WOODWARD

DPG-2201-00X
Digital Controllers

Programmable Controllers for Isochronous Generators with Load Sharing Capability

Installation and Operation Manual

IMPORTANT *DEFINITIONS*	⚠️	This is the safety alert symbol. It is used to alert you to potential personal injury hazards. Obey all safety messages that follow this symbol to avoid possible injury or death.
		• **DANGER**—Indicates a hazardous situation which, if not avoided, will result in death or serious injury.
		• **WARNING**—Indicates a hazardous situation which, if not avoided, could result in death or serious injury.
		• **CAUTION**—Indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.
		• **NOTICE**—Indicates a hazard that could result in property damage only (including damage to the control).
		• **IMPORTANT**—Designates an operating tip or maintenance suggestion.

⚠️**WARNING**	**The engine, turbine, or other type of prime mover should be equipped with an overspeed shutdown device to protect against runaway or damage to the prime mover with possible personal injury, loss of life, or property damage.** **The overspeed shutdown device must be totally independent of the prime mover control system. An overtemperature or overpressure shutdown device may also be needed for safety, as appropriate.**

⚠️	**Read this entire manual and all other publications pertaining to the work to be performed before installing, operating, or servicing this equipment. Practice all plant and safety instructions and precautions. Failure to follow instructions can cause personal injury and/or property damage.**

⚠️	**This publication may have been revised or updated since this copy was produced. To verify that you have the latest revision, be sure to check the Woodward website:** **www.woodward.com/pubs/current.pdf** **The revision level is shown at the bottom of the front cover after the publication number. The latest version of most publications is available at:** **www.woodward.com/publications** **If your publication is not there, please contact your customer service representative to get the latest copy.**

⚠️	**Any unauthorized modifications to or use of this equipment outside its specified mechanical, electrical, or other operating limits may cause personal injury and/or property damage, including damage to the equipment. Any such unauthorized modifications: (i) constitute "misuse" and/or "negligence" within the meaning of the product warranty thereby excluding warranty coverage for any resulting damage, and (ii) invalidate product certifications or listings.**

NOTICE	**To prevent damage to a control system that uses an alternator or battery-charging device, make sure the charging device is turned off before disconnecting the battery from the system.**

NOTICE	**To prevent damage to electronic components caused by improper handling, read and observe the precautions in Woodward manual 82715, *Guide for Handling and Protection of Electronic Controls, Printed Circuit Boards, and Modules*.**

Revisions—Text changes are indicated by a black line alongside the text.

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Illustrations

Regulatory Compliance

Declaration of Conformity

DECLARATION OF CONFORMITY

Manufacturer's Name:	WOODWARD GOVERNOR COMPANY (WGC) Industrial Controls Group
Manufacturer's Address:	1000 E. Drake Rd. Fort Collins, CO, USA, 80525
Model Name(s)/Number(s):	DPG-2201-002, DPG-2201-001, DPG-2302-002, DPG-2302-001, DPG-2345-001, DPG-2345-002
Conformance to Directive(s):	89/336/EEC COUNCIL DIRECTIVE of 03 May 1989 on the approximation of the laws of the Member States relating to electromagnetic compatibility and all applicable amendments.
Applicable Standards:	EN 61000-6-4, (2001): EMC Part 6-4: Generic Standards - Emissions for Industrial Environments
	EN 61000-6-2, (2001): EMC Part 6-2: Generic Standards - Immunity for Industrial Environments
	EN/ISO 14982 (1998): Agricultural and forestry machinery — Electromagnetic compatibility — Test methods and acceptance criteria

> Deviations: Used ISO 10605: 2001(E), ISO 11452-2:2004, ISO 11452-4:2005 and ISO 7637-2:2004
> Pulse 1 passed at EN 14982 levels.
> Pulse 5a/5b omitted, handled at the system level

	EN 13309 (2000): Construction Machinery — Electromagnetic compatibility of machines with internal electric power supply.

> Deviations: Used ISO 10605: 2001(E), ISO 11452-2:2004, ISO 11452-4:2005 and ISO 7637-2:2004
> Pulse 1 passed at EN 14982 levels.
> Pulse 5a/5b omitted, handled at the system level

Deviations are addressed in the installation instructions

We, the undersigned, hereby declare that the equipment specified above conforms to the above Directive(s).

MANUFACTURER

Signature _____

Douglas W. Salter
Full Name _____

Engineering Manager
Position _____

WGC, Fort Collins, CO, USA
Place _____

2/15/06
Date _____

5-09-1183 Rev 10, 15-Jul-05   00327-04-EU-02-05.doc

EMC Limitations

Cabling

All cabling for this unit is limited to less than 30m (98.4'). See wiring diagrams for specific cable types required.

Power cabling is limited to less than 10m (32.8') in total length from its source; power is intended to be from a local bus structure. The control is NOT intended to have a power bus that is derived from a plant-wide distribution system, remote source, or similar "mains" type distribution systems. The power to the control should also be a dedicated circuit, directly to the battery or source via a power and return wire that are routed together.

See User Manual 36526 for additional regulatory information, limitations, and wiring diagrams with specific, required cable types.

Power Bus

The power bus is intended to be a local bus without power line surges and to have inductive load kickback events suppressed. Therefore, the control's power input is not designed to withstand a charging system load dump, heavy inductive kickbacks, or heavy surge type pulses. If the control is installed outside its intended usage, as described in this manual, centralized voltage pulse suppression should be implemented to help protect the control and other components on the bus. (See Chapter 6: Installation Instructions.)

COMM Port

The COMM port is intended to be a service port, with only temporary connection during service or initial configuration. The COMM port is susceptible to some EMC phenomena and possible unintentional battery return currents.

1. Battery return (B-) is also the communication signal common; typically PCs connect the communication signal's common to protective earth. The PC grounding can provide an unintended return path for B- currents. If B- and the PC are grounded to protective earth, a communication isolator should be used between the PC and the control. Damage to the PC or control, and/or unintended operation may result from a broken battery return wire or the parallel path.

2. The pins inside the COMM port plug are susceptible to damage by ESD discharges, static electricity arcs. Care should be taken not to touch them with tools or put fingers into the port. Always touch your hand or tool to a grounded piece of metal (discharge ESD) prior to coming in contact with the communication port.

3. The input is susceptible to RF noise such as switching transients and transmitter signals coupled into the communication cable. Cable orientation and short cable length may be used to eliminate these issues, depending on the severity of the environment.

Electrostatic Discharge Awareness

All electronic equipment is static-sensitive, some components more than others. To protect these components from static damage, you must take special precautions to minimize or eliminate electrostatic discharges.

Follow these precautions when working with or near the control.

1. Before doing maintenance on the electronic control, discharge the static electricity on your body to ground by touching and holding a grounded metal object (pipes, cabinets, equipment, etc.).

2. Avoid the build-up of static electricity on your body by not wearing clothing made of synthetic materials. Wear cotton or cotton-blend materials as much as possible because these do not store static electric charges as much as synthetics.

3. Keep plastic, vinyl, and Styrofoam materials (such as plastic or Styrofoam cups, cup holders, cigarette packages, cellophane wrappers, vinyl books or folders, plastic bottles, and plastic ash trays) away from the control, the modules, and the work area as much as possible.

4. Do not remove the printed circuit board (PCB) from the control cabinet unless absolutely necessary. If you must remove the PCB from the control cabinet, follow these precautions:

    - Do not touch any part of the PCB except the edges.

    - Do not touch the electrical conductors, the connectors, or the components with conductive devices or with your hands.

    - When replacing a PCB, keep the new PCB in the plastic antistatic protective bag it comes in until you are ready to install it. Immediately after removing the old PCB from the control cabinet, place it in the antistatic protective bag.

NOTICE	**To prevent damage to electronic components caused by improper handling, read and observe the precautions in Woodward manual 82715,** *Guide for Handling and Protection of Electronic Controls, Printed Circuit Boards, and Modules***.**

Chapter 1.
General Information

Introduction

This manual provides information on the following DPG controllers:

DPG-2201-001 and DPG-2201-002

The DPG-2201-00X digital controller is used primarily to govern diesel or gas fueled engines of generator sets. This microprocessor based, digital controller performs across a wide speed range and allows adjustment of all controller features through the built-in user interface. Properly tuned, this controller delivers fast engine response to speed or load changes while providing precise stable isochronous operation.

Separately programmable Proportional, Integral, and Derivative gains are provided for tailoring controller response to many engine applications. Other adjustments include acceleration and deceleration ramp rates, startup and torque limits, idle speed and idle hold time.

This controller can also provide droop speed control with 100 user selectable droop levels. The controller's internal FAILSAFE reacts instantly to loss of the engine speed signal, allowing the actuator to return to minimum fuel.

Features include:

- Isochronous speed control

- Droop operation: 0 to 10% of set speed with 1/10 percent resolution

- User friendly / operator adjustable

- Precision frequency control: 0.25%

- Superior temperature stability

- Reverse battery protection

- Input voltage range: 9–30 Vdc

- Smoke control on start up

- Remote setup

- Serial communication port

Actuator Compatibility:

DYNA 2000	DYNA 70000	DYNA 8000	APECS 0150	EPG 512
DYNA 2500	DYNA 70025	DYNA 8200	APECS 0250	EPG 1724
	DYNA 10141	DYNA 8400	APECS 0300	

Power Flow Series Gas Valves
APECS Linkage Free Integral Type

Other Models Available:

DPG-2100 Series – for Genset Applications
DPG-2300 Series – for Off-Road Vehicles
DPG-2400 Series – for EFC Valve Applications

Chapter 2
Controller Specifications

The controller's main electrical and mechanical specifications are listed below along with several performance characteristics.

Electrical

Operating Voltage Range:	9–30 Vdc *
Rated Output Current:	7 A Maximum (continuous)
Maximum Surge Current:	14 A (not to exceed ten seconds)
Connections:	Terminal strip with 13 terminals
Input Signal from the Magnetic Pickup:	2.0 VAC RMS minimum during cranking

(*) All cabling for this unit is limited to less than 30m (98.4'). Power cabling is limited to less than 10m (32.8') in total length. See wiring diagrams for specific cable types required.

Mechanical

Ambient Operating Temperature:	-40°F to +185°F (-40°C to +85°C)
Sealing:	Oil, water, and dust resistant via conformal coating and die cast enclosure
Weight:	12 oz. (341 g)
Connections:	13-terminal Euro-style connector
Mechanical Vibration:	Suitable for mounting per SAE J1455; 1 to 500 Hz, 5G amplitude

Performance

Temperature Stability	0.007 Hz @ 158ºF (70°C)
Steady State Speed Band:	± 0.25% over ambient operating temperature range
Engine Speed Measurement Range:	10 MPU Hertz to 14,000 MPU Hertz
Governing Speed Range:	500 MPU Hertz to 11,000 MPU Hertz
ILS Input Voltage Measurement Range:	2.375–2.625 Vdc
ILS Input Speed Adjust Range:	±3% around the set speed
Droop Adjustment Range:	0 to 10 percent of the set speed
Droop Setting Resolution:	Tenths of a percent

User Interface Operation

The user interface has two distinct behaviors that you should familiarize yourself with in order to select parameters and adjust them. These behaviors are described in the Operating Modes section below.

A 4-pushbutton keypad and a 2-digit LED display make up the built-in user interface. The pushbuttons, also called keys, are described in the section named Keypad. The LED display is described in the section named LED Display.

Remote access to the controller's parameter settings is available when the controller's COMM port is connected to a computer running our Universal PST application. The COMM port provides access to controller settings, allowing adaptation to each application during service and initial configuration.

Operating Modes

The user interface operates in two modes: PARAMETER SELECT MODE and PARAMETER EDIT MODE. For each of these modes, the keypad and the display have a unique way of operating.

The following tables provide a quick reference to the behavior of the display and the function of each key when a particular operating mode is active.

PARAMETER SELECT MODE is the mode used to *select* a parameter for viewing and editing. This mode is active when the 2-digit value being displayed is blinking. The value displayed is a parameter's identification (ID) number. The controller's label lists each user-adjustable parameter and its corresponding ID number.

PARAMETER SELECT MODE	
LED Display	The ID number of a parameter listed on the controller's label is blinking on and off.
INC key	Increase the parameter ID number by one.
DEC key	Decrease the parameter ID number by one.
SELECT key	Activate PARAMETER EDIT MODE on the parameter whose number was blinking.
ENTER	Display the version number of the controller's programming.
INC & DEC Simultaneously	Turn on all LED segments as a test.

PARAMETER EDIT MODE is the mode that displays the *selected* parameter's value and allows the value to be modified. This mode is active when the 2-digit value displayed is on and no longer blinking. The value displayed is the selected parameter's current value. The display's decimal points have several different meanings while in PARAMETER EDIT MODE. These are described below.

- *Decimal point blinking*

    The selected parameter's value can be modified.

