

**COMPLEX SOLUTIONS  
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**DEEP SEA ELECTRONICS PLC**

**DSE4120  
AUTO MAINS FAILURE MODULE**

**OPERATING MANUAL**



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DSE Model 4120 Control System Operators Manual

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## TABLE OF CONTENTS

<b>Section</b>	<b>Page</b>
<b>1 INTRODUCTION .....</b>	<b>4</b>
<b>2 CLARIFICATION OF NOTATION USED WITHIN THIS PUBLICATION. ....</b>	<b>4</b>
<b>3 OPERATION .....</b>	<b>5</b>
3.1 AUTOMATIC MODE OF OPERATION .....	5
3.2 MANUAL OPERATION .....	6
3.3 EXERCISE SCHEDULER.....	8
<b>4 PROTECTIONS .....</b>	<b>9</b>
4.1 WARNINGS .....	9
4.2 SHUTDOWNS.....	9
<b>5 DESCRIPTION OF CONTROLS .....</b>	<b>10</b>
<b>6 FRONT PANEL CONFIGURATION .....</b>	<b>12</b>
6.1 ACCESSING THE FRONT PANEL CONFIGURATION EDITOR .....	12
6.2 EDITING THE CONFIGURATION.....	12
<b>7 CONFIGURATION TABLES .....</b>	<b>13</b>
<b>8 INSTALLATION INSTRUCTIONS.....</b>	<b>17</b>
8.1 PANEL CUT-OUT.....	17
8.2 COOLING.....	18
8.3 UNIT DIMENSIONS .....	18
8.4 FRONT PANEL LAYOUT.....	20
8.5 REAR PANEL LAYOUT .....	20
<b>9 ELECTRICAL CONNECTIONS.....</b>	<b>21</b>
9.1 CONNECTION DETAILS.....	21
9.2 CONNECTOR FUNCTION DETAILS.....	22
<b>10 SPECIFICATION .....</b>	<b>23</b>
<b>11 COMMISSIONING.....</b>	<b>24</b>
11.1 PRE-COMMISSIONING.....	24
<b>12 FAULT FINDING .....</b>	<b>25</b>
<b>13 TYPICAL WIRING DIAGRAM .....</b>	<b>26</b>
<b>14 SOLID STATE OUTPUTS .....</b>	<b>27</b>
<b>15 APPENDIX .....</b>	<b>28</b>
15.1 ALTERNATIVE WIRING TOPOLOGIES .....	28
15.1.1 TWO PHASE TWO WIRE.....	28
15.1.2 SINGLE PHASE TWO WIRE.....	28
15.2 PUSH BUTTONS .....	30
15.3 ALARM / SHUTDOWN INDICATIONS.....	30

# 1 INTRODUCTION

The **DSE 4120** automatic mains failure module has been primarily designed to monitor the mains (utility) supply, starting the generator automatically should it fall out of limits, transferring the load automatically to the generator. Once the mains (utility) has returned the load is automatically transferred back to the mains (utility) and the generator cooled down before it stops. If required the generator can be started and stopped manually.








The **DSE 4120** module has a built in LCD hours counter, which displays the number of hours that the generator has run, to the nearest 1/10 hour.

The **DSE 4120** module monitors the mains (utility) supply indicating the status of the mains via an LED. Additionally the module monitors the engine, indicating that the generator is running via an LED. There are a further 8 LEDs indicating fault conditions and 2 LEDs indicating whether the mains (utility) or generator is supplying the load. When a fault is detected the generator is automatically shut down, giving a true first up fault condition.

The customer using the module's front panel configuration editor can alter selective operational sequences, timers and alarm trips.

The module is housed in a fully enclosed robust plastic case for front panel mounting, offering a high IP rating of 56 with the optional gasket. Connections to the module are via locking plug and sockets.

# 2 CLARIFICATION OF NOTATION USED WITHIN THIS PUBLICATION.

	<b>NOTE:</b>	Highlights an essential element of a procedure to ensure correctness.
	<b>CAUTION!</b>	Indicates a procedure or practice which, if not strictly observed, could result in damage or destruction of equipment.
	<b>WARNING!</b>	Indicates a procedure or practice, which could result in injury to personnel or loss of life if not followed correctly.
		Deep Sea Electronics Plc owns the copyright to this manual, which cannot be copied, reproduced or disclosed to a third party without prior written permission.
		Compliant with BS EN 60950 Low Voltage Directive Compliant with BS EN 50081-2 EMC Directive Compliant with BS EN 50082-2 EMC Directive
		UL Registered Component for USA & Canada
		Year 2000 Compliant

### 3 OPERATION

The following description details the sequences followed by a module containing the standard 'factory configuration'. Always refer to your configuration source for the exact sequences and timers observed by any particular module in the field.

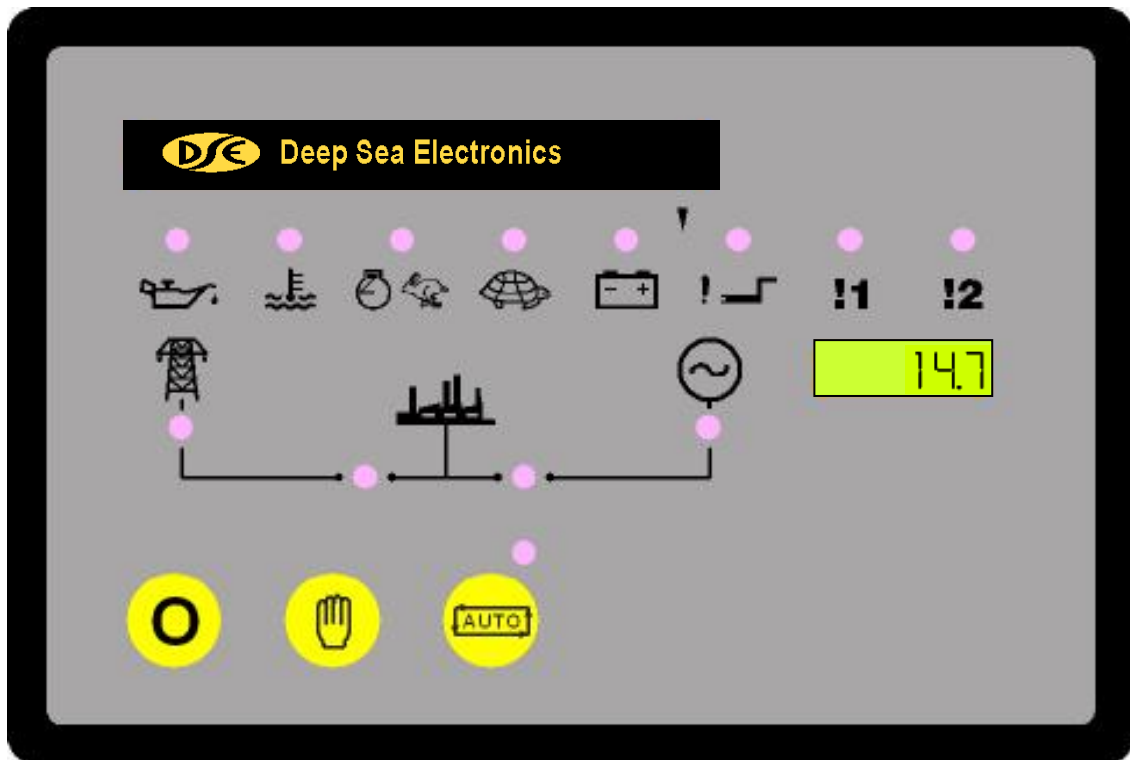



FIG 1

#### 3.1 AUTOMATIC MODE OF OPERATION

This mode is activated by pressing the  pushbutton. An LED indicator beside the button confirms this action.


Should the mains (utility) supply fall outside the configurable limits for longer than the period of the delay start timer, the mains (utility) is healthy indicator will extinguish. Additionally, while in AUTO mode, the remote start input is monitored.

Whether the start sequence is initiated by mains (utility) failure, or by remote start input, the follow sequence is followed :

To allow for short term mains supply transient conditions or false remote start signals, the Start Delay timer is initiated. After this delay, if the pre-heat output option is selected then the pre-heat timer is initiated and the corresponding auxiliary output (if configured) will energise.

**NOTE:-** If the mains supply returns within limits, (or the Remote Start signal is removed if the start sequence was initiated by remote start) during the Start Delay timer, the unit will return to a stand-by state.

After the above delays the **Fuel Solenoid** is energised, then one second later, the **Starter Motor** is engaged.

The engine is cranked for a 10 second period. If the engine fails to fire during this cranking attempt then the starter motor is disengaged for the 10 second rest period. Should this sequence continue beyond the 3 cranking attempts, the start sequence will be terminated and **Fail to Start**  fault will be displayed.

When the engine fires, the starter motor is disengaged and locked out at 20 Hz measured from the Alternator output. Rising oil pressure can also be used to disconnect the starter motor, however it cannot be used for underspeed or overspeed detection.

After the starter motor has disengaged, the **Safety On** timer is activated, allowing Oil Pressure, High Engine Temperature, Under-speed and any delayed Auxiliary fault inputs to stabilise without triggering the fault.

 **NOTE:- The safety on time (used for delayed alarms) is pre set to 12 seconds and can not be changed.**

Once the engine is running, the **Warm Up** timer, if selected is initiated, allowing the engine to stabilise before accepting the load.

If the remote start is being used and has been configured to **Remote start is on load**, or the mains (utility) has failed, the load will be transferred to the generator.

 **NOTE:-A load transfer will not be initiated until the Oil Pressure has risen. Thus preventing excessive wear on the engine.**

On the return of the mains supply, (or removal of the **Remote Start** signal if the set was started by remote signal), the **Stop** delay timer is initiated, once it has timed out, the load is transferred back to the mains (utility). The **Cooling** timer is then initiated, allowing the engine a cooling down period off load before shutting down. Once the **Cooling** timer expires the **Fuel Solenoid** is de-energised, bringing the generator to a stop.

