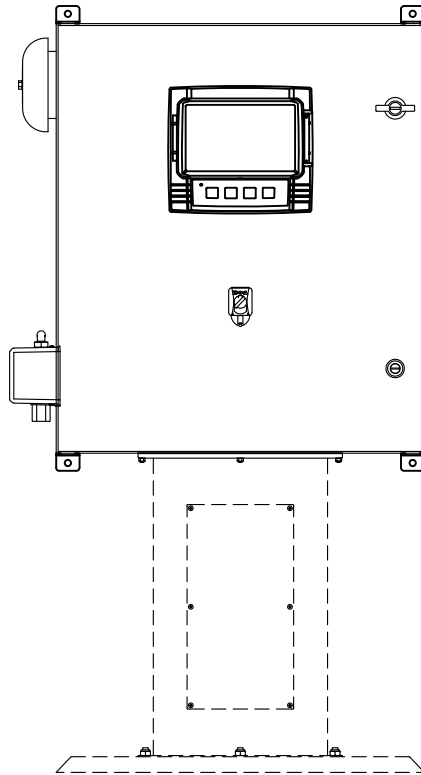


MARK^{III} Diesel Engine Fire Pump Controllers

Project Information



(DRAWINGS INCLUDED IN THIS PACKAGE ARE FOR STANDARD CONTROLLERS. ACTUAL "AS BUILT" DRAWINGS MAY DIFFER FROM THOSE SEEN HERE).

Firetrol, Inc.

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Firetrol MARK^{III} Diesel Engine Fire Pump Controller

FTA1100J – 12 or 24 Volt

Specifications

1.0 Main Fire Pump Controller

The main fire pump controller shall be a factory assembled, wired and tested unit. The controller shall be of the combined manual and automatic type designed for diesel engine operation of the fire pump.

1.1 Standards, Listings & Approvals

The controller shall conform to all the requirements of the latest editions of:

- NFPA 20
- UL (UL218 and CSA C22.2 No. 14)
- FM Global (Class 1321/1323)
- City of New York for fire pump service

1.2 Enclosure

The controller components shall be housed in a NEMA Type 2 (IEC IP22) drip-proof, wall mounted enclosure with bottom entry gland plate.

1.3 Operator Interface (HMI)

7.0" LCD color touch screen (HMI technology) operator interface powered by an embedded microcomputer with software PLC logic. Included shall be keypad type push-buttons for Crank from Battery #1, Crank from Battery #2, Stop and run test.

The screen shall include menus for: *Home · Alarms · Configuration · History · Service · Manuals · Language.*

The HMI shall graphically display the following: *AC Power Present · Charger #1 & #2 Charging Mode · Battery #1 & #2 Voltage and Amperage · System Pressure · Cut In and Cut Out Pressure Settings · Starter #1 and #2 Cranking or Resting · Engine Running · Starting Cause · Fuel Valve Energized · Timers Operation · H-O-A Switch Position · Actuation Mode · Controller Type · Shutdown Mode · Time & Date · Pump Room Temperature · System Pressure*

System pressure shall be capable of being displayed as: *PSI, kPa, Bar, Feet of Head or Meters of Water.*

The HMI shall allow programming and display of: *Cut In & Cut Out Pressure Settings · Minimum Run Timer · Sequential Start Timer · Periodic Test Timer*

The HMI allows the user to select the language of the system and download the manual or view the manual on screen.

1.4 State and Alarm Visual Indication

The digital display shall visually indicate and color code by criticalness the following:

AC Fail · DC Fail · Battery 1/2 Fail · Charger 1/2 Fail · Engine Trouble · Pump Room Trouble · Controller Trouble · Service Required · Battery 1/2 Weak · Loss of Continuity with Starting Contactor 1/2 · Weekly Test Start Pressure Not Reached · Weekly Test Check Solenoid Valve · Faulty Pressure Transducer · Low Raw Water Flow · Engine Fail When Running · Engine Fail To Start · Engine Overspeed · Low Ambient Temp. · Pump On Demand · Invalid Cut-In · Overpressure · Underpressure · Battery 1/2 Overvoltage · Water Reservoir Low · Fuel Tank Leak · Low Fuel Level · High Fuel Level · Engine ECM In Alternate Position · Engine Fuel Injection Malfunction · Engine High Temperature · Engine Low Temperature · Engine ECM Warning · Engine ECM Fault · Engine Low Oil Pressure · High Raw Water Temperature · Low Suction Pressure · Engine Run · Main Switch In Auto · Pump Room Temperature · Periodic Test · Main Switch in Hand · Cranking Cycle · Main Switch In Off · AC Power Available

1.5 Pressure and Event Recording

The system shall be capable of logging pressure data and operational events with time/date stamp. The system shall display operational events for the lifetime of the controller and display the pressure data in text or graphical form. The controller shall log the Date/Time of the first start-up and the controller total power on time from that date. The controller shall log first and last statistics for: *First Setup · On Time · Engine On Time · Engine Start Count · Engine Last Start Time · Min/Max/Average System Pressure · Min/Max/Average Pump Room Temp · Jockey Pump On Time · Jockey Pump Start Count · Jockey Pump Last Start Time*

1.6 USB Host Controller

A USB port capable of accepting a USB Flash Memory Disk shall be provided for downloading pressure and event logs.

