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## Where is oil pressure switch on onan 4000 generator

I am getting to my wits end with this generator problem which I have been chasing for almost a year. About half the time when I start my Onan 7.5 KW generator it starts and runs for about 5 seconds and shuts down flashing a low oil pressure code. This has never happened after a successful start. When I get a successful start it continues to run and has never auto shutdown. It was suggested that I make sure the oil level is right to the top of the dip stick, so I changed the oil and filter and filled right to the top of the dip stick. This seemed to fix it for about 6 months and perhaps 10 start attempts. When it happened again I put more oil in slightly overfilling and that seemed to fix it for another month or so and 6 or 7 additional start attempts. The generator engine does not leak or use oil. Now it seems to happened more frequently maybe half the time. It has been suggested that I remove the oil pressure switch and check, but this seems impossible without major surgery. The oil pressure switch is located on the curb side of the engine near the bottom covered by a plastic shroud. The shroud must be removed to access the oil pressure switch. The removal of the shroud would require removing the radiator, a portion of the exhaust system, and possibly the generator itself. I had considered drilling a hole in the shroud to access the pressure switch but it's impossible to get a drill bit in the area let alone a drill. I took it to a repair facility I trust and the mechanic found a small leak in the coolant recovery tank that leaked a small amount of coolant on some of the electrical connections below the tank. He cleaned the contacts and replaced the tank and the generator started normally several times. But a week later it happened again. Going forward I am not going to focus on removing the oil pressure switch and testing due to the difficulty in accessing it. I might be able to get to the wire that goes to the pressure switch and perhaps remove some insulation on this wire and test it, but don't know what or how to test it. In summary note that the generator has never shutdown for any reason after a successful start. About half of the time when it does not complete the start attempt and auto shutdowns it flashes a low oil pressure code. I'm starting to suspect something is wrong with the low oil pressure protection feature on start up. I'm very frustrated with this and hoping for any constructive help. Thanks, Tim I am getting to my wits end with this generator problem which I have been chasing for almost a year. About half the time when I start my Onan 7.5 KW generator it starts and runs for about 5 seconds and shuts down flashing a low oil pressure code. This has never happened after a successful start. When I get a successful start it continues to run and has never auto shutdown. Going forward I am not going to focus on removing the oil pressure switch and testing due to the difficulty in accessing it, when it does not complete the start attempt and auto shutdowns it flashes a low oil pressure code. I'm starting to suspect something is wrong with the low oil pressure protection feature on start up. Thanks, Tim timjet If you can't/don't replace the oil pressure switch you may be SOL. So you are getting a low oil pressure warning which you are ignoring when the switch that is supposed to protect the generator may be faulty. Seems to me I would bite the bullet pay the charge and change the switch. Then if the problem continues I would rest easier knowing it is probably not the switch So you are getting a low oil pressure warning which you are ignoring when the switch that is supposed to protect the generator may be faulty. Seems to me I would bite the bullet pay the charge and change the switch. Then if the problem continues I would rest easier knowing it is probably not the switch Yes I kind of agree, but I think there is a way of determining the pressure switch position (open or closed) by putting an ohm meter on the wire that goes to the pressure switch and starting the generator. If anybody knows what I'm talking about and how to do it I would greatly appreciate an explanation. It seems that if I am indeed getting low oil pressure, the genset would shutdown all or at least most of the time. That is not the case and also if I do get a successful start which is about half the time, the generator never auto shuts down. That's why I'm leaning toward the low oil pressure auto shutdown circuitry. If it was possible for me to get to the switch itself I would have done that. Ultimately I may have to pay someone to disassemble the genset. Friend had a 7.5 Onan as a backup for his home shop. A few years back it started acting up like yours when he was exercising it. He had an oil pressure gauge on it and knew it had oil pressure though code was saying low oil pressure. Turned out to be control board. I ended up the buying generator and it's now at my Grandson's cabin. Already a member? Login here. If not, Register Today! | Help Page 2 Already a member? Login here. If not, Register Today! | Help Model 4KYFA26100B Serial H943224026 My wife and I are new rv-ing. The generator is in our class c. It has 930 hours on it. It shutdown on a trip a couple of weeks ago. It shut off while we were in the foothills. It would not restart that day, it would turn over fine, but no start. RV fuel tank was over 1/2, added tiny bit of oil(1/8 quart) to generator to get to proper level. Still wouldn't start so we did without it the final day. Ran fine the day before in flatter territory all day long. Since that trip I put in the generator a new fuel pump, fuel filter, air filter. Started right up and cut off, waited a minute and restarted and it ran fine after that. Not sure if the oil pressure sensor is the original(probably is) and not sure if that was the problem, but is the sensor necessary? I've read that the newer models have done away with it? I'm a do it yourselfer, but to replace it I believe I read the gen. has to be taken out of the rv? Sorry for all the questions(I have been reading and searching posts, but don't feel confident enough to cut a wire and disable it until getting some direct feedback on my model). It is really an oil level sensor. On the early models. It caused so many