



Certificate No:
TAA000038D

TYPE APPROVAL CERTIFICATE

This is to certify:

That the Engine Control and Alarm System

with type designation(s)
AGC 150 (Marine)

Issued to

DEIF A/S
Skive, Midtjylland, Denmark

is found to comply with

DNV rules for classification – Ships, offshore units, and high speed and light craft

Application :

Product(s) approved by this certificate is/are accepted for installation on all vessels classed by DNV.

Temperature	B
Humidity	B
Vibration	A
EMC	B
Enclosure	IP65 (front w/ sealing gasket) IP20 terminal side

Issued at **Hamburg** on **2023-02-13**

This Certificate is valid until **2025-02-08**.

DNV local unit: **Denmark CMC**

Approval Engineer: **Jens Dietrich**

for DNV



Digitally Signed By: Papanuskas, Joannis
Location: DNV GL SE Hamburg, Germany

Joannis Papanuskas
Head of Section

This Certificate is subject to terms and conditions overleaf. Any significant change in design or construction may render this Certificate invalid.
The validity date relates to the Type Approval Certificate and not to the approval of equipment/systems installed.

LEGAL DISCLAIMER: Unless otherwise stated in the applicable contract with the holder of this document, or following from mandatory law, the liability of DNV AS, its parent companies and their subsidiaries as well as their officers, directors and employees ("DNV") arising from or in connection with the services rendered for the purpose of the issuance of this document or reliance thereon, whether in contract or in tort (including negligence), shall be limited to direct losses and under any circumstance be limited to 300,000 USD.



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Place of system modules manufacture

DEIF A/S Skive,
Denmark

Product description

AGC 150 Engine Drive Marine controller

Single controller to protect and control an engine, Auxiliary supply: 12 or 24 V DC

Engine functions	
Start and stop functions	
Engine start and stop sequence	
Temperature-dependent cooling down	
Time-based cooling down	
Configurable crank and run coil	
Built-in test sequence (simple test)	
Regulation functions	
PID regulation	
Manual speed control	
Speed sensing using CAN or MPU	
Derate engine	
Fixed speed or variable regulation speed	
Ramp function for loading and de-loading	
Ventilation fan control	
Fuel use functions	
Fuel usage monitoring	
Fuel pump logics	
Counters	
Start attempts	
Fuel pump logics	
Running hours	
Service intervals	
Fan	
General functions	
Modbus functions	
Modbus RS-485	
Modbus TCP/IP	
Configurable Modbus area	
PID functions	
PIDs for controlling user-defined set points	
Reference value for PIDs with analogue inputs	
2 x general purpose PID regulators (built-in analogue outputs)	
Logic and output functions	
PLC logic (M-Logic)	
4 analogue outputs (using 2 x IOM 230)	
Protections	ANSI
Overspeed	12
Crank failure	48
Running feedback error	34
MPU wire break	-
Start failure	48
Stop failure	48
Stop coil, wire break alarm	5
Emergency stop	1
Engine heater	26
Max. ventilation/radiator fan	-
Not in remote mode	34
Fuel fill check	-
Low auxiliary supply	27DC
High auxiliary supply	59DC
Maintenance alarms	-

AGC 150 Stand-Alone Marine Genset controller

Controller for protection and control for one genset in non-synchronising applications.

