



DEEPS SEA ELECTRONICS Ltd

DSE6110 MKIII & DSE6120 MKIII

Operator Manual

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DSE6110 MKIII & DSE6120 MKIII Operator Manual

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1 INTRODUCTION

This document details the installation and operation requirements of the DSE6110 MKIII & DSE6120 MKIII module and is part of the DSE Genset® range of products.

The manual forms part of the product and should be kept for the entire life of the product. If the product is passed or supplied to another party, ensure that this document is passed to them for reference purposes.

This is not a *controlled document*. DSE do not automatically inform on updates. Any future updates of this document are included on the DSE website at www.deepseapl.com

The DSE6110 MKIII & DSE6120 MKIII series is designed to provide differing levels of functionality across a common platform. This allows the generator OEM greater flexibility in the choice of controller to use for a specific application.

The DSE6110 MKIII series module has been designed to allow the operator to start and stop the generator, and if required, transfer the load to the generator either manually or automatically. Additionally, the DSE6120 MKIII automatically starts and stops the generator set depending upon the status of the mains (utility) supply.

The user also has the facility to view the system operating parameters via the text LCD display.

The DSE6110 MKIII & DSE6120 MKIII module monitors the engine, indicating the operational status and fault conditions, automatically shutting down the engine and giving a true first up fault condition of an engine failure by the text LCD display.

The powerful ARM microprocessor contained within the module allows for incorporation of a range of complex features:

- *Text based LCD display*
- *True RMS Voltage*
- *Current and Power monitoring*
- *USB Communications*
- *Engine parameter monitoring.*
- *Fully configurable inputs for use as alarms or a range of different functions.*
- *Engine ECU interface to electronic engines including Tier 5 engines.*
- *Integral PLC to help provide customisation where required*
- *Fuel tank level monitoring to track fuel filling operations and detect fuel leak/theft*
- *Data Logging*




The DSE Configuration Suite PC Software allows alteration of selected operational sequences, timers, alarms and operational sequences. Additionally, the module's integral front panel configuration editor allows adjustment of this information.

Access to critical operational sequences and timers for use by qualified engineers, can be protected by a security code. Module access can also be protected by PIN code. Selected parameters can be changed from the module's front panel.

The module is housed in a robust plastic case suitable for panel mounting. Connections to the module are via locking plug and sockets.

1.1 CLARIFICATION OF NOTATION

Clarification of notation used within this publication.

| | | |
|---|-----------------|---|
|  | NOTE: | Highlights an essential element of a procedure to ensure correctness. |
|  | CAUTION! | Indicates a procedure or practice, which, if not strictly observed, could result in damage or destruction of equipment. |
|  | WARNING! | Indicates a procedure or practice, which could result in injury to personnel or loss of life if not followed correctly. |

1.2 GLOSSARY OF TERMS

| Term | Description |
|------------|--|
| DSE61XX | All modules in the DSE6110 MKIII & DSE6120 MKIII range. |
| CAN | Controller Area Network Vehicle standard to allow digital devices to communicate to one another. |
| CDMA | Code Division Multiple Access. Cell phone access used in small number of areas including parts of the USA and Australia. |
| CT | Current Transformer An electrical device that takes a large AC current and scales it down by a fixed ratio to a smaller current. |
| BMS | Building Management System A digital/computer based control system for a building's infrastructure. |
| DEF | Diesel Exhaust Fluid (AdBlue) A liquid used as a consumable in the SCR process to lower nitric oxide and nitrogen dioxide concentration in engine exhaust emissions. |
| DM1 | Diagnostic Message 1 A DTC that is currently active on the engine ECU. |
| DM2 | Diagnostic Message 2 A DTC that was previously active on the engine ECU and has been stored in the ECU's internal memory. |
| DPF | Diesel Particulate Filter A filter fitted to the exhaust of an engine to remove diesel particulate matter or soot from the exhaust gas. |
| DPTC | Diesel Particulate Temperature Controlled Filter A filter fitted to the exhaust of an engine to remove diesel particulate matter or soot from the exhaust gas which is temperature controlled. |
| DTC | Diagnostic Trouble Code The name for the entire fault code sent by an engine ECU. |
| ECU/ECM | Engine Control Unit/Management An electronic device that monitors engine parameters and regulates the fuelling. |
| FMI | Failure Mode Indicator A part of DTC that indicates the type of failure, e.g. high, low, open circuit etc. |
| J1939 | Society of Automotive Engineers (SAE) J1939 standard is the vehicle bus recommended practice for communication and diagnostics among vehicle components. |
| J1939 – 75 | Sub section of J1939 standard. The parameters and parameter groups contained in this sub section are predominantly associated with generators and driven equipment in electric power generation and industrial applications. |

Continued over page...

| Term | Description |
|-------|--|
| GSM | Global System for Mobile communications. Cell phone technology used in most of the World. |
| HEST | High Exhaust System Temperature Initiates when DPF filter is full in conjunction with an extra fuel injector in the exhaust system to burn off accumulated diesel particulate matter or soot. |
| HMI | Human Machine Interface A device that provides a control and visualisation interface between a human and a process or machine. |
| IDMT | Inverse Definite Minimum Time |
| MSC | Multi-Set Communication |
| OC | Occurrence Count A part of DTC that indicates the number of times that failure has occurred. |
| PGN | Parameter Group Number A CAN address for a set of parameters that relate to the same topic and share the same transmission rate. |
| PLC | Programmable Logic Controller A programmable digital device used to create logic for a specific purpose. |
| SCADA | Supervisory Control And Data Acquisition A system that operates with coded signals over communication channels to provide control and monitoring of remote equipment |
| SCR | Selective Catalytic Reduction A process that uses DEF with the aid of a catalyst to convert nitric oxide and nitrogen dioxide into nitrogen and water to reduce engine exhaust emission. |
| SIM | Subscriber Identity Module. The small card supplied by the GSM/CDMA provider that is inserted into the cell phone, GSM modem or DSEGateway device to give GSM/GPRS connection. |
| SMS | Short Message Service The text messaging service of mobile/cell phones. |
| SPN | Suspect Parameter Number A part of DTC that indicates what the failure is, e.g. oil pressure, coolant temperature, turbo pressure etc. |

1.3 BIBLIOGRAPHY

This document refers to, and is referred by the following DSE publications which are obtained from the DSE website: www.deepseapl.com or by contacting DSE technical support: support@deepseapl.com.

1.3.1 INSTALLATION INSTRUCTIONS

Installation instructions are supplied with the product in the box and are intended as a 'quick start' guide only.

| DSE Part | Description |
|----------|--|
| 053-032 | DSE2548 LED Expansion Annunciator Installation Instructions |
| 053-033 | DSE2130 Input Expansion Installation Instructions |
| 053-034 | DSE2157 Output Expansion Installation Instructions |
| 053-049 | DSE9xxx Battery Charger Installation Instructions |
| 053-125 | DSE2131 Ratiometric Input Expansion Installation Instructions |
| 053-126 | DSE2133 RTD/Thermocouple Input Expansion Installation Instructions |
| 053-134 | DSE2152 Analogue Output Expansion Installation Instructions |
| 053-147 | DSE9460 & DSE9461 Battery Charger Installation Instructions |
| 053-240 | DSE6110 MKIII and DSE6120 MKIII Installation Instructions |
| 053-185 | DSE9473 & DSE9483 Battery Charger Installation Instructions |

1.3.2 MANUALS

Product manuals are obtained from the DSE website: www.deepseapl.com or by contacting DSE technical support: support@deepseapl.com.

| DSE Part | Description |
|----------|---|
| N/A | DSEGencomm (MODBUS protocol for DSE controllers) |
| 057-004 | Electronic Engines and DSE Wiring Guide |
| 057-082 | DSE2130 Input Expansion Operator Manual |
| 057-083 | DSE2157 Output Expansion Operator Manual |
| 057-084 | DSE2548 Annunciator Expansion Operator Manual |
| 057-085 | DSE9xxx Battery Charger Operator Manual |
| 057-139 | DSE2131 Ratiometric Input Expansion Manual |
| 057-140 | DSE2133 RTD/Thermocouple Expansion Manual |
| 057-141 | DSE2152 Analogue Output Expansion Manual |
| 057-151 | DSE Configuration Suite PC Software Installation & Operation Manual |
| 057-175 | PLC Programming Guide For DSE Controllers |
| 057-176 | DSE9460 & DSE9461 Battery Charger Operator Manual |
| 057-220 | Options for Communications with DSE Controllers |
| 057-290 | DSE6110 MKIII and DSE6120 MKIII Software Manual |

1.3.3 TRAINING GUIDES

Training guides are provided as 'hand-out' sheets on specific subjects during training sessions and contain specific information regarding to that subject.

| DSE Part | Description |
|----------|--|
| 056-005 | Using CTs With DSE Products |
| 056-006 | Introduction to Comms |
| 056-010 | Over Current Protection |
| 056-019 | Earth Fault Protection |
| 056-022 | Switchgear Control |
| 056-023 | Adding New CAN Files |
| 056-026 | kW, kvar, kVA and pf. |
| 056-029 | Smoke Limiting |
| 056-030 | Module PIN Codes |
| 056-051 | Sending DSEGencom Control Keys |
| 056-053 | Recommended Modems |
| 056-055 | Alternate Configurations |
| 056-069 | Firmware Update |
| 056-075 | Adding Language Files |
| 056-076 | Reading DSEGencom Alarms |
| 056-079 | Reading DSEGencom Status |
| 056-080 | MODBUS |
| 056-091 | Equipotential Earth Bonding |
| 056-092 | Recommended Practices for Wiring Resistive Sensors |
| 056-095 | Remote Start Input Functions |
| 056-096 | Engine Speed Control Over CAN for DSEGenset |
| 056-097 | USB Earth Loops and Isolation |
| 056-099 | Digital Output to Input Connection |

1.3.4 THIRD PARTY DOCUMENTS

The following third party documents are also referred to:

| Reference | Description |
|--------------------|---|
| ISBN 1-55937-879-4 | IEEE Std C37.2-1996 IEEE Standard Electrical Power System Device Function Numbers and Contact Designations. Institute of Electrical and Electronics Engineers Inc |
| ISBN 0-7506-1147-2 | Diesel generator handbook. L.L.J. Mahon |
| ISBN 0-9625949-3-8 | On-Site Power Generation. EGSA Education Committee. |

2 SPECIFICATION

2.1 STORAGE TEMPERATURE

| Module | Specification |
|---------------|---------------------------------|
| DSE61XX MKIII | -40 °C +85 °C (-40 °F +185 °F) |

2.2 OPERATING TEMPERATURE

| Module | Specification |
|---------------|---------------------------------|
| DSE61XX MKIII | -30 °C +70 °C (-22 °F +158 °F) |


2.3 REQUIREMENTS FOR UL



WARNING!: More than one live circuit exists, refer to section entitled *Typical Wiring Diagram* elsewhere in this document

| Description | Specification |
|----------------------------------|--|
| Screw Terminal Tightening Torque | 4.5 lb-in (0.5 Nm) |
| Conductors | <p>Terminals suitable for connection of conductor size AWG 20 to AWG 13 (0.5 mm² to 2.5 mm²).</p> <p>Conductor protection must be provided in accordance with NFPA 70, Article 240</p> <p>Low voltage circuits (35 V or less) must be supplied from the engine starting battery or an isolated secondary circuit.</p> <p>The communication, sensor, and/or battery derived circuit conductors shall be separated and secured to maintain at least ¼" (6 mm) separation from the generator and mains connected circuit conductors unless all conductors are rated 600 V or greater.</p> |
| Current Inputs | Must be connected through UL Listed or Recognized isolating current transformers with the secondary rating of 5 A max. |
| Communication Circuits | Must be connected to communication circuits of UL Listed equipment |
| Output Pilot Duty | 0.5 A |
| Mounting | <p>Suitable for use in type 1 Enclosure Type rating with surrounding air temperature -22 °F to +158 °F (-30 °C to +70 °C)</p> <p>Suitable for pollution degree 3 environments when voltage sensing inputs do not exceed 300 V. When used to monitor voltages over 300 V device to be installed in an unventilated or filtered ventilation enclosure to maintain a pollution degree 2 environment.</p> |
| Operating Temperature | -22 °F to +158 °F (-30 °C to +70 °C) |
| Storage Temperature | -40 °F to +176 °F (-40 °C to +80 °C) |

2.4 TERMINAL SPECIFICATION

| Description | Specification | |
|--------------------|--|--|
| Connection Type | Two part connector. Male part fitted to module Female part supplied in module packing case - Screw terminal, rising clamp, no internal spring. |  Example showing cable entry and screw terminals of a 10 way connector |
| Minimum Cable Size | 0.5 mm ² (AWG 20) | |
| Maximum Cable Size | 2.5 mm ² (AWG 13) | |
| Tightening Torque | 0.5 Nm (4.5 lb-in) | |
| Wire Strip Length | 7 mm (9/32") | |

2.5 POWER SUPPLY REQUIREMENTS

| Description | Specification |
|---|---|
| Minimum Supply Voltage | 8 V continuous, 5 V for up 1 minute |
| Cranking Dropouts | Able to survive 0 V for 100 ms providing the supply was at least was greater than 10 V before the dropout and recovers to 5 V afterwards. |
| Maximum Supply Voltage | 35 V continuous (60 V for 1 minute) |
| Reverse Polarity Protection | -35 V continuous |
| Maximum Operating Current | 280 mA at 12 V 150 mA at 24 V |
| Maximum Standby Current | 145 mA at 12 V 85 mA at 24 V |
| Maximum Current When In Sleep Mode | 70 mA at 12 V 40 mA at 24 V |
| Typical Power (Controller On, Heater Off) | 3.5 W |
| Typical Power (Controller On, Heater On) | 6.5 W |

2.5.1 MODULE SUPPLY INSTRUMENTATION DISPLAY

| Description | Specification |
|-------------|--|
| Range | 0 V to 70 V DC (Maximum continuous operating voltage of 35 V DC) |
| Resolution | 0.1 V |
| Accuracy | 1 % full scale (± 35 V) |

2.6 VOLTAGE & FREQUENCY SENSING

| Description | Specification |
|-------------------------------|---|
| Measurement Type | True RMS conversion |
| Sample Rate | 40 kHz |
| Harmonics | Up to 11 th or better |
| Input Impedance | 450 k Ω phase to neutral |
| Phase To Neutral | 15 V (minimum required for sensing frequency) to 415 V AC (absolute maximum) Suitable for 345 V AC nominal (± 20 % for under/overvoltage detection) |
| Phase To Phase | 25 V (minimum required for sensing frequency) to 720 V AC (absolute maximum) Suitable for 600 V AC nominal (± 20 % for under/overvoltage detection) |
| Common Mode Offset From Earth | 100 V AC (max) |
| Resolution | 1 V AC phase to neutral 2 V AC phase to phase |
| Accuracy | ± 1 % of full scale phase to neutral ± 1 % of full scale phase to phase |
| Minimum Frequency | 3.5 Hz |
| Maximum Frequency | 75.0 Hz |
| Frequency Resolution | 0.1 Hz |
| Frequency Accuracy | ± 0.2 Hz |

2.7 CURRENT SENSING

| Description | Specification |
|-----------------------------|---|
| Measurement Type | True RMS conversion |
| Sample Rate | 40 kHz |
| Harmonics | Up to 11 th or better |
| Nominal CT Secondary Rating | 5 A |
| Maximum Continuous Current | 5 A |
| Overload Measurement | 15 A |
| Absolute Maximum Overload | 50 A for 1 second |
| Burden | 0.5 VA (0.02 R burden resistors) |
| Common Mode Offset | ± 1 V peak plant ground to CT common terminal |
| Resolution | 25 mA |
| Accuracy | ± 1 % of Nominal (excluding CT error) |

2.7.1 VA RATING OF THE CTS

NOTE: Details for 4 mm² cables are shown for reference only. The connectors on the DSE modules are only suitable for cables up to 2.5 mm².

The VA burden of the module on the CTs is 0.5 VA. However depending upon the type and length of cabling between the CTs and the module, CTs with a greater VA rating than the module are required.

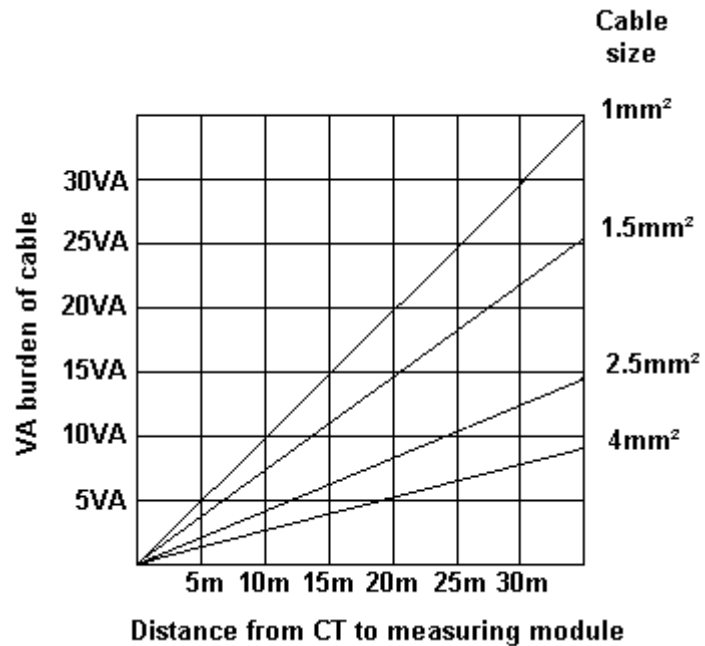
The distance between the CTs and the measuring module should be estimated and cross-referenced against the chart opposite to find the VA burden of the cable itself.

If the CTs are fitted within the alternator top box, the star point (common) of the CTs should be connected to system ground (earth) as close as possible to the CTs. This minimises the length of cable used to connect the CTs to the DSE module.

Example:

If 1.5 mm² cable is used and the distance from the CT to the measuring module is 20 m, then the burden of the cable alone is approximately 15 VA. As the burden of the DSE controller is .5 VA, then a CT with a rating of at least 15 VA + 0.5 VA = 15.5 VA must

be used. 0.5 VA, then a CT with a rating of at least 15 VA + 0.5 VA = 15.5 VA must be used. If 2.5 mm² cables are used over the same distance of 20 m, then the burden of the cable on the CT is approximately 7 VA. CT's required in this instance is at least 7.5 VA (7 + 0.5).

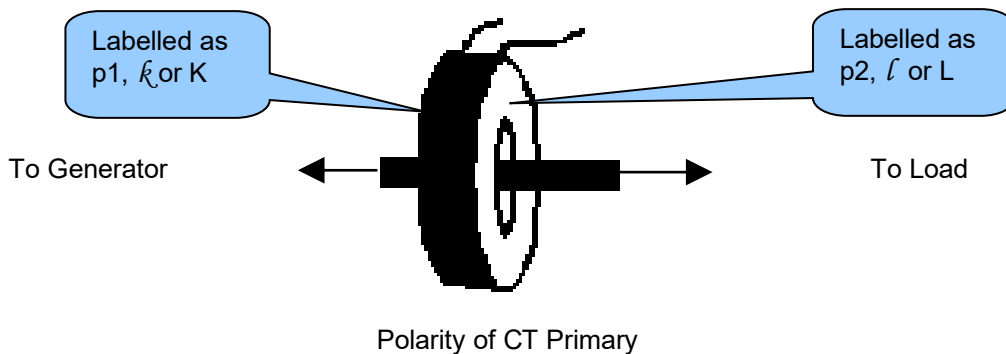


2.7.2 CT POLARITY

NOTE: Take care to ensure correct polarity of the CT primary as shown above. If in doubt, check with the CT supplier.

Take care to ensure the correct polarity of the CTs. Incorrect CT orientation leads to negative kW readings when the set is supplying power. Take note that paper stick-on labels on CTs that show the orientation are often incorrectly placed on the CT. It is more reliable to use the labelling in the case moulding as an indicator to orientation (if available).

To test orientation, run the generator in island mode (not in parallel with any other supply) and load the generator to around 10 % of the set rating. Ensure the DSE module shows positive kW for all three individual phase readings.



2.7.3 CT PHASING

Take particular care that the CTs are connected to the correct phases. For instance, ensure that the CT on phase 1 is connected to the terminal on the DSE module intended for connection to the CT for phase 1.

Additionally ensure that the voltage sensing for phase 1 is actually connected to generator phase 1. Incorrect connection of the phases as described above results in incorrect power factor (pf) measurements, which in turn results in incorrect kW measurements.

One way to check for this is to make use of a single-phase load. Place the load on each phase in turn, run the generator and ensure the kW value appears in the correct phase. For instance if the load is connected to phase 3, ensure the kW figure appears in phase 3 display and not in the display for phase 1 or 2.

2.7.4 CT CLASS

Ensure the correct CT type is chosen. For instance if the DSE module is providing over current protection, ensure the CT is capable of measuring the overload level required to protect against, and at the accuracy level required.

For instance, this may mean fitting a protection class CT (P15 type) to maintain high accuracy while the CT is measuring overload currents.

Conversely, if the DSE module is using the CT for instrumentation only (current protection is disabled or not fitted to the controller), then measurement class CTs can be used. Again, bear in mind the accuracy required. The DSE module is accurate to better than 1% of the full-scale current reading. To maintain this accuracy, fit a Class 0.5 or Class 1 CT.

Check with the CT manufacturer for further advice on selecting CTs.

2.8 INPUTS

2.8.1 DIGITAL INPUTS

| Description | Specification |
|-------------------------|--|
| Number | 8 configurable digital inputs (12 when <i>Analogue Inputs</i> are configured as digital inputs) |
| Arrangement | Contact between terminal and ground |
| Low Level Threshold | 2.1 V minimum |
| High Level Threshold | 6.6 V maximum |
| Maximum Input Voltage | +60 V DC with respect to plant supply negative |
| Minimum Input Voltage | -24 V DC with respect to plant supply negative |
| Contact Wetting Current | 5 mA typical |
| Open Circuit Voltage | 12 V typical |

2.8.2 EMERGENCY STOP

| Description | Specification |
|-----------------------|--|
| Arrangement | Contact between terminal and module supply positive |
| Closed Threshold | 5 V minimum |
| Open Threshold | 5 V maximum |
| Maximum Input Voltage | +35 V DC with respect to plant supply negative (60 V protection for 1 minute) |
| Minimum Input Voltage | -24 V DC with respect to plant supply negative |
| Open Circuit Voltage | 0 V |

2.8.3 ANALOGUE INPUTS

All of the analogue inputs are flexible within the DSE6110 MKIII & DSE6120 MKIII module.

2.8.3.1 ANALOGUE INPUT A

| Description | Specification |
|----------------------------|---|
| Input Type | Flexible: Configured for <i>Oil Sensor</i> in the DSE default configuration. Flexible Options: Not used, Digital Input, Flexible Analogue Oil Sensor, Temperature Sensor |
| Flexible Input Selection | Pressure Sensor, Percentage Sensor or Temperature Sensor |
| Flexible Measured Quantity | Current, Resistive or Voltage |

Resistive Configuration

| Description | Specification |
|-------------------------|--|
| Measurement Type | Resistance measurement by measuring voltage across sensor with a fixed current applied |
| Arrangement | Differential resistance measurement input |
| Measurement Current | 15 mA \pm 2 mA % |
| Full Scale | 240 Ω |
| Over Range / Fail | 350 Ω |
| Resolution | ± 1 % of full scale |
| Accuracy | ± 2 % of full scale resistance ($\pm 9.6 \Omega$) excluding sensor error |
| Max Common Mode Voltage | ± 2 V |
| Display Range | Configurable by PC Software |

0 V to 10 V Configuration

| Description | Specification |
|-------------------------|---|
| Full Scale | 0 V to 10 V |
| Over Range / Fail | 11 V |
| Resolution | ± 1 % of full scale |
| Accuracy | ± 2 % of full scale voltage (± 0.2 V) excluding sensor error |
| Max Common Mode Voltage | ± 2 V |
| Display Range | Configurable by PC Software |

4 mA to 20 mA Configuration

| Description | Specification |
|-------------------------|--|
| Full Scale | 0 mA to 20 mA |
| Over Range / Fail | 22 mA |
| Resolution | 1% of full scale |
| Accuracy | ± 2 % of full scale current (± 0.4 mA) excluding sensor error |
| Max Common Mode Voltage | ± 2 V |
| Display Range | Configurable by PC Software |

2.8.3.2 ANALOGUE INPUT B & C

| Description | Specification |
|----------------------------|--|
| Analogue Input B Type | Flexible: Configured for <i>Temperature Sensor</i> in the DSE default configuration. Flexible Options: Not used, Digital Input, Flexible Analogue, Fuel Sensor and Temperature Sensor |
| Analogue Input C Type | Flexible: Configured for <i>Fuel Sensor</i> in the DSE default configuration. Not used, Digital Input, Flexible Analogue, Fuel Sensor and Temperature Sensor |
| Flexible Input Selection | Pressure Sensor, Percentage Sensor or Temperature Sensor |
| Flexible Measured Quantity | Resistive only |

Resistive Configuration

| Description | Specification |
|-------------------------|--|
| Measurement Type | Resistance measurement by measuring voltage across sensor with a fixed current applied |
| Arrangement | Differential resistance measurement input |
| Measurement Current | 13 mA \pm 10 % |
| Full Scale | 3k Ω |
| Over Range / Fail | 5k Ω |
| Resolution | \pm 1 % of full scale |
| Accuracy | \pm 2 % of full scale resistance excluding sensor error |
| Max Common Mode Voltage | \pm 2 V |
| Display Range | Configurable by PC Software |

2.8.3.3 ANALOGUE INPUT D

| Description | Specification |
|----------------------------|--|
| Analogue Input D Type | Flexible: Configured for <i>Temperature Sensor</i> in the DSE default configuration. Flexible Options: Not used, Digital Input, Flexible Analogue, Fuel Sensor and Temperature Sensor |
| Flexible Input Selection | Pressure Sensor, Percentage Sensor or Temperature Sensor |
| Flexible Measured Quantity | Current, Resistive or Voltage |

Resistive Configuration

| Description | Specification |
|-------------------------|--|
| Measurement Type | Resistance measurement by measuring voltage across sensor with a fixed current applied |
| Arrangement | Differential resistance measurement input |
| Measurement Current | 13 mA \pm 2 mA % |
| Full Scale | 3k Ω |
| Over Range / Fail | 5k Ω |
| Resolution | ± 1 % of full scale |
| Accuracy | ± 2 % of full scale resistance ($\pm 9.6 \Omega$) excluding sensor error |
| Max Common Mode Voltage | ± 2 V |
| Display Range | Configurable by PC Software |

0 V to 10 V Configuration

| Description | Specification |
|-------------------------|---|
| Full Scale | 0 V to 10 V |
| Over Range / Fail | 11 V |
| Resolution | ± 1 % of full scale |
| Accuracy | ± 2 % of full scale voltage (± 0.2 V) excluding sensor error |
| Max Common Mode Voltage | ± 2 V |
| Display Range | Configurable by PC Software |

4 mA to 20 mA Configuration

| Description | Specification |
|-------------------------|--|
| Full Scale | 0 mA to 20 mA |
| Over Range / Fail | 22 mA |
| Resolution | 1% of full scale |
| Accuracy | ± 2 % of full scale current (± 0.4 mA) excluding sensor error |
| Max Common Mode Voltage | ± 2 V |
| Display Range | Configurable by PC Software |


2.8.4 CHARGE FAIL INPUT

The charge fail input is actually a combined input and output. Whenever the generator is required to run, the terminal provides excitation current to the charge alternator field winding.

When the charge alternator is correctly charging the battery, the voltage of the terminal is close to the plant battery supply voltage. In a failed charge situation, the voltage of this terminal is pulled down to a low voltage. It is this drop in voltage that triggers the *Charge Failure* alarm. The level at which this operates and whether this triggers a warning or shutdown alarm is configurable using the DSE Configuration Suite Software.

| Description | Specification |
|-----------------|--------------------------------------|
| Minimum Voltage | 0 V |
| Maximum Voltage | 35 V |
| Resolution | 0.2 V |
| Accuracy | ±1 % of full scale |
| Excitation | Active circuit constant power output |
| Output Power | 2.5 W nominal at 12 V and 24 V |
| Current At 12V | 210 mA |
| Current At 24V | 105 mA |

2.8.5 MAGNETIC PICK-UP

 **NOTE:** DSE supply a suitable magnetic pickup device, available in two body thread lengths:
DSE Part number 020-012 - Magnetic Pickup probe 5/8 UNF 2 1/2" thread length
DSE Part number 020-013 - Magnetic Pickup probe 5/8 UNF 4" thread length

Magnetic Pickup devices can often be 'shared' between two or more devices. For example, one device can often supply the signal to both the DSE module and the engine governor. The possibility of this depends upon the amount of current that the magnetic pickup can supply.

| Description | Specification |
|-------------------------|--------------------|
| Type | Differential input |
| Minimum Voltage | 0.5 V RMS |
| Maximum Voltage | 60 V RMS |
| Max Common Mode Voltage | ±2 V peak |
| Minimum Frequency | 5 Hz |
| Maximum Frequency | 10,000 Hz |
| Resolution | 6.25 rpm |
| Accuracy | ± 25 rpm |
| Flywheel Teeth | 10 to 500 |

2.9 OUTPUTS

2.9.1 DC OUTPUTS A & B (FUEL & START)

| Description | Specification |
|-------------|--|
| Type | Normally used as Fuel & Start outputs. Fully configurable for other purposes if the module is configured to control an electronic engine, supplied from DC supply terminal 2. |
| Rating | 10 A resistive for 10 seconds, 5 A resistance continuous at module supply. |

2.9.2 CONFIGURABLE DC OUTPUTS C, D, E, F, G, H

| Description | Specification |
|-------------|---|
| Type | Fully configurable, supplied from DC supply terminal 2. |
| Rating | 2 A resistive at module supply. |

2.10 COMMUNICATION PORTS



NOTE: All communication ports can be used at the same time.

| Description | Specification |
|-----------------------------------|--|
| USB Slave Port | Type B USB 2.0 For connection to PC running DSE Configuration Suite Max distance 5 m (16 feet) |
| ECU Port | <div> NOTE: For additional length, the DSE124 CAN & MSC Extender is available. For more information, refer to DSE Publication: 057-116 <i>DSE124 Operator Manual</i> </div> Engine CAN Port Standard implementation of 'Slow mode', up to 250 kbit/s Non-Isolated. Internal Termination enabled by software configuration provided (120 Ω) Max distance 40 m (133 feet) |
| DSENet® (Expansion Comms) Port | Non-isolated Data connection 2 wire + common Half Duplex Data direction control for Transmit (by s/w protocol) Baud Rate of 115 kbaud Internal termination fitted (120 Ω) Max common mode offset ± 5 V Max distance 1.2 km ($\frac{3}{4}$ mile) |

2.11 COMMUNICATION PORT USAGE

2.11.1 USB SLAVE PORT (PC CONFIGURATION)

NOTE: DSE stock 2 m (6.5 feet) USB type A to type B cable, DSE Part Number: 016-125. Alternatively they are purchased from any PC or IT store.

NOTE: The DC supply must be connected to the module for configuration by PC.

NOTE: For further details of module configuration, refer to DSE Publication: 057-290 *DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual*.

The USB port is provided to give a simple means of connection between a PC and the controller. Using the DSE Configuration Suite Software, the operator is then able to control the module, starting or stopping the engine, selecting operating modes, etc.

Additionally, the various operating parameters (such as coolant temperature, oil pressure, etc.) of the engine are available to be viewed or changed.

To connect a module to a PC by USB, the following items are required:

DSE6110 MKIII & DSE6120 MKIII



DSE Configuration Suite PC Software
(Supplied on configuration suite software CD or available from www.deepseapl.com).



USB cable Type A to Type B.
(This is the same cable as often used between a PC and a USB printer)

DSE can supply this cable if required :
PC Configuration interface lead (USB type A – type B) DSE Part No 016-125



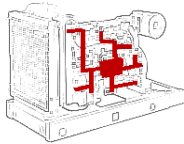
2.11.2 ECU PORT (J1939)

▲ Note: For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual*.

▲ NOTE: For further details on connection to electronic engines, refer to DSE Publication: *057-004 Electronic Engines And DSE Wiring*

▲ NOTE: Screened 120 Ω impedance cable specified for use with CAN must be used for the CAN link.
DSE stock and supply Belden cable 9841 which is a high quality 120 Ω impedance cable suitable for CAN use (DSE part number 016-030)

▲ NOTE: For additional length, the DSE124 CAN & MSC Extender is available. For more information, refer to DSE Publication: *057-116 DSE124 Operator Manual*




The modules are fitted with a CAN interface as standard and are capable of receiving engine data from engine ECU/ECMs compliant with the CAN J1939 standard.

ECU/ECMs monitor the engine's operating parameters such as speed, oil pressure, coolant temperature (among others) in order to closely monitor and control the engine. The industry standard communications interface (CAN) transports data gathered by the engine's ECU/ECM using the J1939 protocol. This allows engine controllers such as DSE to access these engine parameters with no physical connection to the sensor device.

The *ECU Port* is used for point-to-point cable connection of more than one device and allows for connection to CAN Scanner, PLC and CAN controllers (to name just a few devices). The operator is then able to view the various operating parameters.

2.11.3 J1939-75

 **Note:** For further details of module configuration, refer to DSE Publication: *057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual*.

 **NOTE:** For further details of CAN communication, see the section entitled *CAN Interface Specification (J1939-75)* elsewhere in this document.


When the J1939-75 is enabled in the module's configuration, the module's AC measurements and alarms are sent onto the CANbus using the *ECU Port* to be received by an external monitoring device. There are two check boxes to enable each of the two parts of the interface as shown below, AC measurement and AC related alarms. The module AC alarms are translated into J1939 DM1 diagnostic messages. There are no additional display screens visible on the module when these options are selected. The default CAN source address for additional J1939-75 messages is 44 however this may be changed by the generator supplier.


Miscellaneous Options

| | |
|--------------------------------------|--|
| J1939-75 Instrumentation Enable | <input checked="" type="checkbox"/> |
| J1939-75 Alarms Enable | <input checked="" type="checkbox"/> |
| CAN source address (instrumentation) | <input style="width: 50px;" type="text" value="44"/> |


2.11.4 DSENET® (EXPANSION MODULES)

 **NOTE:** For further details of module configuration, refer to DSE Publication: 057-287 *DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual*.

