

Installation & Operating Manual

GTI Bi-Fuel®

Form GTI IOM 8-15

altronic
HOERBIGER Engine Solutions



1.0 SAFETY PRECAUTIONS

- 1.1 Follow all local codes when installing the Bi-Fuel® System. All gas train components should be installed and/or inspected by a licensed plumbing contractor.
- Ensure adequate ventilation in work area in order to prevent accumulation of gas caused by undetected leaks. Accumulations of natural gas or other hydrocarbon vapors can result in high-energy explosions that can damage or destroy structures and cause injury or death to nearby personnel.
 - An appropriately rated fire extinguisher must be kept in a readily accessible location during all phases of installation.
 - Observe all warnings found on the equipment. Ensure that warning labels are easily legible and not obstructed by dirt, grease or other equipment.
 - Do not install any component that appears to have been tampered with, subjected to high temperatures or damaged in any way. Installation of a damaged component may result in gas leaks and/or improper operation of the Bi-Fuel System.
 - Do not attempt to operate engine until a thorough leak check has been completed. Use of an industry standard leak detection fluid (such as “Snoop”) is required on all gas connections, joints and flanges. **ALL LEAKS MUST BE FIXED PRIOR TO OPERATING ENGINE IN BI-FUEL MODE.**
 - All Bi-Fuel System components must be used within the temperature and pressure ranges specified in this manual or as otherwise dictated by component labeling. Operation of components outside of design temperature and pressure limits can result in fire, explosion and/ or harm to personnel.

WARNING: *deviation from installation instructions and technical guidelines may lead to improper operation of the bi-fuel system, damage or destruction of the converted diesel engine and associated machinery, and/or personal injury or death to operators and nearby personnel.*

CAUTION: *This manual is intended for use by qualified and experienced technical personnel with formal training in the operation and maintenance of heavy-duty diesel engines. This manual was neither designed nor intended as a technical guide to diesel engines and assumes a high degree of understanding of diesel engine operation and theory by the reader. **ONLY QUALIFIED PERSONNEL SHOULD ATTEMPT INSTALLATION OF THE GTI BI-FUEL SYSTEM.***

NOTE: *It is highly recommended that gas detection be installed to protect an enclosed environment against any possible gas leaks.*

2.0 DESCRIPTION AND THEORY OF OPERATION

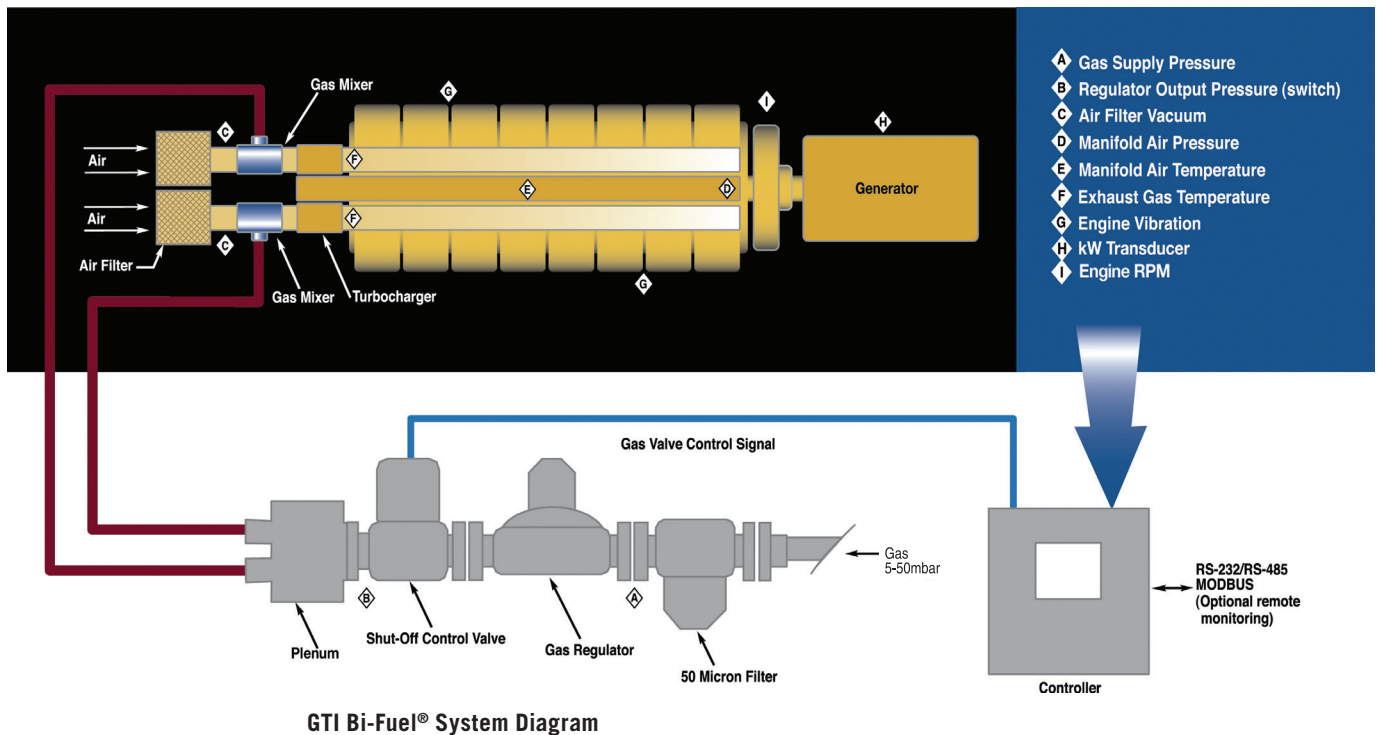
2.1 General

The GTI Bi-Fuel System is a retrofit technology that allows diesel engines to operate on a mixture of diesel fuel and natural gas. This is achieved through the use of proprietary and patented technologies that are installed externally of the engine. Conversion to GTI Bi-Fuel requires no major changes or modifications of the engine and allows the engine to safely operate on gas percentages up to a maximum of 70% of the total fuel requirement. After conversion to Bi-Fuel, the engine can still be operated on 100% diesel fuel without loss of power or efficiency. The Bi-Fuel System has been designed to allow for switching of fuel modes during full or part load conditions, without interruption in engine speed, power or stability. The Bi-Fuel System utilizes a fumigation gas delivery method whereby gas is delivered to the cylinders via the standard engine air-intake system and is then ignited by a diesel “pilot” which acts as an ignition source for the air-gas mixture.

Two versions of the Bi-Fuel system are available, the standard system described above, which regulates gas flow in a constant manner based upon air flow into the engine, and the GTI+ system, which adjusts the flow of natural gas to achieve an optimum gas substitution percentage based upon load as indicated by kW sensor. For information on the GTI+ system, please reference GTI+ IOM.

NOTE: *It is important to perform leaks tests on all intake manifold and aftercooler components, joints and covers.*

NOTE: *Substitution rates can vary from 25% to 70%, subject to gas quality and other application conditions.*



2.2 Applications

The Bi-Fuel System has been designed for constant speed applications such as engine-driven electric power generators, engine-driven pumps, compressors and other industrial and commercial applications. Variable speed applications may also be converted to Bi-Fuel depending on the governing system used and the method of engine operation. The Bi-Fuel System has been designed for continuous-duty operations such as prime power generation and oil field pumping operations.

NOTE: Engine must be equipped with an **ISOCHRONOUS** governor to operate properly with the GTI Bi-Fuel system.

2.3 Compatible Fuel Types

The Bi-Fuel System is compatible with methane-based fuels such as natural gas, wellhead gas, landfill gas and digester gas. Other fuels that have unfavorable combustion characteristics are not compatible with the GTI Bi-Fuel system. For applications of pure propane, special considerations and precautions are necessary. Please contact the Altronic factory in such cases. Gas quality and composition are critical factors for Bi-Fuel operation. Ideally, pipeline supplied gas will have a high concentration of methane and a low overall concentration of heavier hydrocarbon gasses (see table). For lower quality gasses (pipeline supplied or other), reductions in engine performance and/or gas substitution rate may be required.

NOTE: These instructions apply only to diesel engines equipped with turbochargers. For all non-turbo installations, consult the factory prior to installation.

Methane	Ethane	Propane	Butane	Nitrogen	Carbon	Oxygen
97.09	0.88	0.26	0.09	1.41	0.12	—

High Quality Pipeline Gas/Composition in Volume %

2.4 Bi-Fuel System Sizing

The Bi-Fuel System has been designed as a scalable technology that can be adapted to various engine sizes. Standard Bi-Fuel System models are typically applied to high speed (>1200rpm) diesel engines up to 4100 horsepower (2500kW). The Bi-Fuel System is offered in four standard models with each model covering a range of engine or generator power (HP or kWE).

Model	Kilowatt Electric	Engine Horsepower
Series 25	Up to 300kWE	Up to 402HP
Series 50	301 – 800kWE	403 – 1072HP
Series 65	801 – 1500kWE	1073 – 2010HP
Series 80	1501 – 2500kWE	2011 – 3350HP

GTI Bi-Fuel Kit Application Chart

2.5 Gas Delivery System

The Bi-Fuel System utilizes a vacuum-based gas control system, whereby changes in combustion airflow result in a corresponding change of gas flow to the engine. The gas is supplied to the engine with the use of an air-gas mixing device (mixer) installed upstream of the turbocharger compressor inlet.

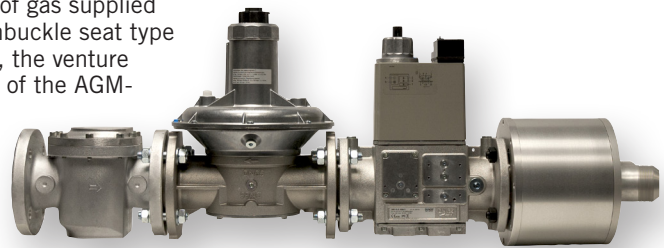
2.5.1 Air Gas Mixer-Power Valve (AGM-PV)

The Air-Gas Mixer (AGM-PV) blends engine intake-air with an appropriate quantity of natural gas as required for combustion. The AGM-PV is installed upstream of the turbocharger compressor inlet and downstream of the engine air cleaner housing.

Air entering the AGM-PV is diverted through the gas diffuser section, causing a turbulent, low pressure area to form. This low pressure area draws natural gas from the diffuser section gas reservoir through a radial pattern of precision machined gas outlet orifices.

Gas is introduced into the turbulent airflow area immediately downstream of the gas diffuser section, allowing for a high degree of mixing action of the two media with a minimum of airflow restriction. The AGM-PV works in conjunction with the Zero Pressure Regulator (ZPR) to control the amount of gas supplied to the engine for a given engine load. The AGM-PV uses a turnbuckle seat type flow adjustment comprised of an adjustable venture. Once set, the venture position sets a fixed and limiting orifice inside the power valve of the AGM-PV, thereby controlling the maximum flow of gas available across the engine load range. As engine load changes, there is a corresponding change in engine vacuum level. The ZPR responds to this change in vacuum by supplying more (increasing engine load) or less (decreasing engine load) gas in order to maintain the set output flow.

The CAD-designed AGM-PV is constructed of aerospace quality materials that have been CNC-machined and then assembled using a state-of-art welding process. The AGM-PV is mil-spec anodized for surface hardness and corrosion protection. The AGM-PV comes standard in 3", 4", 5", 6", 7" and 8" O.D. (76, 102, 127, 152, 178, and 203.2mm O.D.).



2.5.2 Gas Train

2.5.2.1 Gas Train, SERIES 50, 65, 80

The Bi-Fuel System requires precise regulation and control of the fuel supply gas. In order to ensure nominal operation, the Bi-Fuel System is supplied with a specialized "gas train" consisting of a gas filter, zero pressure gas regulator and electrically activated gas solenoid valve. The gas train is designed to accept low-pressure supply gas in the range of 5–50mbar in all bi-fuel operating modes, and supply regulated gas to the engine at slightly negative pressure.

Filter

The gas filter is designed to protect the gas train and engine from particulate contaminants that may be present in the gas stream. The filter element is made

of random laid nonwoven polypropylene fabric with a stainless steel support frame and a pore width of approximately 50 microns. The filter housing is a cast aluminum two-piece design with NBR seals. Dust, chips and rust as well as other gas-accompanying particulate contaminants are retained by the random laid non-woven fabric. If the storage capacity of the filter is exceeded or if there is an excessive pressure differential, the filter will lose its protective function. The filter element should be changed a minimum of once per year or anytime the pressure differential has increased 100% compared to a new filter or when pressure differential exceeds .15psig (10mbar). The gas filter is supplied with pressure taps upstream and downstream of filter element in order to measure the pressure differential across the filter.

Note: The gas filter is not intended for primary gas filtration. Supply gas must be fuel-grade quality.

Zero Governor Regulator

The ZG regulator consists of a cast aluminum housing containing working diaphragms, an adjustable pressure set-point spring and a pre-loaded counter spring. The regulator utilizes NBR diaphragms and seals and is suitable for methane-based gasses up to 0.1 vol.% H₂S (dry). Not recommended for use with gasses that would corrode aluminum, steel, or other non-ferrous metals such as brass. The regulator operates according to the differential pressure between the inlet port and outlet port in order to maintain the set delivery pressure. The regulator detects changes in engine vacuum (at the outlet port) as engine load increases or decreases and adjusts gas flow rate in order to maintain the set outlet pressure. The ZG regulator supplies gas to the engine at approximately atmospheric pressure.

Dual Modular Solenoid Valve, Series 50, 65, 80

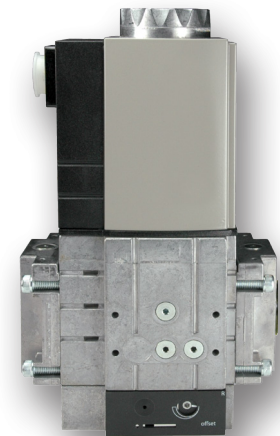
The Dual Modular Valve (DMV) is a DC powered, normally closed, two stage gas control valve. The DMV consists of a cast aluminum housing containing two independent “normally-closed” valves. The DMV utilizes NBR diaphragms and seals and is suitable for methane-based gasses up to 0.1 vol.% H₂S (dry). Not recommended for use with gasses that would corrode aluminum, steel, or other non-ferrous metals such as brass. The DMV is supplied 24 volts DC from the Bi-Fuel Control Panel via a dedicated wiring harness. When the DMV is energized, i.e., when Bi-Fuel mode is activated, the first stage opens instantly while the second stage slowly ramps to the 100% open position (approximately 30 seconds for second stage to reach the fully open position). The slow-opening action of the DMV allows the Bi-Fuel System to maintain engine stability during transition to Bi-Fuel mode. When de-energized, both stages of the DMV valve close instantly, resulting in immediate transition of the engine to 100% diesel mode.

