

# SRX-6 Operator Guide

Solar generator · quick reference and procedures

**3.6 kW rated · 6 kW peak    20.48 kWh LiFePO4    2,250 W solar    120V · 60 Hz    Honda EU3000iS backup**

## HOW TO USE THIS GUIDE

This page provides a general overview/table of contents for the SRX-6 Solar Generator. The six numbered procedures below provide detail on the general operating steps in order, for setup to use. Each numbered section has its own detail page with more photos and callouts — reference the "Detail: page X" link on any card for more information on that particular step. Reference this quick start guide for quick answers in the field to get up and running. If you are still unable to resolve any issues, you can call Support for more assistance.

### SETUP

1

#### Deploy outriggers

Pull pin → slide out → re-pin → swing jack down → crank to ground.  
Repeat on all four corners.

→ **Detail: page 2**

### POWER ON

2

#### Power up the unit

Unlock combo locks → open panel → all breakers ON → Inverter ON.

→ **Detail: page 3**

### USE

3

#### Plug in your equipment

2×20A NEMA 5-20R straight-blade + 1×30A NEMA L5-30R twist-lock, all 120V.

→ **Detail: page 4**

### GENERATOR

4

#### Backup generator

Honda EU3000iS gasoline generator. Starts and stops automatically based on battery level.

→ **Detail: page 5**

### MONITOR

5

#### Check system status

Mate3S home screen shows battery volts, charge rate, inverter mode.  
Green = normal.

→ **Detail: page 6**

### TRANSPORT

6

#### Towing and Transportation

Unplug loads → leave all breakers in the on position → close and lock the box → stow jacks and retract outriggers → hitch and tow.

→ **Detail: page 7**



SRX-6 Solar Generator



SRX-6 Solar Generator

### Troubleshooting

No AC output? Check breakers first, then Inverter status. See p.6 for full troubleshooting.

### Contact

Sun For Rent: **(805) 460-6910**

Support: **(805) 975-5215**

## Deploy outriggers

All four corners, before powering on

**Before you start:** Park on level ground. Chock the wheels. Work one corner at a time.



### Locate arm

Find retaining pin on outrigger arm at corner



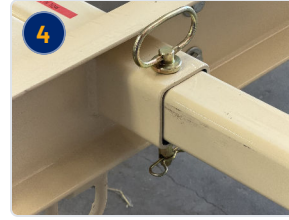
### Pull pin

Remove small safety pin first, then pull the larger retaining pin straight out



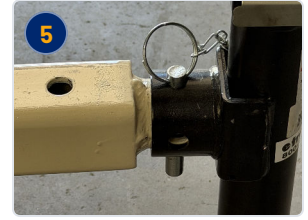
### Slide out

Extend arm fully until you see second hole for pin



### Re-pin

Insert pin through outer holes to lock



### Swing down

Remove jack pin, rotate jack vertical, reinsert pin, crank to ground



### Component detail

#### A Locking pin

Remove small safety pin first, then pull retaining pin straight out. Do not twist.

#### B Slide rail

36-inch outrigger arm. Extends from trailer frame. Two pin positions: stowed and deployed.

#### C Swing-down jack

Pivots 90 degrees from horizontal (stowed) to vertical (deployed). Manual crank adjusts height.

#### D Crank handle

Clockwise to lower. Snug to ground contact, then 2-3 extra turns to lift trailer slightly off tires.

### Done right

Unit sits level with slight lift off tires. All four jacks touching ground. No rocking when you push on corners.

### Common mistakes

Forgetting to re-insert locking pins (arm can retract under load). Cranking jacks before swinging arm down.

## Power up the unit

From cold start to delivering AC power at the outlets

**Before you start:** Outriggers must be deployed and the unit leveled before using power or plugging into receptacles.



### Unlock and open

Enter combo code, push lock gently and release. It springs open. Unlock both sides. Locks stay in their housing.



### DC breakers ON

Confirm breakers are on (up position). All breakers should remain in the on position at all times



### AC breakers ON

Confirm breakers are on (up position). All breakers should remain in the on position at all times



### Check Mate3S

Home screen should show battery voltage and charge status



### Inverter ON

Navigate to inverter screen, set mode to ON. Verify AC Out shows ~120V



## Component detail

### A Mate3S controller

System brain. Displays battery volts, charge/discharge rates, inverter mode. Navigate with arrow buttons, select with center button.

### B 120V inverter

Converts 48 VDC battery power to 120V. Rated 3.6 kW continuous, 6 kW surge.

### C AC breakers

Individual breakers protect each outlet circuit. Leave all ON (up position).

### D DC breakers

Solar PV, charge controller (CC), and main DC breakers. Leave all ON (up position).

### E Charge controller

Regulates solar charging of the battery bank. Must stay powered on — leave its DC breaker ON at all times.