 **NOTE:** As a termination resistor is internally fitted to the controller, the controller must be the 'first' unit on the DSENet® link. A termination resistor **MUST** be fitted to the 'last' unit on the DSENet® link. For connection details, refer to section entitled *Typical Arrangement of DSENet®* elsewhere in this document.

 **NOTE:** DSE recommend Belden 9841 (or equivalent) cable for DSENet® communication. This is rated to a maximum cable length of 1.2 km. DSE Stock Belden 9841 cable, DSE Part Number: 016-030.

DSENet® is the interconnection cable between the host controller and the expansion module(s) and must not be connected to any device other than DSE equipment designed for connection to the DSENet®

| Description | Specification |
|---------------------------|---|
| Cable Type | Two core screened and shielded twisted pair |
| Cable Characteristics | 120 Ω impedance Low capacitance |
| Recommended Cable | Belden 9841 Belden 9271 |
| Maximum Cable Length | 1200 m ($\frac{3}{4}$ mile) when using Belden 9841 or direct equivalent. 600 m (656 yards) when using Belden 9271 or direct equivalent. |
| DSENet® Topology | "Daisy Chain" Bus with no stubs (spurs) |
| DSENet® Termination | 120 Ω . Fitted internally to host controller. Must be fitted externally to the 'last' expansion module. |
| Maximum Expansion Modules |  NOTE: Only supported DSE Intelligent Battery Chargers may be connected to the DSENet®. Contact DSE Technical Support for further information. |
| | Total 13 devices: <ul style="list-style-type: none"> • Maximum 2 additional 0-10 V or 4-20 mA outputs (DSE2152) • Maximum 2 additional relay outputs (DSE2157) • Maximum 2 additional LED indicators (DSE2548) • Maximum 2 additional RTD or thermocouple inputs (DSE2133). • Maximum 2 additional inputs (Can be configured as either digital, or resistive when using DSE2130) • Maximum 2 additional flexible inputs (All can be configured as either digital, resistive, 0-10 V or 4-20 mA when using DSE2131) • Maximum 1 DSE Intelligent Battery Chargers. |

2.12 ADDING AN EXTERNAL SOUNDER

The DSE6110 MKIII and DSE6120 MKIII do not have an internal sounder therefore if an external alarm or indicator is required, this is achievable by using the DSE Configuration Suite PC software to configure an auxiliary output for *Audible Alarm*, and by configuring an auxiliary input for *Alarm Mute*.

The *Audible Alarm* output de-activates when the *Alarm Mute* input activates or after the *Audible Alarm Duration* time has ceased.

Example of configuration to achieve external sounder with external alarm mute button or an automatic mute after 20 seconds:

The image displays three screenshots from the DSE Configuration Suite software interface.

Outputs (DC Supply Out)

| | Source | Polarity |
|----------|------------------------|-------------|
| Output C | Close Gen Output | Energise |
| Output D | Close Mains Output | De-Energise |
| Output E | Common Warning | Energise |
| Output F | Common Electrical Trip | Energise |
| Output G | Common Shutdown | Energise |
| Output H | Audible Alarm | Energise |

Digital Inputs A - C

Digital Input A

| | |
|------------------|-------------------|
| Function | Alarm Mute |
| Polarity | Close to Activate |
| Action | |
| Arming | |
| LCD Display | Digital Input A |
| Activation Delay | 0s |

Miscellaneous Options

| | |
|---|-------------------------------------|
| Lamp Test at Power-Up | <input type="checkbox"/> |
| Enable Fast Loading Feature | <input type="checkbox"/> |
| Audible Alarm Prior to Starting | <input type="checkbox"/> |
| All Warnings are Latched | <input type="checkbox"/> |
| Enable Sleep Mode | <input type="checkbox"/> |
| Enable Manual Fuel Pump Control | <input type="checkbox"/> |
| Enable Manual Frequency Trim Control | <input type="checkbox"/> |
| Support Right-To-Left Languages in Module Strings | <input type="checkbox"/> |
| Enable Cool Down in Stop Mode | <input type="checkbox"/> |
| Power Up in Mode | Stop |
| Limit Audible Alarm Duration | <input checked="" type="checkbox"/> |
| Enable Maintenance Reset on Module Front Panel | <input type="checkbox"/> |
| Maintenance Pin Protected Enable | <input type="checkbox"/> |
| Enable Backlight Power Saving Mode | <input type="checkbox"/> |
| Show Active DTC | <input checked="" type="checkbox"/> |
| Show Inactive DTC | <input type="checkbox"/> |
| Filter Generator Voltage Display | <input type="checkbox"/> |
| Filter Constant | 30 |
| Filter Mains Voltage Display | <input type="checkbox"/> |
| Filter Constant | 30 |

Continued over the page...

Module Timers

Interface Timers

| | | |
|---------------|-----|------------------------|
| Page | 5m | <div><div></div></div> |
| Scroll | 5s | <div><div></div></div> |
| Backlight | 5m | <div><div></div></div> |
| Sleep Timer | 6m | <div><div></div></div> |
| Audible Alarm | 20s | <div><div></div></div> |

2.13 ACCUMULATED INSTRUMENTATION



NOTE: When an accumulated instrumentation value exceeds the maximum number as listed below, the value is reset and begins counting from zero again.

The number of logged *Engine Hours* and *Number of Starts* can be set/reset using the DSE Configuration Suite PC software. Depending upon module configuration, this may have been PIN number locked by the generator supplier.

| Description | Specification |
|-------------------|--|
| Engine Hours Run | Maximum 99999 hrs 59 minutes (Approximately 11yrs 4 months) |
| Number of Starts | 1,000,000 (1 Million) |
| Accumulated Power | 999999 kWh / kvarh / kVAh |

2.14 DIMENSIONS AND MOUNTING

2.14.1 DIMENSIONS

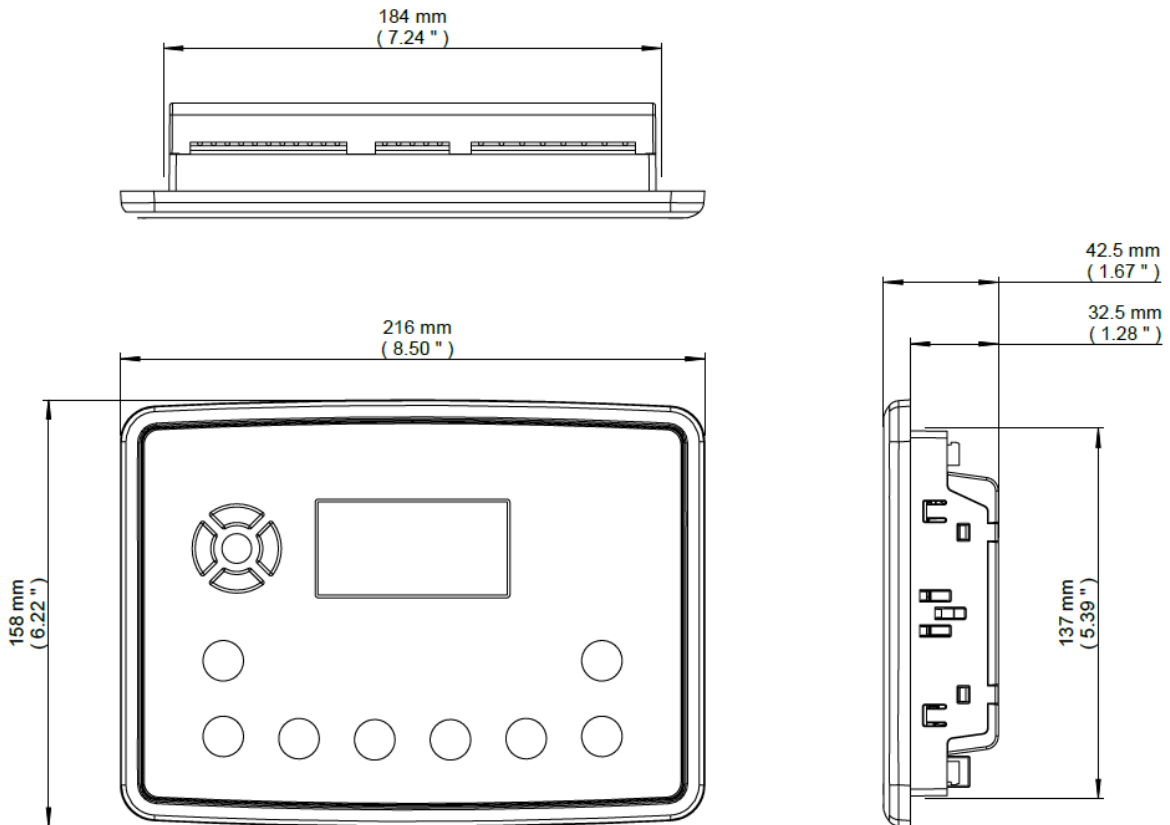
216 mm x 158 mm x 42.5 mm
(8.50 " x 6.22 " x 1.67 ")

2.14.2 PANEL CUTOUT

184 mm x 137 mm
(7.24 " x 5.39 ")

2.14.3 WEIGHT

0.98 kg
(2.16 lb)

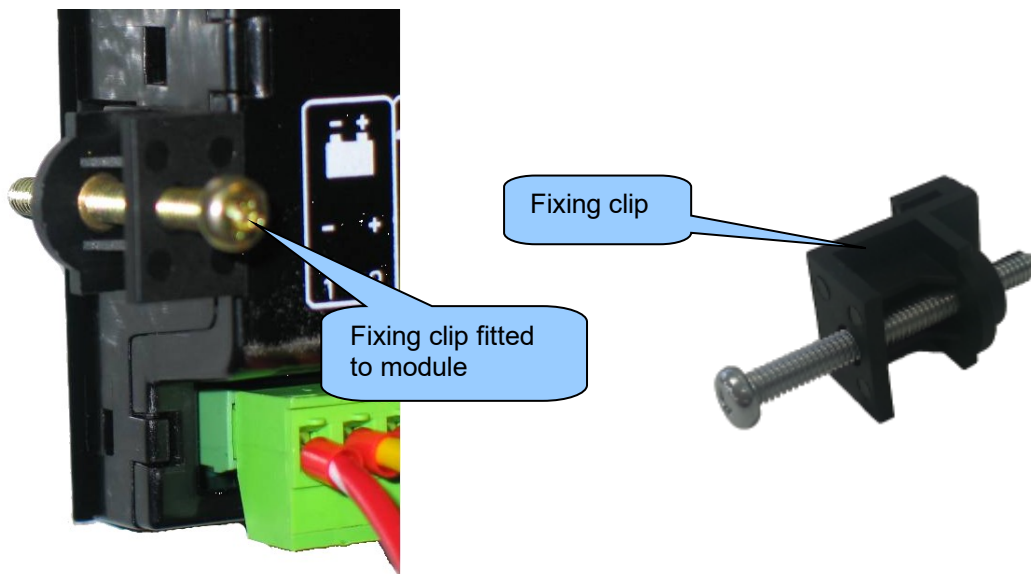


2.14.4 FIXING CLIPS

NOTE: In conditions of excessive vibration, mount the module on suitable anti-vibration mountings.

The module is held into the panel fascia using the supplied fixing clips:

- Withdraw the fixing clip screw (turn anticlockwise) until only the pointed end is protruding from the clip.
- Insert the three 'prongs' of the fixing clip into the slots in the side of the module case.
- Pull the fixing clip backwards (towards the back of the module) ensuring all three prongs of the clip are inside their allotted slots.
- Turn the fixing clip screws clockwise until they make contact with the panel fascia.
- Turn the screw a quarter of a turn to secure the module into the panel fascia. Care must be taken not to over tighten the fixing clip screws.



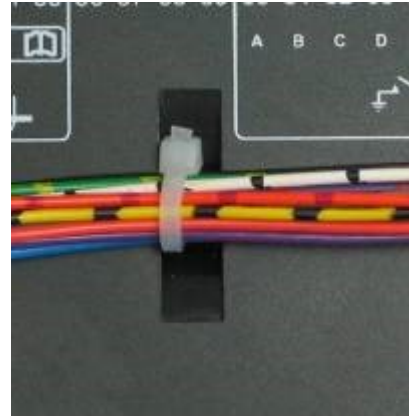
2.14.5 CABLE TIE FIXING POINTS

Cable tie fixing points are included on the rear of the module's case to aid wiring. This additionally provides strain relief to the cable loom by removing the weight of the loom from the screw connectors, reducing the chance of future connection failures.

Care must be taken not to over tighten the cable tie (for instance with cable tie tools) to prevent the risk of damage to the module case.



Cable Tie Fixing Point



With Cable And Tie In Place

2.14.6 SILICON SEALING GASKET

NOTE: For purchasing a silicon gasket from DSE, see the section entitled **Maintenance, Spares, Repair and Servicing** elsewhere in this document.

The silicon gasket provides improved sealing between module and the panel fascia. The gasket is fitted to the module before installation into the panel fascia. Take care to ensure the gasket is correctly fitted to the module to maintain the integrity of the seal.



2.15 APPLICABLE STANDARDS

| Standard | Description |
|---|--|
| BS 4884-1 | This document conforms to BS4884-1 1992 Specification for presentation of essential information. |
| BS 4884-2 | This document conforms to BS4884-2 1993 Guide to content |
| BS 4884-3 | This document conforms to BS4884-3 1993 Guide to presentation |
| BS EN 60068-2-1 (Minimum temperature) | -30 °C (-22 °F) |
| BS EN 60068-2-2 (Maximum temperature) | +70 °C (158 °F) |
| BS EN 60068-2-6 (Vibration) | Ten sweeps in each of three major axes 5 Hz to 8 Hz at ± 7.5 mm 8 Hz to 500 Hz at 2 gn |
| BS EN 60068-2-27 (Shock) | Three shocks in each of three major axes 15 gn in 11 ms |
| BS EN 60068-2-30 (Damp heat cyclic) | 20°C to 55 °C at 95% relative humidity for 48 hours |
| BS EN 60068-2-78 (Damp heat static) | 40 °C at 95% relative humidity for 48 hours |
| BS EN 60950 (Electrical safety) | Safety of information technology equipment, including electrical business equipment |
| BS EN 61000-6-2 (Electro-magnetic Compatibility) | EMC Generic Immunity Standard (Industrial) |
| BS EN 61000-6-4 (Electro-magnetic Compatibility) | EMC Generic Emission Standard (Industrial) |
| BS EN 60529 (Degrees of protection provided by enclosures) | IP65 (front of module when installed into the control panel with the optional sealing gasket) IP42 (front of module when installed into the control panel WITHOUT being sealed to the panel) |
| UL508 NEMA rating (Approximate) | 12 (Front of module when installed into the control panel with the optional sealing gasket). 2 (Front of module when installed into the control panel WITHOUT being sealed to the panel) |
| IEEE C37.2 (Standard Electrical Power System Device Function Numbers and Contact Designations) | <p>Under the scope of IEEE 37.2, function numbers can also be used to represent functions in microprocessor devices and software programs. The controller is device number 11L-8000 (Multifunction device protecting Line (generator) –module).</p> <p>As the module is configurable by the generator OEM, the functions covered by the module vary. Depending on module configuration, the device numbers included within the module could be:</p> <ul style="list-style-type: none"> 2 – Time Delay Starting Or Closing Relay 3 – Checking Or Interlocking Relay 5 – Stopping Device 6 – Starting Circuit Breaker 8 – Control Power Disconnecting Device 10 – Unit Sequence Switch 11 – Multifunction Device 12 – Overspeed Device 14 – Underspeed Device |

Specification

| Standard | Description |
|--|--|
| IEEE C37.2 (Standard Electrical Power System Device Function Numbers and Contact Designations) | Continued... 49 – Machine or Transformer Thermal Relay 50 – Instantaneous Overcurrent Relay 51 – AC Time Overcurrent Relay 52 – AC Circuit Breaker 53 – Exciter Or DC Generator Relay 54 – Turning Gear Engaging Device 55 – Power Factor Relay (USING INTERNAL PLC EDITOR) 59AC – AC Overvoltage Relay 59DC – DC Overvoltage Relay 62 – Time Delay Stopping Or Opening Relay 63 – Pressure Switch 71 – Level Switch 74 – Alarm Relay 78 – Phase-Angle Measuring Relay 79 – Reclosing Relay (USING INTERNAL PLC EDITOR) 81 – Frequency Relay 83 – Automatic Selective Control Or Transfer Relay 86 – Lockout Relay |

In line with our policy of continual development, Deep Sea Electronics, reserve the right to change specification without notice.

2.15.1 ENCLOSURE CLASSIFICATIONS

2.15.1.1 IP CLASSIFICATIONS

The modules specification under BS EN 60529 Degrees of protection provided by enclosures

IP65 (Front of module when module is installed into the control panel with the optional sealing gasket).

IP42 (front of module when module is installed into the control panel WITHOUT being sealed to the panel)

| First Digit | Second Digit |
|--|--|
| Protection against contact and ingress of solid objects | Protection against ingress of water |
| 0 No protection | 0 No protection |
| 1 Protected against ingress solid objects with a diameter of more than 50 mm. No protection against deliberate access, e.g. with a hand, but large surfaces of the body are prevented from approach. | 1 Protection against dripping water falling vertically. No harmful effect must be produced (vertically falling drops). |
| 2 Protected against penetration by solid objects with a diameter of more than 12 mm. Fingers or similar objects prevented from approach. | 2 Protection against dripping water falling vertically. There must be no harmful effect when the equipment (enclosure) is tilted at an angle up to 15° from its normal position (drops falling at an angle). |
| 3 Protected against ingress of solid objects with a diameter of more than 2.5 mm. Tools, wires etc. with a thickness of more than 2.5 mm are prevented from approach. | 3 Protection against water falling at any angle up to 60° from the vertical. There must be no harmful effect (spray water). |
| 4 Protected against ingress of solid objects with a diameter of more than 1 mm. Tools, wires etc. with a thickness of more than 1 mm are prevented from approach. | 4 Protection against water splashed against the equipment (enclosure) from any direction. There must be no harmful effect (splashing water). |
| 5 Protected against harmful dust deposits. Ingress of dust is not totally prevented but the dust must not enter in sufficient quantity to interface with satisfactory operation of the equipment. Complete protection against contact. | 5 Protection against water projected from a nozzle against the equipment (enclosure) from any direction. There must be no harmful effect (water jet). |
| 6 Protection against ingress of dust (dust tight). Complete protection against contact. | 6 Protection against heavy seas or powerful water jets. Water must not enter the equipment (enclosure) in harmful quantities (splashing over). |

2.15.1.2 NEMA CLASSIFICATIONS



NOTE: There is no direct equivalence between IP / NEMA ratings. IP figures shown are approximate only.

12 (Front of module when module is installed into the control panel with the optional sealing gasket).

2 (Front of module when module is installed into the control panel WITHOUT being sealed to the panel)

| | |
|-----------------------|--|
| 1 IP30 | Provides a degree of protection against contact with the enclosure equipment and against a limited amount of falling dirt. |
| 2 IP31 | Provides a degree of protection against limited amounts of falling water and dirt. |
| 3 IP64 | Provides a degree of protection against windblown dust, rain and sleet; undamaged by the formation of ice on the enclosure. |
| 3R IP32 | Provides a degree of protection against rain and sleet;; undamaged by the formation of ice on the enclosure. |
| 4 (X) IP66 | Provides a degree of protection against splashing water, windblown dust and rain, hose directed water; undamaged by the formation of ice on the enclosure. (Resist corrosion). |
| 12/12K IP65 | Provides a degree of protection against dust, falling dirt and dripping non corrosive liquids. |
| 13 IP65 | Provides a degree of protection against dust and spraying of water, oil and non corrosive coolants. |

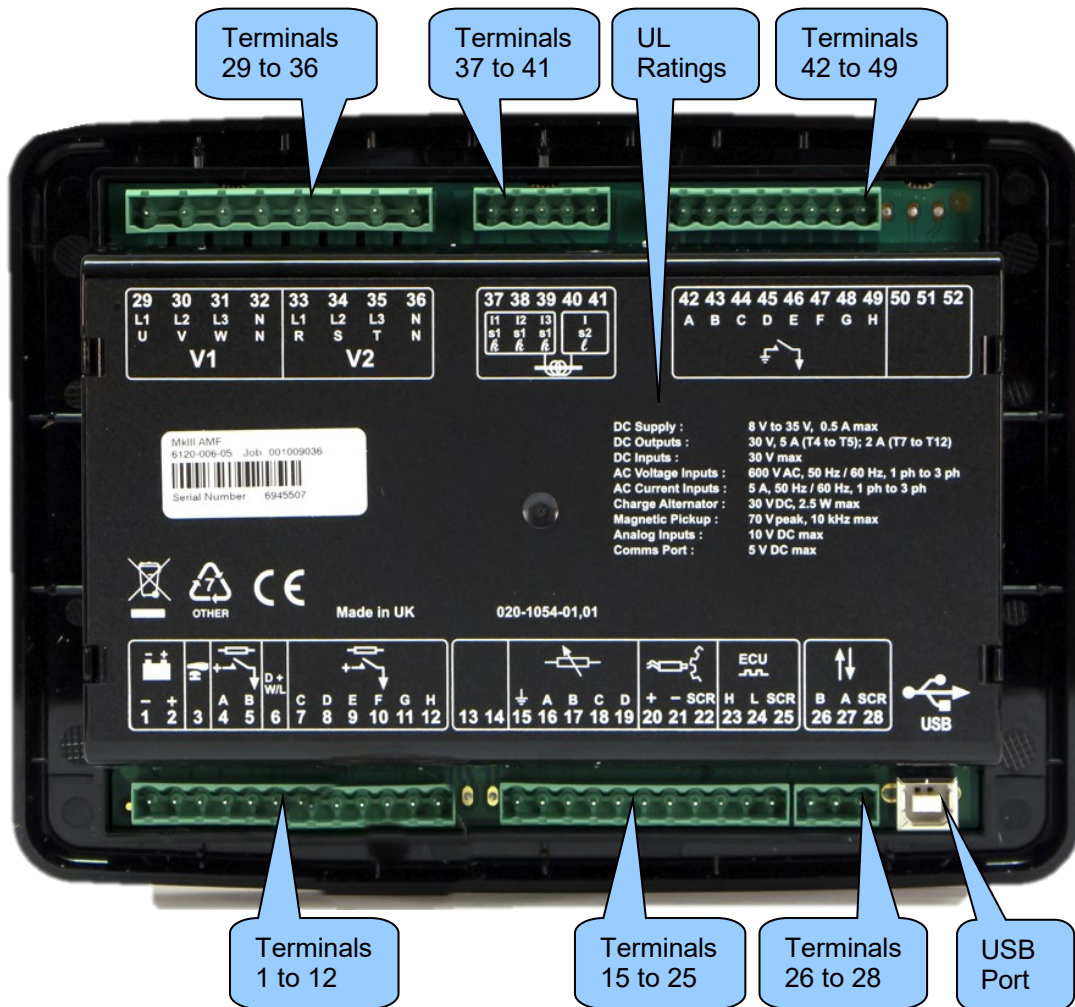
3 INSTALLATION

The module is designed to be mounted on the panel fascia. For dimension and mounting details, see the section entitled *Dimension and Mounting* elsewhere in this document.

3.1 USER CONNECTIONS

NOTE: Availability of some terminals depends upon module version. Full details are given in the section entitled *Terminal Description* elsewhere in this manual.

To aid user connection, icons are used on the rear of the module to help identify terminal functions. An example of this is shown below.







3.2 CONNECTION DESCRIPTIONS

3.2.1 DC SUPPLY, E-STOP INPUT, DC OUTPUTS & CHARGE FAIL INPUT

NOTE: When the module is configured for operation with an electronic engine, *Fuel* and *Start* output requirements may be different. For further details on connection to electronic engines, refer to DSE Publication: **057-004 Electronic Engines And DSE Wiring**

NOTE: For further details of module configuration, refer to DSE Publication: **057-290 DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual.**

| | Pin No | Description | Cable Size | Notes |
|---|--------|----------------------------------|-------------------------------|--|
|  | 1 | DC Plant Supply Input (Negative) | 2.5 mm ² AWG 13 | Connect to ground where applicable. |
| | 2 | DC Plant Supply Input (Positive) | 2.5 mm ² AWG 13 | Supplies the module and DC Outputs C, D, E, F, G & H |
|  | 3 | Emergency Stop Input | 2.5 mm ² AWG 13 | Plant Supply Positive. Supplies DC Outputs A & B. |
|  | 4 | DC Output A (FUEL) | 2.5 mm ² AWG 13 | Plant Supply Positive from terminal 3. 5 A DC rated Fixed as fuel relay if electronic engine is not configured. |
| | 5 | DC Output B (START) | 2.5 mm ² AWG 13 | Plant Supply Positive from terminal 3. 5 A DC rated Fixed as start relay if electronic engine is not configured. |
| D+ W/L | 6 | Charge Fail / Excite | 2.5 mm ² AWG 13 | Do not connect to ground (battery negative). If charge alternator is not fitted, leave this terminal disconnected. |
|  | 7 | DC Output C | 1.0 mm ² AWG 18 | Plant Supply Positive from terminal 2. 2 A DC rated. |
| | 8 | DC Output D | 1.0 mm ² AWG 18 | Plant Supply Positive from terminal 2. 2 A DC rated. |
| | 9 | DC Output E | 1.0 mm ² AWG 18 | Plant Supply Positive from terminal 2. 2 A DC rated. |
| | 10 | DC Output F | 1.0 mm ² AWG 18 | Plant Supply Positive from terminal 2. 2 A DC rated. |
| | 11 | DC Output G | 1.0 mm ² AWG 18 | Plant Supply Positive from terminal 2. 2 A DC rated. |
| | 12 | DC Output H | 1.0 mm ² AWG 18 | Plant Supply Positive from terminal 2. 2 A DC rated. |

3.2.2 ANALOGUE SENSOR INPUTS, MPU & ECU



NOTE: For further details of module configuration, refer to DSE Publication: **057-290 DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual.**

NOTE: It is VERY important that terminal 15 (sensor common) is connected to an earth point on the **ENGINE BLOCK**, not within the control panel, and must be a sound electrical connection to the sensor bodies. This connection **MUST NOT** be used to provide an earth connection for other terminals or devices. The simplest way to achieve this is to run a **SEPARATE** earth connection from the system earth star point, to terminal 15 directly, and not use this earth for other connections.

NOTE: If PTFE insulating tape is used on the sensor thread when using earth return sensors, ensure not to insulate the entire thread, as this prevents the sensor body from being earthed via the engine block.

NOTE: Screened 120 Ω impedance cable specified for use with CAN must be used for the CAN ECU links.
DSE stock and supply Belden cable 9841 which is a high quality 120 Ω impedance cable suitable for CAN use (DSE part number 016-030)

NOTE: For further details on connection to electronic engines, refer to DSE Publication: **057-004 Electronic Engines And DSE Wiring**

| | Pin No | Description | Cable Size | Notes |
|---|--------|--------------------------|-------------------------------|--|
|  | 15 | Sensor Common Return | 0.5 mm ² AWG 20 | Ground Return Feed For Sensors |
| | 16 | Analogue Sensor Input A | 0.5 mm ² AWG 20 | Connect To Oil Pressure Sensor |
| | 17 | Analogue Sensor Input B | 0.5mm ² AWG 20 | Connect To Coolant Temperature Sensor |
| | 18 | Analogue Sensor Input C | 0.5 mm ² AWG 20 | Connect To Fuel Level Sensor |
| | 19 | Analogue Sensor Input D | 0.5 mm ² AWG 20 | Connect To Additional Sensor (User Configurable) |
|  | 20 | Magnetic Pickup Positive | 0.5 mm ² AWG 20 | Connect To Magnetic Pickup Device |
| | 21 | Magnetic Pickup Negative | 0.5 mm ² AWG 20 | Connect To Magnetic Pickup Device |
| | 22 | Magnetic Pickup Screen | Shield | Connect To Ground At One End Only |
| ECU | 23 | CAN Port H | 0.5 mm ² AWG 20 | Use only 120 Ω CAN approved cable |
| | 24 | CAN Port L | 0.5 mm ² AWG 20 | Use only 120 Ω CAN approved cable |
| | 25 | CAN Port Screen | Shield | Use only 120 Ω CAN approved cable |

3.2.3 DSENET

NOTE: As a termination resistor is internally fitted to the controller, the controller must be the 'first' unit on the DSENet® link. A termination resistor **MUST** be fitted to the 'last' unit on the DSENet® link. For connection details, refer to section entitled *Typical Wiring Diagram* elsewhere in this document.

| | Pin No | Description | Cable Size | Notes |
|----|--------|--------------------------|-------------------------------|-------------------------------------|
| ↑↓ | 26 | DSENet® Expansion B | 0.5 mm ² AWG 20 | Use only 120 Ω RS485 approved cable |
| | 37 | DSENet® Expansion A | 0.5 mm ² AWG 20 | Use only 120 Ω RS485 approved cable |
| | 28 | DSENet® Expansion Screen | Shield | Use only 120 Ω RS485 approved cable |

3.2.4 V1 (GENERATOR) & V2 (MAINS) VOLTAGE & FREQUENCY SENSING

NOTE: The below table describes connections to a three phase, four wire alternator. For alternative wiring topologies, see the section entitled *Alternate Topology Wiring Diagrams* elsewhere in this document.

NOTE: Terminals 33 to 36 (V2) not fitted to DSE6110 MKIII (Mains Volts).

| | Pin No | Description | Cable Size | Notes |
|-----------|--------|----------------------------------|-------------------------------|---|
| V1 | 29 | Generator L1 (U) Voltage Sensing | 1.0 mm ² AWG 18 | Connect to generator L1 (U) output (AC) (Recommend 2 A fuse) |
| | 30 | Generator L2 (V) Voltage Sensing | 1.0 mm ² AWG 18 | Connect to generator L2 (V) output (AC) (Recommend 2 A fuse) |
| | 31 | Generator L3 (W) Voltage Sensing | 1.0 mm ² AWG 18 | Connect to generator L3 (W) output (AC) (Recommend 2 A fuse) |
| | 32 | Generator Neutral (N) Input | 1.0 mm ² AWG 18 | Connect to generator Neutral terminal (AC) |
| V2 | 33 | Bus L1 (R) Voltage Sensing | 1.0 mm ² AWG 18 | Connect to Bus L1 (R) output (AC) (Recommend 2 A fuse) |
| | 34 | Bus L2 (S) Voltage Sensing | 1.0 mm ² AWG 18 | Connect to Bus L2 (S) output (AC) (Recommend 2 A fuse) |
| | 35 | Bus L3 (T) Voltage Sensing | 1.0 mm ² AWG 18 | Connect to Bus L3 (T) output (AC) (Recommend 2 A fuse) |
| | 36 | Bus Neutral (N) Input | 1.0 mm ² AWG 18 | Connect to Bus Neutral terminal (AC) |

3.2.5 CURRENT TRANSFORMERS



WARNING! Do not disconnect this plug when the CTs are carrying current. Disconnection open circuits the secondary of the C.T.'s and dangerous voltages may then develop. Always ensure the CTs are not carrying current and the CTs are short circuit connected before making or breaking connections to the module.



NOTE: The module has a burden of 0.25 VA on the CT. Ensure the CT is rated for the burden of the controller, the cable length being used and any other equipment sharing the CT. If in doubt, consult with the CT supplier.



NOTE: Take care to ensure correct polarity of the CT primary as shown below. If in doubt, consult with the CT supplier.

| | Pin No | Description | Cable Size | Notes |
|--|--------|---------------------|-------------------------------|--|
| | 37 | CT Secondary for L1 | 2.5 mm ² AWG 13 | Connect to s1 secondary of L1 monitoring CT |
| | 38 | CT Secondary for L2 | 2.5 mm ² AWG 13 | Connect to s1 secondary of L2 monitoring CT |
| | 39 | CT Secondary for L3 | 2.5 mm ² AWG 13 | Connect to s1 secondary of L3 monitoring CT |
| | 40 | CT Common | 2.5 mm ² AWG 13 | Connect to s2 secondary of L1, L2 & L3 monitoring CTs and ground |
| | 41 | | | |

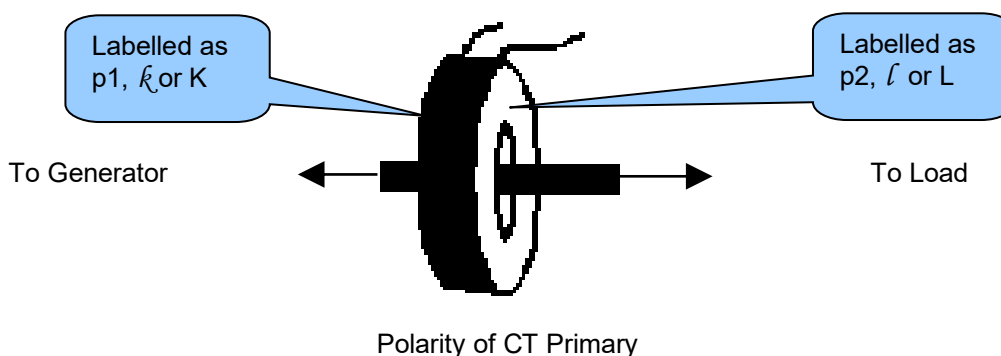
3.2.5.1 CT CONNECTIONS

p1, κ or K is the primary of the CT that 'points' towards the Generator


p2, ℓ or L is the primary of the CT that 'points' towards the Load

s1 is the secondary of the CT that connects to the DSE Module's input for the CT measuring


s2 is the secondary of the CT that should be commoned with the s2 connections of all the other CTs and connected to the CT common terminal of the module.



3.2.6 DIGITAL INPUTS

 **NOTE:** For further details of module configuration, refer to DSE Publication: 057-290 *DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual*.