    NOTICE: Not applicable for the following parameters:
    - No. of Flywheel Teeth, while engine is running
    - % Droop
    - No Load Calibration — while not in Droop calibration procedure
    - Full Load Calibration

- *Decimal point not blinking*

    The selected parameter's value cannot be modified; parameter editing is locked and values can only be viewed. This is the case when password protection is active and the unlock code has not been entered. Read about the Password parameter in the Parameter Reference chapter for more information about using password protection.

- *Right digit's decimal point is blinking or ON*

    The lower two digits (the tens digit and the ones digit) of a parameter's 4-digit value are being displayed.

- *Left digit's decimal point is ON*

    The upper two digits (the thousands digit and the hundreds digit) of a parameter's 4-digit value are being displayed. The upper two digits of a parameter are always view only and can never be modified directly. The upper two digits change when the lower digits overflow (transition from 99 to 00) or underflow (transition from 00 to 99).

PARAMETER EDIT MODE	
LED Display	The value of the selected parameter is displayed. A blinking decimal point means the value can be modified; otherwise, the value is view only.
INC key	Increase the selected parameter's value.
DEC key	Decrease the selected parameter's value.
SELECT key	Return to PARAMETER SELECT MODE and ignore changes made to the parameter's value.
ENTER	Save the parameter's new value, and return to PARAMETER SELECT MODE.
INC & DEC Simultaneously	Use to display the upper digits of values larger than 99.

Keypad

The keypad consists of four pushbuttons named ENTER, SELECT, INC, and DEC.

ENTER Key
The ENTER key is used to exit PARAMETER EDIT MODE and return to PARAMETER SELECT MODE while saving the parameter's new value to nonvolatile memory. Nonvolatile memory is where parameter values are stored so that they are remembered even when the controller is not being powered. In PARAMETER SELECT MODE, pressing the ENTER key displays the version number of the controller's programming.

SELECT Key
The SELECT key is used to enter PARAMETER EDIT MODE from PARAMETER SELECT MODE once a particular parameter has been selected for editing.

The SELECT key is also used to escape from PARAMETER EDIT MODE and return to PARAMETER SELECT MODE without saving a change in a parameter's value. The value a parameter had when PARAMETER EDIT MODE was entered is restored.

INC (increase) Key
The INC key is used to increase the displayed value.

In PARAMETER SELECT MODE, each press of the INC key will cause the next higher parameter identification number to be displayed. When the maximum parameter identification number is reached, the next INC key press will cause the first parameter ID number to be displayed.

> For example: If the controller's label lists 34 parameters, then pressing the INC key when the display is blinking the value 36 will cause the display to wrap around to the first parameter listed and begin blinking the value 01.

In PARAMETER EDIT MODE, each INC key press will increase a parameter's current value. If the INC key is held down while in PARAMETER EDIT MODE the value will automatically continue to be increased at gradually faster and faster rates until the INC key is released or the parameter's maximum allowed value is reached. When the lower two digits display a 99, pressing the INC (increase key) will cause the lower two digits to display a 00 and the hundreds digit will have been increased by 1.

DEC (decrease) Key
The DEC (decrease) key is used to decrease the displayed value.

In PARAMETER SELECT MODE, each press of the DEC key will cause the next lower parameter number to be displayed. When the first parameter identification number is reached, the next DEC key press will cause the last parameter ID number to be displayed.

> For example: If the controller's label lists 34 parameters, then pressing the DEC key when the display is blinking the value 01 will cause the display to wrap around to the last parameter listed, which in this case is 34, and blink this new value.

In PARAMETER EDIT MODE, each DEC key press will decrease a parameter's current value. If the DEC key is held down while in PARAMETER EDIT MODE

the value will automatically continue to be decreased at gradually faster and faster rates until the DEC key is released or the parameter's minimum allowed value is reached. When the lower two digits display a 00, pressing the DEC (decrease key) will cause the lower two digits to display a 99 and the hundreds digit will have been decreased by 1.

INC and DEC Keys Together
In PARAMETER EDIT MODE, the INC and DEC keys are used together to view the value of the upper two digits of a 4-digit number.

Press and hold both INC and DEC simultaneously to view the value of a 4-digit number's upper two digits. Note that the left digit's decimal point is turned on to indicate that the thousands and the hundreds digits are being displayed.

Release INC and DEC and now the tens and the ones digits are again being displayed. Note that the right digit's decimal point is blinking if editing is allowed or just ON if editing is not allowed.

Note: Not all parameters are 4-digit numbers, in which case the upper digits will always display 0.0 (zero dot zero).

In PARAMETER SELECT MODE, pressing both the INC and DEC keys at the same time will cause all LED segments to be turned on. This serves as an LED test. Release the keys to resume displaying the parameter ID number.

LED Display

The two 7-segment LED's along with each digit's corresponding decimal point are used to display values and indicate the operating mode of the user interface.

When the value being displayed by the two 7-segment LEDs is blinking, PARAMETER SELECT MODE is active.

When the value displayed is not blinking, the selected parameter's value is being displayed and the user interface is in PARAMETER EDIT MODE. The decimal points further indicate which half of a 4-digit value is being displayed and whether editing is allowed.

The right digit's decimal point is used to indicate that the lower 2 digits of a value (the tens and the ones digits) are being displayed. When the right decimal point is blinking, it means that the value can be modified using the INC key or the DEC key. No blinking means that editing is not allowed or is password protected.

The left digit's decimal point is used to indicate that the upper 2 digits of a value (the thousands and the hundreds digits) are being displayed. The upper 2 digits are always view only so the right decimal point does not blink. Changes to the upper digits occur when a parameter's lower digits overflow or underflow during editing.

An overflow occurs when the value 99 is displayed and the INC key is pressed (assuming this is not the parameter's maximum value). This will cause the displayed value to become 00 while the non-displayed value in the parameter's upper 2 digits will be increased by one. You can verify this by pressing both INC and DEC at the same time to view the new value in the upper digits. For example: If the full 4-digit value of the parameter you are editing is currently 1099, then after pressing the INC key the parameter's new value will be 1100.

An underflow occurs when the value 00 is displayed and the DEC key is pressed (assuming this is not the parameter's minimum value). This will cause the displayed value to become 99 while the non-displayed value in the parameter's upper 2 digits will be decreased by one. You can verify this by pressing both INC and DEC at the same time to view the new value in the upper digits. For example: If the full 4-digit value of the parameter you are editing is currently 1800, then after pressing the DEC key the parameter's new value will be 1799.

When values exceeding 9,999 are to be displayed, the controller uses the hexadecimal numbering system to represent the value of the thousands position.

DECIMAL TO HEXADECIMAL CONVERSION CHART	
Decimal Value	Hexadecimal Equivalent
10	A
11	B
12	C
13	D
14	E
15	F

Example 1: The desired set speed is 10,069 Hertz. The upper two digits displayed by the controller will be [A.0], and the lower 2 digits displayed will be [69.].

Example 2: The desired set speed is 10,972 Hertz. The upper two digits displayed by the controller will be [A.9] and the lower 2 digits displayed will be [72.].

Chapter 3
Parameter Reference

This chapter provides information regarding each parameter's function. Each of this chapter's subsections provides information about a single parameter.

Subsection numbering corresponds to the parameter numbering on the controller's label to make it easier to locate information about the parameter of interest. For example: Parameter 6. PROPORTIONAL is described in subsection 3.6 (chapter 3 subsection 6).

The following table lists each of the parameters and their default, minimum, and maximum values. Note that several of the parameters have minimum and maximum values set by other parameters. Parameters listed in **boldface** are required settings for the controller.

Note also that all *Speed* and *Rate* values are shown as magnetic pick-up Hertz values (parameters 2-5, 16-18, 28-31, 34). Changing the No. of Flywheel Teeth will cause different default values to be displayed based on the Hertz to RPM formula described in subsection 3.1.

The parameter list provides information regarding each of the parameters that can be adjusted when a computer is connected to the controller via the COMM port and the Universal PST software. The COMM port is intended only for configuration and periodic service. **Do not leave a computer and/or COMM cable connected to the COMM port.**

IMPORTANT	**Parameters marked with an asterisk (*) are displayed as RPM values when the No. of Flywheel Teeth is greater than zero. These parameters can be changed with PST max by 100 at once when engine is running.**

Parameter List
DPG-2201-00X

PARAMETER NAME		DEFAULT	MINIMUM	MAXIMUM
1. No. Of Flywheel Teeth	-001	0	0	0
	-002	0	0	572
2. Set Speed A *		*1000*	*Set Speed A Min*	*Set Speed A Max*
3. Set Speed B *		1000	Set Speed B Min	Set Speed B Max
4. Idle Speed *		500	Idle Speed Min	Idle Speed Max
5. Proportional		*25*	*1*	*99*
6. Integral		*50*	*0*	*99*
7. Derivative		*25*	*0*	*99*
8. OVG @ Set Speed A		*20*	*1*	*99*
9. OVG @ Set Speed B		20	1	99
10. OVG @ Idle Speed		20	1	99
11. Gain Factor		*20*	*1*	*99*
12. Speed Filter		*16*	*1*	*24*
13. Idle Hold Time		0	0	9999
14. Accel Rate *		1000	1	11000
15. Decel Rate *		1000	1	11000
16. Startup Rate*		1000	1	11000
17. Startup Limit		1000	0	1000
18. Torque Limit		1000	0	1000
19. Integral Low Limit		0	0	Integral High Limit
20. Integral High Limit		99	Integral Low Limit	99
21. % Droop		0	0	100
22. No Load Cal		0	0	1000
23. Full Load Cal		1000	0	1000
24. Password		0	0	99
25. Over Speed Limit	-001	100	0	100
	-002 *	15000	0	15000
26. Set Speed A Min *		10	10	Set Speed A
27. Set Speed A Max *		11000	Set Speed A	11000
28. Set Speed B Min *		10	10	Set Speed A
29. Set Speed B Max *		11000	Set Speed B	11000
30. Idle Speed Min *		10	10	Idle Speed
31. Idle Speed Max *		11000	Idle Speed	11000
32. Duty Cycle Limit		95	10	95
33. Startup Speed *		**1000**	**10**	**11000**
34. Startup Duty Cycle		30	5	95
Parameters 2, 5, 6, 7, 8, 11, 12, and 33 require adjustment, while adjustments to the other parameters are optional.				

(*) See Important Note on previous page

3.1 No. of Flywheel Teeth (optional)

This parameter provides the conversion factor needed by the controller to display speeds as RPM values instead of Hertz values. Adjusting this parameter is optional. To use this parameter correctly, you must know the exact number of flywheel teeth that pass by the magnetic pickup in one revolution of the engine.

> **IMPORTANT**   **Adjusting the No. of Flywheel Teeth parameter is prohibited while the engine is running.**

The default value of 0 disables Hz to RPM conversions so all set speeds are displayed in MPU (magnetic pick-up) Hertz. Setting this parameter to a value other than zero enables Hz to RPM conversion.

Adjust this parameter to a value equal to the exact number of pulses that the MPU delivers to the controller in one revolution of the engine to display set speeds in RPM. The formula used to convert the magnetic pickup signal from a Hertz value to a RPM value is:

$$\frac{[(MpuHertz) \times (60s)]}{[NumberOfTeeth]} = [EngineRPM]$$

For example:

$$\frac{[(3960Hz) \times (60s)]}{[132Teeth]} = [1800RPM]$$

The following derivation of the above formula can be used to convert from RPM to Hertz.

$$\frac{[(EngineRPM) \times (NumberOfTeeth)]}{[60s]} = [MpuHertz]$$

> **IMPORTANT**   **When the No. of Flywheel Teeth parameter is used, the SET SPEED A, SET SPEED B, IDLE SPEED, OVER SPEED LIMIT, SET SPEED A MIN, SET SPEED A MAX, SET SPEED B MIN, SET SPEED B MAX, IDLE SPEED MIN, IDLE SPEED MAX and STARTUP SPEED parameters are displayed as RPM values instead of Hertz values.**

3.2 Set Speed A (required)

SET SPEED A is the controller's target speed when the SPEED SEL input (terminal 8) is open and the startup sequence has completed. The startup sequence is complete when the target speed and the engine speed reach the set speed.

When a two-position switch is connected between SPEED SEL and +5 Vdc (terminal 13), then an open switch selects SET SPEED A as the controller's target speed. If the controller's SPEED SEL input is not used, then SET SPEED A is automatically the active target speed after the startup sequence is completed.

The default value for SET SPEED A is 1000 MPU Hertz. The SET SPEED A parameters adjustable range extends from SET SPEED A MIN to SET SPEED A MAX.

When SET SPEED A values greater than 9999 are displayed, the left most digit uses the capital letter A to represent 10000 and the lower case letter b to represent 11000.

For example: If SET SPEED A is set to 10750, then the upper 2 digits will be displayed by the controller as [A.7] and the lower 2 digits will display [50].

3.3 Set Speed B (optional)

SET SPEED B becomes the controller's target speed when the SPEED SEL input (terminal 8) is at +5 Vdc (terminal 13) and the startup sequence is complete. The startup sequence is complete when the target speed and the engine speed reach the set speed.

