Kilowatts Design

LOCATION:
Calgary, Alberta, Canada

APPLICATION:
Proof of capability

ENGINE/COMPRESSOR:
White 8GTL825

DISTRIBUTOR/REP:
William Moore

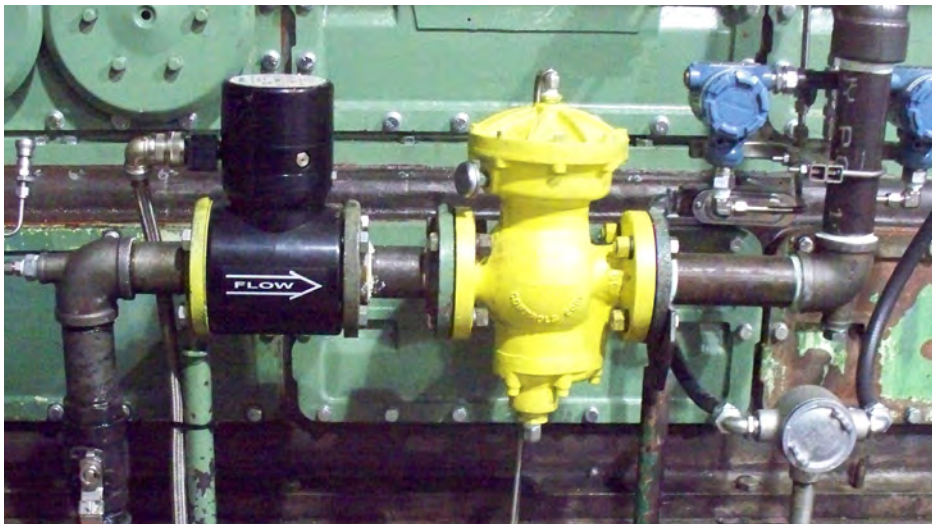
ALTRONIC PRODUCTS:
AGV-5

OVERVIEW:
To test and compare the Altronic AGV-5 fuel valve, Kilowatts installed it on a White engine and tracked it's performance compared to an MCV50 valve.

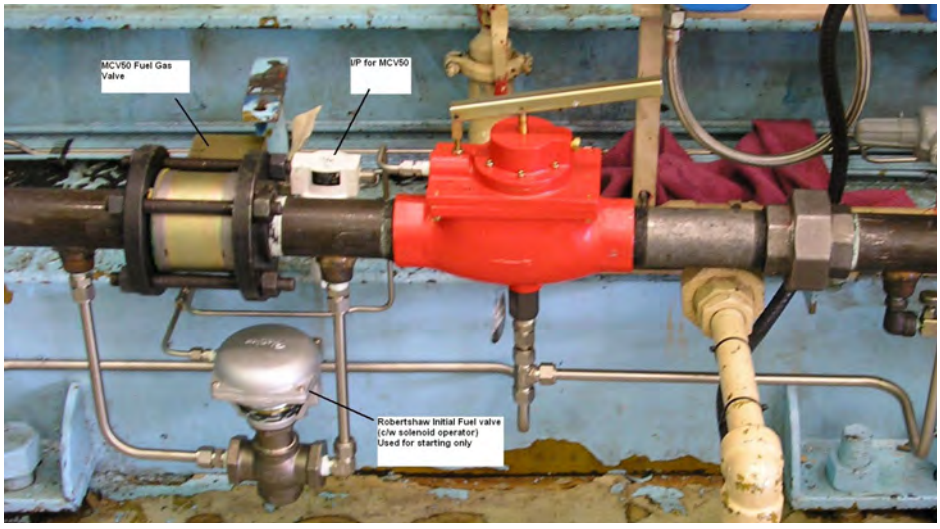
To date, the AGV-5 has been the least complicated and possibly the best-working valve as well. The installation with the MCV50 valve requires more components, more I/O in the control system to operate (and more programming) and more labor for installation.

By all accounts the AGV-5 is a winner. Its ease of installation and operation, coupled with outstanding performance make it a valuable addition to any engine.

On the next page are data captures of different engines starting with different fuel systems. The comments are those of the Kilowatts tech.



