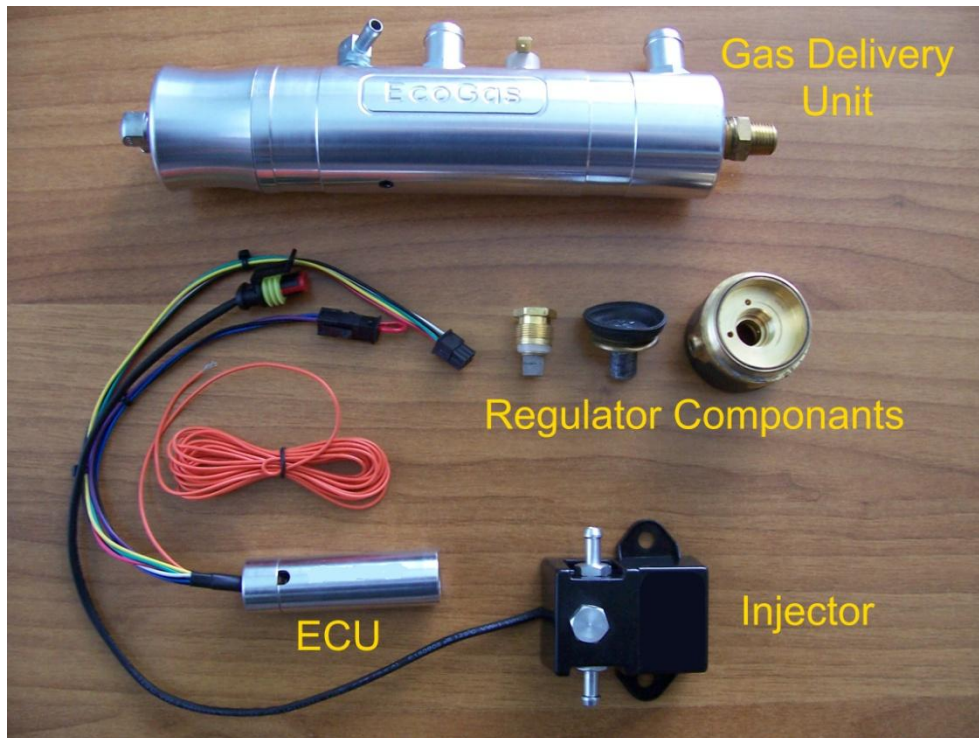


EcoGas Diesel LPG Parts Description



- **Gas Delivery Unit:**

This item is the LPG / CNG Converter Rail and Regulator (Reducer).

The ECO-GAS Regulator inside the Gas Delivery Unit is tested for 120 thousand cycles at operating pressures 3.5 MPA. Australian Standards AS 1425 calls for a 20% lower testing regime and thus our testing exceeds Australian Government Testing requirements.

The MAXIMUM working pressure of any worldwide LPG System is 3.3MPA. This is governed by a relief valve on the LPG Cylinder. The Regulator adjusts the working pressure of the System and allows for pressures classified by both LPG and CNG standards. The Regulator has approvals for use inside the Europe Union. The Regulator can also govern the higher pressures of CNG.

As a further test the D-GAS Gas Delivery Unit is subjected to a 10 thousand cycle test @ 5MPA for proof loading.

- **ECU:**

The ECU functions as an RPM and Manifold Pressure reference controller and signals the Injector opening times. This controls the ratio of gas delivered to the engine. It allows quick and easy calibration via a multi-function calibration button located in the ECU housing.

- **Injector:**

Controlled by the ECU, the Injector meters gas flow to the engine via a non metal to metal needle and seat.



- Map Sensor:**
 This device measures engine intake manifold pressures and converts that signal to a voltage so that the ECU can monitor engine load.
- Various Fittings:**
 The pack consists of all brass fittings, jets, fuses and hose clamps needed for the installation of the ECO-GAS System.
- LAP:**
 This module is used where the required signal needed by the ECU cannot be obtained. The LAP modifies or conditions the incoming sine wave and outputs a square wave form of +5 volts to 0 volts. The LAP is an optional device.



- **Knock Control ECU:**
The Knock ECU monitors and detects higher than normal noise levels and notifies the EcoGas ECU of possible engine “knock”. If “knock” is sensed, a signal from the Knock ECU relays to the EcoGas ECU to cut gas flow to the engine, thereby protecting the engine from possible damage. After higher than normal noise levels have abated, the gas injection is restarted.
- **Knock Sensor:**
Bosche knock sensors are used as the high quality detection microphone. This unit has European Union approvals.