



GE VERNOVA

# OpFlex\*

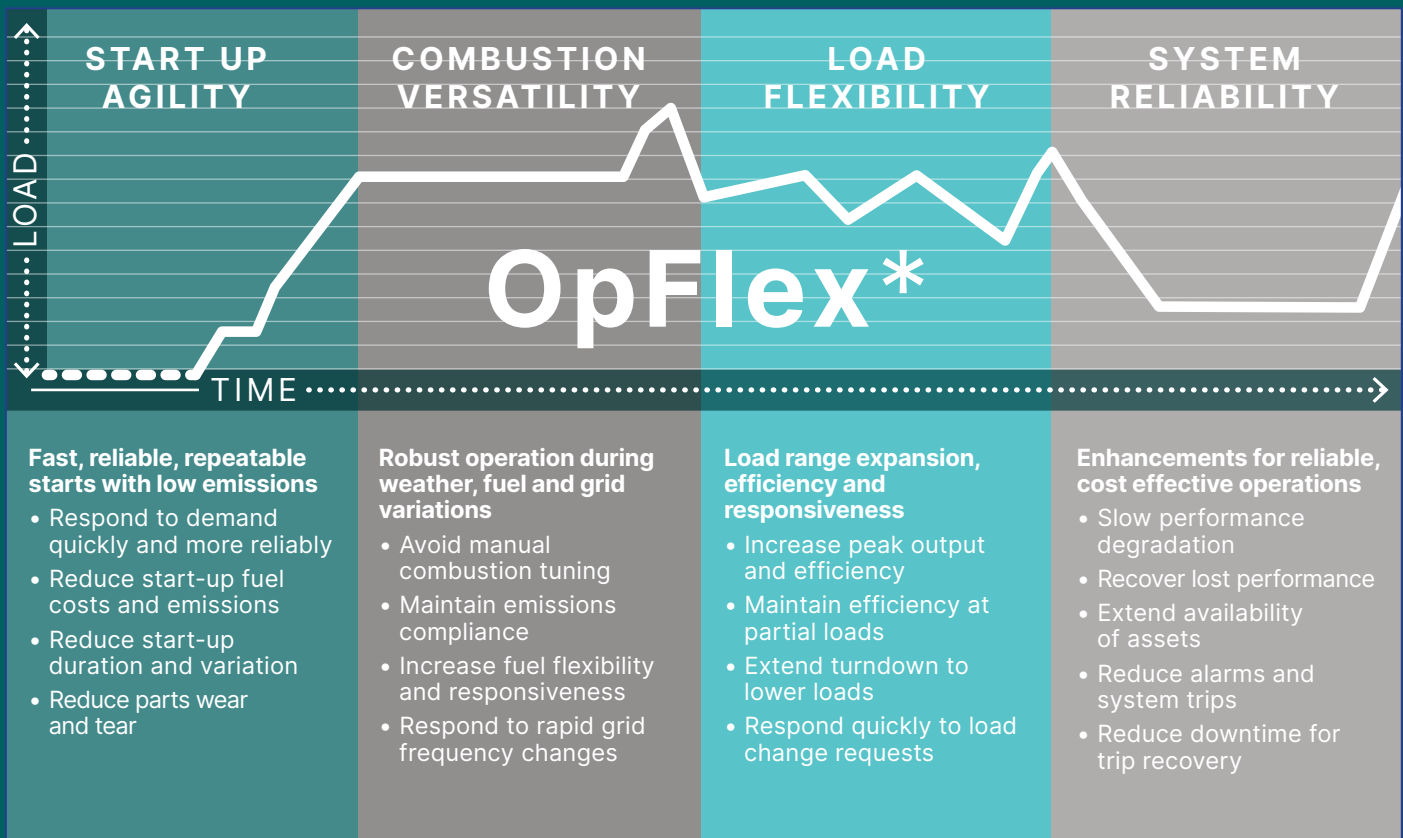
Advanced Control Solutions

Technology that helps you  
flex your operational muscle

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# YOUR PLANT. UNDER YOUR CONTROL.

Uncertain fuel costs. Fluctuating industry conditions. Emerging renewables. Fast-changing environmental regulations. With so many things out of your control these days, it just makes good economic sense to get a firmer grip on those things you can control. That's where GE Vernova's OpFlex\* Advanced Control Solutions come in. This suite of advanced technologies gives you unprecedented control over your power plant—from start-up to balancing to turndown. It's an intelligent way to better manage grid stability, fuel variability, emissions, compliance, and all those other challenges that impact your ability to reduce costs and increase revenue. With OpFlex\* Solutions, it's all about giving you more control to respond in real time to real challenges.



