208V PHASE, AND 120/240V, SINGLE PHASE, LESS ENGINE: DOD MODELS MEP- HZ, (NSN 6115-00-889-1447) AND MEP-023A, 400 HZ (6115-00-926-08 {NAVFAC P-8-615-14; TO 35C2-3-452-1} (THIS ITEM IS INCLUDED ON EM 0086, EM 0088 & EM 0127) 032508 TM 5-6115-275-24P 5 GENERATOR, GASOLINE ENGINE DRIVEN, SKID MOUNTED, TUBULAR FRAME, 10 KW, AC, 120/208 V, 3 PHASE AND 120/240 V, SINGLE PHASE (LESS ENGINE); D MEP-018A, UTILITY CLASS, 60 HZ (NSN 6115-00-889-1447) AND MEP-0 PRECISE CLASS, 400 HZ (6115-00-926-0843) {NAVFAC P8-615-24P; TO 35C2-3-452-4} (THIS ITEM IS INCLUDED ON EM 0086, EM 0088 & EM 0127) 032551 TM 5-6115-584-12 11 GENERATOR SET, DIESEL ENGINE DRIVEN, TACTICAL SKID MTD, 5 KW, 1 PHASE, 2 WIRE; 1 PHASE, 3 WIRE; 3 PHASE, 4 WIRE, 120, 120/240 AND 120/208 V (DOD MODEL MEP-002A) UTILITY CLASS, 60 HZ (NSN 6115-00-465-1044) {NAVFAC P-8-622-12; TO 35C2-3-456-1; TM 05682C-12} 032640 TM 5-6115-585-12 12 GENERATOR SET, DIESEL ENGINE DRIVEN, TACTICAL SKID MTD, 10 KW, 1 PHASE, 2 WIRE 1 PHASE, 3 WIRE AND 3 PHASE, 4 WIRE; 120, 120/240 AND 120/208 V (DOD MODEL MEP-003A) UTILITY CLASS, 60 HZ (NSN 6115-00-465-1030 AND (MODEL MEP-112A), UTILITY CLASS, 400 HZ (6115-00-465-1027) {NAVFAC P-8-623-12; TO 35C2-3-455-1; TM-05684C/05685B-12} 032781 TM 5-6115-584-34 8 GENERATOR SET, DIESEL ENGINE DRIVEN, TAC SKID MOUNTED, 5 KW, 1 PHASE, 2 WIRE, 1 PHASE, 3 WIRE, 3 PHASE, 120, 120/240 AND 120/208 V (DOD MODEL MEP-002A), UTILITY CLASS, (NSN 6115-00-465-1044) {NAVFAC P-8-622-34; TO 35C2-3-456-2; TM 0568C-34} 032936 TM 5-6115-329-14 4 GENERATOR SET GASOLINE ENGINE DRIVEN, 0.5 KW (LESS ENGINE) (DOD MODEL MEP-014 UTILITY CLASS, 60 HZ) (NSN 6115-00-923-4469), (DOD MODEL MEP-01 UTILITY CLASS, 400 HZ (6115-00-940-7862) AND (DOD MODEL MEP-024 UTILITY CLASS, 28 VDC (6115-00-940-7867) {TO 35C2-3-440-1} 033374 TM 5-6115-332-14 10 GENERATOR SET, TAC GASOLINE ENGINE: AIR COOLED, 5 KW, AC, 120/240 V, SINGLE PHASE, V, 3 PHASE, SKID MOUNTED, TUBULAR FRAME (LESS ENGINE) (MILITARY DOD MODEL MEP-017A), UTILITY, 60 HZ (NSN 6115-00-017-8240) AND MODEL MEP-022A), UTILITY, 400 HZ (6115-00-017-8241) {NAVFAC P-8-614-14; TO 35C2-3-424-1} 033750 TM 5-6115-585-34 9 GENERATOR SET, DIESEL ENGINE DRIVEN, TAC SKID MOUNTED, 10 KW, 1 PHASE, 2 WIRE, 1 PHASE, 3 WIRE, 3 PHASE, 4 WIRE, 120, 120/240 AND 120/208 VOLTS (DOD MODEL MEP-003A), UT CLASS, 60 HZ (NSN 6115-00-465-1030) {NAVFAC P-8-623-12; TO 35C2-3-455-2; TM-05684C/05685B-34} 034072 TM 5-6115-585-24P 5 GENERATOR SET, DIESEL ENGINE DRIVEN, TA SKID MTD, 10 KW, 1 PHASE, 2 WIRE; 1 PHASE, 3 WIRE; 3 PHASE, 4 W 120, 120/240 AND 120/208 V (DOD MODELS 003A), UTILITY CLASS, 60 (NSN 6115-00-465-1030) AND (MODEL MEP-112A), UTILITY CLASS, 400 (6115-00-465-1027) {NAVFAC P-8-623-24P; TO 35C2-3-455-4; SL-4-05684C/06585B} 040180 TM 5-6115-584-12-HR HAND RECEIPT MANUAL COVERING END ITEM/COMPONENTS OF END ITEM (C BASIC ISSUE ITEMS (BII), AND ADDITIONAL AUTHORIZATION LIST (AAL GENERATOR SET, DIESEL ENGINE DRIVEN, TACTICAL