Valve-Regulator-Filter Block, Series 25

The Bi-Fuel System requires precise regulation and control of the fuel supply gas. In order to ensure nominal operation, the Series 25 system utilizes a multi-function Valve-Regulator-Filter Block assembly (VRF) which serves the same function as the gas train in the larger systems. This assembly is equipped with a replaceable particulate filter to prevent dust, chips and rust as well as other gas-accompanying particulate contaminants from entering the operational portion of the device. The element should be inspected on a regular basis and replaced as necessary or at least once a year.

VRF Block is a DC-powered, normally-closed, two valve, two-way gas control valve suitable for methane based gases up to 0.1 vol.% H₂S (dry). It is not recommended for use with gasses that would corrode aluminum, steel, or other non-ferrous metals such as brass. The solenoid valves are supplied 12 volts DC from the Bi-Fuel Control Panel via a dedicated wiring harness. When energized, the Bi-Fuel mode is activated. When de-energized, the engine is immediately switched to 100% diesel mode.

The VRF also serves as a zero governor regulator with an adjustable pressure set-point spring and a preload counter spring. The regulator operates according to the differential pressure between the inlet port and outlet port in order to maintain the set delivery pressure. The regulator detects changes in engine vacuum (at the outlet port) as engine load increases or decreases and adjusts gas flow rate in order to maintain the set outlet pressure. The regulator supplies gas to the engine at approximately atmospheric pressure.



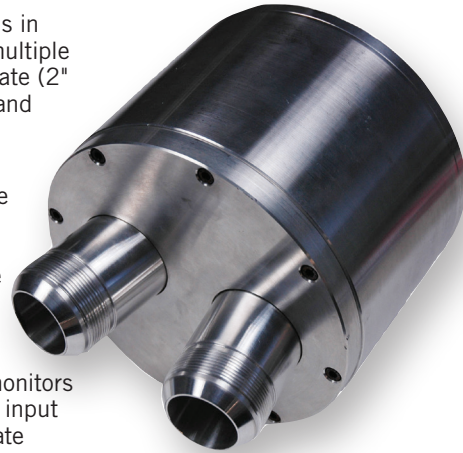
Series 25 VRF Block Assembly

NOTE: The Valve-Regulator-Filter (VRF) block assembly requires 12 volts DC.

2.5.3 PLENUM

The plenum assembly serves as a means of buffering small fluctuations in the gas flow, to reduce pressure drops and to split the gas supply on multiple primary turbo engines. It is composed of three main parts: the inlet plate (2" ANSI, DN65, and DN80 Flange), plenum barrel (chamber, hardware, and diffuser plate), and outlet plate.

The 9" diameter outlet plate is available in a one, two, and four port, 2" male JIC outlet versions to accommodate one to four gas hoses. The 12" diameter outlet plate has six 2" male JIC outlet ports to provide a connection for six gas hoses. The plenum is constructed of aerospace quality materials that have been CNC machined. The plenum parts are mil-spec anodized for surface hardness and corrosion protection.



2.6 Controls and Monitoring

The Bi-Fuel System is supplied with an electronic control panel that monitors and displays critical engine and Bi-Fuel System parameters. Based on input from various sensors and user programmed limits, the panel will activate or deactivate Bi-Fuel mode as required. Depending on the model of Bi-Fuel System, the control panel will include either a GCN control instrument (GPN0100), DE-1510 primary controller (GPN1000) or a DE-3020 controller (GPN20XX). Sensors (ordered separately) are connected to the panel via pre-fabricated, labeled and loomed wiring harnesses. Harnesses (ordered separately) are shipped loose and wires must be cut to length and landed on the terminal strip of the GPN control panel by the installing technician. The controllers are dedicated microprocessor-based systems designed to sense specific analog and digital input points to control and monitor the GTI Bi-Fuel natural gas fumigation system for diesel engines. Serial communications provide an interface to PC's, PLC's, and modems, for remote communication if desired. A backlit LCD display shows system status, programmed controller parameters and channel labels. A front mounted keypad serves as the user interface. The controls provide for the natural gas fueling off/on control function and for an optional closed loop automatic control function to optimize the amount of natural gas substitution of diesel fuel under varying modes of operation. Additionally, the controllers provide for remote data acquisition and supervisory control in a compact, low cost package dedicated to natural gas substitution on industrial diesel engine applications.

Note: Refer to operating manuals GPN0100 OM, GPN1000 OM, GPN20XX OM for instructions on operation and adjustment of the GCN0100, DE-1510 or DE-3020 control panel.

**GTI Bi-Fuel Electronic Control Panels
GPN2020, GPN2030, GPN1000, GPN0100**



2.6.1 GPN1000 and GPN20XX Control Panels

The GPN1000 and GPN20XX series are configurable for various applications using a PC (personal computer) and the supplied DE terminal program and contain a non-volatile memory to store the setup. Engine parameters monitored include exhaust gas temperature (EGT), manifold air pressure (MAP), manifold air temperature (MAT), engine vacuum (VAC), and engine vibration (VIB). Other parameters monitored include gas supply pressure (GSP) to the GTI gas train, as well as ZG regulator output pressure (ROP) at the gas train outlet. The panel is provided with LED indicator lights that provide a quick visual status of the

Bi-Fuel System. If a fault is detected by the control system, Bi-Fuel operation is suspended and the engine is reverted to 100% diesel operation.

Control Logic

Programmed setpoints are defined as either CONTROL or SAFETY SHUTDOWN. Manifold air pressure (MAP) and kW (if watt transducers and current transformers are used) are the only CONTROL setpoint and are used to determine the engine load “window” in which Bi-Fuel operation will be allowed. The control panel uses the engine MAP and/or kW data to determine engine load and the user is able to program minimum and maximum MAP and/or kW values, where the minimum value sets the “light-load limit” for Bi-Fuel operation and the maximum value sets the “high-load limit” for Bi-Fuel operation.

All other monitored parameters are defined as SAFETY SHUTDOWN; in the event a programmed limit is exceeded, the control panel will deactivate Bi-Fuel mode and return the engine to 100% diesel fuel operation.

All control panel models feature a “Bi-Fuel Inhibit” feature which prevents operation in Bi-Fuel mode until an external contact is closed. The external contact is typically a relay indicating an “engine run” or “breaker closed” condition. This feature allows the control panel to remain energized at all times (in order to display any fault messages after engine shutdown), while preventing the possibility of gas flow while the engine is not running.

Parameters monitored by the Control Panel:

Exhaust Gas Temperature (EGT)

The control panel monitors EGT to protect against excessive combustion temperatures while operating in Bi-Fuel mode. The user programs a MAXIMUM allowable value for EGT. Depending on Bi-Fuel System model, the panel comes standard with 1 or 2 channels of EGT monitoring. EGT is typically monitored for each bank of cylinders (one EGT channel for in-line engines, two EGT channels for V engines). If additional temperature monitoring is required, a GPN 22XX series panel may be required. EGT is displayed in either Celsius or Fahrenheit units and is monitored using a “K” type thermocouple. In the event EGT exceeds the programmed safety limit, the control panel automatically switches the engine fuel mode to 100% diesel operation.

Manifold Air Temperature (MAT)

MAT is monitored by the control panel to protect against excessive temperature increases that could lead to a knocking condition in Bi-Fuel mode. The user programs a MAXIMUM allowable value for MAT. Depending on Bi-Fuel System model, the panel comes standard with 1 to 4 channels of MAT monitoring for each discrete manifold or aftercooler. MAT is displayed in either Celsius or Fahrenheit units and is monitored using a “K” type thermocouple. In the event MAT exceeds the programmed limit value, the control panel automatically switches the engine fuel mode to 100% diesel operation.

Manifold Air Pressure (MAP)

MAP is monitored by the control panel to determine engine load. The user programs MINIMUM and MAXIMUM values for MAP. The minimum value sets the minimum engine load limit for Bi-Fuel operation and the maximum value sets the maximum load limit for Bi-Fuel operation. Once these values are programmed, the engine will only operate in Bi-Fuel mode when the load is ABOVE the programmed MINIMUM value and BELOW the programmed MAXIMUM value. Depending on Bi-Fuel System model, the control panel comes standard with 1 to 4 channels of MAP monitoring for each discrete intake-air manifold. MAP is displayed in either psig or kPa units and is monitored using a pressure transducer.

Engine Vacuum (VAC)

VAC is monitored by the control panel to protect against excessive engine air-filter restriction. Excessive air-filter restriction and associated high VAC levels can result in an over fueling condition in Bi-Fuel mode. Depending on Bi-Fuel System model, the panel comes standard with 4 channels of VAC monitoring for each discrete engine air-intake manifold. In the event VAC exceeds the programmed limit value, the control panel automatically switches the engine

Note: Violation of a SAFETY SHUTDOWN setpoint will not result in shutdown of the engine, only a change in fuel mode. The control panel changes engine fuel mode by energizing or de-energizing the DMV gas valve. In the event of a safety shutdown, the DE controller will display the cause of the shutdown and activate a red LED indicator on the GPN control panel face.

fuel mode to 100% diesel operation. The user programs a MINIMUM value for engine VAC. VAC is displayed in either psig or kPa units and is monitored using a pressure transducer.

Engine Vibration (VIB)

VIB is monitored by the control panel to protect against excessive engine vibration. Excessive engine vibration during Bi-Fuel operation may indicate a knocking condition or other combustion related abnormality. GPN2020 and GPN2030 panels come standard with 1 or 2 channels (with availability of 4 channels) of VIB. VIB is typically monitored for each bank of cylinders (one VIB channel for in-line engines, two VIB channels for V engines). The user programs a MAXIMUM allowable value for VIB. In the event VIB exceeds the programmed limit value, the control panel automatically switches the engine fuel mode to 100% diesel operation. VIB is displayed in either inches per second (IPS) or millimeters per second (MPS) units and is monitored using a vibration transducer.

Engine Vibration with VSM+

VIB is monitored by a vibration sensing module located in the control panel to protect against excessive engine vibration. Excessive engine vibration during Bi-Fuel operation may indicate a knocking condition or other combustion related abnormality. The VSM+ comes standard in the GPN0100, GPN0100-12, GPN1000, and GPN1000-12. The VSM+ system is programmable to accept 1 to 8 channels of VIB. VIB is typically monitored for each bank of cylinders. The user programs a MAXIMUM allowable value for VIB. In the event VIB exceeds the programmed limit value, the control panel automatically switches the engine fuel mode to 100% diesel operation. In the case of the VSM+, VIB is not displayed unless your computer is connected to the VSM+. When connected VIB is displayed in a unit less number 0-1023 and is monitored using a vibration transducer.

Gas Supply Pressure (GSP)

GSP is monitored by the control panel in order to protect against variations in gas supply pressure. The user programs MINIMUM and MAXIMUM values for GSP. The GPN1000 and GPN20XX series Bi-Fuel System control panels come standard with one channel of GSP monitoring. GSP is monitored at the inlet to the GTI-supplied gas train. In the event GSP exceeds the programmed limit values, the control panel automatically switches the engine fuel mode to 100% diesel operation. GSP is displayed in either psig or kPa values and is monitored using a pressure transducer.

Regulator Output Pressure (ROP)

ROP is monitored by the control panel to protect against possible misadjustment or failure of the ZG gas regulator. In the event ROP exceeds approximately +1 inch w.c., the control panel automatically switches the engine fuel mode to 100% diesel fuel. ROP is monitored with a gas pressure switch located on the DMV valve.

2.6.2 GPN0100-12 Control Panel used with VRF Block: Series 25

The GPN0100-12 system is configurable for various applications using the front mounted keypad and contains a non-volatile memory to store the setup. Serial communications provide an interface to PC's, PLC's, and modems, for remote communication if desired. A backlit LCD character display shows system status, programmed controller parameters and channel labels in a compact, low cost package dedicated to natural gas substitution on industrial diesel engine applications. Engine parameters monitored include exhaust gas temperature (EGT), manifold air pressure (MAP), and Vibration. If a fault is detected by the control system, Bi-Fuel operation is suspended and the engine is reverted to 100% diesel operation.

Control Logic

High and low programmed setpoints are provided for CONTROL and SAFETY SHUTDOWN. Manifold air pressure (MAP) is used as a CONTROL setpoint and is used to determine the engine load "window" in which Bi-Fuel operation will be allowed. The control panel uses the engine MAP data to determine engine load and the user is able to program minimum and maximum MAP values,

Note: The GPN0100-12 controller is a 12-volt system that operates the VRF block (GGT0025B) kits.

The GPN0100 controller is a 24-volt system that operates the GGT050B gas train kits. Refer to Section 4.2.2. It uses the control logic described in Section 2.6.2.

The GPN1000-12 controller is a 12-volt system that operates the GGT0025B gas train. See Section 4.2.1.

where the minimum value sets the “light-load limit” for Bi-Fuel operation and the maximum value sets the “high-load limit” for Bi-Fuel operation.

Exhaust gas temperature (EGT) serves as a SAFETY SHUTDOWN; in the event a programmed limit is exceeded, the control panel will deactivate Bi-Fuel mode and return the engine to 100% diesel fuel operation.

The GPN0100-12 control panel is also equipped with a “Bi-Fuel Inhibit” feature which prevents operation in Bi-Fuel mode until an external contact is closed. The external contact is typically a relay indicating an “engine run” or “breaker closed” condition. This feature allows the control panel to remain energized at all times (in order to display any fault messages after engine shutdown), while preventing the possibility of gas flow while the engine is not running.

Upon power up, a user adjustable fuel delay countdown timer is activated. The controller prevents activation of the Bi-Fuel mode while this timer is active. Once expired, if the Bi-Fuel inhibit input is closed and no setpoints are violated, the controller will activate Bi-Fuel mode by powering the solenoid valve on the VRF block.

Parameters Monitored by the Control Panel:

Exhaust Gas Temperature (EGT)

The control panel monitors EGT to protect against excessive combustion temperatures while operating in Bi-Fuel mode. The user programs a MAXIMUM allowable value for EGT. The exhaust gas temperature is displayed in either Celsius or Fahrenheit units and is monitored using a “K” type thermocouple. In the event EGT exceeds the programmed safety limit, the control panel automatically switches the engine fuel mode to 100% diesel operation.

Note: EGT is a latching fault that requires manual reset by the user before Bi-Fuel function can be resorted. This is accomplished by cycling the controller power.

Manifold Air Pressure (MAP)

MAP is monitored by the control panel to determine engine load. The user programs MINIMUM and MAXIMUM values for MAP. The minimum value sets the minimum engine load limit for Bi-Fuel operation and the maximum value sets the maximum load limit for Bi-Fuel operation. Once these values are programmed, the engine will only operate in Bi-Fuel mode when the load is ABOVE the programmed MINIMUM value and BELOW the programmed MAXIMUM value. MAP is displayed in either psig or kPa units and is monitored using a pressure transducer.