When a two-position switch is connected between SPEED SEL and +5 Vdc, then a closed switch selects SET SPEED B as the controller's target speed. If the controller's SPEED SEL input is not used, then SET SPEED A is automatically the active target speed after the startup sequence is completed.

The default value for SET SPEED B is 1000 MPU Hertz. The SET SPEED B parameters adjustable range extends from SET SPEED B MIN to SET SPEED B MAX.

When SET SPEED B values greater than 9999 are displayed, the left most digit uses the capital letter A to represent 10000 and the lower case letter b to represent 11000.

For example: If SET SPEED B is set to 11000, then the upper 2 digits will be displayed by the controller as [b.0] and the lower 2 digits will display [00].

3.4 Idle Speed (optional)

IDLE SPEED is the controller's target speed for the IDLE HOLD TIME when the engine is started. When the idle hold timer reaches zero, the target speed will become either SET SPEED A or SET SPEED B depending on the state of the SPEED SEL input terminal.

The default value for IDLE SPEED is 500 MPU Hertz. The IDLE SPEED parameters adjustable range extends from IDLE SPEED MIN to IDLE SPEED MAX.

When IDLE SPEED values greater than 9999 are displayed, the left most digit uses the capital letter A to represent 10000 and the lower case letter b to represent 11000.

For example: If IDLE SPEED is set to 11000, then the upper 2 digits will be displayed by the controller as [b.0] and the lower 2 digits will display [00].

> **NOTICE**
>
> When the No. of Flywheel Teeth parameter is used, the SET SPEED A, SET SPEED B, IDLE SPEED, OVER SPEED LIMIT, SET SPEED A MIN, SET SPEED A MAX, SET SPEED B MIN, SET SPEED B MAX, IDLE SPEED MIN, IDLE SPEED MAX and STARTUP SPEED parameters are displayed as RPM values instead of Hertz values.
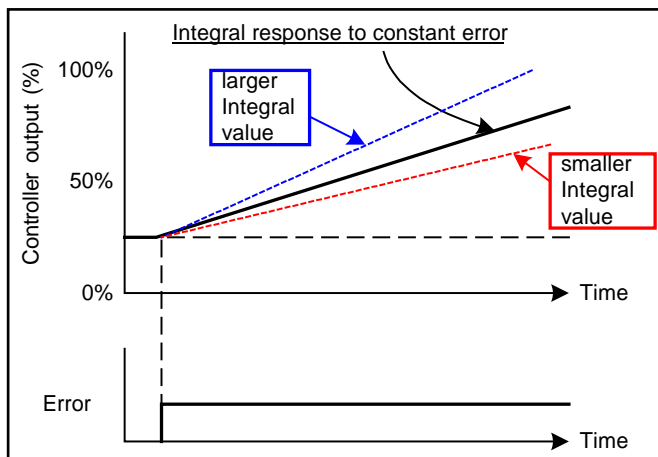
3.5 Proportional (required)

The proportional term is one of the interrelated PID terms that determine how well a DPG-2201-00X controller governs the engine's speed. A speed change creates a speed error (the difference between the target speed and the actual speed.) The proportional gain controls the size of the controller output response to a step change in the speed error.
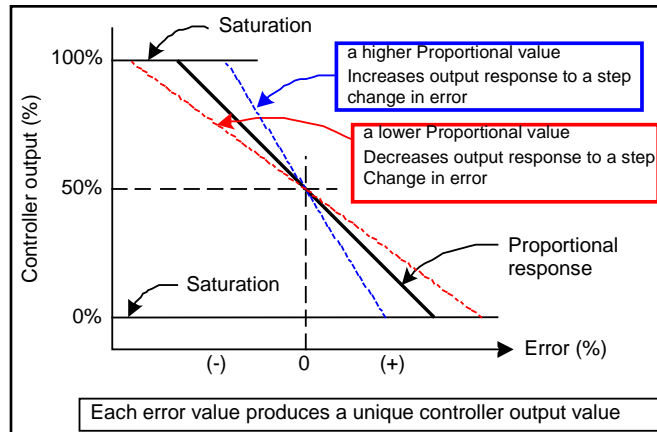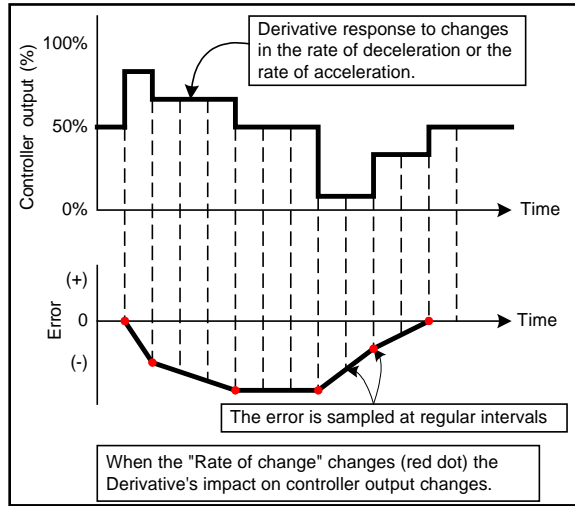

3.6 Integral (required)

The integral term is one of the interrelated PID terms that determine how well a DPG-2201-00X controller governs the engine's speed. The integral term acts to drive speed error to zero. In a proportional only control with constant load, there will be a constant speed error that inversely relates to the proportional gain of the system. The integral term is key to isochronous speed control. This term eliminates the difference between the programmed set speed and the actual speed. The integral gain changes the time it takes to drive the error to zero.

Note: Integral is needed to eliminate speed offsets due to proportional gain and should never be left at zero.

3.7 Derivative (required)

The derivative term is one of the interrelated PID terms that determine how well a DPG-2201-00X controller governs the engine's speed. The derivative responds to the rate of change in the speed error. This parameter is primarily used to dampen very rapid oscillations resulting from large speed changes. The derivative responds to engine acceleration or deceleration. If the engine speed approaches the target speed at a fast rate, the derivative acts to minimize or eliminate overshoot. A zero value is allowed but systems typically require some derivative gain to improve overall engine speed control.

3.8 OVG @ Set Speed A (required)

This overall gain acts as the multiplier on the three PID terms (proportional, integral, and derivative) when Set Speed A is selected as the active target speed. This gain term is adjustable from 01 to 99.

3.9 OVG @ Set Speed B (optional)

This overall gain acts as the multiplier on the three PID terms (proportional, integral and derivative) when Set Speed B is selected as the active target speed. This gain term is adjustable from 01 to 99.

3.10 OVG @ Idle Speed (optional)

This overall gain acts as the multiplier on the three PID terms (proportional, integral, derivative) when the Idle Speed is the active target speed. The idle speed set point is active only during startup when the idle hold timer is running. This gain term is adjustable from 01 to 99.

3.11 Gain Factor (required)

The gain factor parameter is used to obtain more range of adjustment from the PID terms. In other words, if any of the PID terms or the overall gain terms reach their adjustment limits then this value can be modified to provide for more range of adjustment in the PID and OVG terms.

For example, if the PID terms are set to 90, 80, and 50 respectively and the Gain Factor is set to 20, then doubling the Gain Factor by setting it to 40 allows the PID terms to be halved to 45, 40, and 25 respectively. These new settings are

equivalent to the previous settings with respect to the controller's tuning response and now allow the PID terms to be adjusted higher if needed.

3.12 Speed Filter (required)

This parameter indicates the number of flywheel teeth to use when computing an average engine speed and is used to dampen out speed measurement variations that can make PID tuning difficult. But, keep in mind the following.

- Too much filtering will slow down the controller's response to speed changes.

- Too little filtering can make the controller overly sensitive and tuning difficult.

There is measurable acceleration and deceleration that occurs between cylinder firings. As a general rule, less filtering is required the more engine cylinders there are. This is because the number of acceleration-deceleration cycles increases and these oscillations will have lower amplitude. With more cylinders, there is less time for the speed to slow down before the next cylinder firing.

Rotational mass also affects the amount of speed signal filtering needed. The more rotational mass, the less filtering is needed. The less rotational mass, the more filtering is needed.

Typically, the value 24 works well on small 3- or 4-cylinder engines. A value of 16 is recommended for 6- or 8-cylinder engines. The following formula can also be used to derive a good starting point for the speed filter value for a given engine application. Round the result to the nearest integer. The maximum value allowed is 24.

[(No._of_flywheel_teeth) / (No._of_engine_cylinders)] * 0.75 = speed_filter_value

3.13 Idle Hold Time (optional)

The idle hold time specifies how long, after starting, the engine is to stay at the idle speed before finishing the ramp to the target speed. The time value has a resolution of one-tenth of a second.

During the startup sequence, the controller increases the engine speed from the engine's crank speed to the active target speed at the STARTUP RATE specified. If the IDLE HOLD TIME is nonzero, the initial target speed will be the IDLE SPEED. After the IDLE HOLD TIME expires the controller then uses the ACCEL RATE to ramp the engine to the selected set speed (SET SPEED A or SET SPEED B). The startup sequence is complete once the engine speed reaches the selected set speed.

3.14 Accel Rate (optional)

This rate specifies how fast the controller should increase the engine's speed when a new higher target speed is made active. The parameter value is specified in MPU (magnetic pickup) Hz per second based on the following formula.

[(higher_speed_in_Hertz) – (lower_speed_in_Hertz)] / (ramp_time_in_seconds) = accel_rate_value

For example, suppose Set Speed A is 3300 Hertz and Set Speed B is at 3960 Hertz. The controller is currently controlling the engine at 3300 Hertz (Set Speed A), when Set Speed B becomes the active target speed. It is desired that the new speed of 3960 be reached in precisely 2 seconds. The following formula

determines the value needed by Accel Rate to increase the engine speed from Set Speed A to Set Speed B in 2 seconds.

[(Set Speed B) – (Set Speed A)] / (N seconds) = accel_rate_value in Hertz per second

[3960 – 3300] / 2 = 330 Hertz per second

3.15 Decel Rate (optional)

The Decel Rate specifies how fast the controller should decrease the engine's speed when a new lower target speed is made active. The parameter value is specified in MPU (magnetic pickup) Hertz per second based on the following formula.

[(higher_speed_in_Hertz) – (lower_speed_in_Hertz)] / (ramp_time_in_seconds) = decel_rate_value

For example, suppose Set Speed A is 4170 Hertz and Set Speed B is 3475 Hertz. The controller is currently controlling the engine at 4170 Hertz (Set Speed A), when Set Speed B becomes the active target speed. It is desired that the new speed of 3475 be reached in precisely 1.5 seconds. The following formula determines the value needed by Decel Rate to decrease the engine speed from Set Speed A to Set Speed B in 1.5 seconds.

[(Set Speed A) – (Set Speed B)] / (N seconds) = decel_rate_value in Hertz per second

[4170 – 3475] / 1.5 = 463 Hertz per second

3.16 Startup Rate (optional)

This parameter is used to achieve a smooth controlled engine start. On diesel engines, this feature is also useful for minimizing exhaust smoke at startup. When used in combination with the Idle Speed and Idle Hold Time, a brief warm-up cycle can be programmed.

The startup rate specifies how fast the controller should increase the engine speed when the engine is started. The rate value indicates Hertz per second. The formula to use for determining a precise Startup Rate is shown below.

[(final_target_speed_in_Hertz) – (crank_speed_in_Hertz)] / (ramp_time_in_seconds) = startup_rate_value

The controller increases the engine speed from the engine's crank speed to the active target speed at the rate specified. The controller will bring the engine to the Idle Speed for the Idle Hold Time then continue increasing the engine speed at the Accel Rate until the engine reaches the selected target speed (Set Speed A or Set Speed B).

> Exception 1: In cases where the target speed is less than the Idle Speed and the Idle Hold Time is nonzero, the startup ramp sequence ends when the Idle Speed is reached. Then the Decel Rate is used to ramp the engine speed down to the target speed from the Idle Speed.

The ramp up will pause at the STARTUP SPEED until the controller senses an MPU signal greater than the STARTUP SPEED. This prevents the startup ramp

from reaching completion before the engine has even started. The controller considers MPU frequencies below the STARTUP SPEED as indicating that the engine is cranking but has not yet started. MPU frequencies above the STARTUP SPEED are taken to indicate that the engine has started and the controller will increase the engine speed until the selected set speed is reached.

> Exception 2: In cases where the target speed is less the STARTUP SPEED, the startup ramp sequence ends when the target speed is reached.

> **IMPORTANT**   **When the No. of Flywheel Teeth parameter is used, the ACCEL RATE, DECEL RATE, and STARTUP RATE parameters are displayed as a RPM quantity per second instead of Hz/sec values. The given rate formulas can be used to compute rates in terms of RPM values by substituting the Hertz speed values with RPM speed values.**

3.17 Startup Limit (optional)

The startup limit parameter is used to limit the fuel supplied to the engine during startup. The default value of 1000 allows the actuator drive signal to use 100.0% of available current. Decreasing the value limits the available drive signal thereby limiting how far open the actuator can go. Increasing the value allows the actuator to open further.