# OpFlex\* ADVANCED CONTROL SOLUTIONS

## B-E CLASS



OpFlex* Solution Suite	Category	OpFlex* Product Offering	Description	6B		7EA		9E		Compatible Mark* Controls / Notes
				STD	DLN 1/1+	STD	DLN 1/1+	STD	DLN 1/1+	
<b>Start-Up Agility</b> Fast, reliable, repeatable starts with low emissions	<b>Start Time and Fuel</b>	Fast Start	Shortened start-up time to full speed-full load to reduce fuel cost, reduce emissions and capture additional revenue. Enables 10-15 minute simple cycle start times.	●	●	●	●	●	●	VI, VIe
	<b>Start Reliability</b>	Start-up Assurance	Simplified start permissives, automated system pre-start checks (various pumps, fans, valves), and HMI start-up sequence screens to reduce the number of failed starts.	●	●	●	●	●	●	VI, VIe
<b>Combustion Versatility</b> Robust operation during weather, fuel, and grid variations	<b>Automated Tuning</b>	AutoTune DX/DF	AutoTune LT plus closed-loop DLN control module using emissions feedback from CEMS (AutoTune DX) and/or combustion dynamics feedback from CDM (AutoTune DF).		●		●		●	VI, VIe
		AutoTune LT	Automated tuning of DLN fuel splits based on Corrected Parameter Control (CPC) logic to manage combustor emissions, dynamics, and flame stability across all operating conditions.		●		●		●	VI, VIe
		Ambient Select	Dual DLN fuel split schedules within the control system to accommodate basic seasonal DLN tuning needs.		●		●		●	V, VI, VIe
	<b>Reliability</b>	Auto Recover	Automated detection of and recovery from DLN1/1+ Primary Re-Ignition (PRI) events, providing fast restoration of premixed mode with no interruption of high/baseload operation. Compatible with transfer and transferless DLN systems.		●		●		●	VI, VIe
<b>Load Flexibility</b> Load range expansion, efficiency and responsiveness	<b>Output</b>	Variable Peak Fire	Operator or AGC adjustable peak fire for additional output, subject to user defined MW or emissions limitations. Peak maintenance factor applies.	●	●	●	●	●	●	V, VI, VIe
		Variable Airflow	Operator adjustable max IGV setting for better baseload output or better CC heat rate.	●	●	●	●	●	●	V, VI, VIe
	<b>Turndown</b>	Extended Turndown	Combustion control software to extend the emissions compliant load range to 5%-10% lower load levels (requires AutoTune LT).		●		●		●	VI, VIe
		Smart IGV Control	Enables improved turndown for units without IBH through the use of enhanced IGV control in warm ambient conditions where icing risk is low.	●	●	●	●	●	●	V, VI, VIe
	<b>Efficiency</b>	Smart Inlet Bleed Heat (IBH)	Replaces static IBH schedule logic with online models to better manage IBH use, enabling improved part load efficiency and turndown in select situations (requires AutoTune DX).		●		●		●	VI, VIe
		Cold Load Path	Enables improved part load efficiency for simple cycle units by improving the GT fuel and air control logic while maintaining CO emissions compliance (requires AutoTune LT).		●		●		●	VI, VIe
<b>System Reliability</b> Enhancements for reliable, cost effective operations	<b>Operational Packages</b>	Trip Avoidance	Improved protection logic to avoid unnecessary gas turbine trips. Instrument fault accommodation, flame detection errors, valve mis-operation detection, creative redundancies, etc.	●	●	●	●	●	●	VI, VIe
		Sliding Fuel Pressure Control	Reduces gas fuel supply pressure (P2) requirements during start-up and operation to better accommodate low or fluctuating pressure, and possibly enable reduced gas compressor usage.	●	●	●	●	●	●	VI, VIe
		Gas Turbine Outage Odometer	Provides automated calculation and HMI display of factored fired hours (FFH) and starts (FFS) per GER-3620 to simplify maintenance planning.	●	●	●	●	●	●	VI, VIe (Edge-based)
		Diagnostics and Productivity	Software enhancements that improve operator's capability to quickly diagnose and resolve system issues and efficiently execute system tests and procedures		●		●		●	VI, VIe
	<b>Fuels Packages</b>	Heavy Fuel Oil (HFO) Package	Model-Based Control of GT operation to better compensate for hot gas path fouling due to HFO operation, plus a smart cooldown process and optional automated wash system to shorten offline water wash cycles to recover performance.	●		●		●		VI, VIe

DLN = Dry Low NOx combustor  
Mark\* V applicability subject to unit specific evaluation

