

4141 Katy Hockley Rd												
Katy Tx. 77493		Engine Model		GTA50G2		Unit #		Cummins PMG				
		Engine Serial #		25300650		Date of Test		3-30-26		Air Intake Louvers		OK
Customer	Andrew	Engine Horsepower		1220		Technician		William Reid		Coolant Leaks		OK
		Engine Hours		525.1		Start Time		14:45		Oil Leaks		OK
		Generator kW		750		Vibrations		OK		Coolant Level		OK
Work Order		Generator Amps		1127		Exhaust Leaks		OK		Oil Level		OK
Cust. #		Generator Voltage		277/480		Intake Leaks		OK				
		1500 0:00	1515 0:15	1530 0:30	1545 0:45	1600 1:00	1615 1:15	1630 1:30	1645 1:45	1700 2:00	2:05	
Engine Temperature		188	202	204	206	208	208	212	213	213		
Voltage		480	478	481	481	484	486	484	483	483		
Amps, Phase 1		247	484	715	716	903	905	903	903	905		
Amps, Phase 2		246	483	714	714	907	910	907	907	910		
Amps, Phase 3		245	481	712	712	905	903	905	905	903		
Frequency, Hertz		60	60	60	60	60	60	60	60	60		
kW @ 1.0 Power Factor		199	391	392	578	751	752	751	751	753		
Percent of Full Load		25	50	50	75	100	100	100	100	100		
Engine Horsepower		NA	NA	NA	NA	NA	NA	NA	NA	NA		
Estimated Fuel Consumption		NA	NA	NA	NA	NA	NA	NA	NA	NA		
Engine Oil Pressure		65	64	60	60	59	60	60	62	63		
Engine Oil Temperature		176	184	193	193	194	198	198	205	208		
Engine Coolant Temperature		178	184	186	194	194	194	198	199	200		
Radiator Inlet Temperature		179	180	185	195	231	217	227	215	239		
Radiator Outlet Temperature		154	148	151	149	161	159	156	155	160		
Radiator Delta T		25	32	34	46	70	58	71	60	79		
Exhaust Temperature Right		659	679	688	689	787	791	768	764	790		
Exhaust Temperature Left		629	588	687	691	796	756	761	662	776		
		2:45	3:00	3:15	3:30	3:45	4:00	Comments				
Engine Temperature												
Voltage								Block load @ 50%. Passed				
Amps, Phase 1												
Amps, Phase 2								Block load @ 75%. Passed				
Amps, Phase 3												
Frequency, Hertz												
kW @ 1.0 Power Factor												
Percent of Full Load												
Engine Horsepower												
Estimated Fuel Consumption												
Engine Oil Pressure												
Engine Oil Temperature												
Engine Coolant Temperature												
Radiator Inlet Temperature												
Radiator Outlet Temperature												
Radiator Delta T												
Exhaust Temperature Right												



SERVICE REPORT

EMPLOYEE NAME: WILLIAM REID		CUSTOMER: ANDREW MCKAIN	WORK ORDER: CCFS0022
DATE: 3-27-2026 and 3-30-2026		SITE CONTACT: ANDREW	UNIT ADDRESS: 4141 KATY HOCKLEY TX
TOTAL MILEAGE: 30		UNIT MODEL: GTA50G2	UNIT HRS: 525.1
TOTAL WORK HRS: 14 HRS 50 MINS		UNIT SN: 25300650	CUSTOMER UNIT NUMBER: CUMMINS PMG
REG HRS: 3 Hrs 30 mins	TRVL HR: 0	OVERTIME HRS: 11 HRS 20 MINS	PER DIEM: 0

WORK PERFORMED

REASON FOR SERVICE: LOAD BANK TEST

Generator was taken to the natural gas test yard by flatbed truck carrying exhaust components separately. **(IN 1000)** (5 MILES) Gathered all cables and supplies and loaded them onto the load bank and secured all items. Parked the load bank near generator and connected all cables to the generator. Attached the 2" natural gas hose to the unit after finding additional hose to reach the generator from the source on the building.

Attached both Mufflers to the top of the unit, installed 2 additional batteries supplied by TES who had them in stock. A total of 4 total is required on this setup, the unit only showed up with 2 batteries with no jumper cables for a 24V system. Ones all connections were made, natural gas was applied and a gas leak test was conducted in which no leaks were found.

Stared the engine which initially got up to 1600 RPM but quickly died down to 1470 and stayed in that range plus or minus 10 RPM. The gas line is a long run to the unit and the regulator was on the shop side. Removed the regulator and ran shop pressure to the unit and attempted to start the engine but would not start. Installed the regulator close to the inlet of the generator and used a manometer which 35 psi was applied but as the engine ran, the pressure dropped to 0-1 psi starving the engine. Could not get the unit to run at 1800 RPM after multiple attempts. Removed Cables and pig tails from the unit and loaded them on the load bank and secured them. Returned the load bank to the shop and will resume diagnostics at a later date. **(OUT 1820) (5MILES)**

3-30-2026

Returned to location**(IN 1230) (5 MILES)** diagnose RPM issues and found the regulator being used had swedge bottles connected that were 2" to 1 ½" which takes away from the volume of natural gas to drop significantly causing low RPM. Went back to the shop to pick up a 2" regulator and back to location to install **(10 MILES)**. Once all components were installed, a leak test was conducted to ensure no leak were present and found none, the generator was fired up and ran at 1800 RPM as it should with 25" water column.

Performed the load bank test starting at 25% for 15 minutes, 50% for thirty minutes, 75% for 15 minutes and 100% for 1 hour. Additionally, the generator passed a block load test at 50% and 75%. After the test was complete, the load was removed from the system and allowed time to cool before shutting down. Once the generator and the load bank were shut down, the unit was checked again for any leaks in which none were found. All cables and tools where put away while the mufflers cooled enough to be removed.

Once removed, they were put secured to the pallet and prepped for shipment. The exposed muffler flanges on top of the unit were covered in case of weather, debris and wildlife could not enter. Returned the load bank to the shop and waited for the driver to arrive with the generator. **(OUT 1900) (5 MILES)**.

PARTS CONSUMED

QTY	PART/NUMBER	QTY	PART/NUMBER	QTY	PART/NUMBER

SERVICEMAN SIGNATURE: *William Reid*