



PowerCore[®]

MPC-10 Engine Controller & TEC-10 Panel Operations Manual

To see this manual in Spanish, German, French or Italian, please go to
www.fwmurphy.com/mpc10

Software Release: [Application 2.8.10128; Configuration 2.8.10457]

In order to consistently bring you the highest quality, full-featured products, we reserve the right to change our specifications and designs at any time.

Warranty - A limited warranty on materials and workmanship is given with this Murphy product.
A copy of the warranty may be viewed or printed by going to www.fwmurphy.com/warranty.



ENOVATION CONTROLS has made efforts to ensure the reliability of the MPC-10 / TEC-10 and to recommend safe use practices in system applications. Please note that in any application, operation and controller failures can occur. These failures might result in full control outputs or other outputs that might cause damage to or unsafe conditions in the equipment or process connected to the MPC-10 / TEC-10.

Good engineering practices, electrical codes and insurance regulations require that you use independent external protective devices to prevent potentially dangerous or unsafe conditions. Assume that the MPC-10 / TEC-10 can fail with outputs full ON; outputs full OFF; or that other unexpected conditions can occur.

Please read the following information before installing.

BEFORE BEGINNING INSTALLATION OF THIS MURPHY PRODUCT:


- A visual inspection of this product before installation for any damage during shipping is recommended.
- Disconnect all electrical power to the machine. Failure to disconnect all electrical power connections before welding can result in damage to the panel and/or its components.
- It is your responsibility to have a qualified technician install the unit and make sure installation confirms with local codes.
- Observe all Warnings and Cautions in each section of these instructions.
- The MPC-10 / TEC-10 is designed for use in industrial environments. There might be potential difficulties in ensuring electromagnetic compatibility in other environments due to conducted as well as radiated disturbances.
- Please contact ENOVATION CONTROLS immediately if you have any questions.

IMPORTANT! False or improper use and operation of electronic products could be dangerous. It is required that point-of-operation guarding devices be installed and maintained. All such devices must meet OSHA and ANSI Machine safety standards. The manufacturer shall not accept any responsibility for installation, application or safety of systems.




**AUTOMATIC
START**
Keep hands clear
at all times.

The MPC-10/TEC-10 can be set as an AutoStart Controller. Please be cognizant at all times of hands and other objects that are in close proximity to the machine(s) being controlled as they may commence operation suddenly and without warning.



LENS CLEANING PROCEDURES



The lens on the MPC-10/TEC-10 is composed of Polycarbonate materials. Use only mild soap and water to clean the lens/display window. Evidence of improper cleaning techniques or chemicals includes cracks, smear marks, scratches, or fogged/hazy lenses.

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Introduction

This document is designed to familiarize a user with the MPC-10 / TEC-10 and how to navigate the interface and modify the settings when installing and operating the controller. The Quick Set Up guide assists with establishing the different functions in the MPC-10 / TEC-10 System Controller. Before attempting to set up the controller, be sure to read and understand this manual in its entirety.

Murphy PowerCore 10 (MPC-10 / TEC-10)

The Murphy PowerCore 10 Controller (MPC-10 / TEC-10) is a general, all-purpose manual/auto start and manual/auto throttling engine controller designed with rental applications in mind. The controller is purposed primarily for applications where a wide array of inputs and outputs are not required. This is a powerful controller that supports J1939 CAN protocols for electronically governed engines as well as analog sensors on mechanical engines for fault and safety shutdowns.

The MPC-10 / TEC-10 is flexible in many aspects, with the ability to:

- use in most applications where auto start or auto throttling is required or desired;
- use the same controller on electronically governed J1939 and mechanical engines;
- use the same controller on 12VDC or 24VDC systems;
- assign multiple levels of passcode protection to the menu;
- use as auto start or manual start controller;
- use as manual throttle or auto throttle controller;
- change the input sensor type for the analog inputs;
- use analog inputs as digital ground inputs;
- assign functions and actions to digital inputs;
- use digital inputs as battery positive or ground inputs;
- be mounted in all weather environments;
- be customer mounted in panel of choice (MPC-10 only).

Engine Application States

The Controller follows a standard operating sequence. This operating sequence is a set of machine states that happen in a predetermined order. Machine states can be set to zero if not needed or adjusted to fit the application. The following states will be executed during the auto sequence, provided that the corresponding timer has not been set to 00:00:00 or the controller has not been placed in a manual mode of operation:

- **Stabilize:** This is a timed state to allow the controller to enable the ECU or any senders without warnings or errors. This timer can be disabled if set up for mechanical engine use.
- **Stopped:** This is a timed state where the engine is ready to be started manually or automatically.
- **Standby:** This is a timed state that will shut off the LCD backlight, heater and CAN transceiver to conserve power while the unit waits for a key press or an automatic start condition.
- **Auto Start Delay:** (**available in Auto Mode only**) The auto start condition is ignored and must remain active throughout this delay or the delay is reset to zero.

- Check Safe To Start: This is a non-timed state that will check to ensure the engine can start safely.
- Auto Stop Delay: **(available in Auto Mode only)** The auto stop condition is ignored and must remain active throughout this delay or the delay is reset to zero.
- ECU Stabilize Timer: This delay begins timing when the controller is powered up, in Spindown or when the Standby delays have expired. During this delay, the ECU-enabled output is turned on. The ECU output turns off when the Standby, ETS or Spindown delays begin timing.
- Prestart Delay 1: After a start condition has been accepted by the controller, this delay begins timing, and the prestart output turns on. When this delay expires, the output is turned off, and the start sequence continues. NOTE: The function selected for Prestart may only be active in Auto Mode depending on if it is tied to an auto start function only in the Start sequence.
- Prestart Delay 2 (Precrank): After a start condition has been accepted by the controller, this delay begins timing, and the prestart output turns on. When this delay expires, the output is turned off, and the start sequence continues. During this delay, the controller checks for faults, J1939 com, etc. NOTE: The function selected for Prestart may only be active in Auto Mode depending on if it is tied to an auto start function only in the Start sequence.
- Prestart Delay 2 (crank through): After a start condition has been accepted by the controller, this delay begins timing, and the prestart output turns on. When this delay expires, the output remains on, and the start sequence continues. The output turns off when the engine starts. During this delay, the controller checks for faults, J1939 com, etc. NOTE: The function selected for Prestart may only be active in Auto Mode depending on if it is tied to an auto start function only in the Start sequence.
- Wait to Start: This is a state in which the controller will not allow the engine to crank until after the engine ECU stops sending the wait to start message.
- Crank: This is a timed state to try and start the engine.
- Crank Rest: This is a timed state to rest the starter between cranks in case the engine did not start during the crank state.
- False Start Check: This is a non-timed state that will ensure the engine stays above the crank cut RPM after cranking.
- Warm-up: **(available in Auto mode only)** This is a timed state that will allow the engine to change from idle to desired warm-up RPM after starting. Warm-up will only set as low as the minimum RPM set point.
- Line Fill 1: **(available in Auto mode only)** This is a timed state that will exit if the timer times out or the pressure set point for this state is reached.
- Line Fill 2: **(available in Auto mode only)** This is a timed state that will exit if the timer times out or the pressure set point for this state is reached.
- Running Loaded: This is a non-timed state that the controller will stay in until a stop condition occurs.
- Cool-down: **(available in Auto mode only)** This is a timed state that will allow the engine to run at a desired speed to cool down before allowing to go into a stopped state.
- Spindown: The time allotted for the engine to stop all revolutions and be in a stopped state with no frequency.
- Post Crank Lockout Delay (setup): This delay begins timing when the engine starts. During this delay, the selected function is ignored. When this delay expires, the selected function is armed. During the duration of this delay, the selected function can cycle from active to not active and not reset the delay.

- Post Warm-up Lockout Delay (setup): This delay begins timing when the warm-up delay expires. During this delay, the selected function is ignored. When this delay expires, the selected function is armed. During the duration of this delay, the selected function can cycle from active to not active and not reset the delay.
- Bubble Lockout Delay (setup): This delay begins timing when the selected function is active. If the selected function is removed during this delay, the delay resets to zero. If the selected function remains active throughout this delay, the selected action will occur.

User Interface

The keypads on the MPC-10 / TEC-10 are comprised of 11 tactile buttons. This section describes the functions of each button.



Figure 1: User Interface

The buttons have the following functions:

- **Start Key** – Allows the operator to start sequence in Manual Mode or initiate an auto start sequence when in Auto Mode.
- **Stop Key** – Allows the operator to initiate the stop sequence in either mode of operation. As a safety feature, the stop key will skip the cool-down state when it is pressed twice or held in auto mode. Once shut down, the controller will enter manual mode to eliminate an auto crank condition if the auto start condition is still present.
- **Auto Key** – Allows the operator to change from Auto to Manual or Manual to Auto Mode by press-hold for 3 seconds.
- **Alarm Silence Key** – Allows the operator to acknowledge alarms on the controller when warnings and shutdowns are present.

- **Manual Throttle Increase Key** – Allows the operator to manually increase the engine throttle in Manual Mode.
- **Manual Throttle Decrease Key** – Allows the operator to manually decrease the engine throttle in Manual Mode.
- **Menu Key** – Allows the operator to get in and out of the menus.
- **Back Key** – Allows the operator to move back one step while in the menu.
- **Enter Key** – Allows the operator to enter a value in the menu when selected and is used to acknowledge internal and external alarms/shutdowns.
- **Up Key** – Allows the operator to navigate up through the menu and page forward on the main pages.
- **Down Key** – Allows the operator to navigate down through the menu and page reverse on the main pages.

The TEC-10 Panel offering also has a keyswitch and a stop button:



Figure 3: Panel button and switch

Accessing the Menu

To access the MPC-10 / TEC-10 menu, press the menu button:

The following screen will display to enter the password (3482):

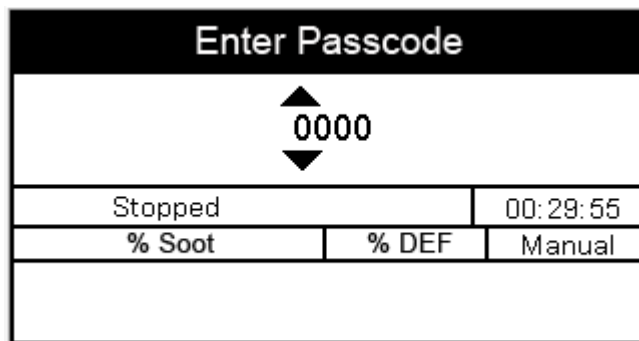


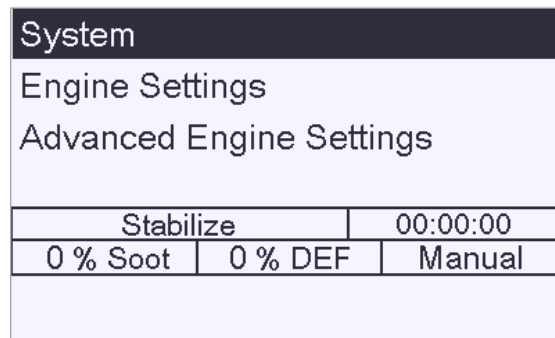
Figure 3: Enter Passcode

The password will be entered left to right. Utilize the up and down arrows, and press the Enter button after each correct number: Entering this password will allow full access to the menu. If you enter the wrong password, it will reset the display to 0000, allowing you to restart the entering process.