● Standard  
● Available  
○ Coming Soon

# OpFlex\* ADVANCED CONTROL SOLUTIONS

## F CLASS

OpFlex* Solution Suite	Category	OpFlex* Product Offering	Description	Turbine Model	6FA.01/03	6FA.01/03/04	6FA.03/04
				Combustor	DLN2.6	DLN2.6	DLN2.6+
				Control Architecture	Non-MBC	MBC	MBC
<b>Start-Up Agility</b> Fast, reliable, repeatable starts with low emissions	<b>Start Time and Fuel</b>	Variable Load Path (VLP)	Independent GT load and exhaust temperature control to customize startup and operational load paths, enabling lower fuel burn and faster combined cycle starts (requires AutoTune MX).	N/A	N/A	○	
		Fast Start	Shortened start-up time to full speed-full load to reduce fuel cost, reduce emissions and capture additional revenue. Enables 10-15 minute simple cycle start times.	●	●	●	
	<b>Start Time</b>	Purge Credit	Combined control software and valve hardware system to enable purge to be conducted during prior shutdown, followed by isolation of the fuel manifold with a valve system, such that purge can be skipped on start-up, enabling 15+ min. combined cycle start time savings (NFPA- 85 compliant).	●	●	●	
	<b>Start Emissions</b>	Start-up NOx	Advanced combustion control to enable low visible emissions above full speed no load and reduced cumulative start-up NOx emissions.	●	●	N/A	
<b>Combustion Versatility</b> Robust operation during weather, fuel, and grid variations	<b>Automated Tuning</b>	AutoTune MX	Full automated DLN tuning at all loads; extends AutoTune DX technology to all combustion modes (requires ETS).	N/A	N/A	○	
		AutoTune DX	ETS plus closed-loop DLN control module using combustion dynamics feedback for Mode 6 automated tuning.	●	● (.01/.03); S (.04)	S	
	<b>Grid Stability</b>	Enhanced Transient Stability (ETS)	Advanced Model-Based Control (MBC) architecture for GT operation plus grid stability software package to help ensure reliable transient operation.	●	S	S	
<b>Load Flexibility</b> Load range expansion, efficiency and responsiveness	<b>Output</b>	Variable Peak	Online user or AGC adjustable peak fire for additional output, subject to user defined MW or emissions limitations. Peak maintenance factor applies. Operational above 45°F ambient with AutoTune DX, otherwise above 59°F ambient temperature.	●	●	●	
		Robust Extended Peak	Provides variable, emissions-compliant peak-fire without ambient temperature restriction, up to max equipment capability.	N/A	○	○	
		Variable Airflow	Online, user adjustable max IGV setting for better baseload output or better CC heat rate (requires AutoTune DX); onetime fixed adjustment possible for Mark* V and VI controller, non-AutoTune configurations.	● <sup>†</sup>	●	●	
		Cold-Day Performance	Utilizes AutoTune DX technology to allow removal of legacy cold weather firing temperature suppression, enabling higher output (+5 MW at 0°C).	N/A	●	●	
	<b>Responsiveness</b>	Fast Ramp	Enables faster up/down load ramping at up to 2.5x the nominal rate while in emissions compliant operation (Mode 6); (requires ETS).	N/A	○	○	
		Grid Services Package	Advanced load control software to enable compliance to global grid codes and grid testing requirements, and enable participation in grid support ancillary services (some features require ETS).	●	●	●	
	<b>Turndown</b>	Extended Turndown	Combustion control software to extend the emissions compliant load range to 5%-10% lower load levels.	S	S	N/A	
	<b>Efficiency</b>	Variable Inlet Bleed Heat (IBH)	Replaces static IBH schedule logic with online models to enable part load heat rate benefit of 1% or more (requires AutoTune DX).	N/A	●	S	
<b>System Reliability</b> Enhancements for reliable, cost effective operations	<b>Operational Packages</b>	Trip Avoidance	Enhanced protection logic to avoid gas turbine trips related to problematic exhaust conditions (spreads, over temp., over press.), IBH control, fuel pressure, GCV calibration, etc.	●	S	S	
		Variable Exhaust Isotherm	Online, user adjustable max part load exhaust temperature (isotherm) to address combined cycle plant HRSG operability, flexibility, and/or life considerations (requires AutoTune DX).	N/A	●	○	
		Sliding Fuel Pressure Control	Uses closed loop control to reduce gas fuel supply pressure (P2) requirements during start-up and operation to better accommodate low or fluctuating pressure, and possible enable reduced gas compressor usage. Improves protective actions to reduce likelihood of trips or runbacks with low gas pressure.	●	●	●	
		Gas Turbine Outage Odometer	Provides automated calculation and HMI display of factored fired hours (FFH) and starts (FFS) per GER-3620 to simplify maintenance planning.	●	●	●	
		Diagnostics and Productivity	Software enhancements that improve operator's capability to quickly diagnose and resolve system issues and efficiently execute system tests and procedures.	●	S	S	
		Non-Optical Flame Detector	Uses combustion dynamics signals to reliably detect the presence of flame, avoiding the need for dedicated optical flame sensors. Requires Combustion Dynamics Monitoring (CDM) system	N/A	○	○	