false shutdowns. That Onan stopped using them. My system is down so I can't get to the instruction sheet on how to disconnect it. Someone should along today with the sheet. OK, thanks for the response. I've searched and searched online, but don't feel confident enough to do anything yet until getting some more info. I found the manual online and I think the wire goes from the sensor goes into the J12 slot on the plug if I'm not mistaken. sounds right, schematic FIGURE 12-3 ( end of manual). Onan schematics typically shows switch/relay positions with engine off. It likely shows the oil level switch when it's full of oil. So try disconnecting oil level lead to controller to fool it into thinking that oil is full. If that doesn't work try grounding that lead. Last edited: Apr 26, 2016 Thanks len. Won't be able to look at it again until Monday due to work, but I'll update the post once I'm able to fool with it. Not sure on the KY, but in doing some reading of Flight System's literature it sounds like on the NHM set the control board looks for ground at the oil switch on start up. So not sure if in my case I can just disconnect it or not. I experienced a shut down on the NHM I am playing with that I have not found the cause of yet (too many other projects), but I am suspecting the oil sensor also. :shrug: Yeah, I don't want to screw it up. There is a Cummins shop in the area. Thinking about talking to them just not sure how much info. they'd be willing to give up without forking over \$\$\$ to look at it. From what people say they'll likely quote you a high repair price and try to talk you into buying a new gen from them at a high profit. Your problem sounds like minor cheap fix if it's the oil switch. I hear from very Onan knowledgeable Billy Schaffer that Onan had so many problems with the oil LEVEL switch that they left it out on the newer models of your gen, ( it's not a pressure switch). You could duplicate removing the oil switch by disconnecting and taping up the lead to the oil switch, ( or if that doesn't work ground that lead) It is really an oil level sensor. On the early models. It caused so many false shutdowns. That Onan stopped using them..... On the oil pressure switch for NHM, some Onans used switches that were open with no oil pressure ( spec A), and looks like the rest of the NHM specs used a switch that is closed ( grounded) when there's no oil pressure. I got this from analyzing the schematics at back of NHM service manual. Gonna give it a try and cut/disconnect it. If it doesn't run then I'll ground it like you suggested. Kind of silly to have to pull the generator out to get to a \$12 part. Yeah, I don't want to screw it up. There is a Cummins shop in the area. Thinking about talking to them just not sure how much info. they'd be willing to give up without forking over \$\$\$ to look at it. NONE. And.... they probably know a lot less about it. They will just try to sell you a NEW generator. From what I hear people on this site know ~1000 times more about these old gens than Cummins shops do now. Some people here have worked for Onan, and many repaired these old gens for a living. Lot of stories here of people bringing in their old gens to cummins for repair, getting WAY OVERCHARGED and advised to replace \$\$\$\$\$ parts that have no justification given the symptoms and test measurements. Seems they have abandoned repairing the old gens and concentrated on the selling new ones, and they haven't trained new techs on the old gens Last edited: Apr 29, 2016 Cummins/Onan shops are getting as bad as Generac shops. Best I recall the solution to the oil level sensor. Was to cut the wire and tape it up. NONE. And.... they probably know a lot less about it. They will just try to sell you a NEW generator. You will know more than they do. Appreciate all of the responses and taking the time to respond. I've learned a lot from forums like this over the last few years. Working on my cars/boat, etc. Gonna mess with it tomorrow if I get a chance, calling for rain here for the next 5 days. Most important is to let the forum know what fixes the problem. This helps us to help others. Didn't get a chance to fool with it this past week. Rained almost everyday. We did manage a quick weekend trip a little further South. Same symptoms. Ran fine for the first hour of the trip and then shutdown. Slightly different event this time. Checked oil at next stop-hour or so later- and tried to restart. Would not even crank/turn over, nothing. Tried from inside the cab and on the generator itself. Fuse on gen looked good. RV fuel tank was full. Will keep the post updated as soon as I disconnect the oil cut off switch. Would not even crank/turn over, nothing. This is sounding like a bad connection somewhere. Intermittent short or broken wire can cause much hair loss & bad words to be spoken. If it will not turn over or do anything, this may be easier to diagnose than an intermittent problem. Get the manual out and your meter and start down through the trouble shooting chart. Flight systems also has some good literature to aid in trouble shooting. Wiring harnesses with multi pin plugs are handy but can be a real source of problems when one pin loses contact. The hot wire coming off of the carburetor shut off solenoid was chewed on from the looks of it, coating was gone exposing bare wire. Wondering if that's been the problem all along? Will address it as soon as I have time and post results. Fuse also appears to be blown from closer inspection. The hot wire coming off of the carburetor shut off solenoid was chewed on from the looks of it, coating was gone exposing bare wire. Wondering if that's been the problem all along? Will address it as soon as I have time and post results. Fuse also appears to be blown from closer inspection. That is certainly where your problem could be from. Finally had some time last week to take a look at the generator again. Fixed the hot wire that was chafed/chewed on. My next question is this. In the picture is the lone white wire heading towards the back the low oil wire? I had to take the starter switch plate off to see back there. The wire goes into the lower block slightly above where the oil fill tube connects to the block. The labeling on the wire doesn't match up to what my diagram says it should be. [URL][IMG]

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