SKID MTD, 5 KW, 1 WIRE; 1 PH, 3 WIRE; 3 PH, 4 WIRE, 120, 120/240 AND 120/208 V (D MEP-002A) UTILITY CLASS, 60 HZ (NSN 6115-00-465-1044) 040833 TM 5-6115-458-12-HR HAND RECEIPT MANUAL COVERING THE END ITEM/COMPONENTS OF END ITE BASIC ISSUE ITEMS (BII), AND ADDITIONAL AUTHORIZATION LIST (AA GENERATOR SET, DIESEL ENGINE DRIVEN, TACTICAL, SKID MOUNTED, 20 3 PHASE, 4 WIRE, 120/208 AND 240/416 V (DOD MODEL MEP-009A), UT CLASS, 50/60 HZ (NSN 6115-00-133-9104) AND (DOD MODEL MEP-108A) PRECISE CLASS, 50/60 HZ (6115-00-935-8729) 040843 TM 5-6115-593-34 GENERATOR SET, DIESEL ENGINE DRIVEN, TAC SKID MTD, 500 KW, 3 PHASE, 4 WIRE, 120/208 AND 240/416 VOLTS DOD MODEL, MEP-029A, CLASS UTILITY, 50/60 HZ, (NSN 6115-01-030- DOD MODEL, MEP-029B, CLASS UTILITY, 50/60 HZ, (6115-01-318-6302 INCLUDING OPTIONAL KITS DOD MODEL, MEP-029AHK, HOUSING KIT, (6115-01-070-7550), DOD MODEL, MEP-029ACM, AUTOMATIC CONTROL MO (6115-01-275-7912) DOD MODEL, MEP-029ARC, REMOTE CONTROL MODULE (6110-01-070-7553) DOD MODEL, MEP-029ACC, REMOTE CONTROL CABLE, (6110-01-087-4127) {NAVFAC P-8 041070 TM 5-6115-593-12 GENERATOR SET, ENGINE DRIVEN, TACTICAL SKID MTD, 500 KW, 3 PHASE, 4 WIRE; 120/ 240/416 VOLTS DOD MODEL MEP-029A; CLASS UTILITY, HERTZ 50/60; (NSN 6115-01-030-6085); MEP-029B; UTILITY; 50/60; (6115-01-318- INCLUDING OPTIONAL KTS DOD MODELS MEP-029AHK; NOMENCLATURE HOUS (6115-01-070-7550) MEP-029ACM; AUTOMATIC CONTROL MODULE; (6115-01-275-7912); MEP-029ARC, REMOTE CONTROL MODULE, (6110-01-070-7553); MEP-029ACC, REMOTE CONTROL CABLE (6110-01-087-4127) {TO 35C2-3-463-1} 041338 LO 55-1730-229-12 POWER UNIT, AVIATION, MULTI-OUTPUT GTED ELECTRICAL, HYDRAULIC, PNEUMATIC (AGPU), WHEEL MOUNTED, SELF-PROPELLED, TOWABLE DOD MODEL-MEP-360A, CLASS-PRECISE, HERTZ-400, (NSN 1730-01-144-1897 042791 TM 5-6115-457-12-HR HAND RECEIPT MANUAL COVERING THE BASIC ISSUE ITEMS (BII) FOR GE SET, DIESEL ENGINE DRIVEN, TACTICAL, SKID MTD; 100 KW, 3 PHASE, 120/208 AND 240/416 V (DOD MODELS MEP007A), UTILITY CLASS, 50/6 (NSN 6115-00-133-9101), (MODEL MEP-106A), PRECISE CLASS, 50/60 (6115-00-133-9102) AND (MODEL MEP116A) PRECISE CLASS, 400 HZ (6115-00-133-9103) 043437 TM 5-6115-593-24P 1 GENERATOR SET, DIESEL ENGINE DRIVEN, TACTICAL SKID MOUNTED, 500 KW, 3 PHA 4 WIRE; 120/208 AND 240/416 VOLTS DOD MODEL MEP-029A UTILITY CL 50/60 HZ (NSN 6115-01-030-6085) MEP-029B UTILITY CLASS, 50/60 (6115-01-318-6302) INCLUDING OPTIONAL KITS DOD MODEL MEP-029AHK HOUSING KIT (6115-01-070-7550) MEP-029ACM AUTOMATIC CONTROL MOD (6115-01-275-7912) MEP-029ARC REMOTE CONTROL MODULE (6110-01-070-7553) MEP-029ACC REMOTE CONTROL CABLE (6110-01-087 {NAVFAC P-8-631-24P; TO 35C2-3-463-4} 044703 TM 5-6115-545-12-HR HAND RECEIPT MANUAL COVERING COMPONENTS OF END ITEM (COEI), BAS ITEMS (BII), AND ADDITIONAL AUTHORIZATION LIST (AAL) FOR GENERA DIESEL ENGINE DRIVEN, TACTICAL SKID MTD, 60 KW, 3 PHASE, 4 WIRE 120/208 AND 240/416 V (DOD MODELS MEP-006A) UTILITY CLASS, 50/6 (NSN 6115-00-118-1243), (MODEL MEP-105A) PRECISE CLASS, 50/60 H (6115-00-118-1252) AND (MODEL MEP-115A) PRECISE CLASS, 400 HZ (6115-00-118-1253) 050998 TM 5-6115-600-12 8 GENERATOR DIESEL ENGINE DRIVEN, TACTICAL SKID MTD, 100 KW, 3 PHASE, 4 WIR 120/208 AND 240/416 V (DOD MODEL MEP-007B) CLASS UTILITY, 50/60 (NSN 6115-01-036-6374) INCLUDING OPTIONAL KITS, DOD MODEL MEP00 