

## How to Keep your Generator Cool

By: Gary Hatt

When I had my MCI MC-9 I was having a problem with my generator overheating. It would get so hot that it would shut down about 15-20 minutes after I started it on a hot summer day in southern California. It would run with the luggage door open which allowed the excess heat to escape and it ran while driving down the road as long as I kept moving. But as soon as I stopped the bus, within about five minutes it would shut down. After it cooled down a bit I could reset the heat breaker pop-out button **and** it would restart again. However, as you can imagine, this is a bit inconvenient as well as very frustrating.

Because my OTR (Over The Road) air did not work all of the time until I fixed the system, I relied on my generator to run while traveling on hot days to keep the inside of the bus comfortable. **This kept** the batteries charged so I could have a cold beer when I arrived as my refrigerator would stay colder.



Generator without any insulation around the exhaust pipe.

I talked to Penn Lenson of Engine Heat Protection about my problem and he suggested that I use his product **their "Wet Blanket" insulation** to wrap the exhaust pipe that ran through the generator compartment in the luggage compartment of my bus. The walls of the compartment were insulated nicely which made the generator run quietly, but it also had a tendency to trap air inside the compartment as well. Penn came over one Saturday afternoon and he and his son Todd proceeded to wrap my exhaust pipe throughout the compartment.

Penn said that by wrapping the exhaust pipe **with** his ceramic insulation, each layer of material would keep **50%-75% more** heat inside the pipe **thereby transferring** it out of the **insulated** generator compartment, **and out of the bus**. They spent about an hour wrapping the pipe from the manifold all the way out of the compartment right up to the edge of the muffler outside of the bus. He even wrapped the exhaust manifold itself as that is the hottest part of any engine.

This made a tremendous difference. The insulation was enough that it prevented the generator overheat on the hottest days. I could again run my generator at rest areas and truck stops while I was taking a break or fueling up, whereas I could not do that before we installed the insulation.

If you are facing the same problem with your generator, you may want to try this too. This will keep your generator cooler and also muffle the sound a bit more while you are sitting inside or even out of the bus. **It** tends to act as a noise abatement material to make it more comfortable sitting in or around your bus.

If your compartment is not insulated as mine already was, you may want to consider using the **Rollboard** material that Engine Heat Protection has to keep the heat and noise inside your engine compartment.



Penn and Tod cutting the ceramic material to fit.



Penn installing the insulation as Todd observes.



Generator with the ceramic **Wet Blanket** wrap installed before it sets up.



Top exhaust pipe after it is wrapped with foil as an added layer of protection.



After exhaust pipe was wrapped and before manifold is wrapped.



Bottom view after manifold is wrapped and strapped.



Wrapped exhaust pipe going through the floor.





Wrap under the bus up to the muffler.