The value assigned to the startup limit parameter is in units of one-tenth of a percent of the actuator's maximum current feedback reading. The controller measures actuator drive-signal feedback and obtains an approximation of the amperes of current flowing through the actuator. Fuel limiting is achieved by setting the maximum level of electrical current allowed to flow through the actuator during engine startup. This feature is useful in reducing smoke when starting diesel engines.

NOTE: **If the value is set too low the engine may not start.**

3.18 Torque Limit (optional)

The torque limit parameter is used to limit the fuel supplied to the engine during heavy generator loads or generator overloads. The default value of 1000 allows the actuator drive signal to use 100.0% of available current. Decreasing the value limits the available drive signal thereby limiting how far open the actuator can go. Increasing the value allows the actuator to open further.

The value assigned to the torque limit parameter is in units of one-tenth of a percent of the actuator's maximum current feedback reading. The controller measures actuator drive-signal feedback and obtains an approximation of the amperes of current flowing through the actuator. Fuel limiting is achieved by setting the maximum level of electrical current allowed to flow through the actuator during normal operation.

NOTE: **If the value is set too low the engine will not be able to carry its rated load.**

3.19 Integral Low Limit (optional)

The integral low limit prevents "integral windup" in the negative direction. In other words, the integral low limit parameter is used to reduce under speed duration after a long or sustained over speed condition was present. The low limit helps reduce the duration and amount of engine under speed by maintaining a minimum actuator position.

When smaller PWM duty cycle values do not reduce the engine speed any further but an off speed (measured speed greater than the target speed) remains, letting the Integral term grow more negative is not beneficial. Unused negative integration would cause a slower recovery from an under speed condition.

The integral low limit specifies the PWM duty cycle where the integrator's influence on lowering PID output must stop. The default value is 0%. The value can be adjusted from 0% to 90% in 1% increments.

⚠ CAUTION	Use carefully, as improper use can prevent the controller from ever reaching the target speed. The first line of defense in reducing overspeed or under speed errors is a well-tuned controller via the PID terms.

3.20 Integral High Limit (optional)

The integral high limit prevents "integral windup" in the positive direction. In other words, the integral high limit parameter is used to reduce over speed duration after a long or sustained under speed condition was present. The high limit helps reduce the duration and amount of engine over speed by maintaining a maximum actuator position.

When larger PWM duty cycle values do not increase the engine speed any further but a negative off speed (measured speed less than the target speed) remains, letting the Integral term grow more positive is not beneficial. Unused positive integration would cause a slower recovery from an over speed condition.

If an engine overload situation causes the engine speed to remain below the target speed for some period of time, then the integral portion of PID output would grow larger than otherwise needed (would windup). Therefore, when the load is removed the engine may over speed because it takes time for the integral portion of PID output to shrink or "unwind." This is where reducing the Integral Limit High value can help by preventing excessive windup in the PID output's integration term.

The integral high limit specifies the PWM duty cycle where the integrator's influence on raising PID output must stop. The default value is 99%. The value can be adjusted from 99% down to 10% in 1% increments.

⚠ CAUTION	Use carefully, as improper use can prevent the controller from ever reaching the target speed. The first line of defense in reducing overspeed or under speed errors is a well-tuned controller via the PID terms.

3.21 Percent Droop (optional)

The percent droop parameter is used to select droop mode operation and specify the percentage of droop required. When the percent droop parameter is set to zero (the default setting) then droop mode is not active. Droop mode is active when this parameter is set to any value from 1 to 100, which corresponds to 0.1% to 10.0% droop.

The following formula determines the no load droop speed.

[(selected_set_speed) / ((1000 – value_of_%_DROOP) / 1000)] = no_load_droop_speed

For example: If 5% droop is desired, set the percent droop value to 50. Now if the selected set speed is 1800 RPM then the no load droop speed will be:

[(1800 RPM) / ((1000 – 50) / 1000)] = 1800 RPM / 0.95 = 1895 RPM

NOTE: This parameter can only be modified during the Droop Calibration Procedure. See the Calibration Instructions chapter for more information.

Droop mode relies on knowing the actuator position. The actuator's position corresponds to the amount of fuel being delivered to the engine. The DPG-2201-00X controller senses electrical current flow through the actuator to determine its position. This method of position sensing does not work with all actuators.

3.22 No Load Calibration (optional)

The No Load Calibration value is learned during the Droop Calibration Procedure and should not be set manually. Once calibrated, the no load calibration value indicates the percentage of electrical current, relative to the measurable maximum, that must flow through the actuator to run the engine at the no load droop speed.

The factory default value is zero, so if droop mode is to be used, this parameter must be calibrated. The no load calibration value must be less than the full load calibration value for proper droop operation. If after performing the Droop Calibration Procedure the no load calibration value is greater than the full load calibration then the droop function cannot be used. Some actuators may have a current versus position curve that is incompatible with this controller's method of determining actuator position.

> **NOTICE**   **This parameter is only modified during the Droop Calibration Procedure. See the Calibration Instructions chapter for more information.**

3.23 Full Load Calibration (optional)

The Full Load Calibration value is learned during the droop calibration procedure and should not be set manually. Once calibrated, the full load calibration value indicates the percentage of electrical current, relative to the measurable maximum, that must flow through the actuator to run the engine at the selected set speed when a full load is being applied to the generator.

The factory default value is 1000, so if droop mode is to be used, this parameter must be calibrated. The full load calibration value must be greater than the no

load calibration value for proper droop operation. If after performing the Droop Calibration Procedure the full load calibration value is less than the no load calibration value then the droop function cannot be used. Some actuators may have a current versus position curve that is incompatible with this controller's method of determining actuator position.

NOTE: **This parameter is only modified during the Droop Calibration Procedure. See the Calibration Instructions chapter for more information.**

3.24 Password (optional)

The password parameter is used for the following functionalities:
- controlling password protection
- entering calibration modes (see Calibration Instructions)

Password protection is provided to guard against inadvertent parameter changes that may occur whenever the keys are pressed and a parameter modification is not intended. The password protection has three possible settings: DISABLED, LOCKED, and UNLOCKED. These settings can be modified with built-in user interface only (not Universal PST).

DISABLED–This setting turns off any password protection. Use this setting if password protection is not desired. This is the default setting as shipped from the factory. Entering a value of [99] sets the password protect parameter to the disabled mode. If not already in the UNLOCKED mode, the user must get into the UNLOCKED mode in order to enter a 99 to disable password protection. When the password protect parameter is selected, the LED display will show [Pd] for 2 seconds, indicating the password-disabled mode, then the value [00.] is displayed. The user can then edit the value.

LOCKED–This setting means that password protection is active and only parameter viewing is allowed (parameter editing is disabled). Enter a value of [22] to set password protect to locked mode. For 2 seconds after selection of the password protect parameter, the LED display will show [PE.] for this mode and the rightmost decimal point will be ON (not blinking), then the value [00.] is displayed. The user can then edit the value.

UNLOCKED–This setting means that password protection is active but parameter editing is allowed. Entering a value of [30] while in LOCKED mode will UNLOCK parameter editing. The user is free to edit parameters. If there is no keypad activity for 5 minutes, the controller returns to LOCKED mode.

3.25 Over Speed Limit (optional)

DPG-2201-001
This parameter is used to determine the engine speed that will trigger the controller to output minimum fuel. The parameter's value is in terms of a percentage over the highest set speed. In other words, an over speed condition is detected if the engine speed reaches a speed of [OVER SPEED LIMIT %] greater than the highest set speed.

For example: If the highest set speed is 1800 RPM and this parameter is set to 20, then an over speed condition will be detected at 2160 RPM (the value that is 20% greater than 1800). Formula: 1.20 * 1800 RPM = 2160 RPM

The default value of 100 is used to disable over speed detection. Use values less than 100 to enable the over speed limit function and set the limit speed to [(1 + (overspeed_limit_value/100)) * (highest_set_speed)].

DPG-2201-002
This parameter is used to determine the engine speed that will trigger the controller to output minimum fuel. The parameter's value is set as a frequency in Hertz or as an RPM value depending on whether the No. of Flywheel Teeth parameter is zero or nonzero respectively. The default value of 15,000 Hertz is used to disable over speed detection.

The controller detects an over speed condition when it measures an engine speed that exceeds the OVER SPEED LIMIT value. When an over speed is detected the controller's actuator output signal is set to minimum.

NOTE for DPG-2201-002 MODELS:
When the No. of Flywheel Teeth parameter is used, the OVER SPEED LIMIT parameter is displayed in RPM values instead of Hertz values.

NOTICE	**The controller must be turned off to clear the over speed detection before the engine can be restarted.**

3.26 Set Speed A Min (optional)

Set Speed A Min is used to set the lowest value allowed for adjustments of Set Speed A. This parameter can be set to any value within the range bordered by 10 Hertz (or its RPM equivalent) and the current value of Set Speed A.

3.27 Set Speed A Max (optional)

Set Speed A Max is used to set the highest value allowed for adjustments of Set Speed A. This parameter can be set to any value within the range bordered by current Set Speed A setting and 11,000 Hertz (or its RPM equivalent).

3.28 Set Speed B Min (optional)

Set Speed B Min is used to set the lowest value allowed for adjustments of Set Speed B. This parameter can be set to any value within the range bordered by 10 Hertz (or its RPM equivalent) and the current value of Set Speed B.

3.29 Set Speed B Max (optional)

Set Speed B Max is used to set the highest value allowed for adjustments of Set Speed B. This parameter can be set to any value within the range bordered by current Set Speed B setting and 11,000 Hertz (or its RPM equivalent).

3.30 Idle Speed Min (optional)

Idle Speed Min is used to set the lowest value allowed for adjustments of Idle Speed. This parameter can be set to any value within the range of 10 Hertz (or its RPM equivalent) and the current value of Idle Speed.

3.31 Idle Speed Max (optional)

Idle Speed Max is used to set the highest value allowed for adjustments of Idle Speed. This parameter can be set to any value within the range bordered by current Idle Speed and 11,000 Hertz (or its RPM equivalent).

3.32 Duty Cycle Limit (optional)

The duty cycle limit parameter sets the absolute maximum amount of drive signal that can be output to the actuator and thus serves as a mechanism for fuel limiting. Fuel limiting is achieved by setting the maximum duty cycle or ontime allowed during one cycle of the PWM (pulse-width-modulation) signal controlling the actuator drive circuit. The value assigned to the duty cycle limit parameter is a percentage, and is limited to values in the range 10% to 95%. The default value is 95%.

IMPORTANT	**When changing Duty Cycle Limit parameter, it is recommended to update Integral High Limit parameter as well (to value less or equal Duty Cycle Limit value)**

3.33 Startup Speed (required)

The startup speed parameter should be set to an engine speed at least 10% higher than the fastest engine cranking speed but lower than the engine's idle speed. This allows the controller to determine whether the engine is cranking or running whenever an engine speed signal is present. See the "Startup Sequence" example in Chapter 5.

If the Startup Speed value is set too low (less than crank speed) the controller's target speed will be ramped to the active set speed (Idle Speed, Set Speed A, or Set Speed B) before the engine has started. Therefore, when the engine does start, it may over speed or output excessive smoke because the startup ramp, having already completed, no longer controls the rate of engine speed increase.

If the Startup Speed value is set too high (above the active set speed) then the Startup Speed becomes the target speed that the controller must reach before the controller considers the startup sequence complete. Typically, the startup sequence ends when the engine speed reaches the active set speed. The active set speed is the Idle Speed if the Idle Hold Time parameter is a nonzero value or the "selected set speed" (either Set Speed A or Set Speed B).

To determine the proper value for this parameter the crank speed must be known. There are two ways to determine the engine crank speed.

1) Use a meter to measure the frequency across the MPU+ and MPU- terminals of the controller during cranking or . . .

2) Use a PC running the Universal PST application and read the value of the Measured Speed in the View Status panel when the engine is cranking. Note: From the Universal PST's startup screen press the View Status button, then press the Start Monitoring button to begin reading values.

3.34 Startup Duty Cycle (optional)

The startup duty cycle parameter is used to pre-load the PID output with a PWM duty cycle value close to that needed for the actuator to allow enough fuel to idle the engine.

If the value is too low, then the engine crank time may be longer than desired because the controller's actuator output starts from a value much smaller than needed to begin opening the fuel valve.

If the value is too high, then the engine may over speed because the actuator opens more than needed to start the engine.

There are two ways to determine a good value to use for this parameter.

1) Use a meter to measure the duty cycle across the ACT terminals of the controller while the engine is running. Note: To determine if your meter is reading the correct value:

   a. First, apply power to the controller but do NOT start the engine

   b. Second, measure the duty cycle across the ACT terminals (#3 and #4). The reading should be 5 for 5%. If the reading is 95, then reverse the leads.

2) Use a PC running the Universal PST application and read the value of the PWM command in the View Status panel when the engine is cranking. Note: from the Universal PST's startup screen press the View Status button, then press the Start Monitoring button to begin reading values.

