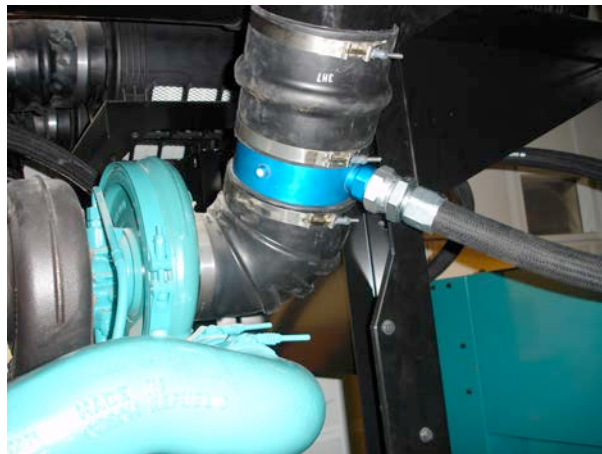


1500kVA Cummins QSK 60 Engine converted for Bi Fuel use.

**40 Foot Containerised Set complete with Heat, Smoke and Fire Detection and CO extinguishing system.
Airlock entrance and remote control station.**

Views show the **Gas Train and Dual Power Valve Arrangement** during pre installation layout.



These views are of the proposed **Control Panel arrangement**, between the Alternator and Engine package mounted on the engine skid, propose to drop down supports with rubber vibration mounts off the above Filter support frame.

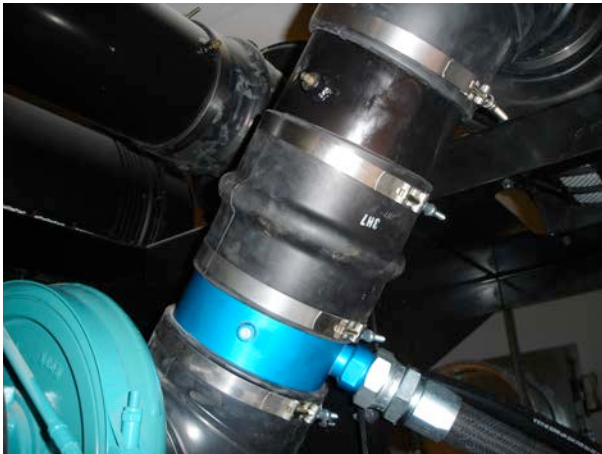


Proposed tie in points for the sensors, temp probes etc,

Proposed connections for the Exhaust Gas Temperature (EGT) Thermo-couple (P/N TCK0420-SS or TCK0430-SS)



**Proposed connections for the Engine Vacuum (VAC) Transducer (P/N 691206-50)
(On the manifold not the mixer)**

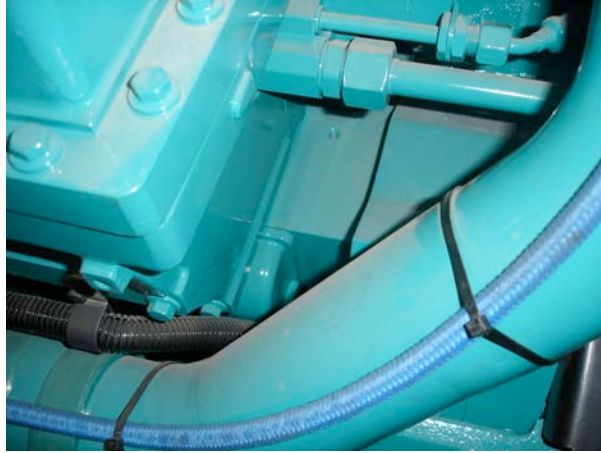


Proposed connections for the Vibration (VIB) Transducer (P/N 691205)

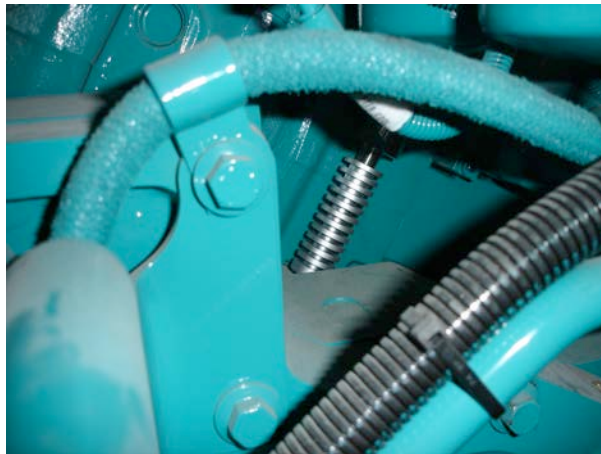
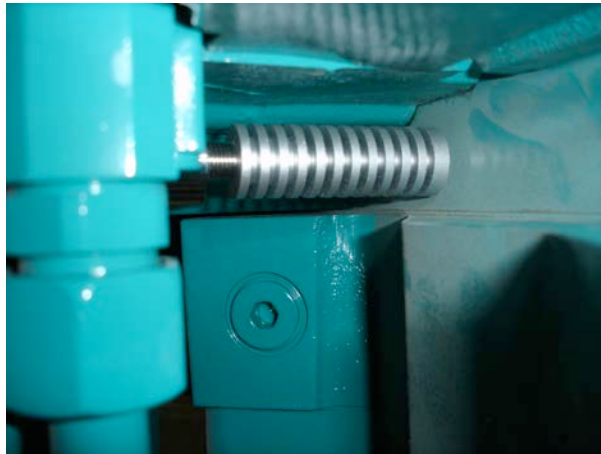
Only concern is that the adaptor provided doesn't appear to be the same thread.



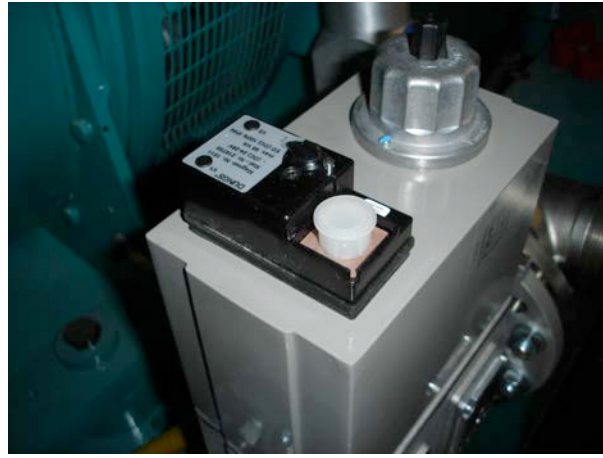
Transducer screwed in as above



Transducer Removed to show thread port



Proposed connections for the DMV-D11 series Solenoids & Regulator Output Pressure (ROP) Switch.



Proposed connections for the Gas Supply Pressure (GSP) Transducer (P/N 691201-15)



Proposed fitment position for Manifold Air Temperature (MAT) Thermocouple (P/N TCK0420-SS or TCK0430-SS) Plus Manifold Air Pressure (MAP) Transducer (P/N 691201-50)