Should the mains supply fall outside limits again (or the **Remote Start** signal be re-activated) during the cooling down period, the load will be immediately transferred to the generator.


### 3.2 MANUAL OPERATION

To initiate a start sequence in **MANUAL**, press the  pushbutton.

 **NOTE:- There is no Start Delay in this mode of operation.**

If the **pre-heat** output option is selected this timer is then initiated and the auxiliary output selected is energised.

After the above delay the **Fuel Solenoid** is energised, then the **Starter Motor** is engaged.

The engine is cranked for a 10 second period. If the engine fails to fire during this cranking attempt then the starter motor is disengaged for the 10 second rest period. Should this sequence continue beyond the 3 cranking attempts, the start sequence will be terminated and **Fail to Start**  fault will be displayed.

When the engine fires, the starter motor is disengaged and locked out at 20 Hz measured from the Alternator output. Rising oil pressure can also be used to disconnect the starter motor, however it cannot be used for underspeed or overspeed detection.

After the starter motor has disengaged, the **Safety On** timer is activated, allowing Oil Pressure, High Engine Temperature, Under-speed and any delayed Auxiliary fault inputs to stabilise without triggering the fault.

 **NOTE:- The safety on time (used for delayed alarms) is pre set to 12 seconds and can not be changed.**

Once the engine is running, the **Warm Up** timer, if selected, is initiated, allowing the engine to stabilise before it can be loaded.

The generator will run off load, unless the mains (utility) supply fails or a **Remote Start on load** signal is applied, at which point the load will be transferred to the generator.

The generator will continue to run on load regardless of the state of the mains (utility) supply or remote start input until the **Auto** mode is selected.

If Auto mode is selected and the mains supply is healthy with the remote start on load signal not active, then the **Remote Stop Delay Timer** begins, after which the load is transferred to the mains (utility). The generator will then run **off** load allowing the engine a **cooling** down period.




Selecting **STOP (O)** de-energises the **FUEL SOLENOID**, bringing the generator to a stop.

### 3.3 EXERCISE SCHEDULER

Available in module versions V1.3 and higher.

The exercise scheduler is used to give a 30-minute test run every seven days. The starting time is configurable and repeated every week, but the run duration is fixed at 30 minutes.

The scheduler is configured as follows:

- Press and hold the  button. After 6½ seconds, the LED beside the Auto button will extinguish. This sets the 'exercise run time' to the current time.
- Release the  button, the LED beside the Auto button will illuminate to show that the module is in Auto mode. The exercise period will begin.
- After 30 minutes, the set will stop; the same 30 minute exercise period will be repeated on a 7 day cycle so long as the module is in the Auto mode.
- When the exercise timer is set, the Auto LED will blink every 3½ seconds. To cancel the timer, press and hold the  button for 6½ seconds, the Auto LED will extinguish to show the timer has been cancelled and will return to steady operation once the Auto button is released. Removing DC power from the module will also reset the exercise timer.

#### NOTE:-

If "remote start mode" is configured to "off load" then the exercise run will be OFF-LOAD.  
If "remote start mode" is configured to "on load" then the exercise run will be ON-LOAD regardless of the state of the mains (utility) supply.

 NOTE:- If the Mains (utility) supply fails during the exercise run, the set will take load and the exercise timer is cancelled.

 NOTE:- If remote start input is active, the set will continue to run beyond the end of the exercise time as the set is then under the control of the remote start input.




## 4 PROTECTIONS

The module will indicate that an alarm has occurred by illuminating the relevant LED.

### 4.1 WARNINGS

Warnings are used to warn the operator of an impending fault

**BATTERY CHARGE FAILURE**, if the module does not detect a voltage from the warning light terminal on the auxiliary charge alternator, the  icon will illuminate. (Either 8 Volts or 16 Volts depending on the configuration of **Nominal DC Voltage**).


**Inputs 1 and 2** can be configured as warnings or shutdowns. The relevant icon will be illuminated when the input is active.


### 4.2 SHUTDOWNS


Shutdowns are latching and stop the generator. The alarm must be cleared and the fault removed to reset the module. In the event of a shutdown the appropriate icon will be illuminated


**NOTE:-** The alarm condition must be rectified before a reset will take place. If the alarm condition remains it will not be possible to reset the unit (The exception to this is the Low Oil Pressure alarm and similar 'delayed alarms', as the oil pressure will be low with the engine at rest). Any subsequent warnings or shutdowns that occur will be displayed steady, therefore only the first-up shutdown will appear flashing.

**NOTE:-** The safety on time (used for delayed alarms) is pre set to 12 seconds and can not be changed.


**FAIL TO START**, if the engine does not fire after the pre-set 3 attempts at starting, a shutdown will be initiated. The  icon will illuminate.

**LOW OIL PRESSURE**, if the module detects that the engine oil pressure has fallen below the low oil pressure switch after the **Safety On** timer has expired, a shutdown will occur. The  icon will illuminate.

**HIGH ENGINE TEMPERATURE**, if the module detects that the engine coolant temperature has exceeded the high engine temperature switch after the **Safety On** timer has expired, a shutdown will occur. The  icon will illuminate.

**OVERSPEED**, if the engine speed exceeds the pre-set trip (14% above the nominal frequency) a shutdown is initiated. Overspeed is not delayed, it is an **immediate shutdown**. The  icon will illuminate.

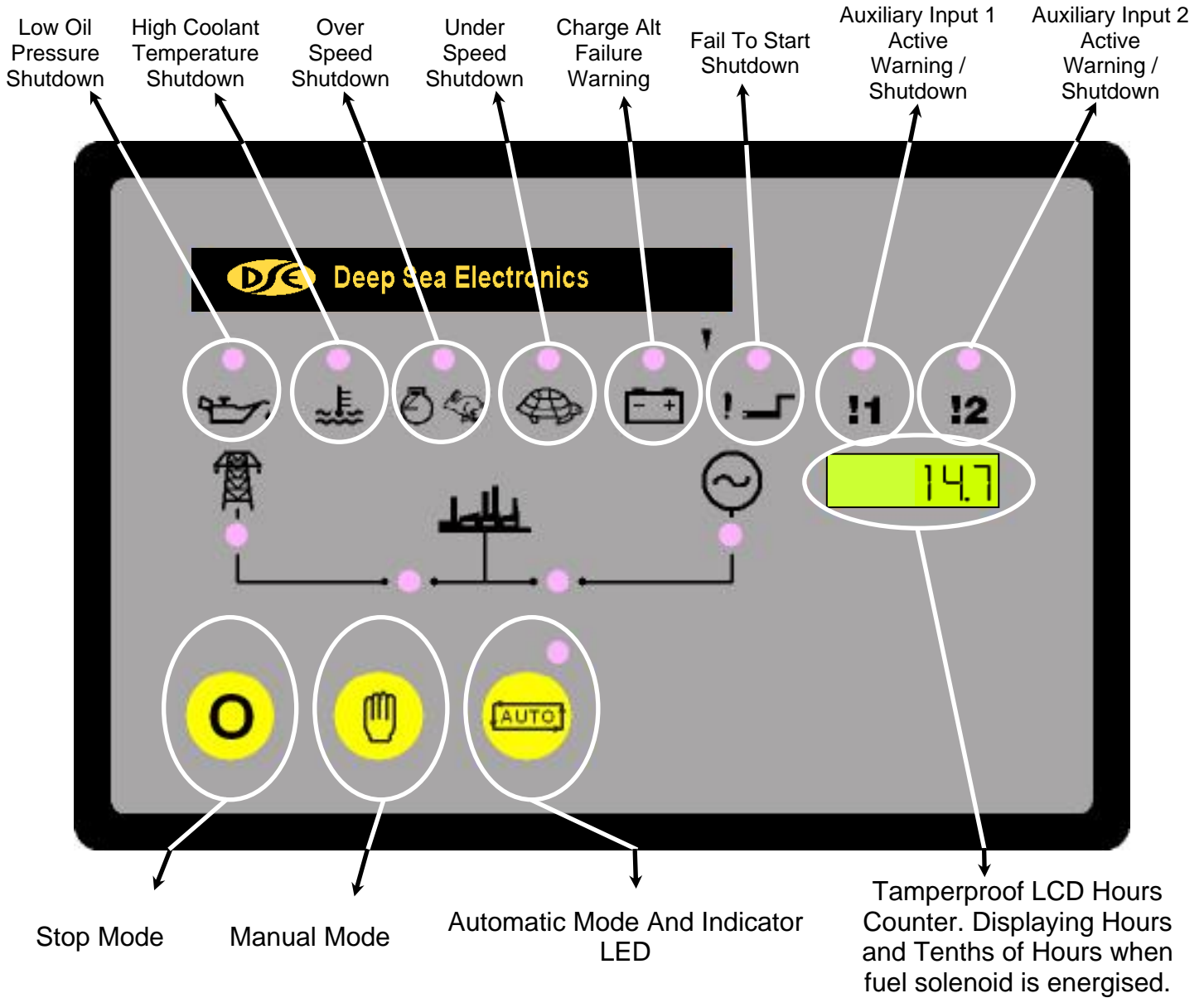
**NOTE:-** During the start-up sequence the overspeed trip level is extended to 24% above the normal frequency for the duration of the safety timer to allow an extra trip level margin. This is used to prevent nuisance tripping on start-up.

**UNDERSPEED**, if the engine speed falls below the pre-set trip (20% of the nominal frequency) after the **Safety On** timer has expired, a shutdown is initiated. The  icon will illuminate.

**Inputs 1 and 2** can be configured as warnings or shutdowns. The relevant icon will be illuminated when the input is active

## 5 DESCRIPTION OF CONTROLS

The following section details the function and meaning of the various controls on the module.