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Chapter 4.
Universal PST

Introduction

The Universal Parameter Setup Tool (Universal PST) is a Microsoft® Windows® application available from Woodward that enables you to adjust controller parameter settings and monitor controller operation. Universal PST also includes a graphical chart recorder that displays engine speed in real-time. This provides a visual representation of how the engine speed changes in response to changes in load, which can be very helpful when tuning the controller.

This chapter provides the information needed to use a computer with your controller. Here you will find instructions for acquiring, installing, and running the Universal PST on your PC. Also described is information for obtaining or constructing the communications cable needed to connect the controller's COMM port to your computer's serial port during service and initial programming.

Features

Universal PST features include:

- Automatic configuration to each DPG when communications are established
- Read/write access to all DPG programmable parameters and features
- View each parameter's default, minimum, and maximum values
- Diagnostics utilizing automatic refresh of DPG status
- Save and open DPG setup data information to and from a file for reuse
- Single button read to get the current values of all parameters
- Single button write to program a DPG with previously saved setup values
- Engine speed monitoring via a chart recorder to aid in tuning the controller
- Saving chart recorder data to a Microsoft Excel compatible file
- Help information on each of the controller's parameters
- Help information on using the Universal PST

System Requirements

Universal PST minimum system requirements:

- Pentium® 133 MHz PC
- 50 MB of hard disk space
- 64 MB of RAM
- Display resolution set to SVGA (800x600) or higher
- Windows® 98se, NT 4.0, 2000, and XP or greater
- Windows® 95 or ME not supported

| ⚠ **WARNING**	An unsafe condition could occur with improper use of these software tools. Only trained personnel should have access to these tools.

Acquiring Universal PST

The Universal PST software can be downloaded from the Woodward website. If you also require connection hardware you may purchase a calibration kit from Woodward. Both download and kit request instructions are described below.

Obtaining the DPG Software Calibration Kit:
The DPG Software Calibration Kit (Woodward P/N 8447-1003) contains a DB-9 modular adapter and modular cable, as well as the web address from which the latest version of Universal PST software may be downloaded Contact the Woodward sales department to request a DPG Software Calibration Kit for a nominal charge.

Downloading Universal PST:
The Universal PST application can be downloaded from the Woodward Software Products page at www.woodward.com/IC/Software, Use the "Select a Product" drop down menu in the center of the web page to select "DPG-2xxx digital controllers" then press the [Go] button.
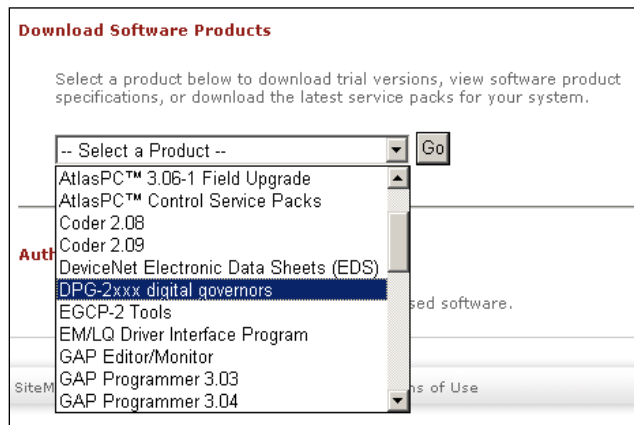
This will automatically redirect you to the Universal PST download page where you can click on the word **Download** to begin the download process. Once you are logged into the Woodward download site you are presented with the File Download dialog box shown below, or one similar. Click the [Save] button and choose a folder to save the download to.
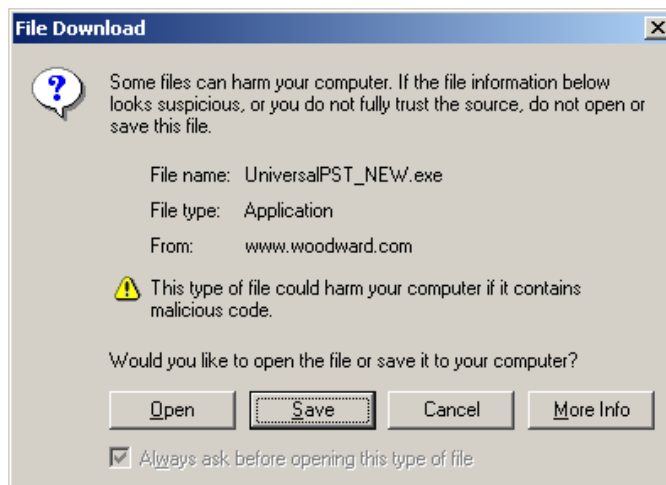
NOTE: Due to the large file size, it is recommended that the [Open] button not be used because this would try to run the self-extracting executable from the web site.

Installing Universal PST

After downloading the software file from the Woodward web site, run it and follow the installer instructions.

IMPORTANT:
The installation program will detect operating system components older than those required by the "Universal PST" application. In this case the installation program will ask if you want to update Windows. If you do not want "setup" to update your system then you cannot use the "Universal PST" application on this computer.

Read the setup program's instructions carefully as they appear and respond as needed. The installation may take as long as 7 minutes depending on your computer's power and operating system. Do not interrupt the installation program even though it may appear as
though it is not running.

NOTE: Administrator rights may be needed to install on some Microsoft Windows operating systems (such as Windows XP Professional) for the setup program to properly register application resources.

Wiring the COMM Port to a PC

To construct a communications cable to use between the DPG's COMM port and your PC's RS-232 serial port refer to the table and wiring diagram below.

RJ11 OR RJ12 POSITION	DPG-2201 SIGNAL	CONNECTS TO:
1	No connection	N/C
2	Transmit data to PC	PC receive (RxD) DB9 pin 2
3	Receive data from PC	PC transmit (TxD) DB9 pin 3
4	COMMON	PC common DB9 pin 5
5	+5 Vdc (Do NOT connect at the PC end)	N/C
6	No connection	N/C

RJ11M

6 5 4 3 2 1

5 4 3 2 1

9 8 7 6

DB9F
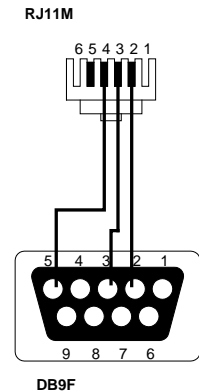
IMPORTANT Remote access via the COMM port is intended for connection only while programming, tuning and troubleshooting the control/engine. It is a service port and not intended for permanent connection of a PC and/or cable.

Communications Error

The following message window appears when Universal PST is running and unable to communicate with a DPG.
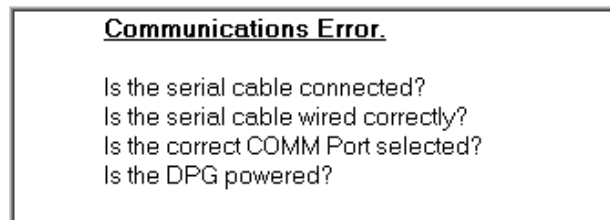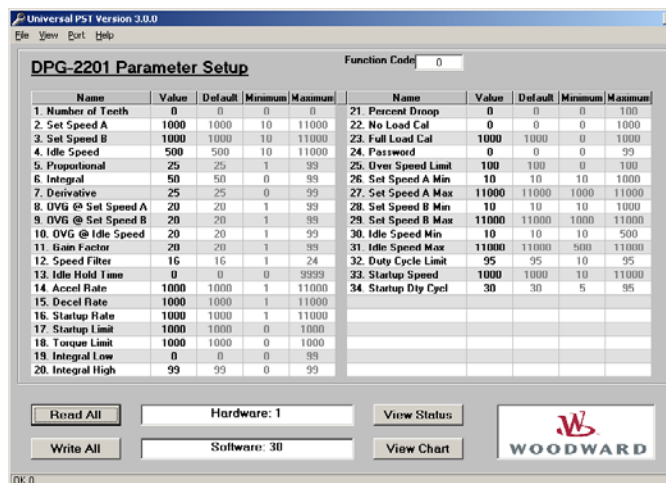

After the problem is found and corrected, you can either restart Universal PST or press the <Read All> button to clear the error message. The <Read All> button is near the lower left corner of Universal PST's main startup screen.

Universal PST User Interface Overview

Universal PST has two main display modes.

* Table View (the main startup screen)
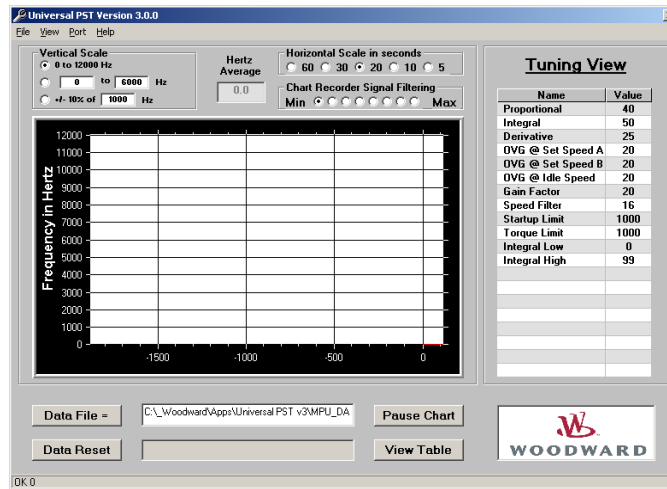* Chart View

TABLE VIEW

In Table View the user can:

* View the current values for all user programmable parameters in the Parameter Setup panel.
* Edit a parameter's value by double-clicking on a cell in the "Value" column of the table.
* Press the <Read All> button to refresh the values displayed in the Parameter Setup panel.
* Press the <Write All> button to transmit setup values to the controller.
* Press the <View Status> button to display read only parameters in the Status View panel.

- Press the <View Chart> button to set the display mode to Chart View.

- Select items from the menu.

CHART VIEW

In Chart View the user can:

- Monitor engine speed in real-time.

- Adjust the horizontal and vertical scale settings of the chart recorder.

- Edit parameter values related to controller tuning. These same parameters are also on the main parameter setup table.

- Press the <Data File => button to open a file for saving chart recorder data.

- Press the <Data Reset> button to start data collection to the open file at the beginning.

- Press the <Pause Chart> button to stop the chart recorder, which also stops writing data to the file. Press the <Continue> button to turn the chart recorder back on.

- Press the <View Table> button to set the display mode back to Table View.
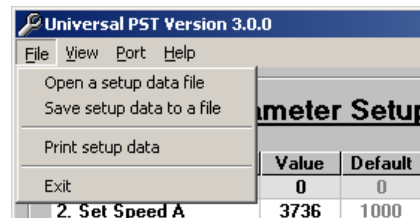
- Select items from the menu.

NOTE: Pressing a button means positioning the mouse pointer over the button and clicking the left mouse button.
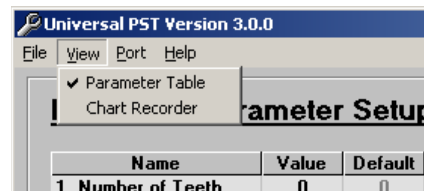
Universal PST Menu Items

Use the File menu to:
- Open a previously saved setup data file
- Save setup data to a file
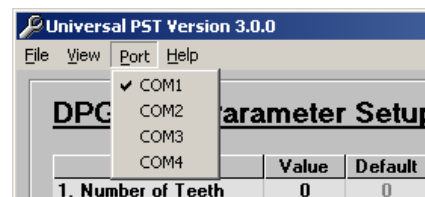- Send setup data to the default printer
- Exit the program

Use the View menu to:
- Select Parameter Table view (Table View)
- Select Chart Recorder view (Chart View)

Use the Port menu to:
- Select the PC's serial port that is connected to the DPG-2201-00X

Use the Help menu to access:
- Help on the Universal PST for DPG
- Help on the DPG-2201-00X that is currently in communication with the PC
- Information about the Universal PST for DPG application
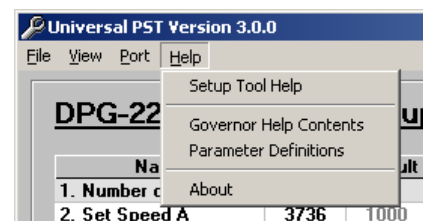
Parameter Setup

The Parameter Setup panel displays a table where each row shows the Name of a user programmable parameter, its current Value, and the parameter's Default, Minimum, and Maximum values.

To modify a parameter's current value, it must first be selected. Do this by double-clicking the left mouse button on a cell in the table that is at the intersection of the parameter's row and the Value column. The selected cell will be highlighted and the value can now be modified. When done modifying the value, press the computer keyboard's <Enter> key to transmit the new value to the controller.

In the figure shown below, the Set Speed A value has been selected for editing.