WINTERIZATION KIT, FUEL BURNING AND MEP007BWE WINTERIZATION KIT ELECTRIC 051007 TM 5-6115-600-24P 4 GENERATOR SET, DIESEL ENGINE DRIVEN, 100 KW, 3 PHASE, 4 WIRE, 120/208 AND VOLTS (DOD MODEL MEP-007B), UTILITY CLASS, 50/60 HZ (NSN 6115-01-036-6374) INCLUDING OPTIONAL KITS, DOD MODEL MEP007BWF, WINTERIZATION KIT, FUEL BURNING AND MEP007BWE WINTERIZATION KIT, ELECTRIC {TO 35C2-3-442-14; NAVFAC P-8-628-24P; SL-4-07464B} 057268 LO 5-6115-600-12 GENERATOR SET, DIESEL ENGINE DRIVEN; TACTICAL, SKID MTD, 100 KW PHASE, 4 WIRE; 120/208 AND 240/416 V (DOD MODEL MEP007B), CLASS UTILITY, 50/60 HZ (NSN 6115-01-036-6374) 057513 LO 5-6115-604-12 GENERATOR SET, DIESEL ENGINE DRIVEN, AIR TRANSPORTABLE; SKID MT 750 KW, 3 PHASE, 4 WIRE; 2400/4160 AND 2200/3800 VOLTS (DOD MOD MEP208A) CLASS PRIME UTILITY, HZ

50/60 (NSN 6115-00-450-5881) {LI 6115-12/9} 060183 TM 5-6115-612-24P 6 GENERATOR SET, AVIATION, GAS TURBINE ENGINE DRIVEN, INTEGRA TRAILER MOUNTED, 10KW, 28 VOLTS MODEL MEP-362A, PRECISE, DC (NSN 6115-01-161-3992) {TM 6115-24P/1; AG-320B0-IPE-000; TO 35C2-3-471-4} 060188 TM 5-6115-612-34 4 GENERATOR SET, AVIATION, GAS TURBINE ENG DRIVEN, INTEGRAL TRAILER MOUNTED 10KW 28 VOLTS DOD MODEL MEP 36 PRECISE, DC, (NSN 6115-01-161-3992) {AG-320BO-MME-000; TM 6115- TO 35C2-3-471-2} 060645 LO 5-6115-612-12 AVIATION GENERATOR SET, GAS TURBINE, ENGINE DRIVEN, INTEGRAL TR MOUNTED, 10KW, 28 VOLTS DC DOD MODEL MEP 362A CLASS PRECISE (NSN 6115-01-161-3992) 060921 TM 55-1730-229-34 5 POWER UNIT, AVIATION, MULTI-OUTPUT GTED, ELECTRICAL, HYDRAULIC, PNEUMATIC (AGPU) WHEEL MOUNTED, SELF-PROPELLED, TOWA AC 400HZ, 3PH, 0.8 PF, 115/200V, 30 KW, DC 28VDC 700 AMPS, PNEUMATIC, 60 LBS/MIN. AT 40 PSIG, HYDRAULIC, 15 GPM AT 3300 PS DOD MODEL MEP-360A, CLASS PRECISE, 400 HERTZ, (NSN 1730-01-144- {AG 320A0-MME-000; TO 35C2-3-473-2; TM 1730-34/1} 060922 TM 55-1730-229-12 8 POWER UNIT, AVIATION, MULTI-OUTPUT GTED ELECTRICAL, HYDRAULIC, PNEUMATIC (AGPU) WHEEL MOUNTED, SELF-PROPELLED, TOWABLE, AC 400HZ, 3PH, 0.8 PF, 115/200V, 30 KW, DC 28 VDC 700 AMPS, PNEUMATIC 60 LBS/M AT 40 PSIG, HYDRAULIC 15 GPM AT 3300 PSIG, DOD MODEL MEP-360A, CLASS PRECISE, HERTZ 400, (NSN 1730-01-144-1897) {AG 320A0-OMM-000; TO 35C2-3-473-1; TM 1730-12/1} 061758 LO 5-6115-614-12 GENERATOR SET, DIESEL ENGINE DRIVEN, TACTICAL SKID MTD. 200 KW, 3 PHASE, 4 WIRE, 120/208 AND 240/416 VOLTS MODEL MEP009B, UTILI 50/60 HERTZ, (NSN 6115-01-021-4096) 061772 LO 5-6115-622-12 GENERATOR SET, DIESEL ENGINE-DRIVEN, WHEEL MOUNTED 750-KW, 3-PH 4-WIRE, 2200/3800 AND 2400/4160 VOLTS CUMMINS ENGINE COMPANY IN MODEL KTA-2300G-2 DOD MODEL MEP-012A; CLASS UTILITY; HERTZ 062762 LO 5-6115-615-12 GENERATOR SET, DIESEL ENGINE DRIVEN, TACTICAL SKID MOUNTED, 3 K MODEL 016B; CLASS UTILITY MODE 50/60 HZ (NSN 6115-01-150-4140); DOD MODEL MEP-021B; CLASS UTILITY; MODE 400 HZ (6115-01-151-812 DOD MODEL MEP-026B; CLASS UTILITY; MODE 28 VDC (6115-01-150-036 {LI 05926B/06509B-12/5; P-8-646-LO} 064310 TM 5-6115-626-14&P 2 POWER UNIT PU-406B/M (NSN 6115-00-394-9576) MEP-005A 30 KW 60 HZ GENERATOR SET M200A1 2-WHEEL4-TIRE, MODIFIED TRAILER 064390 TM 5-6115-632-14&P 5 POWER