 **NOTE:** A 120 Ω termination resistor must be fitted across terminals A and B if the DSE module is the first or last device on the R485 link.



| | Pin No | Description | Cable Size | Notes |
|---|--------|------------------------------|-------------------------------|--------------------|
|  | 42 | Configurable Digital Input A | 0.5 mm ² AWG 20 | Switch To Negative |
| | 43 | Configurable Digital Input B | 0.5 mm ² AWG 20 | Switch To Negative |
| | 44 | Configurable Digital Input C | 0.5 mm ² AWG 20 | Switch To Negative |
| | 45 | Configurable Digital Input D | 0.5 mm ² AWG 20 | Switch To Negative |
| | 46 | Configurable Digital Input E | 0.5 mm ² AWG 20 | Switch To Negative |
| | 47 | Configurable Digital Input F | 0.5 mm ² AWG 20 | Switch To Negative |
| | 48 | Configurable Digital Input G | 0.5 mm ² AWG 20 | Switch To Negative |
| | 49 | Configurable Digital Input H | 0.5 mm ² AWG 20 | Switch To Negative |

3.2.7 USB SLAVE (PC CONFIGURATION) CONNECTOR

NOTE: The USB connection cable between the PC and the module must not be extended beyond 5 m (yards). For distances over 5 m, it is possible to use a third party USB extender. Typically, they extend USB up to 50 m. The supply and support of this type of equipment is outside the scope of Deeps Sea Electronics Ltd.

CAUTION!: Care must be taken not to overload the PC's USB system by connecting more than the recommended number of USB devices to the PC. For further information, consult your PC supplier.

NOTE: For further details of module configuration, refer to DSE Publication: 057-290 *DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual*.

| | Description | Cable Size | Notes |
|---|---|-------------------------------|--|
|  | Socket for connection to PC with DSE Configuration Suite Software | 0.5 mm ² AWG 20 | This is a standard USB type A to type B connector.  |

3.3 TYPICAL WIRING DIAGRAM

As every system has different requirements, these diagrams show only a typical system and do not intend to show a complete system.

Genset manufacturers and panel builders may use these diagrams as a starting point; however always refer to the completed system diagram provided by the system manufacturer for complete wiring detail.

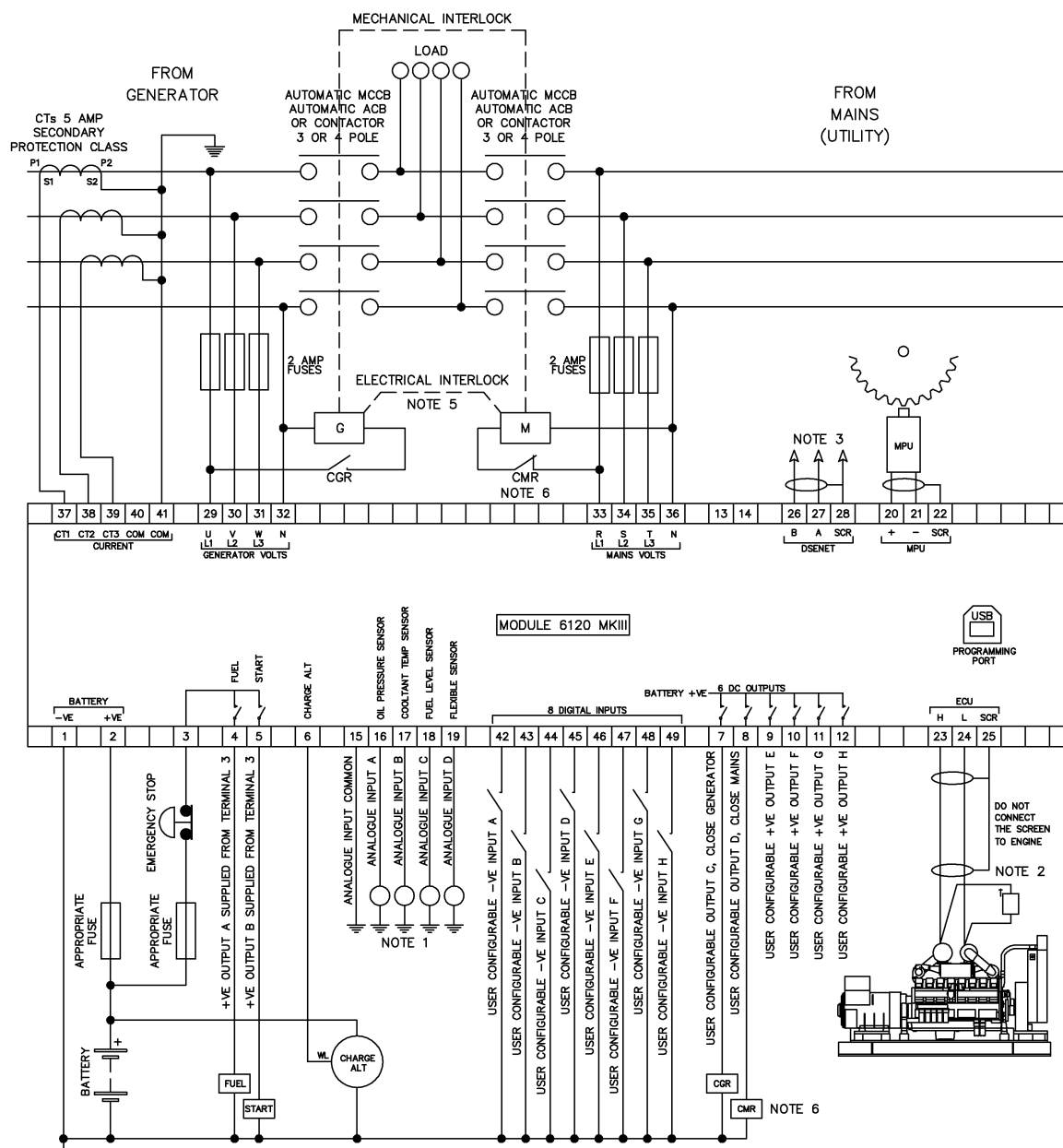
Further wiring suggestions are available in the following DSE publications, available at www.deepseapl.com to website members.

| DSE Part | Description |
|----------|---|
| 056-022 | Switchgear Control (Training guide) |
| 056-005 | Using CTs With DSE Products |
| 056-022 | Switchgear Control |
| 056-091 | Equipotential Earth Bonding |
| 056-092 | Best Practices for Wiring Resistive Sensors |

3.3.1 DSE61XX MKIII 3 PHASE 4 WIRE

NOTE: The below diagram is applicable for the following AC topologies: 3 Phase 4 Wire Star, 3 Phase 4 Wire Delta L2-N-L3 L2-N-L3. For further details of module configuration to suit these different topologies, refer to DSE Publication: 057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.

NOTE: Terminals 33 to 36 (V2) not fitted to DSE6110 MKIII (Mains Volts).



BATTERY NEGATIVE MUST BE GROUNDED

NOTE 1. THESE GROUND CONNECTIONS MUST BE ON THE ENGINE BLOCK, AND MUST BE TO THE SENSOR BODIES.

NOTE 2. 120 Ω TERMINATING RESISTOR MAY BE REQUIRED EXTERNALLY, SEE ENGINE MANUFACTURERS LITERATURE.

NOTE 3. MUST BE FITTED AS FIRST OR LAST UNIT ON DSENET WITH NO TERMINATION RESISTOR. THE SUBSEQUENT FIRST OR LAST UNIT ON DSENET MUST BE FITTED WITH A 120 Ω TERMINATION RESISTOR ACROSS TERMINALS A AND B.

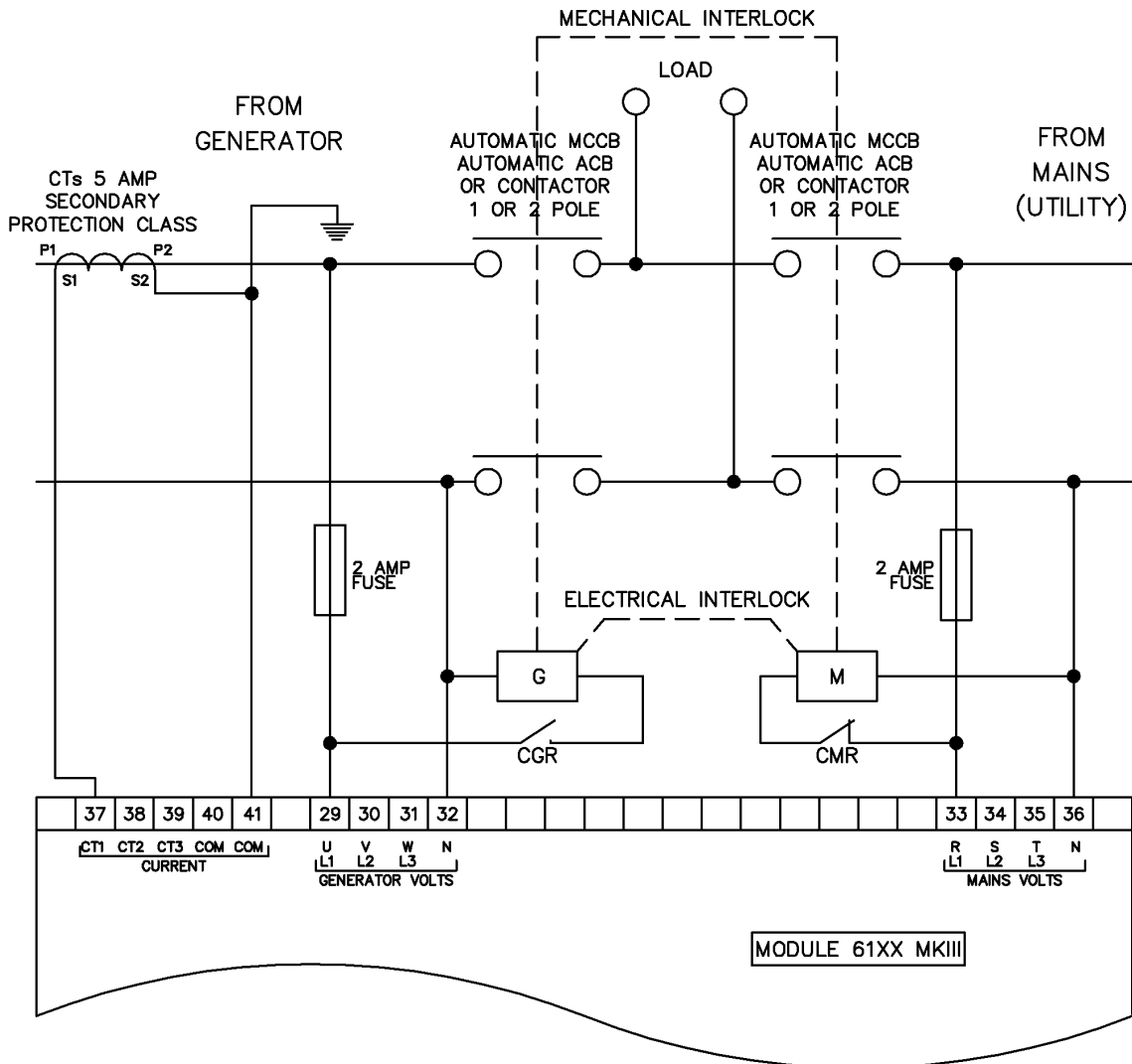
NOTE 4. IF THE MODULE IS FIRST OR LAST UNIT ON THE LINK, IT MUST BE FITTED WITH A 120 Ω TERMINATION RESISTOR ACROSS TERMINALS A AND B.

NOTE 5. IT IS RECOMMENDED THAT THE GENERATOR AND MAINS SWITCHGEAR ARE MECHANICALLY AND ELECTRICALLY INTERLOCKED.

NOTE 6. CLOSE MAINS OUTPUT SHOULD BE CONFIGURED FOR CLOSE MAINS WITH A POLARITY OF DE-ENERGISE, AND THE NORMALLY CLOSED CONTACTS OF MCBR USED TO DRIVE THE SWITCHGEAR.

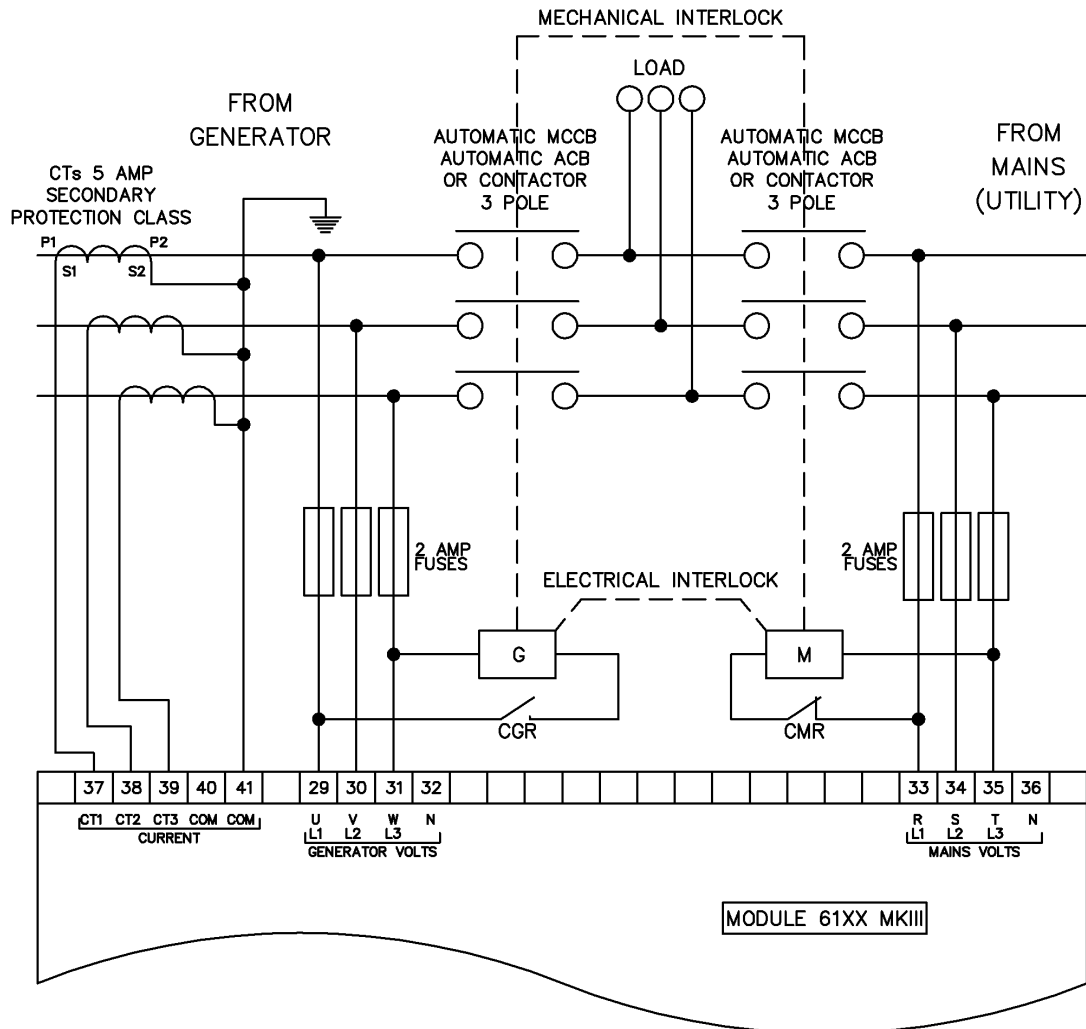
3.3.2 DSE61XX MKIII SINGLE PHASE 2 WIRE

NOTE: Terminals 33 to 36 (V2) not fitted to DSE6110 MKIII (Mains Volts).



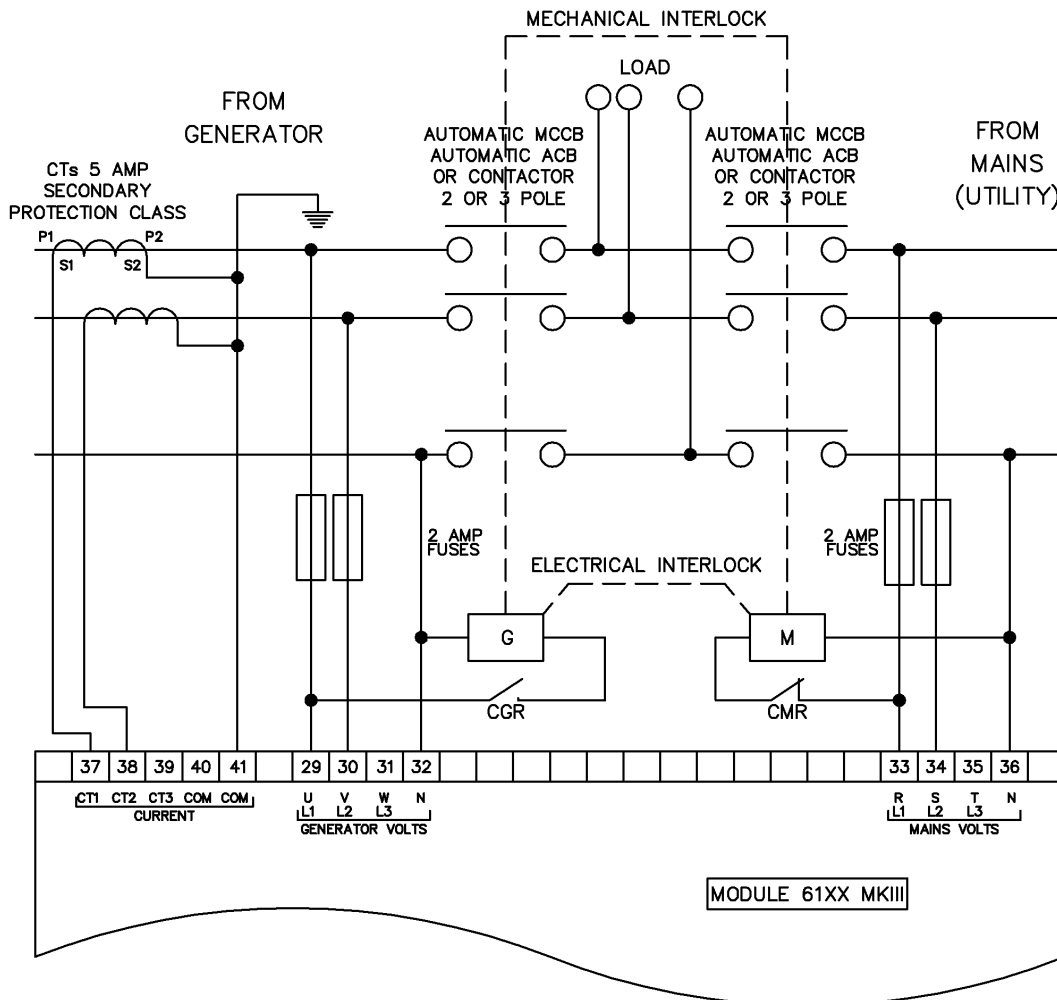
3.3.3 DSE61XX MKIII 3 PHASE 3 WIRE

NOTE: Terminals 33 to 36 (V2) not fitted to DSE6110 MKIII (Mains Volts).



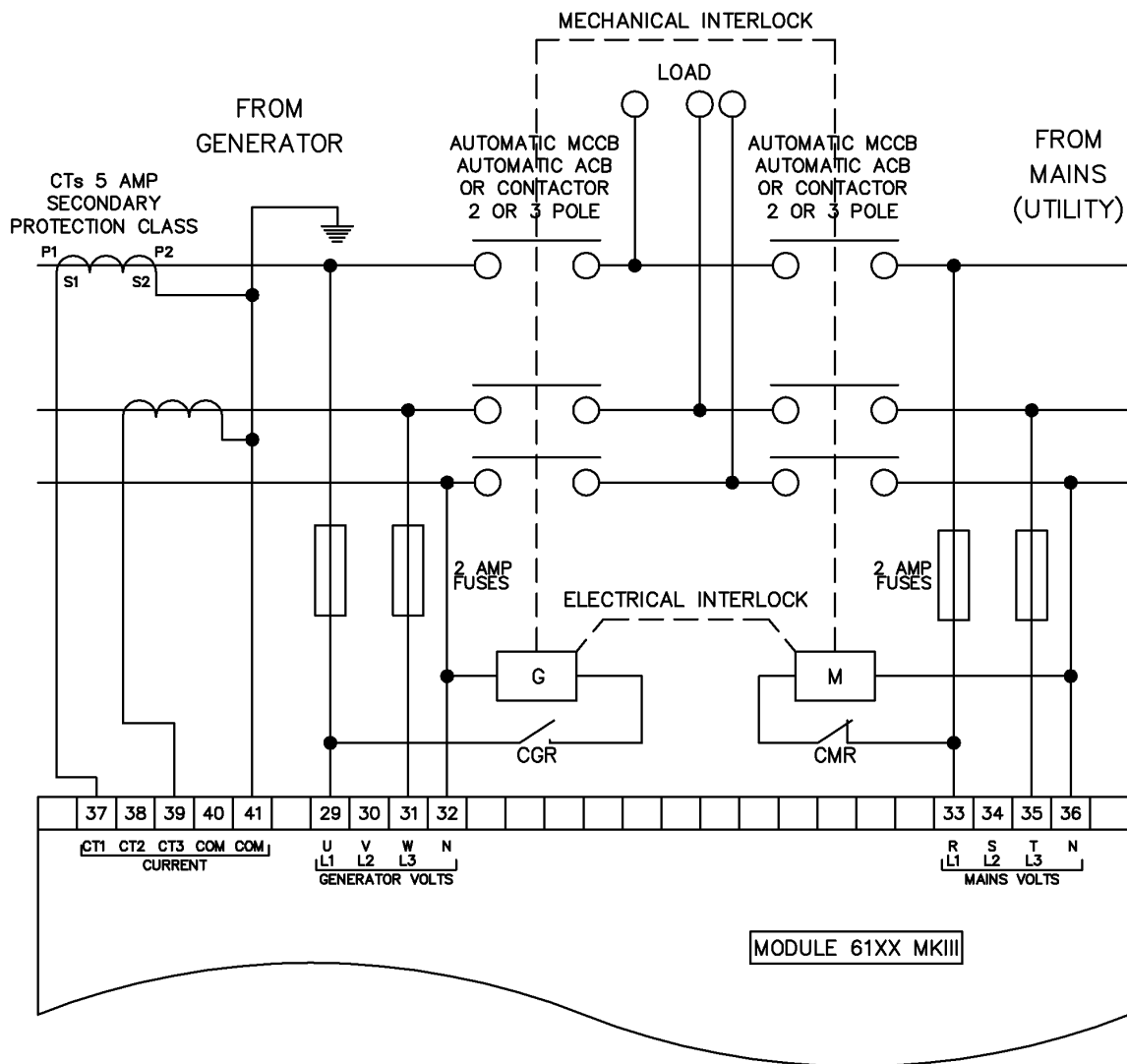
3.3.4 DSE61XX MKIII 2 PHASE 3 WIRE (L1 - L2)

NOTE: Terminals 33 to 36 (V2) not fitted to DSE6110 MKIII (Mains Volts).



3.3.5 DSE61XX MKIII 2 PHASE 3 WIRE (L1 – L3)

NOTE: Terminals 33 to 36 (V2) not fitted to DSE6110 MKIII (Mains Volts).



3.3.6 EARTH SYSTEMS

3.3.6.1 NEGATIVE EARTH

The typical wiring diagrams located within this document show connections for a negative earth system (the battery negative connects to Earth).

3.3.6.2 POSITIVE EARTH

When using a DSE module with a Positive Earth System (the battery positive connects to Earth), the following points must be followed:

Follow the typical wiring diagram as normal for all sections **except** the earth points.
All points shown as Earth on the typical wiring diagram should connect to **battery negative** (not earth).

3.3.6.3 FLOATING EARTH

Where neither the battery positive nor battery negative terminals are connected to earth the following points must to be followed:

Follow the typical wiring diagram as normal for all sections **except** the earth points.
All points shown as Earth on the typical wiring diagram should connect to **battery negative** (not earth).

3.3.7 TYPICAL ARRANGEMENT OF DSENET®

NOTE: For further details of module configuration, refer to DSE Publication: 057-290 *DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual*.

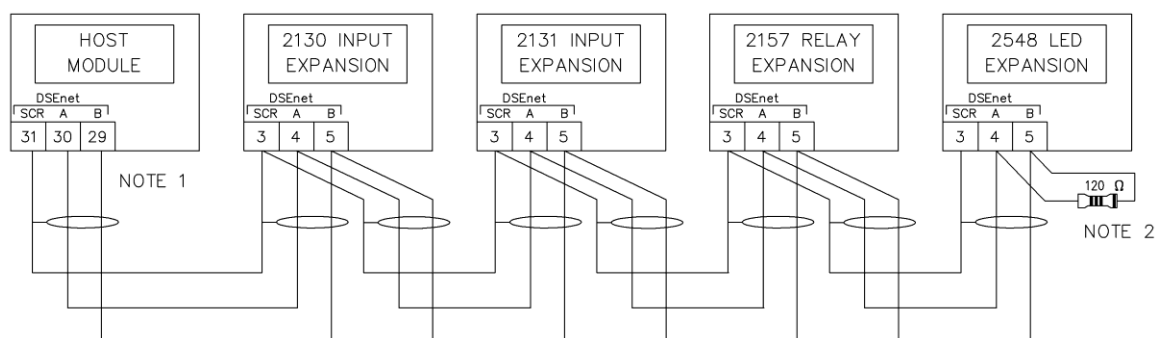
NOTE: This feature is not available if the DSE6110 MKIII & DSE6120 MKIII module has been configured to use the DSENet® port as the interface to a Cummins MODBUS GCS ECU.

NOTE: Screened 120 Ω impedance cable specified for use with CAN must be used for the DSENet® (RS485) connection.

DSE stock and supply Belden cable 9841 which is a high quality 120 Ω impedance cable suitable for DSENet® use (DSE part number 016-030)

Thirteen (13) devices can be connected to the DSENet®, made up of the following devices :

| Device | Maximum Number Supported |
|----------------------------------|--------------------------|
| DSE2130 Input Expansion | 2 |
| DSE2131 Input Expansion | 2 |
| DSE2133 Input Expansion | 2 |
| DSE2152 Relay Output Expansion | 2 |
| DSE2157 Relay Output Expansion | 2 |
| DSE2548 LED Expansion | 2 |
| DSE Intelligent Battery Chargers | 1 |



NOTE 1
AS A TERMINATING RESISTOR IS INTERNALLY FITTED TO THE HOST CONTROLLER, THE HOST CONTROLLER MUST BE THE FIRST UNIT ON THE DSEnet

NOTE 2
A 120 OHM TERMINATION RESISTOR MUST BE FITTED TO THE LAST UNIT ON THE DSEnet

4 DESCRIPTION OF CONTROLS









CAUTION: The module may instruct an engine start event due to external influences. Therefore, it is possible for the engine to start at any time without warning. Prior to performing any maintenance on the system, it is recommended that steps are taken to remove the battery and isolate supplies.



NOTE: The following descriptions detail 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.

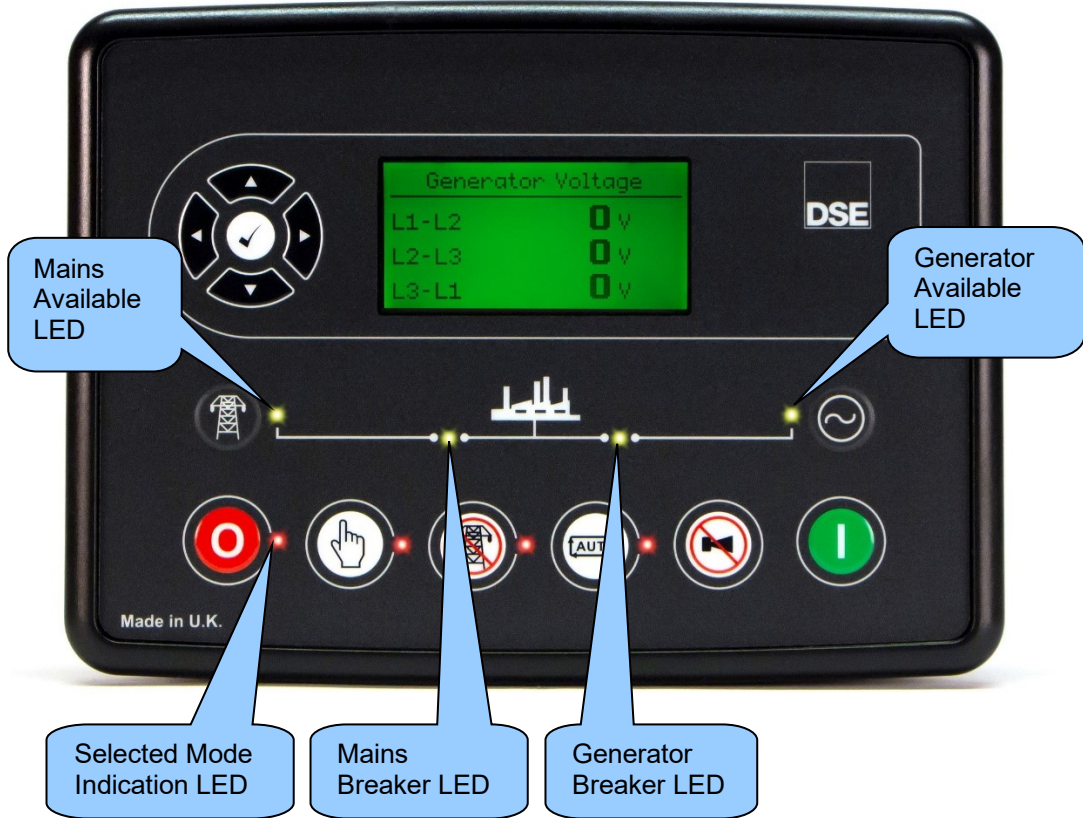
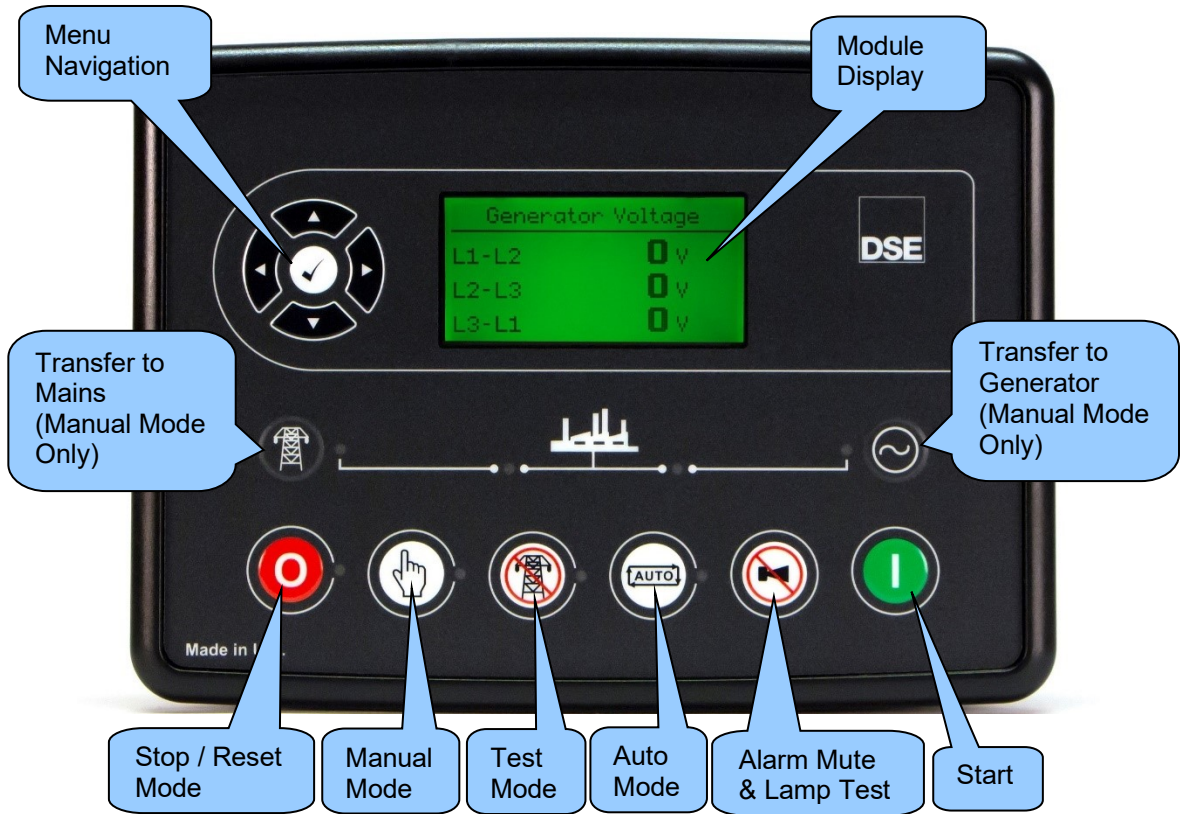
Control of the module is via push buttons mounted on the front of the module with

Stop/Reset Mode , **Manual Mode** , **Auto Mode** , **Start**  **Close Generator**  and **Open Generator**  functions. For normal operation, these are the only controls which need to be operated. Details of their operation are provided later in this document.