**FIG 2A**

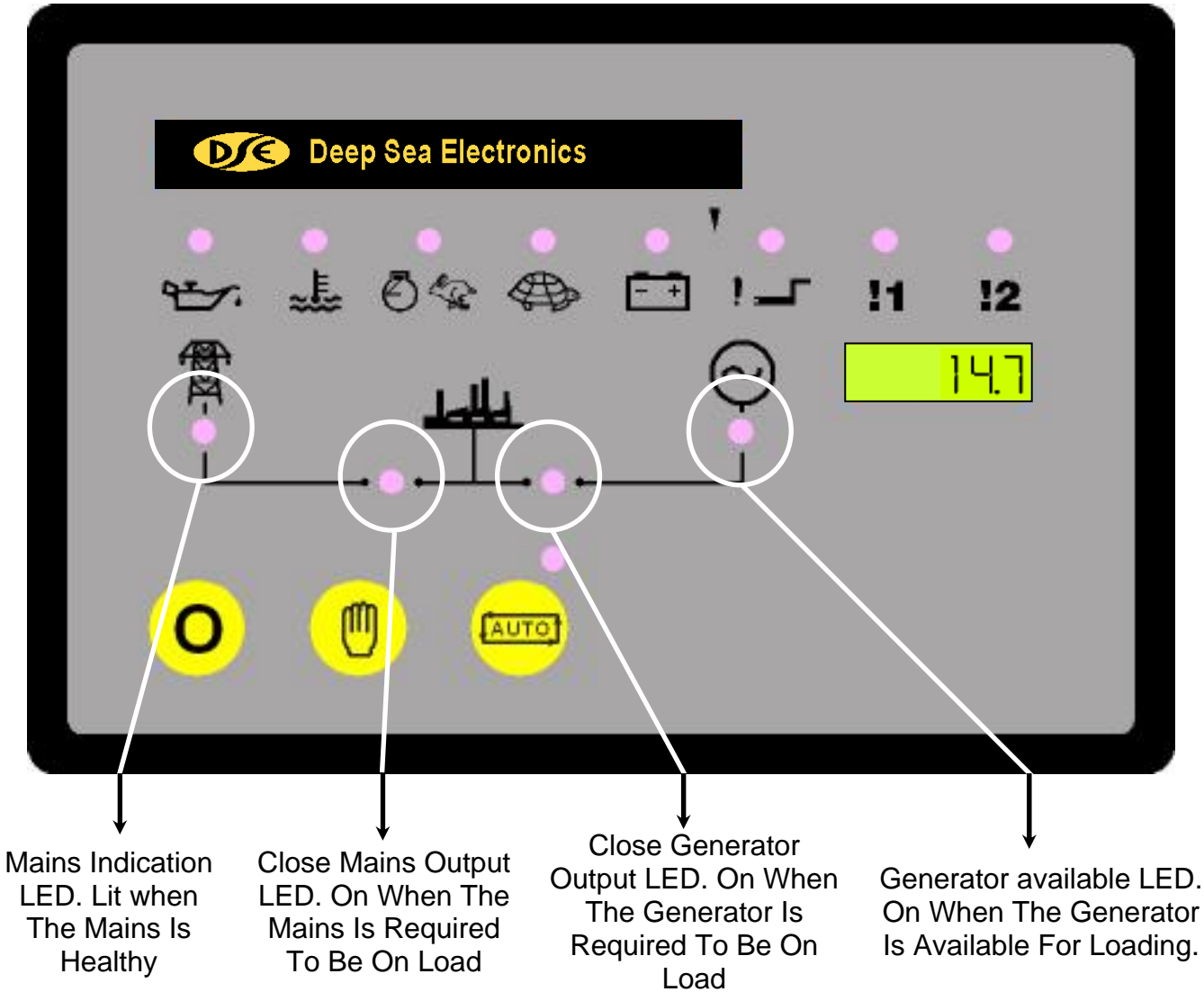



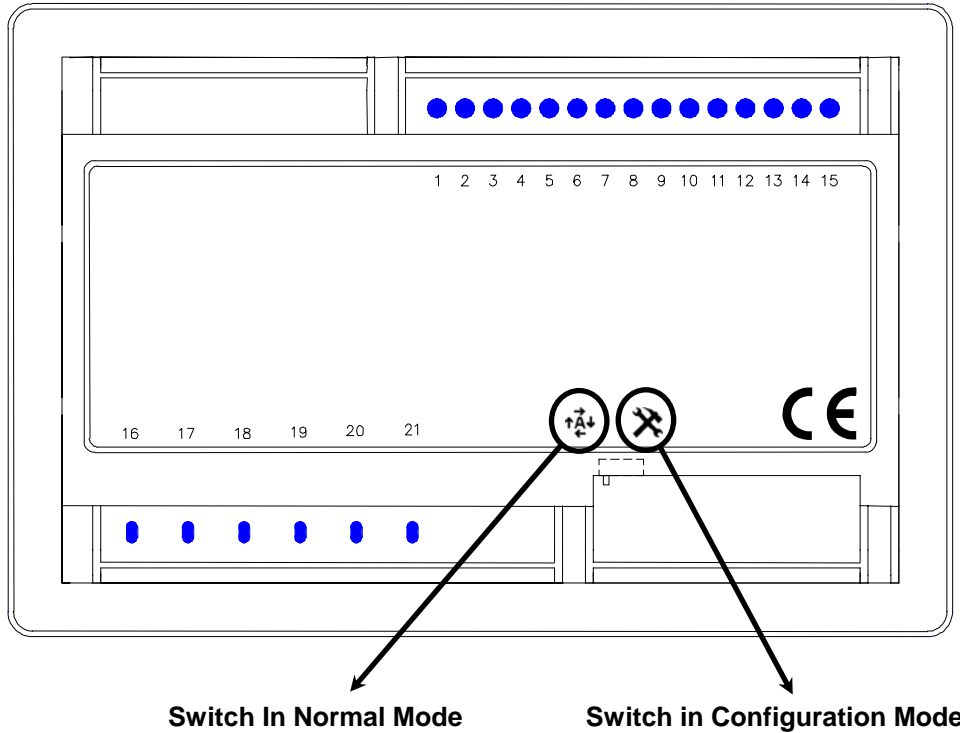
FIG 2B

## 6 FRONT PANEL CONFIGURATION

The DSE 4120 module is fully configurable from the front panel. There is no requirement for a PC / Laptop or software.




### 6.1 ACCESSING THE FRONT PANEL CONFIGURATION EDITOR

- ◆ With the unit in **Stop**  mode, **Configuration Mode** is selected by operation of a small switch on the rear bottom edge of the PCB. This is partially hidden to prevent accidental operation.



- ◆ Once **Configuration Mode** is selected, the 'Auto' LED will commence rapid flashing and all normal operation is suspended.

### 6.2 EDITING THE CONFIGURATION

- ◆ The **Stop**  pushbutton can be used to select the LED 'code' that corresponds to the required function. The 5 left-hand LED's will form the code. See configuration table over leaf.
- ◆ The **Manual**  pushbutton will allow the user to change the associated value. The 3 right-hand LED's inform the user of the current setting for the chosen function. See configuration table over leaf.
- ◆ When the required parameters are displayed, pressing the **Auto**  button will save the new setting and the process is repeated for each function change.
- ◆ When configuration is complete, the **Configuration Mode** Selector Switch should be returned to the 'Normal' position.

## 7 CONFIGURATION TABLES

Function							I 1	I 2	Value (Default in Bold)
Pre-heat Timer	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<b>0 Seconds</b>
						<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	5 Seconds
						<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	10 Seconds
						<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	15 Seconds
						<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	20 Seconds
						<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	30 Seconds
						<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	60 Seconds
<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	180 Seconds						

Used to pre-heat the engine prior to cranking. The output is active for the duration of the setting, prior to cranking.

Start Delay	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	0 Seconds
						<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<b>5 Seconds</b>
						<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	10 Seconds
						<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	15 Seconds
						<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	20 Seconds
						<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	30 Seconds
						<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	60 Seconds
<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	180 Seconds						

Used to give a delay between activating the remote start input, or a mains failure and actually starting the engine.

Stop Delay Mains Return Delay	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	0 Seconds
						<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	5 Seconds
						<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	10 Seconds
						<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	15 Seconds
						<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	20 Seconds
						<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<b>30 Seconds</b>
						<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	60 Seconds
<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	180 Seconds						

Used to give a delay between the mains returning and the system switching the load back to the mains. Used to ensure that the mains is steady before this action is executed.

Energise to Stop Hold Timer	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<b>0 Seconds</b>
						<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	5 Seconds
						<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	10 Seconds
						<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	15 Seconds
						<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	20 Seconds
						<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	30 Seconds
						<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	60 Seconds
<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	180 Seconds						

Used for the control of the engine stop solenoid. When the engine is to be stopped, the Energise To Stop output becomes active, closing the stop solenoid (fuel valve). When the engine comes to rest, the stop solenoid will remain energised for the period of the Energise To Stop Timer, to ensure the engine has come to a complete stop.

Warm-up Timer	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<b>0 Seconds</b>
						<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	5 Seconds
						<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	10 Seconds
						<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	15 Seconds
						<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	20 Seconds
						<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	30 Seconds
						<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	60 Seconds
<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	180 Seconds						

Delay between the engine being available for use and the closure of the generator load-switching device to allow time for the engine to warm before being loaded. This occurs after the 12 second safety on timer.

Cooling Timer	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<b>0 Seconds</b>
						<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	5 Seconds
						<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	10 Seconds
						<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	15 Seconds
						<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	20 Seconds
						<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	30 Seconds
						<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	60 Seconds
<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	180 Seconds						

Delay between opening the generator load-switching device and stopping the engine to allow time for the engine to cool down before being stopped. This is particularly useful when used in conjunction with turbo-charged engines.