NOTE: There are three passcodes available in the MPC-10 / TEC-10 controller: Low Security, Medium Security and High Security. These three passcodes are based on the level of security needed to access certain parameters within the menu. As a factory default, all menu items are listed as low security and accessible by any user with the 3482 passcode. To learn more about passcode security and changing the security levels, please refer to the Configuration Tool manual for the MPC-10 / TEC-10.

Main Menu

The MPC-10 / TEC-10 controller is incredibly versatile within the menu structure. The operator is able to change many parameters and settings from the face without the need of a PC tool, if desired. **The controller must be in its stopped state in order to change a setting in the menu.** (The Tier 4 menu is the sole exception). Described below are the main sections of the controller's menu. **Cycling power to the controller is recommended after making changes to set points and input/output.**



| System | | |
|--------------------------|---------|----------|
| Engine Settings | | |
| Advanced Engine Settings | | |
| Stabilize | | 00:00:00 |
| 0 % Soot | 0 % DEF | Manual |

Figure 4: Main Menu, page 1

System

The controller System menu provides the operator with the ability to set the:

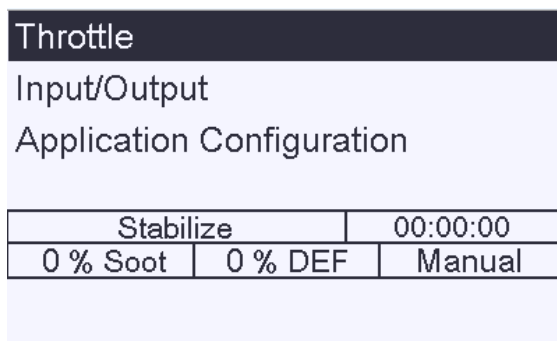
- Date/Time
- Pressure, Temperature, Flow and Level Units
- Language
- Brightness
- Backlight Control
- Standby Timer
- Service Reminders and several other system settings. Review System under the Menu Glossary section of this manual for a full list and definition of each setting.

Engine Settings

The Engine Settings menu allows the operator to establish common user-configurable parameters that would be changed from factory default settings when pairing the controller to an engine. This menu allows the operator to choose whether the engine is J1939 or mechanical; the engine's speed source; the minimum and maximum RPM the operator requires/allows the engine to run; warm-up/cool-down settings; and other common engine settings. Review Engine Settings under the Menu Glossary section of this manual for a full list and definition of each setting.

Advanced Engine Settings

The Advanced Engine Settings menu allows the operator to set up the less common user-configurable parameters that are not in the Engine Settings menu and which would be changed from factory default settings when pairing the controller to an engine. This menu allows the operator to set items such as the J1939 address claim for the controller, ECU Source Address, ECU hour select, crank attempts, crank disconnect speed and other user-specific engine settings. Review Advanced Engine Settings under the Menu Glossary section of this manual for a full list and definition of each setting.



| Throttle | | |
|---------------------------|----------|--------|
| Input/Output | | |
| Application Configuration | | |
| Stabilize | 00:00:00 | |
| 0 % Soot | 0 % DEF | Manual |

Figure 5: Main Menu page 2

Throttle

The Throttle menu allows the operator to set up the items for throttling the engine such as throttle type, rate of RPM increase/decrease, throttle Inc/Dec pulse time and other parameters pertaining to throttling of the engine. Review Throttle under the Menu Glossary section of this manual for a full list and definition of each setting.

Input / Output

The Input/Output menu allows the user to establish the I/O needed for the application. This includes Digital Inputs, Analog Inputs, Relay Outputs and Digital Outputs. This menu is tied to other aspects of the controller menu such as Auto Start Functions, Analog Inputs for Mechanical Engine setup, Warning / Shut-down functions and all outputs needed for starting/controlling the engine and alerting the user.

The Digital Inputs of this menu can be configured from the face of the controller to accept three types of inputs as the Active state of the input.

- High, B(+)
- Low, B(-)
- Open

The Analog Inputs of this menu can be configured from the face of the controller to accept one of four types of senders:

- Resistive
- 4-20mA
- 0-5VDC
- Analog.Digital (B- for additional Digital Inputs)

The Outputs are configurable for the operator to choose which output function to use with the desired output type as shown below.

- Relay [10A, Form C]
- Digital Out [1A, B(+)]
- Digital Out [1A, B(-)]

NOTE: Although the functionality exists to set all analog and digital inputs to the same function, Enovation Controls strongly advises against this.

Application Configuration

The Application Configuration menu is where an operator will set up the controller's Auto Start Functions and Auto Throttle Methods, if the intended use is as an auto start and/or auto throttling controller. Depending on which application is chosen in the menu, there are certain auto start functions and auto throttling methods hidden that are not pertinent to the application chosen. This automatic hiding feature allows for a simpler, more intuitive controller menu in the MPC-10 / TEC-10. Review Application Configuration under the Menu Glossary section of this manual for the full list and definition of each setting.

NOTE: Discharge Pressure is the only pressure type available for Auto Start/Stop and/or Auto Throttle control by pressure.

Pump All Purpose

The Pump All Purpose application houses auto start functions and auto throttling methods of the controller for common pumps used in rental applications.

The auto start functions and auto throttle methods are:

Auto Start/Stop Functions

- Single Contact
- Local Start (Green Start key)
- Two Contact Maintained (Dual Floats)

Auto Throttle Methods

- Running Loaded RPM
- Pressure Transducer (will require an analog input setting)

Air Compressor

The Air Compressor application houses the auto start functions and auto throttle methods meant to be used on all engine-driven air compressor applications. The MPC-10 / TEC-10 allows for the compressor to start/stop and maintain a desired pressure during operation.

The auto start functions and auto throttle methods to choose from are:

Auto Start/Stop Functions

- Single Contact (will require a digital input for start and stop)
- Local Start (Green Start key)
- Pressure Transducer (will require an analog input)

Auto Throttle Methods

- Running Loaded RPM
- Pressure Transducer (will require an analog input setting)

Hose Reel Irrigation

The Hose Reel Irrigation application houses the auto start functions and auto throttle methods meant to be used on hose reel irrigation systems. The MPC-10 / TEC-10 allows for the hose reel pump to auto start with several methods, including the Local Start key which may be the most used in this application. The key feature of this application is the auto throttling method. This feature allows the controller to manage the pump's throttle in order to maintain a pressure in the hose during irrigation.

The auto start functions and auto throttle methods to choose from are:

Auto Start/Stop Functions

- Single Contact (will require a digital input for start and stop)
- Local Start
- Two Contact Maintained

Auto Throttle Methods

- Pressure Transducer (will require an analog input)

Frost Protection

The Frost Protection application houses the auto start functions and auto throttle methods meant to be used on frost protection systems. This application allows for a wind machine, sprinkler or other forms of frost protection using single contact or a temperature transducer.

The auto start functions and auto throttle methods to choose from are:

Auto Start/Stop Functions

- Single Contact (will require a digital input for start and stop)
- Temperature Transducer (will require an analog input for start and stop)

Auto Throttle Methods

- Running Loaded RPM

Chipper

The Chipper application houses the auto start functions and engage/disengage methods meant to be used on Chippers. The operator can also choose between Chipper types, On-Off-On or Dumping.

The functions available are:

Auto Start/Stop Functions

- Single Contact (will require a digital input for start and stop)
- Local Start Key

Engage RPM

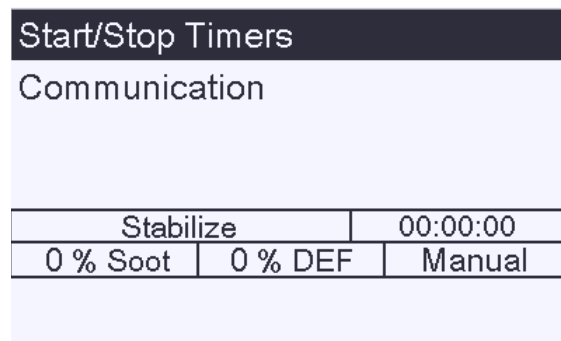
Disengage RPM

Disengage Delay

Chipper Feed System

- On-Off-On
- Dumping

Start / Stop Timers



| Start/Stop Timers | | |
|-------------------|---------|----------|
| Communication | | |
| Stabilize | | 00:00:00 |
| 0 % Soot | 0 % DEF | Manual |

Figure 6: Main Menu page 3

The Start/Stop Timers menu provides the operator the ability to add a countdown timer and start/stop times. The countdown timer allows for the operator to set a desired countdown time and walk away from the engine for a controlled shutdown when the timer expires. There are three Start/Stop Timers the operator can choose from within this menu that allows for the specific day and hour the controller will start and stop utilizing the internal clock. Review Start/Stop Timers under Menu Glossary section of this manual for full list and definition of each setting.

NOTE: Start / Stop timers work in conjunction with other Start / Stop types. If the engine is already running from another Start / Stop type when a Start / Stop timer occurs, the Start / Stop timer is ignored. Once the engine is started by the Start / Stop timer, the timer must expire for a controlled shutdown to occur.

Communication

The Communications menu allows the operator to choose the type of RS485 communications such as PVA Gauge, Modbus or Local Display. The menu also allows for the operator to choose the RS485 slave address and RS485 Serial setup. Review Communication under the Menu Glossary section of this manual for a full list and definition of each setting.

Start/Stop Settings

There are five automatic start/stop types in the MPC-10 / TEC-10. Each is detailed below:

Single Contact Start/Stop

The Single Contact Start/Stop is when a remote contact closes and remains closed for auto start and reopens for auto stop.

Two Contact Maintained Start/Stop (commonly known as Floats)

The Two Contact Maintained Start/Stop is when both contacts close for auto start and both contacts open for auto stop (not momentarily).

Pressure, Temperature Transducer Start/Stop

A transducer can be used for Auto Start/Stop when needed for the application. There are set points that allow the operator to enter the appropriate values.

NOTES:

This same transducer can be used for Auto Start/Stop and Auto Throttling if the application supports transducer control.

Discharge pressure is the only pressure type available for Auto Start/Stop and/or Auto Throttle control by pressure.

Local Start Key Start/Stop:

The Local Start Key function uses the green and red buttons on the front interface for auto start and stop.

Quick-Start Setup

The following sections provide a walk-through of the steps necessary for some of the various configurations and settings available on the MPC-10 / TEC-10 Controller. **Cycling power to the controller is recommended after making changes to set points.**

Stepping through the Menu will be depicted as follows:

Menu/System/Contrast directs the operator to go into the Menu first, then look for a parameter titled System and press **[Enter]** to go into the System menu. Then look for a parameter titled Contrast and press **[Enter]** to go into the Contrast menu, etc.