DPG-2201 Parameter Setup

Name	Value	Default	Minimum	Maximum
1. Number of Teeth	0	0	0	0
2. Set Speed A	3736	1000	10	11000
3. Set Speed B	1000	1000	10	11000
4. Idle Speed	477	500	10	11000
5. Proportional	40	25	1	99
6. Integral	50	50	0	99
7. Derivative	25	25	0	99

Parameter Help

To get help on a particular parameter, single click the left mouse button on a parameter's Value, then press <Ctrl><F1> on the computer's keyboard. <Ctrl><F1> means press and hold the <Ctrl> key while the <F1> key is pressed and released. This opens the DPG online help file and automatically jumps to the selected parameter's help page.

NOTE: Complete online help for each DPG controller is also accessible by selecting either *"Governor Help Contents"* or *"Parameter Definitions"* from the Universal PST *Help* menu.

Synchronizing Universal PST with a DPG

Pressing the <Read All> button will load the current values for all of a DPG-2XXX-00X's parameters into Universal PST. The <Read All> button is part of the Table View.

IMPORTANT: If the communication cable is unplugged from a DPG and plugged into a different DPG while the Universal PST application is still running, then the <Read All> button must be pressed in order for Universal PST to synchronize with the new DPG.

The <Write All> button is very useful when reusing saved setup data to configure a new system with the same data as a previous one. Simply load an existing set of previously saved parameter values into the Parameter Setup table using "*Open a setup data file"* from the *File* menu then press the <Write All> button.

Status View

The Status View panel is displayed only after pressing the <View Status> button. The Status View panel is part of the Table View display mode.

The Status View panel displays a table where each row shows the Name of a read only parameter and its current Value (when "Auto Read is ON")

Press (left mouse click) the <START Monitoring> button to have the Universal PST program automatically refresh the Values. Press the <STOP Monitoring> button to disable automatic refresh.

Status View

Name	Value
MPU Frequency	
Actuator %FS	
Battery Volts	
ILS Signal	
Keypad #	
Digital Inputs	
PWM Cmnd	
Speed Diff	

START Monitoring

Auto Read is OFF ■

Tuning View

The Tuning View panel is displayed only after pressing the <View Chart> button. The Tuning View panel is part of the Chart View display mode.

To modify a tuning parameter's current value, it must first be selected. Do this by double-clicking the left mouse button on a cell in the table that is at the intersection of the parameter's row and the Value column.

The selected cell will be highlighted and the value can now be modified. When done modifying the value, press the computer keyboard's <Enter> key to transmit the new value to the controller.

Tuning View

Name	Value
Proportional	50
Integral	20
Derivative	10
Overall Gain	10
Ki Slow/Fast	1
Engine Size	2
Startup Limit	100
Torque Limit	100
Integral Low	0
Integral High	100

Chart Recorder

The chart recorder is part of the Chart View display mode. Each time Chart View is entered the last used Data File is reset, the Vertical Scale defaults to [0 Hz to 12000 Hz], and the Horizontal scale defaults to 20 seconds.

The chart recorder's display characteristics are configured using the Vertical Scale options, the Horizontal Scale options, and the Chart Recorder Signal Filtering options.

Vertical Scale
- ⦿ 0 to 12000 Hz
- ○ [0] to [6000] Hz
- ○ +/- 10% of [1000] Hz

Hertz Average [0.0]

Horizontal Scale in seconds
○ 60 ○ 30 ⦿ 20 ○ 10 ○ 5

Chart Recorder Signal Filtering
Min ⦿ ○ ○ ○ ○ ○ ○ Max

The Vertical Scale options provide three different ways to view engine speed data.
- The [0 to 12000 Hz] option is the default and sets the vertical axis range to its absolute minimum and maximum measurable values.
- The [_____] to [_____] Hz option allows you to enter the minimum and maximum speed values to zoom in on a viewing range of interest.
- The +/- 10% of [_____] Hz option is primarily used to zoom in on the target speed and center it in the chart recorder. This is most useful during controller tuning to see if the engine speed stays within +/- 10% of the target speed during load on/off cycling.

The Horizontal Scale options allow you to set how much data is displayed in the chart recorder window. Larger values compress the display and show more data. Smaller numbers expand the display and show less data. A Horizontal Scale setting of 20 seconds is approximately the same as a 5-millimeter per second paper travel speed of a conventional paper tape chart recorder.

The Chart Recorder Signal Filtering options can be used to smooth out noisy signals. The default setting is Min, which is no filtering. Note that filtering will round out peaks and give a less accurate display of the speeds actually measured by the DPG.

Engine Speed Data Collection

The engine speed data measured by the DPG and displayed in the Universal PST chart recorder window is also recorded to a computer file. MPU_DATA00.csv is the default file name used to save engine speed information. You can change the file name by using the <Data File => button. The ".csv" data files created to collect engine speed data can be viewed with either a text editor or with Microsoft Excel. If you load an engine speed data file into Microsoft Excel, then you can highlight the column of data and use Excel's quick graph button to create a line chart of the data.

IMPORTANT: Do not open data files in another program that are currently being used by Universal PST. Also be sure to close any open data files needed by Universal PST before starting it.

Data File =	C:\Program Files\Woodward\Universal PST\MPU_	Pause Chart
Data Reset		View Table
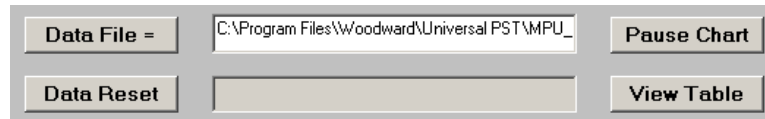
The <Data File => button opens a dialog box allowing you to set the base file name where chart recorder data will be saved. A two-digit suffix is automatically appended to the file name that is given and serves the following purpose. Each engine speed data file is considered full after recording 60,000 data points which is approximately 10-12 minutes of data. The two-digit suffix is used to automatically continue collecting data to new files with the same base file name but with increasing numeric suffixes. The first 60,000 data points are saved in *filename*00.csv and the next 60,000 data point are saved in *filename*01.csv, and so on until a million data points are collected. This is to prevent each speed data file from exceeding the 65,536-row limit of Microsoft Excel.

The <Data Reset> button is used to clear out the data collection buffer and overwrite the zero suffixed data collection file. Data collection starts from the beginning of *filename*00.txt where *filename* is the base file name previously used.

The progress bar shown to the right of the <Data Reset> button indicates how full the complete set of data files is. A total of one million data points (approximately 3.5 hours of data) can be collected before the progress bar displays the message "The Data File is FULL". In order to start recording data again without overwriting previously collected data, use the <Data File => button to create a new base file name in which to receive additional engine speed information.

The <Pause Chart> button stops chart recorder and Data File updates. After pressing this button the <Continue> button is displayed. Press the <Continue> button to turn the chart recorder back on and continue recording engine speed data to the current target file.

Use the <View Table> button to return to the Table View display mode. Be sure to open a new Data File before returning to Table View if the data already collected needs to be saved. The active data file is automatically reset each time the Chart View display mode becomes active.

Chapter 5.
Calibration Instructions

Basic Adjustments

The controller is programmed at the factory with default parameter settings. These settings allow the controller to operate but usually require some further adjustments to obtain the best system performance. In order to bring the engine up to a single speed for the first time, the installer will need to adjust the parameters shown in the table and install a switch or jumper between SPEED SEL and +5 Vdc.

The parameters listed are the primary ones to modify to get the controller tuned and the engine running smoothly. It is recommended that you work with them first and leave all the other parameters at their default values until you are satisfied with the basic engine tuning.

ID#	Parameter Name	Default Value
2	SET SPEED A	1000
5	PROPORTIONAL	25
6	INTEGRAL	50
7	DERIVATIVE	25
8	OVG @ SET SPEED A	20
11	GAIN FACTOR (note 1)	20
12	SPEED FILTER (note 2)	16
33	STARTUP SPEED	1000

NOTE 1: Modify Gain Factor only if you run out of adjustment in a PID or OVG term.

NOTE 2: For the Speed Filter, typically the value 24 works well on small 3- or 4-cylinder engines. A value of 16 is recommended for 6- or 8-cylinder engines.

Tuning Methodology

Once the engine is running, the following procedure may be used to discover more optimum values for PID and the overall gain parameters (OVG). The goal would be to find PID values that allow the controller to govern the engine well at a variety of different speeds and loads while only requiring gain adjustment at those different speeds.

Follow these steps:
1. Set the integral and derivative terms to 0.
2. Set the overall gain low (<20).
3. Increase the proportional term until you get continuous oscillations greater than 2 Hz.
4. Reduce the proportional term by 25% to 50%.
5. Now experiment with small value changes in the derivative to dampen out "ringing" in response to load transients.

6.   Add some integral to eliminate any steady-state error in the engine's speed and help decrease error recovery time.

7.   The overall gain can be increased to improve response time while keeping the ratios of the PID terms relative to each other constant.

During each of the steps 3 through 6, you need to disturb the system by adding and removing a load from the engine to check the controller's response to the load transition. **START WITH SMALL LOADS.**

Note that without integral, a speed error may persist after a load-on load-off transition. Therefore, during steps 3-5 you should temporarily increase the integral to get the engine speed back to the set speed, and then reset the integral to a lower value again while working to find good proportional and derivative values. Repeat steps 3-7 as needed to find a Proportional value, Integral value, and a Derivative value that work well with a variety of overall gain values and different load transients.
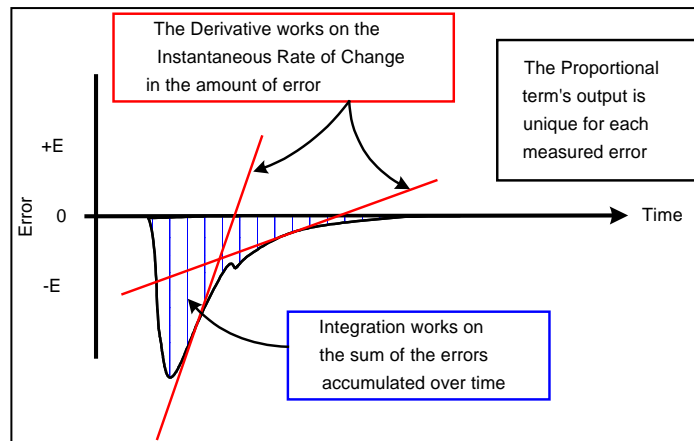
Startup Sequence

The following example describes the DPG-2201-00X startup sequence.

Startup Sequence Example
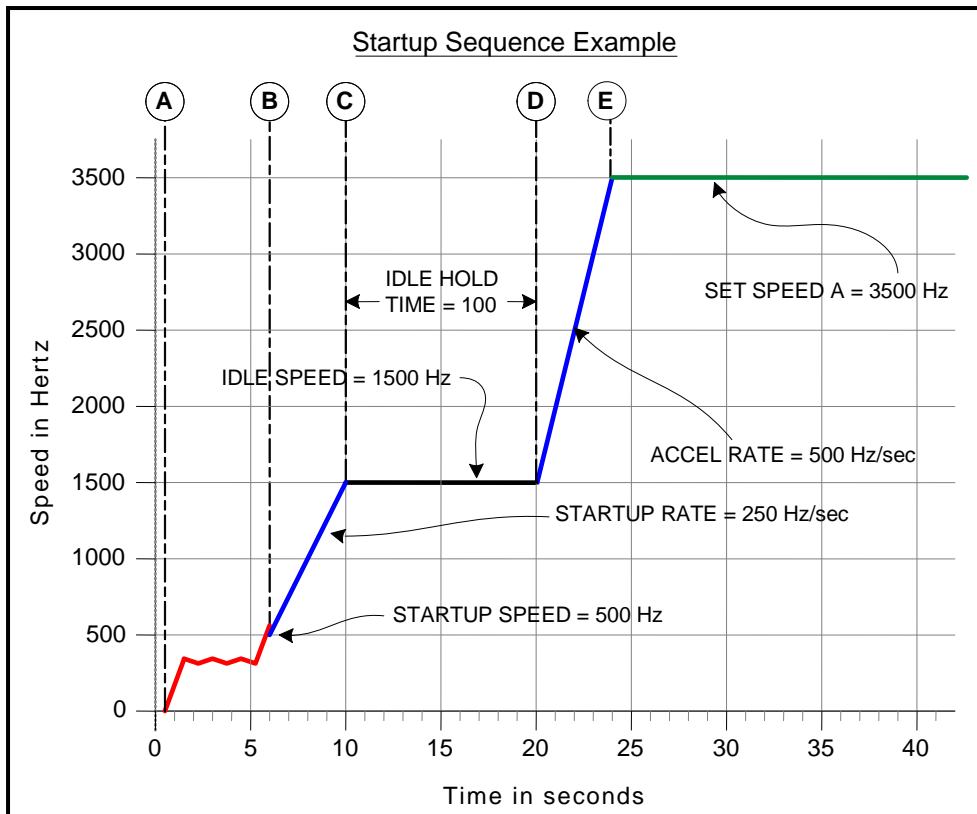
Engine cranking begins at point A. After a short time, the engine starts and at point B the engine speed exceeds the STARTUP SPEED (the initial target speed) and the controller now considers the engine to be running.

