



FOR STATIONARY GAS ENGINES CATALYST MONITOR AND DATA LOGGER

Health Monitoring of NSCR or Oxidation Catalysts

ISO 9001 CERTIFIED

BENEFITS

PARAMETER MONITORING
FOR RICE MACT

MONITORS KEY CATALYST
OPERATING PARAMETERS

ALARM OR SHUT DOWN ON
TEMPERATURE OR
PRESSURE

DATA LOGGING ON BOARD
FOR PERIODIC OR
CONTINUOUS DOWNLOAD
OR RETRIEVAL

AUTOMATIC ADJUSTMENT
TO CCC AFR
CONTROLLERS

OPERATOR
CONFIGURABLE

VARIETY OF I/O
SUPPORTED

NON-RESETABLE REAL
TIME CLOCK

THE CONTINENTAL CONTROLS SOLUTION

Over the years of integrating Air Fuel Ratio Controls (AFRC) and catalysts for Gas Engines it has become apparent that there is a need to monitor various inputs and outputs to NSCR and Oxidation catalysts to provide some assurance that these devices were working as designed. The CCC Catalyst Monitor provides this function and is available in two versions:

1. For data logging only

This version will monitor various inputs as configured by a user over an extended period of time.

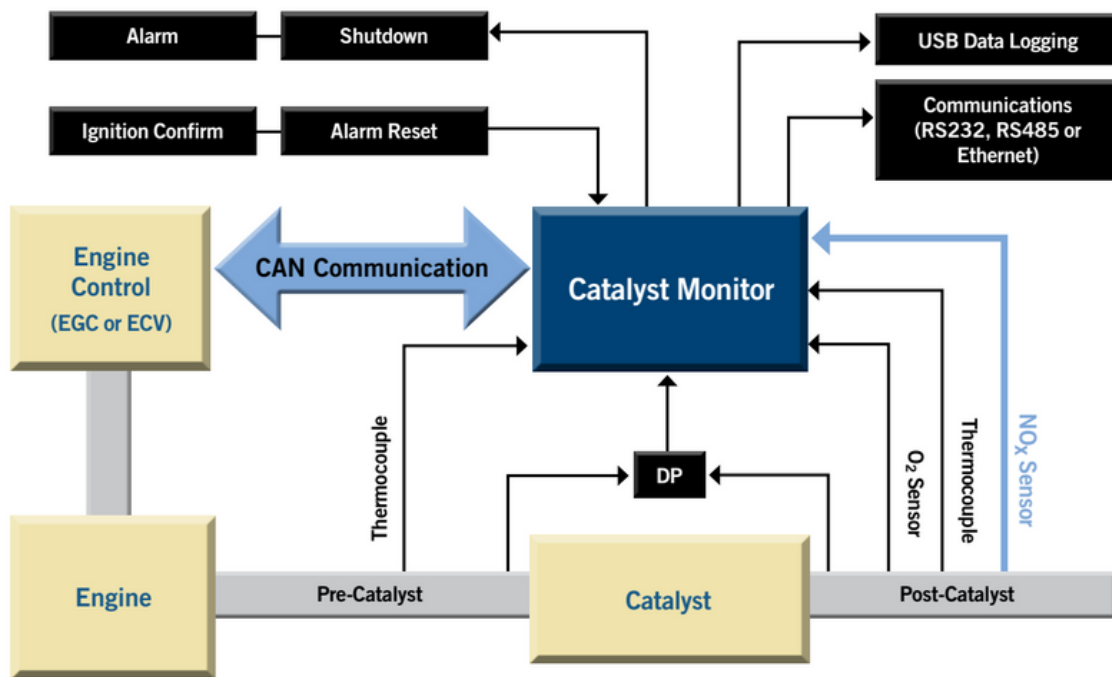
2. For data logging & automatic adjustment of the CCC AFR set point

The “Intelligent” version will communicate via CAN-Bus with the CCC Air Fuel Ratio Controller to make corrections to the Set Point to maintain low emissions levels and extend the useful life of the catalyst by using a special post catalyst NOX sensor.

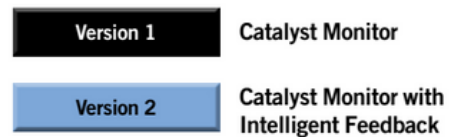
Gas Engines subject to RICE MACT are required to monitor catalyst temperatures continuously. Catalysts require heat to react with targeted emissions. The Cat Monitor will monitor both pre- and post-catalyst temperature and notify the user if either a minimum or maximum temperature is exceeded.



The Cat Monitor is available as a Data Logger only or as a real time automatic trim to a CCC AFR system.



CATALYST MONITOR – SYSTEM LEVEL



Increased differential pressure across the catalyst indicates masking/fouling of the catalyst elements. A substantial decrease in this differential pressure can indicate severe damage. Our Cat Monitor will log the differential pressure, notify the user of any unacceptable conditions and ensure your engine remains in compliance continuously.

INPUTS

- 2 Wide Band O₂ Sensors
- 2 NOX Sensors
- 2 Thermocouple Inputs
- 1 Differential Pressure Input
- 1 4/20 ma Input (Possibly for Flow Measurement)
- 2 CAN-Bus Inputs (If NOX Sensors are not used)

OUTPUTS

- CAN-Bus Communications
- Mod-Bus RS-232/485 for Possible SCADA Interface or PC
- 2 Digital Discrete Outputs (Shut Down and/or Alarm)
- USB Interface LED Status Indication Lamp
- Ethernet Communications

OPERATING TEMPERATURE

From -40 to 185 Degrees F

ADDITIONAL SPECIFICATIONS

9-32vdc Input Power

HAZARDOUS EN

Designed to be Class 1
Div 2 Compliant

IP 66 Compliant



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