1.7 Serial Communications

The controller shall feature Modbus with TCP/IP frame format and a shielded female RJ45 connector.

1.8 Pressure Sensing / Wet Parts

The controller shall be supplied with a solid state pressure transducer with a range of 0-500 psi calibrated for 0-300 psi (0-20.7 bar) and a run test solenoid valve. The wet parts shall be externally mounted and include a protective cover. The pressure sensing line connection to the transducer shall be 1/2-inch FNPT. Provisions for a redundant pressure transducer shall be provided.

1.9 Seismic Certification

The controller shall be certified to meet or exceed the requirements of the 2015 International Building Code, the 2016 California Building Code and OSHPD Special Seismic Certification Preapproval - OSP. The controller test criteria shall be per ICC-ES AC156 and the Seismic Parameters per ASCE 7-10 Chapter 13.

2.0 Controller Operation

On a call to start, the controller will crank from battery 1 for 15 seconds then rest for 15 seconds before cranking on battery 2. This cranking cycle shall repeat 3 times. If a running signal is not received from the engine, the controller will alarm "Fail To Start".

The controller shall have the capability to schedule service reminders. The controller also provides for inputting of pump flow test data, generating and displaying the pump curve and permanently storing this data in memory.

Provisions shall be available for connection of external devices for Manual Remote Start, Automatic Remote Start and Deluge Valve Start.

DPDT dry contacts rated 8A - 250VAC shall be provided for remote indication of:
Engine Run · Main Switch in Hand or Off · Controller Trouble (common) · Engine Trouble (common) · Pump Room Trouble (common)

An audible alarm device shall be provided on the controller.

2.1 Manufacturer

The controller shall be a Firetrol brand.

MARK^{III} Diesel Engine Fire Pump Controller



Description – Firetrol® combined automatic and manual MARK^{III} based diesel engine fire pump controllers are intended for starting and monitoring fire pump diesel engines. They are suitable for use with both mechanical and electronic type engines. The controller is available for 12 or 24 volt negative ground systems, using lead acid or Nickel-Cadmium batteries. The controller monitors, displays and records fire pump system information.

Approvals – Firetrol fire pump controllers are listed by Underwriters’ Laboratories, Inc., in accordance with UL218, *Standard for Fire Pump Controllers, CSA, Standard for Industrial Control Equipment (cUL)*, and approved by Factory Mutual. They are built to meet or exceed the requirements of the approving authorities as well as NEMA and the latest editions of NFPA 20, *Installation of Centrifugal Fire Pumps*, and NFPA 70, *National Electrical Code*.

Standard Features – The following are included as standard with each controller:

- NEMA Type 2 (IP22) Enclosure with Bottom Entry Gland Plate, Lifting Lugs and Locking Door Handle
- AC Line & Battery circuit breakers
- Two independent battery chargers, 10A continuous charge - 500mA Trickle Charge
- 7.0" LCD color touch screen (HMI technology) software upgradeable operator interface powered by an embedded microcomputer with software PLC logic.
- Push-buttons for Crank from Battery #1, Crank from Battery #2, Stop and Run Test
- 500 PSI Pressure Transducer (calibrated for 300 PSI (20.7 Bar) and Test Solenoid for fresh water applications, externally mounted with protective cover

- Audible Alarm Bell
- Pressure and Event Recording with Date Stamp to System Memory Accessible VIA The User Interface and Downloadable to a USB Flash Drive
- Visual Indication for: Engine Run • Main Switch Position • Periodic Test • Cranking Cycle • AC Power Available • Pump Room Temperature
- Visual Alarm Indication for: Pump Room Trouble
 - Pump On Demand • AC Power Failure • Charger 1-2 Failure • Battery 1-2 Weak • Battery 1-2 Overvoltage • Loss of Continuity on Starter 1-2 • High Fuel Level • Fuel Tank Leak • PLD Low Suction Pressure • High Raw Water Temp. • Low Pump Room Temp. • High Pump Room Temp. • ECM Warning • Weekly Test Cut-In Pressure Not Reached • Check Weekly Test Solenoid • Pressure Transducer Fault • Invalid Cut-In Pressure • Service Required
- Audible and Visible Alarm Indication for: Engine Trouble • Controller Trouble • Engine Low Oil Pressure • Engine High Temp. • Engine Low Temp. • Engine Overspeed • DC Failure • Battery 1-2 Failure • Engine Fail To Start • Low Fuel Level • ECM Fault • ECM SS In Alternate Position • Fuel Injection Malfunction
- DPDT 8A 250V Remote Alarm Contacts Are Provided For:
 - Engine Run
 - Common Controller Trouble (Charger Failure, Pressure Transducer Fault)
 - Common Engine Trouble (High Engine Temp., Fail To Start, Fuel Injection Malfunction, ECM Selector Switch in Alternate Position, Battery 1-2 Failure, DC Failure, Loss of Continuity to Starter 1-2, Engine Overspeed, Fail When Running, Low Oil Pressure, PLD Low Suction Pressure)
 - Common Pump Room Trouble (Low Fuel Level, High Fuel Level, Fuel Tank Leak, Low / High Pump Room Temperature, AC Power Failure, H-O-A Selector Switch in OFF or HAND)
- Modbus Communications with TCP/IP frame format and a shielded female RJ45 connector.
- Input Terminals for Connection to External Devices:
 - Low Fuel Level
 - Remote AUTOMATIC Start
 - Deluge Valve Start (re-assignable)
 - Fuel Tank Leak (re-assignable)
 - High Fuel Level (re-assignable)
- Pump Room Ambient Temperature Switch, Display and Alarms
- Seismic Certification per IBC 2015, CBC 2016

