

Eaton FD120 Fire Pump Controller Guidelines

- This panel requires a separate 120volt power supply run from a dedicated breaker. No power can be taken from this connection to run any other equipment. The panel may not be used as a junction box. 120v CANNOT be run in the same conduit as the engine control wires.
- All penetrations must enter the lower right & bottom right of the controller, which is clearly marked with yellow stickers within the controller. Any other locations will void warranty.
- NFPA 20, 70, Eaton, and NEMA requirements mandate that all penetrations shall meet the NEMA rating of the controller. This is typically accomplished with a flexible liquid tight product. If hard piped there must be a gasket at the point of penetration.
- Typical alarm connections and louver connections are as follows:
- Note: Alarm contacts/relays 60-95 are rated for up to 250 volts and up to 8 amps.
- Engine run = 61 & 62 ****NFPA required****
- Engine run contacts for louvers = 64 & 65 “Note, NFPA requires these louvers to be AC Failure open” If loss of AC power the louvers must open to allow for combustion air should the engine need to run.
- Low fuel from top of fuel tank = 38 & 11.
- Low fuel output for external monitoring if required = 79 & 80
- Main switch not in Auto = 84 & 85 ****NFPA required****
- Fuel Spill on double wall tank = 40 & 11, located on bottom of fuel tank if so equipped.
- Common Alarm = 90 & 91. This will send a trouble condition for any & all engine/panel troubles on one alarm relay. We recommend this point to be monitored.
- Lower Engine board within the controller will have numbers ranging from 1 through 312. These numbers will match with the panel located within the engine panel. Not all numbers will be used based on the engine model installed. All interconnect wires shall be stranded #14 gauge except for the numbers (6, 8 & 11) these are battery connections which require #10 or #8-gauge wires. If the distance of the conduit run between the engine panel & controller exceeds 25 feet the #8 gauge is required. All of these wires will be 12 or 24 volts DC. **ENGINE CONTROL WIRES CANNOT BE RUN WITH AC VOLTAGE WIRES.** Engine control wires will require a separate conduit.
- The engine jacket heater requires a separate 120 volt power supply.