

Diesel Engine Controller

Type H100-840

Version 1



Technical Datasheet

This diesel engine controller, type H100-840, is our updated version of the original H100 and is specifically designed to meet and exceed the requirements of standards EN12845 and LPC TB210.

The control system comprises of a colour graphic high resolution user display, LED indicators, actual discrete push buttons for all operations and a purpose designed interface board.

The colour graphic display shows both battery voltages, charger current, AC voltage, engine hours run, engine rpm, ambient temperature etc and all active alarms. Data logged events (500 stored) are also shown on the display.

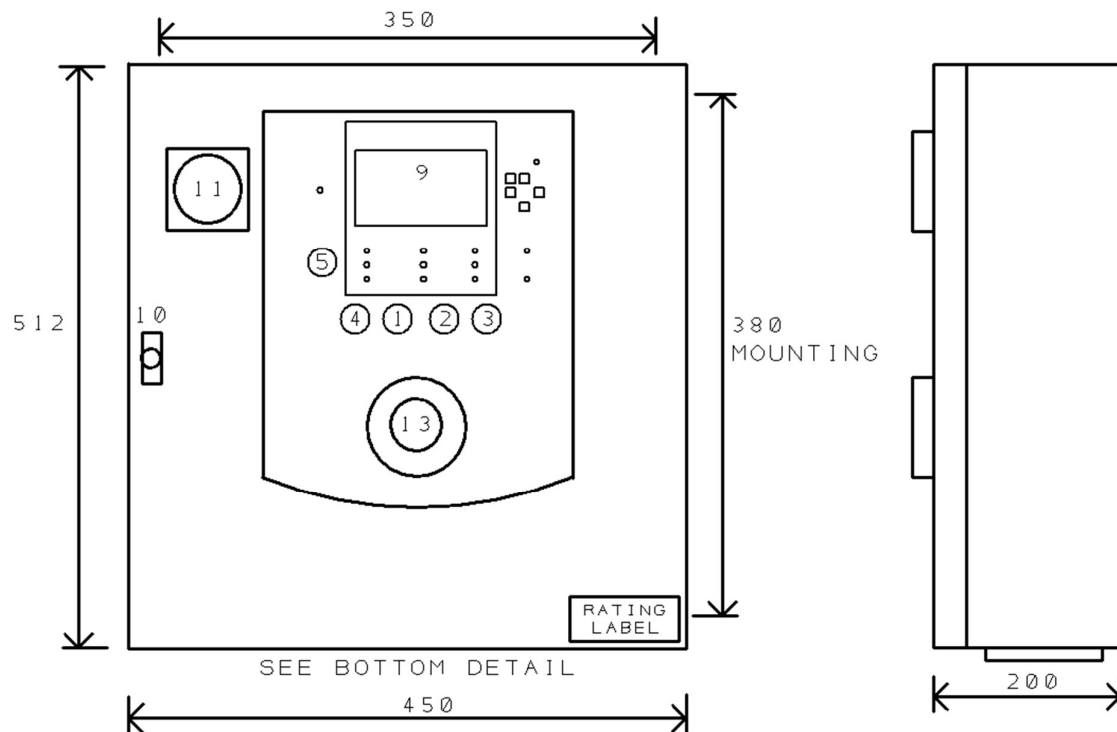


The display and push buttons are used to modify parameters such as the number of flywheel teeth, delay start timer, stop timer, AC failure alarm timer etc. The display can also optionally show oil pressure, cooling water temperature, fuel level and water flow using a variety of input sensors. The controller is also capable of using a pressure transducer instead of a pressure switch for the pump start signal.

The battery chargers are constant current and constant voltage, switched mode type. They have an automatic boost facility and each charger has indication lights to show the present charging and battery status. The charger will pick up a fully discharged battery.

The controller includes a key mode switch to provide manual, off, and automatic modes. The controller is manufactured in a sheet steel enclosure which is weather proof to IP65 as standard. The standard controller is designed for both energised to stop and energised to run fuel operation. The controller has an engine heater output, and engine louver control as standard.

There is a WiFi embedded web access facility to enable the user to download log files and setting information.



Alarms and Indications		
Mains voltage on Chargers Healthy Battery A & B Healthy Battery A & B Overvoltage Alarms in service Pump on demand Speed sensor fault AC on	Auto mode Manual mode Off mode Operate test start Not in Auto Crank A & B Engine Heater tripped Not in Auto	Pump/Engine running Alarm Low oil Pressure High Water temperature Low engine temperature Low fuel level Failed to start

Volt free change over contacts (30v at 0.3A rated)		
Common Fault Not in Auto	AC Power on Failed to start	Pump on demand Engine running x2

Push buttons / Switches		
Crank A Crank B Stop Test start	Navigation control arrows Emergency start Alarm reset Alarm mute	Mode switch; Off, Man, Auto AC isolator, door interlocked Lamp test

