WOODWARD

Application Note 51319
(Revision NEW)
Original Instructions

Centralized Suppression for the DPG Product Family

General Precautions

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.

Revisions

This publication may have been revised or updated since this copy was produced. To verify that you have the latest revision, check manual *26311* , *Revision Status & Distribution Restrictions of Woodward Technical Publications*, on the *publications page* of the Woodward website:

www.woodward.com/publications

The latest version of most publications is available on the *publications page*. If your publication is not there, please contact your customer service representative to get the latest copy.

Proper Use

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.

Translated Publications

If the cover of this publication states "Translation of the Original Instructions" please note:

The original source of this publication may have been updated since this translation was made. Be sure to check manual *26311* , *Revision Status & Distribution Restrictions of Woodward Technical Publications*, to verify whether this translation is up to date. Out-of-date translations are marked with ⚠. Always compare with the original for technical specifications and for proper and safe installation and operation procedures.

Revisions—Changes in this publication since the last revision are indicated by a black line alongside the text.

Contents

Illustrations and Tables

⚠WARNING

EXPLOSION HAZARD—Do not remove covers or connect/disconnect electrical connectors unless power has been switched off or the area is known to be non-hazardous.

Substitution of components may impair suitability for Class I, Division 2.

Do not clean equipment unless power has been switched off or the area is known to be non-hazardous.

⚠AVERTISSEMENT

RISQUE D'EXPLOSION—Ne pas enlever les couvercles, ni raccorder / débrancher les prises électriques, sans vous en assurez auparavant que le système a bien été mis hors tension; ou que vous vous situez bien dans une zone non explosive.

La substitution de composants peut rendre ce matériel inacceptable pour les emplacements de Classe I, Division 2.

Ne pas nettoyer l'équipement sans vous en assurez auparavant que le système a bien été mis hors tension; ou que vous vous situez bien dans une zone non explosive.

Warnings and Notices

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

Overspeed / Overtemperature / Overpressure

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.

⚠WARNING

Personal Protective Equipment

The products described in this publication may present risks that could lead to personal injury, loss of life, or property damage. Always wear the appropriate personal protective equipment (PPE) for the job at hand. Equipment that should be considered includes but is not limited to:

- **Eye Protection**
- **Hearing Protection**
- **Hard Hat**
- **Gloves**
- **Safety Boots**
- **Respirator**

Always read the proper Material Safety Data Sheet (MSDS) for any working fluid(s) and comply with recommended safety equipment.

⚠WARNING

Start-up

Be prepared to make an emergency shutdown when starting the engine, turbine, or other type of prime mover, to protect against runaway or overspeed with possible personal injury, loss of life, or property damage.

⚠WARNING

Automotive Applications

On- and off-highway Mobile Applications: Unless Woodward's control functions as the supervisory control, customer should install a system totally independent of the prime mover control system that monitors for supervisory control of engine (and takes appropriate action if supervisory control is lost) to protect against loss of engine control with possible personal injury, loss of life, or property damage.

NOTICE

Battery Charging Device

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.

Electrostatic Discharge Awareness

NOTICE

Electrostatic Precautions

Electronic controls contain static-sensitive parts. Observe the following precautions to prevent damage to these parts:

- **Discharge body static before handling the control (with power to the control turned off, contact a grounded surface and maintain contact while handling the control).**
- **Avoid all plastic, vinyl, and Styrofoam (except antistatic versions) around printed circuit boards.**
- **Do not touch the components or conductors on a printed circuit board with your hands or with conductive devices.**

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*.

Follow these precautions when working with or near the control.

1. 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.
2. 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.

Chapter 1.
General Information

Purpose and Scope

The purpose of this application note is to provide guidance for the customers that are having repeated failures on any of the DPG products that result in the driver FETs or VR1 being damaged. These failures are most likely caused by some type of voltage surge event on the power supply input, and this application note describes one method that can be used to protect against these surges. This note is not meant to be an exclusive resource for wiring and installation. The detailed installation information is available in the DPG product manuals.

Background

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.

Chapter 2.
Centralized Suppression

Overview

This chapter describes centralized suppression, when it should be used, and what are some of the components that should be used. Please note that suppression can be implemented when necessary, but should be used to ensure good standard practices have been followed for system wiring and power input. If possible, the system wiring and power input must be reviewed to avoid large surge voltages on the input to the control, rather than just suppressing them.

Implementation

The EMC environment into which the control is installed may have the surge pulse conditions described in the previous chapter, if the control is installed outside its intended usage. If the stated surge pulse conditions exist, and they can't be eliminated through other means, centralized pulse suppression can be implemented to protect the components on the bus, including the control.

Figure 1 is an example of centralized suppression that should be implemented at the system level when any of the following are present:

- The battery can be disconnected and a high-current battery-charging system is in use.
- Unsuppressed, switched inductive loads are in parallel or series with the control power.
- The input power is derived from a distribution system or it is more than 10 m (33 ft) from the control to the main power source.