Engine Vibration with VSM+

VIB is monitored by a vibration sensing module located in the control panel to protect against excessive engine vibration. Excessive engine vibration during Bi-Fuel operation may indicate a knocking condition or other combustion related abnormality. The VSM+ comes standard in the GPN0100, GPN0100-12, GPN1000, and GPN1000-12. The VSM+ system is programmable to accept 1 to 8 channels of VIB. VIB is typically monitored for each bank of cylinders. The user programs a MAXIMUM allowable value for VIB. In the event VIB exceeds the programmed limit value, the control panel automatically switches the engine fuel mode to 100% diesel operation. In the case of the VSM+, VIB is not displayed unless your computer is connected to the VSM+. When connected VIB is displayed in a unit less number 0-1023 and is monitored using a vibration transducer.

2.7 Air-Fuel Ratio/LEL

Operation in Bi-Fuel mode does not appreciably change engine air-fuel ratio. At the maximum allowable gas substitution rates (70%), the gas concentration in the intake air is typically less than 3.0% by volume, which is substantially below the 5.0% Lower Explosive Limit (LEL) of methane. Due to the lean condition of the air-gas charge, the possibility of ignition in the engine air-intake system due to backfire or other causes is minimized.

2.8 Combustion Process

Combustion in Bi-Fuel mode follows the normal compression-ignition (CI) sequence. The air-gas mixture is admitted to the combustion chamber through the OEM intake valve and then compressed during the compression cycle. The high auto-ignition temperature of the lean air-gas mixture prevents ignition of the charge until the diesel injector is activated. The injected diesel fuel provides

the necessary ignition source for the air-gas mixture which then combusts at a similar speed and pressure compared to 100% diesel operation. Although the injected diesel fuel acts as an ignition source for the air-gas mixture, it is also providing a portion of the total energy needed for combustion, based on the set gas-diesel ratio.

2.9 Engine Governing

The Bi-Fuel System allows the original engine governing system to control engine speed. As gas is introduced to the engine, the governor detects a slight increase in engine rpm, as the engine temporarily has more fuel than needed for the current load condition. In order to maintain the pre-set speed, the governor quickly adjusts the position of the diesel fuel “rack”, thereby maintaining engine speed and allowing the substitution of natural gas. No interface or tie-in is required between the Bi-Fuel System and the engine governor. The Bi-Fuel System is compatible with full authority, electro-mechanical, and hydro-mechanical governors as well as electronic injection-based governing systems.

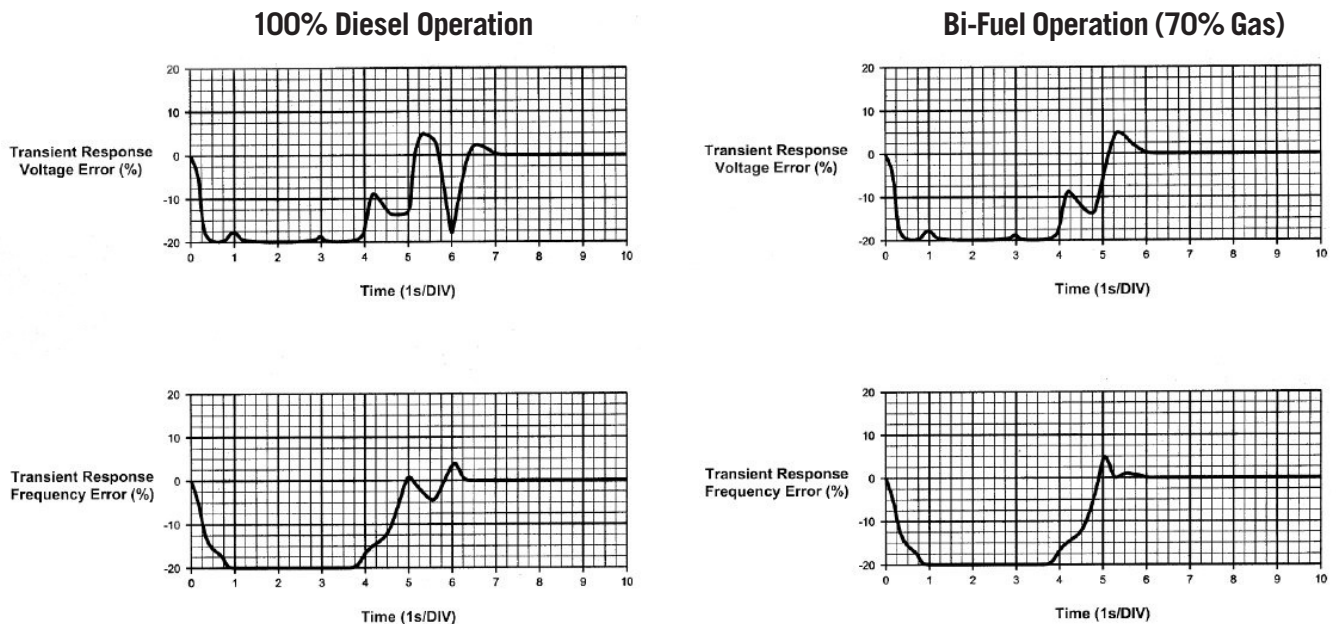
Note: Engine must be equipped with an full authority governor to operate properly with the GTI Bi-Fuel system.

Engine Parameter	100% Diesel Mode	Bi-Fuel @ 70% Gas
Power	1000HP	1000HP
Speed	1800RPM	1800RPM
Diesel Rack Position (%)	90%	27%

Comparison of Engine Governing: Bi-Fuel vs. 100% Diesel

2.10 Engine Performance

As shown below, conversion to GTI Bi-Fuel typically results in similar performance levels in terms of engine stability, response and block load capability:



Typical Responses to 100% Block Load Application

2.11 Gas-Diesel Ratio

Gas composition, engine load factor, engine control strategy, engine condition, charge-air temperature and ambient conditions (temperature and altitude) govern the upper limit of gas substitution in most cases. Gas ratio is typically limited by the knock limit of the air-gas mixture at a particular engine load. In general terms, high quality gas and moderate engine loads (up to 70% of stand-by rating), will typically yield gas ratios between 30-70%. Lower quality natural gas, high engine loads, high charge-air temperatures and high altitude (or a combination of these factors) will typically limit gas ratio.

2.12 Engine Lube Oil

Unless otherwise indicated by gas composition, no changes in engine lube oil specification are required for Bi-Fuel operation. Natural gas burns with minimum particulate residues so that engine oil may be kept cleaner during Bi-Fuel operation. This can possibly lead to longer average intervals between lube oil and oil filter changes and extended periods between engine overhauls. No changes should be made to the OEM's recommended service intervals without complete engine oil and wear analysis and consultation with the OEM.

2.13 Time and Manpower Requirements

Conversion time will depend on the size and complexity of the application. Generally, one to two days will be required for smaller engines, while larger engines might require two to three days. In either case, manpower required is usually limited to 1-2 technicians.

2.14 Engine Operating Temperatures

Engine heat rejection rates while operating in Bi-Fuel mode are largely similar to 100% diesel performance. Engine exhaust gas temperature, coolant temperature, oil temperature and manifold air temperature levels remain within the limits set by the engine manufacturer.

2.15 Engine Efficiency

Because the Bi-Fuel System utilizes a low restriction air-gas mixing device and maintains the excess-air operation of the diesel engine, net fuel efficiency (specific fuel consumption) is normally equivalent to 100% diesel operation. For each unit of diesel fuel displaced during Bi-Fuel operation, a calorically equivalent unit of natural gas will be needed to maintain engine power.

2.16 Bi-Fuel Emissions

Bi-Fuel operation will typically reduce production of nitrogen oxides, sulfur oxides, reactive hydrocarbons, carbon dioxide and particulates. Exhaust opacity levels (visual emissions) are also typically reduced. Altronic makes no guarantee of emissions levels in bi-fuel operation. Altronic is not responsible for any impact on engine tier rating certification in bi-fuel operation.

2.17 Engine Warranty

Installation of the Bi-Fuel System does not generally impact factory engine warranties. Because the engine is not modified from the original design, OEM's typically take the position that while they will not be responsible for Bi-Fuel related failures, the full force and effect of their warranty will remain valid after conversion to Bi-Fuel.

2.18 Bi-Fuel System Warranty

All components of the Bi-Fuel System including mixers, electronic controllers and gas train components are covered by a limited warranty offered by Altronic. Please reference the Altronic's GTI Bi-Fuel® Warranty statement for complete details.

3.0 GAS SUPPLY

3.1 General

The term “natural gas” generally refers to a combustible, gaseous mixture of simple hydrocarbon (HC) compounds, usually found in deep underground reservoirs. Natural gas is primarily composed of methane (CH₄/C1), but can also contain small amounts of other gases, including ethane, propane, butane and other compounds. At room temperature and pressure, methane is a colorless and odorless gas. Gas distributors/processors typically add odorant to the natural gas in order to alert operators to gas leaks. Natural gas is typically distributed via pipelines, but may also be transferred/stored in the form of LNG (liquid natural gas) or CNG (compressed natural gas).

3.2 Gas Variation

Pipeline gas typically has little variation in quality and composition on a day to day basis and is normally made up of >90% methane. Gas composition is an important factor for Bi-Fuel operation as the combustion characteristics of methane differ substantially from heavier hydrocarbon compounds. Generally, as the methane content of the fuel decreases and the heavy-HC content increases, the combustion characteristics of the fuel will change and may require a lower substitution percentage of natural gas. While the heating value of pipeline quality natural gas will vary somewhat, it is generally in the range of 1000Btu/scf or 37.25MJ/m³. A comparison of summer and winter gas composition should be made to determine any seasonal variation in gas composition.

3.3 Non-Pipeline Gases

Other methane-based gases can be utilized with the Bi-Fuel System such as wellhead gas and bio-gas. When utilizing gases other than pipeline quality, the following factors must be considered:

- Methane content
- Heavy hydrocarbon content
- Heating value
- Inert gas content
- Moisture content
- Caustics
- Particulates

For reasons explained above, it is important to determine the base composition of the fuel gas as well as the possible range of composition prior to installation of the Bi-Fuel System. Wellhead gas often consists of a greater fraction of heavy HC's, and in some cases, may have less than 50% methane. The installer should be wary of so called “hot gas” which, due to high HC concentrations, can have heat rates in excess of 1200Btu/scf (44MJ/m³).

Note: If the fuel has a heavy hydrocarbon concentration of >20% in the normal gas stream, or alternately, can have periodic “slugs” of heavy-hydrocarbons exceeding >20%, it may be necessary to decrease the gas substitution percentage and/or de-rate the engine during Bi-Fuel operation.

3.4 Filtration

For non-pipeline gases (and some lower quality pipeline gases), it is important to determine if sufficient filtering means have been incorporated in the gas supply line such that particulate and liquid contents in the fuel are kept to a level approximating fuel grade standards. GTI recommends, at a minimum, the use of a high quality, coalescing type filter for all non-pipeline applications. It is also important to determine what caustic compounds, if any, are present in the fuel which may potentially cause harm to the engine and/or gas components of the Bi-Fuel System. Additional filtration or treatment may be required in order to protect against engine damage. For bio-gas fuels derived from landfills, waste treatment facilities, etc., it is not uncommon to see high levels of caustic compounds such as sulphur, which when combined with small amounts of water can form damaging acids. It is possible to filter-out these types of contaminants, and filtration should be utilized if caustic compounds are present in the fuel.

Note: It is the responsibility of the end-user to ensure that the gas supplied to the engine is “fuel grade quality” and sufficiently treated to prevent engine damage.

3.5 Flow and Pressure

For purposes of sizing gas supply piping and/or specifying gas regulators and meters, the following general guidelines are recommended:

Flow: For estimating gas flow requirements for electrical power generation applications, assume a maximum flow requirement of 8 standard cubic feet per hour per kWe (scfh/kWe) or 0.23 cubic meter per kWe (m³/kWe). For example, a 1500kWe generator will require maximum gas flow of 12,000 (1500 x 8) scfh or 345 m³/hr. (0.23 x 1500).

For pump or compressor applications (or other direct drive systems), assume a gas flow rate of 6.4scfh/h.p. or 0.18m³/h.p. For example, a compressor drive engine operating at 600h.p. will require a gas flow of 3,840scfh (600 x 6.4) or 108m³/hr.

The guidelines outlined above assume gas flow based on the highest allowable gas substitution ratio. Actual gas flows may be significantly less than calculated depending on maximum possible gas ratio for a given application.

Gas flow estimates are based on pipeline grade natural gas with typical heating values.

Pressure: The GTI gas train has been designed to work with a regulated, low pressure gas supply of between 5 and 50mbar. For optimum performance, GTI recommends a working pressure of 34mbar, with a maximum deviation of ±10% from the set pressure in all operating modes.

Note: It is critical that the gas supply system be designed and installed to provide the required steady state pressure at the full gas load of the facility (including all GTI-equipped gensets operating at full load) free of pressure fluctuations and oscillations at the gas train inlet. GTI accepts no responsibility for design of the gas supply system upstream of the inlet to the gas train filter.

Note: to convert from KVA to kWe, multiply KVA value by 0.8.

Note: Rapid deviation or oscillation of supply gas pressure in Bi-Fuel mode indicates a malfunctioning or improperly specified primary regulator. Rapid changes in gas supply pressure can result in engine instability during Bi-Fuel operation.



WARNING: *Failure to follow these instructions may result in fire, explosion, or improper engine operation causing property damage, injury, or loss of life. Personnel who lack appropriate training should NOT attempt to install the air-gas mixer.*



WARNING: *Installation of the Air Gas Mixer-Power Valve may require removal of the turbo-compressor air supply conduit. Operation of the engine with an exposed turbo-compressor inlet represents an extreme hazard to nearby personnel. Engine should be in “manual stop” mode while compressor inlet is exposed.*



CAUTION: *No modifications may be made to the Air Gas Mixer-Power Valve. Unauthorized modifications to the Air Gas Mixer-Power Valve may result in improper operation of the engine and/or damage to the converted engine.*



CAUTION: *Before installation of the mixer, an operational check of the air intake manifold system of the engine, including charge-air cooling system, should be completed to verify that no leaks exist.*

4.0 INSTALLATION

4.1 Air Gas Mixer-Power Valve

The Air-Gas Mixer-Power Valve (AGM-PV) is installed in the engine air intake system between the air filter housing and turbocharger compressor inlet. The AGM-PV is typically installed using either the existing “hump hose” connectors in the intake conduit, or with hump hose connectors or adaptors supplied with the Bi-Fuel System (or locally sourced).

The AGM-PV is unidirectional and will not function if installed incorrectly. Install the AGM-PV with the Flow arrow pointed towards the turbocharger compressor inlet.

For engines with two or more air intake systems, it will generally be necessary to install one (1) AGM-PV for each primary turbo. If properly specified, the Bi-Fuel System should be supplied with the appropriate quantity of Air-Gas Mixer-Power Valves for the engine to be converted. If unsure of number of Air-Gas Mixer-Power Valves required for a particular application, please contact your supplier or GTI for technical support.