4.1 DSE6110 MKIII























4.2 DSE6120 MKIII


















4.3 CONTROL PUSH BUTTONS

 **NOTE:** For further details, see section entitled *Operation* elsewhere in this manual.

| Icon | Description |
|---|---|
|  | <p>Stop / Reset Mode</p> <p>This button places the module into its Stop/Reset Mode . This clears any alarm conditions for which the triggering criteria has been removed. If the engine is running and the module is put into Stop/Reset Mode , the module automatically instructs the generator off load ('Close Generator Output' becomes inactive (if used on)) and place the mains on load ('Close Mains Output' becomes active (DSE6120 MKIII)). The fuel supply de-energises and the engine comes to a standstill. Should any form of <i>start signal</i> be present when in Stop/Reset Mode  the generator remains at rest</p> |
|  | <p>Manual Mode</p> <p>This button places the module into its Manual Mode . Once in Manual Mode , the module responds to the Start  button to start the generator and run it off load.</p> <p>To place the generator on load, use the Transfer to Generator  button. The module automatically instructs the changeover device to take the mains off load ('Close Mains Output' becomes inactive (if used on DSE6120 MKIII)) and place the generator on load ('Close Generator Output' becomes active (if used)). To place the generator off load, use the Transfer to Mains  or Open Generator  buttons. The module automatically instructs the changeover device to take the generator off load ('Close Generator Output' becomes inactive (if used on)) and place the mains on load ('Close Mains Output' becomes active (DSE6120 MKIII)). Additional digital inputs can be assigned to perform these functions.</p> <p>If the engine is running off-load in Manual Mode  and on load signal becomes active, the module automatically instructs the changeover device the changeover device to take the mains off load ('Close Mains Output' becomes inactive (if used on DSE6120 MKIII)) and place the generator on load ('Close Generator Output' becomes active (if used)). Upon removal of the on load signal, the generator remains on load until either selection of the Stop/Reset Mode  or Auto Mode .</p> |
|  | <p>Test Mode (DSE6120 MKIII only)</p> <p>This button places the module into its Test Mode . Once in Test Mode , the module responds to the Start  button to start the generator.</p> <p>Once the set has started and becomes available, it is automatically placed on load (Close Mains Output becomes inactive (if used on DSE6120 MKIII)) and Close Generator Output becomes active (if used).</p> <p>The generator remains on load until either the Stop/Reset Mode  or Auto Mode  is selected.</p> |



NOTE: For further details, see section entitled *Operation* elsewhere in this manual.

| Icon | Description |
|---|--|
|  | <p>Auto Mode</p> <p>This button places the module into its Auto Mode . This mode allows the module to control the function of the generator automatically. The module monitors numerous start requests and when one has been made, the set is automatically started. Once the generator is available, the mains is taken off load ('Close Mains Output' becomes inactive (if used on DSE6120 MKIII)) and the generator is placed on load ('Close Generator Output' becomes active (if used)).</p> <p>Upon removal of the starting signal, the module starts the <i>Return Delay Timer</i> and once expired, takes the generator off load ('Close Generator Output' becomes inactive (if used on)) and place the mains on load ('Close Mains Output' becomes active (DSE6120 MKIII)). The generator then continues to run for the duration of the <i>Cooling Timer</i> until it stops. The module then waits for the next start event.</p> |
|  | <p>Alarm Mute / Lamp Test</p> <p>This button silences the audible alarm in the controller, de-activates the <i>Audible Alarm</i> output (if configured) and illuminates all of the LEDs on the module's fascia as a lamp test function.</p> |
|  | <p>Start</p> <p>This button is only active in the Stop/Reset Mode , Manual Mode  and Test Mode .</p> <p>Pressing the Start  button in Stop/Reset Mode  powers up the engine's ECU but does not start the engine. This can be used to check the status of the CAN communication and to prime the fuel system.</p> <p>Pressing the Start  button in Manual Mode  or Test Mode  starts the generator and runs it off load in Manual Mode  or on load in Test Mode .</p> |
|  | <p>Menu Navigation</p> <p>Used for navigating the instrumentation, event log and configuration screens.</p> |



NOTE: For further details, see section entitled *Operation* elsewhere in this manual.

| Icon | Description |
|------|---|
| | <p>Transfer To Generator</p> <p>The Transfer to Generator button controls the operation of the generator load switch is only active in the Manual Mode once the generator is available.</p> <p>Pressing the Transfer to Generator button when the Generator is available and off load, the Mains load switch is opened ('Close Mains' becomes inactive) and the Generator load switch is closed ('Close Generator' becomes active).</p> <p>Further presses of the Transfer to Generator button have no effect.</p> |
| | <p>Open Generator (DSE6110 MKIII Only)</p> <p>The Open Generator button is only active in the Manual Mode and allows the operator to open the generator load switch.</p> <p>Pressing the Open Generator button when the Generator is on load, the generator load switch is opened ('Close Generator' becomes inactive). Further presses of the Open Generator button have no effect.</p> |
| | <p>Transfer To Mains (DSE6120 MKIII Only)</p> <p>The Transfer to Mains button controls the operation of the mains load switch and is only active in Manual Mode .</p> <p>Pressing the Transfer to Mains button when the Mains is available and off load, the generator switch is opened ('Close Generator' becomes inactive) and the mains switch is closed ('Close Mains' becomes active). Further presses of the Transfer to Mains button have no effect.</p> |

4.4 VIEWING THE INSTRUMENT PAGES

NOTE: Depending upon the module's configuration, some display screens may be disabled. For further details of module configuration, refer to DSE Publication: 057-290 *DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual*.

It is possible to scroll to display the different pages of information by repeatedly operating the

Next & Previous Page  buttons.

Example

If you want to view one of the instrument pages towards the end of the list, it may be quicker to scroll left through the pages rather than right!

Status



Generator



Engine

And so on until the desired page is reached. Further presses of the

Next Page Button



returns the Status page.

The complete order and contents of each information page are given in the following sections

Once selected, the page remains on the LCD display until the user selects a different page, or after an extended period of inactivity (*LCD Page Timer*), the module reverts to the status display.

If no buttons are pressed upon entering an instrumentation page, the instruments displayed are automatically subject to the setting of the *LCD Scroll Timer*.


The *LCD Page* and *LCD Scroll* timers are configurable using the DSE Configuration Suite Software or by using the Front Panel Editor.



The screenshot shows the factory settings for the timers, taken from the DSE Configuration Suite PC Software.

Alternatively, to scroll manually through all instruments on the currently selected page, press the

Instrumentation Scroll  buttons. The 'auto scroll' is disabled.

To re-enable 'auto scroll' press the **Instrumentation Scroll**  buttons to scroll to the 'title' of the instrumentation page (ie Engine). A short time later (the duration of the *LCD Scroll Timer*), the instrumentation display begins to auto scroll.

When scrolling manually, the display automatically returns to the Status page if no buttons are pressed for the duration of the configurable *LCD Page Timer*.

If an alarm becomes active while viewing the status page, the display shows the Alarms page to draw the operator's attention to the alarm condition.

4.4.1 STATUS

This is the 'home' page, the page that is displayed when no other page has been selected, and the page that is automatically displayed after a period of inactivity (*LCD Page Timer*) of the module control buttons.


This page changes with the action of the controller for example when the generator is running and available:

| | | |
|--------------------------|--------------|---|
| Status | 22:31 | Factory setting of <i>Status</i> screen showing engine stopped... |
| Generator at Rest | | |
| Stop Mode | | |

| | | |
|----------------------------|--------------|-----------------------|
| Status | 22:31 | ...and engine running |
| Generator Available | | |

4.4.1.1 GENERATOR LOCKED OUT

| | | |
|-----------------------------|--------------|--|
| Status | 22:31 | <i>Generator Locked Out</i> indicates that the Generator cannot be started due to an active <i>Shutdown</i> or <i>Electrical Trip Alarm</i> on the |
| Generator Locked Out | | |


module. Press the **Next or Previous Page**  button to scroll

to the alarms page to investigate. Press the **Stop/Reset Mode**  button to clear the alarm, if the alarm does not clear the fault is still active.

4.4.1.2 WAITING FOR GENERATOR

 **NOTE:** For further details of module configuration, refer to DSE Publication: 057-290 *DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual*.

| | | |
|------------------------------|--------------|---|
| Status | 22:31 | <i>Waiting For Generator</i> indicates that the Generator has started but has not reached the required <i>Loading Voltage</i> and or <i>Loading Frequency</i> as set in the module's configuration. Press the |
| Waiting For Generator | | |

Next or Previous Page  buttons to scroll to the *Generator* page to check to see if the generator voltage and frequency is higher then the configured *Loading Voltage* and *Loading Frequency*.

4.4.2 ENGINE



**NOTE*: For further details of support engine, refer to DSE Publication: 057-004
Electronic Engines and DSE Wiring Guide.**

These pages contain instrumentation gathered about the engine measured or derived from the module's inputs, some of which may be obtained from the engine ECU.

* Denotes CAN ECU specific information

| Engine |
|-----------------|
| 1500 RPM |

Engine Speed

Engine Oil Pressure

Engine Coolant Temp

Engine Battery Voltage

Engine Run Time

Engine Fuel Level

Engine Oil Temperature*

Engine Inlet Temperature*

Engine Turbo Pressure*

Eng. Percent Torque*

Eng. Demand Torque*

Eng. Percent Load*

Non Friction Torque*

Engine Oil Level*

Eng Coolant Level*

Cooling Fan Speed Level*

Electrical Potential

DEF Tank Level*

DEF Level Status*

SCR-DEF Lamps*

SCR Action Timer*

Engine Link*

ECU Regeneration*

ECU Regeneration Icons*

Engine Soot Levels*

DEF Tank Temperature*

DEF Reagent Cons*

SCR After Treatment Status*

CANbus information*

Instant Fuel Rate

Coolant Pressure*

Exhaust Temperature*

Fuel Temperature*

Fuel Pressure*

Fuel Consumption*

Fuel Used*

Flexible Sensors

Engine Maintenance Alarm 1

Engine Maintenance Alarm 2

Engine Maintenance Alarm 3

After Treatment Fuel Used*

After Treatment Exhaust Gas Temperature*

Engine Crank Case Pressure*

Engine Injector Rail Pressure*

Engine Exhaust Temperature*

Intercooler Temperature*

Turbo Oil Pressure*

Fan Speed*

Water In Fuel*

Air Inlet Pressure*

ECU ECR DEF Icons*

DEF Counter Minimum*



DPTC Filter Status*

Engine ECU Link*

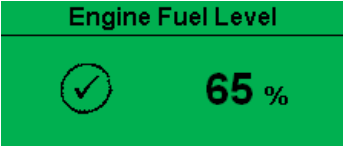
Tier 4 Engine Information*

4.4.2.1 MANUAL FUEL PUMP CONTROL

 **NOTE:** For further details of module configuration, refer to DSE Publication: 057-290 *DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual*.

Depending upon module configuration, the *Fuel Level* page may include a **Tick**  icon. This denotes that *Manual Fuel Pump Control* is available by pressing and holding the **Tick**  button.










Example:

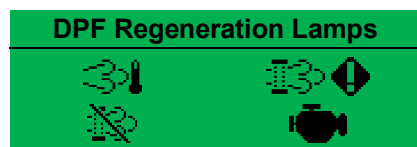


4.4.2.2 DPF REGENERATION LAMPS

NOTE: For further details of module configuration, refer to DSE Publication: 057-290 *DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual*.

Depending upon the *Engine Type* selected in the module's configuration, the *Engine* section may include the *DPF Regeneration Lamps* page. This page contains icons to show the status of various ECU functions, some of which are applicable to Tier 4 engine requirements. The icons flash at different rates to show the status of the ECU function, refer to the engine manufacturer for more information about this.

| Icon | Fault | Description |
|---|-----------------|--|
|  | ECU Amber Alarm | The module received an Amber fault condition from the engine ECU. |
|  | ECU Red Alarm | The module received a Red fault condition from the engine ECU. |
|  | DPF Active | The module received a fault indication from the engine ECU informing that the <i>Diesel Particulate Filter</i> is active. |
|  | DPF Inhibited | The module received a fault indication from the engine ECU informing that the <i>Diesel Particulate Filter</i> has been inhibited. |
|  | DPF Stop | The module received a fault indication from the engine ECU informing that the <i>Diesel Particulate Filter</i> has been stopped. |
|  | DPF Warning | The module received a fault condition from the engine ECU informing that the <i>Diesel Particulate Filter</i> has a fault condition. |
|  | HEST Active | The module received a fault indication from the engine ECU informing that the <i>High Exhaust System Temperature</i> is active. |
|  | DEF Low Level | The module received a fault condition from the engine ECU informing that the <i>Diesel Exhaust Fluid Low Level</i> is active. |
|  | SCR Inducement | The module received a fault indication from the engine ECU informing that the <i>Selective Catalytic Reduction Inducement</i> is active. |

Example:

4.4.3 GENERATOR

Contains electrical values of the Generator, measured or derived from the module’s voltage and current inputs.

Press the **Instrumentation Scroll**  buttons scroll through the **Generator** parameters.

Generator


50.00 Hz

- Generator Voltage (Line to Neutral)
- Generator Voltage (Line to Line)
- Generator Frequency
- Generator Current (A)
- Generator Load Line to Neutral (kW)
- Generator Total Load (kW)
- Generator Load Line to Neutral (kVA)
- Generator Total Load (kVA)
- Generator Single Phase Power Factors
- Generator Power Factor Average
- Generator Load Line to Neutral (kvar)
- Generator Total Load (kvar)
- Generator Accumulated Load (kWh, kVAh, kvarh)
- Generator Active Configuration

4.4.4 EXPANSION

 **NOTE:** Depending upon the module’s configuration, some display screens may be disabled. For further details of module configuration, refer to DSE Publication: *057-290 DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual*.

Contains measured values from various input expansion modules that are connected to the DSE module.

Press the **Instrumentation Scroll**  buttons scroll through the **Expansion** parameters if configured.


| Oil Temperature | |
|-----------------|--|
| 80 °C | |
| 176 °F | |

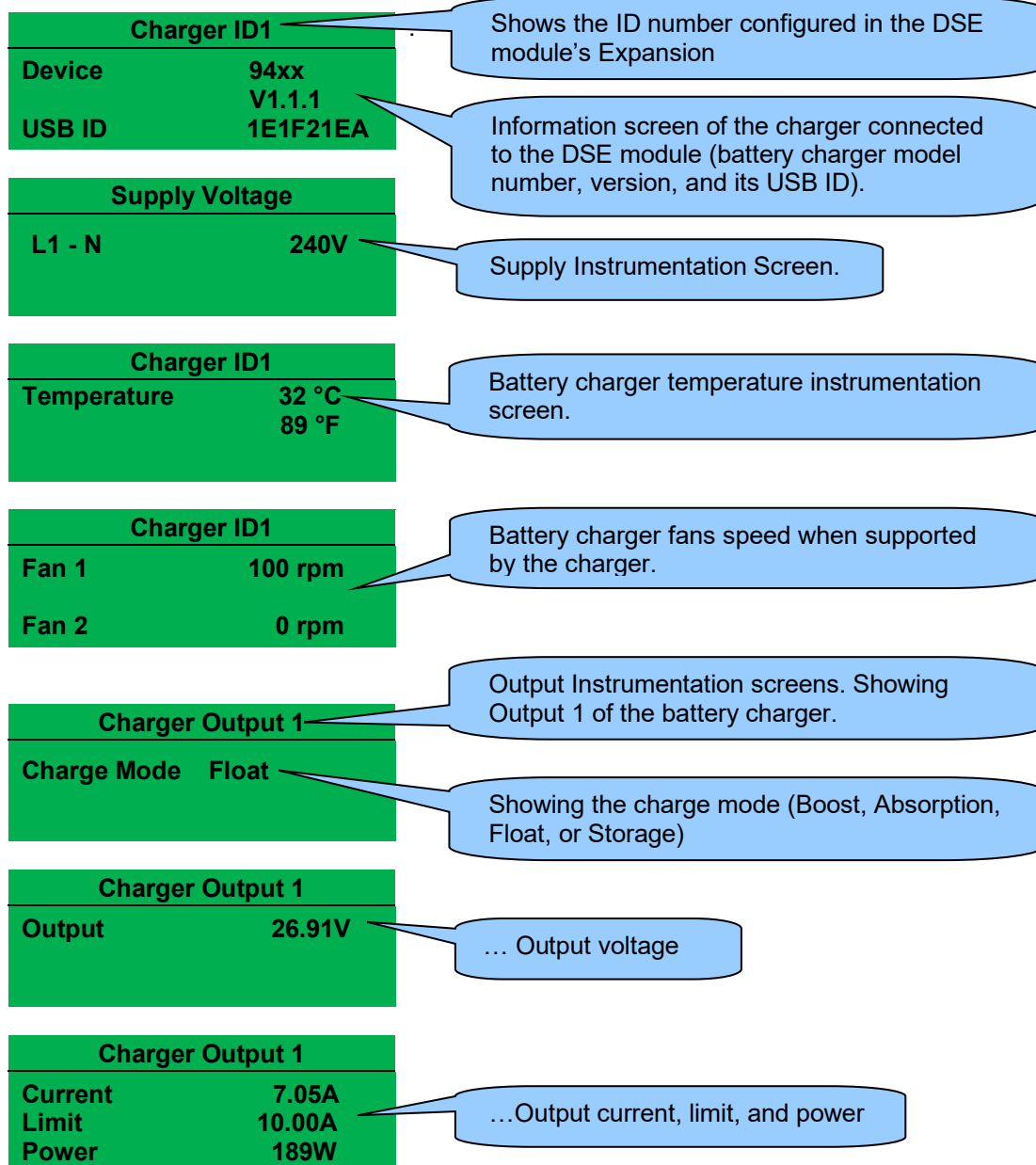
- DSE2130 Analogue Inputs (Only appears if configured)
- DSE2131 Analogue Inputs (Only appears if configured)
- DSE2133 Analogue Inputs (Only appears if configured)

4.4.5 CHARGER ID

NOTE: Depending upon the module's configuration, some display screens may be disabled. For further details of module configuration, refer to DSE Publication: *057-290 DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual*.


Contains the information and instrumentation of the DSE Intelligent Battery Chargers that are connected to the DSE controller.

Press the **Instrumentation Scroll**  buttons scroll through the **Battery Charger** parameters if configured.

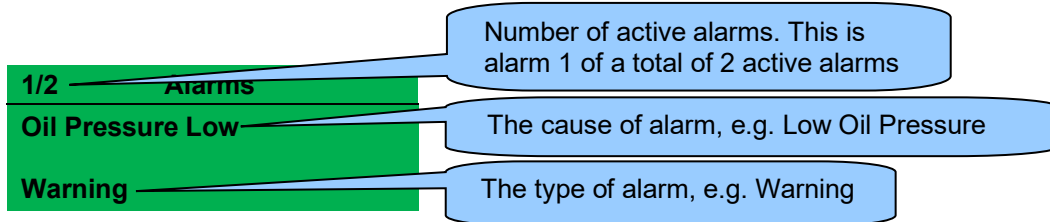


4.4.6 ALARMS

When an alarm is active, if configured an *external Audible Alarm* sounds and the Common Alarm LED, if configured, illuminates.

The audible alarm is silenced by pressing the **Alarm Mute / Lamp Test**  button.

The LCD display jumps from the 'Information page' to display the Alarm Page



The LCD displays multiple alarms such as “*Coolant Temperature High*”, “*Emergency Stop*” and “*Low Coolant Warning*”. These automatically scroll in the order that they occurred or press the

Instrumentation Scroll  buttons scroll through manually.

In the event of an alarm, the LCD displays the appropriate text. If an additional alarm then occurs, the module displays the appropriate text.

Example:

| 1/2 | Alarms |
|------------------|--------|
| Low Oil Pressure | |
| Warning | |

| 2/2 | Alarms |
|-------------------|--------|
| Coolant Temp High | |
| Shutdown | |

4.4.6.1 ECU ALARMS (CAN FAULT CODES / DTC)


 **NOTE:** For details on these code/graphic meanings, refer to the ECU instructions provided by the engine manufacturer, or contact the engine manufacturer for further assistance.

 **NOTE:** For further details on connection to electronic engines, refer to DSE Publication: *057-004 Electronic Engines And DSE Wiring*

When connected to a suitable CAN engine, the controller displays alarm status messages from the ECU in the *Alarms* section of the display.

| | |
|-----------|--------|
| 1/1 | Alarms |
| ECU Amber | |
| Warning | |

Type of alarm that is triggered on the DSE module, e.g. Warning

Press the **Next Page**  button to access the list of *Current Engine DTCs* (Diagnostic Trouble Codes) from the ECU which are DM1 messages.

| | |
|----------------------------|------------------|
| 1/2 | ECU Current DTCs |
| Water Level Low | |
| SPN=131166 , FMI=8, OC=127 | |

The DM1 DTC is interpreted by the module and is shown on the module's display as a text message. In addition to this, the manufacturer's DTC is shown below.

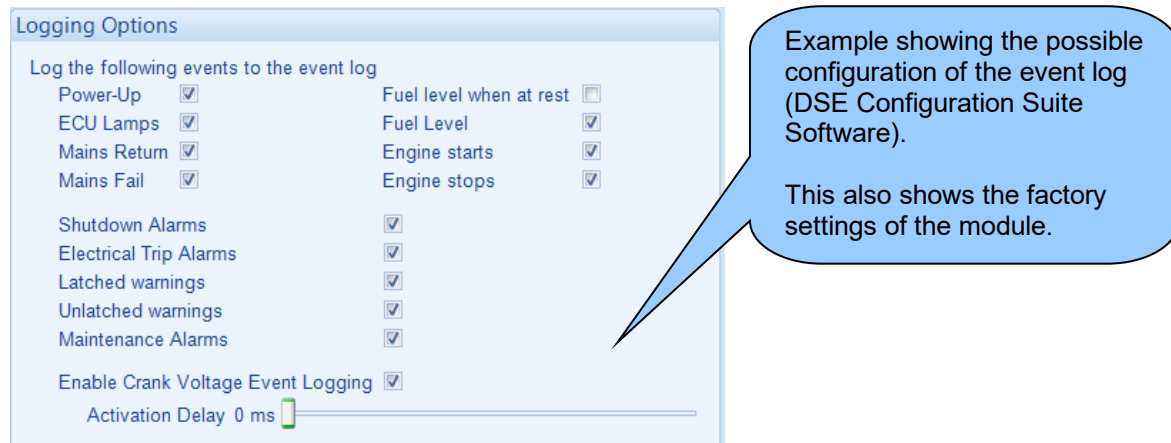
4.4.7 EVENT LOG

NOTE: For further details of module configuration, refer to DSE Publication: 057-290 *DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual*.

The module maintains a log of past alarms and/or selected status changes.

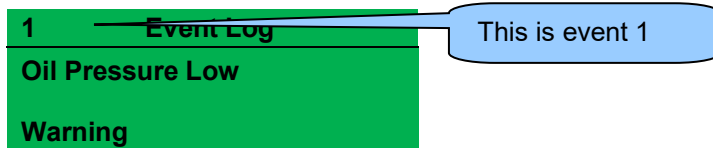
The log size has been increased in the module over past module updates and is always subject to change. At the time of writing, the modules log is capable of storing the last 250 log entries.

Under default factory settings, the event log is configured to include all possible options; however, this is configurable by the system designer using the DSE Configuration Suite software.





When the event log is full, any subsequent event overwrites the oldest entry. Hence, the event log always contains the most recent events. The module logs the event type, along with the date and time (or engine running hours if configured to do so).

To view the event log, repeatedly press the **Next or Previous Page**  buttons until the LCD screen displays the *Event Log* page.



Press the **Scroll Down**  button to view the next most recent event.

Continuing to press the **Scroll Down**  button cycles through the past events after which, the display shows the most recent alarm and the cycle begins again.

To exit the event log and return to viewing the instruments, press the **Next or Previous Page**  buttons to select the next instrumentation page.

4.4.7.1 PROTECTIONS DISABLED


 **NOTE:** For further details on *Protections Disabled*, see section entitled *Protections* elsewhere in this manual.

Configuration is possible to prevent *Shutdown* and *Electrical Trip* alarms from stopping the generator. Under such conditions the operator is informed the events were blocked.

Example:

| 1 | Event Log |
|---|------------------|
| | Oil Pressure Low |
| | Shutdown Blocked |

4.4.8 CONFIGURABLE CAN

 **NOTE:** Depending upon the module's configuration, some display screens may be disabled. For further details of module configuration, refer to DSE Publication: 057-290 *DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual*.

The configurable CAN instruments are intended to display CAN information from external third party CAN devices such as fuel flow meters. The contents of these screens vary depending upon configuration by the engine manufacturer or supplier.

Under default factory settings the configurable CAN instruments are not viewable. They are configurable by the system designer using the DSE Configuration Suite software.

Example:

| Fuel Flow |
|-----------|
| 84 L/h |

- Configurable CAN Instrument 1 to 30

4.4.9 ABOUT

Contains important information about the module and the firmware versions. This information may be asked for when contacting DSE Technical Support Department for advice.

| About | |
|-------------|------------|
| Variant | 6120 MKIII |
| Application | V1.0.8 |
| USB ID | 11A6BAD2E |

Variant: DSE6110 MKIII & DSE6120 MKIII
Application Version: The version of the module's main firmware file (Updatable using the Firmware Update Wizard in the DSE Configuration Suite Software).
USB ID: Unique identifier for PC USB connection



Press the **Scroll Down** button to access more information about the module.

| About | |
|------------|---------|
| Bootloader | V3.3.2 |
| Analogue | V2.0.12 |

Bootstrap: Bootstrap software version
Auxiliary: The version of the module's auxiliary micro firmware file

| About | |
|-------------|-------------|
| Engine Type | Volvo EMS2b |
| Version | V1.21.03 |

Engine Type: The name of the engine file selected in the configuration
Version: Engine type file version.

5 OPERATION

NOTE: The following descriptions detail 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.

5.1 QUICKSTART GUIDE

This section provides a quick start guide to the module's operation.

5.1.1 STARTING THE ENGINE

NOTE: For further details, see the section entitled *Operation* elsewhere in this document.



5.1.2 STOPPING THE ENGINE

 **NOTE:** For further details, see the section entitled *Operation* elsewhere in this document.






5.2 STOP/RESET MODE

 **NOTE:** If a digital input configured to *Panel Lock* is active, changing module modes is not possible. Viewing the instruments and event logs is NOT affected by *Panel Lock*.

 **NOTE:** For further details of module configuration, refer to DSE Publication: 057-290 *DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual*.


Stop/Reset Mode is activated by pressing the **Stop/Reset Mode**  button.


The LED above the **Stop/Reset Mode**  button illuminates to indicate **Stop/Reset Mode**  operation.

In **Stop/Reset Mode** , the module removes the generator from load (if necessary) before stopping the generator.


If the generator does not stop when requested, the *Fail To Stop* alarm is activated (subject to the setting of the *Fail to Stop* timer). To detect the engine at rest the following must occur:

- Engine speed is zero as detected by the CAN ECU
- Generator AC Voltage and Frequency must be zero.
- Engine Charge Alternator Voltage must be zero.
- Oil pressure sensor must indicate low oil pressure

When the engine has stopped and the module is in the **Stop/Reset Mode** , it is possible to send configuration files to the module from DSE Configuration Suite PC software and to enter the Front Panel Editor to change parameters.

Any latched alarms that have been cleared are reset when **Stop/Reset Mode**  is entered.



The engine is not started when in **Stop/Reset Mode** . If start signals are given, the input is ignored until **Auto Mode**  is entered.

When left in **Stop/Reset Mode**  with no presses of the fascia buttons, no form of communication active and configured for *Power Save Mode*, the module enters *Power Save Mode*. To 'wake' the module, press any fascia control buttons.

Power Save Mode Enable 

Power Save Mode in the
DSE Configuration Suite
Software



5.2.1 ECU OVERRIDE

Pressing the **Start**  button in **Stop/Reset Mode**  powers up the engine's ECU but does not start the engine. This can be used to check the status of the CAN communication and to prime the fuel system.


5.3 MANUAL MODE

 **NOTE:** If a digital input configured to Panel Lock is active, changing module modes is not possible. Viewing the instruments and event logs is NOT affected by panel lock.

Manual Mode is activated by pressing the **Manual Mode**  button.

The LED above the **Manual Mode**  button illuminates to indicate **Manual Mode**  operations.

In **Manual Mode**  the generator does not start automatically

To begin the starting sequence, press the **Start**  button.

5.3.1 STARTING SEQUENCE

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

 **NOTE:** If the unit has been configured for CAN, compatible ECU's receives the start command via CAN.

 **NOTE:** For further details of module configuration, refer to DSE Publication: 057-290 *DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual*.

The fuel relay is energised and the engine is cranked.

If the engine fails to fire during this cranking attempt then the starter motor is disengaged for the *Crank Rest Timer* duration after which the next start attempt is made. Should this sequence continue beyond the set *Number Of Attempts*, the start sequence is terminated and the display shows *Fail to Start*.


The starter motor is disengaged when the engine fires. Speed detection is factory configured to be derived from the AC alternator output frequency, but can additionally be measured from a Magnetic Pickup mounted on the flywheel or from the CANbus link to the engine ECU depending on module configuration.


Additionally, rising oil pressure can be used to disconnect the starter motor (but cannot detect underspeed or overspeed).

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

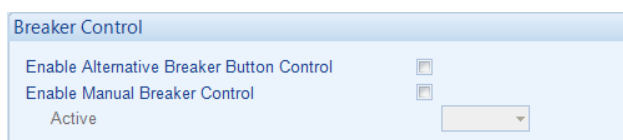
5.3.2 ENGINE RUNNING

 **NOTE:** The load transfer signal remains inactive until the generator is available. This prevents excessive wear on the engine and alternator.


 **NOTE:** For further information on enabling *Manual Breaker Control*, refer to DSE Publication: *057-290 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual*.

When in **Manual Mode**  the load is transferred to the generator whenever a 'loading request' is made. The possible sources for 'loading requests' are limited dependant on the state of the *Manual Breaker Control* function.






5.3.2.1 MANUAL BREAKER CONTROL DISABLED



A loading request may come from any of the following sources:

- Press the Transfer to Generator  button.
- Failure of mains supply (DSE6120 MKIII only)
- Activation of an auxiliary input that has been configured to *Remote Start On Load, Transfer To Generator / Open Mains* or *Auxiliary Mains Fail* (DSE6120 MKIII only).
- Activation of the inbuilt exercise scheduler if configured for 'on load' runs.
- Activation of *Dual Mutual Standby Balance Mode*, see section entitled *Operation (Dual Mutual Standby)* elsewhere in this document for more information.

Once the generator is placed on load, it will not automatically be removed. Depending on loading request state, one of the following methods is used to manually open the load switch:

- If the loading request has been removed:
 - Press the **Open Generator**  (DSE6110 MKIII only) or **Transfer to Mains**  (DSE6120 MKIII only) button
 - Activation of an auxiliary input that has been configured to *Transfer To Mains / Open Generator*.
 - Press the **Auto Mode**  button to return to automatic mode. The set observes all **Auto Mode**  start requests and stopping timers before beginning the *Auto Mode Stopping Sequence*.
- If the loading request remains active:
 - Press the **Stop/Reset Mode**  button to remove load and stop the generator.
 - Activation of an auxiliary input that has been configured to *Generator Load Inhibit*.

5.3.2.2 MANUAL BREAKER CONTROL ENABLED


Breaker Control

Enable Alternative Breaker Button Control ☐






Enable Manual Breaker Control ☒

Active Always ▼


Loading request sources are limited to:




- Press the Transfer to Generator  button.
- Activation of an auxiliary input that has been configured to *Transfer To Generator / Open Mains*.

Once the generator is placed on load, it will not automatically be removed. Any one of the following methods are used to manually open the load switch:

- Press the **Open Generator**  (DSE6110 MKIII only) or **Transfer to Mains**  (DSE6120 MKIII only) button
- Activation of an auxiliary input that has been configured to *Transfer To Mains / Open Generator*.
- Press the **Auto Mode**  button to return to automatic mode. The set observes all **Auto Mode**  start requests and stopping timers before beginning the *Auto Mode Stopping Sequence*.
- Press the **Stop/Reset Mode**  button to remove load and stop the generator.
- Activation of an auxiliary input that has been configured to *Generator Load Inhibit*.

5.3.3 STOPPING SEQUENCE



In **Manual Mode**  the set continues to run until either:


- The **Stop/Reset Mode**  button is pressed – The delayed load outputs are de-activated immediately and the set immediately stops.
- The **Auto Mode**  button is pressed. The set observes all **Auto Mode**  start requests and stopping timers before beginning the *Auto Mode Stopping Sequence*.


5.4 TEST MODE

 **NOTE:** If a digital input configured to *Panel Lock* is active, changing module modes is not possible. Viewing the instruments and event logs is **NOT** affected by *Panel Lock*.

Test Mode is activated by pressing the **Test Mode**  button.

The LED above the **Test Mode**  button illuminates to indicate **Test Mode**  operations.

In **Test Mode** , the set does not start automatically.

To begin the starting sequence, press the **Start**  button.

5.4.1 STARTING SEQUENCE

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

 **NOTE:** If the unit has been configured for CAN, compatible ECU's receives the start command via CAN.

 **NOTE:** For further details of module configuration, refer to DSE Publication: *057-290 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual*.

The fuel relay is energised and the engine is cranked.

If the engine fails to fire during this cranking attempt then the starter motor is disengaged for the *crank rest* duration after which the next start attempt is made. Should this sequence continue beyond the set number of attempts, the start sequence is terminated and the display shows *Fail to Start*.


The starter motor is disengaged when the engine fires. Speed detection is factory configured to be derived from the AC alternator output frequency, but can additionally be measured from a Magnetic Pickup mounted on the flywheel or from the CANbus link to the engine ECU depending on module configuration.

Additionally, rising oil pressure can be used to disconnect the starter motor (but cannot detect underspeed or overspeed).




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




5.4.2 ENGINE RUNNING

 **NOTE:** The load transfer signal remains inactive until the generator is available. This prevents excessive wear on the engine and alternator.


In **Test Mode** , the load is automatically transferred to the generator.




Once the generator has been placed on load, it is not automatically removed. To manually remove the load either:

Press the **Manual Mode**  button followed by the **Open Generator**  (DSE6110 MKIII only) or **Transfer to Mains**  (DSE6120 MKIII only) button.


- Press the **Auto Mode**  button to return to automatic mode. The set observes all **Auto Mode**  start requests and stopping timers before beginning the *Auto Mode Stopping Sequence*.
- Press the **Stop/Reset Mode**  button to remove load and stop the generator.
- Activation of an auxiliary input that has been configured to *Generator Load Inhibit*.

5.4.3 STOPPING SEQUENCE

In **Test Mode**  the set continues to run until either:


- The **Stop/Reset Mode**  button is pressed – The delayed load outputs are de-activated immediately and the set immediately stops.
- The **Auto Mode**  button is pressed. The set observes all **Auto Mode**  start requests and stopping timers before beginning the *Auto Mode Stopping Sequence*.

5.5 AUTOMATIC MODE

 **NOTE:** If a digital input configured to external *Panel Pock* is active, changing module modes is not possible. Viewing the instruments and event logs is **NOT** affected by *Panel Lock*.

Auto Mode is activated by pressing the **Auto Mode**  button.

The LED above the **Auto Mode**  button illuminates to indicate **Auto Mode**  operations.

Auto Mode  allows the generator to operate fully automatically, starting and stopping as required with no user intervention.


5.5.1 WAITING IN AUTO MODE

If a starting request is made, the starting sequence begins.
Starting requests can be from the following sources:

- Failure of mains supply (DSE6120 MKIII only)
- Activation of an auxiliary input that has been configured to *Remote Start*
- Activation of an auxiliary input that has been configured to *Auxiliary Mains Fail* (DSE6120 MKIII only).
- Activation of the inbuilt exercise scheduler.
- Activation of *Dual Mutual Standby Balance Mode*, see section entitled *Operation (Dual Mutual Standby)* elsewhere in this document for more information.