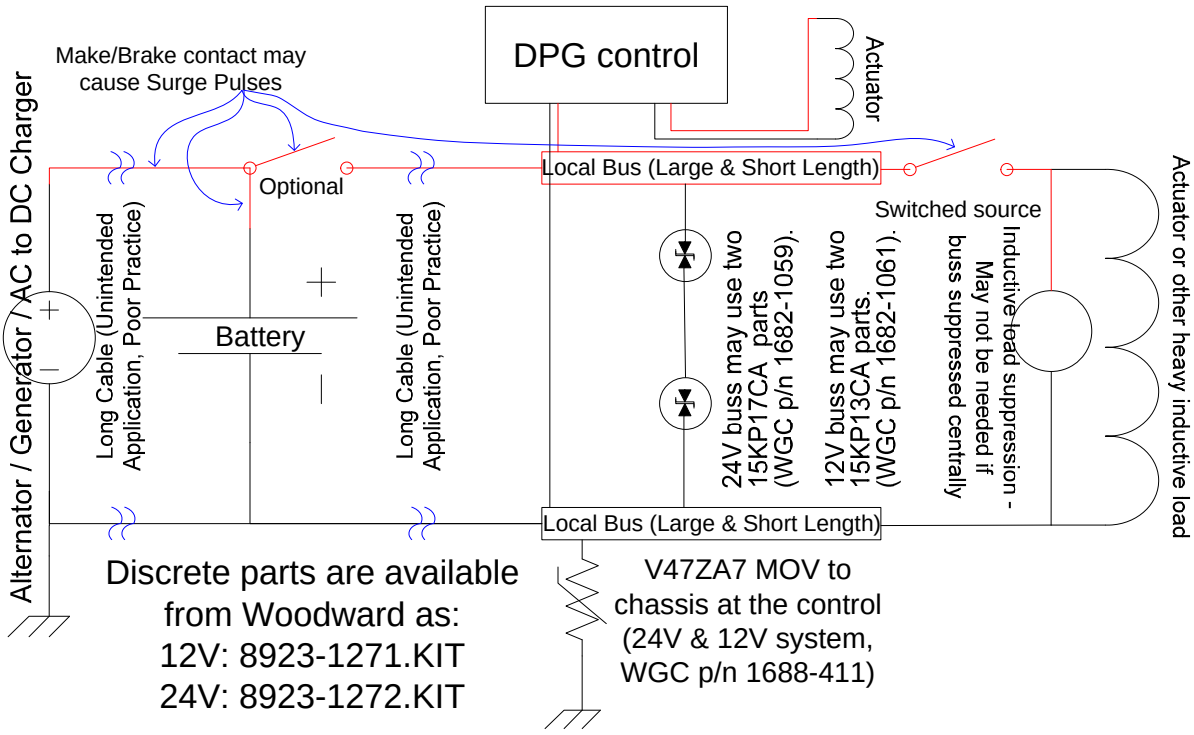

Figure 1. Centralized Suppression Example Implemented at the System Level

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. Example MOV and TVS diode devices are recommended based both 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—operating voltage and energy handling capability requirements are dependent 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 24 V system. It will suppress alternator load dump from alternators within the 200 A 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 12 V system with an alternator within the 100 A 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.