Adjusting the Brightness

1. Access **Menu/System/Brightness** and press **[Enter]**.
2. Utilize the Up and Down arrows to adjust the Brightness (values of 0 to 100), and press **[Enter]** when the desired number appears.
3. Press the **[Menu]** key to leave the Menu Setup screens.
 NOTE: The brightness of the display will not change until the enter key is pressed.

Setting to Mechanical Engine

1. Access **Menu/Engine Settings/Engine Type** and press **[Enter]**. Choose **Mechanical** and press **[Enter]**.
2. Down arrow to **Speed Source** and press **[Enter]**, and select either Alternator or Magnetic Pickup and press **[Enter]**.
3. Down arrow to **Speed Calibration**, and press **[Enter]**.
4. Utilize the Up and Down arrows to establish the appropriate number of flywheel teeth or engine alternator pulses, and press **[Enter]**.
5. Press the **[Back]** key once. Down arrow to **Input/Output**, and press **[Enter]**.
6. Access **Analog Inputs**, and assign one Analog input for Oil Pressure and one for Coolant Temperature. Press **[Enter]** to save the settings.
7. Press the **[Back]** key twice to access Relay and Digital Outputs.
8. Assign relay outputs for Crank and Fuel.

NOTE: DO3 and DO4 are factory set to Throttle Decrease and Throttle Increase for the AT03069 Throttle Actuator.

9. Press the **[Menu]** key to leave the Menu Setup screens.

Setting to J1939 Engine (Factory Default)

1. Access **Menu/Engine Settings/Engine Type** and press **[Enter]**. Choose **J1939**, and press **[Enter]**.
2. Arrow down to Speed Source, and press **[Enter]**. Select J1939 and press **[Enter]**.
3. Press the **[Back]** key once. Arrow down to Throttle menu and press the **[Enter]** key twice. Select desired throttle type and press **[Enter]**.
4. Ensure the analog inputs are not set to oil pressure or coolant temp (disable or change to something else). Some ECUs require an external oil pressure sender. Although some ECUs require an external oil pressure sender, this is an exception but can be done within the controller.
5. Press the **[Menu]** key to leave the Setup screens.

Setting to Auto Start on a Single Contact Input

1. Access **Menu/Application Configuration/Auto Start_Stop Function/Single Contact** (available in all applications).
2. Press **[Back]** once, and select **Input / Output/Digital Inputs**.
3. Assign the Function of Single Contact Start/Stop to one of the Digital Inputs.
4. Press the **[Menu]** key to leave Setup.

Setting to Auto Start on Local Start Key

1. Access **Menu/Application Configuration/Auto Start_Stop Function/Local Start Key** and press **[Enter]** (not available for Frost Protection).
2. Press the **[Menu]** key to leave the Menu Setup screens.

Setting to Auto Start on Float Inputs

1. Access **Menu/Application Configuration/Auto Start_Stop Function** (only available in Pump All Purpose).
2. Highlight Single Contact or Two Contact Maintained and press **[Enter]**.
3. Press **[Back]** once and access **Input/Output/Digital Inputs**. Select a Digital Input to modify.
4. Assign the appropriate input for the selected DI.

NOTE: If Single Contact is chosen, only one digital input needs to be configured. If Two Contact (Maintained) is chosen, two digital inputs need to be configured - one for start and one for stop.

5. Ensure the appropriate number of Digital Inputs is configured (as per the Note above), and press the **[Menu]** key to leave Setup.

Setting to Auto Start on Pressure

1. Access **Menu/Application Configuration/Auto Start_Stop Function/Pressure Transducer**, and press **[Enter]** (only available in Air Compressor).
2. Complete the parameters that apply (i.e., Maintain Pressure, Start/Stop Pressure, etc.)
3. Press **[Back]** twice, and access **Input_Output/Analog Inputs**.
4. Select an Analog Input to modify.
5. Assign the appropriate pressure input for the selected AI.
6. Configure Sensor in the Sensor setup menu.
7. Press the **[Menu]** key to leave Setup.

Setting to Auto Start on Clock

NOTES:

- 1) Ensure the correct date and time are established in the System menu prior to establishing the Auto Start on Clock settings.
- 2) The MPC-10 / TEC-10 have the ability to establish three different Start/Stop dates and times. If desired, repeat steps 2-4 for subsequent Timers.
- 3) The Countdown Timer is separate from the internal clock. This is a run time after a Key Start is initiated. When this timer expires, an auto stop will occur.
- 4) The Clock start timer that started the engine is the only timer that stops the engine.

1. Access **Menu/Start_Stop Timers**, and select the first Start/Stop Timer.
2. Select Start Day 1 and then select the appropriate day or Daily.
3. Select Start Time 1 and establish the hour, minute and second to start.
4. Establish the Stop Day and Time as in steps 2-3.

Setting to Auto Start on Temperature

1. Access **Menu/Application Configuration/Frost Protection/Auto Start_Stop Function/Temperature Transducer**. Press **[Enter]**.
2. Arrow down to **Temperature Transducer**.
3. Establish a Start and Stop Temperature, and press **[Back]** twice.
4. Access **Input_Output/Analog Inputs**, and select an Analog Input.
5. Assign the appropriate temperature input for the selected AI.
6. Press the **[Menu]** key to leave Setup.

Setting to Run the Engine for a Fixed Period of Time

The operator is able to use the countdown timer to run in auto for a specific amount of time. This feature is only used when local key is selected in the auto start method. An auto stop will occur when either the countdown run timer expires or a local key stop occurs.

1. Access **Menu/Start_Stop Timers/Countdown Timer**.
2. Set the hours, minutes and seconds desired for the running of the engine, and press **[Enter]**.
3. Press the **[Menu]** key to leave Setup.

NOTE: When the Countdown Timer is set for a countdown, the controller will always countdown upon an auto start until the timer is set to 0.

Screen Examples

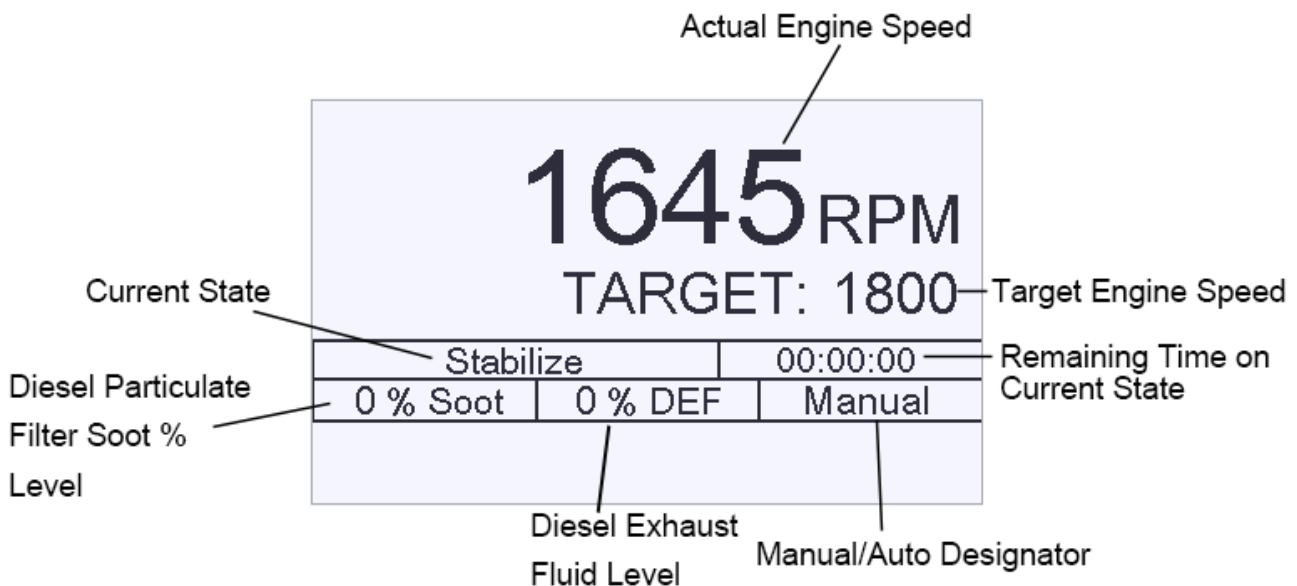


Figure 7: Screen Example

Additional Screens

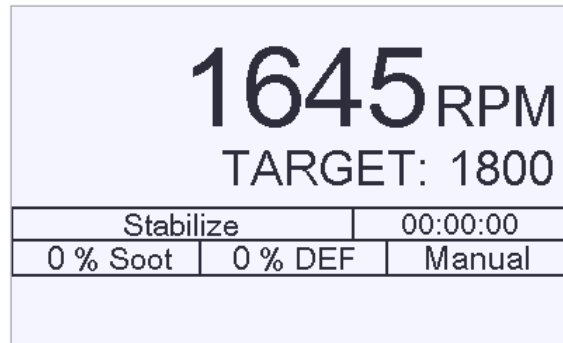


Figure 8: Main Screen

This is the main screen, and it displays actual and target RPM, Mode of Operation, Timer progress, % Soot Level, % DEF Level and current State, along with icons and warnings.

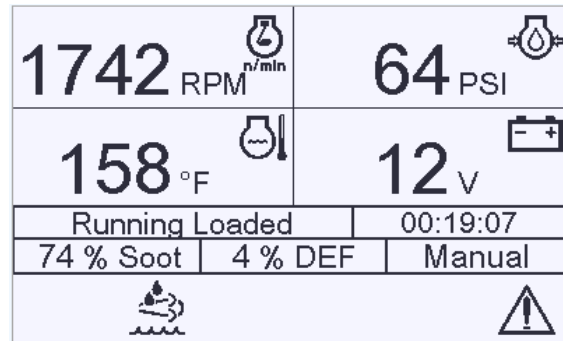


Figure 9: 4 Up Screen

This is the first 4 up screen, displaying engine RPM, oil pressure, engine temperature and battery voltage. If alternate parameters are desired, these may be changed using the free MPC-10 / TEC-10 software configuration tool.

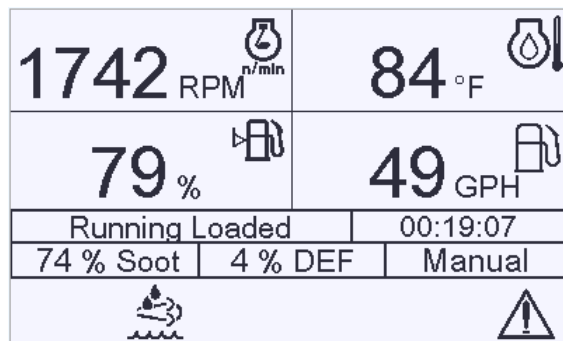


Figure 10: Another 4 Up Screen

This is the second 4 up screen, displaying engine RPM, engine temperature, fuel level and GPH. If alternate parameters are desired, these may be changed using the free MPC-10 / TEC-10 software configuration tool.