DLN = Dry Low NOx combustor

Mark\* V applicability subject to unit specific evaluation

MBC = Model Based Control (standard with Enhanced Transient Stability, ETS); requires Mark\* VIe controls



7FA.03	7FA.03/04	7FA.03/04	7FA.05	7FA.04-200 /05	9FA.01/03	9FA.01/03	9FA.01/03/04 & 9FB/05	Comments
DLN2.6	DLN2.6	DLN2.6+	DLN2.6	DLN2.6+	DLN2.0+	DLN2.6+	DLN2.6+	
Non-MBC	MBC	MBC	MBC	MBC	Non-MBC	Non-MBC	MBC	
N/A	N/A	●	N/A	○	N/A	N/A	●	Requires AutoTune MX
●	●	●	●	●	N/A	●	●	Includes Start Assurance
●	●	●	●	●	N/A	●	●	Includes Start Assurance, Pre Start Checks
●	●	N/A	S	N/A	N/A	●	●	
N/A	N/A	●	N/A	○	N/A	N/A	●	
N/A	●	S	S	S	N/A	N/A	●	
●	S	S	S	S	●	●	S	
●	●	●	●	●	●	●	●	
N/A	●	●	●	●	N/A	N/A	●	Requires ETS and AutoTune DX
●†	●	●	●	●	●†	●†	●	†Non-Variable Airflow (Max IGV increase) available for non-ETS/AutoTune units, if not already maxed out
N/A	●	●	N/A	N/A	N/A	N/A	●	
N/A	●	●	●	●	N/A	N/A	●	
●	●	●	●	●	●	●	●	
●	●	N/A	N/A	N/A	N/A	●	● (.01/.03); S (.04/FB/.05)	
N/A	●	S	●	S	N/A	N/A	●	
●	S	S	S	S	●	●	S	
N/A	●	○	●	○	N/A	N/A	○	
●	●	●	S	S	●	●	●	
●	●	●	●	●	●	●	●	
●	S	S	S	S	●	●	S	
N/A	○	○	○	○	N/A	○	○	

S Standard  
 ● Available  
 ○ Coming Soon

# OpFlex\* ADVANCED CONTROL SOLUTIONS

## PLANT



OpFlex* Solution Suite	Category	OpFlex* Product Offering	Description	Steam Turbine	HRSG	Compatible Mark* Controls / Notes
				A/D-Class	All OEM	
<b>Start-Up Agility</b> Fast, reliable, repeatable starts with low emissions	<b>Steam Turbine</b>	Steam Turbine Agility	Automated start-up control, revised permissives, and rotor stress management using Model-Based Control to enable fast, repeatable steam turbine start times.	●		VI, VIe; GE or non-GE DCS
		Steam Turbine Fast Cooldown	Automated fast cooldown process using temperature matching logic in reverse, or HRSG terminal attemperators, if available, to safely reduce ST cooldown times by 50% or more, enabling critical path maintenance activities to begin 24 to 36 hours sooner. Emissions compliant cooldown possible using terminal attemperators.	○		VI, VIe; GE or non-GE DCS
	<b>HRSG</b>	Attemperator Control	Model-Based Control of attemperation flow to better regulate steam temperature during start-up and transients, enabling more stable operation, fewer trips, and improved efficiency.		●	VI, VIe; GE or non-GE DCS
		SCR Control	Model-Based Control of Selective Catalytic Reduction (SCR) system ammonia flow to enable enhanced operation during start-up and transients, resulting in less ammonia slip and lower overall NOx emissions.		●	VI, VIe; GE or non-GE DCS
		AutoBlend	Automation of the HRSG blending process to better manage steam temperature and flow when bringing additional gas turbines online in combined cycle plants. This enables more stable operation, fewer trips, and more energy production for the lead gas turbine.		●	VI, VIe; GE or non-GE DCS
		HRSG Boiler Response	Improved setpoint management and tuning of HRSG drum level control to enable more stable operation during starts and transients, and fewer trips.		●	VI, VIe; GE or non-GE DCS
	<b>Load Flexibility</b> Load range expansion, efficiency and responsiveness	<b>Turndown</b>	Steam Turbine Turndown	Enables extended combined cycle plant load turndown by operating the steam turbine outside of inlet pressure control (IPC) at as low a load as possible while maintaining forward HP flow and bypassing excess steam flow to the condenser. Potentially up to 5%-10% reduction in minimum combined cycle load possible.	○	



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