The AGM-PV may be installed at any angle as required by the geometry of the original air intake system.

Before installation of the AGM-PV, determine the approximate location where the gas train will be installed in order to determine any possible routing conflicts of the flexible gas delivery line. Relocation of the air filter housing(s) may be required in order to provide space for the AGM-PV. Before disassembly of the intake conduit, appropriate measurements should be taken to determine final location of AGM-PV and/or air filter housing.

Note: *Any leaks in the intake manifold system will result in the release of a flammable air-gas mixture.*

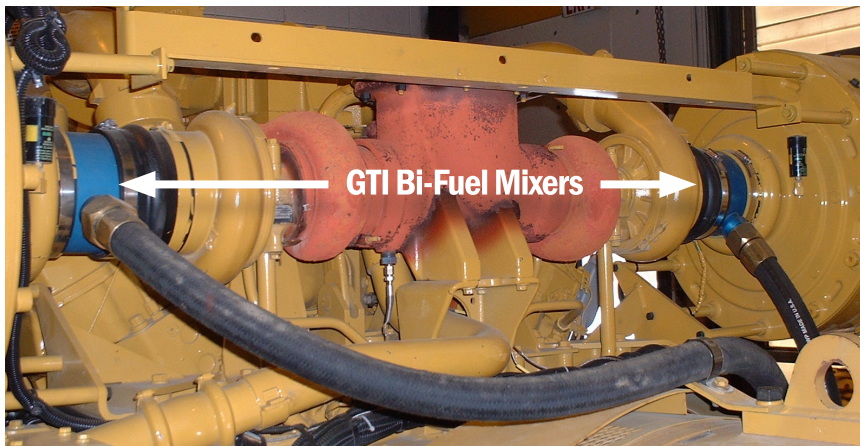
Note: *The AGM-PV is marked to indicate direction of air flow.*

Note: *Installation of the AGM-PV should not significantly alter the routing or geometry of the original engine air intake system. Ensure AGM-PV will not make contact with any metal surfaces, as engine vibration will cause chafing and eventual failure of the AGM-PV.*

Install AGM-PV using appropriately rated hump hoses and t-bolt type clamps. Prior to final tightening of hump hose clamps, rotate AGM-PV so that the threaded gas inlet nipple is facing in the general direction of where the gas train will be installed. Tighten hump hose clamps. Verify that the hump hoses have formed an airtight seal around the mixer.



**GTI Bi-Fuel
Air Gas Mixer-Power Valve**



Typical GTI Bi-Fuel System Mixer Installation

AGM-PV 3", 4" and 5" models come standard with a 1.5" JIC male threaded gas inlet nipple. The 6", 7", 8" and larger mixers come standard with a 2.0" JIC male threaded gas inlet nipple. The AGM-PV is connected to the Gas Train using a flexible fuel delivery hose.

Note: The AGM-PV is installed downstream of the engine air filter(s). Leaks will result in unfiltered air entering the engine, possibly leading to premature engine wear or failure.

Note: Care must be taken when threading the JIC female swivel connector onto the male AGM-PV nipple to avoid cross threading. Gas delivery hose must be protected from chafing against engine surfaces or brackets and must be protected from direct heat sources such as exhaust manifolds, using appropriate shielding or protective heat wrap.



WARNING:

Failure to follow these instructions may result in improper engine operation, engine damage, fire or loss of life. Personnel who lack appropriate training should not attempt to install the gas train. Use of unauthorized or modified gas train components may lead to improper operation of the bi-fuel system and/or personal injury or death to operators and nearby personnel.



WARNING:

Nominal gas supply pressure is 34mbar. Do not exceed 5psig supply pressure to gas train.



CAUTION:

The AGM-PV is not designed or intended as a gas shutoff device. Gas flow across the valve can occur even with venturi set to the minimum position.

4.2 Gas Train Assembly and Installation

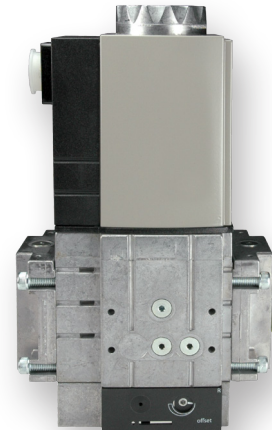
4.2.1 Assembly of Threaded Gas Trains – Series 25 and 50

Series 25 and 50 gas train components are supplied with threaded connections. Use appropriate thread sealing compound and/or Teflon® tape for assembly. Use care to avoid getting pipe sealing compounds inside gas train components. Use caution as Teflon® tape and/or thread sealant can allow for excessive tightening due to decreased friction. Careful assembly is required to prevent cross-threading which can cause damage to the gas train components.

During assembly of threaded components, apply gentle wrench pressure to avoid possible fracture of components or stripping of threads.

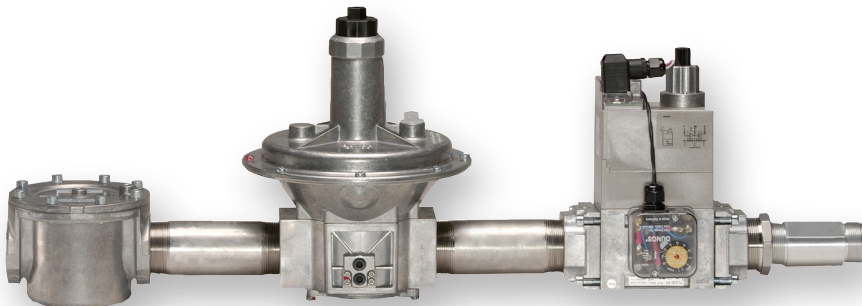
Series 25 Valve-Regulator-Filter (VRF) Block Assembly: Assemble the Series 25 VRF block by installing the adapter flanges provided (G11021) on both the inlet and outlet ports of the block (GSV010-12). Be sure that the O-rings over the inlet and outlet ports are properly in place during installation of the flanges. Install the 1" Male NPT to 1.5" Male JIC (P/N G12047 included in gas train) hose adapter by threading it into the discharge flange. Careful assembly is required to prevent cross threading which can cause damage to the thread adapter. During assembly of threaded components, apply gentle wrench pressure (1190 lb-in) to avoid possible fracture of components or stripping of threads.

Series 50 Gas Train Assembly: Assemble the Series 50 solenoid block by installing the adapter flanges provided with (GSV004) on both the inlet and outlet ports of the block (GSV004). Be sure that the O-rings over the inlet and outlet ports are properly in place during installation of the flanges. Install the 2" NPT pipe nipples provided (G11055) by threading it into the inlet flange of the block. Use appropriate thread sealing compound and/or Teflon tape for assembly. Repeat the installation steps of the 2" NPT pipe nipples provided on the zero pressure regulator (GGR005) and Gas Filter (GFLO05).



Series 25 VRF Block Assembly

Note: Recommended maximum torque for Series 25 gas train components is 1190 lb-in.



Series 50 Gas Train Assembly

4.2.2 Assembly of Flanged Gas Trains – Series 65 and 80

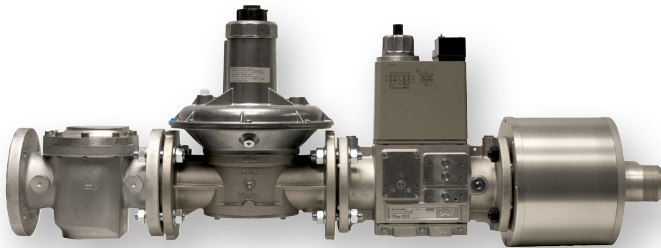
Series 65 and 80 Bi-Fuel Systems are supplied with flanged gas train components. Series 65 gas train components come standard with DN65 (65mm/2.56"), 4-bolt flanges. Series 80 gas train components come standard with DN80 (80mm/3.1"), 8-bolt flanges.

Series 65 gas trains have an option of one to six outlets. Reference pages 32 and 33 (BASIC GAS TRAIN KIT, SERIES 65 GGT0065B) for a detailed option list. Series 65 gas trains are supplied with one DN65 x 2.5" NPT female flange adapter (P/N G11007); in order to provide a threaded connection to the gas supply piping at the inlet of the gas train.

Series 80 gas trains have an option of one to six outlets. Reference pages 34 and 35 (BASIC GAS TRAIN KIT, SERIES 80 GGT0080B) for a detailed option list. Series 80 gas trains are supplied with one DN80 x 3" NPT female flange adapter (P/N G11006); in order to provide a threaded connection to the gas supply piping at the inlet of the gas train.

Flanged gas trains come standard with the required hardware and seals for assembly. Flanges should be tightened using an alternating pattern to assure even tightening across the flange face; do not over tighten bolts.

Note: Recommended maximum torque for flange bolts is 443 lb-in.



Typical Flanged Gas Train Assembly

Note: Cantilever mounting of the gas trains is not approved. Ambient temperature range for all gas trains is -40°F to +150°F (40°C to +60°C).

4.2.3 Mounting of Gas Train

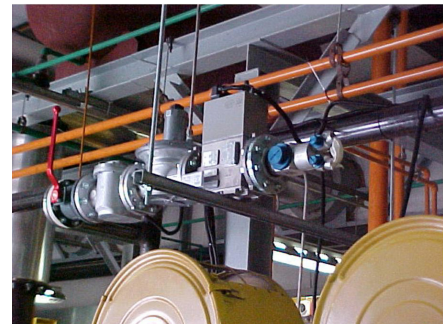
Gas trains may be mounted on or off the engine/generator skid. Before choosing a location for the gas train, consideration should be given to routing and required length of flexible fuel hoses (to Air-Gas Mixers), vibration isolation, proximity to heat sources and connection to gas supply piping. In addition, the installation of the gas train should not inhibit routine maintenance of the engine or generator. Gas trains should be mounted according to accepted industry standards, using appropriately rated bracketing materials or supports. If mounted above the engine (suspended from ceiling), gas train must be supported using “uni strut” type brackets in a “trapeze” configuration. Gas trains (Series 50, 65 and 80) must be supported at a minimum of two locations, preferably with even weight distribution between support points.

After installation of gas train is completed, the complete assembly must be leak tested using an industry standard leak detection fluid (“Snoop” or equivalent); ALL LEAKS MUST BE FIXED PRIOR TO OPERATING ENGINE IN BI-FUEL MODE.

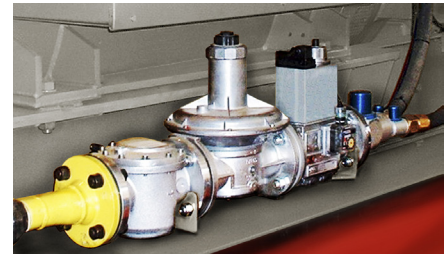
NOTE: When installing the zero pressure gas components (including hoses), care must be taken to ensure the following:

- GTI gas train should be mounted with a mind to maintaining symmetry (in-line with center-line of genset/pumpset when at all possible)
- no angled fittings should be used past the outlet of the Gas Filter (GFLXXX)
- mixers, hoses and the rest of the gas train components should be positioned to provide a “natural” flow path (generally straight with minimal resistance)
- hoses must be independently cut and built to length (no assembly-line technique) to ensure proper fit and roundness of hose, and that no restriction (ovaling, flattening, nor folding) occurs

Typical Gas Train Mounting Options



“Trapeze” Method



“Bottom” Method



WARNING:

Installation and wiring of bi-fuel control panel may require connection to engine/generator controls housing. Care should be taken to avoid physical contact with potentially deadly high voltage sources located within engine/generator control housings.

4.3 Control Panel Installation

Controls for GPN0100 and GPN1000 models are housed in weatherproof fiberglass enclosures rated NEMA 4X. GPN20XX models are housed in stainless steel enclosures. The GPN1000 and GPN20XX series panels are equipped with LED indicators mounted on front and a DE Power/Terminal Module mounted inner panel. The GPN0100 is equipped with a custom GCN controller with all status indications provided on the instrument-mounted display.

The control panel can be installed directly on the engine/generator skid or on an adjacent wall. In some cases, the control panel may be suspended from the ceiling using “uni strut” type support structure. Location of panel should allow for easy access to the control keypad and manual on-off switch as well as good visibility of panel LED indicator lights (GPN1000 and GPN20XX series panels) and LCD displays. Consideration should also be given to the various distances to each engine/gas train sensor and routing requirements of the sensor wiring harnesses. The control panel should not be mounted in close proximity to hot engine surfaces such as exhaust manifolds or mufflers. If the control panel is

Note: For detailed information on DE and GCN controllers, please see forms GPN0100 OM, GPN1000 OM, and GPN2011 OM.

mounted on the engine/generator skid, suitable vibration isolators should be used to protect the control panel from excessive vibration.

The GPN0100-12 and GPN1000-12 panels require a Class II Power Supply (rated 12Vdc @ 15Amps). The GPN0100, GPN1000 and GPN20XX series panels require a Class II Power Supply (rated 24Vdc @ 10Amps). Both panels also provide DC power to the gas control solenoid valve during Bi-Fuel operation. In most applications, the panel is connected to a continuous DC power supply. This is done so that logged fault messages are not lost after engine shutdown. In order to prevent the possibility of the control panel activating the gas solenoid valve when the engine is not running, Bi-Fuel inhibit terminals are provided for a separate "engine run" or "breaker closed" permissive. When this feature is used, the control panel cannot activate Bi-Fuel operation without a contact closure at these terminals.

Note: Sections 4.4.2, 4.4.4, 4.4.5, 4.4.6 and 4.4.7 do not apply to the GPN0100 and GPN1000-12 panels.

Section 4.4.7 does not apply to the GPN1000-12 panel.

4.4 Sensor Installation (see page 36)

4.4.1 Exhaust Gas Temperature (EGT) Thermocouple (P/N 610861-X)

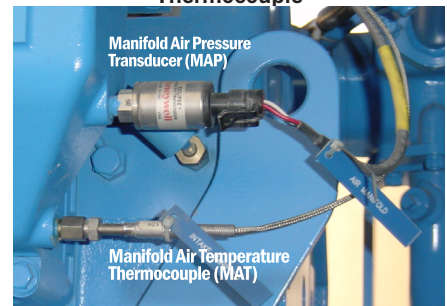
The EGT thermocouple is installed in the engine exhaust system. The thermocouple should be mounted in a position where it is exposed to exhaust gasses from all cylinders of the particular bank. Typical mounting locations include the exhaust manifold, turbocharger exhaust outlet or exhaust collector pipe. In all cases, the EGT thermocouple should be installed as close to the cylinders as possible and should not be installed downstream of the exhaust silencer. Depending on model of Bi-Fuel System, up to four separate EGT thermocouples may be installed. Each EGT thermocouple is supplied with a bore-through type adaptor with 1/8" male NPT threads.



