

# EG4015

## **Digital Generator Governor Controller User Manual**



Digital Governor for use in Gas and Diesel Generators with smoke and idle controls working off the generator frequency, (no MPU required)  
compatible with all types of actuators and PT Pumps,

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## SECTION 1 : SUMMARY

The EG4015 Governor uses generator frequency to control engine speed. It works without a magnetic pickup (MPU), a digital circuit detects the reference frequency from the generators output.

Digital governors are not influenced by frequency drift caused by temperature. For example over a temperature range from -40 to +80 °C the frequency drift is only +/- 0.1 Hz.

This control uses advanced PID Algorithms, together with GAIN and DIF pots to simplify adjustments and governor response.

The EG4015 can be used in all types of engine actuators that work with less than 15Amps and Cummins PT PUMP. LED's give feedback to determine operational and fault conditions making it easy to install and calibrate.

## SECTION 2 : SPECIFICATION

### Sensing Input (S1, S2)

Voltage 1 – 600 Vac

Frequency 5 – 100 Hz

### Operating Voltage (DC+, DC-)

Voltage 10 – 32 Vdc

### Reverse Voltage Protection

Max. -50 Vdc

### Actuator Output (ACT+, ACT-)

Current Continuous 15A

### Steady State Speed Band

+/- 0.25 % (with stable load)