Product Description – Options & Modifications

Special Enclosures

- E Enclosure, NEMA Type 4 (IP66), Painted Steel
- F Enclosure, NEMA Type 4X (IP66), #304 Stainless Steel, Brushed Finish
- FD Enclosure, NEMA Type 4X (IP66), #316 Stainless Steel, Brushed Finish
- FDB Enclosure, NEMA Type 4X (IP66), #316 Stainless Steel, 12 Gauge, Seam Welded, Brushed Finish
- FDP Enclosure, NEMA Type 4X (IP66), #316 Stainless Steel, Painted Finish
- FXP Enclosure, NEMA Type 4X (IP66), #304 Stainless Steel, Painted Finish
- G Enclosure, NEMA Type 12 (IP54), Painted Steel
- T Enclosure, NEMA Type 3R (IP24), Painted Steel
- U Enclosure, NEMA Type 3 (IP54), Painted Steel

Mounting Stands

- N30 Mounting Stand, Painted Steel
- N30FXP Mounting Stand, #304 Stainless Steel, Painted Finish
- N30F Mounting Stand, #304 Stainless Steel, Brushed Finish
- N30DP Mounting Stand, #316 Stainless Steel, Painted Finish
- N30FD Mounting Stand, #316 Stainless Steel, Brushed Finish

Anti-Condensation Space Heaters

- J Space Heater, 120V Externally Powered with Circuit Breaker and Thermostat
- K Space Heater, 120V Externally Powered with Circuit Breaker and Humidistat
- M Space Heater, 240V Externally Powered with Circuit Breaker and Thermostat
- N Space Heater, 240V Externally Powered with Circuit Breaker and Humidistat
- JKP Space Heater, 120V Externally Powered with Circuit Breaker and Thermostat and Humidistat in Parallel
- MNP Space Heater, 240V Externally Powered with Circuit Breaker and Thermostat and Humidistat in Parallel

Pressure Transducers, Solenoid Valves, Plumbing

- D1 Wetted Parts Including Pressure Sensor and Test Solenoid, 500 PSI (34.5 Bar), Sea Water
- SX1 Low Suction Pressure Transducer, Fresh Water, 0-300 PSI (20.4 Bar) with Visible Indication and Output Contacts
- SX2 Low Suction Pressure Transducer, Sea Water, 0-300 PSI (20.4 Bar) with Visible Indication and Output Contacts

Alarms

- AC Alarm Output Contacts, Extra, Engine Running (3 Sets)
- AJ Alarm Output Contacts, Engine Overspeed
- AK Alarm Output Contacts, Low Oil Pressure
- AL Alarm Output Contacts, High Water Temperature
- AM Alarm Output Contacts, Fail To Start
- AN Alarm Output Contacts, Battery / Charger Failure
- API Alarm Output Contacts, Main Switch In Hand
- AR Alarm Output Contacts, Main Switch In Off
- ASI Extra Alarm Output Contacts, Main Switch In Auto
- ATI Extra Alarm Output Contacts, Pump Room Trouble¹
- AV Alarm Output Contacts, Low Pump Room Temperature
- AW Alarm Output Contacts, Reservoir Low¹
- AY1 Configurable Low Suction Pressure, Visible/Output Contacts with external digital input
- CPL1 Alarm, Visible/Output Contacts, Overpressure (for use with PLD engines only)

- CTSI Configurable Low Suction Pressure, Visible/Output Contacts with Suction Pressure Transducer
- ECMFR Alarm Output Contacts, Electronic Engine ECM Failure
- ECMWR Alarm Output Contacts, Electronic Engine ECM Warning
- EE Alarm Output Contacts, Extra, Engine Trouble (1 Set)
- EF Alarm Output Contacts, Extra, Main Switch Not In Auto (1 Set)
- EH1 Alarm Output Contacts, Main Relief Valve Open
- HRTR Alarm Output Contacts, High Raw Water Temperature
- EK1 Alarm, Visible/Output Contacts, Flow Meter On¹
- LETR Alarm Output Contacts, Low Engine Temperature
- LRFR Alarm Output Contacts, Low Raw Water Flow (Clogged Strainer)
- LSPR Alarm Output Contacts, Low Suction Pressure (at Variable Speed Suction Limiting Engine Controls)
- LC Alarm Output Contacts, High Fuel Level¹
- LE1 Alarm Output Contacts, Fuel Tank Leak
- LG Alarm Output Contacts, Reservoir High¹
- PE Alarm Output Contacts, Low System Pressure (Pump On Demand)