AGV-5



MCV50

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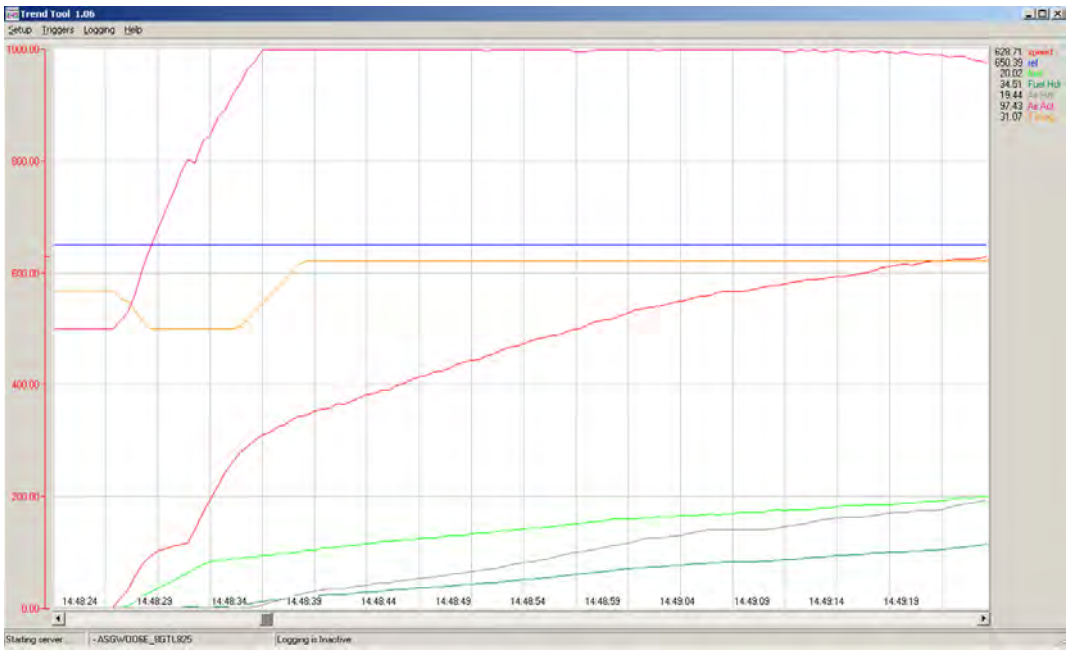
8GTL825 White with New AGV5 Fuel Valve Start up
– note smooth acceleration



8GT825 White with Robertshaw Initial Fuel and MCV-50 valve
– note change in acceleration as unit starts on initial fuel, then transitions to main fuel

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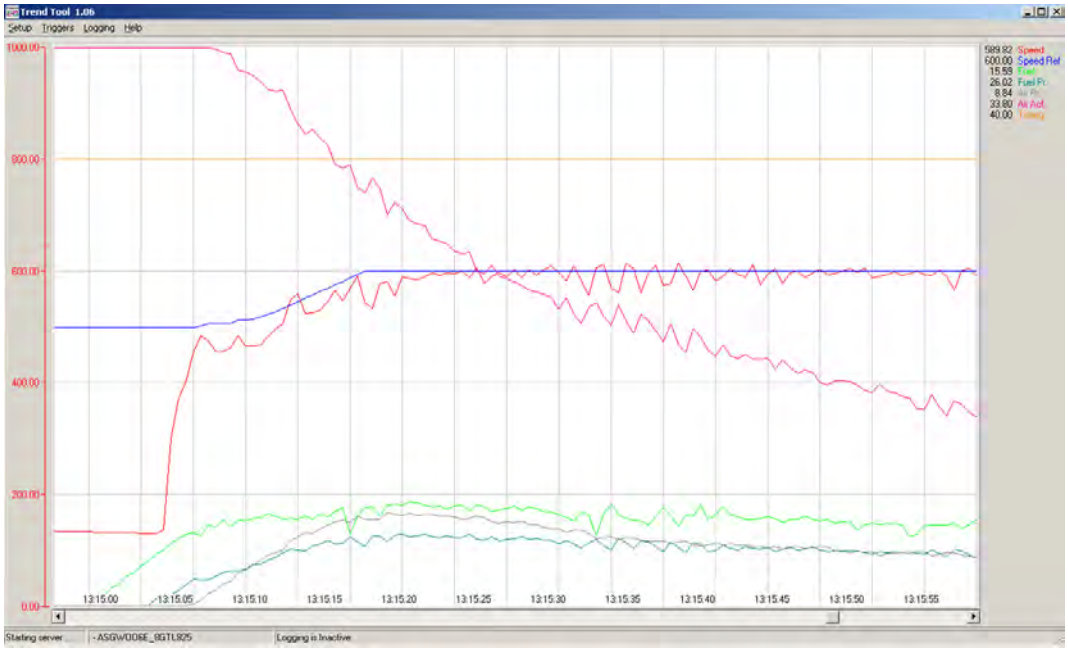
8GT825 with no initial fuel and MCV-50 fuel valve
– note jump in fuel pressure (hence the quick jump in speed and sometimes flooding)



Ingersol Rand with Kinetrol actuator and original Woodward fuel valve
– note special valve sequencing to re-use existing fuel valve causes overshoot of speed setpoint.

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Cooper Bessemer with MCV-50 fuel valve
– note fuel header pressure premature due to leaking of the fuel valve.

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