The controller's startup sequence begins at point B by ramping the target speed up from the STARTUP SPEED at the STARTUP RATE. In this example, the STARTUP SPEED is set to 500 Hertz, the STARTUP RATE is set equal to 250 Hertz per second, and the IDLE SPEED is set to 1500 Hertz. It will take 4 seconds for the target speed to ramp up 1000 Hertz (IDLE SPEED minus STARTUP SPEED) and reach point C.

This example uses the IDLE HOLD TIME and has it set to 100 tenths of a second so the target speed will be held at the IDLE SPEED (1500 Hertz in this example) for 10 seconds. At point D, the IDLE HOLD TIME has elapsed and the target speed is ramped up at the ACCEL RATE. In this example, the ACCEL RATE is set equal to 500 Hertz per second.

The example also has SET SPEED A set at 3500 Hertz so it will take 4 seconds for the target speed to ramp up 2000 Hertz from the IDLE SPEED. Ramping stops at point E when the target speed reaches SET SPEED A. The startup sequence also ends at point E assuming the engine speed has been tracking the target speed and has reached SET SPEED A.

Droop Calibration Procedure

To use Droop, a calibration sequence *must* be done first.

On DPG-2201-001 Models the calibration sequence can be done only by using the controller's built-in user interface.

On DPG-2201-002 Models the calibration sequence can be done by using either the controller's built-in user interface or Universal PST.

Calibration Sequence

Step 1	Make sure the engine is running at the selected set speed and the governor is tuned.
Step 2	**User Interface/ Universal PST:** Enter a value of 41 into the Password parameter to allow editing of the droop related parameters.
Step 3	**User Interface:** Select the "% DROOP" parameter and adjust its value while the engine is running with no load applied. **Universal PST:** While the engine is running with no load applied, enter a value for the desired percentage of droop in to the "Percent Droop" parameter and press ENTER. Engine speed will increase to: [(selected_set_speed) / ((1000 - value_of_%_DROOP) / 1000)].
Step 4	**User Interface:** Allow the engine to stabilize at the *no load* droop speed then press the controller's ENTER key to set the percent droop. **Universal PST:** Allow the engine to stabilize at the *no load* droop speed. From the Universal PST Status View window, enter the value displayed for the " Actuator %FS" in to the "No Load Cal" parameter and press ENTER. The engine speed will return to the selected set speed. No Load Calibration is now complete.
Step 5	**User Interface:** Select the "FULL LOAD CAL" parameter. Engine speed will return to the selected set speed. **Universal PST:** Proceed to Step 6.
Step 6	Now apply full load to the engine and allow the speed to stabilize. (Assumes the governor was previously tuned.)
Step 7	**User Interface:** Wait 5 seconds, then press the controller's ENTER key to record the calibration value. **Universal PST:** Wait 5 seconds, then from the Universal PST Status View window, enter the value displayed for the " Actuator %FS" in to the "Full Load Cal" parameter and press ENTER. Full load calibration is now complete.
Step 8	Remove the load from the engine. The engine speed will increase to the *no load* droop speed. Droop calibration is complete.

After droop calibration, the difference between the No Load Cal and Full Load Cal parameter value should be greater than 100 for best operation of droop. The droop function may still work for smaller differences but with less accuracy. You may be able to get some improvement by modifying or adjusting actuator linkage or adding springs. The goal is to achieve a wider range of measured current change through the actuator from no load to full load.

If the calibrated range is too small then droop may not work at all. The actuator position sensing method used by this controller does not work with all actuators. A different actuator may be required or a different system solution altogether may be needed by your application, such as an actuator with a position feedback potentiometer and a supporting controller.

Chapter 6.
Installation Instructions

Terminal Descriptions

NO.	NAME	FUNCTION
1	BAT+	Battery positive (9–30 Vdc) ∗
2	BAT-	Battery negative ∗
3	ACT	Actuator drive output
4	ACT	Actuator drive return
5	MPU+	Magnetic pickup signal input
6	MPU-	Magnetic pickup ground
7	SHIELD	Ground connection for cable shielding
8	SPEED SEL	Digital input used to select the target set speed
9	ILS SIGNAL	ILS input used to adjust speed +/- 3%
10	ILS REF (2.5 V)	Supply voltage around which ILS operates
11	DEC SPEED	Digital input used to decrease the selected set speed remotely. (Acts identically as DEC pushbutton in parameter edit mode)
12	INC SPEED	Digital input used to increase the selected set speed remotely. (Acts identically as INC pushbutton in parameter edit mode)
13	+5 Vdc OUT	Supply voltage for the digital inputs

(∗) DC power bus cable must be less than 10 meters (32.80 feet). All other cables must be less than 30 meters (98.43 feet).

Recommended Mounting

The controller is designed to be panel mounted and its chassis electrically bonded to the same protective reference as the engine structure. The mounting should protect the controller from exposure to rain, weather, and direct sunlight. The controller should not be mounted on the engine or in an environment that exceeds the mechanical specifications outlined in Chapter 1 of this manual. The controller should be mounted in a position to allow access to the user interface, the COMM port, and the terminal strip.

Wiring Diagram

IMPORTANT	Cabling for DPG 2201-00X controllers is limited to less than 30m (98.4'). Power cabling is limited to less than 10m (32.8') in total length. The wiring diagram below shows specific cable types required.

Dimensions are in inches. [Dimensions in brackets are millimeters.]
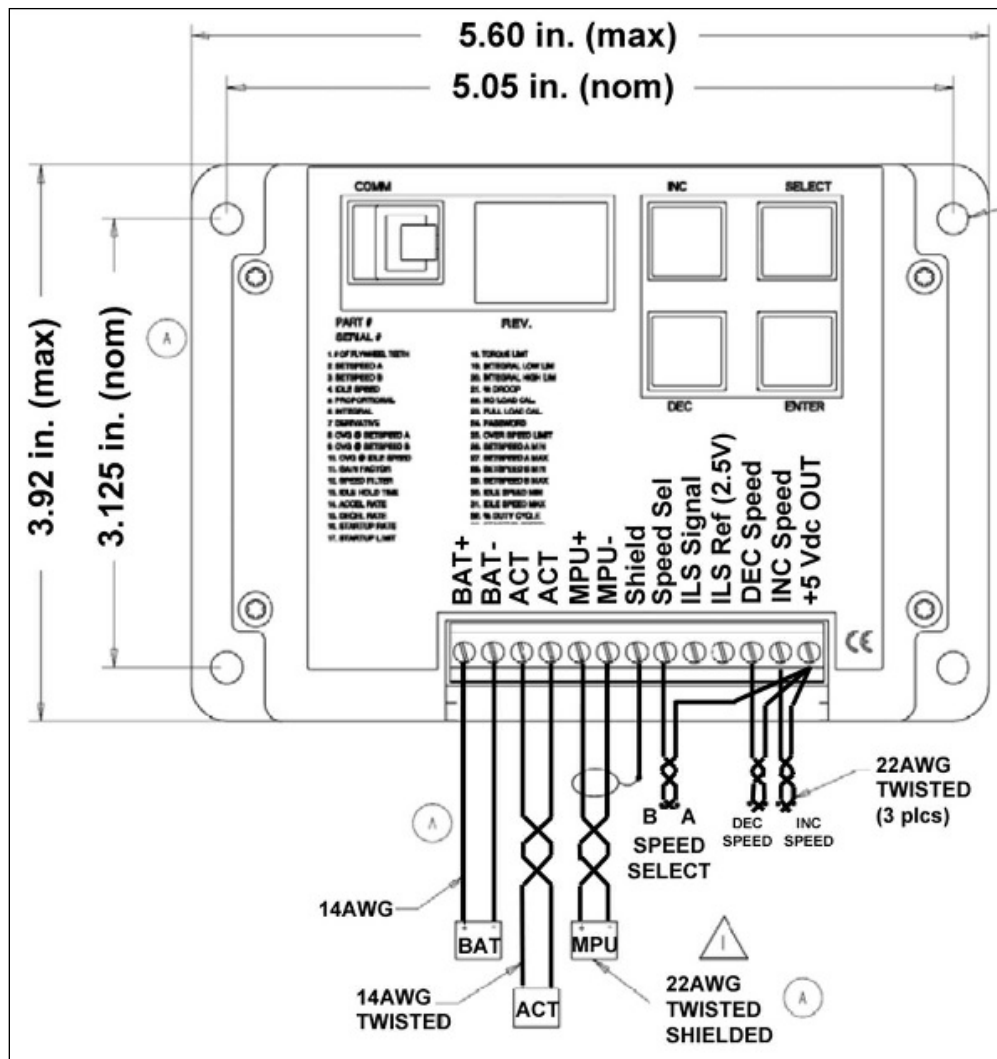

Figure 1. Wiring Diagram for DPG-2201-001 and DPG-2201-002

NOTICE	To prevent damage to the controller, make sure that it is wired in accordance with the wiring instructions and diagrams in this manual. • Do not tin the leads before placing them into the terminals. • Ensure the terminals are tightened properly to secure wires.

Centralized Suppression

The control meets the regulatory requirements for its intended installations, and when installed correctly, the DPG input power can handle some level of surge pulses.

Because the control power input is designed to be connected to a local bus and to have inductive load kickbacks suppressed, it cannot withstand a charging system load dump, heavy inductive kickbacks, or heavy surge pulses.

1. Charging system load dump is a pulse created when a heavily charging battery that is being charged by an alternator or generator (or similar), is disconnected from the bus.
2. Inductive kickbacks are due to switched, unsuppressed, inductive loads on the same power bus.
3. Large surge pulses are typically due to indirect lightning strikes. Some surge pulses may also be present due to series inductances with switched currents.

The EMC environment into which the control is installed may have the above conditions if the control is installed outside its intended usage. If the stated conditions exist, centralized pulse suppression should be implemented to protect the components on the bus, including the control.

Figure 2 is an example of centralized suppression that should be implemented at the system level when any of the following are present:

1. The battery can be disconnected and a high current battery charging system is in use.
2. Unsuppressed, switched inductive loads are in parallel or series with the control power.
3. The input power is derived from a distribution system or it is more than 32.8' (10m) from the control to the main power source.
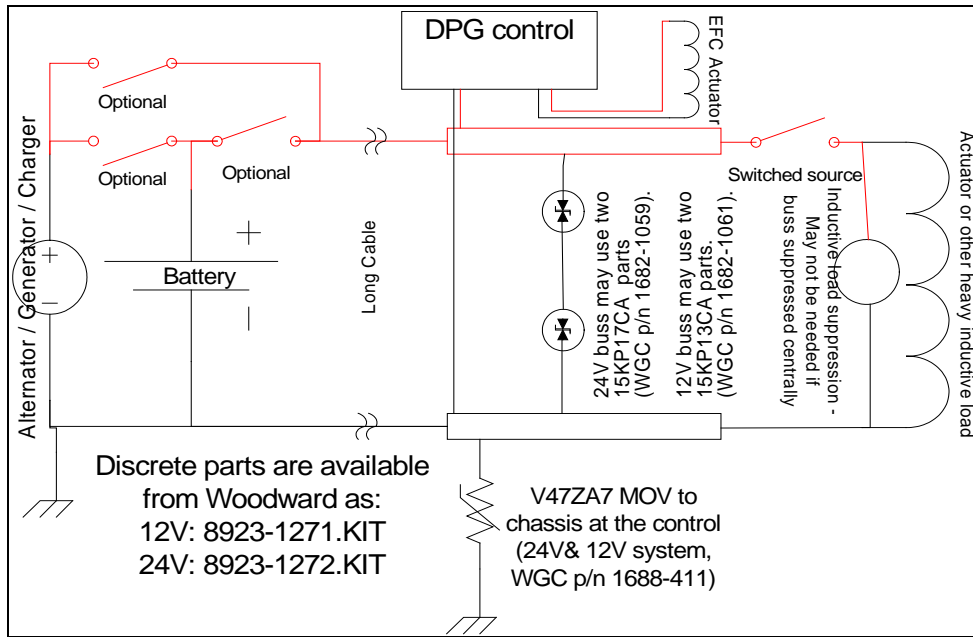
Figure 2. Centralized Suppression Implemented at the System Level

FIGURE 2 NOTES:

1. Power and return cables to the control are routed together to minimize the noise pickup and emissions. Similarly, the power and return to the actuator must also be routed together, but may be separated from the control's power leads.

2. MOV and TVS suppression devices are recommended based on the typical pulse levels that might be seen in Group 1 or Group 2 engine applications and the internal circuitry of the control.

3. Other suppression devices may be used, but clamping voltages and energy handling capability are important, as operating voltage and energy handling capability requirements are dependant on the full system implementation. Examples:

   (a) Two 15KP17CA and V47ZA7 through-hole parts are available from Woodward as 8923-1272.KIT. This kit is for a 24V system. It will suppress alternator load dump from alternators within the 200A range, as well as indirect lightning pulses that may be coupled to the power bus. Parallel inductive loads still need to be suppressed because pulses from unsuppressed parallel loads may be clamped at voltages too high to protect the control.