5.5.2 STARTING SEQUENCE

 **NOTE:** If the unit has been configured for CAN, compatible ECU's receive the start command via CAN and transmit the engine speed to the DSE controller.

 **NOTE:** For further details of module configuration, refer to DSE Publication: *057-290 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual*.

To allow for 'false' start requests, the *Start Delay* timer begins.

Should all start requests be removed during the *Start Delay* timer, the unit returns to a stand-by state.

If a start request is still present at the end of the *Start Delay* timer, the fuel relay is energised and the engine is cranked.

If the engine fails to fire during this cranking attempt then the starter motor is disengaged for the *Crank Rest* duration after which the next start attempt is made. Should this sequence continue beyond the *Set Number Of Attempts*, the start sequence is terminated and the display shows *Fail to Start*.

The starter motor is disengaged when the engine fires. Speed detection is factory configured to be derived from the AC alternator output frequency, but can additionally be measured from a Magnetic Pickup mounted on the flywheel or from the CAN link to the engine ECU depending on module.

Additionally, rising oil pressure can be used to disconnect the starter motor (but cannot detect underspeed or overspeed).

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

5.5.3 ENGINE RUNNING



NOTE: The load transfer signal remains inactive until the generator is available. This prevents excessive wear on the engine and alternator.

The generator is placed on load if configured to do so.

If all start requests are removed, the *Stopping Sequence* begins.

5.5.4 STOPPING SEQUENCE

The *Return Delay* timer operates to ensure that the starting request has been permanently removed and isn't just a short term removal. Should another start request be made during the cooling down period, the set returns on load.

If there are no starting requests at the end of the *Return Delay* timer, the load is transferred from the generator to the mains supply and the *Cooling Down* timer is initiated.

The *Cooling Down* timer allows the set to run off load and cool sufficiently before being stopped. This is particularly important where turbo chargers are fitted to the engine.

After the *Cooling Down* timer has expired, the set is stopped.

5.6 SCHEDULER

The controller contains an inbuilt exercise run scheduler, capable of automatically starting and stopping the set or inhibiting the set from starting. Up to 8 scheduled start/stop/inhibiting start sequences can be configured to repeat on a 7-day or 28-day cycle.

Scheduled runs may be on load or off load depending upon module configuration.


Example:

Screen capture from DSE Configuration Suite Software showing the configuration of the Exercise Scheduler.



In this example the set starts at 09:00 on Monday and run for 5 hours off load, then start at 13:30 on Tuesday and run for 30 minutes one load and is inhibited from automatically starting on Monday from 17:00 for 12 hours.

| Week | Day | Run Mode | Start Time | Duration | Clear |
|-------|---------|-------------------|------------|----------|-------|
| First | Monday | Off Load | 09:00 | 05:00 | Clear |
| First | Tuesday | On Load | 13:30 | 00:30 | Clear |
| First | Monday | Auto Start Inhibi | 17:00 | 12:00 | Clear |
| First | Monday | Off Load | 00:00 | 00:00 | Clear |
| First | Monday | Off Load | 00:00 | 00:00 | Clear |
| First | Monday | Off Load | 00:00 | 00:00 | Clear |
| First | Monday | Off Load | 00:00 | 00:00 | Clear |
| First | Monday | Off Load | 00:00 | 00:00 | Clear |






5.6.1 STOP MODE

- Scheduled runs do not occur when the module is in **Stop/Reset Mode** .

5.6.2 MANUAL MODE

- Scheduled runs do not occur when the module is in **Manual Mode**  waiting for a start request.
- Activation of a Scheduled Run 'On Load' when the module is operating Off Load in **Manual Mode**  forces the set to run On Load.

5.6.3 AUTO MODE

- Scheduled runs operate only if the module is in **Auto Mode**  with no *Shutdown* or *Electrical Trip* alarm active.
- If the module is in **Stop/Reset Mode**  or **Manual Mode**  when a scheduled run begins, the engine is not started. However, if the module is moved into **Auto Mode**  during a scheduled run, the engine is called to start.
- Depending upon configuration by the system designer, an external input can be used to inhibit a scheduled run.
- If the engine is running *Off Load* in **Auto Mode**  and a scheduled run configured to 'On Load' begins, the set is placed *On Load* for the duration of the Schedule.


5.8 ALTERNATIVE CONFIGURATIONS

Depending upon the configuration of the system by the generator supplier, the system may have selectable configurations (for example to select between 50 Hz and 60 Hz). If this has been enabled the generator supplier will advise how this selection can be made (usually by operating an external selector switch or by selecting the required configuration file in the module's front panel configuration editor).

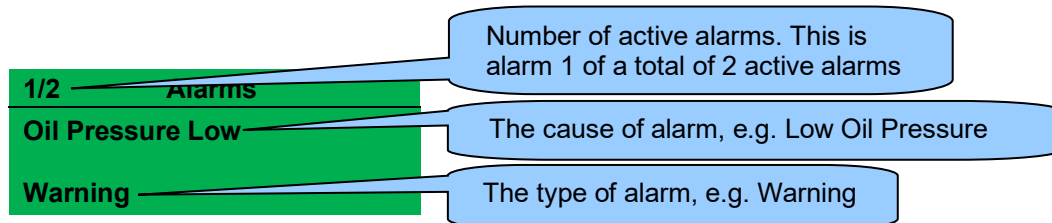
6 PROTECTIONS

6.1 ALARMS

When an alarm is active, the *Internal Audible Alarm* sounds and the *Common Alarm* output if configured, activates.

The audible alarm is silenced by pressing the **Alarm Mute / Lamp Test**  button.

The LCD display jumps from the 'Information page' to display the Alarm Page



The LCD displays multiple alarms such as "*Coolant Temperature High*", "*Emergency Stop*" and "*Low Coolant Warning*". These automatically scroll in the order that they occurred or press the

Instrumentation Scroll  buttons to scroll through manually.

In the event of an alarm, the LCD displays the appropriate text. If an additional alarm then occurs, the module displays the appropriate text.

Example:

| 1/2 | Alarms |
|------------------|--------|
| Oil Pressure Low | |
| Warning | |

| 2/2 | Alarms |
|-------------------|--------|
| Coolant Temp High | |
| Shutdown | |

6.1.1 PROTECTIONS DISABLED

Configuration is possible to prevent *Shutdown* and *Electrical Trip* alarms from stopping the generator. Under such conditions, *Protections Disabled* appears on the module display to inform the operator. *Shutdown* and *Electrical Trip* alarms still appear however, the operator is informed the alarms are blocked.

Example:

| | |
|------------------|--------|
| 1/1 | Alarms |
| Oil Pressure Low | |
| Shutdown Blocked | |

This feature is provided to assist the system designer in meeting specifications for *Warning Only*, *Protections Disabled*, *Run to Destruction*, *War Mode* or other similar wording.

When configuring this feature in the PC software, the system designer chooses to make the feature permanently active or only active upon operation of an external switch. The system designer provides this switch (not DSE) so its location varies depending upon manufacturer, however it normally takes the form of a key operated switch to prevent inadvertent activation. Depending upon configuration, a warning alarm may be generated when the switch is operated.

The feature is configurable in the PC configuration software for the module. Writing a configuration to the controller that has "Protections Disabled" configured, results in a warning message appearing on the PC screen for the user to acknowledge before the controller's configuration is changed. This prevents inadvertent activation of the feature.

6.1.2 RESET ELECTRICAL TRIP




Configuration is possible to enable the operator to reset *Electrical Trip* alarm a configurable number of times before the generator has stopped. This is to allow the generator to go back on load without having to perform a cooling run first.

It is also possible to prevent an *Electrical Trip* alarm from stopping the generator. Under such conditions, the *Electrical Trip Stop Inhibited Warning* alarm appears on the module display to inform the operator. *Electrical Trip* alarms still appear however, the operator is just informed the generator is inhibited from stopping.

Example:

| 1/2 | Alarms | 2/2 | Alarms |
|-----|--------------------------------|-----|------------------|
| | Electrical Trip Stop Inhibited | | Gen Over Current |
| | Warning | | Electrical Trip |

This feature is provided to assist the system designer in meeting specifications requirements to ensure the generator (if running) is able to take load again after the alarm has been reset. Depending upon configuration, the generator may go into a cooling run or be inhibited from stopping after the *Electrical Trip* alarm activates.

When configuring this feature in the PC software, the system designer chooses to make the *Electrical Trip* alarms resettable by using a switch connected to an input configured for *Reset Electrical Trip* and/or by pressing the **Close Generator**  button. The system designer provides this switch (not DSE) so its location varies depending upon manufacturer, however it normally takes the form of a key operated switch to prevent inadvertent activation. If the DSE module is in the **Manual Mode** , a further press of the **Close Generator**  button is required to place the generator on load if no other on load request is active.

The feature is configurable in the PC configuration software for the module. Writing a configuration to the controller that has *Reset Electrical Trip* enabled, results in a warning message appearing on the PC screen for the user to acknowledge before the controller's configuration is changed. This prevents inadvertent activation of the feature.

6.1.3 ECU ALARMS (CAN FAULT CODES / DTC)


 **NOTE:** For details on these code meanings, refer to the ECU instructions provided by the engine manufacturer, or contact the engine manufacturer for further assistance.

 **NOTE:** For further details on connection to electronic engines, refer to DSE Publication: **057-004 Electronic Engines And DSE Wiring**

When connected to a suitable CAN engine, the controller displays alarm status messages from the ECU in the *Alarms* section of the display.


| | |
|--------------------|---------------|
| 1/1 | Alarms |
| ECU Warning | |
| Warning | |

Type of alarm that is triggered on the DSE module, e.g. Warning

Press the **Next Page**  button to access the list of *ECU Current DTCs* (Diagnostic Trouble Codes) from the ECU which are DM1 messages.

| | |
|-----------------------------------|-------------------------|
| 1/2 | ECU Current DTCs |
| Water Level Low | |
| SPN=131166 , FMI=8, OC=127 | |

The DM1 DTC is interpreted by the module and is shown on the module's display as a text message. In addition to this, the manufacturer's DTC is shown below.

Press the **Next Page**  button to access the list of *ECU Prev. DTCs* (Diagnostic Trouble Codes) from the ECU which are DM2 messages.

| | |
|-----------------------------------|-----------------------|
| 1/10 | ECU Prev. DTCs |
| Water Level Low | |
| SPN=131166 , FMI=8, OC=127 | |

The DM2 DTC is interpreted by the module and is shown on the module's display as a text message. In addition to this, the manufacturer's DTC is shown below.

6.2 WARNING ALARMS

Warnings are non-critical alarm conditions and do not affect the operation of the engine system, they serve to draw the operators attention to an undesirable condition.




Example:

| |
|--------------------------|
| 1/2 Alarms |
| Coolant Temp High |
| Warning |







In the event of an alarm the LCD jumps to the alarms page, and scroll through all active alarms.

By default, warning alarms are self-resetting when the fault condition is removed. However enabling *All Warnings Are Latched* causes warning alarms to latch until reset manually. This is enabled using the DSE Configuration Suite in conjunction with a compatible PC.

If the module is configured for **CAN** and receives an “error” message from the ECU, ‘ECU Warning’ is shown on the module’s display as a warning alarm.

| Fault | Description |
|---|--|
| DSE2130 ID 0 to 3 Analogue Input E to H High | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that an analogue input value of a DSE2130 had risen above the <i>Flexible Sensor High Pre-Alarm Trip</i> level.</p> |
| DSE2130 ID 0 to 3 Analogue Input E to H Low | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that an analogue input value of a DSE2130 had fallen below the <i>Flexible Sensor Low Pre-Alarm Trip</i> level.</p> |
| DSE2130 ID 0 to 3 Digital Input A to H | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that a digital input configured to create a fault condition on a DSE2130 expansion module became active and the appropriate LCD message displayed.</p> |

Continued over page...




| Fault | Description |
|--|--|
| DSE2131 ID 0 to 3 Analogue Input A to J Low | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that an analogue input value of a DSE2131 had fallen below the <i>Flexible Sensor Low Pre-Alarm Trip</i> level.</p> |
| DSE2131 ID 0 to 3 Digital Input A to J | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that a digital input configured to create a fault condition on a DSE2131 expansion module became active and the appropriate LCD message displayed.</p> |
| DSE2133 ID 0 to 3 Analogue Input A to H High | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that an analogue input value of a DSE2133 had risen above the <i>Temperature Sensor High Pre-Alarm Trip</i> level.</p> |
| DSE2133 ID 0 to 3 Analogue Input A to H Low | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that an analogue input value of a DSE2133 had fallen below the <i>Temperature Sensor Low Pre-Alarm Trip</i> level.</p> |
| Charger ID 0 to 3 Common Warning | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that a battery charger connected by DSENet® had issued a <i>Common Warning Alarm</i>.</p> |
| Analogue Input A to D (Digital) | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that an analogue input configured as a digital input to create a fault condition became active and the appropriate LCD message is displayed.</p> |

Continued over page...



Protections

| Fault | Description |
|--|--|
| Battery Detect Failure | The module detected that a battery charger connected by DSENet [®] had issued a <i>Battery Detect Failure</i> alarm. |
| Battery Failure Detection Output 1 | The module detected that a battery charger connected by DSENet [®] had issued a <i>Battery Failure Detection</i> alarm on its Output 1. |
| Battery Failure Detection Output 2 | The module detected that a battery charger connected by DSENet [®] had issued a <i>Battery Failure Detection</i> alarm on its Output 2. |
| Battery High Current Output 1 | The module detected that a battery charger connected by DSENet [®] had issued a <i>Battery High Current</i> alarm on its Output 1. |
| Battery High Current Output 2 | The module detected that a battery charger connected by DSENet [®] had issued a <i>Battery High Current</i> alarm on its Output 2. |
| Battery High Temperature Output 1 | The module detected that a battery charger connected by DSENet [®] had issued a <i>Battery High Temperature</i> alarm on its Output 1. |
| Battery High Temperature Output 2 | The module detected that a battery charger connected by DSENet [®] had issued a <i>Battery High Temperature</i> alarm on its Output 2. |
| Battery High Voltage Output 1 | The module detected that a battery charger connected by DSENet [®] had issued a <i>Battery High Voltage</i> alarm on its Output 1. |
| Battery High Voltage Output 2 | The module detected that a battery charger connected by DSENet [®] had issued a <i>Battery High Voltage</i> alarm on its Output 2. |
| Battery Low Voltage Output 1 | The module detected that a battery charger connected by DSENet [®] had issued a <i>Battery Low Voltage</i> alarm on its Output 1. |
| Battery Low Voltage Output 2 | The module detected that a battery charger connected by DSENet [®] had issued a <i>Battery Low Voltage</i> alarm on its Output 2. |
| Battery Temperature Sensor Fail Output 1 | The module detected that a battery charger connected by DSENet [®] had issued a <i>Battery Temperature Fail</i> alarm on its Output 1. |
| Battery Temperature Sensor Fail Output 2 | The module detected that a battery charger connected by DSENet [®] had issued a <i>Battery Temperature Fail</i> alarm on its Output 2. |
| Calibration Fault | The module detected that its internal calibration has failed. The unit must be sent back to DSE to be investigated and repaired. Contact DSE Technical Support for more details. |
| Charge Alt Failure IEEE 37.2 – 27 DC Undervoltage Relay | The module detected that the output voltage of the charge alternator had fallen below the <i>Charge Alternator Warning Trip</i> level for the configured delay timer. |
| Charger Fan Locked | The module detected that a battery charger connected by DSENet [®] had a <i>Failure</i> alarm. |
| Charger High Temperature | The module detected that a battery charger connected by DSENet [®] had a <i>High Temperature</i> alarm. |
| Charger Mains High Current | The module detected that a battery charger connected by DSENet [®] had a <i>Mains High Current</i> alarm. |
| Charger Mains High Voltage | The module detected that a battery charger connected by DSENet [®] had a <i>Mains High Voltage</i> alarm. |
| Charger Mains Low Voltage | The module detected that a battery charger connected by DSENet [®] had a <i>Mains Low Voltage</i> alarm. |
| Charger Voltage Drop Charging Cable Output 1 | The module detected that a battery charger connected by DSENet [®] had issued a <i>Voltage Drop Charging Cable</i> alarm on its Output 1. |
| Charger Voltage Drop Charging Cable Output 2 | The module detected that a battery charger connected by DSENet [®] had issued a <i>Voltage Drop Charging Cable</i> alarm on its Output 2. |
| Coolant Temp High IEEE C37.2 – 26 Apparatus Thermal Device | The module detected that the engine coolant temperature had risen above the <i>High Coolant Temperature Pre-Alarm Trip</i> level after the <i>Safety On Delay</i> timer had expired. |
| DC Battery High Voltage IEEE 37.2 – 59 DC Overvoltage Relay | The module detected that its DC supply voltage had risen above the <i>Plant Battery Overvolts Warning Trip</i> level for the configured delay timer. |
| DC Battery Low Voltage IEEE 37.2 – 27 DC Undervoltage Relay | The module detected that its DC supply voltage had fallen below the <i>Plant Battery Undervolts Warning Trip</i> level for the configured delay timer. |

Continued over page...

| Fault | Description |
|--|--|
| DC Battery High Voltage IEEE 37.2 – 59 DC Overvoltage Relay | The module detected that its DC supply voltage had risen above the <i>Plant Battery Overvolts Warning Trip</i> level for the configured delay timer. |
| DC Battery Low Voltage IEEE 37.2 – 27 DC Undervoltage Relay | The module detected that its DC supply voltage had fallen below the <i>Plant Battery Undervolts Warning Trip</i> level for the configured delay timer. |
| DEF Level Low | The module received a fault condition from the engine ECU alerting about the DEF level or the module detected that the <i>DEF Level</i> had fallen below the <i>DEF Level Low Pre-Alarm Trip</i> level for the configured delay timer. |
| Digital Input A to H | <div>  NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: 057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual. </div> <p>The module detected that a digital input configured to create a fault condition became active and the appropriate LCD message is displayed.</p> |
| DPTC Filter | The module received a fault condition from the engine ECU alerting that the DPF/DPTC had activated. |
| ECU Amber | The module received an amber fault condition from the engine ECU. |
| ECU Data Fail | The module is configured for CAN operation but has not detected data being sent from the engine's ECU. |
| ECU Malfunc. | The module received a malfunction fault condition from the engine ECU. |
| ECU Protect | The module received a protect fault condition from the engine ECU. |
| ECU Red | The module received a red fault condition from the engine ECU. |
| Engine Over Speed IEEE C37.2 - 12 Overspeed Device | The module detected that the engine speed had risen above the <i>Over Speed Pre-Alarm Trip</i> level for the configured delay timer. |
| Engine Over Speed Delayed IEEE C37.2 - 12 Overspeed Device | The module detected that the engine speed had risen above the <i>Over Speed Trip</i> level but was below the <i>Over Speed Overshoot Trip</i> for the configured <i>Overshoot Delay</i> timer during starting. |
| Engine Under Speed IEEE C37.2 - 14 Underspeed Device | The module detected that the engine speed had fallen below the <i>Under Speed Pre-Alarm Trip</i> level for the configured delay timer after the <i>Safety On Delay</i> timer had expired. |
| Exp. Unit Failure | The module detected that communications to one of the DSENet® expansion modules had been lost. |
| Flexible Sensor A to D High | <div>  NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: 057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual. </div> <p>The module detected that an analogue input value had risen above the <i>Flexible Sensor High Pre-Alarm Trip</i> level.</p> |
| Flexible Sensor A to D Low | <div>  NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: 057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual. </div> <p>The module detected that an analogue input value had fallen below the <i>Flexible Sensor Low Pre-Alarm Trip</i> level.</p> |

Continued over page...

| Fault | Description |
|---|---|
| Fuel Level High IEEE C37.2 - 71 Liquid Level Switch | The module detected that the engine fuel level rose above the <i>High Fuel Level Trip</i> level. |
| Fuel Level Low IEEE C37.2 - 71 Liquid Level Switch | The module detected that the engine fuel level had fallen below the <i>Low Fuel Level Trip</i> level. |
| Fuel Level Low Switch IEEE C37.2 - 71 Liquid Level Switch | The module detected that the engine low fuel level switch had activated. |
| Fuel Tank Bund Level High IEEE C37.2 - 71 Liquid Level Switch | The module detected that the fuel tank bund level switch had activated. |
| Fuel Usage IEEE C37.2 - 80 Flow Switch | The module detected that the fuel consumption was more than the configured <i>Running Rate</i> or <i>Stopped Rate</i> . |
| Gen Loading Frequency | The module detected that the generator output frequency had not risen above the <i>Generator Loading Frequency</i> setting after the <i>Warming Up</i> timer had expired. |
| Gen Loading Voltage | The module detected that the generator output voltage had not risen above the <i>Generator Loading Voltage</i> setting after the <i>Warming Up</i> timer had expired. |
| Gen Over Current IEEE C37.2 - 50 Instantaneous Overcurrent Relay IEEE C37.2 - 51 IDMT Overcurrent Relay | <div>  NOTE: For more details, see section entitled Over Current Alarm elsewhere in this document. </div> <p>The module detected that the generator output current had risen above the <i>Generator Over Current Trip</i>.</p> |
| Gen Over Frequency IEEE C37.2 - 81 Frequency Relay | The module detected that the generator output frequency had risen above the <i>Over Frequency Pre-Alarm Trip</i> level for the configured delay timer. |
| Gen Over Frequency Delayed IEEE C37.2 - 81 Frequency Relay | The module detected that the generator output frequency had risen above the <i>Over Frequency Trip</i> level but was below the <i>Over Frequency Overshoot Trip</i> for the configured <i>Overshoot Delay</i> timer during starting. |
| Gen Over Voltage IEEE C37.2 - 59 AC Overvoltage Relay | The module detected that the generator output voltage had risen above the <i>Over Voltage Pre-Alarm Trip</i> level for the configured delay timer. |
| Gen Short Circuit IEEE C37.2 - 51 IDMT Short Circuit Relay | <div>  NOTE: For more details, see section entitled Short Circuit IDMT Alarm elsewhere in this document. </div> <p>The module detected that the generator output current had risen above the <i>Short Circuit Trip</i> for the duration of the IDMT function.</p> |
| Gen Under Frequency IEEE C37.2 - 81 Frequency Relay | The module detected that the generator output frequency had fallen below the <i>Under Frequency Pre-Alarm Trip</i> level for the configured delay timer after the <i>Safety On Delay</i> timer had expired. |
| Gen Under Voltage IEEE C37.2 - 27 AC Undervoltage Relay | The module detected that the generator output voltage had fallen below the <i>Under Voltage Pre-Alarm Trip</i> level for the configured delay timer after the <i>Safety On Delay</i> timer had expired. |
| HEST Active | The module received a fault condition from the engine ECU alerting that the HEST had activated. |
| Inlet Temperature | The module detected that the engine's ECU measurement of inlet temperature had risen above the <i>Inlet Temperature Alarm Pre-Alarm Trip</i> level. |
| kW Overload IEEE C37.2 - 32 Directional Power Relay | The module detected that the generator output kW had risen above the <i>Overload Protection Trip</i> for the configured delay timer |

Continued over page...

Protections

| Fault | Description |
|---|--|
| Loss of Mag-PU | The module detected that the magnetic pick up was not producing a pulse output after the required <i>Crank Disconnect</i> criteria had been met. |
| Low Coolant Warning | The module detected that the engine coolant temperature had fallen below the <i>Low Coolant Temperature Pre-Alarm Trip</i> level. |
| Low Load IEEE C37.2 – 37 Undercurrent of Underpower relay | The module detected that the load had fallen below the <i>Low Load Alarm Trip</i> level. |
| Maintenance Due | <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> ⚠ NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: 057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual. </div> <p>The module detected that one of the configured maintenance alarms is due as its configured maintenance interval has expired.</p> |
| Negative kvar IEEE C37.2 – 40 Field Under Excitation Relay | The module detected that the generator output kvar had fallen below the <i>Negative var Pre-Alarm Trip</i> for the configured delay timer. |
| Oil Pressure Low IEEE C37.2 - 63 Pressure Switch | The module detected that the engine oil pressure had fallen below the <i>Low Oil Pressure Pre-Alarm Trip</i> level after the <i>Safety On Delay</i> timer had expired. |
| Positive kvar IEEE C37.2 – 40 Field Over Excitation Relay | The module detected that the generator output kvar had risen above the <i>Positive var Pre-Alarm Trip</i> for the configured delay timer. |
| Protections Disabled | The module detected that an input configured for Protections Disable became active. |
| SCR Inducement | The module received a fault condition from the engine ECU alerting about the SCR Inducement. |
| Water in Fuel | The module received a fault condition from the engine ECU alerting that water in the fuel had been detected. |

6.3 ELECTRICAL TRIP ALARMS

 **NOTE:** The fault condition must be resolved before the alarm can be reset. If the fault condition remains, it is not possible to reset the alarm (the exception to this is the *Coolant Temp High* alarm and similar *Active From Safety On* alarms, as the coolant temperature could be high with the engine at rest).

Electrical Trip Alarms are latching and stop the Generator but in a controlled manner. On initiation of the electrical trip condition the module de-activates the **Close Gen Output** outputs to remove the load from the generator. Once this has occurred the module starts the *Cooling Timer* and allows the engine to cool off-load before shutting down the engine. To restart the generator the fault must be cleared and the alarm reset.


Example:




1/2 Alarms

Gen Over Current







Electrical Trip

In the event of an alarm the LCD jumps to the alarms page and scrolls through all active alarms.

Electrical Trip Alarms are latching alarms and to remove the fault, press the **Stop/Reset Mode**  button on the module.

| Fault | Description |
|--|--|
| 2130 ID 1 to 4 Analogue Input E to H High | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that an analogue input value of a DSE2130 had risen above the <i>Flexible Sensor High Alarm Trip</i> level.</p> |
| 2130 ID 1 to 4 Analogue Input E to H Low | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that an analogue input value of a DSE2130 had fallen below the <i>Flexible Sensor Low Alarm Trip</i> level.</p> |
| 2130 ID1 to 4 Digital Input A to H | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that a digital input configured to create a fault condition on a DSE2130 expansion module became active and the appropriate LCD message displayed.</p> |




Continued over page...

| Fault | Description |
|--|--|
| DSE2131 ID 0 to 3 Analogue Input A to J High | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that an analogue input value of a DSE2131 had risen above the <i>Flexible Sensor High Alarm Trip</i> level.</p> |
| DSE2131 ID 0 to 3 Analogue Input A to J Low | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that an analogue input value of a DSE2131 had fallen below the <i>Flexible Sensor Low Alarm Trip</i> level.</p> |
| DSE2131 ID 0 to 3 Digital Input A to J | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that a digital input configured to create a fault condition on a DSE2131 expansion module became active and the appropriate LCD message displayed.</p> |
| DSE2133 ID 0 to 3 Analogue Input A to H High | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that an analogue input value of a DSE2133 had risen above the <i>Temperature Sensor High Alarm Trip</i> level.</p> |
| DSE2133 ID 0 to 3 Analogue Input A to H Low | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that an analogue input value of a DSE2133 had fallen below the <i>Temperature Sensor Low Alarm Trip</i> level.</p> |
| Charger ID 0 to 3 Common Electrical Trip | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that a battery charger connected by DSENet® had issued a <i>Common Electrical Trip Alarm</i>.</p> |

Continued over page...

| Fault | Description |
|---|---|
| Analogue Input A to D (Digital) | <p>⚠ NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: 057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.</p> <p>The module detected that an analogue input configured as a digital input to create a fault condition became active and the appropriate LCD message is displayed.</p> |
| Calibration Fault | The module detected that its internal calibration has failed. The unit must be sent back to DSE to be investigated and repaired. Contact DSE Technical Support for more details. |
| Coolant Temp High IEEE C37.2 – 26 Apparatus Thermal Device | The module detected that the engine coolant temperature had risen above the <i>High Coolant Temperature Electrical Trip</i> level after the <i>Safety On Delay</i> timer had expired. |
| DEF Level Low | The module received a fault condition from the engine ECU alerting about the DEF level or the module detected that the <i>DEF Level</i> had fallen below the <i>DEF Level Low Alarm Trip</i> level for the configured delay timer. |
| Digital Input A to H | <p>⚠ NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: 057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.</p> <p>The module detected that a digital input configured to create a fault condition became active and the appropriate LCD message is displayed.</p> |
| DPTC Filter | The module received a fault condition from the engine ECU alerting that the DPF/DPTC had activated. |
| ECU Amber | The module received an amber fault condition from the engine ECU. |
| ECU Data Fail | The module is configured for CAN operation but has not detected data being sent from the engine's ECU. |
| ECU Malfunc. | The module received a malfunction fault condition from the engine ECU. |
| ECU Protect | The module received a protect fault condition from the engine ECU. |
| ECU Red | The module received a red fault condition from the engine ECU. |
| Exp. Unit Failure | The module detected that communications to one of the DSENet® expansion modules had been lost. |
| Flexible Sensor A to D Low | <p>⚠ NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: 057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual.</p> <p>The module detected that an analogue input value had fallen below the <i>Flexible Sensor Low Alarm Trip</i> level.</p> |

Continued over page...


| Fault | Description |
|--|---|
| Fuel Level High IEEE C37.2 - 71 Liquid Level Switch | The module detected that the engine fuel level rose above the <i>High Fuel Level Trip</i> level. |
| Fuel Level Low IEEE C37.2 - 71 Liquid Level Switch | The module detected that the engine fuel level had fallen below the <i>Low Fuel Level Trip</i> level. |
| Fuel Level Low Switch IEEE C37.2 - 71 Liquid Level Switch | The module detected that the engine low fuel level switch had activated. |
| Fuel Tank Bund Level High IEEE C37.2 - 71 Liquid Level Switch | The module detected that the fuel tank bund level switch had activated. |
| Fuel Usage IEEE C37.2 - 80 Flow Switch | The module detected that the fuel consumption was more then the configured Running Rate or Stopped Rate. |
| Gen Loading Frequency | The module detected that the generator output frequency had not risen above the Generator Loading Frequency setting after the Warming Up timer had expired. |
| Gen Loading Voltage | The module detected that the generator output voltage had not risen above the Generator Loading Voltage setting after the Warming Up timer had expired. |
| Gen Over Current IEEE C37.2 - 51 IDMT Overcurrent Relay | <div>  NOTE: For more details, see section entitled Over Current Alarm elsewhere in this document. </div> <p>The module detected that the generator output current had risen above the Generator Over Current Trip for the duration of the IDMT function.</p> |
| Gen Short Circuit IEEE C37.2 - 51 IDMT Short Circuit Relay | <div>  NOTE: For more details, see section entitled Short Circuit IDMT Alarm elsewhere in this document. </div> <p>The module detected that the generator output current had risen above the <i>Short Circuit Trip</i> for the duration of the IDMT function.</p> |
| Inlet Temperature | The module detected that the engine's ECU measurement of inlet temperature had risen above the <i>Inlet Temperature Alarm Trip</i> level. |
| kW Overload IEEE C37.2 - 32 Directional Power Relay | The module detected that the generator output kW had risen above the Overload Protection Trip for the configured delay timer. |
| Loss of Mag-PU | The module detected that the magnetic pick up was not producing a pulse output after the required Crank Disconnect criteria had been met. |
| Low Load IEEE C37.2 - 37 Undercurrent ot Underpower relay | The module detected that the load had fallen below the <i>Low Load Alarm Trip</i> level. |
| Maintenance Due | <div>  NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: 057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual. </div> <p>The module detected that one of the configured maintenance alarms is due as its configured maintenance interval has expired.</p> |

Continued over page...

Protections

| Fault | Description |
|--|--|
| Negative kvar IEEE C37.2 – 40 Field Under Excitation Relay | The module detected that the generator output kvar had fallen below the <i>Negative var Alarm Trip</i> for the configured delay timer. |
| Positive kvar IEEE C37.2 – 40 Field Over Excitation Relay | The module detected that the generator output kvar had risen above the <i>Positive var Alarm Trip</i> for the configured delay timer. |
| SCR Inducement | The module received a fault condition from the engine ECU alerting about the SCR Inducement. |
| Water in Fuel | The module received a fault condition from the engine ECU alerting that water in the fuel had been detected. |

6.4 SHUTDOWN ALARMS


 **NOTE:** The fault condition must be resolved before the alarm can be reset. If the fault condition remains, it is not possible to reset the alarm (the exception to this is the *Oil Pressure Low* alarm and similar *Active From Safety On* alarms, as the oil pressure is low with the engine at rest).




Shutdown Alarms are latching and immediately stop the Generator. On initiation of the shutdown condition the module de-activates the **Close Gen Output** outputs to remove the load from the generator. Once this has occurred, the module shuts the generator set down immediately to prevent further damage. To restart the generator the fault must be cleared and the alarm reset.

Example:







| | |
|------------------|-------|
| 1/2 | Alarm |
| Oil Pressure Low | |
| Shutdown | |

In the event of an alarm the LCD jumps to the alarms page and scrolls through all active alarms.