Exhaust Gas Temperature (EGT) Thermocouple

4.4.2 Manifold Air Temperature (MAT) Thermocouple (P/N 610861-X)

The MAT thermocouple is installed in the engine air-intake system. The thermocouple should be mounted AFTER the turbo-compressor, in a position where it can sense the temperature of the combustion air. For engines with charge-air cooling systems, the sensor should be installed AFTER the aftercooler so that the temperature of the air entering the cylinders can be measured. Depending on model of Bi-Fuel System and configuration of engine, up to four separate MAT thermocouples may be installed. Each MAT thermocouple is supplied with a bore-through type adaptor consisting of a 1/8" male NPT thread and compression fitting. NOTE: Care should be taken when selecting a mounting location for MAP. Radiant heat from the exhaust manifold could damage the transducer.



Manifold Air Temperature (MAT) Thermocouple

4.4.3 Manifold Air Pressure (MAP) Transducer (P/N 691201-50)

The MAP transducer is installed downstream of the turbocharger outlet (pressure side) in order to sense manifold air pressure (turbo boost). Depending on Bi-Fuel System model and engine configuration, one to four MAP transducers may be installed. For engines with charge air cooling systems, the MAP transducer should be installed AFTER the cooling circuit in order to decrease the operating temperature of the transducer. Remote-mounting of the MAP transducer will be required if operating temperatures will exceed 200°F (93°C).

4.4.4 Engine Vacuum (VAC) Transducer (P/N 691206-50)

The VAC transducer measures the vacuum signal in the air intake system between the air cleaner and AGM-PV inlet. Standard, one to four vacuum transducers may be installed.



4.4.5 Vibration (VIB) Transducer (P/N 662029-1)

The VIB transducer is mounted on the engine deck or cylinder head using the supplied heat-sink adaptor. The heat sink adaptor is supplied with a 3/8"-16 thread stud for mounting to engine. Terminate the VIB wiring harness (2 wires) at the terminal connector block provided on the VIB transducer (the top of VIB transducer must be removed to access terminal block) using the provided cable gland and heat shrink tubing.



If possible, the VIB transducer should be mounted vertically (in the same plane as the engine cylinders). For single VIB installations, mount the transducer on either end of engine. For dual VIB installations, mount the transducers on opposite corners of engine (diagonally opposed).

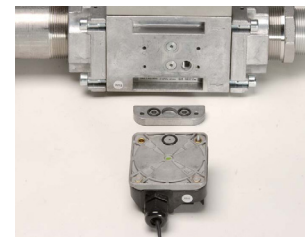
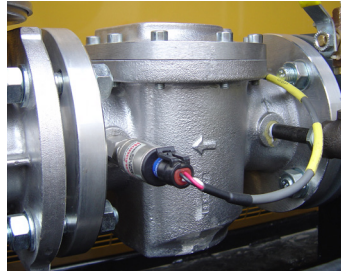
4.4.6 Vibration Transducer (P/N 615107)

The vibration sensor convert the monitored vibration to electrical signals that are then used by the VSM+ to measure the amplitude of the vibration. The sensor are of the low-cost, automotive, broadband piezoelectric type. In order to use these signals, the sensors must be securely bolted to the monitored surface preferably in line with the direction of the cylinder. The vibration sensor (615107) is used in conjunction with a cable assembly (693134-X). Reference specific GPN manual for more information.

The vibration sensor should be mounted to a smooth, flat surface. A surface that is not smooth will give erratic readings. Use a bolt of M8x25, grade 8.8 or equivalent. Make sure the bolt does not bottom-out in the tapped hole. Torque the bolt to 15± ft/lb. Do not over-tighten, damage may occur to the sensor. No washer of any kind is permissible. Only the metallic part of the sensor may make contact with the surface.

4.4.7 Gas Supply Pressure (GSP) Transducer (P/N 691201-50)

For Series 65 and 80 kits, the GSP transducer is mounted in one of the available OUTLET pressure ports located on the gas filter. Pressure drop across the filter may be determined by comparing GSP (as displayed on Bi-Fuel control panel) to the upstream supply pressure (as measured with a mechanical pressure gauge). Adaptor fitting (P/N 610879) and gasket (P/N 610880) are provided in the Panel Accessory Kit for mounting of the GSP transducer. For Series 50 kits, install GSP transducer upstream of the GTI gas train using a 1/8" NPT female pressure tap (provided by others). Adaptor fitting (P/N 610879) and gasket (P/N 610880) are separate for mounting of the GSP transducer.



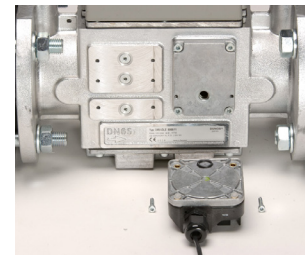
**Series 50
Port 3**

4.4.8 Regulator Output Pressure (ROP) Switch

The ROP switch is mounted on the DMV where it can sense gas supply pressure to the engine. The ROP switch comes with an O-ring seal and is ONLY to be installed using the designated port on the DMV valve body. A cable gland (P/N 610756) should be installed on the ROP switch to insure adequate wire strain relief.

On Series 50 gas trains (DMV-DLE series solenoids) the ROP switch is mounted using Pressure Switch Adapter to port 3.

On Series 65 and 80 gas trains (DMV-D11 series solenoids) the ROP switch is installed on port 5.



**Series 65
and 80
Port 5**

4.4.9 kW

The kW sensor is composed of three parts: WT (Watt transducer), CT (Current Transformer), and PT (Potential Transformer—used on 600V and higher voltage alternators). The WT should be mounted inside of the alternator housing. The CT is of split core design and is to be opened in a twisting motion only. The CT is also current directional. The CT should be installed before the alternator buss bars. The PT should be installed close to the WT. The PT steps down alternator voltage for the WT. The PT is only used on generators with output voltages of 600VAC and greater. See ordering guide.

4.4.10 AGV Output Pressure (GTI+ only)

The AGV5-XL output pressure sensor is mounted in one of the two available 1/8" NPT ports on the AGM-PV so it can sense gas supply pressure to the engine. The sensor is 1/8" NPT and is ONLY to be installed on one AGM-PV.

4.4.11 RPM

RPM requires the use a MAG PICKUP. The channel requires the input of PPR (Pulses Per Revolution), also know as Gear Tooth Count in the configuration screen.

4.4.11 AUX Channels (DE-3020 ONLY)

The DE3020 can monitor up to six auxiliary channels (29-34). These channels can be configured to accept 4-20 mA, 0-5 VDC, J or K thermocouple, and normally open or closed inputs.

In order to utilize any of the AUX channels, dip switches on the terminal board must be set to the correct positions and the channel(s) activated through the terminal program.

The six auxiliary channel labels can be configured through the terminal program to read up to 10 characters on the DE display.

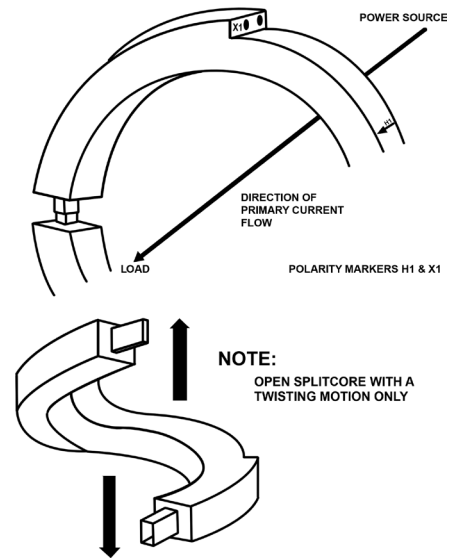
Note: If four VIB sensors are used, channels 29 and 30 can reference the VIB delay timer.

4.5 Wiring

Wiring harnesses from the control panel to left bank, right bank (if applicable), fuel train, and power source are furnished with the GTI Bi-Fuel kit.

Refer to the appropriate operating manual, GPN0100 OM, GPN1000 OM or GPN20XX OM for detailed wiring information.

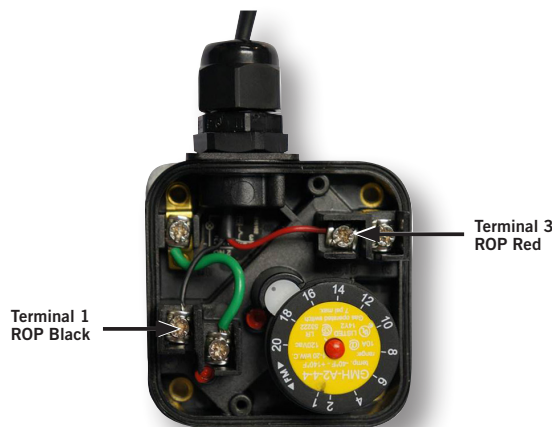
Harnesses should be installed in the proper control panel entrance hole and properly terminated within the control panel. They should be routed to the locations of the sensors and power source, using care to avoid routing near excessively hot surfaces or surfaces which will vibrate and chafe the harnesses.



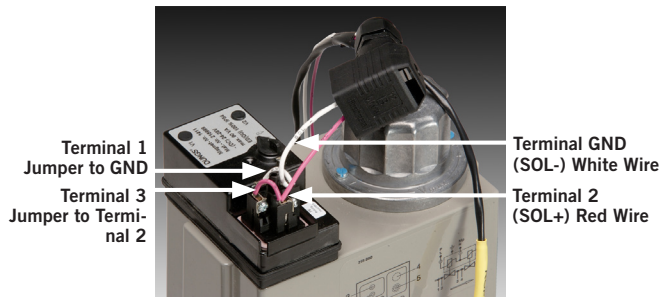
Kilowatt Sensor Installation

Note: All harnesses should be cut-to-length and routed away from the alternator and/or any RFI/EMI source.

NOTE: All furnished drawings and instructions assume (–) ground DC system. In the case of a floating ground, or (+) ground DC system, please contact Altronic Factory for support.



Fuel Harness to ROP Connections



A cable gland (P/N 610756, included with the control panel accessory package) should be installed on the solenoid valve connector to insure adequate wire strain relief.



WARNING:

Failure to follow these instructions may result in improper engine operation and/or engine damage. Bi-fuel setup is restricted to qualified personnel only.

5.0 ENGINE SETUP AND OPERATION

5.1 General Requirements and Considerations

A load bank with metering or equivalent means of setting a controlled/stable load on the generator/pump, variable throughout its full range of operation (0 to 100% of rated load) in repeatable 5% to 10% of rated load increments.

High quality digital multi-meter, differential pressure manometer, and basic hand tools.

A reliable and accurate method of measuring real-time diesel fuel consumption throughout the commissioning process and full range of operation (0 to 100% of rated load).

5.1.1 Engine Condition: Prior to commencing the bi-fuel setup process, a thorough check of engine operation on 100% diesel fuel should be performed. This check should include all major engine systems (cooling, lubrication, fuel, charge-air cooling, air intake, safety, etc.) for proper operation and condition. It is required that a load test of 0-100% load in 10% increments be conducted to verify that the engine performs according to specifications. All outstanding maintenance and/or performance items should be addressed prior to running the engine in Bi-Fuel mode.

5.1.2 Estimating Gas-Diesel Ratio: Since most engines do not have fuel flow meters installed to show actual consumption of diesel fuel, GTI has developed a reliable method of adjusting gas-diesel ratio based on information from the engine fuel governing system. All constant speed diesel engines utilize some form of fuel control system which varies diesel fuel flow in response to load change, in order to maintain the desired engine speed. Control methods commonly used include mechanical fuel racks, fuel rail pressure regulators or electronic injection. Regardless of the type of fuel control system used, the basic operating theory is the same; diesel flow is controlled in a linear manner from 0% flow (engine off) to 100% flow (full load). For a given load condition, the governor will adjust between the 0% and 100% fuel limits in order to maintain engine speed; this value is generally referred to as "rack position" or "fuel position". Other things being equal, for a given engine load there will be a definite rack position and therefore a definitive diesel fuel flow.

During Bi-Fuel operation at a given load, the governor will retard the rack position (i.e., diesel fuel flow) relative to the amount of gas that is being supplied to the engine, in order to maintain the set speed. Since this retarded rack position can be correlated to a specific engine load (and vice versa), the

diesel fuel flow, and therefore the gas-diesel ratio, can be calculated with good accuracy. In practice, a “reference load” is calculated at which the diesel fuel flow and rack position are equal to the diesel portion of the target gas-diesel ratio. For example, if a 60% gas mixture is desired for a genset operating at 1200kWe, the reference load would be 480kWe ($1200 \times .40 = 480\text{kWe}$). The engine is then loaded to 480kWe and the rack position is noted. The engine is then loaded to 1200kWe and the gas ratio adjusted such that the rack position (i.e., diesel fuel flow) is equivalent to the 480kWe load level.

At this point, the engine would be producing 1200 kWe while using the diesel fuel required to make 480kWe, i.e., the balance is being made up with the gas, and the engine is operating at a fuel ratio of approximately 60% gas and 40% diesel fuel.

Note: Engine must be equipped with an a full authority governor to operate properly with the GTI Bi-Fuel system.

5.1.3 Measurement of Engine Power: For electrical generator applications, engine power may be measured in electric kilowatts (kWe) and/or Amps. For pump or compressor applications, it may be necessary to calculate engine load based on MAP (manifold air pressure) or pump/compressor load.

5.1.4 Methods of Measuring Rack Position: In order to adjust the Bi-Fuel system to achieve the desired gas-diesel ratio, it will be necessary to measure the “rack position” or “fuel position” of the diesel injection system at a given engine load. The following techniques can be used:

Measurement of control signal from governor to actuator (electronic governors such as Woodard 2301). This can be taken using a digital multimeter installed in series between the governor control module (“ACT” contact) and actuator. This value is typically measured in milliamps (mA).

Measurement of “fuel position” or “injector duration” (electronic diesel engines such as Caterpillar B Series). This typically requires the use of proprietary engine diagnostic software (provided by engine manufacturer) and either a laptop computer or hand-held diagnostic tool.

Measurement of physical position of diesel fuel rack (rack %). Depending on design of the fuel system, it may be possible to measure rack travel directly, using calipers, index, etc. Since total rack travel from 0% to 100% is typically a short distance, this measurement must be made with a high degree of accuracy.

Note: For electronic diesel engines using ECU control of injection timing and duration, DO NOT USE COMPUTED FUEL FLOW AS REFERENCE. The fuel flow data from the ECU is derived from calculations based on various engine data (not from fuel flow meters) and may not be accurate while engine is operating in Bi-Fuel mode. “Injector duration” and/or “fuel position” data will be accurate during both diesel and Bi-Fuel modes.

