



FUMIGACION DE DIESEL CON GLP

**Inyección controlada de GPL
Al aire de admisión**

Increase Torque up to **30%**
Increase Mileage up to **30%**
Reduce Maintenance Costs

Decrease NOx by as much as **55%**
Decrease CO2 by as much as **13%**
Decrease Particulate Matter





WHAT IS PROPANE DIESEL INJECTION?



Propane Diesel Injection, or the precisely controlled injection of propane into the air intake chamber of a diesel engine, is one of the most viable and promising advancements to the diesel engine available. This technology provides the customer with a safe, emission reducing, cost effective, and performance enhancing system for on and off road diesel vehicles of nearly all types, models and years.

Propane injection systems installed on diesel engines can be accurately controlled by the boost pressure of the engine and provides the appropriate amount of propane vapor into the pre-turbo air supply. This air and propane is then transported into the combustion chamber which causes the diesel fuel to be more completely burned, especially when the diesel engine is under load. This process virtually eliminates the black smoke (unburned diesel fuel) from the exhaust of a diesel engine. The resulting fuel efficiencies add more miles per gallon. Since diesel fuel is being replaced with a much cleaner alternative fuel, carbon monoxide and hydrocarbons are reduced along with nitric oxide and particulate matters. The ratio of combined fuel usage is approximately 70% diesel to 30% propane.

- The precisely controlled injection of propane into the air intake chamber of a diesel engine is determined by the amount of boost pressure.
- The propane/air mixture causes the diesel fuel to burn more completely.
- High combustion efficiency produces better fuel economy, reduced emissions, increased torque and horsepower for towing.

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INSTALLATION PROCESS



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PROPANE DIESEL INJECTION FAST FACTS

- 1 The propane diesel injection system is installed next to the motor fuel tank.



- 2 Only two lines enter engine compartment.



- 3 A vapor fuel tank is mounted on the vehicle.

- Qualifies for a 50¢ per gallon federal tax credit for every gallon of propane.
- Increasing the use of propane in fleets by just 10% could displace one billion gallons of conventional fuels by 2017.
- Lowers fleet operating costs.
- Ratio of combined fuel is approximately 70% diesel to 30% propane.
- Typically, installation requires only one day.

INSTALLATION PROCESS CONTINUED



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PROPANE DIESEL INJECTION FAST FACTS

- 4 Installation is completed under the hood.



- 5 For safety, a control switch is installed into the dash, and must be re-activated each time the vehicle is started.



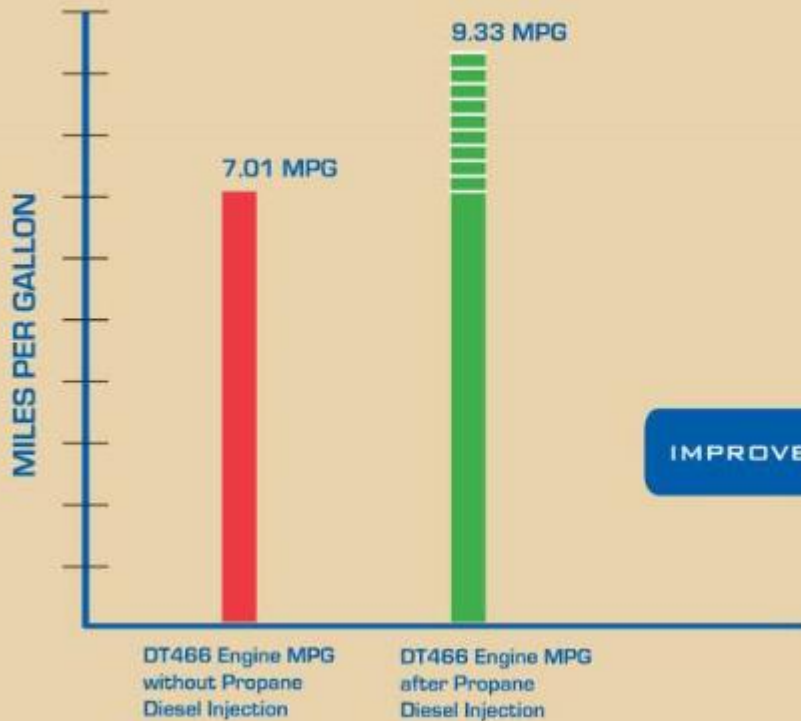
Following installation, the fleet is ready for the road.

- The addition of propane results in a more completed diesel comb efficiency, raising it from 75-77% to over 90% with propane.
- With more diesel fuel being completely burned, there is less unburned fuel exhausted into the atmosphere.
- Better burn efficiency also increases horsepower and fuel mileage.

DT466 ENGINE STUDY BEFORE & AFTER PROPANE INJECTION



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- Improvement in MPG from 7.01 to 9.33
- Propane Injected Engine generated a savings of 8.2¢ per mile over diesel alone.
- Annual cost savings equaled \$4,116 based upon truck that travels 50,000 miles per year.

IMPROVEMENT COMPARISON

Ventajas

- ☐ Reducción de los costes operativos. Mayor kilometraje y alcance
- ☐ Flexibilidad de combustible: el vehículo puede operar 100% diesel en cualquier momento
- ☐ No requiere modificación del motor.
- ☐ Menor costo
- ☐ Ligero y compacto -
- ☐ Compatible con los sistemas de almacenamiento de combustible de gas licuado (GLP) y gas natural comprimido y licuado (GNC y GNL).
- ☐ Todos los componentes de gas de alta presión homologados por UL y / o aprobados por CSA.
- ☐ Vapor suministrado al motor a presión atmosférica controlada reduciendo la posibilidad de sobrecarga de combustible.
- ☐ La concentración en el aire de combustión del motor es inferior al 3% en volumen.
- ☐ La mezcla no es explosiva y no inflamable hasta que se comprime en la cámara de combustión.
- ☐ Los sistemas a bordo de GLP / GNV / GNL tienen una excelente historia de seguridad.
- ☐ Ahorro de costos basado en la diferencia de costo entre GLP / GNC / GNL y diesel. Los grandes diferenciales de costos resultan en un ROI muy rápido. (Retorno de la inversión)
- ☐ Las aplicaciones con consumos altos de combustible resultarán en mayores ahorros.

Aplicaciones

- ☐ Camiones ligeros y medios
- ☐ Camiones de servicio pesado y largo recorrido
- ☐ Flota Pequeña y Grande
- ☐ Municipios
- ☐ Coches de pasajeros
- ☐ Motores estacionarios
- ☐ Camiones de desecho
- ☐ Camiones de carga y descarga
- ☐ Transportadores de Carga de Corto Plazo y Larga Distancia
- ☐ Equipo agrícola / Aplicaciones agrícolas
- ☐ Cualquier Turbo o Diesel Naturalmente Aspirado
- ☐ Motores de gasolina-NUEVO !!!