Miscellaneous

- BA AC Input, 220-240V
- EL Series Pumping Operation, High Zone Controller
- EM Series Pumping Operation, Mid Zone Controller
- EN Series Pumping Operation, Low Zone Controller
- IEC Marking, CE With External Wet Parts (Requires NEMA Type 12/IP54 enclosure as minimum)
- S Tropicalization
- USBX Data Port, External USB
- ZPM1 Data Port, RS485 Modbus RTU

FTAK21 380-480 volt operation (transformer)²

- FTA1100-K7A Low Fuel Level Switch 1.25" NPT - Field adjustable from 2.75" to 27.5"
- FTA1100-K7B Low Fuel Level Switch 1.5" NPT - Field adjustable from 2.75" to 27.5"
- FTA1100-K8A High Fuel Level Switch 1.25" NPT - Field adjustable from 2.75" to 10.5"
- FTA1100-K8B High Fuel Level Switch 1.5" NPT - Field adjustable from 2.75" to 10.5"
- FTA1100-K26A Combined High/Low Fuel Level Switch 1.25" NPT - Specify Diameter of Fuel Tank
- FTA1100-K26B Combined High/Low Fuel Level Switch 1.5" NPT - Specify Diameter of Fuel Tank

Export packaging (Wooden crating to conform to IPPC Standards)

¹ - Initiating switches by others

² - Shipped loose for installation by the customer

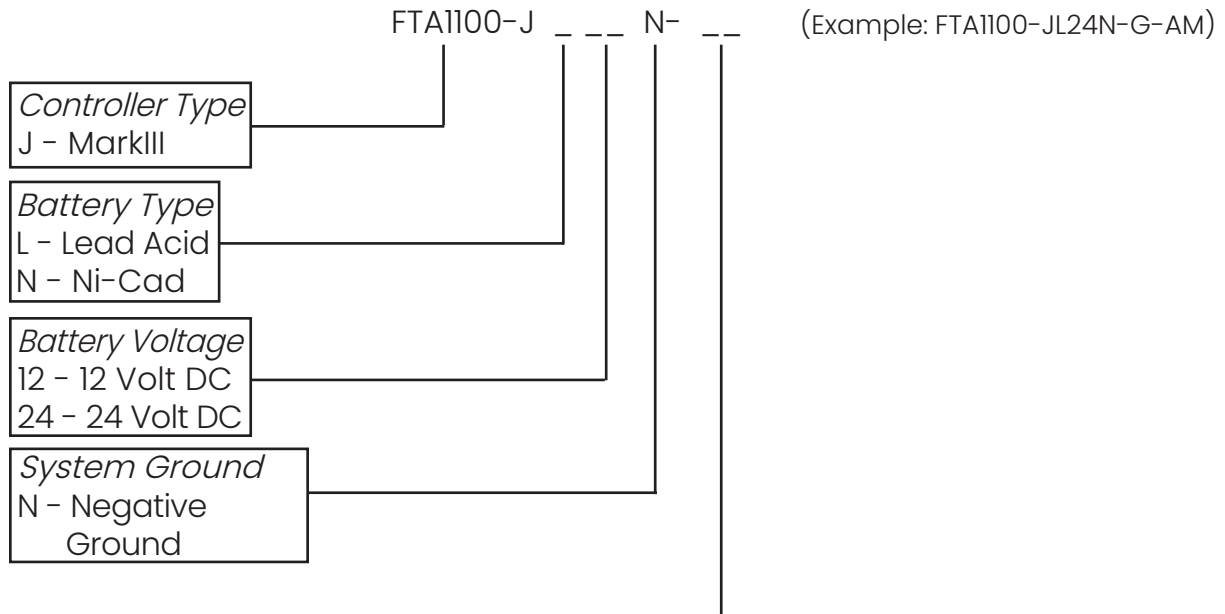
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MARK^{III} Diesel Engine Fire Pump Controller