UNIT PU-753/M (NSN 6115-00-033-1 MEP-003A 10 KW 60 HZ GENERATOR SET M116A2 2-WHEEL, 2-TIRE, MODI TRAILER 064392 TM 5-6115-629-14&P 3 POWER PLANT AN/AMJQ-12A (NSN 6115-00-257-1602) (2) MEP-006A 60HZ, GENERATOR SETS (2) M200A1 2-WHEEL, 4-TIRE, MODIFIED TRAIL 064443 TM 5-6115-625-14&P 2 POWER UNIT PU-405A/M (NSN 6115-00-394-9577) MEP-004A 15 KW 60 HZ GENERATOR SET M200A1 2-WHEEL, 4-TIRE, MODIFIED TRAILER (THIS ITEM IS INCLUDED ON EM 0086 & EM 0087) 064445 TM 5-6115-633-14&P 4 POWER PLANT AN/MJQ-18 (NSN 6115-00-033-1398) (2) MEP-003A 1 60 HZ GENERATOR SETS M103A3 2-WHEEL 1 1/2 TON MODIFIED TRAILER 064446 TM 5-6115-628-14&P 4 POWER PLANT AN/MJQ-15 (NSN 6115-00-400-7591) (2) MEP-113A 1 400 HZ GENERATOR SETS, (2) M200A1 2-WHEEL, 4-TIRE, MODIFIED TRA (THIS ITEM IS INCLUDED ON EM 0086) 064542 TM 5-6115-631-14&P 4 POWER PLANT AN/MJQ-16 (NSN 61 15-00-033-1395) (2) MEP-002A 5 KW 60 HZ GENERATOR SETS M103A3 2-WHEEL, 2-TIRE, MODIFIED TRAI 065071 TM 55-1730-229-24P 6 POWER AVIATION, MULTI-OUTPUT GTED ELECTRICAL, HYDAULIC, PNEUMATIC (AG WHEEL MOUNTED, SELF-PROPELLED, TOWABLE AC 400 HZ, 3 PH, 0.8 PF, 115/200V, 30 KW DC 28 VDC 700 AMPS PNEUMATIC 60 LBS/MIN. AT 40 HYDRAULIC 15 GPM AT 3300 PSIG DOD MODEL MEP-360A, CLASS PRECISE 400 HERTZ (NSN 1730-01-144-1897) {TO 35C2-3-473-4; TM 1730-24P/ AG 320A0-IPB-000} 065603 TB 5-6115-593-24 WARRANTY PROGRAM FOR GENERATOR SET DOD MODEL MEP-029A HOUSING K DOD MODEL MEP-029AHK 066727 TM 5-6115-640-14&P 2 POWER AN/MJQ-32 (NSN 6115-01-280-2300) AN/MJQ-33 (6115-01-280-2301) (MEP-701A 3KW 60 HZ ACOUSTIC SUPPRESSION KIT GENERATOR SETS M116 2-WHEEL, 2-TIRE, 3/4-TON MODIFIED TRAILERS 066808 TM 5-6115-627-14&P 2 POWER PLANT AN/MJQ-10A (NSN 6115-00-394-9582); (2) MEP-005A 30 KW 60 HZ GEN SETS; (2) M200A1

2-WHEEL, 4 TIRE MODIFIED TRAILERS 066809 TM 5-6115-630-14&P 4 POWER UNIT, PU-751/M (NSN 6115-00-033-1373) MEP-002A, 5 KW, 60 HZ GENERATOR SET M116A1 2-WHEEL, 2-TIRE, MODIFIED TRAILER 066824 TM 5-6115-465-10-HR 1 HAND RECEIPT MANUAL COVERING END ITEM/COMPONENTS OF END ITEM (C BASIC ISSUE ITEMS, (BII) AND ADDITIONAL AUTHORIZATION LIST (AAL GENERATOR SET, DIESEL ENGINE DRIVEN, TACTICAL SKID MOUNTED, 30K 4 WIRE, 120/208 AND 240/416 VOLTS - MEP-005A, UTILITY, 50/60 HE (NSN 6115-00-118-1240); MEP-104A, PRECISE, 50/60 HERTZ, (6115-00-118-1247): MEP-114A, PRECISE, 400 HERTZ, (6115-00-118- INCLUDING AUXILIARY EQUIPMENT MEP-005AWF WINTERIZATION KIT, FUE BURNING (6115-00-463-9083); MEP-005AWE, WINTERIZATION KIT, ELEC (6115-00 067310 TM 9-6115-650-14&P 1 POWER PLAN AN/MJQ-25 (NSN 6115-01-153-7742) (2) MEP-112A 10 KW 400 HZ GENE SETS M103A3 2-WHEEL, 2-TIRE, MODIFIED TRAILER 067311 TM 9-6115-653-14&P 2 POWER UNIT PU-732/M (NSN 6115-00-260-3082) MEP-113A 15 KW 400 HZ GENERATOR SET M200 2-WHEEL, 4-TIRE, MODIFIED TRAILER 067544 TM 9-6115-652-14&P 1 POWER UNIT PU-760/M (NSN 6115-00-394-9581) MEP-114A 30 KW 400 HZ GENERATOR M200A1 2-WHEEL, 4-TIRE, MODIFIED TRAILER 067632 TM 9-6115-648-14&P POWER UNIT PU-650B/G (NSN 6115-00-258-1622) MEP-006A 60 KW 60 HZ GENERATOR M200A1 2-WHEEL, 4-TIRE, MODIFIED TRAILER 067744 TM 9-6115-646-14&P 1 POWER UNIT PU-495A/G, (NSN 