

# Fuel Flow Meter AIC - 4000 NEMO

- Accuracy better than 0.5 %
- Diesel, Gasoline, Bio-fuel, Light oil, Alcohol fuels consumption flow meter 4000 KW (5400 HP)
- Permanent mounting system
- Ideal for fleet management applications
- PT 1000 temperature probe for fuel consumption in volume and mass flow as well as CO2 exhaustion

Made for pulsating liquids, the true consumption of the vehicle engine is measured by switching the return flow from the tank directly to the fuel supply line.

#### **Applications:**

- Small, medium and large trucks
- Buses
- Construction, demolition machines
- Agriculture machines
- Boats
- Railway

#### Media that can be measured:

• any fuel oil

#### Features and benefits:

- Up to 15 % of fuel economy, through a constant control of the driver
- Reliable instantaneous consumption display and flow totalisation
- Average fuel consumption visualisation with 3 digits after coma
- Instrument protected via in-line fuel filter
- Mechanical meter of proven technology for more than 40 years
- No interferences with vehicle existing on-board electronic (CAN-Bus)
- AIC flow meters work on all fuel injection types including engines with fuel injection of latest generations

# System Setup





# Technology

#### Rotary piston technology

After decades of experience, AIC SYSTEMS Ltd. has opted for the reliable volumetric flow meter technology. The rotary piston technology fits the fuel consumption measuring principle ideally. A single moving piston oscillates softly in a measuring chamber protected by a thin layer of fuel maintaining the piston self floating. This allows the meter to have the less possible mechanical friction, thus reduced wear. Under normal working conditions the line pressure loss ahead of the measuring cell is of max. 100 mbar.



#### Direct measuring principle

With the Direct Measurement principle, the installation of only one AIC Fuel Flowmeter is required. The fresh and cool fuel consumed is aspirated from the tank and its volume measured by the AIC fuel Flowmeter before arriving in the AIC vortex head. In the Vortex head, the fresh fuel from the tank is mixed with the fuel returning from the engine. From the AIC Vortex head, the fuel is forwarded to the engine.

With this solution no fuel is returning back to the tank and the fuel passing through the AIC Volumetric measuring chamber represents precisely the real engine consumption.

The great benefit is that an AIC fuel consumption measuring system is ready to use right after installation.

# Typical AIC 4000 Installation



• Languages: English, German, French, Spanish and Portuguese

#### **NEMO option:**

- Improved fluid management implemented
- Instantaneous mass flow indication in kg or lbs Indicating the real time CO<sub>2</sub> exhaustion •



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For the temperature compensation the measuring cell is upgraded with an PT 1000 high sensitive temperature probe

The masse calculation is based upon the the manually density input (according to DIN 51757 regulation).