Shutdown Alarms are latching alarms and to remove the fault, press the **Stop/Reset Mode**  button on the module.

| Fault | Description |
|---|--|
| 2130 ID 1 to 4 Analogue Input E to H High | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that an analogue input value of a DSE2130 had risen above the <i>Flexible Sensor High Alarm Trip</i> level.</p> |
| 2130 ID 1 to 4 Analogue Input E to H Low | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that an analogue input value of a DSE2130 had fallen below the <i>Flexible Sensor Low Alarm Trip</i> level.</p> |
| 2130 ID1 to 4 Digital Input A to H | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that a digital input configured to create a fault condition on a DSE2130 expansion module became active and the appropriate LCD message displayed.</p> |




Continued over page...

| Fault | Description |
|--|--|
| DSE2131 ID 0 to 3 Analogue Input A to J High | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that an analogue input value of a DSE2131 had risen above the <i>Flexible Sensor High Alarm Trip</i> level.</p> |
| DSE2131 ID 0 to 3 Analogue Input A to J Low | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that an analogue input value of a DSE2131 had fallen below the <i>Flexible Sensor Low Alarm Trip</i> level.</p> |
| DSE2131 ID 0 to 3 Digital Input A to J | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that a digital input configured to create a fault condition on a DSE2131 expansion module became active and the appropriate LCD message displayed.</p> |
| DSE2133 ID 0 to 3 Analogue Input A to H High | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that an analogue input value of a DSE2133 had risen above the <i>Temperature Sensor High Alarm Trip</i> level.</p> |
| DSE2133 ID 0 to 3 Analogue Input A to H Low | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that an analogue input value of a DSE2133 had fallen below the <i>Temperature Sensor Low Alarm Trip</i> level.</p> |
| Charger ID 0 to 3 Common Shutdown | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that a battery charger connected by DSENet® had issued a <i>Common Shutdown Alarm</i>.</p> |




Continued over page...

| Fault | Description |
|--|--|
| Analogue Input A to D (Digital) | <p>NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that an analogue input configured as a digital input to create a fault condition became active and the appropriate LCD message is displayed.</p> |
| Battery Temp | The module detected that a battery charger connected by DSENet [®] had issued a <i>Battery Temperature</i> alarm |
| Calibration Fault | The module detected that its internal calibration has failed. The unit must be sent back to DSE to be investigated and repaired. Contact DSE Technical Support for more details. |
| Charge Alt Failure IEEE C37.2 – 27DC Undervoltage Relay | The module detected that the output voltage of the charge alternator had risen above the <i>Charge Alternator Shutdown Trip</i> level for the configured delay timer. |
| Charger Failure | The module detected that a battery charger connected by DSENet [®] had a <i>Failure</i> alarm. |
| Charger Fan Locked | The module detected that a battery charger connected by DSENet [®] had a <i>Failure</i> alarm. |
| Charger High Temperature | The module detected that a battery charger connected by DSENet [®] had a <i>High Temperature</i> alarm. |
| Charger Input Fuse Fail | The module detected that a battery charger connected by DSENet [®] had an <i>Input Fuse Fail</i> alarm. |
| Charger Mains High Current | The module detected that a battery charger connected by DSENet [®] had a <i>Mains High Current</i> alarm. |
| Charger Mains High Voltage | The module detected that a battery charger connected by DSENet [®] had a <i>Mains High Voltage</i> alarm. |
| Charger Mains Low Voltage | The module detected that a battery charger connected by DSENet [®] had a <i>Mains Low Voltage</i> alarm. |
| Charger Reverse Polarity | The module detected that a battery charger connected by DSENet [®] had a <i>Reverse Polarity</i> alarm. |
| Charger Short Circuit | The module detected that a battery charger connected by DSENet [®] had a <i>Short Circuit</i> alarm. |
| Charger Short Circuit / Reverse Polarity | The module detected that a battery charger connected by DSENet [®] had a combined <i>Short Circuit</i> and <i>Reverse Polarity</i> alarm. |
| Coolant Sender O/C | The module detected that circuit to the engine coolant temperature sensor had become open circuit. |
| Coolant Temp High IEEE C37.2 – 26 Apparatus Thermal Device | The module detected that the engine coolant temperature had risen above the <i>High Coolant Temperature Shutdown Trip</i> level after the <i>Safety On Delay</i> timer had expired. |
| Coolant Temp High Switch IEEE C37.2 – 26 Apparatus Thermal Device | The module detected that the high engine coolant temperature switch had activated after the <i>Safety On Delay</i> timer had expired. |
| DEF Level | The module received a fault condition from the engine ECU alerting about the DEF level or the module detected that the <i>DEF Level</i> had fallen below the <i>DEF Level Low Alarm Trip</i> level for the configured delay timer. |



Continued over page...

| Fault | Description |
|---|--|
| Digital Input A to D | <div>  NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: 057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual. </div> <p>The module detected that a digital input configured to create a fault condition became active and the appropriate LCD message is displayed.</p> |
| DPTC Filter | The module received a fault condition from the engine ECU alerting that the DPF/DPTC had activated. |
| ECU Amber | The module received an amber fault condition from the engine ECU. |
| ECU Data Fail | The module is configured for CAN operation but has not detected data being sent from the engine's ECU. |
| ECU Malfunc. | The module received a malfunction fault condition from the engine ECU. |
| ECU Protect | The module received a protect fault condition from the engine ECU. |
| ECU Red | The module received a red fault condition from the engine ECU. |
| Emergency Stop IEEE C37.2 - 5 Stopping Device | The module detected that emergency stop button had been pressed removing a positive voltage supply from the emergency stop input terminal. This input is failsafe (normally closed to emergency stop) and immediately stops the generator when the signal is removed. |
| Engine Over Speed IEEE C37.2 - 12 Overspeed Device | The module detected that the engine speed had risen above the <i>Over Speed Alarm Trip</i> level for the configured delay timer. |
| Engine Over Speed Overshoot IEEE C37.2 - 12 Overspeed Device | The module detected that the engine speed had risen above the <i>Over Speed Overshoot Trip</i> during the configured <i>Overshoot Delay</i> timer whilst starting. |
| Engine Under Speed IEEE C37.2 - 14 Underspeed Device | The module detected that the engine speed had fallen below the <i>Under Speed Alarm Trip</i> level for the configured delay timer after the <i>Safety On Delay</i> timer had expired. |
| Exp. Unit Failure | The module detected that communications to one of the DSENet® expansion modules had been lost. |
| Failed to Start IEEE C37.2 - 48 Incomplete Sequence Relay | The module detected that the generator had failed to start as it did not meet the required Crank Disconnect criteria during the configured number of Crank Attempts. |
| Failed to Stop IEEE C37.2 - 48 Incomplete Sequence Relay | <div>  NOTE: <i>Fail to Stop</i> could indicate a faulty oil pressure sensor. If engine is at rest, check the oil pressure sensor wiring and configuration. </div> <p>The module detects a condition that indicates the generator is running when the DSE module has instructed it to stop.</p> |
| Flexible Sensor A to D Fault | <div>  NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: 057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual. </div> <p>The module detected that circuit to the flexible sensor had become open circuit.</p> |

Continued over page...

| Fault | Description |
|--|--|
| Flexible Sensor A to D High | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that an analogue input value had risen above the <i>Flexible Sensor High Alarm Trip</i> level.</p> |
| Flexible Sensor A to D Low | <p> NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: <i>057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual</i>.</p> <p>The module detected that an analogue input value had fallen below the <i>Flexible Sensor Low Alarm Trip</i> level.</p> |
| Flexible Sensor A to F Open Circuit | The module detected that circuit to the flexible sensor had become open circuit. |
| Fuel Level High IEEE C37.2 - 71 Liquid Level Switch | The module detected that the engine fuel level rose above the <i>High Fuel Level Trip</i> level. |
| Fuel Level Low IEEE C37.2 - 71 Liquid Level Switch | The module detected that the engine fuel level had fallen below the <i>Low Fuel Level Trip</i> level. |
| Fuel Level Low Switch IEEE C37.2 - 71 Liquid Level Switch | The module detected that the engine low fuel level switch had activated. |
| Fuel Sensor Fault | The module detected that circuit to the engine fuel level sensor had become open circuit. |
| Fuel Tank Bund Level High IEEE C37.2 - 71 Liquid Level Switch | The module detected that the fuel tank bund level switch had activated. |
| Fuel Usage IEEE C37.2 - 80 Flow Switch | The module detected that the fuel consumption was more than the configured Running Rate or Stopped Rate. |
| Gen Loading Frequency | The module detected that the generator output frequency had not risen above the Generator Loading Frequency setting after the Warming Up timer had expired. |
| Gen Loading Voltage | The module detected that the generator output voltage had not risen above the Generator Loading Voltage setting after the Warming Up timer had expired. |
| Gen Over Current IEEE C37.2 - 51 IDMT Overcurrent Relay | <p> NOTE: For more details, see section entitled Over Current Alarm elsewhere in this document.</p> <p>The module detected that the generator output current had risen above the Generator Over Current Trip for the duration of the IDMT function.</p> |
| Gen Over Frequency IEEE C37.2 - 81 Frequency Relay | The module detected that the generator output frequency had risen above the Over Frequency Alarm Trip level for the configured delay timer. |
| Gen Over Frequency Overshoot IEEE C37.2 - 81 Frequency Relay | The module detected that the generator output frequency had risen above the Over Frequency Overshoot Trip during the configured Overshoot Delay timer whilst starting. |
| Gen Over Voltage IEEE C37.2 - 59 AC Overvoltage Relay | The module detected that the generator output voltage had risen above the Over Voltage Alarm Trip level for the configured delay timer. |

Continued over page...

| Fault | Description |
|---|---|
| Gen Short Circuit IEEE C37.2 – 51 IDMT Short Circuit Relay | <div>  NOTE: For more details, see section entitled <i>Short Circuit IDMT Alarm</i> elsewhere in this document. </div> <p>The module detected that the generator output current had risen above the <i>Short Circuit Trip</i> for the duration of the IDMT function.</p> |
| Gen Under Frequency IEEE C37.2 – 81 Frequency Relay | The module detected that the generator output frequency had fallen below the <i>Under Frequency Alarm Trip</i> level for the configured delay timer after the <i>Safety On Delay</i> timer had expired. |
| Gen Under Voltage IEEE C37.2 – 27 AC Undervoltage Relay | The module detected that the generator output voltage had fallen below the <i>Under Voltage Alarm Trip</i> level for the configured delay timer after the <i>Safety On Delay</i> timer had expired. |
| Inlet Temperature | The module detected that the engine's ECU measurement of inlet temperature had risen above the <i>Inlet Temperature Alarm Trip</i> level. |
| kW Overload IEEE C37.2 – 32 Directional Power Relay | The module detected that the generator output kW had risen above the Overload Protection Trip for the configured delay timer. |
| Loss of Mag-PU | The module detected that the magnetic pick up was not producing a pulse output after the required Crank Disconnect criteria had been met. |
| Low Load IEEE C37.2 – 37 Undercurrent or Underpower relay | The module detected that the load had fallen below the <i>Low Load Alarm Trip</i> level. |
| Mag-PU Fault | The module detected that the circuit to the magnetic pick up sensor had become open circuit. |
| Maintenance Due | <div>  NOTE: Due to module configuration the alarm message that appears on the display may be different. For further details of module configuration, refer to DSE Publication: 057-287 DSE6110 MKIII & DSE6120 MKIII Configuration Software Manual. </div> <p>The module detected that one of the configured maintenance alarms is due as its configured maintenance interval has expired.</p> |
| Negative kvar IEEE C37.2 – 40 Field Under Excitation Relay | The module detected that the generator output kvar had fallen below the <i>Negative var Alarm Trip</i> for the configured delay timer. |
| Oil Press Sender Fault | The module detected that circuit to the engine oil pressure sensor had become open circuit. |
| Oil Pressure Low IEEE C37.2 - 63 Pressure Switch | The module detected that the engine oil pressure had fallen below the <i>Low Oil Pressure Shutdown Trip</i> level after the <i>Safety On Delay</i> timer had expired. |
| Oil Pressure Low Switch IEEE C37.2 - 63 Pressure Switch | The module detected that the low oil pressure switch had activated after the <i>Safety On Delay</i> timer had expired. |
| Over Frequency Runaway IEEE C37.2 – 81 Frequency Relay | The module detected that the generator output frequency had risen above the <i>Run Away Trip</i> level. |
| Over Speed Runaway IEEE C37.2 - 12 Overspeed Device | The module detected that the engine speed had risen above the <i>Run Away Trip</i> level. |
| Positive kvar IEEE C37.2 – 40 Field Over Excitation Relay | The module detected that the generator output kvar had risen above the <i>Positive var Alarm Trip</i> for the configured delay timer. |

Continued over page...

Protections

| Fault | Description |
|----------------|--|
| SCR Inducement | The module received a fault condition from the engine ECU alerting about the SCR Inducement. |
| Water in Fuel | The module received a fault condition from the engine ECU alerting that water in the fuel had been detected. |

6.5 MAINTENANCE ALARMS

Depending upon module configuration one or more levels of engine maintenance alarm may occur based upon a configurable schedule.

Example 1:

Screen capture from DSE Configuration Suite Software showing the configuration of the Maintenance Alarm for 1, 2 and 3.


When activated, the maintenance alarm can be either a **warning** (set continues to run) or **shutdown** (running the set is not possible).

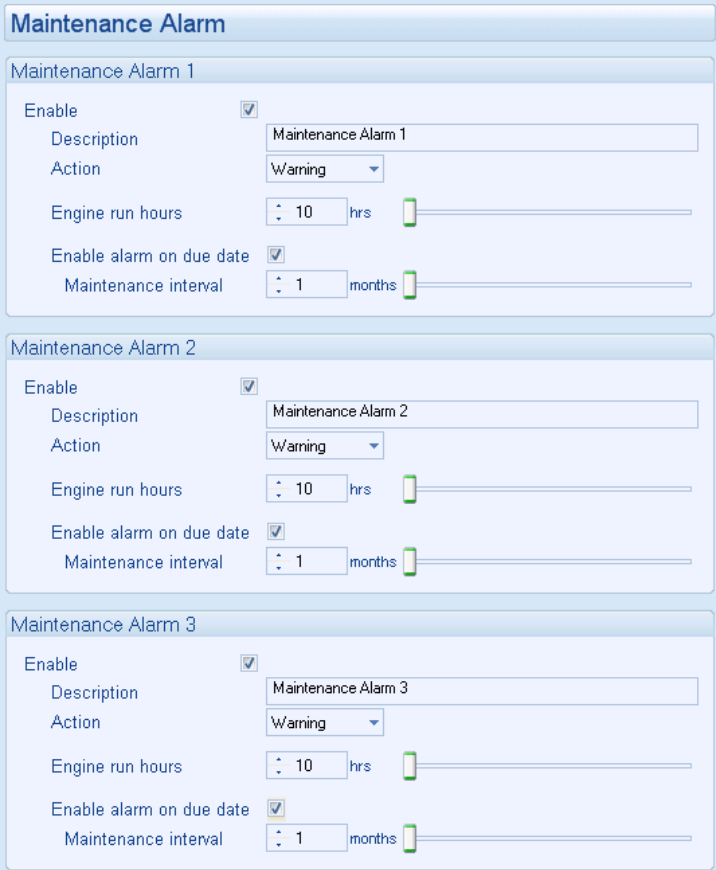
Resetting the maintenance alarm is normally actioned by the site service engineer after performing the required maintenance.

The method of reset is either by:

Activating an input that has been configured to Maintenance Reset Alarm 1, 2 or 3.

Pressing the maintenance reset button in the DSE Configuration Suite, Maintenance section.

Pressing and holding the **Stop/Reset Mode**  button for 10 seconds on the desired Maintenance Alarm status page. This may be protected by a PIN number.



Maintenance Alarm

Maintenance Alarm 1

Enable ☒

Description Maintenance Alarm 1

Action Warning

Engine run hours 10 hrs

Enable alarm on due date ☒

Maintenance interval 1 months

Maintenance Alarm 2

Enable ☒

Description Maintenance Alarm 2

Action Warning

Engine run hours 10 hrs

Enable alarm on due date ☒

Maintenance interval 1 months

Maintenance Alarm 3

Enable ☒

Description Maintenance Alarm 3

Action Warning

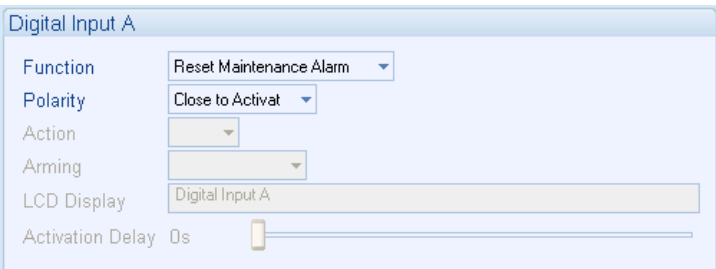
Engine run hours 10 hrs

Enable alarm on due date ☒

Maintenance interval 1 months

Example 2:

Screen capture from DSE Configuration Suite Software showing the configuration of a digital input for Reset Maintenance Alarm.



Digital Input A

Function Reset Maintenance Alarm

Polarity Close to Activat

Action

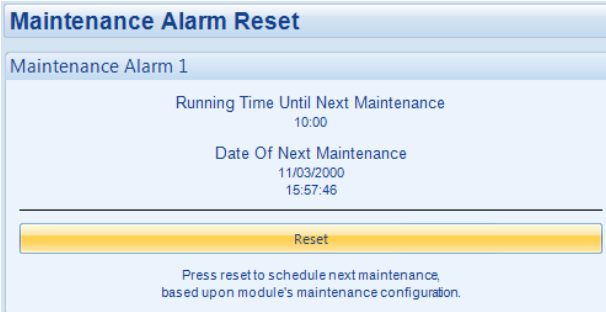
Arming

LCD Display Digital Input A

Activation Delay 0s

Example 3:

Screen capture from DSE Configuration Suite Software showing the Maintenance Alarm Reset 'button' in the DSE Configuration Suite SCADA | MAINTENANCE section.



Maintenance Alarm Reset

Maintenance Alarm 1

Running Time Until Next Maintenance
10:00

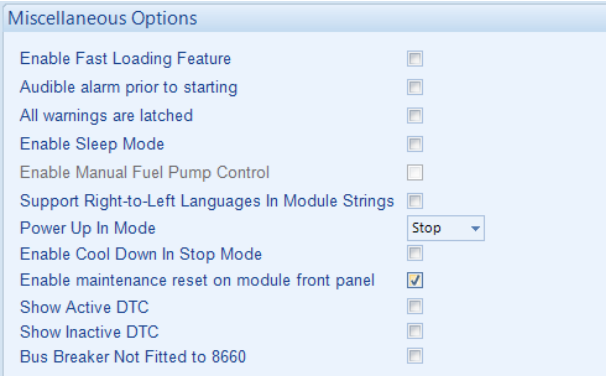
Date Of Next Maintenance
11/03/2000
15:57:46

Reset

Press reset to schedule next maintenance, based upon module's maintenance configuration.

Example 4:

Screen capture from DSE Configuration Suite Software showing the configuration holding stop button to reset the maintenance alarm.



Miscellaneous Options

| | |
|---|-------------------------------------|
| Enable Fast Loading Feature | <input type="checkbox"/> |
| Audible alarm prior to starting | <input type="checkbox"/> |
| All warnings are latched | <input type="checkbox"/> |
| Enable Sleep Mode | <input type="checkbox"/> |
| Enable Manual Fuel Pump Control | <input type="checkbox"/> |
| Support Right-to-Left Languages In Module Strings | <input type="checkbox"/> |
| Power Up In Mode | Stop ▼ |
| Enable Cool Down In Stop Mode | <input type="checkbox"/> |
| Enable maintenance reset on module front panel | <input checked="" type="checkbox"/> |
| Show Active DTC | <input type="checkbox"/> |
| Show Inactive DTC | <input type="checkbox"/> |
| Bus Breaker Not Fitted to 8660 | <input type="checkbox"/> |

6.6 OVER CURRENT ALARM

The *Over Current Alarm* combines a simple warning trip level with a fully functioning IDMT curve for thermal protection.

6.6.1 IMMEDIATE WARNING

If the *Immediate Warning* is enabled, the controller generates a *warning alarm* as soon as the *Trip* level is reached. The alarm automatically resets once the generator loading current falls below the *Trip* level (unless *All Warnings are latched* is enabled). For further advice, consult the generator supplier.

6.6.2 INVERSE DEFINITE MINIMUM TIME (IDMT) ALARM

If the *Over Current IDMT Alarm* is enabled, the controller begins following the IDMT 'curve' when the current on any phase passes the *Trip* setting.

If the *Trip* is surpassed for an excess amount of time, the *IDMT Alarm* triggers (*Shutdown* or *Electrical Trip* as selected in *Action*).

The larger the over circuit fault, the faster the trip. The speed of the trip is dependent upon the fixed formula:

$$T = \frac{t}{\left(\frac{I_A}{I_T} - 1\right)^2}$$

Where:

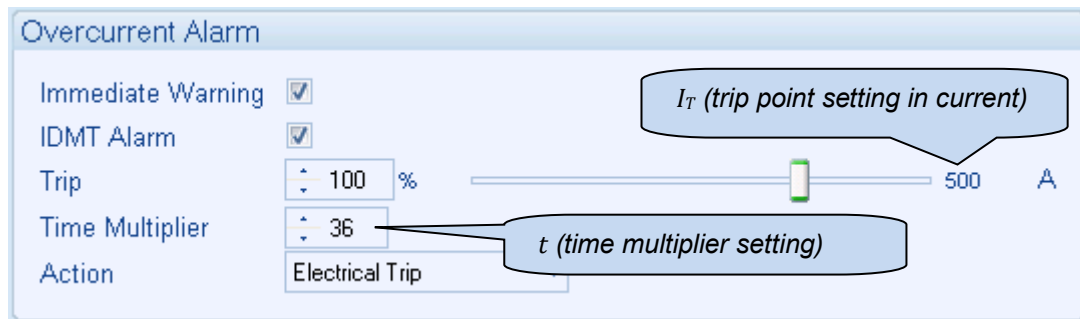
T is the tripping time in seconds

I_A is the actual measured current of the most highly loaded line (L1, L2 or L3)

I_T is the delayed trip point setting in current

t is the time multiplier setting and also represents the tripping time in seconds at twice full load (when $I_A/I_T = 2$).

The settings shown in the example below are a screen capture of the DSE factory settings, taken from the DSE Configuration Suite PC Software for a brushless alternator.



These settings provide for normal running of the generator up to 100% full load. If full load is surpassed, the *Immediate Warning* alarm is triggered and the set continues to run.

The effect of an overload on the generator is that the alternator windings begin to overheat; the aim of the *IDMT Alarm* is to prevent the windings being overload (heated) too much. The amount of time that the alternator can be safely overloaded is governed by how high the overload condition is.

The default settings as shown above allow for an overload of the alternator to the limits of the *Typical Brushless Alternator* whereby 110% overload is permitted for 1 hour or 200% overload is permitted for 36 seconds.

If the alternator load reduces, the controller then follows a cooling curve. This means that a second overload condition may trip soon after the first as the controller knows if the windings have not cooled sufficiently.

For further details on the *Thermal Damage Curve* of your alternator, refer to the alternator manufacturer and generator supplier.

6.6.2.1 CREATING A SPREADSHEET FOR THE OVER CURRENT IDMT CURVE

The formula used:

$$T = \frac{t}{\left(\frac{I_A}{I_T} - 1\right)^2}$$

Where:

T is the tripping time in seconds

I_A is the actual measured current of the most highly loaded line (L1, L2 or L3)

I_T is the delayed trip point setting in current

t is the time multiplier setting and also represents the tripping time in seconds at twice full load (when $I_A/I_T = 2$).

The equation can be simplified for addition into a spreadsheet. This is useful for 'trying out' different values of t (*time multiplier setting*) and viewing the results, without actually testing this on the generator.

| | A | B | C | D | E | F |
|---|----|--------|-------|-------|-------|-------|
| 1 | | 1.01 | 1.02 | 1.03 | 1.05 | 1.06 |
| 2 | 36 | 360000 | 90000 | 40000 | 14400 | 10000 |

I_A/I_T (multiple of the Trip setting from 1.01 to 3.0 in steps of 0.1)

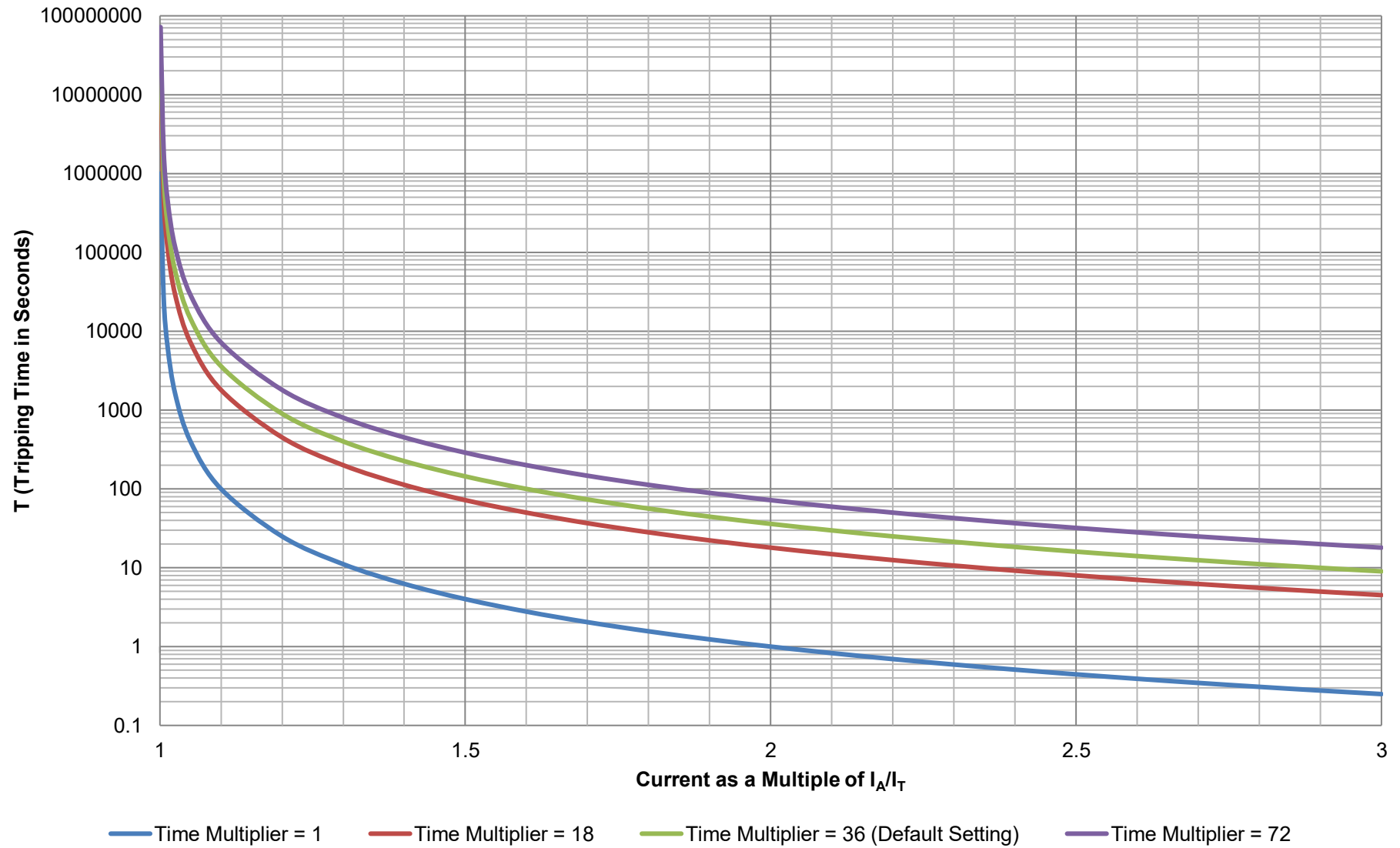
t (time multiplier setting)

T (tripping time in seconds)

The formula for the *Tripping Time* cells is:

f_x = \$A2/POWER((B\$1-1),2)

Over Current IDMT Alarm Curves



6.7 SHORT CIRCUIT IDMT ALARM

If the *Short Circuit Alarm* is enabled, the controller begins following the IDMT 'curve' when the current on any phase passes the *Trip* setting.

If the *Trip* is surpassed for an excess amount of time, the *IDMT Alarm* triggers (*Shutdown* or *Electrical trip* as selected in *Action*).

The larger the short circuit fault, the faster the trip. The speed of the trip is dependent upon the fixed formula:

$$T = \frac{t \times 0.14}{\left(\left(\frac{I_A}{I_T}\right)^{0.02} - 1\right)}$$

Where:

T is the tripping time in seconds (accurate to +/- 5% or +/- 50 ms (whichever is the greater))

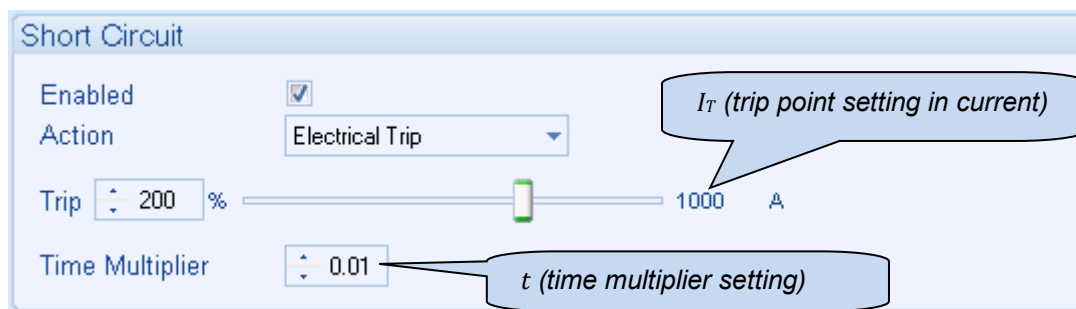
I_A is the actual measured current

I_T is the trip point setting in current

t is the time multiplier setting

The settings shown in the example below are a screen capture of the DSE factory settings, taken from the DSE Configuration Suite software.

NOTE: Due to large inrush currents from certain loads, such as motors or transformers, the default settings for the *Short Circuit* alarm may need adjusting to compensate.



The effect of a short circuit on the generator is that the alternator stator and rotor begin to overheat; the aim of the *IDMT alarm* is to prevent the stator and rotor being overload (heated) too much. The amount of time that the alternator can be safely overloaded is governed by how high the short circuit condition is.

For further details on the *Thermal & Magnetic Damage Curve* of your alternator, refer to the alternator manufacturer and generator supplier.

6.7.1 CREATING A SPREADSHEET FOR THE SHORT CIRCUIT IDMT CURVE

The formula used:

$$T = \frac{t \times 0.14}{\left(\left(\frac{I_A}{I_T}\right)^{0.02} - 1\right)}$$

Where:

T is the tripping time in seconds (accurate to +/- 5% or +/- 50 ms (whichever is the greater))

I_A is the actual measured current

I_T is the trip point setting in current

t is the time multiplier setting

The equation can be simplified for addition into a spreadsheet. This is useful for 'trying out' different values of t (*time multiplier setting*) and viewing the results, without actually testing this on the generator.

| | A | B | C | D | E | F |
|---|------|----------|------|----------|------|----------|
| 1 | | 1.01 | 1.02 | 1.03 | 1.05 | 1.06 |
| 2 | 0.01 | 7.034242 | 25 | 11.11111 | 4 | 2.777778 |

I_A/I_T (multiple of the Trip setting from 1.01 to 3.0 in steps of 0.1)

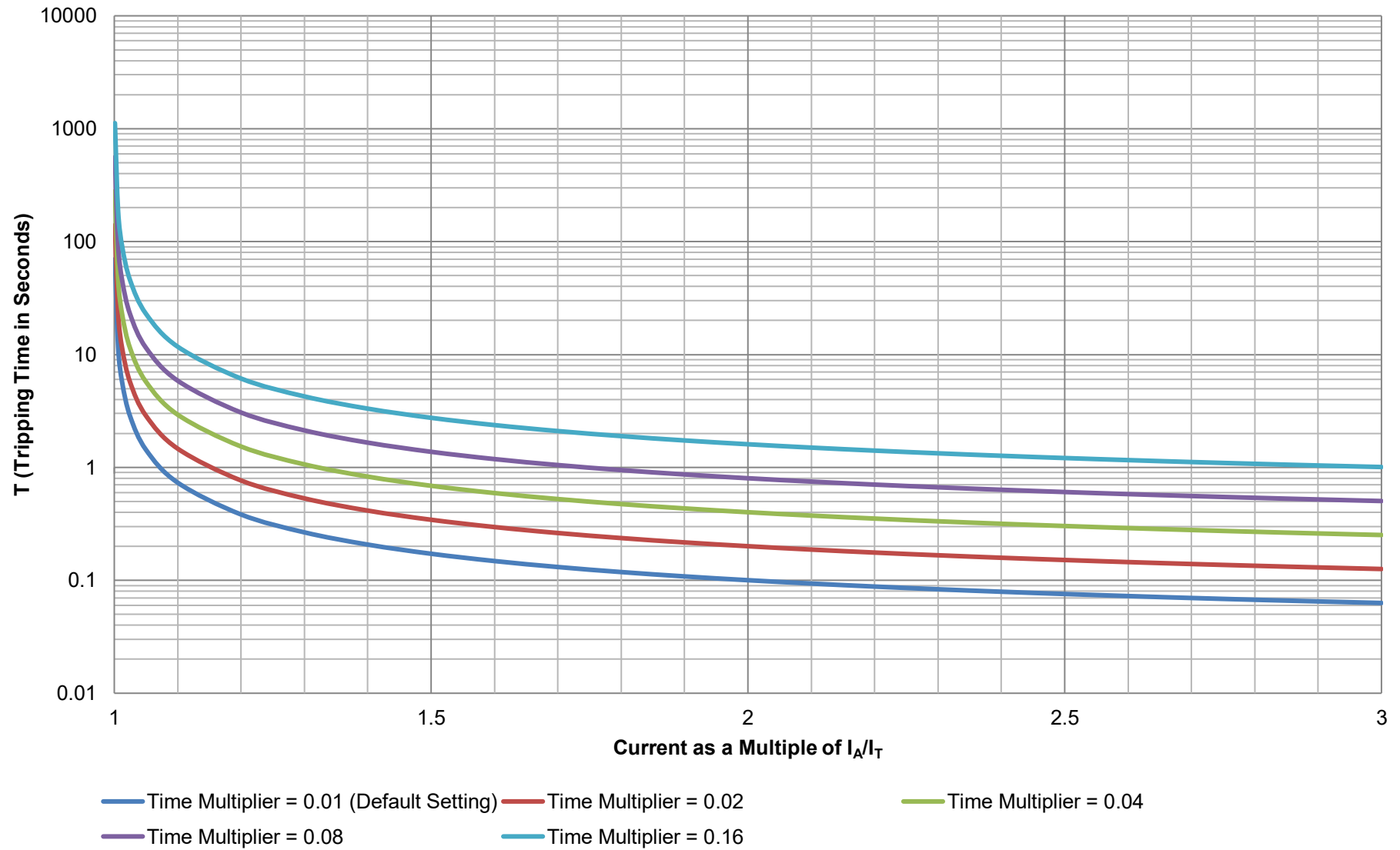
t (time multiplier setting)

T (tripping time in seconds)