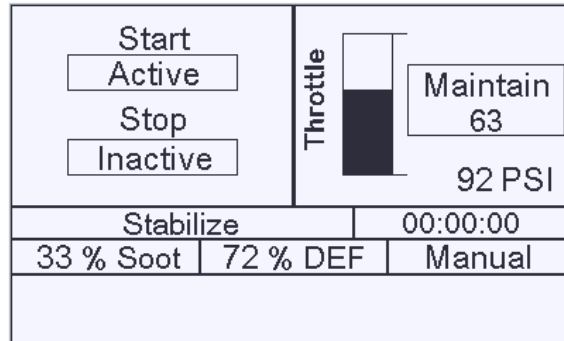


Figure 11: Auto Start/Stop Type

This screen displays the auto start/stop type and will also illustrate the throttling method for the auto start/stop.

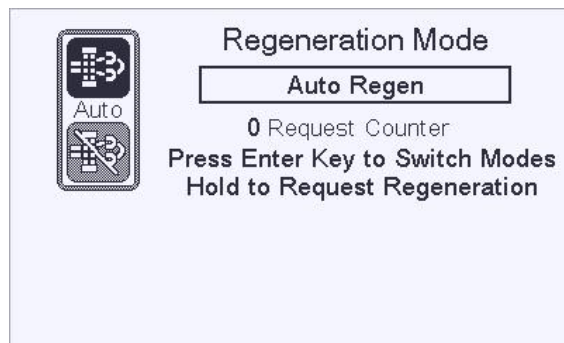


Figure 12: Regeneration Mode

This is the Tier 4 Regeneration screen that is selected to be shown in the Tier 4 menu. This screen shows and allows the user to select the regeneration mode without accessing the menu, if desired.

| System Information | | |
|--------------------------|---------|-------------|
| Other | | 0 HRS |
| 00 / Jan / 00 | Sunday | 12:00:00 AM |
| SW:00 . 00 . 000000 . 00 | | |
| P/N: N / A | | S/N: N / A |
| Stabilize | | 00:00:00 |
| 0 % Soot | 0 % DEF | Manual |

Figure 13: System Information

This screen displays the date, day, time, software version number, engine manufacturer, part number (if available) and serial number (if available). This page will assist Technical Services Support should their services be needed.

| Digital Output Status | | |
|-----------------------|----------|----------|
| DO 1 | Not Used | Off |
| DO 2 | Not Used | Off |
| DO 3 | Not Used | Off |
| DO 4 | Not Used | Off |
| Stabilize | | 00:00:00 |
| 0 % Soot | 0 % DEF | Manual |

Figure 14: Digital Output Status

This screen will allow the operator to see what the digital output functions are set to without accessing the menu and the active setting which informs the user of the output status.

| Relay Status | | |
|--------------|----------|----------|
| R 1 | Not Used | Off |
| R 2 | Not Used | Off |
| R 3 | Not Used | Off |
| Stabilize | | 00:00:00 |
| 0 % Soot | 0 % DEF | Manual |

Figure 15: Relay Status

This screen will allow the operator to see what the relay status functions are set to without accessing the menu and the active setting which informs the user of the relay status.

| Digital Input Status | | | Digital Input Status | | |
|----------------------|----------|----------|----------------------|----------|----------|
| DI 1 | Disabled | B- | DI 4 | Disabled | B- |
| DI 2 | Disabled | B- | DI 5 | Disabled | B- |
| DI 3 | Disabled | B- | | | |
| Stabilize | | 00:00:00 | Stabilize | | 00:00:00 |
| 0 % Soot | 0 % DEF | Manual | 0 % Soot | 0 % DEF | Manual |

Figure 16: Digital Input Status screens

These screens will allow the operator to see what the digital input functions are set to without accessing the menu and the active setting which informs the user of the input status.

| Analog Input Status | | |
|------------------------------|---------|----------|
| AI 1 0-5V Suction Pressure | | |
| AI 2 Murphy Oil Temp | | |
| AI 3 0-5V Discharge Pressure | | |
| Stabilize | | 00:00:00 |
| 0 % Soot | 0 % DEF | Manual |

Figure 17: Analog Input Status

This screen displays the Analog Input’s function selected in the menu for each input.

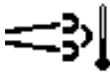

| Service Life Remaining | | | Service Life Remaining | | |
|---------------------------|---------|----------|------------------------|---------|----------|
| Oil Life Remaining | 0.0 Hrs | | Fuel Filter Life | 0.0 Hrs | |
| Oil Filter Life Remaining | 0.0 Hrs | | Air Filter Life | 0.0 Hrs | |
| Belt Life Remaining | 0.0 Hrs | | Overhaul Life | 0.0 Hrs | |
| Battery Life Remaining | 0.0 Hrs | | | | |
| Stabilize | | 00:00:00 | Stabilize | | 00:00:00 |
| 0 % Soot | 0 % DEF | Manual | 0 % Soot | 0 % DEF | Manual |

Figure 18: Service Life Remaining Screens



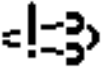









These screens provide a list of service reminders and the hours left until the internal alarm will display the services needed. When 0 hours is reached, the hours will continue to count down in negative numbers.

ISO Icons










The following ISO icons can be displayed on the controller to designate specific parameters and Tier 4 Emission Alerts, as well as Warnings and Shutdowns.

| Icon | Description |
|---|---|
|  | Displays when High Exhaust System Temperature (HEST) is active and exhaust temperature is above normal operating condition. |
|  | Low diesel exhaust fluid. Displays when the DEF is low. |

Continued on next page

| Icon | Description |
|---|---|
|  | Displays when engine aftertreatment is in need of regeneration. This is due to the aftertreatment filter reaching the engine manufacturer's set soot level for a regeneration to occur. |
|  | Displays when the Engine ECU has inhibited a regeneration from occurring. This should also be shown when inhibiting regeneration selection is made in the menu. |
|  | Displays when an emissions aftertreatment malfunction has occurred. Contact your local engine manufacturer's service department for direction. |
|  | Displays when an active and unacknowledged DTC warning exists. The icon will only disappear if the fault has been acknowledged and is no longer active. |
|  | Displays when an active (unacknowledged) DTC shutdown exists. |
|  | Gear Box Pressure |
|  | Fuel Rate |
|  | Fuel Level |
|  | Flow Rate |
|  | Engine Shutdown |
|  | Engine Oil Level |
|  | Discharge Pressure |

Continued on next page

| Icon | Description |
|---|-----------------------------|
|  | Current Oil Pressure |
|  | Current RPM |
|  | Ambient Temperature |
|  | Oil Temperature |
|  | System Level |
|  | Suction Pressure |
|  | Percent Load at Current RPM |
|  | Current Engine Temperature |
|  | Battery Voltage |

Icon Troubleshooting

The warnings and shutdowns internally generated by the controller will show an Internal Fault on the top of the screen when a fault is displayed. Check all fluid levels and pressures. Ensure the cooling system and engine are functioning properly.

The warnings and shutdowns the ECU generates will also be accompanied by a cause for the error. Consult with the engine manufacturer regarding fault codes shown on the screen.

If everything checks out normal, consider checking the set points or the bypass timer(s) to ensure the ranges are within normal operating settings.

Menu Glossary

System

Date/Time: allows the setting of the controller's date and time.

Pressure Units: allows the selection of psi, kPa or BAR for pressure designation. **Factory set to PSI.**

Temperature Units: allows the selection of Fahrenheit or Celsius for temperature designation. **Factory set to Fahrenheit.**

Level Units: allows the selection of Feet or Meters for Level designation. **Factory set to Feet.**

Flow Units: allows the selection of gal/min (US), gal/min (UK) and lpm (Liters Per Minute) for flow designation. **Factory set to gal/min (US).**

Language: select desired language: English, French, German, Spanish, Italian. **Factory set to English.**

Brightness: allows the backlight of the screen to be adjusted. **Factory set to 90.**

Backlight Control: turns off (disables) or on (enables) the screen's backlight. **Factory set to Enable.**

Standby Timer: setting this timer (HH:MM:SS) allows the screen the designated amount of time before the controller goes into Standby mode. **Factory set to 00:30:00.**

Service Reminders: when the service reminder is set to 0, the alarms will be disabled; however, the countdown will continue and will show the numbers as (-) numbers as it counts down past 0 for the following parameters: **All service reminders factory set to 250 Hrs, with the exception of Overhaul Life (factory set to 500 Hrs.)**

- Oil Life
- Oil Filter Life
- Belt Life
- Battery Life
- Fuel Filter Life
- Air Filter Life
- Overhaul Life
- Reset All

Stored Fault Codes: allows the operator to query the Engine ECU for review of its stored fault codes.

Auto / Manual: allows the controller to be placed in Manual Mode only and power up in either Manual or Auto Mode of operation depending on the selection chosen. If the operator enables Manual Only the choice of power up in auto is hidden. **Factory set to Manual.**

Green LED: select either Auto Operation or Running Loaded for the built-in green LED.

Restore Factory Defaults: allows the operator to reset all settings back to default.

Set Machine Hours: allows the operator to set the internal hours of the controller if Engine Type is set to Mechanical or ECU Hour Select is set to Internal.

View Event History: allows the viewing of stored alarms.

Clear Event History: allows the clearing of stored events (alarms).

Alt/Excite Control: enable or disable the dedicated output for Alt/Excite and arming the Alt Fail warning or shutdown. The Warning or Shutdown setting is located in Warning and Shutdown menu.

Clear All Fault Codes: allows the operator to clear stored fault from the engine ECU if supported by the engine manufacturer. This should only be performed by a factory authorized technician.

Show Auto Start Warning: allows the operator to Enable or Disable an auto start confirmation warning message when set to power up in Auto mode. **Factory set to Enable.**

Show Alt Excite Warning: allows the operator to choose to show or hide the alt excite failure alarm. This feature may be used when a flyback diode is installed in the harness and the controller is unable to sense the voltage after the alternator is excited. **Factory set to Yes.**

Engine Settings

Engine Type: allows the selection between J1939 and Mechanical. If Mechanical is chosen, some parameters associated with J1939 will no longer appear in the menu. **Factory set to J1939.**

Engine Manufacturer: allows the selection of the specific engine manufacturer (i.e., Caterpillar, Cummins, John Deere, Deutz, Kubota, Yanmar, JCB, Volvo, FPT, Isuzu, GM, Other). **Factory set to Other.**

Engine Emission: allows the selection of the emissions controls (i.e., Tier 3 or less, Interim Tier 4 or Tier 4 / EU Stage IIIA, IIIB). **Factory set to Tier 3 or Less.**

Tier 4: (only appears if Interim Tier 4 or Tier 4 / EU Stage IIIA, IIIB is chosen) allows the automatic running or inhibition of regeneration and/or the requesting of a regeneration. Note: Inhibiting the Regen may cause the engine to de-rate or shut down if the soot level is too high. Recommend leaving this setting in Auto Regen. The ECU may not allow the Regen request if certain parameters do not meet the engine manufacturer's requested levels.