### Idle Speed Frequency

25 Hz @ 50 Hz mode

30 Hz @ 60 Hz mode

### Temperature Drift Frequency Range

0.1 Hz @ -40 to +80 °C

### External Frequency Control (VR1, VR2, VR3)

Frequency adjustment range

+/- 2 Hz 5K ohms 1watt potentiometer

### EMI Suppression

Internal electromagnetic interference filtering and common mode ferrite beads

### Static Power Dissipation

Min. 120 mA @ 12 Vdc

Min. 60 mA @ 24 Vdc

### Protection Functions

Loss Sensing Protection

Actuator Short Circuit Protection activate to stop the output

Overspeed Protection activate to stop the output

Max. 57 Hz @ 50 Hz system

Max. 67 Hz @ 60 Hz system

### VR Adjustment

SPEED 50 Hz : 45 to 55 Hz

60 Hz : 55 to 65 Hz

DIP PID Differential adjustment

GAIN PID Actuator output gain adjustment

### DIP Switch

SW1 Actuator type OFF : Built-in & Non-Built-in

ON : PT PUMP

SW2 Ramp time

OFF : 10 seconds ramp time

ON : no ramp

SW3 frequency selection

OFF : 60 Hz

ON : 50 Hz

### Environment

Operating Temperature -40 to +80 °C

Storage Temperature -40 to +85 °C

Relative Humidity Max. 95%

Vibration 5 Gs @ 60 Hz

### Dimensions

162.0 (L) x 112.0 (W) x 43.0 (H) mm

### Weight

330 g +/- 2%

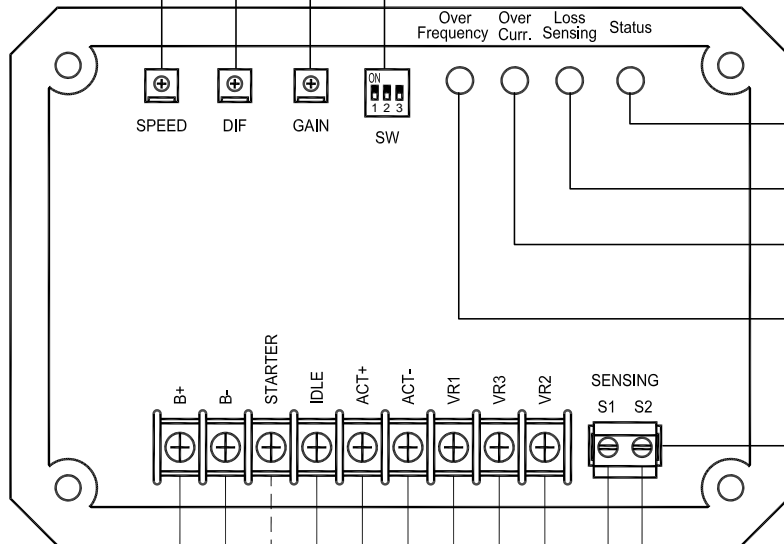


GAIN adjustment

DIF. adjustment

Generator frequency

DIP	OFF	ON
SW1	Built-in/Non-Built-in actuator	PT PUMP actuator
SW2	10 second ramp time	Immediate start
SW3	60 Hz	50 Hz



Flashing: on standby, not in use

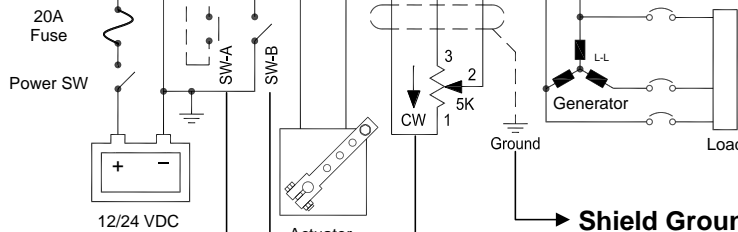
Steady: Sensing Input Active

Steady: Open detected

Steady: Actuator over current (short circuit)

Steady: Engine overspeed

**S1, S2 to terminals L1, L2 (phase-to-phase) always connect to input side of the breaker.**



**SW-A Engine Start Switch**

Open: Disabled  
 Closed: To force actuator output when no residual generator voltage is present on startup

**SW-B Engine Idle Switch**

Closed: Engine @ Idle speed  
 25 Hz @ 50 Hz mode  
 30 Hz @ 60 Hz mode

**Shield Ground**

Use wires with shield (Mylar foil insulation with copper grounding wire) grounded on one side only

**External Frequency Control**

5K ohms 1 watt potentiometer : +/- 2 Hz  
 Leave terminal open when no external pot is used

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## **SECTION 5 : Installation**

### **5.1 Inspections before starting engine**

- 5.1.1 Check that all wiring is correct. Before starting the engine, turn on the power to the unit (Power SW) and close the engine start switch (SW-A). The actuator will be forced to its maximum on position confirming that the wiring between the battery and the actuator are normal. This also checks that the actuator is working smoothly without sticking. Repeat several times to check operation.
- 5.1.2 Set GAIN, DIF pots to central.
- 5.1.3 When using an external frequency control pot check that is adjusted to its central position. Keep terminals open when not in use.
- 5.1.4 DIP SW 1, 2, 3 should be set to the desired modes of operation.
- 5.1.5 Idle setting. With SW-B closed the engine will enter idle speed (25 Hz or 30 Hz) when open the engine will go directly to the rated speed (50 Hz or 60 Hz). Select according to requirements.
- 5.1.6 Use an analog frequency meter while making adjustments to make it easier to measure and changes generator frequency.
- 5.1.7 We recommend installing a fuel switch that can immediately shutdown the engine when the system is not operating normally.

### **5.2 Starting the engine**

- 5.2.1 After turning on the unit power (Power SW) start the engine.
- 5.2.2 When the starter motor begins to turn terminals S1, S2 will detect the starting frequency and the actuator will be forced to its maximum engine start output (pulled to all the way on). After the engine is started (frequency > 18 Hz), the controller will automatically adjust the actuator according to frequency.

- 5.2.3 If the residual voltage of the generator is too low (<1 Vac @ 5 Hz) terminals S1, S2 cannot detect the starting frequency and the actuator will not open, preventing the engine from starting. In this situation connect the engine start switch (SW-A) directly to the starter motor. After the engine starts remember to open switch (SW-A). The actuator will open to full output when the engine is cranking helping the engine to start smoothly.

