

ENGINE CONTROL PANEL



OPERATOR'S MANUAL

- SVT 10
- SVT 20
- SVT 30
- SVT 40



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1. General information





In accordance with our technological quality policy, SOLÉ DIESEL is constantly applying upgrades on existing products in order to improve customer satisfaction and engine performance. Our new SVT 10/20/30/40 are a product of this development.

Moreover, we only recommend using our Assistance Service for any servicing or intervention needs on the item and using original spare parts. Otherwise, SOLÉ S.A. WILL BE RELEASED FROM ANY WARRANTY AND TECHNICAL SERVICE OBLIGATIONS






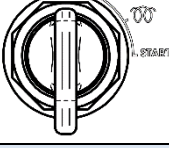
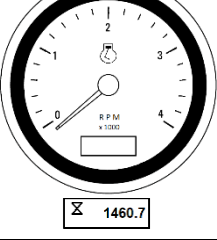


1.1. Introduction to SVT

The SVT range consists of a control and protection panel set used with propulsion engines. All units are designed for easy operation by both the installer and the end customer, with different degrees of performance, depending on the model. All panels are identified according to their model in the bottom right section (model SVT 10 is identified on the right).



	SVT 10	SVT 20	SVT 30	SVT 40
PANEL				
ELECTRONIC BOARD				
Pre-heating pilot light	●	●	●	●
Battery alarm	●	●	●	●
High temperature alarm	●	●	●	●
Low oil pressure alarm	●	●	●	●
FIVE POSITIONS KEY SWITCH				
Engine stop	●	●	●	●
Turn off electronic board	●	●	●	●
Turn on electronic board	●	●	●	●
Engine pre-heating	●	●	●	●
Engine start-up	●	●	●	●
FIVE POSITIONS KEY SWITCH				
Tachometer / Hourmeter	-	●	●	●
Coolant temperature gauge	-	●	●	-
Oil pressure gauge	-	-	●	-
Voltmeter	-	-	●	-

2. Panel parts

PRE-HEATING	
	<p>The LED light turns on when the pre-heating spark plugs receive power. It turns off after a few seconds to indicate that the engine is ready for start-up.</p> <p>NOTE: The only purpose of this LED is to inform the user, it does not act on the engine. The pre-heating spark plugs keep working even if the LED light is not on.</p>
BATTERY CHARGING FAULT	
	<p>The LED and the buzzer are activated when the alternator is not charging the battery.</p> <p>NOTE: When the engine is off, the alternator is usually not charging and this alarm is on.</p>
HIGH COOLANT TEMPERATURE	
	<p>The LED and the buzzer turn on when the coolant temperature is too high.</p> <p>NOTE: This alarm should never appear during normal engine operation.</p>
LOW OIL PRESSURE	
	<p>El led y el zumbador se encienden cuando la presión de aceite es demasiado baja.</p> <p>NOTA: Cuando el motor está apagado es normal que la presión del aceite sea baja y esta alarma esté funcionando.</p>
HIGH SEAWATER TEMPERATURE	
	<p>This panel part is prepared to install a LED that turns on when the seawater temperature at the exhaust outlet is more than 70°C. In addition, in case of alarm, the buzzer will emit a sound. It is necessary to install the kit alarm temperature exhaust ref. 60900280.</p>
FIVE POSITION KEY SWITCH	
	<p>The contact key switch is directly connected to the battery (PIN 30) and depending on its position (STOP, OFF, ON, PRE-HEATING, START), the key supplies certain pins/connectors where the different electronic devices are connected.</p>
TACHOMETER AND HOURMETER	
	<p>The tachometer displays the revolutions of the engine and is adjusted for each engine model. If the panel is to be used for an engine other than Solé Diesel models, the tachometer should be adjusted (see Section 2.2.4).</p> <p>The screen located at the bottom of the clock is the work hours counter. The hourglass blinks when its counting the work hours; if it does not blink, it is not counting.</p>
COOLANT TEMPERATURE GAUGE	
	<p>The thermometer indicates the coolant temperature.</p> <p>The pressure meter indicates the pressure of the lubrication circuit.</p>
VOLTMETER	
	<p>The voltmeter indicates the voltage of the engine electrical installation, generated by the alternator.</p> <p>NOTE: During the start-up stage, when the key switch is at the ON and PREHEATING POSITION, the meter displays the battery voltage, as the alternator is not yet working.</p>

3. Settings

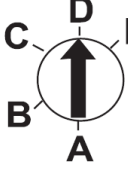
3.1. Tachometer calibration and replacing the light bulb

The tachometers supplied with the panel are calibrated in the factory. The user must only calibrate tachometers purchased as spare parts.

The tachometer can be calibrated with the switch at the rear. To know its position, the pulley ratio must be calculated.

$$Pulley\ ratio = \frac{Crankshaft\ pulley\ diameter}{Alternator\ pulley\ diameter}$$

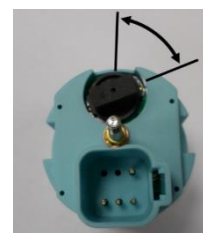
After calculating the pulley ratio, refer to the table (approximate value, if required) and rotate the tachometer switch.

Alternator Poles Polos del alternador	12	Switch Position Posición del interruptor	Switch interruptor
Pulley Ratio Relación de la polea	1:01	A	
	1.5:1	B	
	2:01	C	
	2.5:1	D	
	3:01	E	



If the pulley ratio is not exactly the same as in the table, the calibration must be completed with the Calibrator (CAL). Introduce a small flat screwdriver into the calibrator (CAL) at the rear of the meter. Carefully calibrate the mechanism moving the meter needle forwards or backwards until it corresponds to the engine speed.

Unscrew the cap of the light bulb (rear of the meters) and change the light bulb.



4. Service Assistance

For an updated list of our distribution network, visit Dealers section in our web page www.solediesel.com. Or request this information by contacting Solé Diesel at:

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