### Done right

Mate3S shows "Inv On" with AC Out reading ~120V. Battery voltage stable (50.4–56V nominal). No error codes or warning LEDs on the inverter.

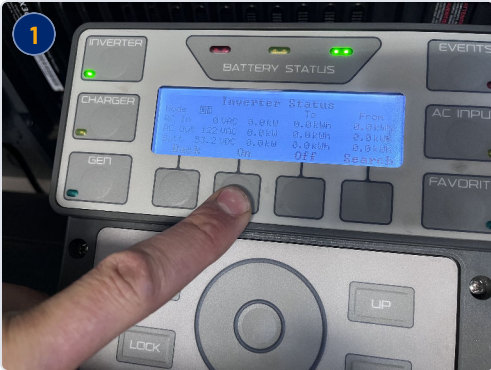
### Common mistakes

Plugging in loads before confirming the inverter is on.

## Plug in your equipment

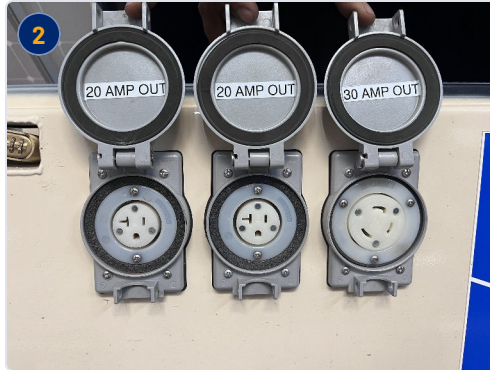
Outlet types, limits, and connection procedure

**Before you start:** Confirm the inverter is ON and the Mate3S shows ~120V output (see p.3). Do not exceed 29A continuous total draw across all outlets.



### Verify AC output

Mate3S should show inverter ON with ~120V output before connecting loads



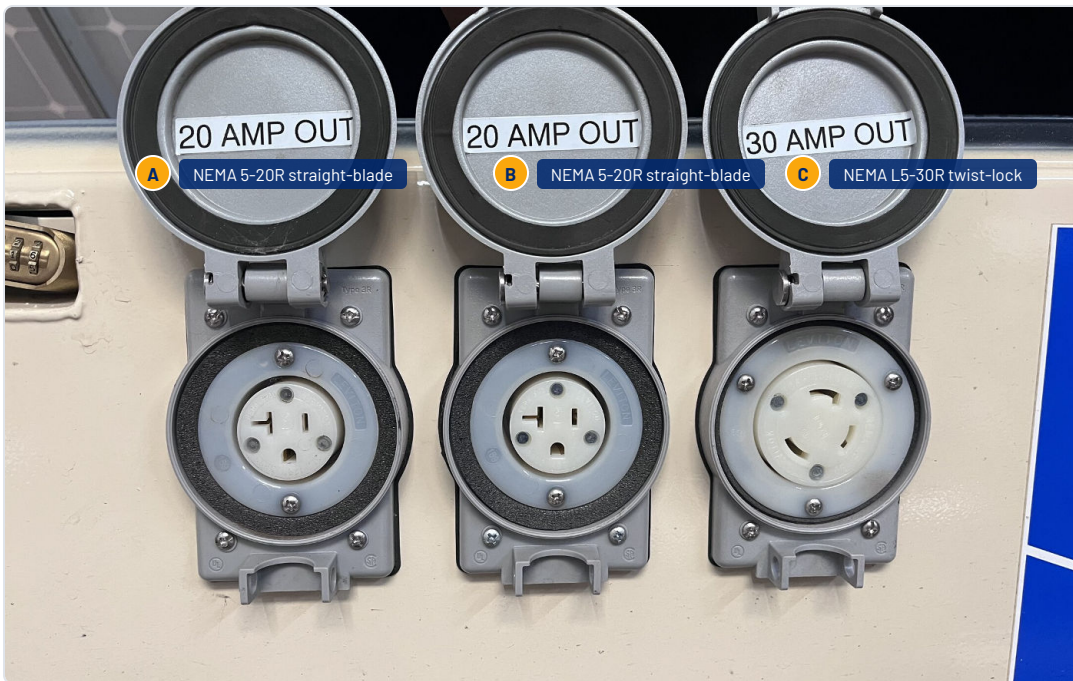
### Choose outlet

Choose a 20A NEMA 5-20R straight-blade or the 30A NEMA L5-30R twist-lock, all 120V, based on your equipment



### Confirm breaker

Verify the breaker for your chosen outlet circuit is in the ON position



### Outlet specifications

- A 20A NEMA 5-20R straight-blade #1**  
Standard 120V outlet (NEMA 5-20R). Accepts 15A and 20A plugs. Individual 20A breaker protection.
- B 20A NEMA 5-20R straight-blade #2**  
Same as #1, separate breaker circuit. Use both for distributed loads. Each circuit is independently protected.
- C 30A NEMA L5-30R twist-lock**  
NEMA L5-30R locking receptacle, 120V. For higher-draw equipment or distribution panels. Twist clockwise to lock, counter-clockwise to release.