### **5.3 Idle (IDLE) operation**

After engine start and SW-B closed, the engine will enter Idle speed (25 Hz or 30 Hz) and when the engine Idle Speed countdown is completed SW-B will open and the engine will go to its rated frequency (50 Hz or 60 Hz). If SW-B is opened or not used after engine start the engine will skip idle and go directly to full rated frequency.

### **5.4 Engine Speed Ramp Time**

- 5.4.1 DIP SW2 OFF - the ramp up time from Idle frequency to rated frequency is 10 secs.
- 5.4.2 DIP SW2 ON - the generator will immediately go to rated frequency.

### **5.5 Unstable engine speed**

If the engine speed is unstable when running adjust the GAIN pot counter-clockwise (CCW) until the engine stabilizes.

### **5.6 Generator frequency adjustment**

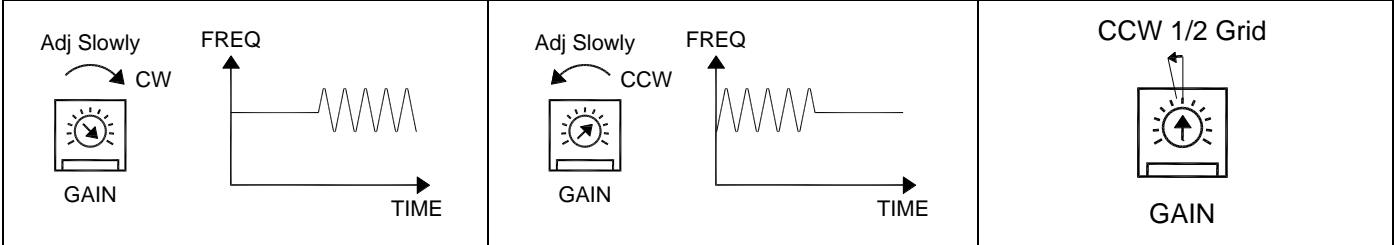
When the engine speed is stable, then adjust the SPEED potentiometer on the governor or the external 5K frequency pot to your rated frequency (50 or 60 Hz).

### **5.7 Restart the generator**

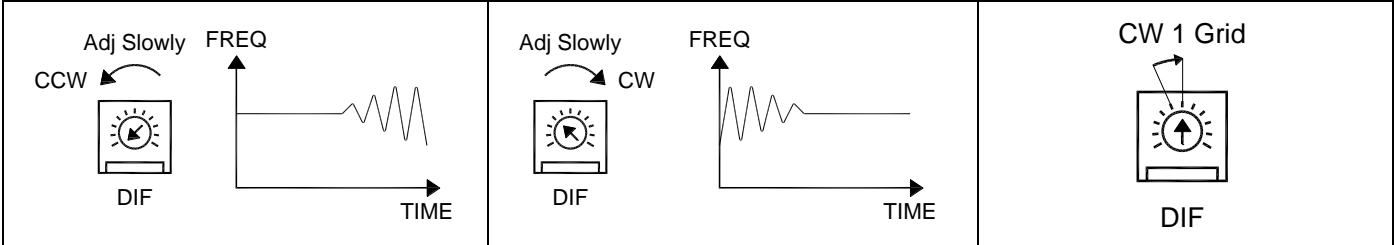
Shutdown the generator and restart to confirm that the governor is controlling engine speed and starts smoothly. If it is stable during this period then go to < SECTION 6. Optimal Engine Response Adjustment Procedure > below—but if not stable repeat Step 5.1

## SECTION 6 : Optimal Engine Response Adjustment Procedure

- 6.1 After confirming that Step 5. is completed and engine start operation is smooth, carry out the following adjustments with the generator in a no-load condition.
- 6.2 Slowly adjust the GAIN potentiometer clockwise (CW) until the frequency swings rapidly, then slowly adjust CCW until the frequency is just stable. Wait for the frequency to stabilize, then adjust a further turn counter-clockwise (CCW).