Power supply: 100 - 690 V / 1A or 5A AC, 50/60Hz

Auxiliary supply: 12 or 24 V DC

AC Protections	No. of Alarm stages	ANSI	Operate Time
Voltage-dependent over-current	1	51V	
Over-voltage	2	59	<200ms
Under-voltage	3	27P	<200ms
Over-frequency	3	81O	<300ms
Under-frequency	3	81U	<300ms
Unbalanced voltage	1	47	<200ms
Unbalanced current	1	46	<200ms
Under-excitation or reactive power import	1	32RV	<200ms
Over-excitation or reactive power export	1	32FV	<200ms
Overload	5	32F	<200ms
Earth current	1	51G	<100ms
Neutral current	1	51N	<100ms
Busbar over-voltage	3	59P	<50ms
Busbar under-voltage	4	27P	<50ms
Busbar over-frequency	3	81O	<50ms
Busbar under-frequency	3	81U	<50ms
Emergency stop	1	1	<200ms
Low auxiliary supply	1	27DC	
High auxiliary supply	1	59DC	
Generator breaker, Tie breaker external trip	1	5	
Breaker open, close, position failure		52BF	
Phase sequence error	1	47	
Hz/V failure	1	53	
Not in remote	1	34	
Engine protections			
Overspeed	2	12	<400ms
Crank failure		48	
Running feedback error		34	
MPU wire break		-	
Start/Stop failure		48	
Stop coil, wire break alarm		5	
Engine heater		26	
Max. ventilation/radiator fan		-	
Fuel fill check		-	
Engine feature			
Start and stop sequences			
Engine communication			
Speed sensing using CAN, MPU or frequency			
Tier 4 final support			
Temperature-dependent cooling down			
Time-based cooling down			
Fuel usage monitoring			
Fuel pump logics			
Maintenance alarms			
Configurable crank and run coil			

Software version : USW-3 v.3.5x.x

Application/Limitation

The Type Approval is valid for systems made by production facilities listed under Place of Manufacture. The Type Approval covers hardware and software listed under Product description.

Documentation requirement:

For each delivery where the product is included (typically a switchboard), the following information related to the AGC 150 is to be submitted for approval:

- Reference to this Type Approval Certificate
- System block diagram
- Power supply arrangement (may be part of the System block diagram)
- List of hardware and software modules as identified in this Type Approval Certificate
- Functional description
- Project specific list of control and monitoring points (I/O list)
- List of implemented alarm, engine safety and protection functions (ref. the ANSI list above) with proposed limits/delays
- Test program for test at DEIF, the switchboard maker or onboard as applicable

The CAN communication to the prime mover engine controller shall be tested during product certification

Prime mover engine alarm and related safety functions are to be processed independently, which would imply coverage of either function by an external system.

Configurations:

- The generator protection and power management functions are to be configured as required by the applicable DNV rule set for Electrical Installations.
- Prime mover engine safety functions (if implemented) shall work according to the fail-to-maintain principle, unless sufficiently justified to deviate from this principle. Simple wire breaks of sensors or stop solenoids shall be alarmed as such and must not lead to an engine shut-down. Safety sensors and the stop-solenoid utilized for the safety shut-down are to be monitored and alarmed for wire break.
- System is to be configured allowing alarm routing of internal AGC 150 failures to an external ship's alarm system
- The CAN communication to the prime mover engine controller shall be tested during product certification
- Manual emergency stop function must (also) work independently from AGC 150.

Operating instruction of the manufacturer to be observed.

Product certificate:

Each delivery of the application system is to be certified according to Pt.4 Ch.9 Sec.1. The certification test is to be performed before the system is shipped to the yard, that is, at the manufacturer of the application system or at the switchboard manufacturer if agreed and adequate system competence and test facilities are available here.

If certified together with the switchboard a combined control system and switchboard certificate may be issued. The certificate must identify this Type Approval Certificate plus the firmware by versions and date.

After the certification the clause for application software control will be in force.

Software control

All changes in software are to be recorded as long as the system is in use on board. Documentation of major changes is to be forwarded to DNV for evaluation and approval before implemented on board. Certification of modified functionality may be required for the particular vessel.

Type Approval documentation

Tests carried out

Applicable tests according to DNV CG.0339, August 2021, IEC 60255.

Functional performance tests based on FAT reports for Genset and Engine Drive.

Marking of product

DEIF A/S - type designation – main data

Periodical assessment

The scope of the periodical assessment is to verify that the conditions stipulated for the Type approval are complied with and that no alterations are made to the product design or choice of materials.

The main elements of the assessment are:

- Inspection on factory samples, selected at random from the production line (where practicable)
- Results from Routine Tests (RT) checked (if not available tests according to RT to be carried out)
- Review of type approval documentation



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- Review of possible change in design, materials and performance
- Ensuring traceability between manufacturer's product type marking and Type Approval Certificate.

Periodical assessment is to be performed after 2 years and after 3.5 years. A renewal assessment will be performed at renewal of the certificate.

END OF CERTIFICATE