

PROTIME[®]



Fire Futuro

Special Features

- Most Simple Diesel Engine Controller for FIRE HYDRANT Systems
- Designed using latest Micro-controller technology
- MIMIC/Window type of front fascia makes it easy to use, even for an unskilled person
- INDICATIONS for Mains ON, FIRE, Engine RUN, stop, and all faults (Low Lube Oil Pressure, Batt. Low, Fails to Start, HWT, O/S and Low Fuel)
- ANNUNCIATION with flasher & buzzer both, including ACCEPT, RESET & TEST facility.
- Facility for connection of external HOOTER & lamps
- Design facilities easy and quick installation
- Virtually MAINTENANCE FREE
- Total wireless interiors
- Common Potential Free Contacts for FAULT for external integration (Optional)

INTRODUCTION

The “FIRE-Futuro” is a user friendly & futuristic Diesel Engine Controller for Automat FIRE HYDRANT SYSTEMS. FIRE futuro is designed using latest Micro-controller technology to achieve highest reliability with ultimate flexibility. Due to less number of components, major part of cost & time required for fabrication & testing are saved, thus making Fire futuro economically viable to use it for FIRE HYDRANT SYSTEMS.

OPERATION

Fire futuro works on terminal voltage of Battery i.e. 12V or 24V. It senses Pressure switch & gives starting pulses to Diesel Engine starter (Start Solenoid) when Pressure (in pressure switch) goes below the set limit. An indication of FIRE will glow & then Fire futuro gives three attempts to start the Engine with ON & OFF Time intervals (Settable on front), If Engine does not start within three attempts, an alarm for “SET FAIL STOP START” will come, If Engine starts, “RUN” LED will glow.

After Engine starts, during its running period, if any fault on the Engine side occurs, it will be indicated by a respective fault LED & buzzer. Fault can be acknowledged by pressing ACCEPT push button. When fault is acknowledged the buzzer stops but the fault LED remains ON. After fault rectification & resetting the system the Engine can be started once again. *Stopping of Engine during the fault is deactivated as the system is used for FIRE.

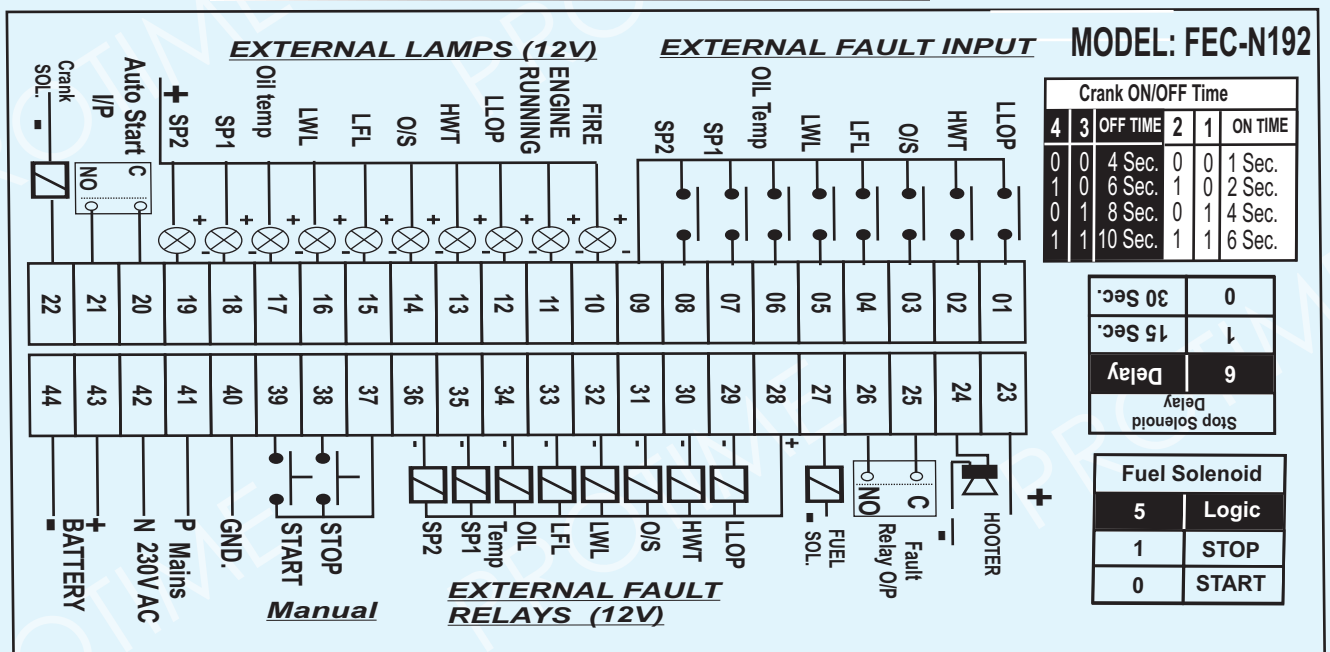
The Fire futuro is designed in such a way that Manual Mode operation is not dependent from its internal power supply. However for manual operation the control supply is to be disconnected & Engine shall be started externally by using Extra Push buttons with simple wiring arrangement.

* STOPPING of engine during any fault can be required on special request at no extra cost.

Technical Specification

| | | | | | | | | |
|---|----------------|--------------|-------------------------|---|----------------------|------------------------|-------------------------|--------------------|
| 1 | Supply Voltage | | 12V / 24V | 5 | Parameters (Setting) | | | |
| 2 | Annunciation | Fault | Low Lube Oil Pres(LLOP) | | Cranking (A) | On Time – 1,2,4,8 sec | | |
| | | | Set Fail To Start | | | Off Time – 1,2,4,8 sec | | |
| | | | High Water Temp (HWT) | | | | | |
| | | | Over Speed (O/S) | | | | | |
| | | | Batt Low | | | | | |
| | | Others | Crank On | 6 | Contacts | Stop Solenoid (B) | 15 /30 sec | |
| | | | Mains ON | | | | Fuel Logic | START / STOP |
| | | | FIRE | | | | | |
| | | | RUN | | | | | |
| | | | FUEL | | | | | |
| | Control ON | | | | | | | |
| 3 | Panel Control | D.G. | Accept | | 7 | Power | Input | |
| | | | Reset | | | | Mains | 1-Ph. 230V,30A Max |
| | | | Test | | | | Battery | 12V / 24V |
| 4 | Mounting | Panel Cutout | 92mm (L) X 184mm (H) | | | | Output | |
| | | | Depth | | | | 110mm. | Start Sol. |
| | | | Stop Sol. | | | | 12V / 24V – 10A | |
| | | | *Fault / Hooter | | | | C-NO for all the faults | |

Connection details:



Note:- Design & specification may change to our continuous developmental efforts