5.2 Establishing Target Bi-Fuel Operating Values

5.2.1 Target Bi-Fuel Gas-Diesel Ratio: The gas substitution that is possible varies depending on gas quality, engine design, engine model and condition, engine load factor, charge air temperature (aftercooling), and ambient conditions (altitude and temperature), but should never exceed 70%, even under the most ideal conditions. In general, high quality gas (over 95% CH₄), combined with moderate engine power levels and low temperature aftercooling will typically yield gas ratios in the 60% to 70% range, although there are factors that can still limit this value to much lower levels. Lower quality gas, combined with high manifold air temperature (MAT) and/or higher engine loads, will typically result in gas substitution closer to 50% or lower. OEM engine control strategy can also result in limitations in the achievable substitution rate. The final gas ratio will be determined during the commissioning process and may be higher or lower than the target value, based on knock limits, engine exhaust temperatures, and/or other operating factors.

Knock Limit: In most applications, engine knock (detonation) will be the limiting factor in determining maximum gas ratio. In most cases, short duration knock will not cause harm to the engine, however, extended operation in a knocking condition may result in engine damage or failure. A knocking condition can be diagnosed both audibly and using the Bi-Fuel System vibration sensor (VIB) data. Data from the engine vibration sensors (if installed) should be monitored closely during the setup procedure to confirm proper engine operation. If knocking is detected during Bi-Fuel operation, the engine should be rapidly switched to 100% diesel operation. To prevent recurrence of knocking, a reduction in gas ratio and/or a reduction in engine load will be required.

5.2.2 Target Bi-Fuel Maximum Load Rating: Engines converted to GTI Bi-Fuel are typically utilized for peak shaving, prime power, co-generation, or other high use applications. It is important for the installing technician to understand the power rating system used for most high-speed diesel engines, and the associated duty-cycles applicable to each. Most manufacturers of high speed (1200–1800rpm) diesel engines and generator sets publish stand-by, prime and continuous ratings. The stand-by rating is reserved for emergency operation only and represents the highest HP or kWe level that can be sustained for a limited period of time. In most applications, the stand-by rating will not be used for Bi-Fuel operation. The prime rating typically allows for unlimited hours of use, with a variable load, up to the prime rated output. The continuous rating is the most conservative rating, and is reserved for unlimited hours at a constant load. In general, Bi-Fuel mode is reserved for operations at or below the prime rating of the machine. The higher the number of hours of intended use, and the more constant the load rate, the more conservative the rating should be. For baseload type operations, GTI recommends a rating of 80% of continuous for Bi-Fuel mode.

5.3 Setup Procedure

Before proceeding with the setup procedure, the installing technician should be familiar with operation of the Bi-Fuel Electronic Control Panel and controller programming procedures. Refer to Operating Manuals (GPN0100 OM, GPN1000 OM or GPN20XX OM) for operation instructions.

The GPN1000 panel (DE-1510 Controller) is shipped with a standard program which assumes a vibration sensor will be in use. If no vibration sensor will be used, the Controller must be re-programmed, or the control and shutdown setpoint adjusted so that the lack of a sensor will have no effect. Programming instructions, which also allow the user to switch from English to Metric units, are contained within the “Programming” section of the Controller Operating Manuals referenced above. Terminal program software is accessible to the Master Distributor and requires use of a standard Personal Computer (PC) as the interface device. The program loaded can be checked by sequencing through the channels on the Display unit (DE-1510 and DE-3020) and verifying that sensor data is being displayed and that all appropriate channels are being displayed. The GPN0100 panels do not require terminal software. All configuration is done via the GCN keypad. All GPN panels are shipped with factory default settings for all control and safety setpoints. GPN1000 and GPN20XX series panels are also shipped with a factory default configuration. This configuration can be changed using the appropriate terminal software. A complete listing of the default settings and configurations is available in the applicable GPN manual.

Note: The engine-generator is not de-rated by the Bi-Fuel System. Higher engine power levels are still available to the user (above the Bi-Fuel rating) as the Bi-Fuel System will automatically transition the engine to 100% diesel mode if the power level rises above the limit programmed in the electronic control panel. GTI has seen a willingness on the part of some users to operate their engines at load levels inconsistent with long term engine durability. It must be stressed to the operator that high speed diesel engines will incur significant maintenance expenses if operated at high load levels for long periods, regardless of whether operating on Bi-Fuel or 100% diesel mode.



IMPORTANT:

The GPN0100 and GPN0100-12 panels utilize only Manifold Air Pressure (MAP) and Exhaust Gas Temperature (EGT) sensors. References in the following procedures to VIB, MAT, GSP, VAC, and ROP apply to the GPN1000 and GPN20XX panels only.

For GPN0100 and GPN0100-12 panels, it is recommended that the customer have external means of measuring the gas supply pressure before the VRF block in order to verify proper gas supply pressure.

A load bank or stable, reliable load source should be used to baseline the engine in 10%kW increments to 100% of data plate load rating, while in diesel only.

The following procedure offers a general guideline to Bi-Fuel System setup and commissioning.

**Direct any questions to your Master Distributor or
GTI Customer Support: (330) 545-9768 M–F, 8 am to 5 pm (EST)
Email: sales.altronic.gti@hoerbiger.com.**

1. Collect Baseline Engine Data

TURN THE MANUAL GAS VAVLE TO THE OFF POSITION. TURN THE AGM-PV TO THE FULLY-CLOSED POSITON. Turn the Bi-Fuel control panel power switch to the ON position; place the panel in MANUAL STOP or BI-FUEL INHIBIT mode, complete DIESEL ONLY baseline, 0-100% load in 10% steps. Record data on the Bi-Fuel Commissioning Form (see page 27). Edit safety and control points to working values.

IMPERATIVE: an electrical load bank with means of metering or equivalent means of setting a controlled/stable load on the (power pack) generator set, variable throughout its full range of operation (0–100% of rated load) in repeatable 5–10% of rated load steps, must be used. A reliable and accurate method of measuring real-time diesel fuel consumption throughout the commissioning process and full range of operation (0–100% of rated load) is required to comply with commissioning processes.

Note: For collecting baseline engine data, the manual gas valve MUST be in the OFF position and the GTI panel MUST be in the MANUAL STOP mode (GPN1000 and GPN20XX). The GPN0100 panel MUST be in BI-FUEL INHIBIT mode.

2. Reduce Engine Load to 0%

3. Set Initial MAP “Control Setpoints” in Bi-Fuel Control Panel

Set MAP “Low” and MAP “High” Control Setpoints to turn bi-fuel on/off in desired load window. MAP Control Setpoints will be re-adjusted at the conclusion of the setup procedure.

4. Set Initial kW “Control Setpoints” in Bi-Fuel Control Panel

If available set kW “low” and kW “HIGH” Control Setpoints to match the desired load window. Bi-fuel will not turn on outside of the controlled window.

Note: All set points must be reviewed for correct values based on the application. NEVER assume that the default values are adequate or will result in a safe condition.

5. Set GSP, VAC, MAT, EGT, and VIB “Control Setpoints”

Adjust the Control Setpoints for EGT, MAT, VIB, VAC and GSP channels to the minimum and maximum values (low and high setpoint span values). This will prevent unwanted “Control” shutdowns of the Bi-Fuel System.

6. Set Initial “Safety Setpoints” in Bi-Fuel Control Panel

With the Bi-Fuel Control Panel in “manual stop”, set the EGT, MAT and VIB “high” limits to 1.05 times the values recorded in step 1. Set the EGT, MAT and VIB “low” limits to the minimum allowable value. For VAC, set the “low” limit value to -0.2psig of the value recorded in step 1. Set the VAC “high”, limit to the maximum allowable value.

7. Check “Bi-Fuel Inhibit” Contact

Check Bi-Fuel Inhibit contact. If this feature is not being used, confirm that jumper has been installed (DE-3020 Terminal 13 (+ to -)).

8. Verify Gas Supply Pressure (GSP)

Slowly turn manual gas valve to the ON position and observe the gas pressure displayed on the DE screen. GSP should be between 5 to 50mbar as a starting pressure. If GSP is below 5mbar, or above 50mbar, adjust supply pressure regulator as required.

9. Verify ZG Regulator Output Pressure (ROP) Setpoint

Confirm ROP switch setpoint set to 2 inch w.c. (Series 50, 65, 80). Note that the ROP switch is not used with the GPN0100 and GPN0100-12 panels.

Note: A GSP setting of 34mbar is recommended for optimum substitution.

10. Initialize ZG Regulator

Series 50, 65, 80, and 50XX OE (GPN0100, 24VDC)

Set the ZG regulator to the minimum pressure setting by rotating adjustment screw fully counterclockwise. The spring supplied with the ZG regulator is color-coded brown, and has an effective pressure range of -1.0" w.c. to +1.6" w.c. Using a manometer, ZG regulator output pressure should be approximately -0.5" w.c. to 1" w.c. with the engine running in Bi-Fuel mode.

Note: As a safety precaution, the engine should be at 50% load before initial adjustment of the ZG Regulator.

Series 25

Access to make VRF output pressure adjustments can be made from either side of the assembly. Use a flat head screwdriver to slide open

the access door. Pressure output adjustments are made using a No. 2.5 (metric) Allen wrench.

Set the ZG feature of the VRF to the minimum pressure setting by rotating the adjustment screw accordingly. The effective range of the device is -1.0" w.c. to +1.0" w.c.. Using a manometer, the output pressure should be approximately -0.5" w.c. to 1" w.c. with the engine running in Bi-Fuel mode.

11. Reset Bi-Fuel Control Panel – Verify Control Status

With engine at 0% load, manually reset the Bi-Fuel Control Panel (GPN1000 and GPN20XX). For GPN0100, de-activate the Bi-Fuel Inhibit mode (install jumper or connect to external device). Verify that Bi-Fuel Controller is in Control Shutdown mode (both red and green status LED's are off for the GPN1000 and GPN20XX, BI-FUEL OFF showing on top line of display on GPN0100).

Note: The factory default low MAP CONTROL and SAFETY setpoint is 20 psi. As a result, the installer must adjust these setpoints before the bi-fuel mode can be activated.

12. Verify Proper Operation of Bi-Fuel System

Load engine to the minimum target Bi-Fuel rating. Verify that the Bi-Fuel Control Panel display indicates Bi-Fuel On and that the green RUN LED is illuminated on GPN1000 and GPN20XX panels. The engine is now operating in Bi-Fuel mode using a minimum quantity of gas. Monitor Bi-Fuel System parameters and engine behavior for irregularities. Confirm that GSP is holding within $\pm 10\%$ of the set pressure. If GSP shows oscillation of more than 10%, the primary supply regulator must be adjusted as required.

13. Increase Engine Load to Target Bi-Fuel Rating

Adjust AGM-PV to increase gas ratio to 100% of target value using the following method:

Find the locking strap on the AGM-PV. Verify that the center flat head screw is loose to allow free rotation of the turnbuckle. Verify that the 3/8" Teflon nut is loose to allow free movement of the locking strap. Slowly turn the turnbuckle towards the open arrow to increase gas ratio target.

When gas ratio target is reached and verified, tighten the Teflon nut and flat head screw.



CAUTION:

As gas ratio is increased, it is the responsibility of the installing technician to constantly monitor engine performance and behavior using data provided by the Bi-Fuel control panel and/or engine/generator control panel as well as audible engine noise.

14. Collect Engine and Bi-Fuel System Data

Collect engine data as per step 1. Confirm GSP is holding within 10% tolerance. Verify VIB and EGT values are within normal limits. Listen carefully to the engine to confirm that no audible knocking is occurring. Confirm proper engine operation before proceeding to next step.

15. Confirm proper engine operation before proceeding to next step.

16. Operational Test

Operate engine in Bi-Fuel mode using typical load conditions. Monitor Bi-Fuel System Safety and Control parameters. Minimum test duration of 2–3 hours is recommended. Test engine under variable load conditions to confirm nominal performance in Bi-Fuel mode.

17. Confirm Minimum Load Setpoint

Reduce engine load to bi-fuel light load target. Monitor engine stability, genset frequency and voltage, etc. When final light load setpoint is established, note MAP value.

18. Finalize MAP and/or kW Control Setpoints

Set MAP "Low" and MAP "High" Control Setpoints to define Bi-Fuel load window. Set MAP low setpoint to define low load bi-fuel off condition. Set

Note: It may not be possible to reach desired gas ratio at target Bi-Fuel rating. If target gas ratio cannot be reached safely, it will be necessary to decrease gas ratio or decrease target Bi-Fuel load rating.

MAP high setpoint to to define high load bi-fuel off condition. If kW is used, set kW low setpoint to define low load bi-fuel off condition. Set kW high setpoint to define high load bi-fuel off condition.

- 19. Finalize Safety Shutdown Setpoints (EGT, MAT, VIB)**
Set EGT, MAT and VIB Safety Shutdown Setpoints (high) based on a comparison of values recorded in steps 1 and 20 (100% diesel operation vs. Bi-Fuel operation). Final setpoints are at the discretion of the installing technician, however, GTI recommends that EGT, MAT, and VIB values should be within +10% of diesel baseline. Take notice that Safety Setpoints are set slightly above the desired limit in order to prevent nuisance shutdowns in Bi-Fuel mode.
- 20. Finalize Safety Shutdown Setpoints (GSP)**
Set GSP “high” and “low” Safety Shutdown Setpoints to within ± 0.5 psig of the desired setpoint, or as otherwise dictated by the stability of the gas supply pressure.
- 21. Secure GPV and ZG Regulator Settings**
Secure locking nuts on GPV gas adjustment screws (do not over tighten). Use of lead seals or other tamper proofing materials is recommended to prevent unauthorized adjustment of the AGM-PV or ZG regulator.
- 22. Record Bi-Fuel Settings**
Record Bi-Fuel Control Panel settings for EGT, MAP, MAT, VIB and GSP channels for future reference. Record final position of AGM-PV gas adjustment screws (number of turns open).
- 23. Record Engine Data and Start Date**
Record engine make, model, serial number and rating. Record date of Bi-Fuel start-up.
- 24. Complete GTI Bi-Fuel Commissioning Report**
GTI Bi-Fuel Commissioning Report must be completed thoroughly and entirely without exception, showing all data for diesel baseline and bi-fuel mode across the entire load range at final settings. Use the form on the following page to record setup details.

FAX to “GTI Product Support”, (330) 545-3231, or
Email to sales.altronic.gti@hoerbiger.com.

Note: Failure to submit this form may void applicable warranties.

Notes:

Bi-Fuel® Kit Application and Contents

GTI Series	Engine Power Rating	Engine Type	Panel Option	Vibration Sensor(s)	CSA Certified ¹
25 ²	Up to 300 kWe	Single Turbo, Single Cooler	GPN0100-12	Up to 8	No
			GPN1000-12		
50	301-800 kWe	Single Turbo, Single Cooler	GPN0100	Up to 8	Yes
		Up to Six Turbo, Four Cooler	GPN20XX	Standard (2)	
65	801-1500 kWe	Single Turbo, Single Cooler	GPN0100	Up to 8	Yes
		Up to Six Turbo, Four Cooler	GPN20XX	Standard (2)	
80	1501-2500 kWe	Single Turbo, Single Cooler	GPN0100	Up to 8	Yes
		Up to Six Turbo, Four Cooler	GPN20XX	Standard (2)	
GTI+	Up to 4MW+ ³	Up to Six Turbo, Four Cooler	GPN2020	Standard (2)	Yes

¹ CSA Certified Class I, Div. 2, Group D System available. Contact a GTI Authorized Distributor for details.