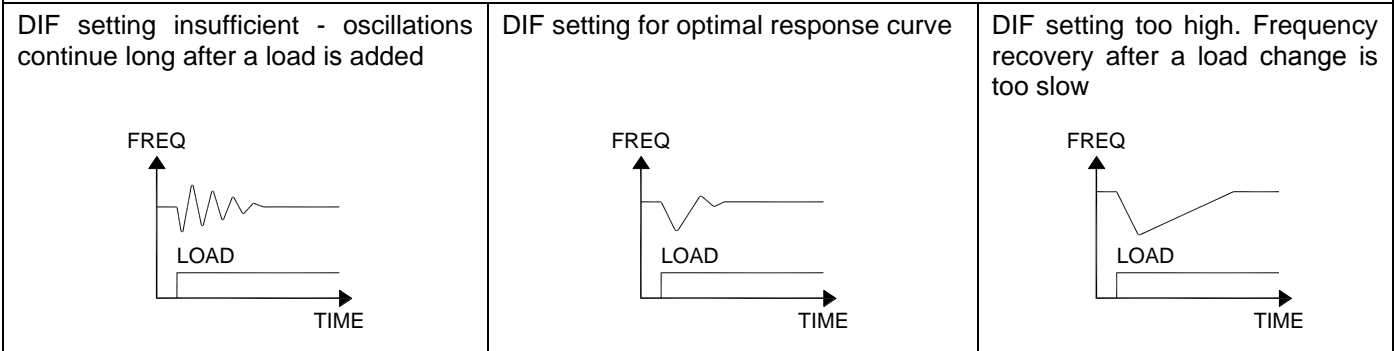


- 6.3 Slowly adjust the DIF pot (CCW) until the frequency goes from stable to oscillating, then slowly adjust (CW). The oscillations will gradually stabilize. Wait for the frequency to stabilize then turn (CW) approximately one more time.

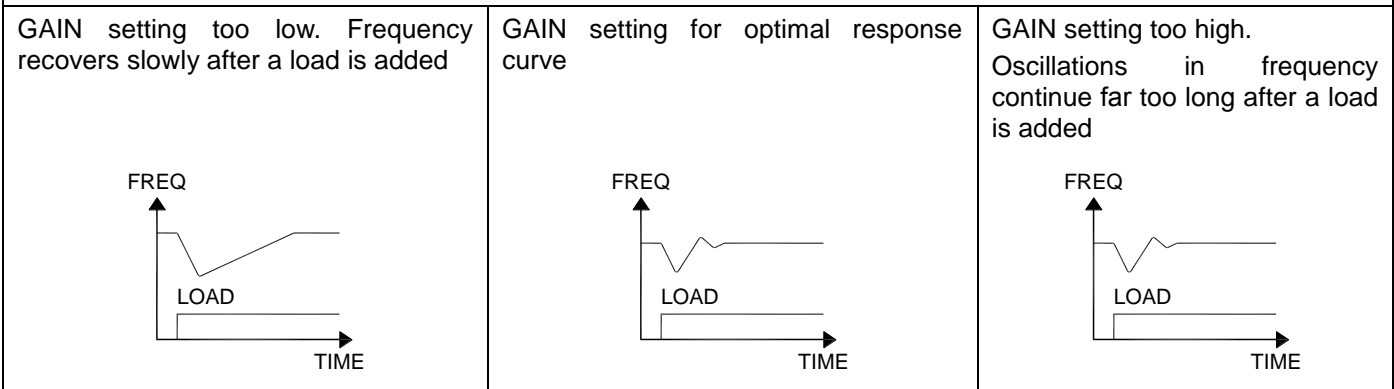


- 6.4 Push (or tap) the arm of the actuator with your hand or add a load to the generator and observe how the frequency recovers. If normal it should return quickly to stability. If further adjustment are required repeat Steps 6.2 and 6.3.

- 6.5 Optimal response curve and the DIF potentiometer adjustment.