Function							I 1	I 2	Value (Default in Bold)
Nominal Frequency	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<b>50 Hz (O/S +14% / Overshoot +24%)</b>
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	60 Hz (O/S +14% / Overshoot +24%)

The systems nominal frequency. Either 50 Hz or 60 Hz

Nominal DC Voltage	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<b>12V DC (CF 8V)</b>
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	24V DC (CF 16V)

The generator battery voltage. Either 12 Volts or 24 Volts. It is used for the charge alternator failure level.

LOP Switch Contact	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<b>Close on Fault</b>
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Open on Fault

Configuration for the oil pressure switch. Either to close to battery negative on a fault, or open on a fault.

HET Switch Contact	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<b>Close on Fault</b>
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Open on Fault

Configuration for the coolant temperature switch. Either to close to battery negative on a fault, or open on a fault.

Crank disconnect on Oil Pressure	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<b>Disabled</b>
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Enabled (2 Second Delay)

If this is enabled, the starter motor will disconnect 2 seconds after the oil pressure switch detects oil pressure.

**NOTE:-** Not suitable for all generators, due to the different monitoring points on lubrication systems.

Underspeed Detection	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Disabled
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<b>Enabled (U/S -20%)</b>

If this is enabled, the unit will shut down the generator if the frequency falls below 20% of the nominal frequency.

Remote start function	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<b>Remote start</b>
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Simulated mains

Programmable input can be configured to one of the following.

- ◆ Remote start – If the input is active the generator will be started and stopped if the input is deactive. Mains fail is allways active.
- ◆ Simulated mains – If the input is active the generator will not start in the event of a mains failure. E.G. if the generator is supporting a non 24 hour operation, a 24 hour timer can be used to prevent a mains failure from starting the generator and taking load.

Remote start on load (ignore if simulated mains)	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<b>Remote start is off load</b>
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Remote start is on load

The remote start input can be configured to one of the following.

- ◆ Remote start is off load – The generator will start and run off load when the remote start input is active.
- ◆ Remote start is on load – The generator will start and the load transferred to the generator when the remote start is active.

Function							I 1	I 2	Value (Default in Bold)
Auxiliary Input 1 Function						<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<b>Immediate Warning Close on Fault</b>
						<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Immediate Warning Open on Fault
						<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Immediate Shutdown Close on Fault
						<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Immediate Shutdown Open on Fault
						<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Delayed Warning Close on Fault
						<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Delayed Warning Open on Fault
						<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Delayed Shutdown Close on Fault
						<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Delayed Shutdown Open on Fault

Programmable input, can be configured to on of the following

- ◆ Immediate warning close on fault – If the input is activated at any time the unit will alarm and energise the common warning and common alarm output.
- ◆ Immediate warning open on fault – If the input is deactivated at any time the unit will alarm and energise the common warning and common alarm output.
- ◆ Immediate shutdown close on fault – If the input is activated at any time the generator will be shutdown and energise the common warning and common shutdown output. The generator can not be started.
- ◆ Immediate shutdown open on fault – If the input is deactivated at any time the generator will be shutdown and energise the common warning and common shutdown output. The generator can not be started.
- ◆ Delayed warning close on fault – If the input is activated and the saftey time has elapsed the unit will alarm and energise the common warning and common alarm output.
- ◆ Delayed warning open on fault – If the input is deactivated and the saftey time has elapsed the unit will alarm and energise the common warning and common alarm output.
- ◆ Delayed shutdown close on fault – If the input is activated and the saftey time has elapsed the generator will be shutdown and energise the common warning and common shutdown output.
- ◆ Delayed shutdown open on fault – If the input is deactivated and the saftey time has elapsed the generator will be shutdown and energise the common warning and common shutdown output.

Auxiliary Input 2 Function						<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<b>Immediate Warning Close on Fault</b>
						<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Immediate Warning Open on Fault
						<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Immediate Shutdown Close on Fault
						<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Immediate Shutdown Open on Fault
						<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Delayed Warning Close on Fault
						<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Delayed Warning Open on Fault
						<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Delayed Shutdown Close on Fault
						<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Delayed Shutdown Open on Fault

Programmable input, can be configured to on of the following

- ◆ Immediate warning close on fault – If the input is activated at any time the unit will alarm and energise the common warning and common alarm output.
- ◆ Immediate warning open on fault – If the input is deactivated at any time the unit will alarm and energise the common warning and common alarm output.
- ◆ Immediate shutdown close on fault – If the input is activated at any time the generator will be shutdown and energise the common warning and common shutdown output. The generator can not be started.
- ◆ Immediate shutdown open on fault – If the input is deactivated at any time the generator will be shutdown and energise the common warning and common shutdown output. The generator can not be started.
- ◆ Delayed warning close on fault – If the input is activated and the saftey time has elapsed the unit will alarm and energise the common warning and common alarm output.
- ◆ Delayed warning open on fault – If the input is deactivated and the saftey time has elapsed the unit will alarm and energise the common warning and common alarm output.
- ◆ Delayed shutdown close on fault – If the input is activated and the saftey time has elapsed the generator will be shutdown and energise the common warning and common shutdown output.
- ◆ Delayed shutdown open on fault – If the input is deactivated and the saftey time has elapsed the generator will be shutdown and energise the common warning and common shutdown output.

Function							I 1	I 2	Value (Default in Bold)
Auxiliary Output 1 Function	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not used
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Pre-heat
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Load Transfer
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Common Warning
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Common Shutdown
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	System in Auto
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Common Alarm</b>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Energise to Stop

Programmable output can be configured to one of the following.

- ◆ Pre-heat. - The output is energised for the period of pre-heat time prior to cranking and between the cranking attempts.
- ◆ Load Transfer. - The output is active after the safety timer has elapsed.
- ◆ Common warning. - The output is active if there are any warning alarm active.
- ◆ Common shutdown - The output is active if there are any shutdown alarms active.
- ◆ System in auto. - The output is active when the system is in automatic mode.
- ◆ Common Alarm. - The output is active if there is any alarm condition.
- ◆ Energise to stop. - The output is energised when the engine is required to stop (normal or fault conditions) and will remain energised for the period of the Energise To Stop Timer, to ensure the engine has come to a complete stop.

Auxiliary Output 2 Function	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not used
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Pre-heat</b>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Load Transfer
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Common Warning
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Common Shutdown
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	System in Auto
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Common Alarm
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Energise to Stop

Programmable output can be configured to one of the following.

- ◆ Pre-heat. - The output is energised for the period of pre-heat time prior to cranking and between the cranking attempts.
- ◆ Load Transfer. - The output is active after the safety timer has elapsed.
- ◆ Common warning. - The output is active if there are any warning alarm active.
- ◆ Common shutdown - The output is active if there are any shutdown alarms active.
- ◆ System in auto. - The output is active when the system is in automatic mode.
- ◆ Common Alarm. - The output is active if there is any alarm condition.
- ◆ Energise to stop. - The output is energised when the engine is required to stop (normal or fault conditions) and will remain energised for the period of the Energise To Stop Timer, to ensure the engine has come to a complete stop.

Mains Under Voltage (Trip / Return)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	60V / 70V
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	70V / 80V
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	80V / 90V
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	90V / 100V
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	120V / 140V
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	140V / 160V
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	160V / 180V
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>180V / 200V</b>

If for example 180/200 is selected the generator will be started and the load transferred if any phase falls below 180V with respect to the neutral for the duration of the delay start timer. The load will be transferred back to mains when the mains voltage returns to 200V or higher for the duration of the mains return timer. (The system must be in Auto)

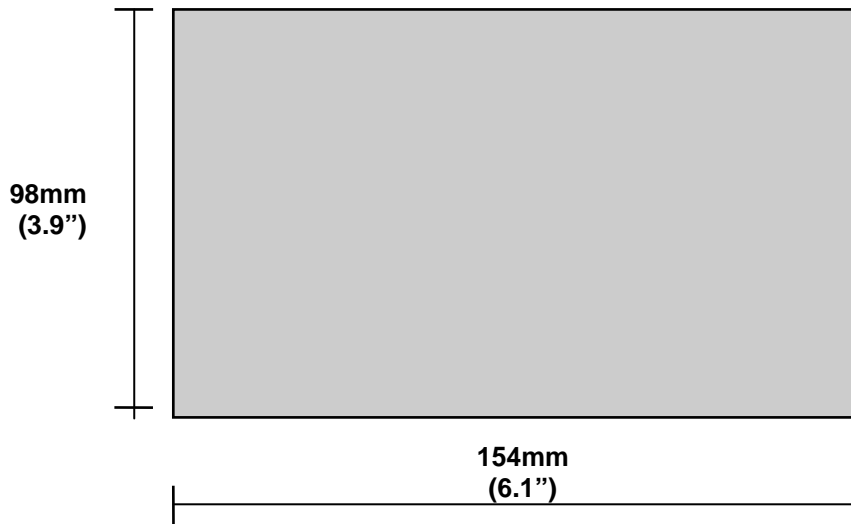
**NOTE:** - All the outputs are solid state, rated at 1.2 Amps and switch to battery negative when active.



## 8 INSTALLATION INSTRUCTIONS

The model DSE 4120 Module has been designed for front panel mounting. Fixing is by 2 clips for easy assembly.

