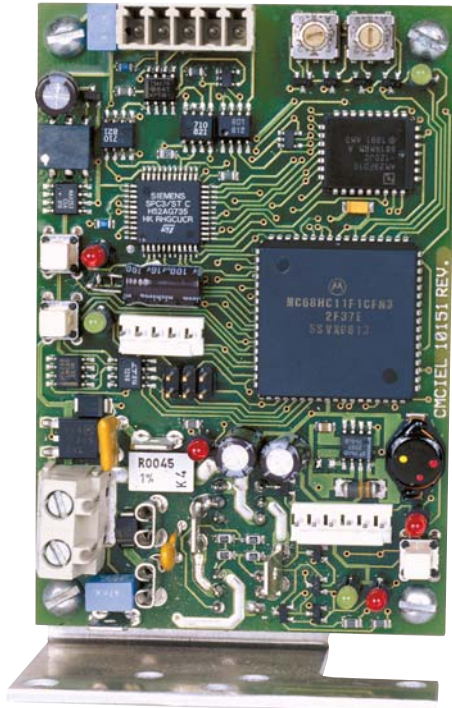


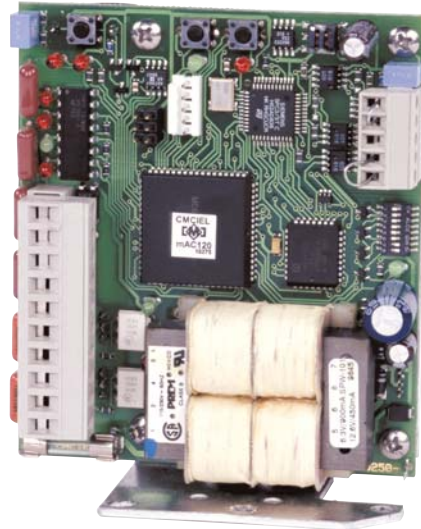


# Profibus® D. P. Control Logic Card



Models

**DPC-100**  
**12 or 24 Volt D.C. Actuators**



Models

**DPC-120**  
**115 Volt A.C. Actuators**

## Application

### Protocol: Profibus® DP (Distributed Process)

For on/off or positioning control of motorized valves, it also serves as the vital intelligence link between PLC's in the control room and the actuators in the field. Up to 126 actuated valves can be controlled on a single network. The automatic calibration feature requires no loop tuning. All operating parameters can be set from the communications center over the bus.

## Features

- Two wire control reduces installation and start up time compared to multi-cable wiring.
- Automatic calibration cuts down on start up time.
- No deadband eliminates need for field adjustments.
- On line configuration of 36 operational parameters using generic Profibus® software.
- Low power consumption; does not require ventilation.
- Electronic overload protection with built-in current monitoring.
- LED indicators for input, outputs and communication channel.
- Automatic calibration with local pushbutton or remote command.
- Dynamic breaking eliminates overshooting.
- Robust power switching components, designed specifically for actuator motors, virtually eliminates field failures.



## Specifications

### Power Supply

**DPC-100:** 24/12VDC

**DPC-120:** 120VAC

### Communication Interface

Profibus® Standard

### Protocol

Profibus® DP (Distributed Process)

### Feedback

Potentiometer 1000 Ohms/Optical Encoder

### Position Input Accuracy

1.0% full scale standard, Maximum 0.1%

### Temperature

-40°C to +70°C (-40°F to +158°F)

### Relative Humidity

0 to 90% non-condensing

### Dimensions

**DPC-100:** 4.0 x 1.5 x 2.5 in.

**DPC-120:** 4.25 x 1.75 x 3.75 in.

### The DPC-100 & DPC-120 provide the following status and fault signals:

Valve full closed  
Valve full open  
Percentage of open  
Valve seeking position  
Motor running  
Valve closing  
Valve opening  
Motor thermostat tripped  
Incomplete travel  
Valve opening or closing manually  
Valve jammed/current limiting  
Motor still energized after stop or end of travel  
Controller self-test (detects problems)  
Communication failure  
Average running current load  
Peak running current load  
Idle current load



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