- 6.6 Optimal response curve and the GAIN adjustment



## SECTION 7 : TROUBLESHOOTING

PROBLEM	CORRECTIVE ACTION
7.1 Engine Overspeed	<ol style="list-style-type: none"> <li>1. Engine overspeed caused by inappropriate setting of GAIN &amp; DIF potentiometers. Adjust settings according to procedure in Step. 5.</li> <li>2. Check whether or the wiring for the voltage detection inputs (S1, S2) is normal, and whether or not the residual voltage produced is &gt;1 Vac.</li> <li>3. Check whether actuator is stuck in lowest position, causing overspeed.</li> <li>4. If all of the checks above are normal then change the EG4015 controller.</li> </ol>
7.2 Actuator cannot open completely to maximum output	<ol style="list-style-type: none"> <li>1. Check if the battery voltage is below 10 Vdc.</li> <li>2. Check if the actuator has overheated.</li> <li>3. Check whether the actuator specs. match the driving power supply voltage.</li> <li>4. Check that the linkage between the actuator and the fuel valve is not impeded.</li> <li>5. For actuator installation refer to “<b>Electronic Governor Controller Concept</b>” <a href="http://www.kutai.com.tw/en/electronic-governor.html">http://www.kutai.com.tw/en/electronic-governor.html</a></li> </ol>
7.3 Actuator does not operate	<ol style="list-style-type: none"> <li>1. Check the power switch and the fuse.</li> <li>2. Using an ohm meter measure ACT+, ACT- terminals will measure the internal resistance of the actuator (pay attention to measurement polarity). If the actuator is damaged it is possible that the measured resistance level will not meet the specifications of the actuator. Change the actuator to meet system requirements.</li> <li>3. Confirm that the actuator has been installed in accordance with Step 5.1.1</li> </ol>
7.4 Over Current (short circuit) protection lamp illuminated	<ol style="list-style-type: none"> <li>1. Check whether or not the actuator is short-circuited.</li> <li>2. Check whether the actuator has a parallel diode. Ensure that the ACT+ is connected to the N (Cathode) pole of the diode, and ACT- is connected to the P (Anode) pole.</li> </ol>
7.5 Engine will not start	<ol style="list-style-type: none"> <li>1. Check whether or not the actuator is a maximum during starting. If it cannot be opened to the maximum then reference Step 7.2 above.</li> <li>2. Check whether there is sufficient fuel and the fuel switch is open.</li> <li>3. It is possible that air could be trapped in the fuel line.</li> <li>4. Check the fuel time for leaks. Try manually operating the engine.</li> </ol>
7.6 Engine speed oscillates irregularly	<ol style="list-style-type: none"> <li>1. Measure voltage between B+ · B- on the EG4015. If voltage is insufficient (&lt;10 Vdc) it could possibly cause irregular operation. Change the battery.</li> <li>2. RFI caused by improper shielding. Fix shield grounding wire.</li> </ol>
7.7 Engine speed continually swings after a load is added	<ol style="list-style-type: none"> <li>1. Gain adjustment is not good. Re-adjust Gain setting according to Step SECTION 6. Optimal Engine Response Adjustment Procedure.</li> </ol>
7.8 Frequency oscillates in a small range	<ol style="list-style-type: none"> <li>1. Check the linkage between the actuator and the fuel valve, either too tight or if there is a gap (too loose). Correct any problems with the linkage.</li> </ol>
7.9 Radio Frequency Interference (RFI) causing irregular engine speed oscillations	<ol style="list-style-type: none"> <li>1. Install EG4015 in a grounded metal case in order to shield from RFI.</li> </ol>

※ Appearance and specifications of products are subject to change for improvement without prior notice.

# Basic Connections

DIP	OFF	ON
SW1	Built-in/Non-Built-in actuator	PT PUMP actuator
SW2	10 second ramp time	Immediate start
SW3	60 Hz	50 Hz

GAIN adjustment 

DIF. adjustment  
(Stability) 

Generator frequency 