### 8.1 PANEL CUT-OUT



**FIG 3**

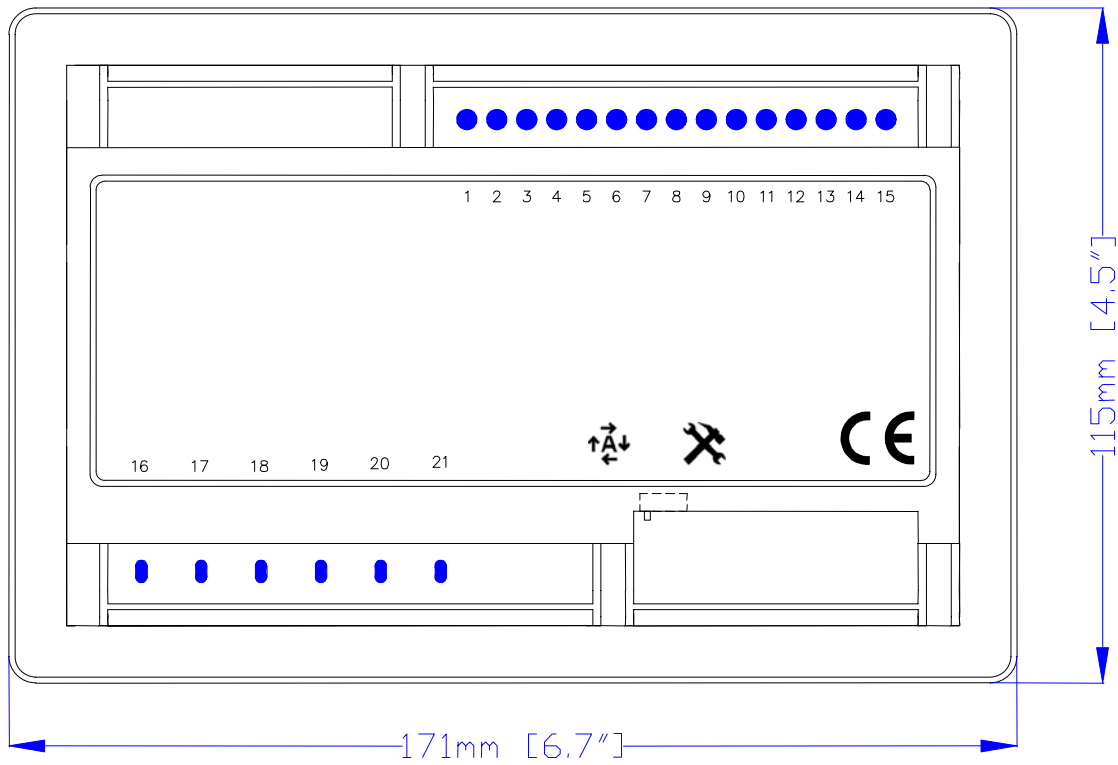
Maximum panel thickness – 8mm (0.3")

In conditions of excessive vibration the module should be mounted on suitable anti-vibration mountings.

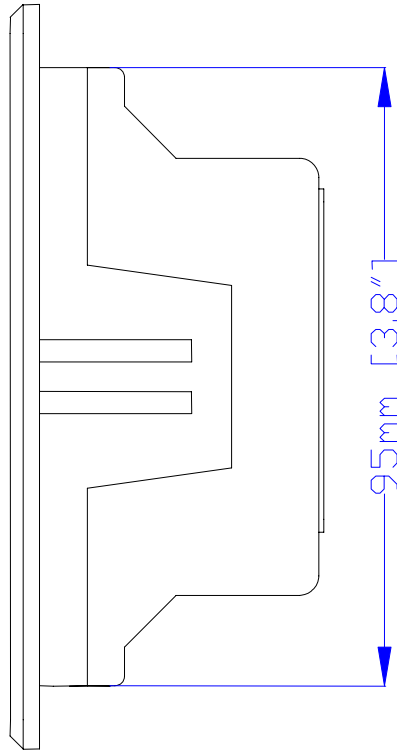
## 8.2 COOLING

The module has been designed to operate over a wide temperature range **-30 to +70° C**. Allowances should be made for the temperature rise within the control panel enclosure. Care should be taken **NOT** to mount possible heat sources near the module unless adequate ventilation is provided. The relative humidity inside the control panel enclosure should not exceed **95%**.