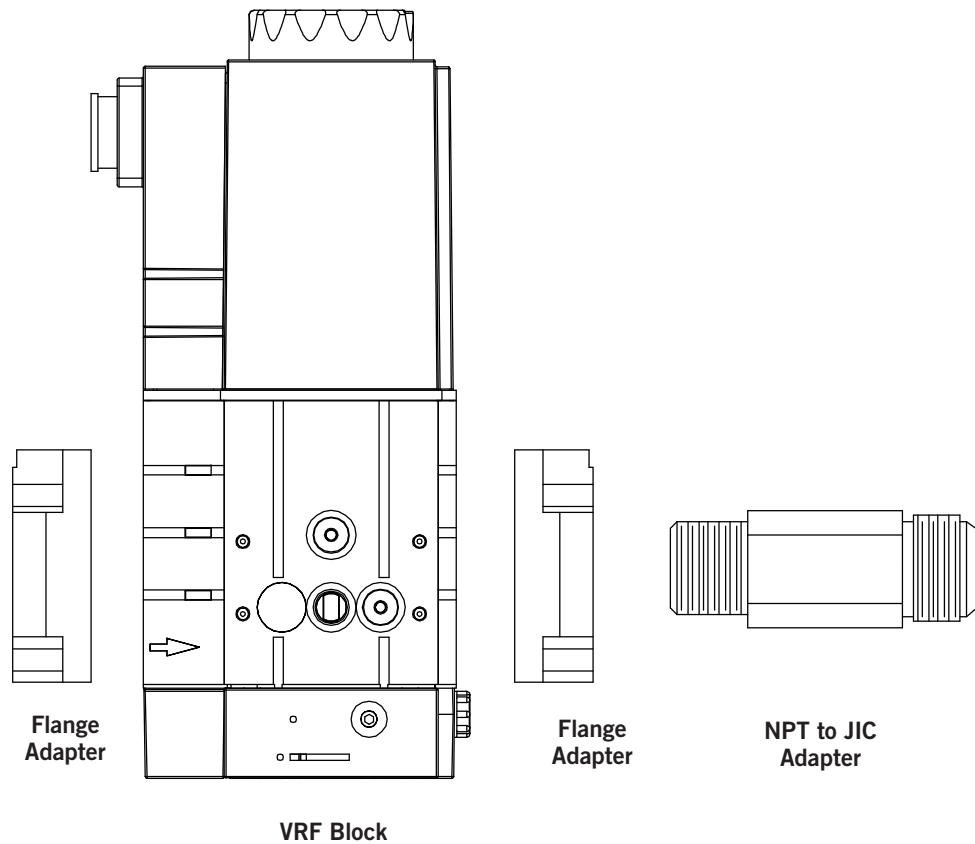
² Series 25 kits require 12Vdc Power; all other Series require 24Vdc power.

³ Contact your GTI Authorized Distributor for larger applications.

CARB compliant configuration kits available up to 3MW.



BASIC GAS TRAIN KIT, SERIES 25 GGT0025B-12

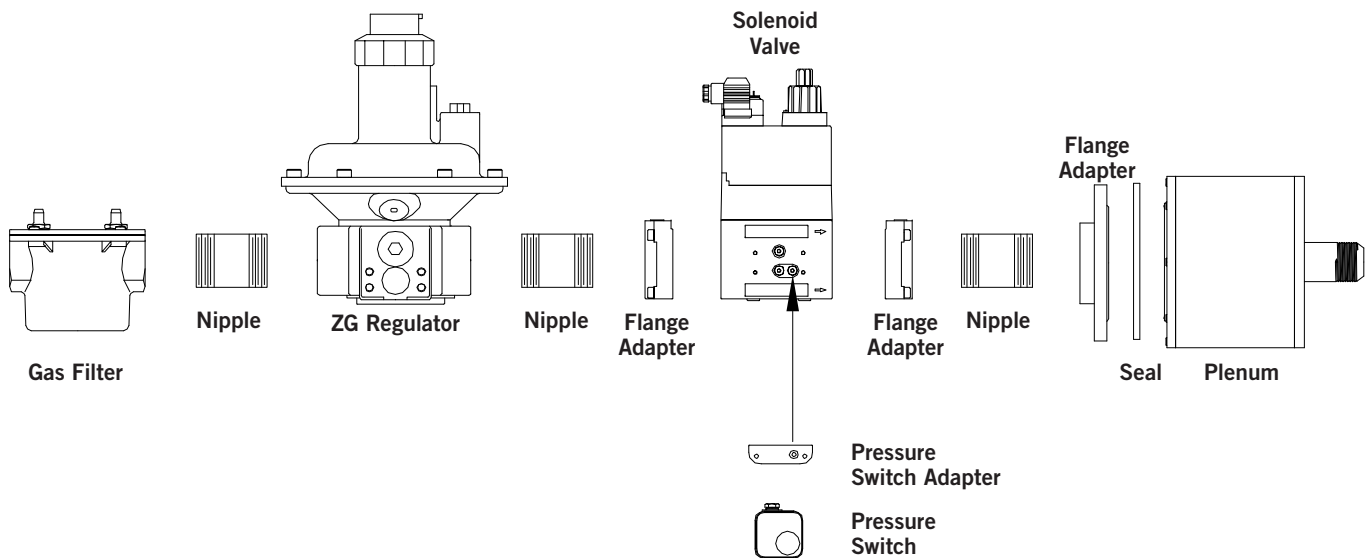
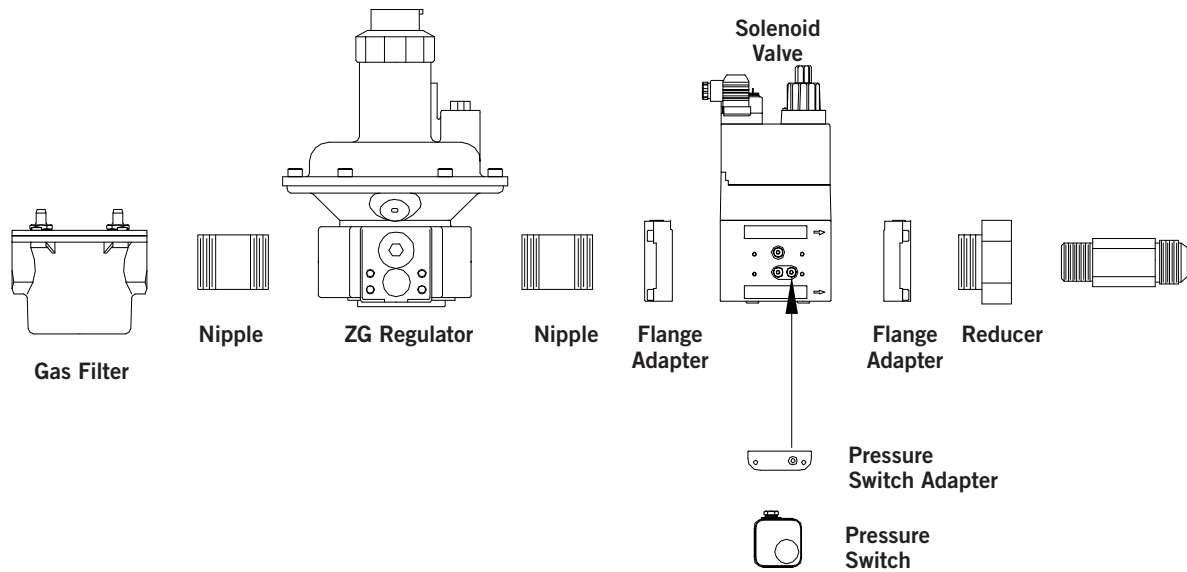


BASIC GAS TRAIN KIT, SERIES 25 GGT0025B-12	PART NUMBER	QTY.
VALVE-REGULATOR-FILTER	GSV010-12	1
ADAPTER, FLANGE TO 1" FEMALE NPT	G11021	2
ADAPTER, PIPE TO HOSE, 1" MALE NPT X 1.5" MALE JIC	G12047	1

BASIC GAS TRAIN KIT, SERIES 50 GGT0050B

BASIC GAS TRAIN KIT, SERIES 50 GGT0050B	PART NUMBER	QTY.
GAS FILTER, THREADED, DN50	GFL005	1
ZERO PRESSURE REGULATOR, THREADED, DN50	GGR005	1
SOLENOID VALVE DMV, THREADED, DN50	GSV004	1
INLET FLANGE, THREADED, DN50	G11003	2
REGULATED OUTPUT PRESSURE SWITCH	G11012	1
REGULATED OUTPUT PRESSURE SWITCH ADAPTER	G11013	1
NIPPLE 2" NPT	G11055	2
ONE OUTLET	PART NUMBER	QTY.
REDUCER BUSHING 2" MALE NPT X 1.5" MALE JIC	G12044	1
MULTI-OUTLET	PART NUMBER	QTY.
DN50 END CAP KIT	G90050	1
NIPPLE 2" NPT	G11055	1
FLANGE ADAPTER ANSI 2" X 2" NPT	G11009	1
SEAL, 2" ANSI, BLUE	G12022	1
END CAP, 2" RF ANSI	G90020	1
BOLT M16 X 60M	902784	4
WASHER, SEAL, M16	902790	4
LOCK WASHER, M16,17MM ID	902789	4
NUT, M16	902786	4

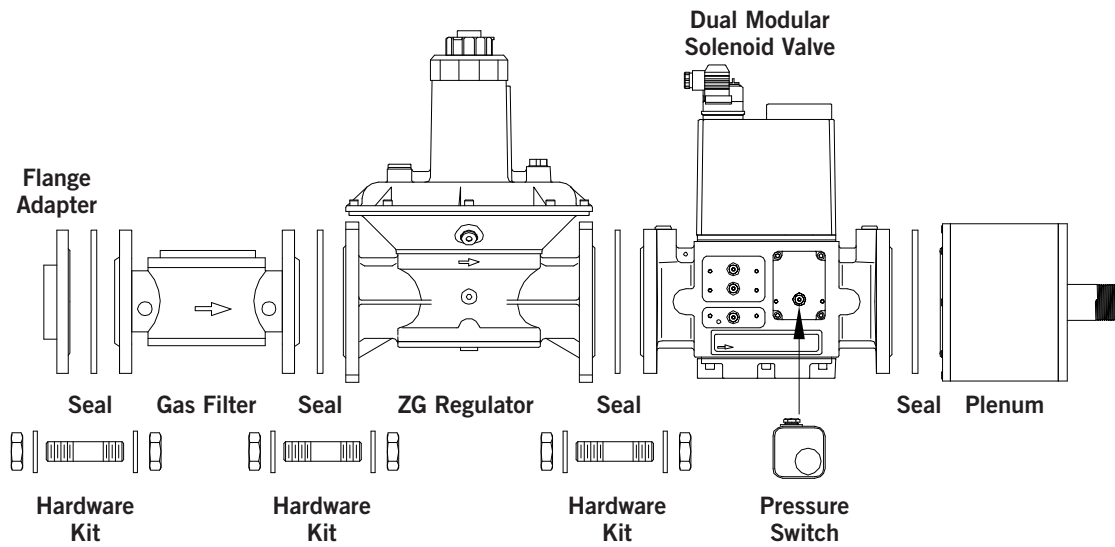
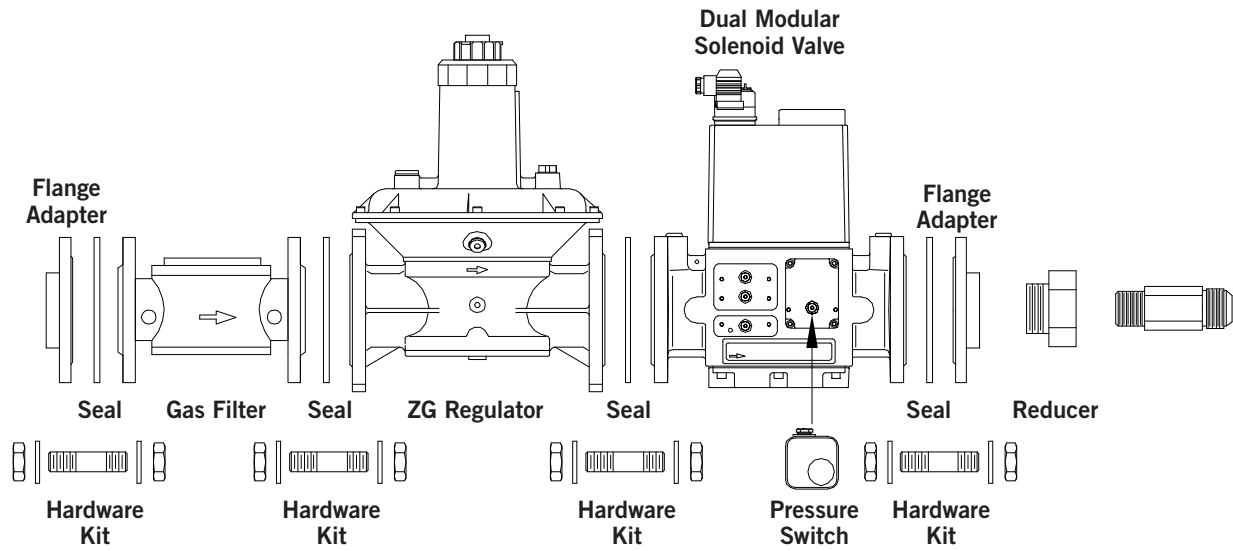
GAS TRAIN, SERIES 50



BASIC GAS TRAIN KIT, SERIES 65 GGT0065B

GGT0065B	PART NUMBER	QTY.
GAS FILTER, FLANGED, DN65	GFL002	1
ZERO PRESSURE REGULATOR, FLANGED, DN65	GGR006	1
DUAL SOLENOID VALVE, FLANGED, DN65	GSV005	1
SEAL, DN65	G12020	4
HARDWARE KIT, DN65	G11002	12
ADAPTER, FLANGED, DN65 X 2.5" FEMALE NPT	G11007	1
REGULATED OUTPUT PRESSURE SWITCH	G11012	1
ONE OUTLET	PART NUMBER	QTY.
DN65 TO 1.5" HOSE KIT	G126515-KT	1
HARDWARE KIT, DN65	G11002	4
ADAPTER, FLANGED, DN65 X 2.5" FEMALE NPT	G11007	1
REDUCER BUSHING, 2.5" MALE NPT X 1.5" FEMALE NPT	G11015	1
REDUCER BUSHING, 1.5" MALE NPT X 1.5" MALE JIC	G12042	1
DN65 TO 2.0" HOSE KIT	G126520-KT	1
HARDWARE KIT, DN65	G11002	4
ADAPTER, FLANGED, DN65 X 2.5" FEMALE NPT	G11007	1
REDUCER BUSHING, 2.5" MALE NPT X 1.5" FEMALE NPT	G11015	1
REDUCER BUSHING, 1.5" MALE NPT X 2" MALE JIC	G12043	1
TWO OUTLET		
9" PLENUM BARREL KIT	GPV0009-KT	1
9" INLET PLENUM PLATE, DN65	G90065	1
9" OUTLET PLATE, TWO, 2" OUTLET	G9220	1
FOUR OUTLET		
9" PLENUM BARREL KIT	GPV0009-KT	1
9" INLET PLENUM PLATE, DN65	G90065	1
9" OUTLET PLATE, FOUR, 2" OUTLET	G9420	1