6115-00-394-9575) AND PU-495B/G, (6115-01-134-0 MEP-007A 100 KW, 60 HZ OR MEP-007B, 100 KW, 60 HZ GENERATOR SET M353-2-WHEEL, 2-TIRE MODIFIED TRAILER 067746 TM 9-6115-651-14&P POWER UNIT 707A/M (NSN 6115-00-394-9573) MEP-115A, 60 KW, 400 HZ GENERATOR M200A1, 2-WHEEL, 4-TIRE, MODIFIED TRAILER 067879 TM 9-6115-647-14&P 1 POWER UNIT PU-789/M (NSN 6115-01-208-9827) MEP-114A, 30 KW 400 HZ GENERATOR SET M353 2-WHEEL, 2-TIRE, MODIFIED TRAILER 069601 TM 9-6115-464-10-HR HAND RECEIPT MANUAL COVERING THE END ITEMS/COMPONENTS OF END IT (COEI), BASIC ISSUE ITEMS (BII), AND ADDITIONAL AUTHORIZATION L (AAL) FOR GENERATOR SET, DIESEL ENGINE DRIVEN, TACTICAL SKID MO 15 KW, 3 PHASE, 4 WIRE, 120/208 AND 240/416 VOLTS DOD MODEL MEP UTILITY CLASS, 50/60 HERTZ (NSN 6115-00-118-1241) DOD MODEL MEP PRECISE CLASS, 50/60 HERTZ (6115-00-118-1245) DOD MODEL MEP-113 PRECISE CLASS, 400 HERTZ (6115-00-118-1244) 069602 LO 9-6115-464-12 GENERATOR SET, DIESEL ENGINE DRIVEN, TACTICAL, SKID MTD, 15KW, 4 WIRE, 120/208 AND 240/416 VOLTS (DOD MODEL MEP 004A) (NSN 6115-00-118-1241); (DOD MODEL MEP 104A) (6115-00-118-1245) (DOD MODEL MEP-113A) (6115-00-118-1244) 069954 TM 9-6115-465-24P 2 GENERATOR SET, DIESEL ENGINE DRIVE TACTICAL SKID MTD. 30KW, 3 PHASE, 4 WIRE, 120/208 AND 240/416 V MODELS; MEP-005A, UTILITY, 50/60 HZ, (NSN 6115-00-118-1240), MEP-104A PRECISE, 50/60 HZ, (6115-00-118-1247), MEP-114A, PRECISE, 400 H (6115-00-118-1248), INCLUDING OPTIONAL KITS, DOD MODELS; MEP-00 WINTERIZATION KIT, FUEL BURNING, (6115-00-463-9083), MEP-005-AW WINTERIZATION KIT, ELECTRIC, (6115-00-463-9085), MEP-002-ALM, L BANK KIT, (6115-00-463-9088), MEP-005-AWM, WHEEL MOUNTING KIT, (6115-00-463-9094) {TO-35C2-3-070096 TM 9-6115-464-24P 1 GENERATOR S DIESEL ENGINE DRIVEN, TACTICAL SKID MTD., 15KW, 3 PHASE, 4 WIRE 120/208 AND 240/416 VOLTS (DOD MODEL MEP-004A) UTILITY CLASS 50/60 HERTZ (NSN 6115-00-118-1241) (DOD MODEL MEP-103A) PRECISE CLASS 50/60 HERTZ (6115-00-118-1245) (DOD MODEL MEP-113A) PRECI CLASS 400 HERTZ (6115-00-118-1244) INCLUDING OPTIONAL KITS (DOD MODEL MEP-005-AWF) WINTERIZATION KIT, FUEL BURNING (6115-00-463 (DOD MODEL MEP-005-AWE) WINTERIZATION KIT, ELECTRIC (6615-00-46 (DOD MODEL MEP-004-ALM) LOAD BANK KIT (6115-00-191-9201 071025 TM 9-6115-641-10 2 GENERATOR SET SKID MOUNTED, TACTICAL QUIET 5 KW, 60 AND 400 HZ MEP-802A (60 HZ) (NSN 6115-01-274-7387) MEP-812A (400 HZ) (6115-01-274-7391) {TO 35C2-3-456-11} 071026 TM 9-6115-642-10 2 GENERATOR SET SKID MOUNTED, TACTICAL QUIE 10 KW, 60 AND 400 HZ MEP-803A (60 HZ) (NSN 6115-01-275-5061) MEP-813A (400 HZ) (6115-01-274-7392) {TO 35C2-3-455-11; TM 09247A/09248A-10/1} 071028 TM 9-6115-643-10 3 GENERATOR SET, SKID MOUNTED, TACTICAL QUI 15 KW, 50/60 AND 400 HZ MEP-804A (50/60 HZ) (NSN 6115-01-274-73