All data are available in the log file



| Type:   | BC3329   |                |       |              |    |                   |   |          |             |        |      |          |                |       |     |
|---------|----------|----------------|-------|--------------|----|-------------------|---|----------|-------------|--------|------|----------|----------------|-------|-----|
| Ser.A:  | 131      |                |       |              |    |                   | Γ |          |             |        |      |          |                |       |     |
| FW Ver: | 9.5      |                |       |              |    |                   | Γ |          |             |        |      |          |                |       |     |
| PPL     | 2000     |                |       |              |    |                   | Г |          |             |        |      |          |                |       |     |
| PPkm:   | 175      |                |       |              |    |                   |   |          |             |        |      |          |                |       | _   |
| Date:   | Time:    | current Consum | ntion | Temperature: |    | total Consumtion: |   | @ Consut | ntion       | Speed: |      | Ø Speed: |                | CDO:  |     |
| 22.5.19 | 07:57:09 | 149.6          | M     | 40.5         | °C | 25038.7           |   | 148.6    | Lth         | 2      | km/h | 1.7      | km/h           | 11234 | km  |
| 22.5.19 | 07:57:11 | 149.2          | 141   | 40.6         | °C | 25033.7           |   | 148.6    | L11         | 2      | km/h | 1.7      | km/h           | 11234 | km  |
| 22.5.19 | 07:57:13 | 148            | 1.11  | 40.8         | °C | 25033.8           |   | 148.6    | L!n         | - 3    | km/h | 1.7      | km/h           | 11234 | km  |
| 22.5.19 | 07:57:15 | 148.5          | 111   | 40.5         | °C | 25033.9           |   | 118.6    | Lin         | - 4    | km/h | 1.7      | 8m/h           | 11234 | km  |
| 22.5.19 | 07:57:17 | 145            | 111   | 40.5         | *C | 25034             | ŀ | 148.6    | L!n         | - 6    | km/h | 1.7      | km/h           | 11234 | km  |
| 22.5.19 | 07:57:19 | 149.1          | 111   | 40.5         | °C | 25034.1           |   | 148.6    | Lt1         | 8      | km/h | 1.7      | km/h           | 11234 | km  |
| 22.5.19 | 07:57:21 | 147.9          | 191   | 40.5         | °C | 25034.2           |   | 148.6    | L!!         | 10     | km/h | 1.7      | km/h           | 11234 | km  |
| 22.5.19 | 07:57:23 | 145.9          | 111   | 40.5         | °C | 25034.2           |   | 1/8.6    | L!!         | 12     | km/h | 1.7      | km/h           | 11234 | km. |
| 22.5.19 | 07:57:27 | 145.9          | 111   | 40.5         | *C | 25034.3           |   | 1/8.6    | L1n         | 10     | km/h | 1.7      | km/h           | 11234 | km  |
| 22.5.19 | 07:57:29 | 148.9          | 117   | 40.5         | *C | 25034.5           | 1 | 148.6    | L!n         | 10     | km/h | 1.7      | 8m/h           | 11234 | km  |
| 22.5.19 | 07:57:31 | 147.6          | 111   | 40.5         | °C | 25034.6           |   | 145.6    | Lin.        | 10     | km/h | 1.7      | 8m/h           | 11234 | km  |
| 22.6.19 | 07:57:33 | 160.2          | Иt    | 40.3         | *0 | 25034.7           | 1 | 148.6    | M           | 10     | km/h | 1.7      | 8 <b>m/</b> h  | 11234 | km  |
| 22.5.19 | 07:57:35 | 149.5          | 111   | 40.3         | °C | 25034.7           | I | 148.6    | <b>i</b> h  | 10     | km/h | 1.7      | is <b>m</b> /h | 11234 | km  |
| 22.5.19 | 07:57:37 | 147.6          | М     | 40.4         | ۰0 | 25034.8           |   | 148.6    | <b>k</b> h  | 10     | km/h | 1.7      | ism/h          | 11234 | km  |
| 22.5.19 | 07:57:39 | 146.6          | Ит    | 40.4         | °C | 25084.9           |   | 148.6    | <b>k</b> h  | 10     | km/h | 1.7      | ism/h          | 11234 | km  |
| 22.5.19 | 07:57:41 | 148            | M     | 40.4         | °C | 25035             |   | 148.6    | <b>L</b> th | 10     | km/h | 1.7      | km/h           | 11234 | km  |
| 22.5.19 | 07:57:43 | 145.2          | 141   | 40.4         | °C | 25035.1           |   | 148.6    | Lth         | 10     | km/h | 1.7      | ion/h          | 11234 | km  |
|         |          |                |       |              |    |                   |   |          |             |        |      |          |                |       |     |

## **Technical data**

## AIC 4004 / 4008 / 4008s / 4015 / 4020

| Model                               |              | 4004                               | 4008                | 4008s                               | 4015               | 4020                |  |  |  |  |  |
|-------------------------------------|--------------|------------------------------------|---------------------|-------------------------------------|--------------------|---------------------|--|--|--|--|--|
| Measuring range                     | l/h<br>(gph) | 180<br>(2.5 160)                   | 4200<br>(7.5 53)    | 4240<br>(7.5 53)                    | 10600<br>(2.5 160) | 301500<br>(7.5 400) |  |  |  |  |  |
| App.starting flow l/h<br>rate (gph) |              | 0.25<br>(0)                        | (0.                 | 1<br>26)                            | 4<br>(1.05)        | 12<br>(3.2)         |  |  |  |  |  |
| Accuracy                            |              | <u>+</u> 0.5 %                     |                     |                                     |                    |                     |  |  |  |  |  |
| Repeatability                       |              | 0.2%                               |                     |                                     |                    |                     |  |  |  |  |  |
| Admissible bar<br>pressure ps       |              |                                    | -1 to 6 / -14 to 87 | -1 to 16 / -14 to 232               |                    |                     |  |  |  |  |  |
| Operating<br>temperature C°/F°      |              | -30 100 / -22 212                  |                     |                                     |                    |                     |  |  |  |  |  |
| Power supply                        |              | 8 - 28 VDC                         |                     |                                     |                    |                     |  |  |  |  |  |
| Pulse signal                        |              | Square pulse, 50 % duty cycle      |                     |                                     |                    |                     |  |  |  |  |  |
| Dimensions<br>(incl.filter)         | Mm<br>inch   | 280 x 94 x 126<br>11 x 3.7 x 4.9 " | 300 x 9<br>11.8 x 3 | 425 x 190 x 140<br>16.7 x 7.5 x 5.5 |                    |                     |  |  |  |  |  |
| Weight Kg<br>(incl.filter) lb       |              | 2.5<br>5.5                         | 2                   | .8<br>.1                            | 7.8<br>15.4        | 8.2<br>17.6         |  |  |  |  |  |

All informations are subject to change.





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