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Continued on other side

Model Number Selection Guide – Options & Modifications

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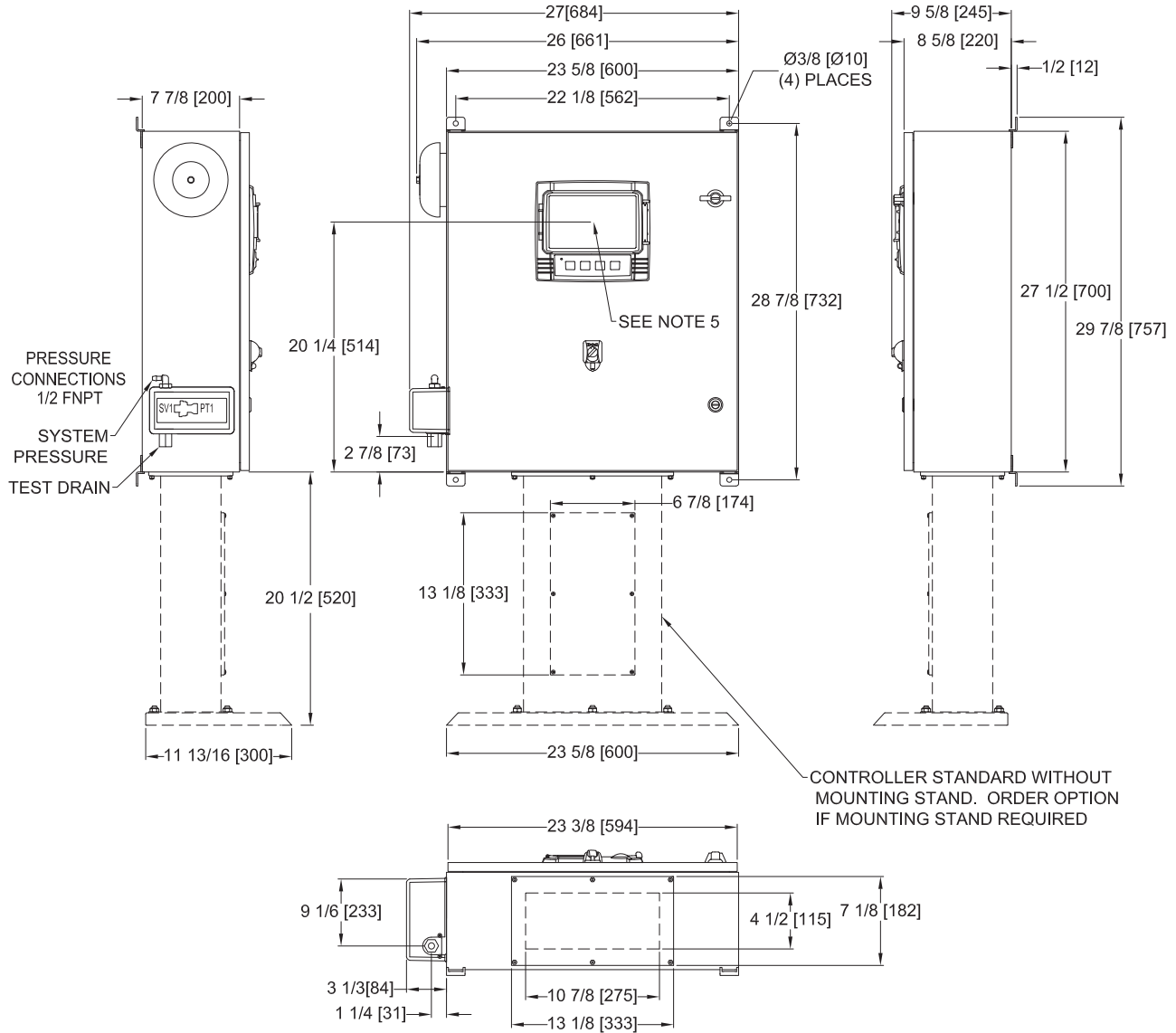
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Dimensions and Shipping Weight



FTA1100J

MARK^{III} Diesel Engine Fire Pump Controller



NOTES:

1. STANDARD: NEMA 2
2. STANDARD PAINT: TEXTURED RED RAL3002
3. ALL DIMENSIONS IN INCHES [MILLIMETERS]
SHIPPING WEIGHT IN POUNDS [KG]
4. CENTER OF MARK III SCREEN: 20-1/4" FROM BOTTOM W/O FEET
5. BOTTOM CONDUIT ENTRANCE THROUGH REMOVABLE GLAND PLATE RECOMMENDED
6. USE WATERTIGHT CONDUIT AND CONNECTOR ONLY
7. PROTECT EQUIPMENT AGAINST DRILLING CHIPS
8. DOOR SWING EQUAL TO DOOR WIDTH
9. DRAWINGS USED FOR CONSTRUCTION PURPOSES MUST BE OBTAINED FROM FIRETROL OR THE LOCAL FIRETROL REPRESENTATIVE

APPROXIMATE SHIPPING WEIGHT
115 [52]

ADDED DIM ON LH SIDE VIEW	A	-	CIR	CIR	2-25-20
NEW RELEASE	-	-	JMW	CIR	11-04-19
REVISION DESCRIPTION	REV	ECN NO	BY	APP	DATE
DIMENSIONS AND SHIPPING WEIGHT	FTA1100		DRAWING NUMBER		
DIESEL ENGINE FIRE PUMP CONTROLLER			DD1100-30		
12VDC OR 24VDC NEGATIVE GROUND			DWG REV	ECN NO	SHEET 1 OF 1

