

EXHAUST BYPASS VALVE UPGRADE

COOPER-BESSEMER™ TURBOCHARGED ENGINES

Overview

Many Cooper-Bessemer turbocharged engines use exhaust bypass valves to control turbocharger output (speed), an important ingredient in engine air/fuel ratio. These bypass valves use either a hydraulic oil positioner close coupled to the valve butterfly shaft or a pneumatic positioner remotely mounted and connected to the butterfly shaft through a long linkage rod. In either case there are reliability concerns over time due to heat around the turbocharger(s), vibration of the engine, and wear of system components such as shaft packing and rod end bearings. The butterfly valve itself can become prone to sticking and does not contain a positive stop.

Upgrade description

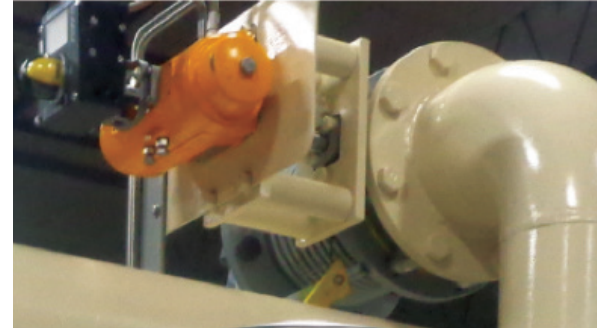
Cooper Machinery Services now offers an upgraded bypass valve integrated system in 4", 6" and 8" valve sizes consisting of:

- › Positive closed stop – non-sticking high temperature butterfly valve
- › Direct coupled, dual acting, high temperature Hytork™ rack and pinion actuator
- › PMV pneumatic positioner with dome indicator
- › High temperature, high vibration resistant actuator mounting bracket
- › Heat shield
- › Pipe spool, gaskets and expansion joint (as required)
- › I/P Transducer (if required, shipped loose for remote mount)

Applicability (requires PLC air/fuel ratio control)

Cooper-Bessemer models:

- › GMVC/GMVG/GMVH
- › GMWC/GMWH/V250/V275/W330
- › Quad
- › Z330
- › LS/LSV/LSVB (with constant pressure exhaust)



Advantages

- › Positive stop – assures the butterfly disk cannot be rotated beyond the closed position, thus assuring stick free operation



- › Near zero backlash coupling – precise control due to no wasted movement



- › Rotary actuator close coupled to valve shaft – no leaking hydraulic oil or sloppy linkages to maintain
- › Positioner with high visibility dome indicator allows quick assessment of valve operation

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