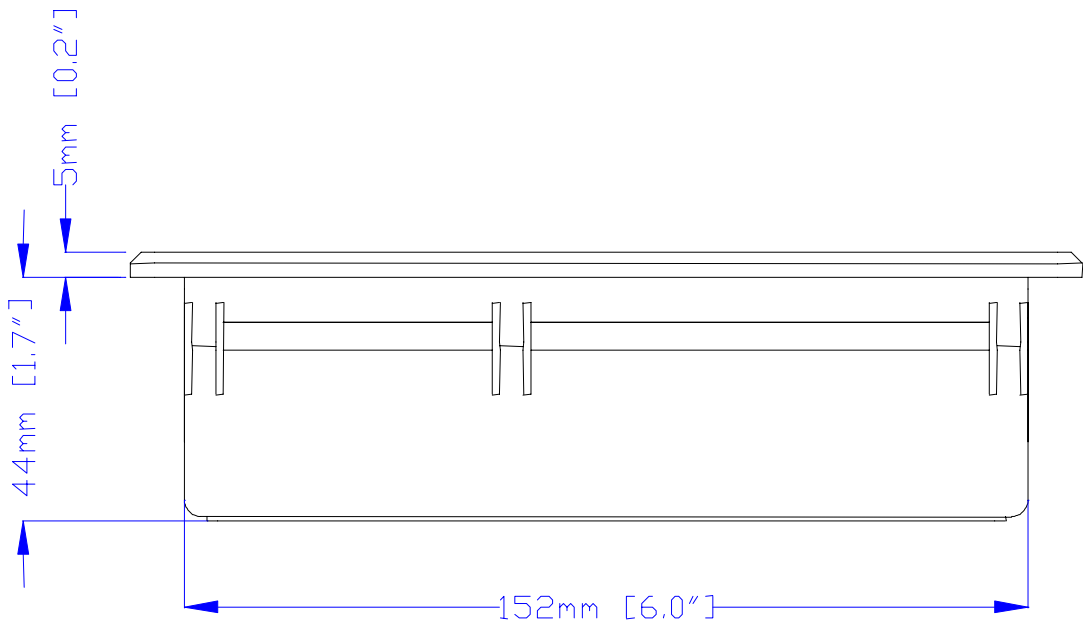
## 8.3 UNIT DIMENSIONS



**FIG 4**



**FIG 4B**



**FIG 4C**

## 8.4 FRONT PANEL LAYOUT

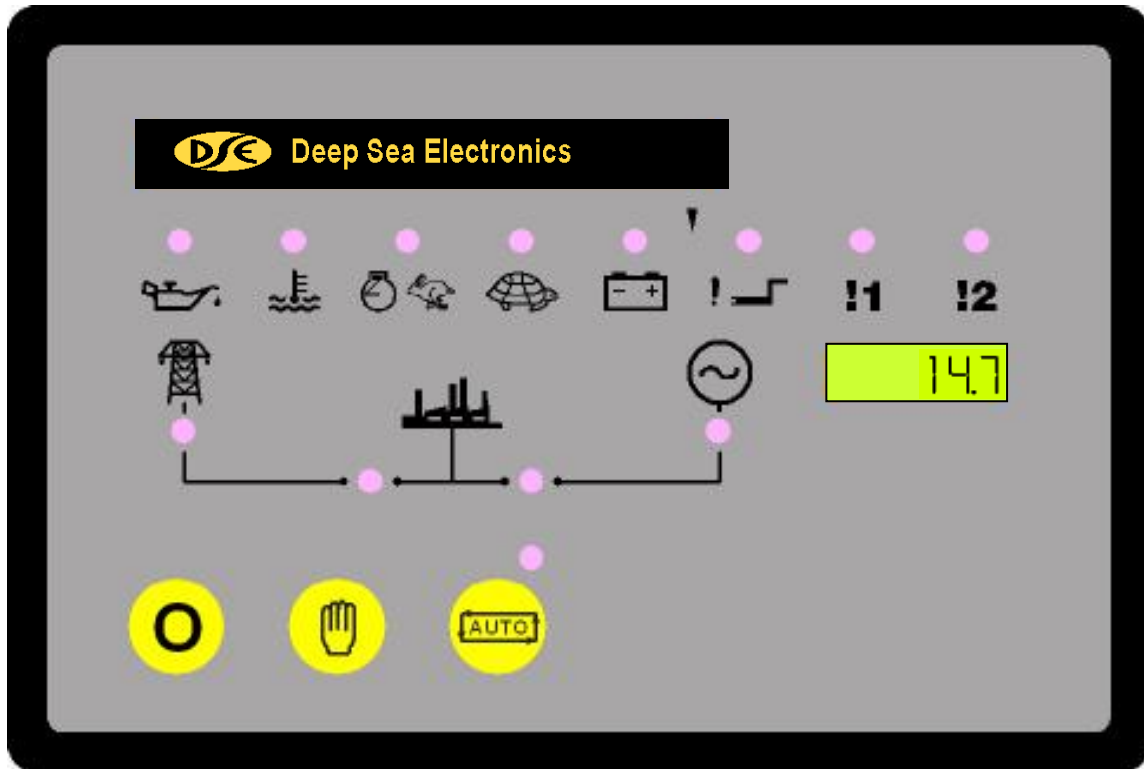


FIG 5

## 8.5 REAR PANEL LAYOUT

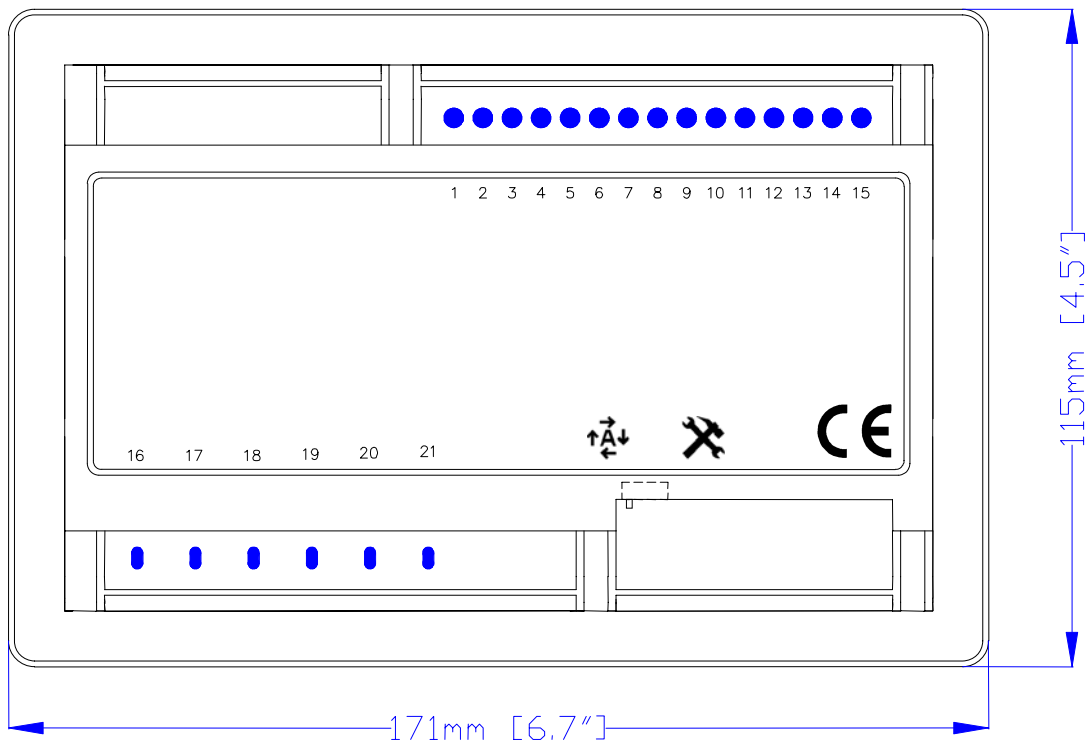


FIG 6

## 9 ELECTRICAL CONNECTIONS

Connections to the Module are via plug and sockets.

### 9.1 CONNECTION DETAILS

The following describes the connections and recommended cable sizes to the 2 plugs and sockets on the rear of the Module. See rear panel layout **FIG 6**.

PIN No	DESCRIPTION	CABLE SIZE	NOTES
1	DC Plant Supply Input (-ve)	1.0mm	Connected to plant battery negative
2	DC Plant Supply Input (+ve)	1.0mm	Connected to plant battery positive (Recommended Fuse 2A)
3	Fuel relay Output	1.0mm	Used to operate the fuel relay.
4	Start relay Output	1.0mm	Used to operate the cranking relay.
5	Auxiliary Output relay 1	1.0mm	Configurable output.
6	Auxiliary Output relay 2	1.0mm	Configurable output.
7	Charge Fail Input/ Excitation Output	1.0mm	Must NOT be connected to plant supply negative if not used.
8	Low Oil Pressure Input	0.5mm	Switch to negative.
9	High Engine Temp Input	0.5mm	Switch to negative.
10	Auxiliary Input 1	0.5mm	Switch to negative.
11	Auxiliary Input 2	0.5mm	Switch to negative.
12	Remote Start Input	0.5mm	Switch to negative.
13	Mains loading Relay Normally Open contact	1.0mm	Used to close the mains contactor / breaker
14	Generator loading Relay Normally Open contact	1.0mm	Used to close the generator contactor / breaker
15	Functional Earth	1.0mm	Connect to a good clean earth point
16	Mains L1 Voltage Monitoring Input	1.0mm	Connect to Mains L1 supply (AC) (Recommend 2A Fuse Max.)
17	Mains L2 Voltage Monitoring Input	1.0mm	Connect to Mains L1 supply (AC) (Recommend 2A Fuse Max.)
18	Mains L3 Voltage Monitoring Input	1.0mm	Connect to Mains L1 supply (AC) (Recommend 2A Fuse Max.)
19	Mains N Voltage Monitoring Input	1.0mm	Connect to Mains N supply (AC)
20	Alternator Input L1	1.0mm	Do not connect if not used. (2A Fuse)
21	Alternator Input N	1.0mm	Do not connect if not used.

**NOTE:-** For single phase mains monitoring the neutral should be connected to terminal 19, L1 should be connected to terminals 16,17 and 18.

**NOTE:-** For two phase mains monitoring the L2 should be connected to terminal 19, L1 should be connected to terminals 16,17 and 18. The voltage between the two phases must not exceed 305 Volts.

**NOTE:-** All the outputs are solid state, rated at 1.2 Amps and switch to battery negative when active.

## 9.2 CONNECTOR FUNCTION DETAILS

The following describes the functions of the 3 connectors on the rear of the module. See rear panel layout **FIG 5**.

PIN No	DESCRIPTION
1	DC Supply -ve. System DC negative input. (Battery Negative).
2	DC Supply +ve. System DC positive input. (Battery Positive).
3	Fuel Relay output. Plant Supply negative from pin 1. Used to control the fuel solenoid or engine fuel control system.
4	Starter Relay output. Plant Supply negative from pin 1. Used to control the Starter Motor.
5	Auxiliary Relay output 1. Plant Supply negative from pin 1. Configurable output, see configuration tables for options available.
6	Auxiliary Relay output 2. Plant Supply negative from pin 1. Configurable output, see configuration tables for options available.
7	Charge Fail input / Excitation output. Supplies excitation to the Plant Battery Charging Alternator, also an input for the Charge Fail detection circuitry.
8	Low Oil Pressure input. This is a negative switched input, it is possible to calibrate the input to be a normally closed signal or a normally open signal. This input is used to signal to the module that the oil pressure is low.
9	High Engine Temperature input. This is a negative switched input, it is possible to calibrate the input to be a normally closed signal or a normally open signal. This input is used to signal to the module that the engine temperature is high.
10	Auxiliary input 1. This is a negative switched configurable input, see configuration tables for options available. It is possible to configure the input to be a normally closed signal or a normally open signal.
11	Auxiliary input 2. This is a negative switched configurable input, see configuration tables for options available. It is possible to configure the input to be a normally closed signal or a normally open signal.
12	Remote Start input. This is a negative switched input, which will start the generator when Auto is selected. This input can be configured as a simulated mains, to prevent the generator from starting in the event of a mains failure.
13	Mains loading relay. Plant Supply negative from pin 1. Normally open. This output closes when the mains (utility) has failed, energising a slave relay which should open the mains (utility) switching device.
14	Generator loading relay. Plant Supply negative from pin 1. Normally open. This output closes when the generator is available for loading, energising a slave relay which should close the generator switching device.
15	Functional Earth - Ensure connection to a good clean earth point.
16	Mains L1 voltage monitoring input. Connect to mains L1 supply
17	Mains L2 voltage monitoring input. Connect to mains L2 supply
18	Mains L3 voltage monitoring input. Connect to mains L3 supply
19	Mains Neutral input. Connect to mains N supply.
20	Generator L1 sensing input. Connect to alternator L1 output.
21	Generator N sensing input. Connect to alternator N output.


## 10 SPECIFICATION

<b>DC Supply</b>	8.0 to 35 V Continuous.
<b>Cranking Dropouts</b>	Able to survive 0 V for 50mS, providing supply was at least 10 V before dropout and supply recovers to 5V. <i>This is achieved without the need for internal batteries.</i>
<b>Typical Standby Current</b>	TBA. mA at 12 V. TBA. mA at 24 V.
<b>Max. Operating Current</b>	TBA. mA at 12 V. TBA. mA at 24V
<b>Alternator / Mains (Utility) Input Range</b>	
<b>Single phase 2 wire system</b>	15V AC - 277 V AC (ph-N) (+20%)
<b>3Phase 4Wire System</b>	15V AC - 277 V AC (ph-N) 3 Phase 4wire (+20%)
<b>Alternator / Mains (Utility) Input Frequency</b>	50Hz - 60 Hz at rated engine speed
<b>Start Relay Output</b>	1.2 Amp DC at supply voltage.
<b>Fuel Relay Output</b>	1.2 Amp DC at supply voltage.
<b>Auxiliary Relay Outputs</b>	1.2 Amp DC at supply voltage.
<b>Dimensions</b>	
<b>Panel cutout</b>	154mm x 98mm ( 6.1" x 3.9") Maximum panel thickness 8mm (0.3")
<b>Charge Fail / Excitation Range</b>	12 Volts = 8 Volts CF 24 Volts = 16 Volts CF
<b>Operating Temperature Range</b>	-30 to +70°C
<b>Electromagnetic Compatibility</b>	BS EN 50081-2 EMC Generic Emission Standard (Industrial) BS EN 50082-2 EMC Generic Immunity Standard (Industrial)
<b>Electrical Safety</b>	BS EN 60950 Safety of I.T. equipment, including electrical business equipment.
<b>Cold Temperature</b>	BS EN 60068-2-1 to -30 °C
<b>Hot Temperature</b>	BS EN 60068-2-2 to +70°C
<b>Humidity</b>	BS2011-2-1 to 93% RH @ 40°C for 48 Hours
<b>Vibration</b>	BS EN60068-2-6 10 sweeps at 1 octave/minute in each of 3 major axes. 5Hz to 8Hz @ +/-7.5mm constant displacement 8Hz to 500Hz @ 2gn constant acceleration
<b>Shock</b>	BS EN 60068-2-27 3 Half sine shocks in each of 3 major axes 15gn amplitude, 11mS duration
<b>Applicable Standards</b>	Compliant with BS EN 60950 Low Voltage Directive Compliant with BS EN 50081-2: 1992 EMC Directive Compliant with BS EN 61000-6-4: 2000 EMC Directive CE Compliance to European Legislation

## 11 COMMISSIONING

### 11.1 PRE-COMMISSIONING

Before the system is started, it is recommended that the following checks are made:-