Auto/Inhibit regen: factory set to Auto.

Request Regen: yes/no. Factory set to No.

DEF Gauge: yes/no. Factory set to No.

Percent Soot Gauge: yes/no. Factory set to No.

Regen Screen: yes/no. Factory set to No.

Speed Source: allows the selection of the appropriate speed source of the engine (i.e., J1939, Alternator or Magnetic Pickup). **Factory set to J1939.**

Speed Calibration: allows the setting of the correct number of flywheel teeth or engine alternator pulses for mechanical engines. **Factory set to 150.**

WarmUp Speed: allows the setting of the speed of the engine during the warm-up phase. This speed setting must be at or above the minimum engine speed setting. **Factory set to 900 RPM.**

Warmup Delay: allows the operator to set the desired warm-up time/delay for the engine. This is the length of time the engine will run at a lower speed for its warm-up cycle. **Factory set to 00.03.00.**

Minimum Engine Speed: allows the setting of the lowest engine speed for continual operation. The controller will not allow the engine to throttle under the minimum engine speed when maintaining discharge pressure. **Factory set to 700 RPM.**

Running Loaded RPM: this is an Auto Throttling method set within the Application Configuration menu. The engine will maintain this RPM when in the Running Loaded state. **Factory set to 2000 rpm.**

Maximum Engine Speed: allows the setting of the highest engine speed for continual operation. The controller will not allow the engine to throttle above the maximum engine speed when maintaining discharge pressure. **Factory set to 2200 RPM.**

Cooldown Speed: allows the setting of the speed of the engine while it is cooling down. This speed setting must be at or above the minimum engine speed setting. **Factory set to 900 RPM.**

Cooldown Delay: allows the operator to set the desired cool-down time/delay for the engine. This is the length of time the engine will run at a lower speed for its cool-down cycle. **Factory set to 00.03.00.**

Advanced Engine Settings

J1939 Address Claim: allows the setting of the address for the controller used in the J1939 engine setting. **Factory set to 3.**

ECU Source Address: source address of the ECU being connected to. Normally set to 0, 1 or 2. **Factory set to 0.**

ECU Hour Select: choose from ECU Hours (engine hours reported by the ECU) or Internal (hours calculated internally by the MPC-10 / TEC-10) provided the RPM>50. **Factory set to ECU Hours.**

Crank Attempts: format of 1.00 to 20.00. The number of times the engine will attempt to start before providing an overcrank shutdown. **Factory set to 3.**

Crank Disconnect Speed: the speed at which the crank will disconnect barring other input parameters. **Factory set to 500 RPM.**

Timers/Delays: establish operational settings for:

Auto Start Delay: the auto start condition must remain active throughout this delay for an auto start to occur. If the auto start condition is removed during this delay, the delay is reset to zero. **Factory set to 00.00.03**

Auto Stop Delay: this auto stop condition must remain active throughout this delay for an auto stop to occur. If the auto stop condition is removed during this delay, the delay is reset to zero. **Factory set to 00.00.03**

ECU Stabilize Timer: on start-ups, this delay allows the ECU to stabilize and broadcast on the CAN bus prior to actual cranking. **Factory set to 00.00.05**

Crank Time: this is the length of time the crank output is turned on during cycle cranking. **Factory set to 00.00.10**

Crank Rest: this is the length of time the crank output is turned off during cycle cranking. **Factory set to 00.00.10**

Prestart Delay 1: after a start condition has been accepted by the controller, this delay begins timing, and the prestart #1 output turns on. When this delay expires, the output is turned off, and the auto sequence continues. **Factory set to 00.00.00**

Prestart Delay 2: after a start condition has been accepted by the controller, this delay begins timing, and the prestart #2 output turns on. **Factory set to 00.00.00**

Prestart Delay 2 Mode: this setting determines if the prestart #2 output is active through the crank state or only through the prestart #2 state. **Factory set to PreCrank.**

Spindown Timer: this delay begins timing when there is no call to run and the engine speed is zero. No auto start functions will occur until this delay expires. **Factory set to 00.00.30. Cannot set below 00.00.05.**

Post Crank Lockout Setup: this is a setup for a delay that begins timing when the engine actually starts. During this delay, the selected functions are ignored. When this delay expires, the selected functions are armed. During the duration of this delay, the selected functions can cycle from active to not active and not reset the delay.

Post Crank Lockout Time. Factory set to 00.00.30

Post Crank Lockout 1. **Factory set to Low Oil Pressure**

Post Crank Lockout 2. **Factory set to High Engine Temperature**

Post Crank Lockout 3. **Factory set to Disabled**

Post Crank Lockout 4. **Factory set to Disabled**

Post Crank Lockout 5. **Factory set to Disabled**

Post Warm-up Lockout Setup: this is a setup for a delay that begins timing when the warm-up delay expires. During this delay, the selected functions are ignored. When this delay expires, the selected functions are armed. During the duration of this delay, the selected functions can cycle from active to not active and not reset the delay.

Post Warm-up Lockout Time. Factory set to 00.00.00

Post Warm-up Lockout 1. **Factory set to Disabled**

Post Warm-up Lockout 2. **Factory set to Disabled**

Post Warm-up Lockout 3. **Factory set to Disabled**

Post Warm-up Lockout 4. **Factory set to Disabled**

Post Warm-up Lockout 5. **Factory set to Disabled**

Bubble Lockout Setup: this is a setup for a delay that begins timing when the selected functions are active. If the selected functions are removed during this delay, the delay resets to zero. If the selected functions remain active throughout this delay, the selected action for the parameter will occur.

Bubble Lockout Time. Factory set to 00.00.00

Bubble Lockout 1. **Factory set to Disabled**

Bubble Lockout 2. **Factory set to Disabled**

Bubble Lockout 3. **Factory set to Disabled**

Bubble Lockout 4. **Factory set to Disabled**

Bubble Lockout 5. **Factory set to Disabled**

Warnings and Shutdowns: establish alerts for the listed parameters:

Low Oil Pressure Shutdown: a shutdown will occur when the pressure reaches this set point.
Factory set to 10 PSI.

Low Oil Pressure Warning: an alarm will occur when the pressure reaches this set point.
Factory set to 15 PSI.

High Engine Temp Shutdown: a shutdown will occur when the temperature reaches this set point.
Factory set to 225 F.

High Engine Temp Warning: an alarm will occur when the temperature reaches this set point.
Factory set to 210 F.

High Oil Temp Shutdown: a shutdown will occur when the temperature reaches this set point.
Factory set to 225 F.

High Oil Temp Warning: an alarm will occur when the temperature reaches this set point.
Factory set to 210 F.

Low Fuel Level Shutdown: a shutdown will occur when the level reaches this set point. **Factory set to 5%.**

Low Fuel Level Warning: an alarm will occur when the level reaches this set point. **Factory set to 10%.**

High Battery Warning: an alarm will occur when the VDC reaches this set point. **Factory set to 16.0 VDC.**

Low Battery Warning: an alarm will occur when the VDC reaches this set point. **Factory set to 10.0 VDC.**

Weak Battery Warning: an alarm will occur when the VDC reaches this set point. **Factory set to 6.0 VDC.**

Underspeed Shutdown: a shutdown will occur when the engine speed reaches this set point.
Factory set to 0 RPM

Overspeed Shutdown: a shutdown will occur when the engine speed reaches this set point.
Factory set to 2400 RPM.

High Level Warning: an alarm will occur if the level reaches this set point. **Factory set to 0.0 FT**

High Level Shutdown: a shutdown will occur if the level reaches this set point. **Factory set to 0.0 FT.**

Low Level Warning: an alarm will occur if the level reaches this set point. **Factory set to 0.0 FT.**

Low Level Shutdown: a shutdown will occur if the level reaches this set point. **Factory set to 0.0 FT.**

High Flow Warning: an alarm will occur if the flow reaches this set point. **Factory set to 0 GPM.**

High Flow Shutdown: a shutdown will occur if the flow reaches this set point. **Factory set to 0 GPM.**

Low Flow Warning: an alarm will occur if the flow reaches this set point. **Factory set to 0 GPM.**

Low Flow Shutdown: a shutdown will occur if the flow reaches this set point. **Factory set to 0 GPM.**

High Discharge Pressure Warning: an alarm will occur when the pressure reaches this set point. **Factory set to 0 PSI.**

High Discharge Pressure Shutdown: a shutdown will occur when the pressure reaches this set point. **Factory set to 0 PSI.**

Low Discharge Pressure Warning: an alarm will occur when the pressure reaches this set point. **Factory set to 0 PSI**

Low Discharge Pressure Shutdown: a shutdown will occur when the pressure reaches this set point. **Factory set to 0 PSI**

High Suction Pressure Warning: an alarm will occur when the pressure reaches this set point.
Factory set to 0 PSI.

High Suction Pressure Shutdown: a shutdown will occur when the pressure reaches this set point. **Factory set to 0 PSI.**

Low Suction Pressure Warning: an alarm will occur when the pressure reaches this set point.
Factory set to 0 PSI

Low Suction Pressure Shutdown: a shutdown will occur when the pressure reaches this set point. **Factory set to 0 PSI**

High Gearbox Pressure Warning: an alarm will occur when the pressure reaches this set point.
Factory set to 0 PSI.

High Gearbox Pressure Shutdown: a shutdown will occur when the pressure reaches this set point.
Factory set to 0 PSI.

Low Gearbox Pressure Warning: an alarm will occur when the pressure reaches this set point.
Factory set to 0 PSI

Low Gearbox Pressure Shutdown: a shutdown will occur when the pressure reaches this set point.
Factory set to 0 PSI

Alternator Excite: allows the user to select if the Alt Fail is a warning or shutdown. **Factory set to Warning.**

Throttle Menu

Throttle Type: allows the selection of J1939 TSC1, Pulse Inc/Dec as the throttle type for the engine.
Factory set to J1939 TSC1.

J1939 TSC1: this setting will be used when an electronic engine is used for J1939 Throttling.
(Verify with Engine Dealer this type of throttling is accepted on the specific engine.)

Pulse Inc/Dec: this setting will be used when throttling a mechanical engine, when using a throttle actuator and also on an electronic engine using digital pulses into the ECU for throttling.

Auto Throttle Type: Factory set to NON PID Auto Throttle.

NON PID Auto Throttle: this type is the preferred throttle type. It does not use the PID adjustments found in the Transducer setups in the Application menu.

PID Auto Throttle: this type uses the PID adjustments found in the Transducer setups in the Application menu. This setting should only be used by a technician who understands in detail the method of adjusting the proportional-integral-derivative control loop commonly used in PLC programming language.

