



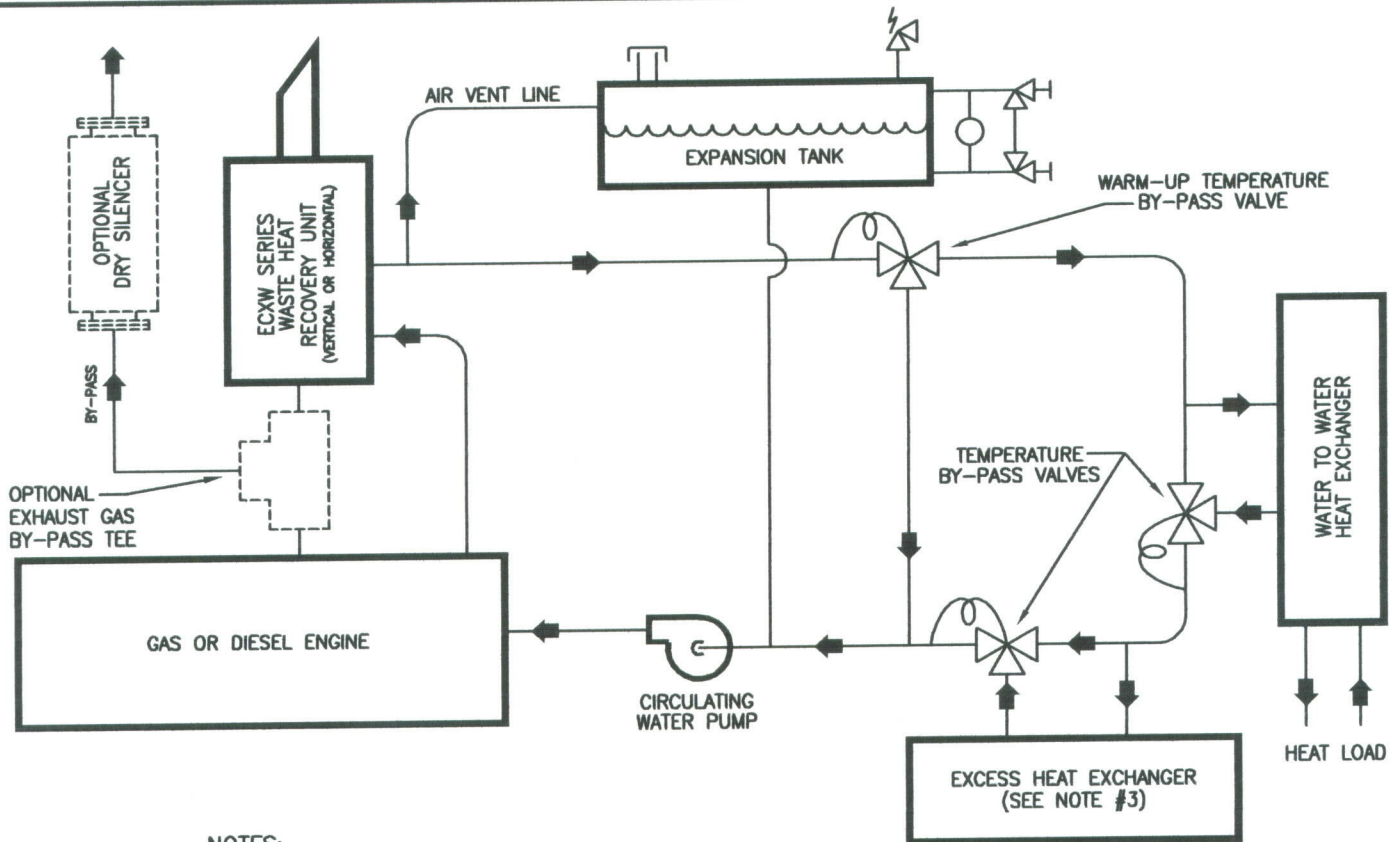
TYPICAL HOT WATER HEAT RECOVERY SCHEMATIC
JACKET WATER AND EXHAUST IN SERIES

SCALE: NONE

DRAWN: SLG

DATE: 12/11/92

CKD: REH



NOTES:

1. WHEN JACKET WATER TEMPERATURES ARE ABOVE NORMAL ENGINE OPERATING TEMPERATURE, THE AFTERCOOLER AND LUBE OIL COOLER MUST BE SUPPLIED WITH A SEPARATE COOLING CIRCUIT AT THE PROPER TEMPERATURE TO EFFECT ADEQUATE COOLING.
2. ADEQUATE WATER PUMPS SHOULD BE PROVIDED TO EACH HEAT USER AND EACH WATER LOOP TO INSURE PROPER CIRCULATION.
3. THE EXCESS HEAT EXCHANGER IS WATER-OR-AIR-COOLED (TO COOL ENGINE WHEN HEAT LOAD IS INSUFFICIENT).
4. ENGINE THERMOSTAT MUST BE REMOVED AND REPLACED BY WARM-UP TEMPERATURE BY-PASS VALVE TO INSURE CONTINUOUS CIRCULATION THRU THE ECXW WASTE HEAT RECOVERY UNIT AT ALL TIMES.
5. ALL HIGH POINTS IN PIPING MUST HAVE VENT LINES TO EXPANSION TANK.

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|-----|---------|-------------------|
| 4 | 7/2/99 | ADDED BY-PASS TEE |
| 3 | 9/3/97 | GENERAL REVISION |
| 2 | 5/1/96 | ADDED NOTE #5 |
| 1 | 9/10/93 | GENERAL REVISION |
| REV | DATE | DESCRIPTION |

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