THIRD ANGLE PROJECTION	SIZE	A	BY	DATE
	DRAWN BY	JMW	11-04-19	
	FINAL APPROVAL	CIR	11-04-19	

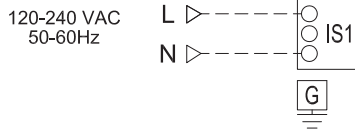


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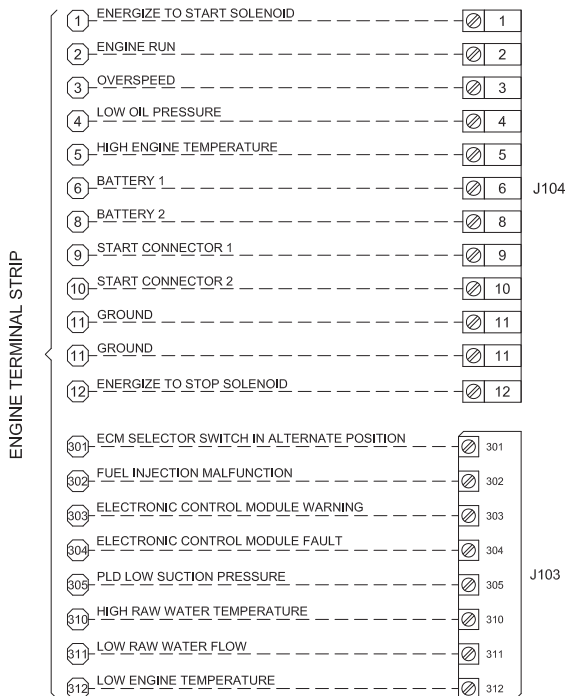
MARK^{III} Diesel Engine Fire Pump Controller

POWER SUPPLY

TERMINAL WIRE SIZE
14 - 6 AWG
3.9 Nm

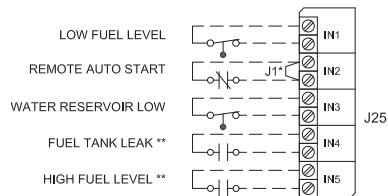


ENGINE CONNECTIONS (DB1)



Field Connections (DB1)

TERMINALS WIRE SIZE:
24 - 12 AWG
0.5 Nm



Network Connection (VMB1)

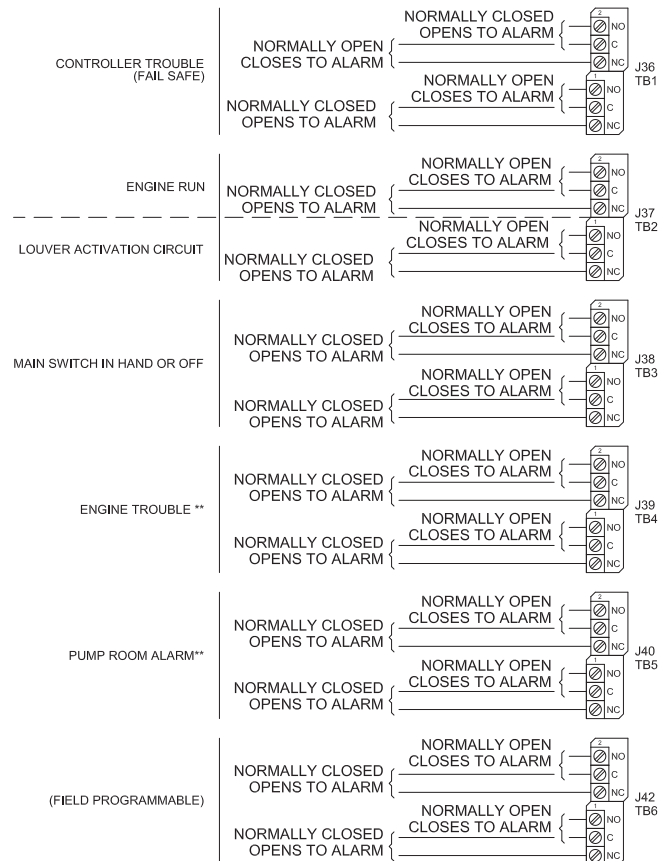
SHIELDED FEMALE CONNECTOR RJ45



* REMOVE JUMPER TO USE THIS FEATURE
** RE-ASSIGNABLE

REMOTE ALARM TERMINALS (DB1)

TERMINAL WIRE SIZE
24 - 12 AWG
0.5 Nm



ALL WIRING BETWEEN THE CONTROLLER AND DIESEL ENGINE SHALL BE STRANDED (NFPA20)

WIRING BETWEEN CONTROLLER AND ENGINE (TERMINALS 301, 302, 303, 304, 305, 310, 311, 312, 2, 3, 4, 5) MUST BE #14AWG AS MINIMUM

WIRING BETWEEN CONTROLLER AND ENGINE (TERMINALS 12 [RATED AT 10A OR 22A FOR 20 SECONDS] 1, 9, 10 [RATED AT 10A] MUST BE STRANDED #10AWG AS MINIMUM