MEP-814A (400 HZ) (6115-01-274-7393) {TO 35C2-3-445-21} 071029 TM 9-6115-644-10 2 GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 30 KW, 50/60 AND 400 HZ MEP-805A (50/60 HZ), (NSN 6115-01-274-7389) MEP-815A (400 HZ), (6115-01-274-7394) {TO 35C2-3-446-11; TM 09249A/09246A-10/1} 071030 TM 9-6115-645-10 2 GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 60 KW, 50/60 AND 400 HZ MEP-806A (50/60 HZ), (NSN 6115-01-274-7390) MEP-816A (400 HZ), (6115-01-274-7395) {TO 35C2-3-444-11; TM 09244A/09245A-10/1} 071031 LO 9-6115-641-12 GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 5 KW, 60 AND 400 HZ MEP-802A TACTICAL QUIET 60 HZ (NSN 6115-01-274-7387) MEP-812A TACTICAL QUIET 400 HZ (6115-01-274-7391) 071032 LO 9-6115-642-12 GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 10 KW, 60 AND 400 HZ MEP-803A TACTICAL QUIET 60 HZ (NSN 6115-01-275-5061) MEP-813A TACTICAL QUIET 400 HZ (6115-01-274-7392) 071033 LO 9-6115-643-12 GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 15 KW, 50/60/400 HZ MEP-804A TACTICAL QUIET 50/60 HZ (NSN 6115-01-274-7388) MEP-814 TACTICAL QUIET 400 HZ (6115-01-274-7393) 071034 LO 9-6115-644-12 GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 30 KW, 50/60 AND 400 HZ MEP-805A TACTICAL QUIET 50/60 HZ (NSN 6115-01-274-7389) MEP-815 TACTICAL QUIET 400 HZ (6115-01-274-7394) {LI 09249A/09246A-12} 071035 LO 9-6115-645-12 GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 60 KW, 50/60 AND 400 HZ MEP-806A TACTICAL QUIET 50/60 HZ (NSN 6115-01-274-7390) MEP-816 TACTICAL QUIET 400 HZ (6115-01-274-7395) {LI 09244A/09245A-12} 071036 TB 9-6115-641-24 WARRANTY PROGRAM FOR GENERATOR SET, TACTICAL QUIET 5 KW, 60 AND 400 HZ MEP-802A AND MEP-812A 071037 TB 9-6115-642-24 WARRANTY PROGRAM FOR GENERATOR SET, TACTICAL QUIET 10 KW, 60 AND 400 HZ MEP-803A AND MEP-813A {SI 09247A/09248A-24} 071038 TB 9-6115-643-24 WARRANTY PROGRAM FOR GENERATOR SET, TACTICAL QUIET 15 KW, 50/60 AND 400 HZ MEP-804A AND MEP-814A 071039 TB 9-6115-644-24 WARRANTY PROGRAM FOR GENERATOR SET, TACTICAL QUIET 30 KW, 50/60 AND 400 HZ MEP-805A AND MEP-815A {SI 09249A/09246A-24} 071040 TB 9-6115-645-24 WARRANTY PROGRAM FOR GENERATOR SET, TACTICAL QUIET 60 KW, 50/60 AND 400 HZ MEP-806A AND MEP-816A {SI 09244A/09245A-24} 071541 TM 9-6115-464-12 2 GENERATOR SET, DIESEL ENGINE DRIVEN, TACTICAL SKID MTD, 15 KW, 3 PHASE, 4 WIRE, 120/2 AND 240/416 VOLTS DOD MODEL MED-004A UTILITY CLASS 50/60 HERTZ (NSN 6115-00-118-1241) DOD MODEL MEP-103A PRECISE CLASS 50/60 HERTZ (6115-00-118-1245) DOD MODEL MEP-113A PRECISE CLASS 400 HERTZ (6115-00-118-1244) INCLUDING OPTIONAL KITS DOD MODEL MEP-005-AWF WINTERIZATION KIT, FUEL BURNING (6115-00-463-9083) DOD MODEL MEP-005-AWE WINTERIZATION KIT, ELECTRIC (6115-00-463-9085) DOD MODEL MEP-004-ALM LOAD BANK KIT (6115-00-291 071604 TM 9-6115-645-24P GENERATOR SET, TACTICAL QUIET 60KW, 50/60/400 HZ (NSN 6115-01-274-7390) (MEP-806A) (6115-01-274-7395) (MEP-816A) {TO 35C2-3-444-14; TM 09244A/09245A-24P/3} 071605 TM 9-6115-642-24P GENERATOR SET, TACTICAL QUIET 10 KW, 60/400 HZ (NSN 6115-01-275-5061) (MEP-803A) (6115-01-274-7392) (MEP-813A) {TO 35C2-3-455-14; TM 09247A/09248A-24P/3} 071610 TM 9-6115-643-24P GENERATOR SET, TACTICAL QUIET 15KW, 50/60 - 400 HZ (NSN 6115-01-274-7388) (MEP-804A) (6115-01-274-7393) (MEP-814A) {TO 35C2-3-445-24} 071611 TM 9-6115-644-24P GENERATOR SET, TACTICAL QUIET 30KW, 50/60-400 HZ (NSN 6115-01-274-7389) (MEP-805A) (6115-01-274-7394) (MEP-815A) {TO 35C2-3-446-14; TM 09249A/09246A-24P/3} 