### Total output

29A continuous at 120V (3,500W) across all circuits combined. 50A instantaneous surge for motor starting.

*\* Configurations may vary. This is the standard package — outlet types and count on your unit may differ.*

### Done right

Load runs with no breaker trips. Battery discharge rate shows on the Mate3S home screen, proportional to the load.

### Common mistakes

Exceeding 29A total across all outlets (the inverter simply limits output — it won't damage anything). Plugging motor-start equipment into a 20A circuit instead of the 30A (startup surge can trip the breaker).

## Backup generator

Honda EU3000iS — automatic operation

**ATTENTION:** Leave the generator key in the **ON** position — do not touch it. Monitor fuel and oil level **fuel full, fuel valve open (vertical), oil not low**. That's it. Anything else is automatic. Turning the key off or running it dry will stop auto-start and the system will fail.

**How it works:** The backup generator starts and stops automatically based on battery voltage. When the battery drops below a set threshold, the generator kicks on, charges the batteries through the inverter, and shuts off once they reach full charge. You do not need to start or stop the generator during your rental.

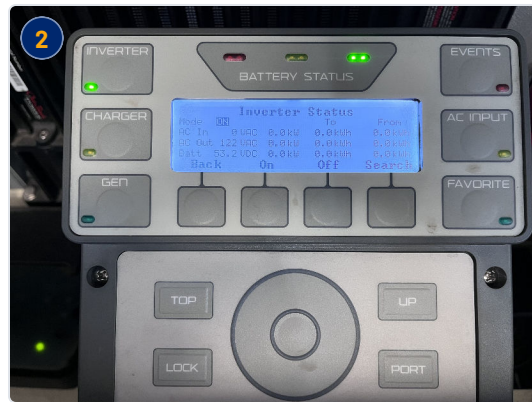
**What you'll notice:** You may hear the generator start on its own, especially overnight or during heavy load periods. This is normal. If the generator runs for an extended period, it means battery demand is high relative to solar input.

**Safety:** The generator runs on gasoline and produces carbon monoxide. No smoking or open flame nearby. Do not block the exhaust area or place anything near the generator compartment. Keep the area around the trailer clear and well-ventilated at all times.



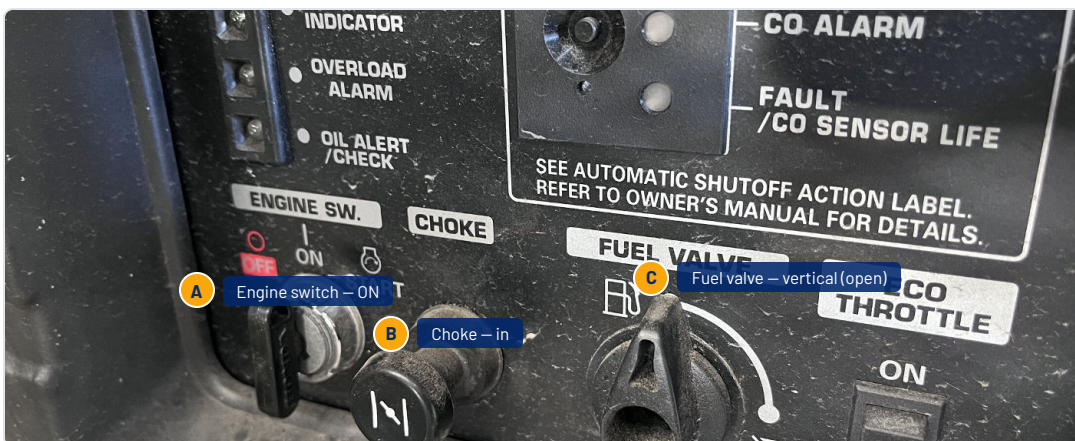
**Honda EU3000iS**

3,000W inverter generator. Super quiet (49-58 dB). Fuel: 3.4 gal onboard + 25 gal auxiliary (28 gal total). Runtime: ~150 hours on full fuel. Runs on regular gasoline.



**AC input indicator**

When the generator is running, the Mate3S will show the AC In (charge) light on the left at a positive charge rate. The battery volts will climb. No action needed from you.



### Correct configuration

#### A Engine switch — ON

Leave the key in the ON position. Do not turn it off — that stops the automatic start and the system will fail.

#### B Choke — in

Choke lever pushed in for normal auto-run. The system manages starting; no operator action needed.

#### C Fuel valve — vertical (open)

Fuel valve handle vertical means open. Keep it open at all times — never close it.

