

Fuel Valve Train LPG



Product information

The FVT-LPG consist of two sub-systems namely the Supply Valve Train (SVT) and the Return Valve Train (RVT). The SVT is placed between the Low-Flashpoint Fuel Supply System (LFSS) and the Engine. The RVT is placed between engine and service tank.

The Supply Valve Train provides functionalities such as: Double block and bleed, safety filtration and slow-filling capabilities on the fuel supply line. Beyond this safety relief, nitrogen inlets and vent lines are provided as well as a range of sensor signals.

The Return Valve Train provides double block and bleed, fuel filtration as well as a control valve to control fuel pressure at the engine. Beyond this vent lines and a range of sensor signals are provided.

Description

FVT LPG, 1"

Media Dimensioning

FVT Size	Main Line: 1" (DN25) Purge and Bleed Line: ½" (DN15) Return Line: ½" (DN15)
Material in Contact with Media	Stainless Steel
Media for the Engine	Liquid Petroleum Gas (LPG)
Media for Purge	Nitrogen
Nominal Working Pressure for Fuel Supply [PN]	5.300 kPa (53 bar) +/- 200 kPa (2 bar)
Design Pressure [PS]	6.500 kPa (65 bar)
Test Pressure [PT]	9.750 kPa (97,5 bar)
Design Flow	SVT: 3.000 kg/h @53 bar, 45°C RVT: 2.000 kg/h @50 bar, 45°C
Media Design Temperature	-55°C < T ≤ +60°C
Media Operation Temperature	45°C +10/-20°C

Media Filtration

Fuel Filter (SVT Safety Filter)	20 µm
Fuel Return Filter (RVT Safety Filter)	100 µm
Nitrogen (N2) Filter	20 µm

Physical Dimensions

Outer Dimensions including feet (WxHxL)	SVT: 782 x 2065 x 2700 mm (+/- 10mm) RVT: 555 x 1682 x 2700 mm (+/- 10mm)
Weight (without fluid & options)	SVT: Approx. 800 kg RVT: Approx. 600 kg

Environment

Operating Temperature	-25°C < T ≤ +60°C
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Ex Classification

FVT Components	Ex db eb ia/ib mb IIC T4 Ga/Gb
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Classification

Classification Societies	(Per Customer Request)
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