071613 TM 9-6115-641-24P GENERATOR SET, TACTICAL QUIET 5 KW, 60/400 HZ (NSN 6115-01-274-7387) (MEP-802A) (6115-01-274-7391) (MEP-812A) {TO 35C2-3-456-14} 071713 TM 9-6115-645-24 4 GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 60KW, 50/60 AND 400 HZ MEP-806A (50/60 HZ) (NSN 6115-01-274-7390) MEP-816A (400 HZ) (6115-01-274-7395) {TO 35C2-3-444-12; TM 09244A/09245A-24/2} 071748 TM 9-6115-644-24 1 GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 30 KW, 50/60 AND 400 HZ MEP-805A (50/60 HZ) (NSN 6115-01-274-7389) MEP-815A (400 HZ) (6115-01-274-7394) {TO 35C2-3-446-12; TM 09249A/09246A-24/2} 071749 TM 9-6115-643-24 4 GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 15 KW, 50/60 AND 400 HZ MEP-804A (50/60 HZ) (NSN 6115-01-274-7388) MEP-814A (400 HZ) (6115-01-274-7393) {TO 35C2-3-445-22} 071750 TM

9-6115-642-24 4 GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 10 KW, 60 AND 400 HZ
 MEP-803A (60 HZ) (NSN 6115-01-275-5061) MEP-813A (400 HZ) (6115-01-274-7392) {TO
 35C2-3-455-12; TM 09247A/09248A-24/2} 071751 TM 9-6115-641-24 3 GENERATOR SET, SKID
 MOUNTED, TACTICAL QUIET 5 KW, 60 AND 400 HZ MEP-802A (60 HZ) (NSN 6115-01-274-7387)
 MEP-812A (400 HZ) (6115-01-274-7391) {TO 35C2-3-456-12} 072239 TM 9-6115-464-34 1
 GENERATOR SET, DIESEL ENGINE DRIVEN, TACTICAL SKID MTD., 15 KW, 3 PHASE, 4 WIRE
 120/208 AND 240/416 VOLTS DOD MODEL MEP-004A UTILITY CLASS 50/60 HERTZ (NSN
 6115-00-118-1241) DOD MODEL MEP 103A PRECISE CLASS 50/60 HERTZ (6115-00-118-1245)
 DOD MODEL MEP-113A PRECISE CLASS 400 HERTZ (6115-00-118-1244) INCLUDING OPTIONAL
 KITS DOD MODEL MEP-005AWF WINTERIZATION KIT, FUEL BURNING (6115-00-463-9083) DOD
 MODEL MEP-005AWE WINTERIZAT KIT, ELECTRIC (6115-00-463-9085) DOD MODEL
 MEP-004ALM LOAD BANK KIT (6115-00-291-920 073744 TM 9-6115-604-24P 1 GENERATOR SET,
 DIESEL ENGINE DRIVEN, AIR TRANSPORTABLE SKID MOUNTED, 750KW, 3 PHASE, 4 WIRE,
 2400/4160, AND 2200/3800 VOLTS DOD MODEL MEP208A PRIME UTILITY CLASS 50/60 HERTS
 (NSN 6115-00-450-5881) DOD MODEL 80-1466 REMOTE CONTROL MODULE CLASS
 (6115-01-150-5284 DOD MODEL 80-7320 SITE REQUIREMENTS MODULE CLASS (6115-01-150-5
 {NAVFAC P-8-633-24P} 074040 TM 9-6115-545-24P GENERATOR SET, DIESEL ENGINE DRIVEN,
 TAC SKID MTD., 60 KW, 3 PHASE, 4 WIRE, 120/208 AND 240/416 VOLTS, D MODELS MEP-006A,
 UTILITY CLASS, 50/60 H/Z, (NSN 6115-00-118-124 MEP-105A, PRECISE CLASS, 50/60 H/Z,
 (6115-00-118-1252), MEP-115 PRECISE CLASS, 400 H/Z (6115-00-118-1253); INCLUDING
 OPTIONAL K DOD MODELS MEP-006AWF, WINTERIZATION FUEL BURNING, (6115-00-407
 MEP-006AWE, WINTERIZATION KIT, ELECTRIC, (6115-00-455-7693), ME LOAD BANK KIT,
 (6115-00-407-8322), AND MEP-006AWM, WHEEL MOUNTI (6115-00-463-9092) {TO 074212 TM
 9-6115-604-12 GENERATOR SET, DIESEL DRIVEN, AIR TRANSPORTABLE SKID MTD., 750 KW, 3
 PHASE, 4 WIRE, 24 AND 2200/3800 V (DOD MODEL MEP 208A) CLASS PRIME UTILITY, HZ 50
 (NSN 6115-00-450-5881) {NAVFAC P-8-633-12} 074896 TM 9-6115-604-34 GENERATOR SET,
 DIESEL ENGINE DRIVEN, AIR TRANSPORTABLE SKID MTD., 750 KW, 3 PHASE, 4 WIRE,
 2400/4160 AND 2200/3800 VOLTS DOD MODEL MEP 208A PRIME UTILITY CLASS 50/60 HERTZ