- 1) The unit is adequately cooled and all the wiring to the module is of a standard and rating compatible with the system.
- 2) The unit DC supply is fused and connected to the battery and that it is of the correct polarity.
- 3) To check the start cycle operation take appropriate measures to prevent the engine from starting (disable the operation of the fuel solenoid). After a visual inspection to ensure it is safe to proceed, connect the battery supply. Select “**MANUAL**”, the unit start sequence will commence.
- 4) The starter will engage and operate for the pre-set crank period. After the starter motor has attempted to start the engine for the pre-set number of attempts the LCD will display its icon indicating; ‘Failed to start’ . Select the **STOP/RESET** position to reset the unit.
- 5) Restore the engine to operational status (reconnect the fuel solenoid), again select “**MANUAL**”, this time the engine should start and the starter motor should disengage automatically. If not then check that the engine is fully operational (fuel available, etc.) and that the fuel solenoid is operating. The engine should now run up to operating speed. If not and an alarm is present, check the alarm condition for validity, then check input wiring. The engine should continue to run for an indefinite period.
- 6) Select “**AUTO**” on the front panel, the engine will run for the pre-set cooling down period, then stop. The generator should stay in the standby mode. If not check that there is not a signal present on the **Remote start** input and that the mains (utility) supply is healthy and available.
- 7) Initiate an automatic start by supplying the remote start signal or failing the mains (utility) supply. The start sequence will commence and the engine will run up to operational speed. Once the generator is available a load transfer will take place, the Generator will accept the load. If not, check the wiring to the Generator switching device.
- 8) Remove the remote start signal and/or ensure the mains (utility) supply is healthy, the return sequence will start. After the pre-set time period, the load will be removed from the generator. The generator will then run for the pre-set cooling down period, then shutdown into it’s standby mode.
- 9) If despite repeated checking of the connections between the **4120** and the customer’s system, satisfactory operation cannot be achieved, then the customer is requested to contact the factory for further advice on:-

**INTERNATIONAL TEL: +44 (0) 1723 890099**

**INTERNATIONAL FAX: +44 (0) 1723 893303**

**E-mail: [Support@Deepseapl.com](mailto:Support@Deepseapl.com)**

**Website : [www.deepseapl.com](http://www.deepseapl.com)**



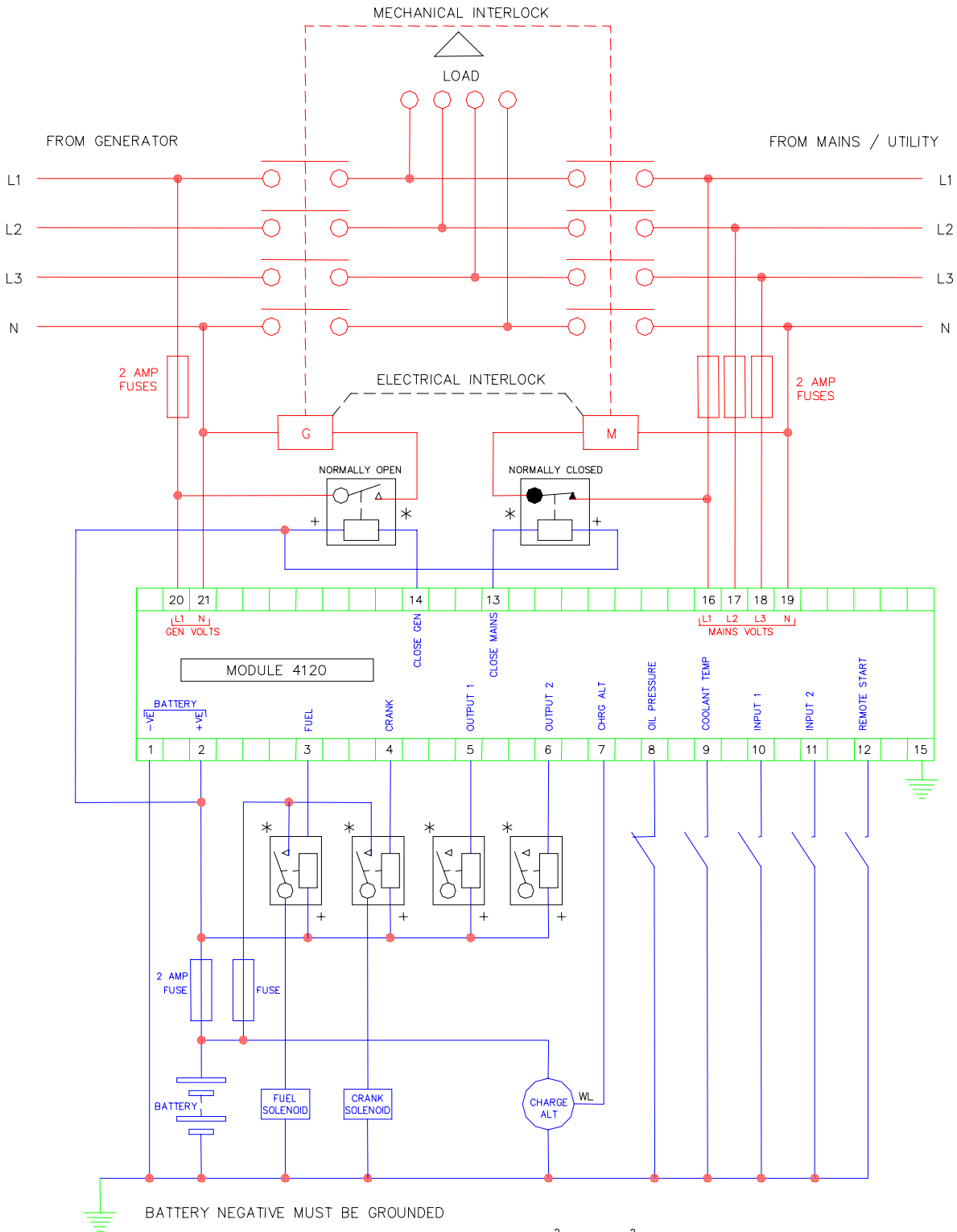
## 12 FAULT FINDING

SYMPTOM	POSSIBLE REMEDY
Unit is inoperative	Check the battery and wiring to the unit. Check the DC supply. Check the DC fuse.
Unit shuts down	Check DC supply voltage is not above 35 Volts or below 9 Volts Check the operating temperature is not above 70 °C. Check the DC fuse.
Low oil Pressure fault operates after engine has fired	Check engine oil pressure. Check oil pressure switch and wiring. Check switch polarity is correct (i.e. Normally Open or Normally Closed).
High engine temperature fault operates after engine has fired.	Check engine temperature. Check switch and wiring. Check switch polarity is correct (i.e. Normally Open or Normally Closed).
Shutdown fault operates	Check relevant switch and wiring of fault indicated by the illuminated LED. Check configuration of input.
Warning fault operates	Check relevant switch and wiring of fault indicated by the illuminated LED. Check configuration of input.
Fail to Start is activated after pre-set number of attempts to start	Check wiring of fuel solenoid. Check fuel. Check battery supply. Check battery supply is present on the Fuel output of the module. Refer to engine manual.
Continuous starting of generator when in <b>AUTO</b>	Check that mains (utility) supply is healthy and check that it's protection fuses are in place and are not blown. Check that there is no signal present on the "Remote Start" input.
Generator fails to start on receipt of Remote Start signal or mains (utility) supply failure.	If remote start fault, check signal is on "Remote Start" input. Confirm that the input is configured to be used as "Remote Start".
Pre-heat inoperative	Check wiring to engine heater plugs. Check battery supply. Check battery supply is present on the Pre-heat output of module. Check pre-heat has been selected in your configuration.
Starter motor inoperative	Check wiring to starter solenoid. Check battery supply. Check battery supply is present on the Starter output of module. NB all the outputs are negative switching.
Fuel solenoid inoperative	Check wiring to fuel solenoid. Check battery supply. Check battery supply is present on the fule output of module. NB all the outputs are negative switching.
Engine runs but generator will not take load	Check that the output is working, NB all outputs are negative switching.

**NOTE:-** The above fault finding is provided as a guide check-list only. As it is possible for the module to be configured to provide a wide range of different features always refer to the source of your module configuration if in doubt.

**NOTE:-** All the outputs are solid state, rated at 1.2 Amps and switch to battery negative when active.

### 13 TYPICAL WIRING DIAGRAM



BATTERY NEGATIVE MUST BE GROUNDED

TERMINALS SUITABLE FOR 22-16 AWG (0.6mm<sup>2</sup> - 1.3mm<sup>2</sup>) FIELD WIRING

TIGHTENING TORQUE = 0.8Nm (7lb-in)

\* NOTE. ALL THE OUTPUTS ARE SOLID STATE AND ARE NEGATIVE SWITCHING

## 14 SOLID STATE OUTPUTS

DSE's utilisation of Solid State Outputs gives many advantages, the main points being:

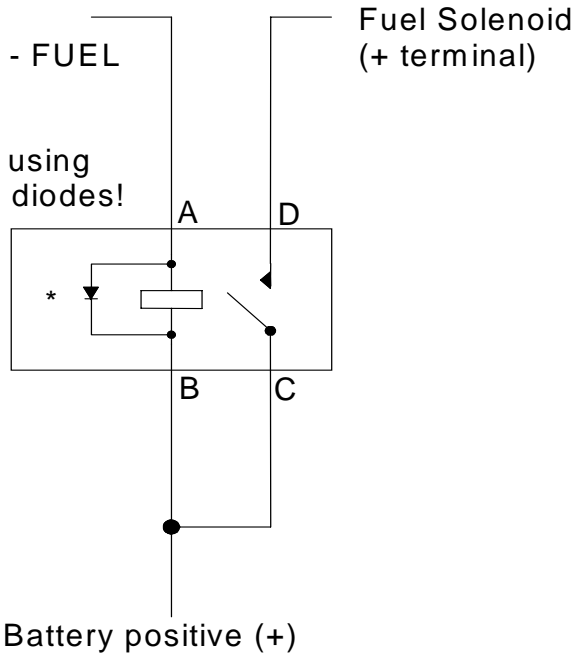
- ◆ No Moving Parts
- ◆ Fully Overload / Short Circuit Protected.
- ◆ Smaller dimensions hence lighter in weight and more cost effective than conventional relays.
- ◆ Lower power consumption, hence increased reliability.