   (b) Two 15KP13CA and one V47ZA7 through-hole parts are available from Woodward as 8923-1271.KIT. This kit is for a 12V system with an alternator within the 100A range, unsuppressed switched inductive loads in parallel with the control, and indirect lightning pulses that may be coupled to the power bus.

4. Suppression kits available from Woodward are intended to suppress the majority of the likely pulses. However, they will not protect against all system level implementations outside the intended usage of the control. A system level evaluation of what pulses may be present should be undertaken.

Chapter 7.
Diagnostics & Troubleshooting

Display Codes

CODE	MEANING
E0	Controller memory failure. Replace controller.
E1	Loss of remote speed potentiometer signal.
E2	Overspeed detected. Controller must be turned off and reset to allow an engine restart.
E3	Actuator drive overcurrent detected. Check wiring. Check actuator loading.

Troubleshooting Table

SYMPTOM	REMEDY
LED Display Does Not Light Up When Controller Is Powered	BAT + and BAT – leads are reversed. Check wiring. Battery voltage too low. Should measure between 9 and 30 VDC Controller is defective. Replace it.
Unable to Modify Parameters	The parameter's value is the maximum value allowed. The parameter's value is the minimum value allowed. A display code is active. Refer to the Display Codes section above Password protection is enabled. Enter Password Keypad failure, replace unit.
Engine Does Not Start	Actuator leads not connected or shorted. No fuel source. Turn on fuel source. Battery voltage is low. Charge or replace the battery. Set speed is lower than crank speed. Increase the set speed. Startup Rate setting is too low. The target speed ramps up too slow. Startup Limit is too low, limiting the actuator drive signal too much. Is the MPU speed signal present? It should read 2.0 VRMS minimum. Adjust magnetic pickup (MPU) gap. Try reversing the MPU leads. If a speed signal is present, measure actuator output duty cycle. If not greater than 5%, then restore all parameter values to factory default settings and crank the engine again.
Engine Over speeds at Startup	Increase the Proportional value. Increase the appropriate OVG (overall gain) value. Use the Startup Limit. Decrease the Startup Ramp Rate.
Engine Does Not Reach Set Speed	Improve PID tuning. Integral too low or zero Derivative too low or zero PID values are too low. A tuning that is too soft can prevent the controller from delivering the needed actuator drive signal to reach the set speed. PID values are too high. Tuning is too hot or oversensitive to small speed errors, which causes the controller to make large, rapid changes in actuator drive signal, creating an average signal that is inadequate.
Engine Does Not Reach Set Speed (cont'd.)	The Integral Low Limit setting is too high. Return the value to the default setting of zero. The Integral High Limit setting is too low. Return the value to the default setting of 99.
Engine Takes Too Long to Reach the Set Speed	Improve PID tuning. Integral setting is too low. Startup Rate setting is too low. Accel Rate setting is too low. Speed Filter setting is too high.

Troubleshooting Table (cont'd.)

SYMPTOM	REMEDY
Engine Does Not Track Speed Setting Changes	Is the LED decimal point blinking? If not, enter password. Is the selected set speed parameter being modified? A PID value or an OVG value is too high. A PID value is too low or zero. Accel Rate is set too low. Decel Rate is set too low.
Excessive Smoke at Startup	Improve PID tuning. Use a lower Startup Rate setting. Use a lower Startup Limit setting. Low MPU signal voltage. It should read 2.0 VRMS minimum.
Sluggish Response to Load Changes	Gain too low. Improve PID tuning. Speed filter setting is too high.
Engine Instability With No Load	Improve PID tuning. Speed filter setting is too low. Fuel is restricted. Check actuator linkage. Battery voltage is too low.
Engine Instability With Load	Improve PID tuning. Fuel is restricted. Check actuator linkage. Battery voltage is too low.
Engine Unable to Carry Rated Load	PID values may be too high, causing the controller to overreact and make large, rapid changes in PWM duty cycle output to the actuator. Improve PID tuning. Torque limit is set too low. Increase the torque limit. Fuel is restricted. Check actuator linkage.
Load Sharing Does Not Work	Measure the ILS input signal to see if the measurement is between 2.375 VDC and 2.625 VDC. Use shielded wiring.
Droop Does Not Work	The No Load and Full Load values are not calibrated. Perform the Droop Calibration Procedure. Difference between No Load and Full Load calibration values is too small. Should be > 100 for best performance. Modify or adjust actuator linkage to increase range of actuator loading. If finer droop control is required, then use a DPG-2223-00X controller.

Chapter 8.
Service Options

Product Service Options

If you are experiencing problems with the installation, or unsatisfactory performance of a Woodward product, the following options are available:

- Consult the troubleshooting guide in the manual.
- Contact the manufacturer or packager of your system.
- Contact the Woodward Full Service Distributor serving your area.
- Contact Woodward technical assistance (see "How to Contact Woodward" later in this chapter) and discuss your problem. In many cases, your problem can be resolved over the phone. If not, you can select which course of action to pursue based on the available services listed in this chapter.

OEM and Packager Support: Many Woodward controls and control devices are installed into the equipment system and programmed by an Original Equipment Manufacturer (OEM) or Equipment Packager at their factory. In some cases, the programming is password-protected by the OEM or packager, and they are the best source for product service and support. Warranty service for Woodward products shipped with an equipment system should also be handled through the OEM or Packager. Please review your equipment system documentation for details.

Woodward Business Partner Support: Woodward works with and supports a global network of independent business partners whose mission is to serve the users of Woodward controls, as described here:

- A **Full Service Distributor** has the primary responsibility for sales, service, system integration solutions, technical desk support, and aftermarket marketing of standard Woodward products within a specific geographic area and market segment.

- An **Authorized Independent Service Facility (AISF)** provides authorized service that includes repairs, repair parts, and warranty service on Woodward's behalf. Service (not new unit sales) is an AISF's primary mission.

- A **Recognized Engine Retrofitter (RER)** is an independent company that does retrofits and upgrades on reciprocating gas engines and dual-fuel conversions, and can provide the full line of Woodward systems and components for the retrofits and overhauls, emission compliance upgrades, long term service contracts, emergency repairs, etc.

- A **Recognized Turbine Retrofitter (RTR)** is an independent company that does both steam and gas turbine control retrofits and upgrades globally, and can provide the full line of Woodward systems and components for the retrofits and overhauls, long term service contracts, emergency repairs, etc.

A current list of Woodward Business Partners is available at **www.woodward.com/support/directory.cfm**.

Woodward Factory Servicing Options

The following factory options for servicing Woodward products are available through your local Full-Service Distributor or the OEM or Packager of the equipment system, based on the standard Woodward Product and Service Warranty (5-01-1205) that is in effect at the time the product is originally shipped from Woodward or a service is performed:

- Replacement/Exchange (24-hour service)
- Flat Rate Repair
- Flat Rate Remanufacture

Replacement/Exchange: Replacement/Exchange is a premium program designed for the user who is in need of immediate service. It allows you to request and receive a like-new replacement unit in minimum time (usually within 24 hours of the request), providing a suitable unit is available at the time of the request, thereby minimizing costly downtime. This is a flat-rate program and includes the full standard Woodward product warranty (Woodward Product and Service Warranty 5-01-1205).

This option allows you to call your Full-Service Distributor in the event of an unexpected outage, or in advance of a scheduled outage, to request a replacement control unit. If the unit is available at the time of the call, it can usually be shipped out within 24 hours. You replace your field control unit with the like-new replacement and return the field unit to the Full-Service Distributor.

Charges for the Replacement/Exchange service are based on a flat rate plus shipping expenses. You are invoiced the flat rate replacement/exchange charge plus a core charge at the time the replacement unit is shipped. If the core (field unit) is returned within 60 days, a credit for the core charge will be issued.

Flat Rate Repair: Flat Rate Repair is available for the majority of standard products in the field. This program offers you repair service for your products with the advantage of knowing in advance what the cost will be. All repair work carries the standard Woodward service warranty (Woodward Product and Service Warranty 5-01-1205) on replaced parts and labor.

Flat Rate Remanufacture: Flat Rate Remanufacture is very similar to the Flat Rate Repair option with the exception that the unit will be returned to you in "like-new" condition and carry with it the full standard Woodward product warranty (Woodward Product and Service Warranty 5-01-1205). This option is applicable to mechanical products only.

Returning Equipment for Repair

If a control (or any part of an electronic control) is to be returned for repair, please contact your Full-Service Distributor in advance to obtain Return Authorization and shipping instructions.

When shipping the item(s), attach a tag with the following information:
- return authorization number;
- name and location where the control is installed;
- name and phone number of contact person;
- complete Woodward part number(s) and serial number(s);
- description of the problem;
- instructions describing the desired type of repair.

Packing a Control

Use the following materials when returning a complete control:
*   protective caps on any connectors;
*   antistatic protective bags on all electronic modules;
*   packing materials that will not damage the surface of the unit;
*   at least 100 mm (4 inches) of tightly packed, industry-approved packing material;
*   a packing carton with double walls;
*   a strong tape around the outside of the carton for increased strength.

NOTICE	**To prevent damage to electronic components caused by improper handling, read and observe the precautions in Woodward manual 82715, *Guide for Handling and Protection of Electronic Controls, Printed Circuit Boards, and Modules.***

Replacement Parts

When ordering replacement parts for controls, include the following information:
*   the part number(s) (XXXX-XXXX) that is on the enclosure nameplate;
*   the unit serial number, which is also on the nameplate.

Engineering Services

Woodward offers various Engineering Services for our products. For these services, you can contact us by telephone, by email, or through the Woodward website.
*   Technical Support
*   Product Training
*   Field Service

Technical Support is available from your equipment system supplier, your local Full-Service Distributor, or from many of Woodward's worldwide locations, depending upon the product and application. This service can assist you with technical questions or problem solving during the normal business hours of the Woodward location you contact. Emergency assistance is also available during non-business hours by phoning Woodward and stating the urgency of your problem.

Product Training is available as standard classes at many of our worldwide locations. We also offer customized classes, which can be tailored to your needs and can be held at one of our locations or at your site. This training, conducted by experienced personnel, will assure that you will be able to maintain system reliability and availability.

Field Service engineering on-site support is available, depending on the product and location, from many of our worldwide locations or from one of our Full-Service Distributors. The field engineers are experienced both on Woodward products as well as on much of the non-Woodward equipment with which our products interface.

For information on these services, please contact us via telephone, email us, or use our website: **www.woodward.com/support**.

How to Contact Woodward

For assistance, call one of the following Woodward facilities to obtain the address and phone number of the facility nearest your location where you will be able to get information and service.

Electrical Power Systems		Engine Systems		Turbine Systems	
FACILITY	**PHONE NUMBER**	**FACILITY**	**PHONE NUMBER**	**FACILITY**	**PHONE NUMBER**
Brazil-------------+55 (19) 3708 4800		Brazil-------------+55 (19) 3708 4800		Brazil-------------+55 (19) 3708 4800	
China -----------+86 (512) 6762 6727		China -----------+86 (512) 6762 6727		China -----------+86 (512) 6762 6727	
Germany:		Germany:		India-------------- +91 (129) 4097100	
Kempen ----+49 (0) 21 52 14 51		Stuttgart----- +49 (711) 78954-0		Japan ------------- +81 (43) 213-2191	
Stuttgart----- +49 (711) 78954-0		India-------------- +91 (129) 4097100		Korea ------------- +82 (51) 636-7080	
India-------------- +91 (129) 4097100		Japan ------------- +81 (43) 213-2191		Poland------------- +48 12 295 13 00	
Japan ------------- +81 (43) 213-2191		Korea ------------- +82 (51) 636-7080		The Netherlands - +31 (23) 5661111	
Korea ------------- +82 (51) 636-7080		The Netherlands - +31 (23) 5661111		United States ---- +1 (970) 482-5811	
Poland------------- +48 12 295 13 00		United States ---- +1 (970) 482-5811			
United States ---- +1 (970) 482-5811					

You can also contact the Woodward Customer Service Department or consult our worldwide directory (**www.woodward.com/support/directory.cfm**) for the name of your nearest Woodward distributor or service facility.

Technical Assistance

If you need to telephone for technical assistance, you will need to provide the following information. Please write it down here before phoning:

Your Name	
Site Location	
Phone Number	
Fax Number	
Engine/Turbine Model Number	
Manufacturer	
Number of Cylinders (if applicable)	
Type of Fuel (gas, gaseous, steam, etc)	
Rating	
Application	
Control/Governor #1	
Woodward Part Number & Rev. Letter	
Control Description or Governor Type	
Serial Number	
Control/Governor #2	
Woodward Part Number & Rev. Letter	
Control Description or Governor Type	
Serial Number	
Control/Governor #3	
Woodward Part Number & Rev. Letter	
Control Description or Governor Type	
Serial Number	

If you have an electronic or programmable control, please have the adjustment setting positions or the menu settings written down and with you at the time of the call.

We appreciate your comments about the content of our publications.

Send comments to: icinfo@woodward.com

Please reference publication 36523

WOODWARD