 (NSN 6115-00-450-5881) {NAVFAC P-8-633-34} 075027 TM 9-6115-584-24P 1 GENERATOR SET,
 DIESEL E DRIVEN, TACTICAL SKID MTD 5 KW, 1 PHASE -2 WIRE, 1 PHASE -3 WIR 3 PHASE -4
 WIRE, 120, 120/240 AND 120/208 VOLTS (DOD MODEL MEP- UTILITY CLASS, 60 HZ (NSN
 6115-00-465-1044) {NAVFAC P-8-622-24P TO 35C2-3-456-4} 077581 TM 9-6115-673-13&P 2KW
 MILITARY TACTICAL GENERATOR SET 120 VAC, 60 HZ (NSN 6115-01-435-1565) (MEP-531A)
 (EIC: LKA) (NSN 6115-21-912-0393) (MECHRON) 28 VDC (NSN 6115-01-435-1567) (MEP-501A)
 (EIC: LKD) (NSN 6115-21-912-0392) (MECHRON) 078167 TM 9-6115-672-14 GENERATOR SET
 SKID MOUNTED TACTICAL QUIET 60KW, 50/60 AND 400 HZ, MEP-806B (50/60 HZ) (NSN
 6115-01-462-0291) EIC: GGW, MEP-816B (400 HZ) (NSN 6115-01-462-0292) EIC: GGX 078443 TM
 9-6115-639-13 1 3KW TACTICAL QUIET GENERATOR SET MEP 831A (60 HZ) (NSN
 6115-01-285-3012) (EIC: VG6) MEP 832A (400 HZ) (NSN 6115-01-287-2431) (EIC: VN7) 078490 TM
 9-6115-671-14 OPERATOR, UNIT, GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 30 KW,
 50/60 AND 400 HZ, MEP-805B (50/60 HZ) (NSN 6115-01-461-9335) (EIC: GGU) MEP-815B (400 HZ)
 (6115-01-462-0290) (EIC: GGV) 078503 TM 9-6115-671-24P GENERATOR SET SKID MOUNTED,
 TACTICAL QUIET 30 KW, 50/60 AND 400 HZ MEP-805B (50/60 HZ) (NSN 6115-01-461-9335) (EIC:
 GGU) MEP-815B (400 HZ) (NSN 6115-01-462-0290) (EIC: GGV) 078504 TM 9-6115-672-24P
 GENERATOR SET, SKID MOUNTED, TACTICAL QUIET 60 KW, 50/60 AND 400 HZ MEP-806B
 (50/60 HZ) (NSN 6115-01-462-0291) (EIC: GGW) MEP-816B (400 HZ) (NSN 6115-01-462-0292 (EIC:
 GGX) 078505 TB 9-6115-671-24 WARRANTY PROGRAM FOR GENERATOR SET, TACTICAL QUIET
 30KW, 50/60 AND 400 HZ MEP-805B AND MEP-815B PROCURED UNDER CONTRACT
 DAAK01-96-D-00620WITH MCII INC 078506 TB 9-6115-672-24 WARRANTY PROGRAM FOR
 GENERATOR SET, TACTICAL QUIET 30KW, 50/60 AND 400 HZ MEP-806B AND MEP-816B
 PROCURED UNDER CONTRACT DAAK01-96-D-00620WITH MCII INC 078523 TM 9-6115-664-13&P

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lovers, hoping to find them and rekindle that old spark. In *Resurrecting Bertha*, Rob Siegel assures you that this is normal (well, as normal as anything is with car people), and embarks on this journey himself. Writing in his trademark Hack Mechanic voice that's enthralled readers for 35 years, Rob describes his original eight-year relationship with his highly-modified 1975 BMW 2002 Bertha, selling the car to a dear friend, its 26 years of storage, and buying it back in a weak whisky-soaked moment only to experience the oh dear God what did I just do regret when he raises the long-closed garage door and comes face-to-face with the badly deteriorated car. The book details the steps Rob went through to get the car running, then driving, then sufficiently sorted to make a 2000-mile drive, and how the reconnection with the car was so much deeper than he expected. *Resurrecting Bertha* is about more than just the nuts and bolts; it's about deciding what's important, the joy of doing good, and how, if you do it right, not only can you go home again, but you can do so in the same car.

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