The main difference from conventional outputs is that solid state outputs switch to negative (-ve) when active. This type of output is normally used with an automotive or plug in relay.

Solid state output from DSE module

eg. Terminal 3 of 4120 - FUEL

\* Observe polarity when using relays fitted with integral diodes!



	Solid State Output from DSE Module Pin	Automotive relay Pin	8 Pin Plugin relay	Function
A	3	86	7	Fuel Output
B		85	2	To Positive supply via fuse
C		30	1	To Positive supply via fuse
D		87	3	To Fuel Solenoid

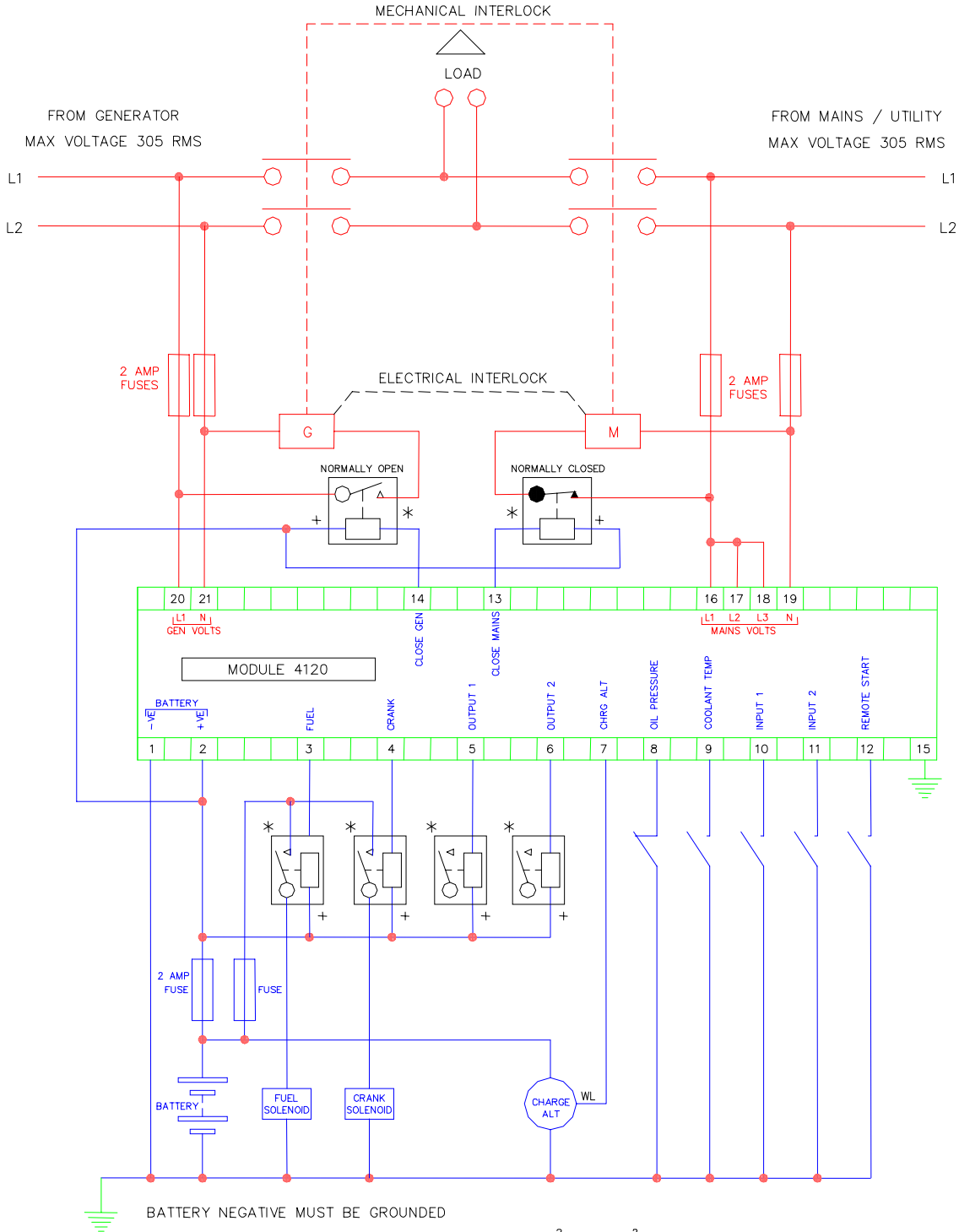
Example of relay pins connected to DSE solid state output to drive a fuel solenoid.  
See overleaf for overall typical wiring diagram

**NOTE:-** The Close Mains Relay should be **NORMALLY CLOSED** when de-energised for fail safe reasons. Should the DC supply fail the mains will always be available. The output from the DSE solid state output when energised, will **OPEN** the relay therefore isolating the mains supply.

## 15 APPENDIX

### 15.1 ALTERNATIVE WIRING TOPOLOGIES

#### 15.1.1 TWO PHASE TWO WIRE



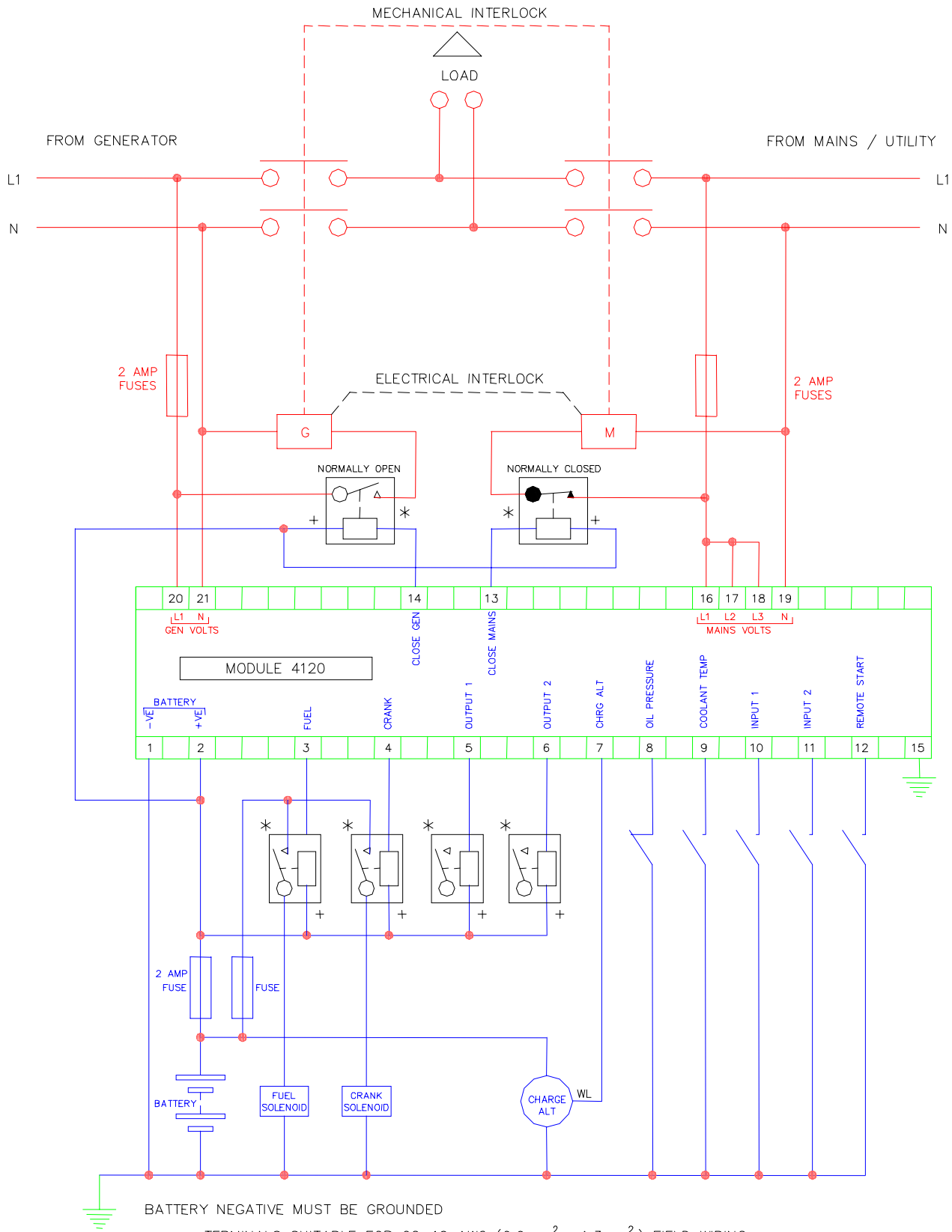
BATTERY NEGATIVE MUST BE GROUNDED

TERMINALS SUITABLE FOR 22-16 AWG (0.6mm<sup>2</sup> - 1.3mm<sup>2</sup>) FIELD WIRING




TIGHTENING TORQUE = 0.8Nm (7lb-in)

\* NOTE. ALL THE OUTPUTS ARE SOLID STATE AND ARE NEGATIVE SWITCHING







#### 15.1.2 SINGLE PHASE TWO WIRE



## 15.2 PUSH BUTTONS

Display	Description
	Stop/Reset
	Manual mode
	Auto mode

## 15.3 ALARM / SHUTDOWN INDICATIONS

Display	Description
	<i>Low Oil Pressure</i>
	<i>High Coolant Temperature</i>
	<i>Overspeed</i>
	<i>Underspeed</i>
	<i>Fail to start (Over-crank)</i>
	Charge Fail
!1	<i>Auxiliary Alarm input 1 (Warning or Shutdown)</i>
!2	<i>Auxiliary Alarm input 2 (Warning or Shutdown)</i>