

# **PennTex** **INDUSTRIES, INC.**

## High Amperage Heavy-Duty Charging Systems For 2009 Ford Applications



PX-220RC-A  
PX-220RC-T



PX-7000



PX-520RDC  
PX-525RDC

PennTex Heavy-Duty High Output Alternators are manufactured with the performance, endurance and satisfaction that the Bus Industry demands and now include “Smart Charge” regulation for the 2009 Ford gas engine bus chassis!

Please see the attached application guide or contact PennTex for your charging system application inquiry. Thank you for choosing PennTex products!

### **PERFORMANCE, ENDURANCE AND SATISFACTION**

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Mobile Electronic Devices.

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# PennTex Alternator Application Guide for Bus OEM

## 2009 Ford

| <u>ENGINE</u> | <u>CHASSIS</u>                                                                   | <u>PENNTEx ALT. KIT</u>                                                                                           | <u>NOTES</u>                                                                                                                                                                                   |
|---------------|----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5.4L gas      | E-350-450 E-series chassis                                                       | <b>PX-220RC-A</b><br>Rated at 200 amps max. output with 90 amps idle output at most low engine idles.             | Used with vehicle chassis that have dual A/C compressors. (Max-A/C system)<br>The second A/C compressor bracket is also the mounting location for the alternator.                              |
| 5.4L gas      | E-350-450 E-series chassis                                                       | <b>PX-220RC-T</b><br>Rated at 200 amps max. output with 90 amps idle output at most low engine idles.             | Used with vehicle chassis that use only the OEM A/C compressor. (Tie-In System)<br>The alternator mounting holes are 8mm and it will mount in the OEM alternator location.                     |
| 6.0L Diesel   | E-350/450 E-series chassis                                                       | <b>PX-520TDM-6, 6C or 12</b><br>Rated at 200 amps max. output with 130 amps idle output at most low engine idles. | Fits in OEM alternator location with the use of a <b>support bracket and belt change</b> . Please contact PennTex with specific chassis info regarding this application and A/C configuration. |
| 6.0L Diesel   | E-350/450 E-series chassis                                                       | <b>PX-525TDM-6, 6C or 12</b><br>Rated at 250 amps max. output with 125 amps idle output at most low engine idles. | Fits in OEM alternator location with the use of a <b>support bracket and belt change</b> . Please contact PennTex with specific chassis info regarding this application and A/C configuration. |
| 6.8L v10 gas  | E-350/450 E-series chassis                                                       | <b>PX-520RDC</b><br>Rated at 200 amps max. output with 130 amps idle output at most low engine idles.             | Used with vehicle chassis that have dual A/C compressors. (Max-A/C system)<br>The second A/C compressor bracket is also the mounting location for the alternator.                              |
| 6.8L v10 gas  | E-350/450 E-series chassis                                                       | <b>PX-525RDC</b><br>Rated at 250 amps max. output with 125 amps idle output at most low engine idles.             | Used with vehicle chassis that have dual A/C compressors. (Max-A/C system)<br>The second A/C compressor bracket is also the mounting location for the alternator.                              |
| 6.8L v10 gas  | E-350/450 E-series chassis<br>With Tie-in A/C Systems<br>(single OEM Compressor) | <b>PX-520RDC or PX-525RDC</b>                                                                                     | For use on a vehicle chassis that will only have a single OEM A/C compressor and a tied-in rear condenser, the PX-2517-09 support bracket and belt kit must be utilized.                       |

# PennTex Alternator Application Guide for Bus OEM

## 2009 Chevrolet

| <u>ENGINE</u> | <u>CHASSIS</u>                                           | <u>PENNTEx ALT. KIT</u>                                                                                                      | <u>NOTES</u>                                                                                                                                                                                                                         |
|---------------|----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6.0L gas      | GMT-610 cutaway chassis<br>(C3500)<br>(Express & Savana) | <b>*PX-422V-10 or **PX-422V-2</b><br>Rated at 220 amps max. output<br>with 110 amps idle output at<br>most low engine idles. | *Drop in fit in the single OEM alternator location<br>**PX-422V-2 is used for a special 2:00 output post clocking<br>to allow for special clearance needs when the alternator<br>is relocated to a secondary A/C compressor bracket. |
| 6.6L diesel   | GMT-610 cutaway chassis<br>(C3500)<br>(Express & Savana) | <b>*PX-422V-10 or **PX-422V-2</b><br>Rated at 220 amps max. output<br>with 110 amps idle output at<br>most low engine idles. | *Drop in fit in the single OEM alternator location<br>**PX-422V-2 is used for a special 2:00 output post clocking<br>to allow for special clearance needs when the alternator<br>is relocated to a secondary A/C compressor bracket. |
| 6.6L diesel   | GMT-540 and 560 chassis<br>(C4500 - 5500)                | <b>PX-422V-10</b><br>Rated at 220 amps max. output<br>with 110 amps idle output at<br>most low engine idles.                 | Will mount in <b>both</b> OEM alternator locations.                                                                                                                                                                                  |
| 8.1L gas      | GMT-540 & 560 chassis<br>(C4500 - 5500)                  | <b>PX-422V-10</b><br>Rated at 220 amps max. output<br>with 110 amps idle output at<br>most low engine idles.                 | Drop in fit in the OEM alternator location                                                                                                                                                                                           |