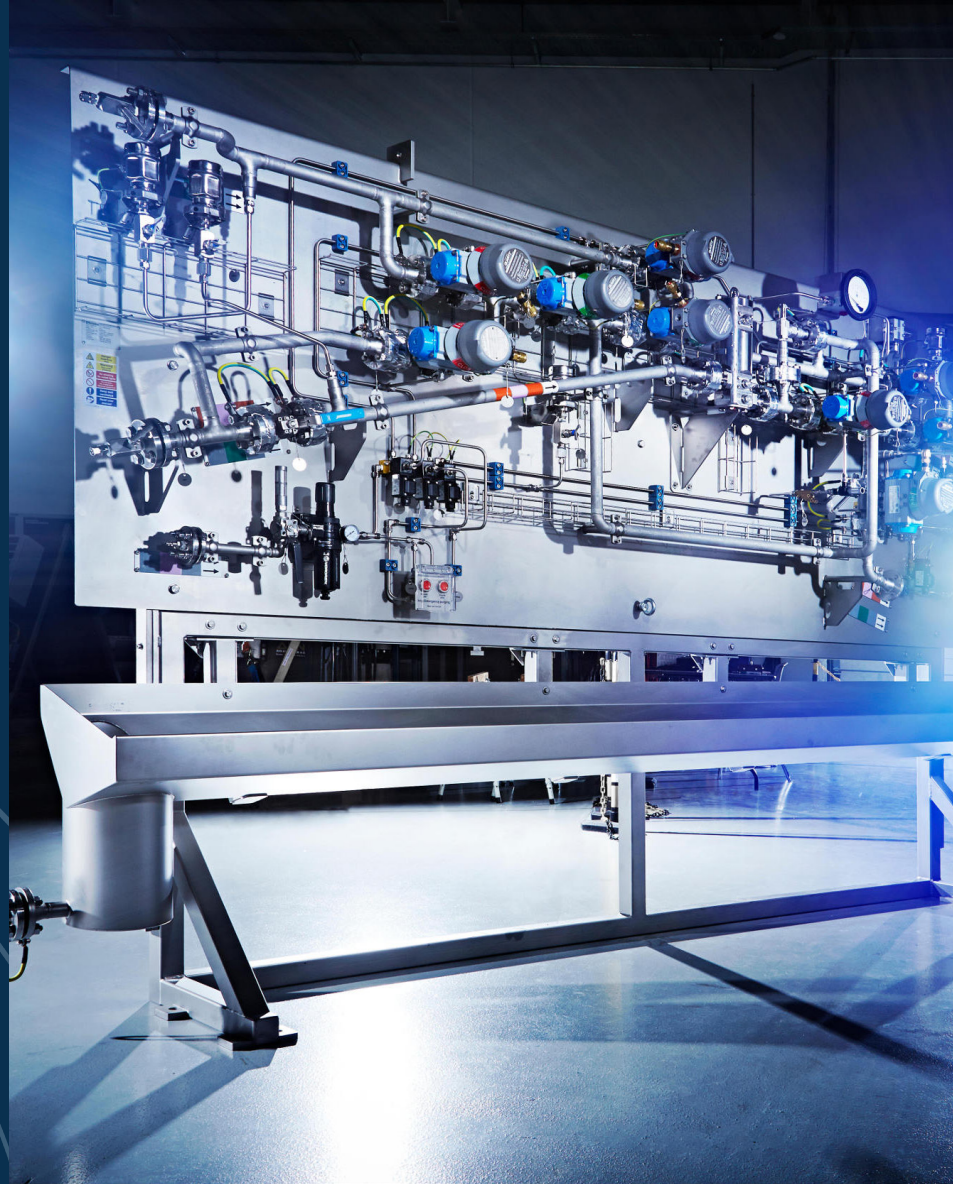


Fuel Valve Train



Product information

The Fuel Valve Train is a block and bleed valve configuration designed to control flow of methanol from the liquid fuel supply system to the engine. The added water mixing feature enables our customers to mix methanol with water, and by that to comply with Tier III regulations.

In case of a normal shutdown or emergency shutdown, the Fuel Valve Train will disengage the fuel supply to the engine and send excess fuel from the Fuel Valve Train to the drain. A nitrogen purge system is incorporated into the Fuel Valve Train to purge the system and the engine while preventing the fuel from reaching any safe areas.

The benefits of the Fuel Valve Train include filtration of media before injection as well as temperature and pressure monitoring between fuel supply system and engine. A drip tray is installed as a safety measure. Moreover, the Fuel Valve Train is designed for easy accessibility and maintenance.

Description		FVT MeOH-W, 1"
Media Dimensioning		
FVT Size		Main Line: 1" DN25
		N2 Line: ½" DN15
		Water Line: ½" DN15
Material in Contact with Media		316/316 L Stainless Steel
Media for Engine		Methanol (optional water-mixture)
Media for Purge		Nitrogen
Nominal Working Pressure [PN]		10 bar
Design Pressure [PS]		16 bar
Test Pressure [PT]		24 bar
Design Flow		Water flow: 1056kg/h
		MeOH flow: 2666kg/h (at max water flow)
Media Design Temperature		-25°C to +60°C
Physical Dimensions		
Dimensions (WxHxL)		712 x 2.033 x 3.446 mm (without legs)
		724 x 2.200 x 3.446 mm (with legs)
Weight (incl. FVT, wall mounts and spill tray)		740 kg (without legs)
		950 kg (with legs)
Environment		
Ambient Temperature		-25°C to +55°C
Degree of Protection (IEC 60529)		IP65
Supply		
Supply Voltage		24 VDC -25 / +30 %
Pneumatic Air		6-10 bar, dry air
Ex Classification		
FVT Components		According to Ex eb db ia IIA T1 Ga/Gb
Classification		
Classification Societies (Per Customer Request)		DNV/GL, NK