Target RPM Step Size: this is the step size of the target RPM when increasing and decreasing. The actual rate of change is much higher when throttling in auto vs. manually with the push buttons.
Factory set to 25 RPM.

Throttle Deadband RPM: format of # RPM. Plus/minus value added to the target to provide a range of RPM during which the throttle is not active. No throttling will occur when the engine RPM is within the RPM deadband. **Factory set to 25 RPM.** (Only appears when Pulse Inc/Dec is chosen for the Throttle Type)

Throttle Inc/Dec Pulse: format of # mS. The amount of time to pulse the throttle. Increase this value for faster engine response, or decrease this value for slower engine response. **Factory set to 50mS.** (Only appears when Pulse Inc/Dec is chosen)

Throttle Inc/Dec Pulse Delay: format of # mS. The amount of delay time before pulsing the throttle. Increase this value for slower engine response, or decrease this value for faster engine response. **Factory set to 250mS.** (Only appears when Pulse Inc/Dec is chosen)

Throttle Inc Rate: the rate the engine is signaled to increase in RPM. **Factory set to 100 RPM/s.**

Throttle Dec Rate: the rate the engine is signaled to decrease in RPM. **Factory set to 100 RPM/s.**

Input / Output Menu

Digital Inputs (1-6): for each of the digital inputs, the ability to select the following parameters exists:

- Digital input 1. **Factory set to Disabled**
- Digital Input 2. **Factory set to Auto Start Maintained**
- Digital Input 3. **Factory set to Auto Stop Maintained**
- Digital Input 4. **Factory set to Low Coolant Level**
- Digital Input 5. **Factory set to Low Lube Oil Level**

Function:

- Disabled
- Single Contact Start/Stop
- Auto Start Maintained
- Auto Stop Maintained
- Remote Alarm Acknowledge
- Low Fuel Level
- Fuel Leak
- Fuel Filter Restriction
- Low Lube Oil Level
- Low Coolant Level
- Remote Stop
- Remote Manual/Auto
- Idle Engine
- Remote Throttle Inc
- Remote Throttle Dec
- Water in Fuel
- No Flow
- User 1
- User 2

Active

- B- (ground input to a function chosen above) **Factory Default**
- B+ (battery positive to a function chosen above).
- Open (sender/switch is open)

Action

- Not Used
- Warning
- Shutdown **Factory Default** (Depending on Function)
- Shutdown, Controlled (will shut down through the normal sequence of operation if a chosen function listed above occurs)
- Relay Control (used to control one of the relay outputs)

Analog Inputs (1-3): for each of the analog inputs, the ability to select the following parameters exists:

- Analog input 1. **Factory set to Disabled**
- Analog Input 2. **Factory set to Disabled**
- Analog Input 3. **Factory set to Disabled**

Function:

- Disabled
- 4-20mA Suction Pressure
- 0-5V Suction Pressure
- 4-20mA Discharge Pressure
- 0-5V Discharge Pressure
- 4-20mA System Level
- 4-20mA Flow Rate
- 4-20mA Ambient Temp
- 0-5V Ambient Temp
- Datcon Oil Pressure
- Murphy Oil Pressure
- VDO5 Bar Oil Pressure
- VDO7 Bar Oil Pressure
- Murphy Coolant Temp
- Datcon Coolant Temp
- VDO Coolant Temp
- Murphy Fuel Level
- VDO Fuel Level
- Datcon Fuel Level
- Murphy Oil Temp
- Datcon Oil Temp
- VDO Oil Temp
- Analog.Digital1
- 0-5V Gearbox Pressure
- 4-20mA Gearbox Pressure
- Murphy PMK-400 Pressure

Sensor Setup (This menu only appears when a transducer [4-20mA or 0-5V] is selected for an analog input.)

- Ambient Temp (0-5V) or (4-20mA)
- Discharge Pressure (0-5V) or (4-20mA)
- Suction Pressure (0-5V) or (4-20mA)
- Flow Rate (4-20mA)
- System Level (4-20mA)

Relay (1-3) and Digital (1-4) Outputs: these same parameters are used for both the Relay and Digital Outputs.

- Relay 1. **Factory set to Crank, Starter Solenoid**
- Relay 2. **Factory set to ECU Enable**
- Relay 3. **Factory set to Not Used**
- DO1 (B+, 1A) **Factory set to Not Used (Not in Auto)**
- DO2 (B+, 1A). **Factory set to Engine Running**

DO3 (B-, 1A). **Factory set to Throttle Decrease**
DO4 (B-, 1A). **Factory set to Throttle Increase**

Function:

Prestart 1 Delay Please see Timers on page 23.

Prestart 2 Delay Please see Timers on page 23.

Crank: Please see Timers on page 23.

Fuel Please see Timers on page 23.

ECU Enable Used for enabling the ECU on electronic engines. This output is on anytime the controller is powered up or in the crank/run state. It's turned off if the controller is in the standby state.

Shutdown This output turns on when a fault shutdown occurs.

Common Alarm This output turns on when either a shut-down or a non shut-down warning occurs.

Remote Alarm This output turns on when a either a shut-down or a non shut-down warning occurs.

Not in Auto This output turns on when the controller is in the manual mode.

Engine Running This output turns on after the engine actually starts and off when the engine stops.

Throttle Increase / Throttle Decrease The increase and decrease outputs are used for the pulse inc/dec throttling type.

Digital Input (1-5) A digital input can be assigned to turn on a digital output.

Analog (1-3) Digital An analog input configured to be a digital input can be assigned to turn on a digital output.

Feed Engage This is for Chipper control.

Feed Disengage This is for Chipper control.

Application Configuration

NOTE: It is highly recommended to perform a Restore Factory Defaults in the System menu after changing applications for the same controller.

Application:

Pump All Purpose: The Pump All Purpose application houses the auto start functions and auto throttle methods meant to be used on most engine-driven pump applications. This application allows for pumps of many variations to be used in a manual/auto start environment utilizing the more common auto start and throttling functions. **Factory Default.**

Air Compressor: The Air Compressor application houses the auto start functions and auto throttle methods meant to be used on most engine-driven air compressor applications. The MPC-10 / TEC-10 allows for the compressor to start/stop and maintain a desired pressure during operation.

Hose Reel Irrigation: The Hose Reel Irrigation application houses the auto start functions and auto throttle methods meant to be used on hose reel irrigation systems. The MPC-10 / TEC-10 allows for the hose reel pump to auto start with several methods, including the Local Key

Start which may be the most used in this application. The key feature of this application is the auto throttling method. This feature allows the controller to manage the pump's throttle in order to maintain a pressure in the hose during irrigation.

Frost Protection: The Frost Protection application houses the auto start functions and auto throttle methods meant to be used on frost protection systems. This application allows for wind machine, sprinkler or other forms of frost protection using single contact or a temperature transducer.

Chipper: The MPC-10 / TEC-10 must be in the Manual mode for both Chipper Auto and Chipper Manual (Autofeed Override). The Chipper application has settings required for the operation:

Engage RPM. In the Chipper Auto mode, the engine speed when the Feed Engage output will be activated. **Factory set to 2200 RPM.**

Disengage RPM. In the Chipper Auto mode, the engine speed when the Feed Disengage output will be activated. **Factory set to 1800 RPM.**

Disengage Delay. The amount of time the Feed Disengage output is active. **Factory set to 50mSec.**

Chipper Feed System. Operation of the outputs. **Factory set to ON-OFF-ON.**

Chipper type: ON-OFF-ON:

CHIPPER AUTO MODE

1. (2) Control outputs, Engage and Disengage are off prior to start up.
2. The engine is started manually using the MPC-10 / TEC-10 and throttled manually up to the Engage RPM set point:
 - a. The Engage output turns on.
3. If during normal operation, the engine speed drops to the Disengage RPM set point:
 - a. The Engage output turns off.
 - b. The Disengage output turns on.
 - c. The Disengage delay begins timing. This is the amount of time the disengage (reverse) output is turned on for Chipper applications. **Factory set to 50 mS.**
4. When the Disengage delay expires:
 - a. The Disengage output turns off.
5. When the engine speed rises to the Engage RPM set point:
 - a. The Engage output turns on.

CHIPPER MANUAL MODE (AUTOFEED OVERRIDE)

1. The engine speed must be below the Disengage RPM set point to use the Autofeed Override feature. An RPMs TOO HIGH warning will appear if the Autofeed Override menu is accessed while the engine speed is higher than the Disengage RPM set point.
2. The operator enters the password to access the main menu.
3. Once in the main menu, the operator holds down the Enter button for 5 seconds.
4. The Autofeed Override menu will appear in the Feed Off mode.
5. For Feed Forward, the operator first presses and holds the Up Arrow, then presses and holds the Enter button, holding both for 5 seconds:
6. The Engage output turns on.
7. The display will read Feed Forward.
8. For Feed Reverse, the operator first presses and holds the Down Arrow, then presses and holds the Enter button, holding both for 5 seconds:
9. The Engage output turns off.

10. The Disengage output turns on.
11. The display will read Feed Reverse.
12. For Feed Off, the operator presses and holds the Enter button for 5 seconds.
13. If on, the Engage output turns off.
14. If on, the Disengage output turns off.
15. The display will read Feed Off.
16. To exit the Autofeed Override feature, press and hold the Back button for 5 seconds. This will return the controller to the main menu. Press the menu button to return to the front display.

Chipper type: DUMPING:

CHIPPER AUTO MODE

1. (2) Control outputs, Engage and Disengage are off prior to start up.
2. The engine is started manually using the MPC-10 / TEC-10 and throttled manually up to the Engage RPM set point:
3. The Engage output turns on.
4. If during normal operation, the engine speed drops to the Disengage RPM set point:
 - a. The Engage output remains on.
 - b. The Disengage output turns on.
 - c. The Disengage delay begins timing.
5. When the Disengage delay expires:
 - a. The Engage output turns off.
 - b. The Disengage output turns off.
6. When the engine speed rises to the Engage RPM set point:
 - a. The Engage output turns on.

CHIPPER MANUAL MODE (AUTOFEED OVERRIDE)

1. The engine speed must be below the Disengage RPM set point to use the Autofeed Override feature. An RPMs TOO HIGH warning will appear if the Autofeed Override menu is accessed while the engine speed is higher than the Disengage RPM set point.
2. The operator enters the password to access the main menu.
3. Once in the main menu, the operator holds down the Enter button for 5 seconds.
4. The Autofeed Override menu will appear in the Feed Off mode.
5. For Feed Forward, the operator first presses and holds the Up Arrow, then presses and holds the Enter button, holding both for 5 seconds:
 - a. The Engage output turns on.
 - b. The display will read Feed Forward.
6. For Feed Reverse, the operator first presses and holds the Down Arrow, then presses and holds the Enter button, holding both for 5 seconds:
 - a. The Engage output remains on.
 - b. The Disengage output turns on.
 - c. The display will read Feed Reverse.
7. For Feed Off, the operator presses and holds the Enter button for 5 seconds:
 - a. The Engage output turns off.
 - b. If on, the Disengage output turns off.
 - c. The display will read Feed Off.