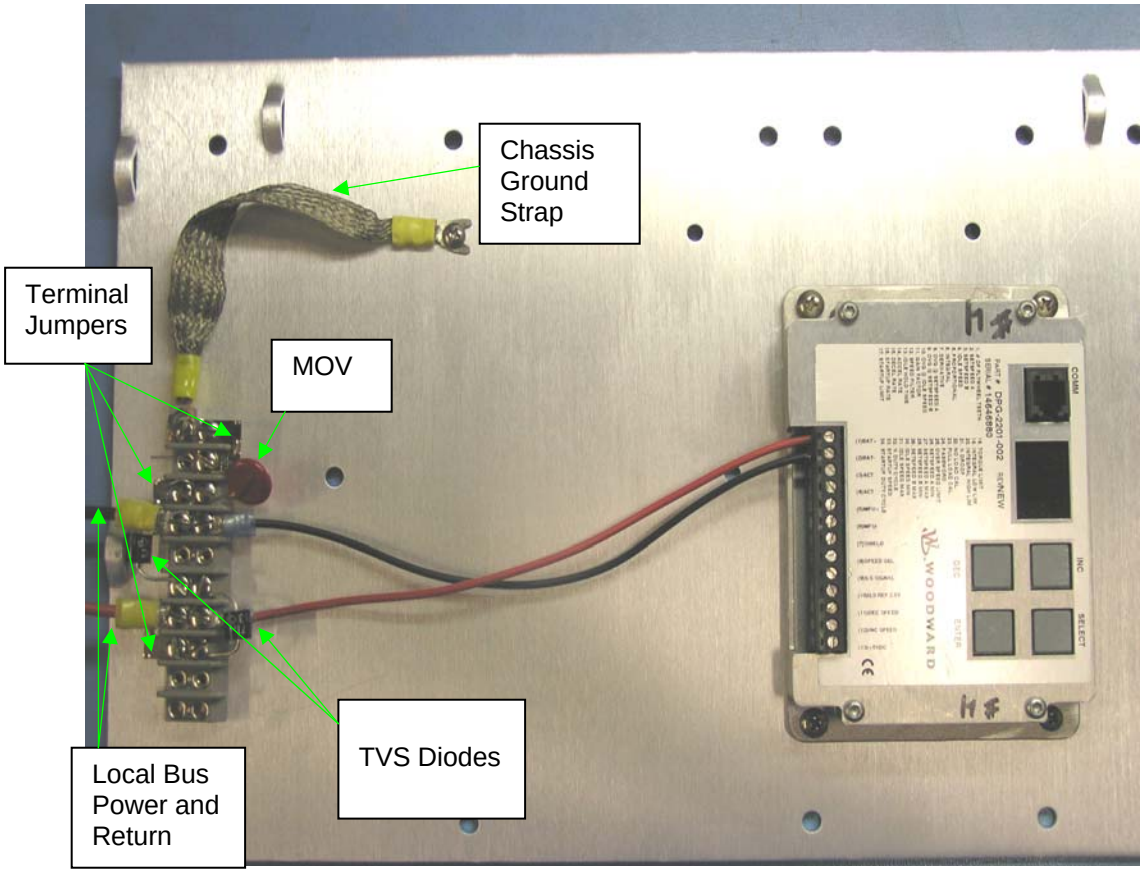

Figure 2. Wiring Example for Centralized Suppression at the DPG Control

The purpose of the photograph in Figure 2 is to provide the user with an example of where the suppression should be located and how the wiring can be done for the centralized suppression. It is also acceptable to install the parts directly on the terminal block of the DPG instead of a separate terminal strip. Controller shown in photo is DPG-2201-002.

NOTES:

1. The system should be wired with the power and return from the source to the local bus (with suppression), then directly to the DPG. The suppression must be located in series with the power to the control, and not placed in a configuration where power goes to the control then to the suppression via wires.
2. The negative side of the MOV must be connected to the chassis engine ground, same as the DPG, with something similar to the ground strap in the picture above.

Chapter 3.
Customer Support

Engineering Services

Woodward's Full-Service Distributors offer various Engineering Services for our products. For these services, you can contact the Distributor by telephone or by email.

- 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.

Product Training is available as standard classes at many Distributor locations. Customized classes are also available, which can be tailored to your needs and held at one of our Distributor 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 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 one of the Full-Service Distributors listed at **www.woodward.com/directory**.

Contacting Woodward's Support Organization

For the name of your nearest Woodward Full-Service Distributor or service facility, please consult our worldwide directory published at **www.woodward.com/directory**.

You can also contact the Woodward Customer Service Department at one of the following Woodward facilities to obtain the address and phone number of the nearest facility at which you can obtain information and service.

Products Used In Electrical Power Systems

Facility	Phone Number
Brazil	+55 (19) 3708 4800
China	+86 (512) 6762 6727
Germany:	
Kempen	+49 (0) 21 52 14 51
Stuttgart	+49 (711) 78954-510
India	+91 (129) 4097100
Japan	+81 (43) 213-2191
Korea	+82 (51) 636-7080
Poland	+48 12 295 13 00
United States	+1 (970) 482-5811

Products Used In Engine Systems

Facility	Phone Number
Brazil	+55 (19) 3708 4800
China	+86 (512) 6762 6727
Germany	+49 (711) 78954-510
India	+91 (129) 4097100
Japan	+81 (43) 213-2191
Korea	+82 (51) 636-7080
The Netherlands	+31 (23) 5661111
United States	+1 (970) 482-5811

Products Used In Industrial Turbomachinery Systems

Facility	Phone Number
Brazil	+55 (19) 3708 4800
China	+86 (512) 6762 6727
India	+91 (129) 4097100
Japan	+81 (43) 213-2191
Korea	+82 (51) 636-7080
The Netherlands	+31 (23) 5661111
Poland	+48 12 295 13 00
United States	+1 (970) 482-5811

For the most current product support and contact information, please visit our website directory at **www.woodward.com/directory**.

Technical Assistance

If you need to contact technical assistance, you will need to provide the following information. Please write it down here before contacting the Engine OEM, the Packager, a Woodward Business Partner, or the Woodward factory:

General

Your Name _____

Site Location _____

Phone Number _____

Fax Number

Prime Mover Information

Manufacturer _____

Engine Model Number _____

Number of Cylinders _____

Type of Fuel (gas, gaseous, diesel, dual-fuel, etc.) _____

Power Output Rating _____

Application (power generation, marine, etc.)

Control/Governor Information

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

Symptoms

Description _____

_____

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 51319.

PO Box 1519, Fort Collins CO 80522-1519, USA
1000 East Drake Road, Fort Collins CO 80525, USA
Phone +1 (970) 482-5811 • Fax +1 (970) 498-3058

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