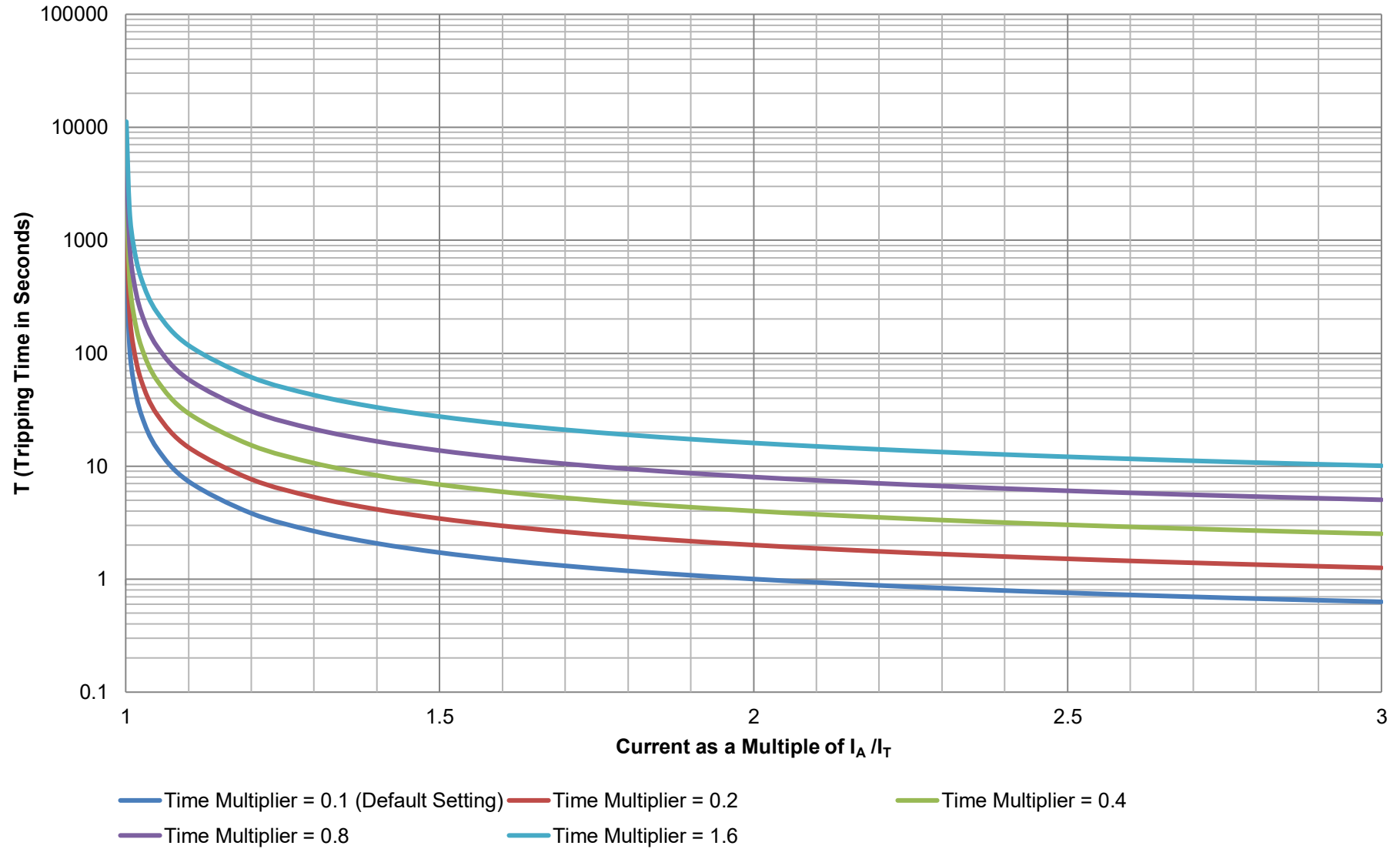
The formula for the *Tripping Time* cells is:

f_x `=($A2*0.14)/(POWER((B$1),0.02)-1)`

Short Circuit IDMT Alarm Curves



Earth Fault IDMT Alarm Curves



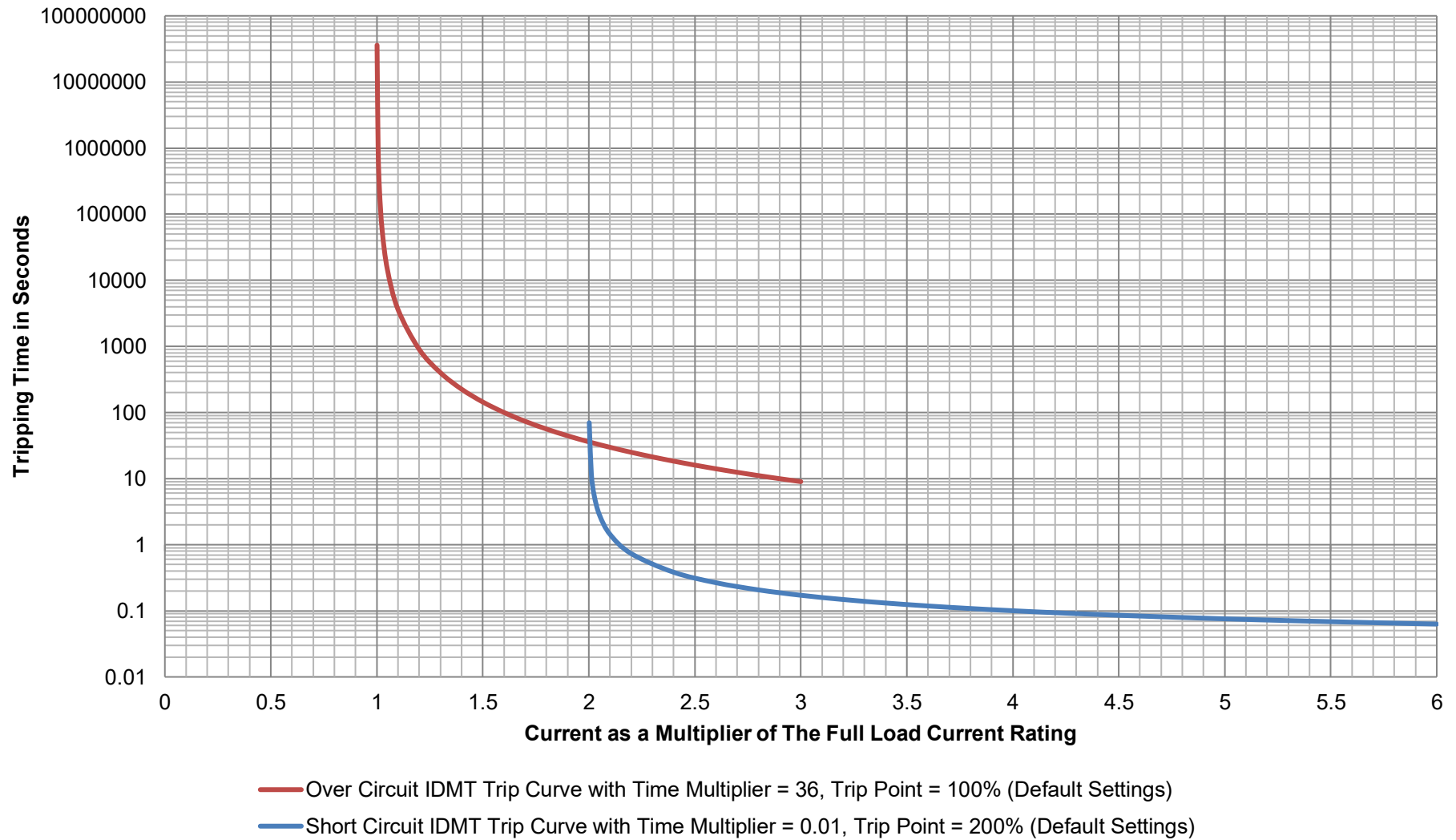
6.8 DEFAULT CURRENT PROTECTION TRIPPING CHARACTERISTICS

The graph on the following page shows the default settings for the IDMT tripping curves for the *Over Current* and, *Short Circuit Fault* protections.

The default setting for the *Over Current* alarm allows for an overload of an alternator to the limits of the *Typical Brushless Alternator* whereby 110% overload is permitted for 1 hour or 200% overload is permitted for 36 seconds. In an over current situation the alternator begins to overheat. The aim of the *Over Current IDMT Alarm* is to prevent the windings being overload (heated) too much. The amount of time that the alternator can be safely overloaded is governed by how high the overload condition is.

The default setting for the *Short Circuit* alarm allows for an alternator to supply a high current caused by a genuine short circuit or an inrush current of a motor/transformer. Whereby 300% overload is permitted for 0.17 seconds or 600% overload is permitted for 0.06 seconds. In a short circuit situation the alternator begins to overheat to the point the insulation breaks down, potentially causing a fire. The aim of the *Short Circuit IDMT Alarm* is to prevent the insulation from melting due to excessive heat. The amount of time that the alternator can be safely in a short circuit condition is governed by the alternator's construction.

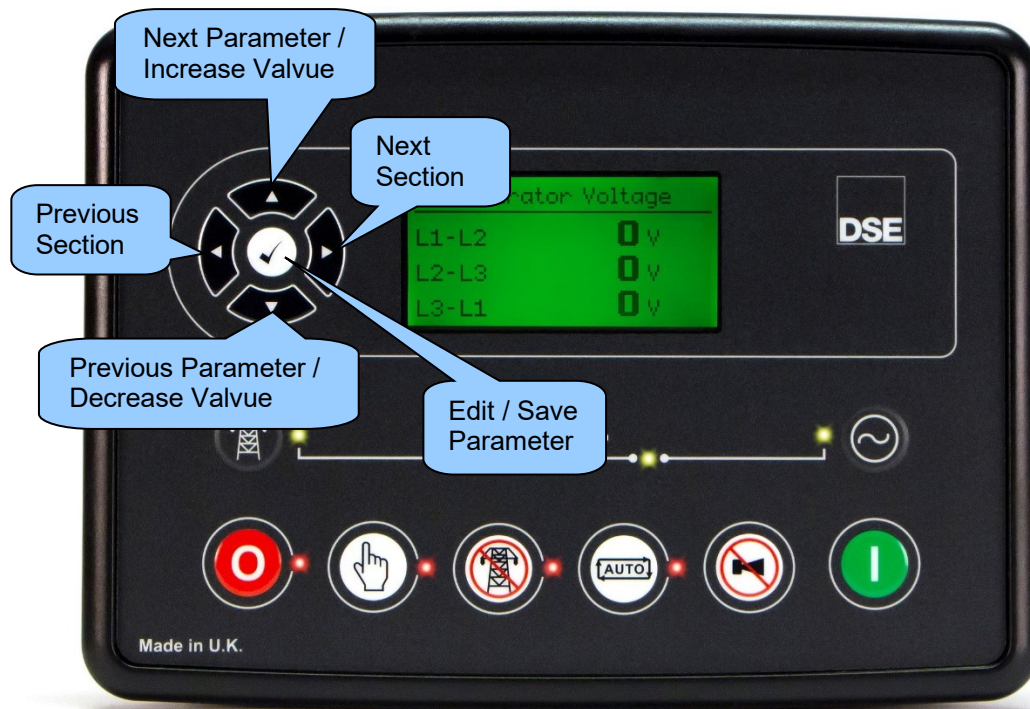
DSE Default Configuratuon of Over Current, Short Circuit & Earth Fault IDMT Alarm Curves



7 FRONT PANEL CONFIGURATION

This configuration mode allows the operator to fully configure the module through its display without the use of the DSE Configuration Suite PC Software.




Use the module's facia buttons to traverse the menu and make value changes to the parameters:




7.1 MAIN CONFIGURATION EDITOR

7.1.1 ACCESSING THE MAIN CONFIGURATION EDITOR





 **NOTE:** More comprehensive module configuration is possible via PC configuration software. For further details of module configuration, refer to DSE Publication: 057- 287 DSE6110 MKIII & DSE6110 MKIII Configuration Software Manual.

- Ensure the engine is at rest and the module by pressing the **Stop/Reset Mode**  button.
- Press the **Stop/Reset Mode**  and **Tick**  buttons together to enter the main configuration editor.

7.1.2 ENTERING PIN


 **NOTE:** The PIN is not set by DSE when the module leaves the factory. If the module has a PIN code set, the generator supplier has entered this. Contact the generator supplier if the code is required. If the code has been 'lost' or 'forgotten', the module must be returned to the DSE factory to have the PIN removed. A charge is made for this procedure. This procedure cannot be performed away from the DSE factory.

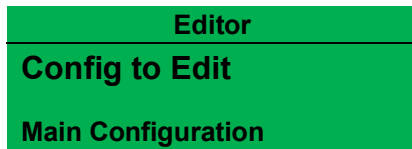
 **NOTE:** The PIN is automatically reset when the editor is exited (manually or automatically) to ensure security.






- If a module security PIN has been set, the PIN request is then shown.
- The first '#' changes to '0'. Press the **Up** or **Down**  buttons to adjust it to the correct value.
- Press the **Right**  button when the first digit is correctly entered. The digit previously entered now shows as '#' for security.
- Repeat this process for the other digits of the PIN number. Press the **Left**  button to move back to adjust one of the previous digits.
- When the **Tick**  button is pressed after editing the final PIN digit, the PIN is checked for validity. If the number is not correct, the PIN must be re-entered.
- If the PIN has been successfully entered (or the module PIN has not been enabled), the editor is displayed.

7.1.3 EDITING A PARAMETER

 **NOTE:** Pressing and holding the *Menu Navigation*  buttons provides the auto-repeat functionality. Values can be changed quickly by holding the navigation buttons for a prolonged period of time.



- Select the configuration that is required to be edit by pressing the **Up** or **Down**  buttons.



- Press the **Right** or **Left**  buttons to cycle to the section to view/change.
- Press the **Up** or **Down**  buttons to select the parameter to view/change within the currently selected section.
- To edit the parameter, press the **Tick**  button to enter edit mode. The parameter begins to flash to indicate editing.
- Press the **Up** or **Down**  buttons to change the parameter to the required value.
- Press the **Tick**  button to save the value. The parameter ceases flashing to indicate that it has been saved.

7.1.4 EXITING THE MAIN CONFIGURATION EDITOR

 **NOTE:** The editor automatically exits after 5 minutes of inactivity to ensure security.

- Press and hold the **Stop/Reset Mode**  button to exit the editor without saving changes.
- Press and hold the **Tick**  button to exit the editor and save the changes.

7.1.5 ADJUSTABLE PARAMETERS

| Section | Parameter As Shown On Display | Value |
|---------|---------------------------------------|----------------------|
| Module | Contrast | 0 % |
| | Language | English |
| | Current Date and Time | Month, Year, hh:mm |
| | Fast Loading | Active / Inactive |
| | Warnings Latched | Active / Inactive |
| | Lamp Test At Start Up | Active / Inactive |
| | Power Save Mode | Active / Inactive |
| | Backlight Power Saving | Active / Inactive |
| | Event Log Display Format | Date and Time |
| | Maintenance Pin Protect | Active / Inactive |
| | Cool Down In Stop Mode | Active / Inactive |
| | Hold Start Button To Crank | Active / Inactive |
| | Power Up In Mode | Stop / Auto / Manual |
| | Audible Alarm Timer | Active / Inactive |
| | Suppress Instrument Generator Voltage | Active / Inactive |
| | Suppress Instrument Generator | Active / Inactive |
| | Frequency | Active / Inactive |
| | Suppress Instrument Mains Voltage | Active / Inactive |
| | Suppress Instrument Mains Frequency | Active / Inactive |
| | Suppress Instrument Current | Active / Inactive |
| | Suppress Instrument kW | Active / Inactive |
| | Suppress Instrument kvar | Active / Inactive |
| | Suppress Instrument kVA | Active / Inactive |
| | Suppress Instrument Power Factor | Active / Inactive |
| | Suppress Instrument kWh | Active / Inactive |
| | Suppress Instrument kvarh | Active / Inactive |
| | Suppress Instrument kVAh | Active / Inactive |
| | Suppress Instrument Charge Alternator | Active / Inactive |

Continued over page...

Front Panel Configuration

| Section | Parameter As Shown On Display | Value |
|---------|---|-------------------|
| Engine | Start Attempts | 3 |
| | Gas Engine Choke (Gas Engine Only) | 0 h 0 m 0 s |
| | Gas Engine Delay (Gas Engine Only) | 0 h 0 m 0 s |
| | Ignition off Delay (Gas Engine Only) | 0 h 0 m 0 s |
| | Crank Disconnect Oil Pressure | Active / Inactive |
| | Oil Pressure Check Prior to Starting | Active / Inactive |
| | Crank Disconnect Frequency | Hz |
| | Crank Disconnect Engine Speed | RPM |
| | Crank Disconnect Oil Pressure | Bar / PSI / kPa |
| | Oil Pressure Low Shutdown | Bar / PSI / kPa |
| | Oil Pressure Low Pre-Alarm | Bar / PSI / kPa |
| | Coolant Temp Low Warning | 0 °C |
| | Coolant Temp High Pre-Alarm | 0 °C |
| | Coolant Temp High Electrical Trip | 0 °C |
| | Coolant Temp High Shutdown | 0 °C |
| | Fuel Usage Running Rate | % |
| | Fuel Usage Stopped Rate | % |
| | Specific Gravity | 0.89 |
| | Pre-Heat Temp | 0 °C |
| | Pre-Heat Timer | 0 h 0 m 0 s |
| | Post-Heat Temp | 0 °C |
| | Post-Heat Timer | 0 h 0 m 0 s |
| | Battery Under Voltage Warning [Enable] | Active / Inactive |
| | Battery Under Voltage Warning | V |
| | Battery Under Voltage Warning Return | V |
| | Battery Under Voltage Warning Delay | 0 h 0 m 0 s |
| | Battery Over Voltage Warning [Enable] | Active / Inactive |
| | Battery Over Voltage Warning Return | V |
| | Battery Over Voltage Warning | V |
| | Battery Over Voltage Warning Delay | 0 h 0 m 0 s |
| | Over Speed Shutdown [Trip] | 0 % |
| | Over Speed Delay | 0.89 |
| | Overspeed Overshoot | 0 °C |
| | Overspeed Overshoot [Delay] | 0 h 0 m 0 s |
| | Charge Alternator Failure Warning [Enable] | Active / Inactive |
| | Charge Alternator Failure Warning | V |
| | Charge Alternator Failure Warning Delay | 0 h 0 m 0 s |
| | Charge Alternator Failure Shutdown [Enable] | Active / Inactive |
| | Charge Alternator Failure Shutdown | V |
| | Charge Alternator Failure Shutdown Delay | 0 h 0 m 0 s |
| | Low Battery Start [Enable] | Active / Inactive |
| | Low Battery Run On Load [Enable] | Active / Inactive |
| | Low Battery Start Threshold | 0 V |
| | Low Battery Start Delay | 0 h 0 m 0 s |
| | Low Battery Run Time | 0 h 0 m 0 s |
| | Magnetic Pickup [Enable] | Active / Inactive |

Continued over page...

Front Panel Configuration

| Section | Parameter As Shown On Display | Value |
|------------------|------------------------------------|---|
| Generator | AC System | 3 Phase, 4 Wire |
| | Alternator Fitted | Active / Inactive |
| | Alternator Poles | 4 |
| | Under Voltage Alarm [Enable] | Active / Inactive |
| | Under Voltage Alarm [Trip] | V |
| | Under Voltage Pre-Alarm [Enable] | Active / Inactive |
| | Under Voltage Pre-Alarm [Trip] | V |
| | Under Voltage Delay | 0 s |
| | Loading Voltage | V |
| | Nominal Voltage | V |
| | Over Voltage Pre-Alarm [Enable] | Active / Inactive |
| | Over Voltage Pre-Alarm Return | V |
| | Over Voltage Pre-Alarm [Trip] | V |
| | Over Voltage Shutdown [Trip] | V |
| | Over Voltage Delay | 0 s |
| | Under Frequency Alarm [Enable] | Active / Inactive |
| | Under Frequency Alarm [Trip] | Hz |
| | Under Frequency Pre-Alarm [Enable] | Active / Inactive |
| | Under Frequency Pre-Alarm [Trip] | Hz |
| | Under Frequency Delay | 0 s |
| | Loading Frequency | Hz |
| | Nominal Frequency | Hz |
| | Over Frequency Pre-Alarm [Enable] | Active / Inactive |
| | Over Frequency Pre-Alarm Return | Hz |
| | Over Frequency Pre-Alarm [Trip] | Hz |
| | Over Frequency Shutdown [Trip] | Hz |
| | Over Frequency Delay | 0 s |
| | Frequency Overshoot Shutdown | % |
| | Frequency Overshoot Delay | 0 h 0 m 0 s |
| | CT Location | Gen / Load |
| | CT Primary | A |
| | CT Location | Gen / Load |
| | CT Primary | A |
| | Full Load Rating | A |
| | Immediate Over Current [Enable] | Active / Inactive |
| | Delayed Over Current [Enable] | Active / Inactive |
| | Delayed Over Current | % |
| | Full Load kW Rating | kW |
| | kW Overload Alarm [Enable] | Active / Inactive |
| | kW Overload Alarm Action | Indication / Warning / Electrical Trip / Shutdown |
| | kW Overload Alarm Trip | % |
| | kW Overload Alarm Delay | 0 h 0 m 0 s |

Continued over page...



Front Panel Configuration

| Section | Parameter As Shown On Display | Value |
|---|-------------------------------|--------------------------------------|
| Mains DSE6120 MKIII Only | Mains Failure Detection | Active / Inactive |
| | Immediate Mains Dropout | Active / Inactive |
| | Under Voltage [Enable] | Active / Inactive |
| | Under Voltage Trip | V |
| | Under Voltage Return | V |
| | Over Voltage [Enable] | Active / Inactive |
| | Over Voltage Return | V |
| | Over Voltage Trip | V |
| | Under Frequency [Enable] | Active / Inactive |
| | Under Frequency Trip | Hz |
| | Under Frequency Return | Hz |
| | Over Frequency [Enable] | Active / Inactive |
| | Over Frequency Return | Hz |
| | Over Frequency Trip | Hz |
| Timers | Start Delay Off Load | 0 h 0 m 0 s |
| | Start Delay On Load | 0 h 0 m 0 s |
| | Start Delay Mains Fail | 0 h 0 m 0 s |
| | Start Delay Telemetry | 0 h 0 m 0 s |
| | Mains Transient Delay | 0 m 0 s |
| | Crank Duration Timer | 0 m 0 s |
| | Crank Rest Timer | 0 m 0 s |
| | Smoke Limiting | 0 m 0 s |
| | Smoke Limiting Off | 0 m 0 s |
| | DPF Ramp | 0 s |
| | Safety On Delay | 0 m 0 s |
| | Warming | 0 h 0 m 0 s |
| | ECU Override | 0 m 0 s |
| | Mains Transfer Time | 0m 0.0s |
| | Breaker Close Pulse | 0 s |
| | Breaker Trip Pulse | 0 s |
| | Return Delay | 0 h 0 m 0 s |
| | Cooling | 0 h 0 m 0 s |
| | Cooling at Idle | 0 h 0 m 0 s |
| | ETS Solenoid Hold | 0 m 0 s |
| | Fail To Stop Delay | 0 m 0 s |
| | LCD Page Timer | 0 h 0 m 0 s |
| | LCD Scroll Delay | 0 h 0 m 0 s |
| CAN ECU | Alternate Engine Speed | Active / Inactive |
| | ECU Data Fail | Active / Inactive |
| | ECU Data Fail Action | Warning / Electrical Trip / Shutdown |
| | ECU Data Fail Delay | 0 m 0 s |
| | Use Module Oil Pressure | Active / Inactive |
| | Use Module Coolant Temp | Active / Inactive |
| | Use Module Engine Hours | Active / Inactive |
| | Use Module RPM | Active / Inactive |
| | Use Module Charge Alt | Active / Inactive |

Continued over page...

| Section | Parameter As Shown On Display | Value |
|---------------------------|--|---|
| Maintenance Alarms | Maintenance Alarm 1 [Enable] | Active / Inactive |
| | Maintenance Alarm 1 Action | Warning / Electrical Trip / Shutdown |
| | Maintenance Alarm 1 Engine Hours | Hours |
| | Maintenance Alarm 1 On Due Date | Active / Inactive |
| | Maintenance Alarm 1 Interval | MTH |
| | Maintenance Alarm 2 [Enable] | Active / Inactive |
| | Maintenance Alarm 2 Action | Warning / Electrical Trip / Shutdown |
| | Maintenance Alarm 2 Engine Hours | Hours |
| | Maintenance Alarm 2 On Due Date [Enable] | Active / Inactive |
| | Maintenance Alarm 2 Interval | MTH |
| | Maintenance Alarm 3 [Enable] | Active / Inactive |
| | Maintenance Alarm 3 Action | Warning / Electrical Trip / Shutdown |
| | Maintenance Alarm 3 Engine Hours | Hours |
| | Maintenance Alarm 3 On Due Date [Enable] | Active / Inactive |
| | Maintenance Alarm 3 Interval | MTH |
| Outputs | Digital Output A Source | Refer to <i>Output Sources</i> detailed elsewhere in this document. |
| | Digital Output A Polarity | Energise / De-Energise |
| | Digital Output B Source | Refer to <i>Output Sources</i> detailed elsewhere in this document. |
| | Digital Output B Polarity | Energise / De-Energise |
| | Digital Output C Source | Refer to <i>Output Sources</i> detailed elsewhere in this document. |
| | Digital Output C Polarity | Energise / De-Energise |
| | Digital Output D Source | Refer to <i>Output Sources</i> detailed elsewhere in this document. |
| | Digital Output D Polarity | Energise / De-Energise |
| | Digital Output E Source | Refer to <i>Output Sources</i> detailed elsewhere in this document. |
| | Digital Output E Polarity | Energise / De-Energise |
| | Digital Output F Source | Refer to <i>Output Sources</i> detailed elsewhere in this document. |
| | Digital Output F Polarity | Energise / De-Energise |
| | Digital Output G Source | Refer to <i>Output Sources</i> detailed elsewhere in this document. |
| | Digital Output G Polarity | Energise / De-Energise |
| | Digital Output H Source | Refer to <i>Output Sources</i> detailed elsewhere in this document. |
| | Digital Output H Polarity | Energise / De-Energise |
| | LCD Indicator 1 Source | Refer to <i>Output Sources</i> detailed elsewhere in this document. |
| | LCD Indicator 1 Polarity | Lit / Unlit |
| | LCD Indicator 2 Source | Refer to <i>Output Sources</i> detailed elsewhere in this document. |
| | LCD Indicator 2 Polarity | Lit / Unlit |
| | LCD Indicator 3 Source | Refer to <i>Output Sources</i> detailed elsewhere in this document. |
| | LCD Indicator 3 Polarity | Lit / Unlit |

Continued over page...

| Section | Parameter As Shown On Display | Value |
|-----------------|-------------------------------|---|
| Schedule | Schedule Enable | Active / Inactive |
| | Schedule Period Bank 1 | Weekly / Monthly |
| | Bank 1 Schedule 1 to 8 | Press the <i>Tick</i>  button to begin editing then up or down when selecting the different parameters. |
| | Schedule Period Bank 2 | Weekly / Monthly |
| | Bank 2 Schedule 1 to 8 | Press the <i>Tick</i>  button to begin editing then up or down when selecting the different parameters. |

Continued over page...

7.1.6 OUTPUT SOURCES



NOTE: Items highlighted in grey are only applicable for the DSE6120 MKIII

| Output Sources | | | |
|----------------|------------------------------|-----|-------------------------------|
| 0 | Not Used | 77 | Emergency Stop |
| 1 | Air Flap Relay | 78 | Energise To Stop |
| 2 | Alarm Mute | 79 | External Panel Lock |
| 3 | Alarm Reset | 80 | Fail To Start |
| 4 | Alt Config 1 Selected | 81 | Fail To Stop |
| 5 | Reserved | 82 | Fan Control |
| 6 | Reserved | 83 | Flex Sensor A High Alarm |
| 7 | Reserved | 84 | Flex Sensor A High Pre-Alm |
| 8 | Reserved | 85 | Flex Sensor A Low Alarm |
| 9 | Analogue Input A | 86 | Flex Sensor A Low Pre-Alm |
| 10 | Analogue Input B | 87 | Flex Sensor A OC |
| 11 | Analogue Input C | 88 | Flex Sensor B High Alarm |
| 12 | Analogue Input D | 89 | Flex Sensor B High Pre-Alm |
| 13 | Arm Safety On Alarms | 90 | Flex Sensor B Low Alarm |
| 14 | Audible Alarm | 91 | Flex Sensor B Low Pre-Alm |
| 15 | Auto Restore Inhibit | 92 | Flex Sensor B OC |
| 16 | Auto Start Inhibit | 93 | Flex Sensor C High Alarm |
| 17 | Auxiliary Mains Failure | 94 | Flex Sensor C High Pre-Alm |
| 18 | Battery High Volts | 95 | Flex Sensor C Low Alarm |
| 19 | Batter Low Volts | 96 | Flex Sensor C Low Pre-Alm |
| 20 | Call For Scheduled Run | 97 | Flex Sensor C OC |
| 21 | Charge Alt Fail Shutdown | 98 | Flex Sensor D High Alarm |
| 22 | Charge Alt Fail Warning | 99 | Flex Sensor D High Pre-Alm |
| 23 | Close Gen Output | 100 | Flex Sensor D Low Alarm |
| 24 | Close Gen Pulse | 101 | Flex Sensor D Low Pre-Alm |
| 25 | Close Mains Output | 102 | Flex Sensor D OC |
| 26 | Close Mains Pulse | 103 | Fuel Level High Alarm |
| 27 | Combined Mains Failure | 104 | Fuel Level High Pre-Alarm |
| 28 | Maintenance Alm 1,2,3 | 105 | Fuel Level Low Alarm |
| 29 | Common Lo/Hi Freq Alm | 106 | Fuel Level Low Pre-Alarm |
| 30 | Combined Lo/Hi Freq Warning | 107 | Fuel Pump Control |
| 31 | Combined Lo/Hi Volt Alm | 108 | Fuel Relay |
| 32 | Combined Lo/Hi Volt Wng | 109 | Fuel Sensor OC |
| 33 | Common Alarm | 110 | Fuel Tank Bund Level High |
| 34 | Common E Trip | 111 | Reserved |
| 35 | Common Shutdown | 112 | Gas Choke On |
| 36 | Common Warning | 113 | Gas Ignition |
| 37 | Config CAN 1 Active | 114 | Gen Loading Freq Not Reached |
| 38 | Config CAN 10 Active | 115 | Gen Loading Volts Not Reached |
| 39 | Config CAN 2 Active | 116 | Gen Hi Freq Overshoot Alm |
| 40 | Config CAN 3 Active | 117 | Gen Hi Freq Overshoot Wng |
| 41 | Config CAN 4 Active | 118 | Gen Available |
| 42 | Config CAN 5 Active | 119 | Gen Closed Aux |
| 43 | Config CAN 6 Active | 120 | Gen Excite |
| 44 | Config CAN 7 Active | 121 | Gen High Volts Alarm |
| 45 | Config CAN 8 Active | 122 | Gen High Volts Warning |
| 154 | Mains Load Inhibit | | |
| 155 | Mains Low Freq | | |
| 156 | Mains Low Volts | | |
| 157 | Mains Ph Rotation Alarm | | |
| 158 | Maintenance Alarm 1 Due | | |
| 159 | Maintenance Alarm 2 Due | | |
| 160 | Maintenance Alarm 3 Due | | |
| 161 | Manual Restore Contact | | |
| 162 | MPU Open Circuit | | |
| 163 | Reserved | | |
| 164 | Oil Pressure Sensor OC | | |
| 165 | Oil Pressure Switch | | |
| 166 | Open Gen Output | | |
| 167 | Open Gen Pulse | | |
| 168 | Open Mains Output | | |
| 169 | Open Mains Pulse | | |
| 170 | Over Current IDMT Alarm | | |
| 171 | Over Current Imm Warning | | |
| 172 | Over Freq Runaway | | |
| 173 | Over Freq Warning | | |
| 174 | Over Speed Runaway | | |
| 175 | Over Speed Shutdown | | |
| 176 | Over Speed Warning | | |
| 177 | Overspeed Delayed Alarm | | |
| 178 | Overspeed Delayed Wng | | |
| 179 | Overspeed Overshoot Alarm | | |
| 180 | Overspeed Overshoot Wng | | |
| 181 | Preheat During Preheat Timer | | |
| 182 | Preheat Until Crank End | | |
| 183 | Preheat Until End Of Safety | | |
| 184 | Preheat Until End Of Warming | | |
| 185 | Protections Disabled | | |
| 186 | Remote Control 1 | | |
| 187 | Remote Control 10 | | |
| 188 | Remote Control 2 | | |
| 189 | Remote Control 3 | | |
| 190 | Remote Control 4 | | |
| 191 | Remote Control 5 | | |
| 192 | Remote Control 6 | | |
| 193 | Remote Control 7 | | |
| 194 | Remote Control 8 | | |
| 195 | Remote Control 9 | | |
| 196 | Remote Start Off Load | | |
| 197 | Remote Start On Load | | |
| 198 | Reset Maintenance 1 | | |
| 199 | Reset Maintenance 2 | | |


Continued over page..