8. To exit the Autofeed Override feature, press and hold the Back button for 5 seconds. This will return the controller to the main menu. Press the menu button to return to the front display.

Auto Start / Stop Function

Single Contact (Pump All Purpose, Air Compressor, Hose Reel Irrigation, Frost Protection, Chipper)

Local Start Key (Pump All Purpose, Air Compressor, Hose Reel Irrigation, Chipper)

Two Contact Maintained (Pump All Purpose) **Factory Default**

Pressure Transducer (Air Compressor)

Temperature Transducer (Frost Protection)

Auto Throttle Method

Running Loaded RPM (Pump All Purpose, Air Compressor, Frost Protection) **Factory Default**

Pressure Transducer (Pump All Purpose, Air Compressor, Hose Reel Irrigation)

Pressure Transducer

Maintain Pressure. The engine will be throttled between the min. and max. RPM set points to maintain this pressure. **Factory set to 0 psi.**

Deadband Pressure. This extends above and below the maintain set point. No throttling occurs while the pressure is in the deadband. When throttling to pressure, it is not recommended to enter 0 psi for the deadband value. This may cause hunting and erratic engine RPM's to occur. **Factory set to 2 psi.**

Line Fill 1 Speed. The engine is throttled to this speed after warm-up to purge the line. **Factory set to 900 RPM.**

Line Fill 1 Delay. This is the time the engine is held at the Line Fill 1 speed. **Factory set to 00.00.00.**

Line Fill 1 Pressure. The engine is held at the Line Fill 1 Speed until either this pressure set point is reached or the Delay expires. **Factory set to 0 psi.**

Line Fill 2 Speed. The engine is throttled to this speed after Line Fill 1 to purge the line. **Factory set to 900 RPM.**

Line Fill 2 Delay. This is the time the engine is held at the Line Fill 2 speed. **Factory set to 00.00.00.**

Line Fill 2 Pressure. The engine is held at the Line Fill 2 Speed until either this pressure set point is reached or the Delay expires. **Factory set to 0 psi.**

Line Fill 2 features only available when Hose Reel is selected in the Applications menu.

Pressure P. Allows adjustment if using PID throttling. **Factory set to 0.020**

Pressure I. Allows adjustment if using PID throttling. **Factory set to 0.020**

Pressure D. Allows adjustment if using PID throttling. **Factory set to 0.001.**

Level (Flow, Suction Transducers) Transducer

The controller supports these transducers for display and alarms only. No control such as start stop or throttling is available.

Temperature Transducer

Start Temperature. When the temperature drops to this set point, an auto start will occur. **Factory set to 32 F**

Stop Temperature. When the temperature rises to this set point, an auto stop will occur. **Factory set to 32 F.**

Start / Stop Timers

NOTE: When the engine is started using one of the start timers, the timer which started the engine is the timer which will stop the engine. Other start/stop timers will be ignored if they happen to overlap from the timer that starts the engine.

This section allows the setting of the timers to start and stop the engine. There are three timers, each with a Start Day and a Stop Day, a Start Time and a Stop Time. This is based on the internal real-time clock.

Countdown Timer: the countdown timer will be active upon every auto start up until the time is changed or disabled. It is used when it is desirable for a machine to run for a specific amount of time unmonitored and then shut itself off when that time has expired or when a local key stop occurs. Format of HH:MM:SS

NOTE: The countdown timer is only active when starting in Auto mode. This timer will not start counting if starting in manual mode and switching to Auto while the engine is running.

Start / Stop Timer (1-3): each of the three timers contains the ability to select from the following parameters:

Days of the week are factory set to Off.

Start and stop times are factory set to 12.00.00 AM.

Start Day

Sunday
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Daily
Off

Start Time: format of HH:MM:SS

Stop Day:

Sunday
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Daily
Off

Stop Time: format of HH:MM:SS

Communication

Communication Type:

PVA Gauge: this function will be used if utilizing PVA Gauges on the RS485 Modbus.

Modbus: this function will be used if using a SCADA or telemetry device for polling the Modbus register list. See Modbus Register Map. **Factory Default.**

Local Display: (for future use) this function will be used to connect the display to a remote viewing application. This can be a program running on a PC or another MPC-10 / TEC-10 set up as a remote viewer.

Slave Address. This is the Modbus slave node number. **Factory set to 1.**

Serial Setup.

Baudrate. **Factory set to 19200**

Stopbits. **Factory set to 1**

Parity. **Factory set to None**

PV CAN Backlight Enable. **Factory set to Off**

CAN Termination. **Factory set to Enable**

PV CAN Backlight Enable: ON / OFF. **Factory set to Off**

Terminating Resistor: Enable/Disable. This menu selection signifies whether or not the controller uses the internal CAN terminating resistor. **Factory set to Enable.**

Modbus Registers

NOTE: The registers labeled Read/Write will allow the operator to change values through the Modbus as a temporary modification. If power is cycled to the MPC-10 / TEC-10, the values changed via Modbus will revert back to the last value entered locally.

| REGISTER # | TYPE | DESCRIPTION |
|-------------------------|-----------|---|
| 40001 | Read Only | Running Hours (32bit Value) |
| 40002 | Read Only | |
| 40003 | Read Only | Current Engine Speed (RPM) |
| 40004 | Read Only | Modbus Voltage (VDC) |
| 40005 | Read Only | Current Oil Pressure (kPa) |
| 40006 | Read Only | Current Engine Temperature (Celsius) |
| 40007 | Read Only | Current Engine State: (Current Digit = Enumeration) |
| | | 0 = ECU Stabilize Delay timing |
| | | 1 = Engine Stopped |
| | | 2 = Controller in Standby Mode |
| | | 3 = Prestart Delay 1 Timing |
| | | 4 = Check Safe to Start |
| | | 5 = Prestart 2 Delay Timing |
| | | 6 = Crank On |
| | | 7 = Crank Rest |
| | | 8 = False Start Check |
| 9 = Warmup Delay Timing | | |

| REGISTER # | TYPE | DESCRIPTION |
|------------|-----------|--|
| | | 10 = Line Fill 1 Delay Timing |
| | | 11 = Line Fill 2 Delay Timing |
| | | 12 = Running Loaded |
| | | 13 = Cooldown Delay Timing |
| | | 14 = Reserved |
| | | 15 = Spindown Delay Timing |
| | | 16 = Wait to Start |
| 40008 | Read Only | Shutdown Status: The following is a description of bits: |
| | | Bit 0 Overspeed SD Status: (1) yes (0) no |
| | | Bit 1 Underspeed SD Status: (1) yes (0) no |
| | | Bit 2 Overcrank SD Status: (1) yes (0) no |
| | | Bit 3 Low Oil Pressure SD Status: (1) yes (0) no |
| | | Bit 4 High Engine Temperature SD Status: (1) yes (0) no |
| | | Bit 5 Low Fuel SD Status: (1) yes (0) no |
| | | Bit 6 Low Discharge Pressure SD Status: (1) yes (0) no |
| | | Bit 7 High Discharge Pressure SD Status: (1) yes (0) no |
| | | Bit 8 Speed Signal Lost SD Status: (1) yes (0) no |
| | | Bit 9 Low Lube Level SD Status: (1) yes (0) no |
| | | Bit 10 Fuel Leak SD Status: (1) yes (0) no |
| | | Bit 11 Fuel Filter Restriction SD Status: (1) yes (0) no |
| | | Bit 12 Reserved |
| | | Bit 13 Reserved |
| | | Bit 14 Reserved |
| | | Bit 15 (MSB) Remote Stop: (1) yes (0) no |
| 40009 | Read Only | Shutdown Status: The following is a description of the bits: |
| | | Bit 0 Coolant Level SD Status: (1) yes (0) no |
| | | Bit 1 High Level SD Status: (1) yes (0) no |
| | | Bit 2 Low Level SD Status: (1) yes (0) no |
| | | Bit 3 High Flow SD Status: (1) yes (0) no |
| | | Bit 4 Low Flow SD Status: (1) yes (0) no |
| | | Bit 5 Reserved |
| | | Bit 6 Reserved |
| | | Bit 7 Water in Fuel SD Status: (1) yes (0) no |
| | | Bit 8 Low Suction SD Status: (1) yes (0) no |
| | | Bit 9 High Suction SD Status: (1) yes (0) no |
| | | Bit 10 Reserved |
| | | Bit 11 High Engine Oil Temperature SD Status: (1) yes (0) no |
| | | Bit 12 Low Gear Box Pressure SD Status: (1) yes (0) no |
| | | Bit 13 High Gear Box Pressure SD Status: (1) yes (0) no |
| | | Bit 14 Reserved |

| REGISTER # | TYPE | DESCRIPTION |
|-------------|------------|---|
| | | Bit 15 Red Lamp Status: (1) yes (0) no |
| 40010 | Read Only | Reserved |
| 40011 | Read Only | Current System Level. (Feet) |
| 40012 | Read/Write | Modbus Start Stop: (1) Start (0) Stop |
| 40013 | Read/Write | Running Loaded Speed – Auto (RPM) |
| 40014 | Read Only | Current Ambient Temperature. (Celsius) |
| 40015 | Read Only | Auto / Manual Mode: (1) Auto (0) Manual |
| 40016-40037 | Read Only | Reserved. |
| 40038 | Read/Write | Reserved. |
| 40039 | Read/Write | Reserved. |
| 40040 | Read/Write | Reserved. |
| 40041 | Read/Write | Reserved. |
| 40042 | Read/Write | Reserved. |
| 40043-40044 | Read Only | Current Discharger Pressure (kPa) |
| 40045-40046 | Read/Write | Pressure Start Engine. (kPa) |
| 40047-40048 | Read/Write | Pressure Stop Engine. (kPa) |
| 40049-40050 | Read/Write | Pressure Maintain Value. (kPa) |
| 40051-40200 | | Reserved. |
| 40201 | Read Only | Version.App.1 |
| 40202 | Read Only | Version.App.2 |
| 40203 | Read Only | Version.App.3 |
| 40204 | Read Only | Version.App.4 |
| 40205 | Read Only | Version.Config.1 |
| 40206 | Read Only | Version.Config.2 |
| 40207 | Read Only | Version.Config.3 |
| 40208 | Read Only | Serial Number |
| 40210 | Read Only | J1939.Engine.Catalyst Tank Level |
| 40211 | Read Only | J1939.Engine.Diesel Particulate Filter 1 Soot Load Percent |
| 40212 | Read Only | J1939.Transmit.Diesel Particulate Filter Regeneration Inhibit Switch |
| 40213 | Read Only | J1939.Engine.Diesel Particulate Filter Active Regen Inhibited Due to Inhibit Switch |
| | | Bit 0 (LSB) Inhibited Due to Inhibit Switch: (1) yes (0) no |
| | | Bit 1 Reserved |
| | | Bit 2 Reserved |
| | | Bit 3 Reserved |
| | | Bit 4 Reserved |
| | | Bit 5 Reserved |