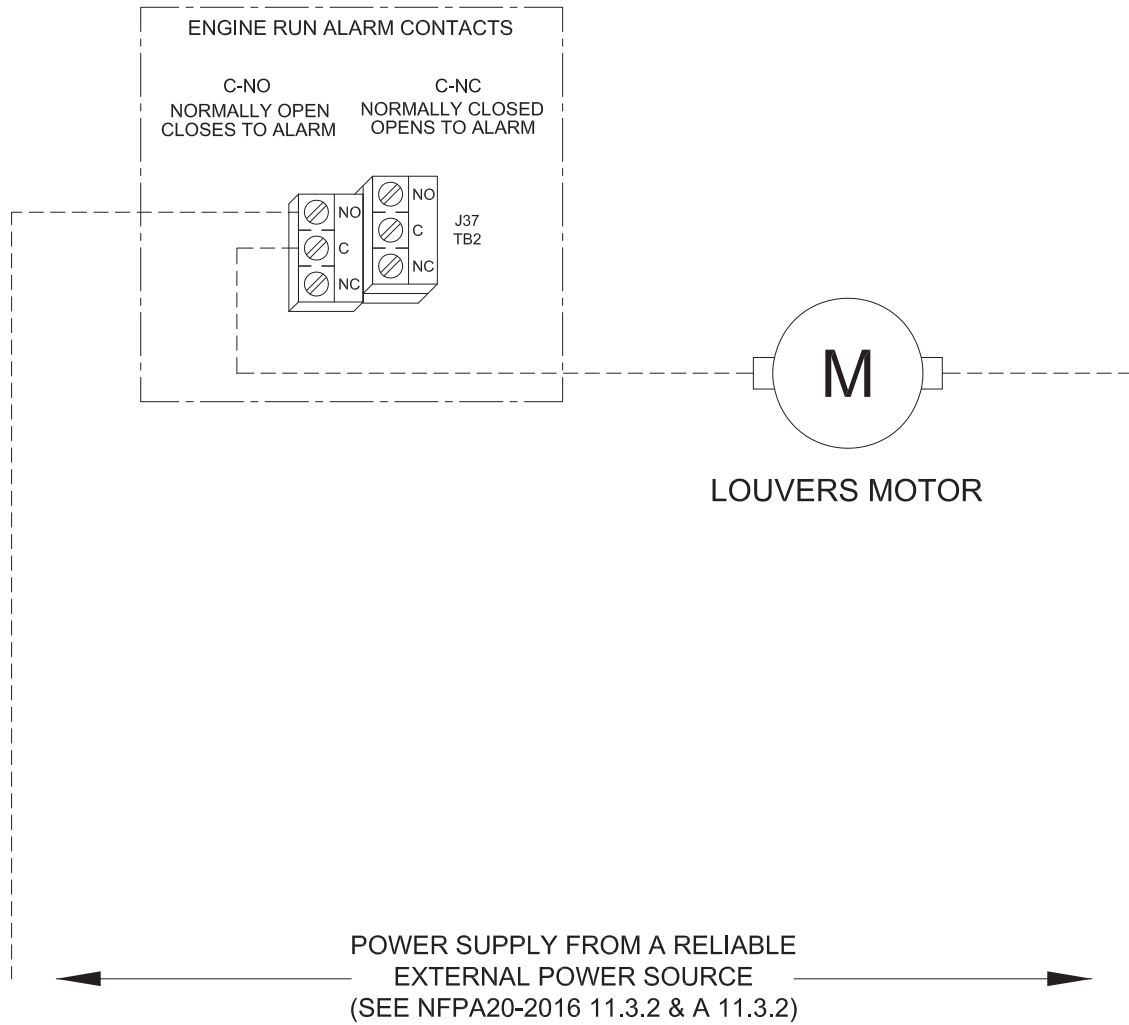
WIRING BETWEEN CONTROLLER AND ENGINE (TERMINALS 6, 8, 11 [RATED AT 30A] MUST BE STRANDED AND SIZED ACCORDING TO DISTANCE

DRAWING FOR INFORMATION ONLY.
MANUFACTURER RESERVES THE RIGHT TO MODIFY THIS DRAWING WITHOUT NOTICE.
CONTACT MANUFACTURER FOR "AS BUILT" DRAWING.

	SIZE	A	BY	DATE	NEW RELEASE	-	-	JMW	CJR	11-04-19	
	DRAWN BY	JMW	11-04-19	REVISION DESCRIPTION	REV	ECN NO	BY	APP	DATE		
	FINAL APPROVAL	CJR	11-04-19	FIELD CONNECTIONS	FTA1100	DRAWING NUMBER					
						FC1100-30					
© Firetrol, Inc. Not for construction. Subject to change without notice.					DIESEL ENGINE FIRE PUMP CONTROLLER 12VDC OR 24VDC NEGATIVE GROUND					DWG REV - ECN NO -	SHEET 1 OF 2