### Normal behavior

Generator starts on its own when battery voltage drops, runs for a while, then shuts off. Mate3S shows AC input during generator operation. This is the system working as designed.

### When to call Support

Generator runs continuously for more than 6 to 8 hours (possible fuel or load issue). Generator makes unusual noises, vibrations, or produces visible smoke. Generator fails to start and battery is dropping fast. Call Support: (805) 975-5215.

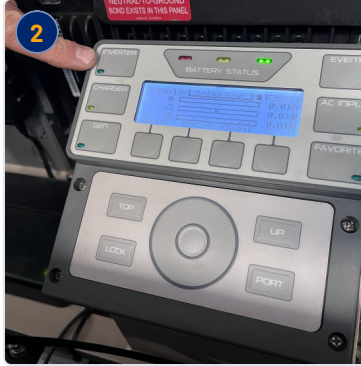
## Check system status

Reading the Mate3S, monitoring connectivity, and basic troubleshooting



### Home screen

Shows battery volts, charge/discharge rate, solar input, inverter status at a glance



### Inverter screen

Detailed inverter stats: AC output voltage, frequency, load percentage, mode status



### Modem status

Indicator LEDs show cellular data connection. Solid green = connected to monitoring network



### Connected state

Status will show connected when data is able to be transmitted and the remote monitoring is working

## Normal operating ranges

### 50.4-56V

BATTERY VOLTAGE  
At 50.4V: generator auto-starts

### 118-124V

AC OUTPUT  
Should be stable under load

### 60 Hz

FREQUENCY  
Pure sine wave output

## Quick troubleshooting

### No AC output at outlets

**Check:** Inverter mode on Mate3S (must show ON). Then check that all breakers are ON. If a breaker tripped, reduce load before resetting.

### Battery draining fast

**Check:** Total load on Mate3S home screen. If draw exceeds solar input significantly, reduce load. Check generator fuel (it auto-starts). Confirm all breakers are ON.

### Inverter shuts down

**Check:** Overcurrent (load too high) or low battery voltage (below ~50V). Reduce load, check generator fuel so it can recharge (auto-start), then restart the inverter via Mate3S.

### Generator won't start (or starts then quits)

**Check:** Fuel valve ON (vertical). Fuel level, and that fuel is not contaminated. Oil level — the low-oil sensor stops the generator, often after it runs ~10 seconds. If it starts then quickly shuts off, suspect low oil. Key must be ON.

Can't resolve it? Call us.

Sun For Rent: (805) 460-6910 | Support: (805) 975-5215

## Towing and Transportation

Disconnect loads, leave the system on, close up, and stow for tow

**Caution:** Failing to follow these steps can damage equipment you may be responsible for. Unplug all loads and disconnect everything from the outlets before stowing. Leave the inverter and breakers ON so the unit can be monitored remotely.



### Unplug all loads

Disconnect all equipment from all outlets. Verify nothing is still plugged in.



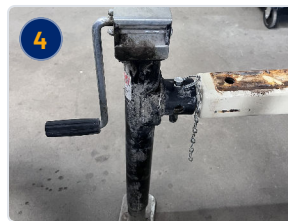
### Leave system ON

Leave the inverter and all breakers ON. Do not power anything down – the unit stays on so it can be monitored remotely.



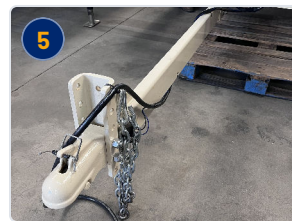
### Close and lock the box

Close the box lid/door and press the combo locks in to engage. Confirm both sides are locked.



### Stow jacks, retract outriggers

Crank jacks up, swing arms up, slide in, re-pin stowed. All four corners.



### Hitch and tow prep

Couple the 2-5/16" ball coupler, cross safety chains under the tongue, attach the breakaway cable, adjust the tow vehicle's brake controller, then connect and check trailer lights.



### Pre-transport checklist

- ☐ All loads unplugged
- ☐ System left ON (inverter + all breakers) for monitoring
- ☐ Box closed and locked, both sides
- ☐ All 4 outriggers retracted and pinned, jacks stowed
- ☐ Generator cage secured with pin and lock
- ☐ Telescoping tongue extended for tow
- ☐ 2-5/16" coupler locked on ball
- ☐ Safety chains crossed under tongue, secured to vehicle
- ☐ Breakaway cable attached
- ☐ Brake controller adjusted on tow vehicle
- ☐ Trailer lights connected and checked

### Done right

Unit is fully stowed, box closed and locked, outriggers retracted and pinned, coupler secure. System left ON so it charges and reports during transport. Ready for towing.

### Common mistakes

Forgetting to retract the outriggers or stow the jacks (will drag or catch during towing). Not crossing the safety chains under the tongue.