Front Panel Configuration

| Output Sources | | | | | |
|----------------|----------------------------|-----|-------------------------------|-----|------------------------------|
| 46 | Config CAN 9 Active | 123 | Gen High Volts Shutdown | 200 | Reset Maintenance 3 |
| 47 | Coolant Cooler Control | 124 | Gen Load Inhibit | 201 | Scheduled Auto Start Inhibit |
| 48 | Coolant Heater Control | 125 | Gen Low Volts Alarm | 202 | SCR Inducement |
| 49 | Coolant Temp Switch | 126 | Gen Low Volts Warning | 203 | Screensaver Active |
| 50 | Cooling Down | 127 | Gen High Freq Alarm | 204 | Shutdown Blocked |
| 51 | Data Logging Active | 128 | Gen High Freq Delayed Alm | 205 | Simulate Auto Button |
| 52 | DEF Level Low | 129 | Gen High Freq Delayed Warning | 206 | Simulate Close Gen |
| 53 | DEF Level Low Alarm | 130 | Reserved | 207 | Simulate Lamp Test |
| 54 | Digital Input A | 131 | Reserved | 208 | Simulate Mains Available |
| 55 | Digital Input B | 132 | HEST Active | 209 | Simulate Manual |
| 56 | Digital Input C | 133 | High Coolant Temp E Trip | 210 | Simulate Open Gen |
| 57 | Digital Input D | 134 | High Coolant Temp Sdn | 211 | Simulate Start |
| 58 | Digital Input E | 135 | High Coolant Temp Warning | 212 | Simulate Stop |
| 59 | Digital Input F | 136 | High Inlet Temp Shutdown | 213 | Simulate Test On Load |
| 60 | Digital Input G | 137 | High Inlet Temp Warning | 214 | Smoke Limiting |
| 61 | Digital Input H | 138 | Inhibit Scheduled Run | 215 | Start Relay |
| 62 | HTR Fitted and ON | 139 | kW Overload Alarm | 216 | Stop And Panel Lock |
| 63 | DPF Forced Regen Requested | 140 | Lamp Test | 217 | System In Auto Mode |
| 64 | DPF Non Mission | 141 | Load Freq Not Reached | 218 | System In Man Mode |
| 65 | DPF Regen Active | 142 | Load Volts Not Reached | 219 | System In Stop Mode |
| 66 | DPF Regen Interlock | 143 | Loss Of MPU Signal | 220 | System In Test Mode |
| 67 | DPTC Filter | 144 | Louvre Control | 221 | Telemetry Active |
| 68 | Droop Enable | 145 | Low Coolant Temp | 222 | Telemetry Data Active |
| 69 | ECU (ECM) Data Fail | 146 | Low Load | 223 | Temp Sensor OC |
| 70 | ECU (ECM) Power | 147 | Low Oil Pressure Sdn | 224 | Low Freq Alarm |
| 71 | ECU (ECM) Shutdown | 148 | Low Oil Pressure Wng | 225 | Low Freq Warning |
| 72 | ECU (ECM) Stop | 149 | Main Config Selected | 226 | Low Speed Alarm |
| 73 | ECU (ECM) Warning | 150 | Mains Closed Aux | 227 | Low Speed Warning |
| 74 | ECU Pre-Heat | 151 | Mains Failure | 228 | Wait For Man Restore |
| 75 | EJP 1 | 152 | Mains High Freq | 229 | Water in Fuel |
| 76 | EJP 2 | 153 | Mains High Volts | | |

7.2 “RUNNING” CONFIGURATION EDITOR

7.2.1 ACCESSING THE ‘RUNNING’ CONFIGURATION EDITOR

- The *Running Editor* is enterable whilst the generator is running. All protections remain active when the generator is running while the *Running Editor* is entered
- Press and hold the **Tick**  button to access the *Running Editor*.


7.2.2 ENTERING PIN









NOTE: The PIN is not set by DSE when the module leaves the factory. If the module has a PIN code set, this has been affected by your engine supplier who should be contacted if you require the code. If the code has been ‘lost’ or ‘forgotten’, the module must be returned to the DSE factory to have the module’s code removed. A charge is made for this procedure.
NB - This procedure cannot be performed away from the DSE factory.

NOTE: The PIN is automatically reset when the editor is exited (manually or automatically) to ensure security.

Even if a module security PIN has been set, the PIN is not requested whilst entering the *Running Editor*.

7.2.3 EDITING A PARAMETER

NOTE: Pressing and holding the *Menu Navigation*  buttons provides the auto-repeat functionality. Values can be changed quickly by holding the navigation buttons for a prolonged period of time.

- Press the **Left** or **Right**   buttons to cycle to the section to view/change.
- Press the **Up** or **Down**   buttons to select the parameter to view/change within the currently selected section.
- To edit the parameter, press the **Tick**  button to enter edit mode. The parameter begins to flash to indicate editing.
- Press the **Up** or **Down**   buttons to change the parameter to the required value.
- Press the **Tick**  button to save the value. The parameter ceases flashing to indicate that it has been saved.

7.2.4 EXITING THE 'RUNNING' CONFIGURATION EDITOR



NOTE: The editor automatically exits after 5 minutes of inactivity to ensure security.

- Press and hold the ***Tick***  button to exit the editor and save the changes.

7.2.5 RUNNING EDITOR PARAMETERS

| Section | Parameter As Shown On Display | Values |
|---------------|-------------------------------|-------------------|
| Module | Contrast | % |
| | Language | English / Other |
| Engine | Manual Freq Trim | 0.0 Hz |
| | Speed Bias | 0.0 Unit |
| | Governor Gain | 0.0 |
| | Frequency Adjust | 0.0 Hz |
| | DPF Auto Regen Inhibit | Active / Inactive |
| | DPF Man Regen Request | Active / Inactive |
| | ECU Service Mode | Active / Inactive |

8 COMMISSIONING

8.1 BASIC CHECKS





NOTE: If Emergency Stop feature is not required, link the input to the DC Positive.


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



The unit is adequately cooled and all the wiring to the module is of a standard and rating compatible with the system. Check all mechanical parts are fitted correctly and that all electrical connections (including earths) are sound.


The unit DC supply is fused and connected to the battery and that it is of the correct polarity.

The Emergency Stop input is wired to an external normally closed switch connected to DC positive.

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. Press the **Manual Mode**  button followed by the **Start**  button the unit start sequence commences.

The starter engages and operates 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 displays *Failed to Start*. Press the **Stop/Reset Mode**  button to reset the unit.

Restore the engine to operational status (reconnect the fuel solenoid). Press the **Manual Mode**  button followed by the **Start**  button. 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. It is possible at this time to view the engine and alternator parameters - refer to the 'Description of Controls' section of this manual.

Press the **Auto Mode**  button, the engine runs for the pre-set cooling down period, then stop. The generator should stay in the standby mode. If it does not, check that the *Remote Start* input is not active.

Initiate an automatic start by supplying the remote start signal (if configured). The start sequence commences and the engine runs up to operational speed. Once the generator is available the delayed load outputs activate, the Generator accepts the load. If not, check the wiring to the delayed load output contactors. Check the Warming timer has timed out.

Remove the remote start signal. The return sequence begins. After the pre-set time, the generator is unloaded. The generator then runs for the pre-set cooling down period, then shutdown into its standby mode.

Set the modules internal clock/calendar to ensure correct operation of the scheduler and event logging functions. For details of this procedure see section entitled *Front Panel Configuration*.

If, despite repeated checking of the connections between the controller and the customer's system, satisfactory operation cannot be achieved, then contact DSE Technical Support Department:

Tel: +44 (0) 1723 890099
Fax: +44 (0) 1723 893303
E-mail: support@deepseapl.com
Website: www.deepseapl.com


9 CAN INTERFACE SPECIFICATION (J1939-75)

The ECU port is used for live operational communications between the *DSE61XX* and other CAN enabled devices. The specification below details all broadcast messages which are transmitted when the J1939-75 is enabled and the relevant engine file is selected.

| Parameter | Description |
|-------------|---|
| Protocol | S.A.E. J1939 with PGNs as listed in the following subsections. |
| Bit Rate | 250 kb/s |
| Isolation | ±2.5 kVrms |
| Termination | 120 Ω termination resistor, with the option for direct PCB installation. |

9.1 INSTRUMENTATION AND CONTROL


9.1.1 BROADCAST MESSAGES J1939-75

 **NOTE:** All broadcast CAN messages are priority 3 by default, it is not possible to change the priority of the configurable CAN messages. For further details of module configuration, refer to DSE Publication: 057-287 *DSE6110 MKIII & DSE6120 MKIII Configuration Suite PC Software Manual*.

Parameter Groups below are broadcast by the DSE61XX and are detailed in the following subsections.

 **NOTE:** SPNs that are not implemented in the *DSE61XX* have all bits set to '1'.

 **NOTE:** *PDU Format* and *PDU Specific* are shown in Hexadecimal.

 **NOTE:** Values larger than 8 bits utilise *Little-Endian* format. For example a 16 bit value, occupying two Bytes has Byte1 as the most significant Byte and Byte2 as the least significant Byte.

9.1.1.1 ACS – AC SWITCHING DEVICE STATUS

PGN 64913

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|--------|
| 3 | 0 | 0 | FD | 91 | 8 | 250 ms |

| SPN | | | | | | |
|------|---------|--|-----------------------|--|--------|-------|
| Hex | Decimal | Instrument | Byte / Bit | Scaling | Offset | Units |
| 0DD9 | 3545 | Generator Breaker Status - This parameter indicates the measured state of the generator circuit breaker | Byte 1 Bits 1 to 3 | 000: Open 001: Closed 010: Locked Out 011-101: Available for SAE assignment 110: Error 111: Not available | 0 | N/A |
| 0DDA | 3546 | Utility Circuit Breaker Status - This parameter indicates the measured state of the utility circuit breaker. | Byte 1 Bits 4 to 6 | 000: Open 001: Closed 010: Locked Out 011-101: Available for SAE assignment 110: Error 111: Not available | 0 | N/A |

9.1.1.2 GC1 – GENERATOR CONTROL 1

PGN 64915

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|--------|
| 3 | 0 | 0 | FD | 93 | 8 | 100 ms |

| SPN | | | | | | |
|------|---------|---|-----------------------|--|--------|-------|
| Hex | Decimal | Instrument | Byte / Bit | Scaling | Offset | Units |
| 0DEF | 3567 | Generator Control Not In Automatic Start State - This parameter indicates whether or not the generator set is in a condition to automatically start up and provide power. If not, this status parameter is in the ACTIVE state. | Byte 1 Bits 4 to 5 | 00: Inactive (ready to start automatically) 01: Active (not ready to start automatically) 10: Error 11: Not available | 0 | N/A |

9.1.1.3 GAAC - GENERATOR AVERAGE BASIC AC QUANTITIES

PGN 65030

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|--------|
| 3 | 0 | 0 | FE | 06 | 8 | 100 ms |

| SPN | | | | | | |
|------|---------|-------------------------------|-------------|--------------|--------|-------|
| Hex | Decimal | Instrument | Byte / Bit | Scaling | Offset | Units |
| 0988 | 2440 | Generator Avg. L-L AC Voltage | Byte 1 to 2 | 1 | 0 | V |
| 098C | 2444 | Generator Avg. L-N AC Voltage | Byte 3 to 4 | 1 | 0 | V |
| 0984 | 2436 | Generator Avg. AC Frequency | Byte 5 to 6 | 1/128 Hz/bit | 0 | Hz |
| 0990 | 2448 | Generator Avg. AC RMS Current | Byte 7 to 8 | 1 | 0 | A |

9.1.1.4 GPAAC - GENERATOR PHASE A BASIC AC QUANTITIES

PGN 65027

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|--------|
| 3 | 0 | 0 | FE | 03 | 8 | 100 ms |

| SPN | | | | | | |
|------|---------|---|-------------|---------|--------|-------|
| Hex | Decimal | Instrument | Byte / Bit | Scaling | Offset | Units |
| 0985 | 2437 | Generator Phase A AC Frequency | Byte 5 to 6 | 128 | 0 | V |
| 0989 | 2441 | Generator Phase A Line Line AC RMS Voltage | Byte 1 to 2 | 1 | 0 | V |
| 098D | 2445 | Generator Phase A Line Neutral AC RMS Voltage | Byte 3 to 4 | 1 | 0 | A |
| 0991 | 2449 | Generator Phase A AC RMS Current | Byte 7 to 8 | 1 | 0 | Hz |

9.1.1.5 GPAACP - GENERATOR PHASE A AC POWER

PGN 65026

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|--------|
| 3 | 0 | 0 | FE | 02 | 8 | 100 ms |

| SPN | | | | | | |
|------|---------|----------------------------------|-------------|---------|--------------------|-------|
| Hex | Decimal | Instrument | Byte / Bit | Scaling | Offset | Units |
| 0993 | 2453 | Generator Phase A Real Power | Byte 1 to 4 | 1 | -2*10 ⁹ | W |
| 099D | 2461 | Generator Phase A Apparent Power | Byte 5 to 8 | 1 | -2*10 ⁹ | W |

9.1.1.6 GPAACR - GENERATOR PHASE A AC REACTIVE POWER

PGN 65025

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|--------|
| 3 | 0 | 0 | FE | 00 | 8 | 100 ms |

| SPN | | Instrument | Byte / Bit | Scaling | Offset | Units |
|------|---------|----------------------------------|-------------|---------|--------------------|-------|
| Hex | Decimal | | | | | |
| 0999 | 2457 | Generator Phase A Reactive Power | Byte 1 to 4 | 1 | -2*10 ⁹ | Var |

9.1.1.7 GPBAC - GENERATOR PHASE B BASIC AC QUANTITIES

PGN 65024

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|--------|
| 3 | 0 | 0 | FE | 00 | 8 | 100 ms |

| SPN | | Instrument | Byte / Bit | Scaling | Offset | Units |
|------|---------|---|-------------|-----------|--------|-------|
| Hex | Decimal | | | | | |
| 0986 | 2438 | Generator Phase B AC Frequency | Byte 5 to 6 | 0.0078125 | 0 | Hz |
| 098A | 2442 | Generator Phase B Line Line AC RMS Voltage | Byte 1 to 2 | 1 | 0 | V |
| 098E | 2446 | Generator Phase B Line Neutral AC RMS Voltage | Byte 3 to 4 | 1 | 0 | V |
| 0992 | 2450 | Generator Phase B AC RMS Current | Byte 7 to 8 | 1 | 0 | A |

9.1.1.8 GPBACP - GENERATOR PHASE B AC POWER

PGN 65023

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|--------|
| 3 | 0 | 0 | FD | FF | 8 | 100 ms |

| SPN | | Instrument | Byte / Bit | Scaling | Offset | Units |
|------|---------|----------------------------------|-------------|---------|--------------------|-------|
| Hex | Decimal | | | | | |
| 0996 | 2454 | Generator Phase B Real Power | Byte 1 to 4 | 1 | -2*10 ⁹ | W |
| 099E | 2462 | Generator Phase B Apparent Power | Byte 5 to 8 | 1 | -2*10 ⁹ | W |

9.1.1.9 GPBACR - GENERATOR PHASE B AC REACTIVE POWER

PGN 65022

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|--------|
| 3 | 0 | 0 | FD | FE | 8 | 100 ms |

| SPN | | Instrument | Byte / Bit | Scaling | Offset | Units |
|------|---------|----------------------------------|-------------|---------|--------------------|-------|
| Hex | Decimal | | | | | |
| 099A | 2458 | Generator Phase B Reactive Power | Byte 1 to 4 | 1 | -2*10 ⁹ | Var |

9.1.1.10 GPCAC - GENERATOR PHASE C BASIC AC QUANTITIES

PGN 65021

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|--------|
| 3 | 0 | 0 | FD | FD | 8 | 100 ms |

| SPN | | Instrument | Byte / Bit | Scaling | Offset | Units |
|------|---------|---|-------------|-----------|--------|-------|
| Hex | Decimal | | | | | |
| 0987 | 2439 | Generator Phase C AC Frequency | Byte 5 to 6 | 0.0078125 | 0 | Hz |
| 098B | 2443 | Generator Phase C Line Line AC RMS Voltage | Byte 1 to 2 | 1 | 0 | V |
| 098F | 2447 | Generator Phase C Line Neutral AC RMS Voltage | Byte 3 to 4 | 1 | 0 | V |
| 0993 | 2451 | Generator Phase C AC RMS Current | Byte 7 to 8 | 1 | 0 | A |

9.1.1.11 GPCACP - GENERATOR PHASE C AC POWER

PGN65020

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|--------|
| 3 | 0 | 0 | FD | FF | 8 | 100 ms |

| SPN | | Instrument | Byte / Bit | Scaling | Offset | Units |
|------|---------|----------------------------------|-------------|---------|--------------------|-------|
| Hex | Decimal | | | | | |
| 0997 | 2455 | Generator Phase C Real Power | Byte 1 to 4 | 1 | -2*10 ⁹ | W |
| 099F | 2463 | Generator Phase C Apparent Power | Byte 5 to 8 | 1 | -2*10 ⁹ | W |

9.1.1.12 GPCACR - GENERATOR PHASE C AC REACTIVE POWER

PGN 65019

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|--------|
| 3 | 0 | 0 | FD | FB | 8 | 100 ms |

| SPN | | | | | | |
|------|---------|----------------------------------|-------------|---------|--------------------|-------|
| Hex | Decimal | Instrument | Byte / Bit | Scaling | Offset | Units |
| 099B | 2459 | Generator Phase C Reactive Power | Byte 1 to 4 | 1 | -2*10 ⁹ | Var |

9.1.1.13 GTACPP - GENERATOR TOTAL AC PERCENT POWER

PGN 64911

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|--------|
| 3 | 0 | 0 | FD | 8F | 8 | 250 ms |

| SPN | | | | | | |
|------|---------|---|-------------|-----------|--------|-------|
| Hex | Decimal | Instrument | Byte / Bit | Scaling | Offset | Units |
| 0E06 | 3590 | Generator Total Percent kW as a percentage of rated power | Byte 1 to 2 | 0.0078125 | -251 | % |

9.1.1.14 GTACE - GENERATOR TOTAL KW HOURS EXPORT

PGN 65018

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|--------|
| 3 | 0 | 0 | FD | FA | 8 | 100 ms |

| SPN | | | | | | |
|------|---------|---------------------------------|-------------|---------|--------|-------|
| Hex | Decimal | Instrument | Byte / Bit | Scaling | Offset | Units |
| 09A4 | 2468 | Generator Total kW Hours Export | Byte 1 to 4 | 1 | 0 | kWh |

9.1.1.15 GTACER - GENERATOR TOTAL AC REACTIVE ENERGY

PGN64910

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|--------|
| 3 | 0 | 0 | FD | 8E | 8 | 250 ms |

| SPN | | | | | | |
|------|---------|-----------------------------------|-------------|---------|--------|-------|
| Hex | Decimal | Instrument | Byte / Bit | Scaling | Offset | Units |
| 0E09 | 3593 | Generator Total kVAr Hours Export | Byte 1 to 4 | 1 | 0 | kVArh |

9.1.1.16 GTACP - GENERATOR TOTAL AC POWER

PGN65029

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|--------|
| 3 | 0 | 0 | FE | 05 | 8 | 100 ms |

| SPN | | Instrument | Byte / Bit | Scaling | Offset | Units |
|------|---------|--------------------------------|-------------|---------|--------------------|-------|
| Hex | Decimal | | | | | |
| 0994 | 2452 | Generator Total Real Power | Byte 1 to 4 | 1 | -2*10 ⁹ | W |
| 099C | 2460 | Generator Total Apparent Power | Byte 5 to 8 | 1 | -2*10 ⁹ | VA |

9.1.1.17 GTACR - GENERATOR TOTAL AC REACTIVE POWER

PGN65028

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|--------|
| 3 | 0 | 0 | FE | 04 | 8 | 100 ms |

| SPN | | Instrument | Byte / Bit | Scaling | Offset | Units |
|------|---------|--|-------------|---------|--------------------|-------|
| Hex | Decimal | | | | | |
| 0988 | 2456 | Generator Total Reactive Power | Byte 1 to 4 | 1 | -2*10 ⁹ | VAR |
| 09A0 | 2464 | Generator Overall Power Factor | Byte 5 to 6 | -1 | 6.103515625E-05 | pF |
| 09D6 | 2518 | Generator Overall Power Factor Lagging | Byte 7 to 8 | 1 | 0 | +/- |

9.1.2 BROADCAST MESSAGES ENGINE INSTRUMENTATION



NOTE: The availability of the Engine Instrumentation PGNs are dependant upon the engine file selected within the DSE module's configuration. Contact DSE technical support: support@deepseapl.com for more information.

9.1.2.1 DD – DASH DISPLAY

PGN 65276

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|---------|
| 3 | 0 | 0 | FE | FC | 8 | 1000 ms |

| SPN | | Instrument | Byte / Bit | Scaling | Offset | Units |
|-----|---------|--|------------|---------|--------|-------|
| Hex | Decimal | | | | | |
| 060 | 96 | Ratio of volume of fuel to the total volume of fuel storage container. | Byte 2 | 0.4 | 0 | % |

9.1.2.2 EC2 - ENGINE CONFIGURATION 2

PGN64895

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|---------|
| 3 | 0 | 0 | FD | 7F | 8 | Request |

| SPN | | | | | | |
|------|---------|--|------------|---------|--------|-------|
| Hex | Decimal | Instrument | Byte / Bit | Scaling | Offset | Units |
| 0E56 | 3670 | Maximum Crank Attempts per Start Attempt | Byte 1 | 1 | 0 | N/A |

9.1.2.3 EEC1- ENGINE SPEED

PGN61444

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|--------|
| 3 | 0 | 0 | F0 | 04 | 8 | 100 ms |

| SPN | | | | | | |
|-----|---------|--------------|------------|---------|--------|-------|
| Hex | Decimal | Instrument | Byte / Bit | Scaling | Offset | Units |
| 0BE | 190 | Engine Speed | Byte 4 - 5 | 0.125 | 0 | RPM |

9.1.2.4 EEC4 - CRANK ATTEMPT COUNT ON PRESENT START ATTEMPT

PGN65214

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|---------|
| 3 | 0 | 0 | FE | FB | 8 | Request |

| SPN | | | | | | |
|------|---------|--|------------|---------|--------|-------|
| Hex | Decimal | Instrument | Byte / Bit | Scaling | Offset | Units |
| 0E57 | 3671 | Crank Attempt Count on Present Start Attempt | Byte 6 | 1 | 0 | N/A |

9.1.2.5 EFL_P1 - OIL PRESSURE

PGN65263

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|--------|
| 3 | 0 | 0 | FE | EF | 8 | 500 ms |

| SPN | | | | | | |
|-----|---------|--------------|------------|---------|--------|-------|
| Hex | Decimal | Instrument | Byte / Bit | Scaling | Offset | Units |
| 064 | 100 | Oil Pressure | Byte 4 | 4 | 0 | kPa |

9.1.2.6 EOI - EMERGENCY STOP

PGN64914

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|--------|
| 3 | 0 | 0 | FD | 92 | 8 | 250 ms |

| SPN | | | | | | |
|------|---------|---|---------------------|---------|--------|-------|
| Hex | Decimal | Instrument | Byte / Bit | Scaling | Offset | Units |
| 0E17 | 3607 | Emergency Stop 00: Off (No Shutdown Requested) 01: On (Shutdown Requested) 10: Reserved 11: Don't care / take no action | Byte 6 Bit 6 - 8 | 1 | 0 | N/A |

9.1.2.7 ET1 - COOLANT TEMPERATURE

PGN65262

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|---------|
| 3 | 0 | 0 | FE | EE | 8 | 1000 ms |

| SPN | | | | | | |
|-----|---------|----------------------------|------------|---------|--------|-------|
| Hex | Decimal | Instrument | Byte / Bit | Scaling | Offset | Units |
| 06E | 110 | Engine Coolant Temperature | Byte 1 | 1 | -40 | °C |

9.1.2.8 HOURS - ENGINE HOURS REVOLUTIONS

PGN65253

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|---------|
| 3 | 0 | 0 | FE | E5 | 8 | Request |

| SPN | | | | | | |
|-----|---------|---------------------------------|------------|---------|--------|-------|
| Hex | Decimal | Instrument | Byte / Bit | Scaling | Offset | Units |
| 0F7 | 247 | Engine Total Hours of Operation | Byte 1 -4 | 0.05 | 0 | hr |

9.1.2.9 VEP1 - VEHICLE ELECTRICAL POWER

PGN65271

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|---------|
| 3 | 0 | 0 | FE | F7 | 8 | 1000 ms |

| SPN | | | | | | |
|-----|---------|---------------------------|-------------|---------|--------|-------|
| Hex | Decimal | Instrument | Byte / Bit | Scaling | Offset | Units |
| 0A7 | 167 | Charge Alternator Voltage | Byte 3 to 4 | 0.05 | 0 | V |
| 0A8 | 168 | Plant Battery Voltage | Byte 5 to 6 | 0.05 | 0 | V |

9.1.2.10 DM01 - CONDITIONS ACTIVE DIAGNOSTIC TROUBLE CODES

NOTE: The availability of the Engine Alarm SPN and FMI is dependant upon the engine file selected within the DSE module's configuration. Contact DSE technical support: support@deepseapl.com for more information.

NOTE: If only one DM1 alarm is active the DM1 priority will remain as six. If two or more DM1 alarms are active the priority will be seven.

PGN65226

| Priority | Ext Data Page | Data Page | PDU Format | PDU Specific | Size (Bytes) | Rate |
|----------|---------------|-----------|------------|--------------|--------------|---------|
| 6/7 | 0 | 0 | FE | CA | 8 | 1000 ms |

| SPN | | | | | | |
|------|---------|--------------------------|------------------------|---------|--------|-------|
| Hex | Decimal | Instrument | Byte / Bit | Scaling | Offset | Units |
| 04BE | 1214 | Suspect Parameter Number | Byte 3 Bits 1 to 19 | 1 | 0 | N/A |
| 04BF | 1215 | Failure Mode Identifier | Byte 5 Bits 1 to 5 | 1 | 0 | N/A |
| 06AA | 1706 | SPN Conversion Method | Byte 6 Bit 7 | 1 | 0 | N/A |


DM1 Conditions

| Key | Value |
|---------------------------|-------|
| Low Fault - Least Severe | 17 |
| High Fault - Least Severe | 15 |
| Low Fault - Most Severe | 1 |
| High Fault - Most Severe | 0 |
| Erratic - Incorrect Data | 2 |


| Generator Alarm Condition | SPN | Warning FMI | Shutdown FMI |
|---|------|-------------|--------------|
| Generator Average AC Frequency Under | 2436 | 17 | 1 |
| SPN Generator Average Line-Line AC RMS Voltage Over | 2436 | 15 | 0 |
| Generator Average Line-Line AC RMS Voltage Under | 2440 | 17 | 1 |
| Generator Average Line-Line AC RMS Voltage Over | 2440 | 15 | 0 |
| Generator Average Line-Neutral AC RMS Voltage Under | 2444 | 17 | 1 |
| Generator Average Line-Neutral AC RMS Voltage Over | 2444 | 15 | 0 |
| Generator Average AC RMS Current Over | 2448 | 15 | 0 |

| Engine Alarm Condition | SPN | Warning FMI | Shutdown FMI |
|--|-----|-------------|--------------|
| Fuel Level Low | 96 | 17 | 1 |
| Oil Pressure Low (Analogue Sensor) | 100 | 17 | 1 |
| Oil Pressure Low (Digital Input) | 100 | 17 | 1 |
| Oil Pressure Sensor Fault | 100 | 2 | 2 |
| Coolant Temperature High (Analogue Sensor) | 110 | 15 | 0 |
| Coolant Temperature High (Digital Input) | 110 | 15 | 0 |
| Coolant Temperature Sensor Fault | 110 | 2 | 2 |
| Charge Alternator Failed | 167 | 17 | 1 |
| Plant Battery Voltage High | 168 | 15 | 0 |
| Plant Battery Voltage Low | 168 | 17 | 1 |
| Overspeed | 190 | 15 | 0 |
| Underspeed | 190 | 17 | 1 |


10 FAULT FINDING

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

10.1 STARTING

| Symptom | Possible Remedy |
|---|--|
| Unit is inoperative | Check the battery and wiring to the unit. Check the DC supply. Check the DC fuse. |
| Read/Write configuration does not operate | |
| 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. |
| 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. Check the speed-sensing signal is present on the module's inputs. Refer to engine manual. |
| Continuous starting of generator when in the Auto Mode  | Check that there is no signal present on the "Remote Start" input. Check configured polarity is correct. |
| Generator fails to start on receipt of Remote Start signal. | Check Start Delay timer has timed out. Check signal is on "Remote Start" input. Confirm correct configuration of input is configured to be used as "Remote Start". Check that the oil pressure switch or sensor is indicating low oil pressure to the controller. Depending upon configuration, the set does not start if oil pressure is not low. |
| 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 configuration is correct. |
| Starter motor inoperative | Check wiring to starter solenoid. Check battery supply. Check battery supply is present on the Starter output of module. Ensure oil pressure switch or sensor is indicating the "low oil pressure" state to the controller. |

10.2 LOADING

| Symptom | Possible Remedy |
|--|--|
| Engine runs but generator does not take load | Check Warm up timer has timed out. Ensure generator load inhibit signal is not present on the module inputs. Check connections to the switching device. Note that the set does not take load in Manual Mode  unless there is an active load signal. |
| Incorrect reading on Engine gauges | Check engine is operating correctly. |
| Fail to stop alarm when engine is at rest | Check that sensor is compatible with the module and that the module configuration is suited to the sensor. |

10.3 ALARMS

| Symptom | Possible Remedy |
|--|--|
| Oil pressure low fault operates after engine has fired | Check engine oil pressure. Check oil pressure switch/sensor and wiring. Check configured polarity (if applicable) is correct (i.e. Normally Open or Normally Closed) or that sensor is compatible with the module and is correctly configured. |
| Coolant temp high fault operates after engine has fired. | Check engine temperature. Check switch/sensor and wiring. Check configured polarity (if applicable) is correct (i.e. Normally Open or Normally Closed) or that sensor is compatible with the module. |
| Shutdown fault operates | Check relevant switch and wiring of fault indicated on LCD display. Check configuration of input. |
| Electrical Trip fault operates | Check relevant switch and wiring of fault indicated on LCD display. Check configuration of input. |
| Warning fault operates | Check relevant switch and wiring of fault indicated on LCD display. Check configuration of input. |
| ECU Amber ECU Red | This indicates a fault condition detected by the engine ECU and transmitted to the DSE controller. |
| ECU Data Fail | Indicates failure of the CAN data link to the engine ECU. Check all wiring and termination resistors (if required). |
| Incorrect reading on Engine gauges | Check engine is operating correctly. Check sensor and wiring paying particular attention to the wiring to terminal 14. |
| Fail to stop alarm when engine is at rest | Check that sensor is compatible with the module and that the module configuration is suited to the sensor. |

10.4 COMMUNICATIONS

| Symptom | Possible Remedy |
|---------------|---|
| ECU Data Fail | Indicates failure of the CAN data link to the engine ECU. Check all wiring and termination resistors (if required). |

10.5 INSTRUMENTS

| Symptom | Possible Remedy |
|---|--|
| Inaccurate generator measurements on controller display | <p>Check that the CT primary, CT secondary and VT ratio settings are correct for the application.</p> <p>Check that the CTs are wired correctly with regards to the direction of current flow (p1,p2 and s1,s2) and additionally ensure that CTs are connected to the correct phase (errors occur if CT1 is connected to phase 2).</p> <p>Remember to consider the power factor ($kW = kVA \times \text{powerfactor}$).</p> <p>The controller is true RMS measuring so gives more accurate display when compared with an 'averaging' meter such as an analogue panel meter or some lower specified digital multimeters.</p> <p>Accuracy of the controller is better than 1% of full scale. Generator voltage full scale is 415 V ph-N, accuracy is $\pm 4.15 \text{ V}$ (1 % of 415 V).</p> |

11 MAINTENANCE, SPARES, REPAIR AND SERVICING

The controller is *Fit and Forget*. As such, there are no user serviceable parts within the controller. In the case of malfunction, you should contact your original equipment manufacturer (OEM).


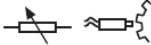






11.1 PURCHASING ADDITIONAL CONNECTOR PLUGS FROM DSE

If additional plugs are required, contact our Sales department using the part numbers below.


11.1.1 PACK OF PLUGS

| Module Type | Plug Pack Part Number |
|---------------|-----------------------|
| DSE6110 MKIII | 007-1040 |
| DSE6120 MKIII | 007-1041 |


11.1.2 INDIVIDUAL PLUGS

| Module Terminal Designation | Plug Description | Part No. |
|--|--|----------|
| 1-12  | 12 way 5.08 mm | 007-109 |
| 15-25  ECU | 11 way 5.08 mm | 007-451 |
| 26-28  | 3 way 5.08 mm | 007-174 |
| 29-32  DSE6110 MKIII only | 4 way 7.62 mm | 007-171 |
| 29-36  DSE6120 MKIII only | 8 way 7.62 mm | 007-454 |
| 37-41  | 5 way 5.08 mm | 007-445 |
| 42-49  | 8 way 5.08 mm | 007-164 |
|  | PC Configuration interface lead (USB type A – USB type B) | 016-125 |

11.2 PURCHASING ADDITIONAL FIXING CLIPS FROM DSE

| Item | Description | Part No. |
|---|-----------------------------------|----------|
|  | Module Fixing Clips (Packet Of 2) | 020-406 |








11.3 PURCHASING ADDITIONAL SEALING GASKET FROM DSE

| Item | Description | Part No. |
|---|-------------------------------|----------|
|  | Module Silicon Sealing Gasket | 020-521 |

11.4 DSENET® EXPANSION MODULES

NOTE: A maximum of thirteen (13) expansion modules can be connected to the DSE6110 MKIII & DSE6120 MKIII DSENet® Port

NOTE: DSENet® utilises an RS485 connection. Using Belden 9841 (or equivalent) cable allows for the expansion cable to be extended to a maximum of 1.2 km.
DSE Stock and supply Belden 9841 cable. DSE Part Number 016-030.

| Item | Max No. Supported | Description | DSE Part Numbers | | |
|---|-------------------|---|--|-----------------|---------------------------|
| | | | Model Order Number | Operator Manual | Installation Instructions |
|  | 2 | Model DSE2130 input module provides additional analogue and digital inputs for use with the controller. | 2130-00 | 055-060 | 057-082 |
|  | 2 | Model DSE2131 Ratio-metric input expansion module provides additional resistive, digital, 0 V to 10 V and 4 mA to 20 mA inputs for use with the controller. | 2131-00 | 055-115 | 057-139 |
|  | 2 | Model DSE2133 RTD/Thermocouple input expansion module provides additional RTD and thermocouple inputs for use with the controller. | 2133-00 | 055-114 | 057-140 |
|  | 2 | Model DSE2152 Ratio-metric output expansion module provides additional 0 V to 10 V and 4 mA to 20 mA outputs for use with the controller. | 2152-00 | 055-112 | 057-141 |
|  | 2 | Model DSE2157 expansion relay module provides eight additional voltage free relays for use with the controller | 2157-00 | 055-061 | 057-083 |
|  | 2 | Model DSE2548 expansion LED module provides additional LED indications, internal sounder and remote lamp test/alarm mute for use with the controller. | 2548-00 | 057-084 | 053-032 |
|  | 1 | DSE Intelligent Battery Charger monitored by the controller | Various DSE Intelligent Battery Chargers are supported, contact DSE Technical Support; support@deepseapl.com for further details. | | |

12 WARRANTY

DSE Provides limited warranty to the equipment purchaser at the point of sale. For full details of any applicable warranty, refer to the original equipment supplier (OEM)

13 DISPOSAL

13.1 WEEE (WASTE ELECTRICAL AND ELECTRONIC EQUIPMENT)

If you use electrical and electronic equipment you must store, collect, treat, recycle and dispose of WEEE separately from your other waste



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