MARK^{III} Diesel Engine Fire Pump Controller

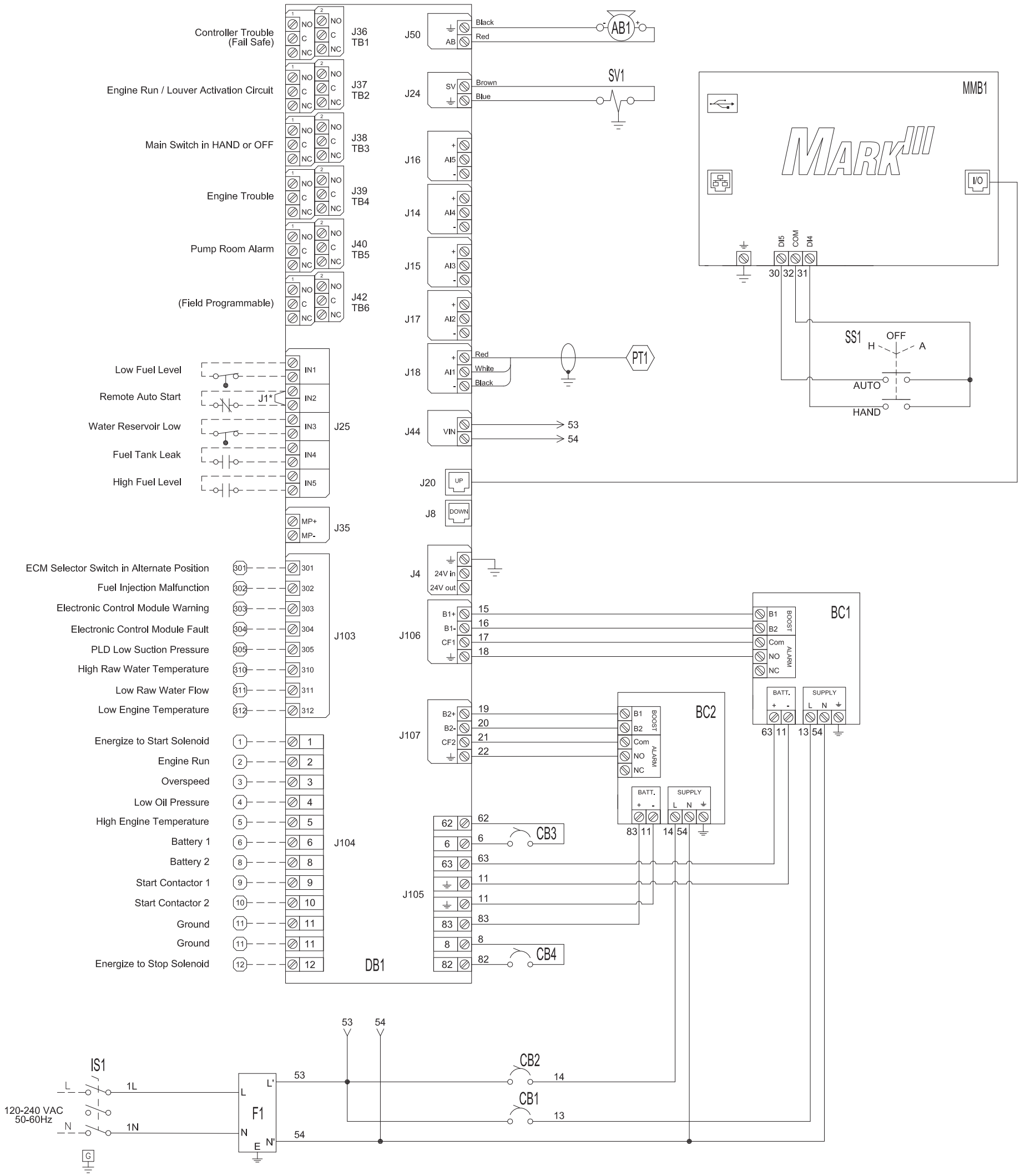
LOCATED IN CONTROLLER



	SIZE	A	BY	DATE	<p>© Firetrol, Inc. Not for construction. Subject to change without notice.</p>	NEW RELEASE	-	-	JMW	CJR	11-04-19			
	REVISION DESCRIPTION	REV	ECN NO	BY		APP	DATE							
	FIELD CONNECTIONS	FTA1100					DRAWING NUMBER							
	DIESEL ENGINE FIRE PUMP CONTROLLER						FC1100-30							
THIRD ANGLE PROJECTION	DRAWN BY	JMW	11-04-19	FINAL APPROVAL	CJR	11-04-19	12VDC OR 24VDC NEGATIVE GROUND		DWG REV	-	ECN NO	-	SHEET 2 OF 2	

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MARK^{III} Diesel Engine Fire Pump Controller



* Remove jumper to use this feature

Legend	
AB	Alarm Bell
BC	Battery Charger
CB	Circuit Breaker
DB	Diesel I/O Board
F	Filter
IS	Isolating Switch
J	Jumper
PT	Pressure Transducer
SS	Selector Switch
SV	Solenoid Valve
MMB	Mark III Main Board

Drawing for information only. Manufacturer reserves the right to modify this drawing without notice. Contact manufacturer for "As Built" drawing.

SIZE	BY	DATE	REVISION DESCRIPTION	REV	ECN NO	BY	APP	DATE
B	JMW	12-2-19	WIRING SCHEMATIC					
	CIR	12-2-19	DIESEL ENGINE FIRE PUMP CONTROLLER					
			FTA1100	DRAWING NUMBER		WS1100-30		
© Firetrol, Inc. Not for construction. Subject to change without notice.			12VDC OR 24VDC NEGATIVE GROUND	DWG REV	ECN NO	SHEET 1 OF 1		

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