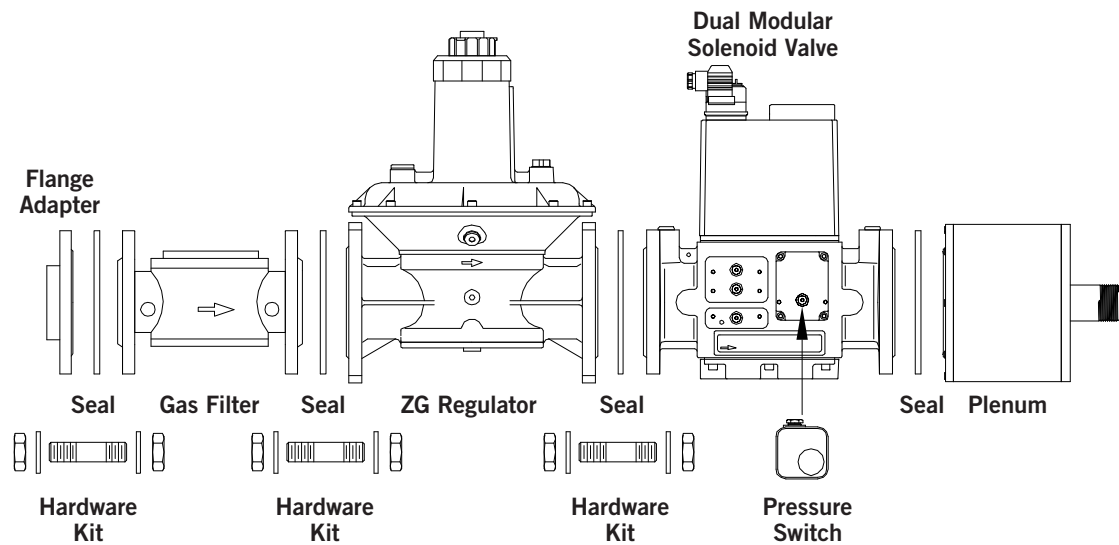
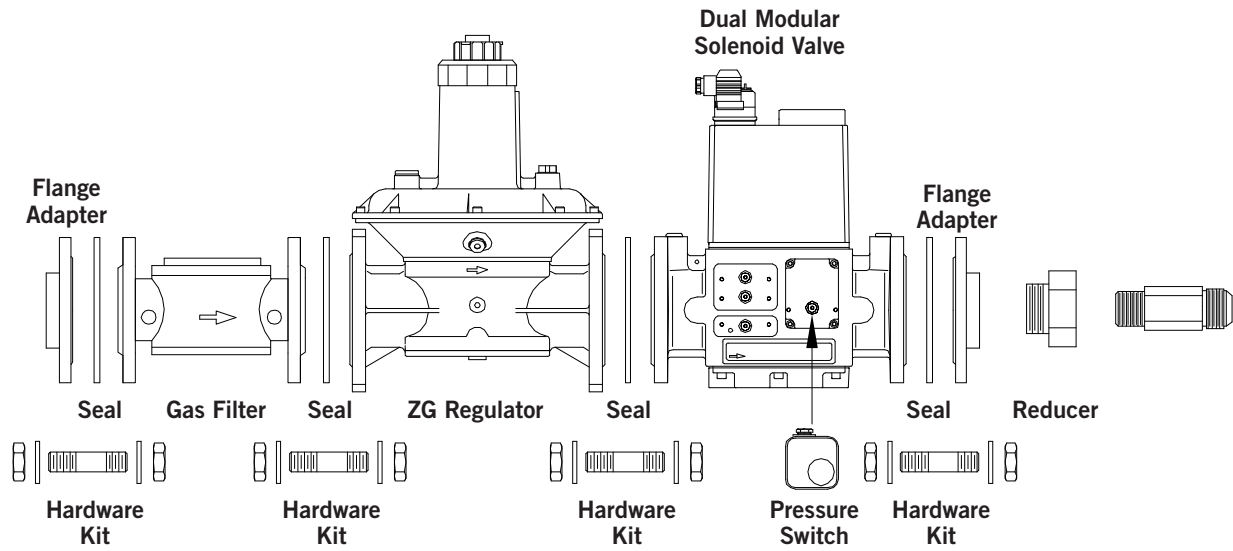
GAS TRAIN, SERIES 65



BASIC GAS TRAIN KIT, SERIES 80 GGT0080B

GGT0080B	PART NUMBER	QTY.
GAS FILTER, FLANGED, DN80	GFL003	1
ZERO PRESSURE REGULATOR, FLANGED, DN80	GGR007	1
DUAL SOLENOID VALVE, FLANGED, DN80	GSV006	1
SEAL, DN80	G12021	4
HARDWARE KIT, DN80	G11002	24
ADAPTER, FLANGED, DN80 X 3" FEMALE NPT	G11008	1
REGULATED OUTPUT PRESSURE SWITCH	G11012	1
ONE OUTLET	PART NUMBER	QTY.
DN80 TO 2.0" HOSE KIT	G128020-KT	1
HARDWARE KIT, DN80	G11002	8
ADAPTER, 2" MALE NPT X 2" MALE JIC	G12045	1
ADAPTER, 3" MALE NPT X 2" FEMALE NPT	G12046	1
ADAPTER, FLANGED, DN80 X 3" FEMALE NPT	G11008	1
TWO OUTLET		
9" PLENUM BARREL KIT	GPV0009-KT	1
9" INLET PLENUM PLATE, DN80	G90080	1
9" OUTLET PLATE, TWO, 2" OUTLET	G9220	1
FOUR OUTLET		
9" PLENUM BARREL KIT	GPV0009-KT	1
9" INLET PLENUM PLATE, DN65	G90080	1
9" OUTLET PLATE, FOUR, 2" OUTLET	G9420	1

GAS TRAIN, SERIES 80



SENSOR SPECIFICATIONS

Engine Exhaust Gas Temperature Thermocouple – EGT **P/N 610861-XXX**

Metal transition w/strain relief and 0.25" X 4" 304SS sheath
Fiberglass stranded overbraid lead wire, ungrounded
Type K (32°F to 2300°F)
Fitting: 1/8 inch NPT

Manifold Air Temperature Thermocouple – MAT **P/N 610861-XXX**

Metal transition w/strain relief and 0.25" X 4" 304SS sheath
Fiberglass stranded overbraid lead wire, ungrounded
Type K (32°F to 2300°F)
Fitting: 1/8 inch NPT

Manifold Air Pressure Sensor – MAP **P/N 691201-50**

0–50psig Pressure Transducer
+5Vdc Excitation Voltage
0.5–4.5Vdc Output Voltage
75Psig Overload Rating
250psig Bursting Rating
1% Accuracy of Span
Operating Temp. Range –40°F. to 221°F
Fitting: 1/8 inch NPT

Engine Vacuum Sensor – VAC **P/N 691206-50**

0–50psia Pressure Transducer
+5Vdc Excitation Voltage
0.5–4.5Vdc Output Voltage
75psia Overload Rating
250psia Bursting Rating
1% Accuracy of Span
Operating Temp. Range –40°F to 221°F
Fitting: 1/8 inch NPT

Engine Vibration Sensor – VIB **P/N 691205**

4–20mA output proportional to velocity
Supply Voltage: 24Vdc
Environmental Rating: Nema 4X
Enclosure Material: 303SST
Electrical Connection: 18 AWG Wire
Frequency Response: Up to 2000Hz
Operating Temp. Range: –40°F to 221°F
Mounting: ¼ inch NPT
(Supplied heat sink adaptor mounting: 3/8"-16)

Gas Supply Pressure Sensor – GSP **P/N 691201-15**

0–15psig Pressure Transducer
+5Vdc Excitation Voltage
0.5–4.5Vdc Output Voltage
22.5psig Overload Rating
75psig Bursting Rating
1% Accuracy of Span
Operating Temp. Range –40°F. to 221°F.
Fitting: 1/8 inch NPT

Regulator Output Pressure Switch -Rop **P/N G11012**

SPDT Switch
NC contact breaks on increasing psig
Contact Rating: 10A res., 8 FLA, 48 LRA @ 120VAC
Nema Type 4 enclosure
MAXIMUM Pressure 7Psig (1496.2mbar)
Ambient Temp. Range –40°F to +140°F

Engine Vibration Sensor – VIB (VSM+) **P/N 615107**

Frequency Range: 1Hz–20kHz
Measuring Range: .1–400 g
Sensitivity at 5kHz: 26 ± 8mV/g
Operating Temperature Range: –40°C to +150°C

GLOSSARY OF TERMS

AAAC	Air to Air Aftercooling
BMEP	Brake Mean Effective Pressure
BTU	British Thermal Unit
CAD	Computer-Aided Design
CH4	Methane Molecule
CNC	Computer Numeric Control (Machining)
DGCS	Dynamic Gas Control System
DMV	Dual Modular Valve Gas Solenoid
EGT	Engine Exhaust Gas Temperature
EMI	Electro Magnetic Interference
GEG	Gas Equivalent Gallon
GEL	Gas Equivalent Liter
GPV	Gas Power Valve
GSP	Gas Supply Pressure
H2S	Hydrogen Sulfide
HC	Hydrocarbons
HP	Horsepower
ID	Inside Diameter
IPS	Inches Per Second
JIC	Joint Industry Conference (Thread Specification)
JWAC	Jacket Water Aftercooling
KCAL	Kilocalories
KPA	Kilopascal
KWE	Kilowatt Electric
LCD	Liquid Crystal Display
LED	Light Emitting Diode
LEL	Lower Explosive Limit
MAP	Engine Manifold Air Pressure
MAT	Engine Manifold Air Temperature
MBAR	Millibar
MJ	Megajoule
MPS	Millimeters Per Second
NBR	Nitrile Rubber
NPT	National Pipe Thread Tapered
OD	Outside Diameter
OEM	Original Equipment (Engine) Manufacturer
PMAX	Peak Firing Pressure
PSIA	Pounds per Square Inch-Absolute
PSIG	Pounds per Square Inch-Gauge
RFI	Radio Frequency Interference
ROP	Regulator Output Pressure
RPM	Rotations Per Minute (Engine Speed)
SCAC	Separate Circuit Aftercooling
SCF	Standard Cubic Feet
VAC	Engine Vacuum
VIB	Engine Vibration
WC	Water Column
ZG	Zero Gas Pressure Regulator

CONVERSIONS

LENGTH

MULTIPLY	➡➡➡➡➡➡	TO GET
TO GET	⬅⬅⬅⬅⬅⬅	DIVIDE
inch	2.54	cm
feet	12	inch
feet	0.305	meter
yard	1.094	meter
Angstrom	1010	meter

FLOWRATE

MULTIPLY	➡➡➡➡➡➡	TO GET
TO GET	⬅⬅⬅⬅⬅⬅	DIVIDE
cc/min	1	mL/min
cfm (ft³/min)	28.31	L/min
cfm (ft³/min)	1.699	m³/hr
cfh (ft³/hr)	472	mL/min
cfh (ft³/hr)	0.125	GPM
GPH	63.1	mL/min
GPH	0.134	cfh
GPM	0.227	m³/hr
GPM	3.785	L/min
oz/min	29.57	mL/min

PRESSURE (LIQUID PUMPS)

MULTIPLY	➡➡➡➡➡➡	TO GET
TO GET	⬅⬅⬅⬅⬅⬅	DIVIDE
psig	2.31	feet of water
psia	6.9	kilopascals
psig	2.03	inches of Hg
psia	0.068	atm
psia	0.068	bar
atm	33.9	feet of water
atm	760	mm Hg
inches Hg	1.133	feet of water
mm Hg	0.039	inches Hg
newtons/m²	1	pascals

CONVERSIONS

PRESSURE /VACUUM

MULTIPLY	→→→→→	TO GET
TO GET	←←←←←	DIVIDE
atm	33.9	feet of water
atm	760	mm Hg
atm	1033.2	g/cm ²
atm	14.70	psia
atm	1.013	bar
atm	101.3	kPa
bar	14.5	psia
bar	0.9869	atm
bar	100	kPa
feet of water	0.4335	psia
kPa	0.01	dyne/cm ²
kPa	0.1450	psia
kPa	7.5	mm Hg
psi	0.0703	kg/cm ²

VOLUME (LIQUID PUMPS)

MULTIPLY	→→→→→	TO GET
TO GET	←←←←←	DIVIDE
gallons	128	fluid ounces
gallons	3.785	liters
liters	1000	cubic centimeters
pounds of water	0.119	gallons
gallons (Imperial)	1.2	gallons (U.S.)
cubic feet	7.48	gallons
cubic inches	0.00433	gallons
cubic centimeters	0.0338	fluid ounces
cubic meters	264.2	gallons
cubic meters	1000	liters

MISCELLANEOUS

MULTIPLY	→→→→→	TO GET
TO GET	←←←←←	DIVIDE
hp	0.746	kW
hp	42.44	BTU/min
hp	396,000	lb in/min
hp	1.014	metric hp
watts	0.7376	lb ft/sec
watts	44.25	lb ft/min
lb-feet	0.1368	kg-m
oz-in	0.072	kg-cm
oz-in	70,600	dyne-cm
oz-in	0.00706	Nm
gauss	0.0001	tesla

VOLUME

MULTIPLY	→→→→→	TO GET
TO GET	←←←←←	DIVIDE
cubic cm (cc)	1	milliliters (mL)
ounces (fluid)	29.57	milliliters (mL)
cubic feet (ft ³)	7.48	gallons
cubic feet (ft ³)	0.0283	cubic meters (m ³)
gallons	128	liters
gallons	3.785	ounces (fluid)
gallons	0.8333	imperial gallons
cubic meters (m ³)	1000	liters

DENSITY CONVERSIONS

Specific Gravity x 1 = g/L

g/L x 8.345404 = lb/gal

lb/gal x 0.119826 = g/mL

TEMPERATURE

°F = (1.8 x °C) + 32

°C = (°F - 32) x 0.555

°Kelvin = °C + 273.2