GE Jenbacher

SERVICE TECHNICIANS INSTRUCTION

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Minimum ignition timing on Type 2 and 3 engines

On Type 2 and 3 engines the standard parameters for minimum ignition timing have been changed. Since retarded ignition timing causes increased exhaust gas temperatures this is intended to provide safety with regard to increased loading of exhaust gas line, turbocharger etc. This is important particularly on engines with **1,800 rpm**, since these always require **a 2 - 4° more advanced ignition** timing than engines with 1,500 rpm.

The standard minimum values for the ignition timing have therefore been increased in the recipe “KLOPF AUS” as follows:

1,200 and 1,500 rpm.....**16° BTDC**
1,800 rpm.....**18° BTDC**

These values apply to natural gas and biogas engines. The timing of propane and butane gas operated engines is generally more retarded.

The ignition timing of natural gas and biogas engines should not fall below these values! It is therefore necessary to check the parameters during each plant visit and during commissioning and to correct it if required!

Attention should also be paid to the exhaust gas temperatures on that occasion:
The average cylinder exhaust gas temperatures on engines with 1,500 rpm should not exceed 615°C, and the exhaust gas temperature before the turbine should be less than 690°C (at 1,800 rpm approximately 15 to 25°C higher)!

In this regard refer also to ST-008 of March of this year (detailed descriptions concerning knocking).