| REGISTER # | TYPE | DESCRIPTION |
|------------|------------|--|
| | | Bit 6 Reserved |
| | | Bit 7 Reserved |
| | | Bit 8 Reserved |
| | | Bit 9 Reserved |
| | | Bit 10 Reserved |
| | | Bit 11 Reserved |
| | | Bit 12 Reserved |
| | | Bit 13 Reserved |
| | | Bit 14 Reserved |
| | | Bit 15 (MSB) Reserved |
| 40214 | Read Only | State Timer. (Seconds) |
| 40215 | Read Only | Engine Target Speed (RPM) |
| 40216 | Read Only | All Purpose Auto Start Function: (Current Digit = Enumeration) |
| | | 0 = Single Contact |
| | | 1 = Local Start Key |
| | | 2 = Two Contact Maintained |
| | | 3 = Reserved |
| | | 4 = Pressure Transducer |
| | | 5 = Reserved |
| | | 6 = Reserved |
| 40217 | Read/Write | Pressure Deadband. (kPa) |
| 40218 | Read/Write | Reserved. |
| 40219 | Read/Write | Reserved. |
| 40220 | Read/Write | Start Temperature. (Celsius) |
| 40221 | Read/Write | Stop Temperature. (Celsius) |
| 40222 | Read Only | Current Ambient Temperature. (Celsius) |
| 40223 | Read/Write | Reserved. |
| 40224 | Read/Write | Minimum Engine Speed (RPM) |
| 40225 | Read Only | Service Reminder: Air Filter Life. |
| 40226 | Read Only | Service Reminder: Air Filter Life Remaining. |
| 40227 | Read Only | Service Reminder: Battery Life. |
| 40228 | Read Only | Service Reminder: Battery Life Remaining. |
| 40229 | Read Only | Service Reminder: Belt Life. |
| 40230 | Read Only | Service Reminder: Belt Life Remaining. |
| 40231 | Read Only | Service Reminder: Fuel Filter Life. |
| 40232 | Read Only | Service Reminder: Fuel Filter Life Remaining. |
| 40233 | Read Only | Service Reminder: Oil Filter Life. |
| 40234 | Read Only | Service Reminder: Oil Filter Life Remaining. |
| 40235 | Read Only | Service Reminder: Oil Life. |
| 40236 | Read Only | Service Reminder: Oil Life Remaining |

| REGISTER # | TYPE | DESCRIPTION |
|--|------------|---|
| 40237 | Read Only | Service Reminder: Overhaul Life. |
| 40238 | Read Only | Service Reminder: Overhaul Life Remaining. |
| 40239 | Read Only | Current Fuel Level (Percent) |
| 40240 | Read/Write | Save Changes to Modbus: (1) yes (0) no |
| 40241 | Read Only | Modbus EEPROM Saved: (1) Saved |
| 40242 | Read Only | Warning Status: The following is a description of bits: |
| | | Bit 0 Low Fuel Warn Status: (1) yes (0) no |
| | | Bit 1 Fuel Leak Warn Status: (1) yes (0) no |
| | | Bit 2 Fuel Filter Restriction Warn Status: (1) yes (0) no |
| | | Bit 3 Low Lube Level Warn Status: (1) yes (0) no |
| | | Bit 4 Coolant Level Warn Status: (1) yes (0) no |
| | | Bit 5 Water in Fuel Warn Status: (1) yes (0) no |
| | | Bit 6 No Flow Warn Status: (1) yes (0) no |
| | | Bit 7 High Engine Oil Temperature Warn Status: (1) yes (0) no |
| | | Bit 8 Low Oil Pressure Warn Status: (1) yes (0) no |
| | | Bit 9 High Engine Temperature Warn Status: (1) yes (0) no |
| | | Bit 10 High Discharge Pressure Warn Status: (1) yes (0) no |
| | | Bit 11 Low Discharge Pressure Warn Status: (1) yes (0) no |
| | | Bit 12 High Suction Warn Status: (1) yes (0) no |
| | | Bit 13 Low Suction Warn Status: (1) yes (0) no |
| | | Bit 14 High Level Warn Status: (1) yes (0) no |
| Bit 15 Low Level Warn Status: (1) yes (0) no | | |
| 40243 | Read Only | Warning Status: The following is a description of bits: |
| | | Bit 0 High Flow Warn Status: (1) yes (0) no |
| | | Bit 1 Low Flow Warn Status: (1) yes (0) no |
| | | Bit 2 High Pump Oil Temperature Warn Status: (1) yes (0) no |
| | | Bit 3 Reserved |
| | | Bit 4 Low Gear Box Pressure Warn Status: (1) yes (0) no |
| | | Bit 5 High Gear Box Pressure Warn Status: (1) yes (0) no |
| | | Bit 6 Reserved |
| | | Bit 7 Air Filter Restriction Warn Status: (1) yes (0) no |
| | | Bit 8 Oil Filter Restriction Warn Status: (1) yes (0) no |
| | | Bit 9 Reserved |
| | | Bit 10 High Engine Oil Pressure Warn Status: (1) yes (0) no |
| | | Bit 11 Reserved |
| | | Bit 12 Run To Destruct Warn Status: (1) yes (0) no |
| | | Bit 13 Battery High Warn Status: (1) yes (0) no |
| | | Bit 14 Battery Low Warn Status: (1) yes (0) no |
| Bit 15 Amber Lamp Status: (1) yes (0) no | | |

PC Configuration Software

The MPC-10 / TEC-10 controller is released utilizing Enovation Controls' PowerVision Configuration Studio®. With PowerVision, engineering will be able to deliver quicker software updates with the flexibility of a software developer's environment. The new addition of PowerVision to this controller gives Enovation Controls the ability to provide a free-of-charge basic PC configuration program to change default parameters in the controller to all customers.

The simplified version of PowerVision that will be utilized to create the configuration for the MPC-10 / TEC-10 Controller will be available via download from our website (forum).

<http://forum.fwmurphy.com/viewforum.php?f=49>

Customers who require a developer's environment to change or add additional functionality in the controller may do so in their own time without waiting or paying non-recurring engineering fees (also referred to as NRE) to make the changes (requires purchase of full version of PowerVision Configuration Studio®).

MPC-10 Specifications

Interface

Display:

Monochrome HR-TFT with backlight
2.7" / 68 mm, WQVGA (400 x 240 pixels)
Languages: English, Spanish, German, French, Italian

(3) LEDs: Green (mode), Yellow (warning) and Red (shutdown)

Operator Controls:

(11) Raised silicone keypads, tactile feedback
(1) Rotary key switch, power on/off
(1) Push switch (red), engine stop

Real-time clock: with battery backup

Power Supply

Operating Voltage: 8-32 VDC, reverse battery polarity and load-dump protected

Cranking Power Holdup: 0 VDC up to 50mS (also good for brownout / blackout instances)

Current Consumption:

18W max without 2 1A High-sides active.
146W max with 2 1A High-sides active

Inputs (9)

(5) Digital: configurable (active on High, Low, Open)

(3) Analog: configurable (4-20 mA, 0-5V, resistive or digital ground)

(1) Frequency: supporting:

Magnetic Pickup (30 Hz – 10 kHz, 2.0 VAC – 120 VAC) and
Engine Alternator (30 Hz – 10 kHz, 4.5 VRMS – 90 VRMS)

Outputs (8)

(3) Relays: 10A, SPDT, Form C (30 VDC@ 10A max.), 30A max aggregate @85C

(2) Low-side FET: (-DC), 1A

(2) High-side FET: (+DC), 1A

(1) Dedicated Alternator Excitation: (+DC), 1A

Communications

(1) CAN: J1939

RS485: Modbus RTU

USB: 2.0B (Only supported for programming)

Connectors

DT06-12SA PO12 (Gray)

DT06-12SB-PO12 (Black)

DT06-12SC-PO12 (Green)

Physical / Environmental

Enclosure material: Polycarbonate / ABS

Dimensions (WxHxD): 6.57 x 5.25 x 2.54 in. (167.09 x 133.29 x 64.81 mm)

Weight: 1 lb. 1 oz. (0.5 kg)

IP Rating: IP67 front and back. Panel seal is IP66 when used with accessory gasket.

Operating and Storage Temperature: -40°F to 185°F (-40°C to +85°C)

Emissions: SAE J1113, 2014/30/EU

Immunity: SAE J1113, 2014/30/EU

Vibration: Random, 7.86 G_{rms} (5-2000 Hz), 3 axes (Vibration specification was met with and without the use of rubber isolation mounts)

Shock: ±50g in 3 axes (Shock specification was met with and without the use of rubber isolation mounts)

TEC-10 Specifications

Interface

Display:

Monochrome HR-TFT with backlight
2.7" / 68 mm, WQVGA (400 x 240 pixels)
Languages: English, Spanish, German, French, Italian

(3) LEDs: Green (mode), Yellow (warning) and Red (shutdown)

Operator Controls:

(11) Raised silicone keypads, tactile feedback
(1) Rotary key switch, power on/off
(1) Push switch (red), engine stop

Real-time clock: with battery backup

Power Supply

Operating Voltage: 8-32 VDC, reverse battery polarity and load-dump protected

Cranking Power Holdup: 0 VDC up to 50mS (also good for brownout / blackout instances)

Current Consumption:

Power on in stopped state; 117 mA at 12 VDC.
Power on in standby mode; 52 mA at 12 VDC

Inputs (9)

(5) Digital: configurable (active on High, Low, Open)

(3) Analog: configurable (4-20 mA, 0-5V, resistive or digital ground)

(1) Frequency: supporting:

Magnetic Pickup (30 Hz – 10 kHz, 2.0 VAC – 120 VAC) and
Engine Alternator (30 Hz – 10 kHz, 4.5 VRMS – 90 VRMS)

Outputs (8)

(2) Relay: switched +DC, 10A

(1) Relay: Form C (dry / volt-free), 10A

(2) Low-side FET: (-DC), 1A

(2) High-side FET: (+DC), 1A

(1) Dedicated Alternator Excitation: +DC, 1A

Communications

(1) CAN: J1939

(1) RS485: Modbus RTU

Mating Connectors

21 Position, Deutsch HDP26-24-21SE

31 Position, Deutsch HDP26-24-31SE

Physical / Environmental

Enclosure material: Polycarbonate

Dimensions (WxHxD): 9.59 x 7.34 x 5.20 in. (243.48 x 186.5 x 132.23 mm)

Weight: 4 lbs (1.8 kg)

IP Rating: IP67

Operating and Storage Temperature: -40° to +85° C (-40° to 185° F)

Vibration: 7.86 G_{rms} (5-2000 Hz), 3-axes random

Shock: ±50G, 3-axes

Software Release: [Application Version 2.8.10128; Configuration Version 2.8.10457]

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