



North Italy Gas Systems S.r.l.

IMPIANTI SEQUENZIALI GPL/METANO

**Via Giuseppe Carcassola 32/34 -
20056 TREZZO SULL'ADDA (MI) ITALY**

Tel: +39 0239526882

Cell: +39 3421472001

P.IVA: 07205240968

internet: www.nigsgas.it

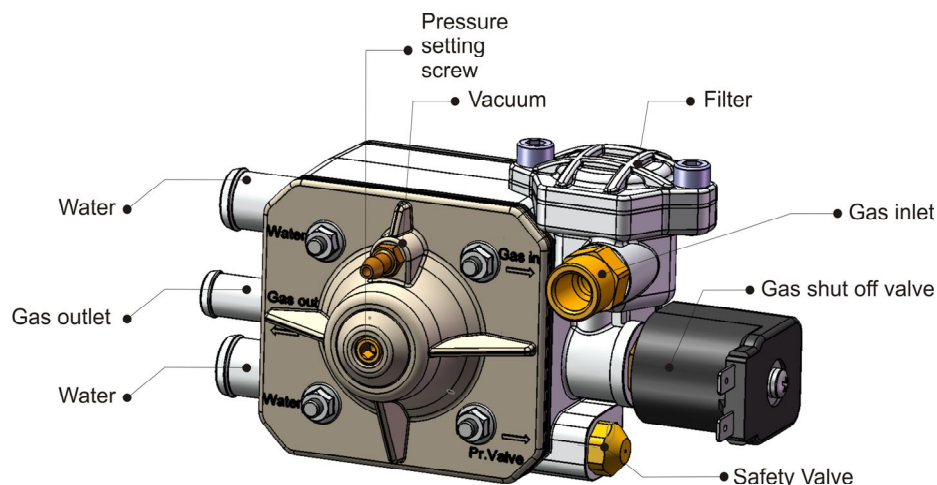
e-mail: info@nigsgas.it

R-DUE LPG reducer

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|------------------------------|--|
| Entry pipe fitting | Fitting for copper pipe carrying LPG from tank |
| Added heating stage | The LPG is heated in order to obtain better engine performances |
| LPG Filter | Component used to clean the LPG coming from tank |
| Solenoid valve | Normally closed, has the function to intercept and stop the LPG flow when the engine is not running or powered by petrol. |
| Reducer 1° stage | Chamber that allow a reduction of pressure of the LPG |
| Outlet fitting | Fitting for copper pipe at the outlet of the reducer, to the engine. |
| Outlet pressure | Allows a manual regulation of the outlet pressure in order to meet the requirement of the different automotive engines |
| Pressure relief valve | Valve with a retaining spring that allows the relief of the LPG in vapour phase from the reducer, in case of overpressure. |

Technical data

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| Material | Die cast aluminium body, CNC machined |
| Weight | 1,02kg (without accessories) |
| Size | L - 169mm H - 84mm B - 93mm |
| Max. inlet pressure | 3 MPa |
| Outlet pressure | Variable from 1,2 to 1,7 BAR (when tested non connected to the engine) |
| Solenoid voltage | 13,8 V dc (12V) * * When engine working |
| Solenoid power dissipation | 11W |
| All other functional and environmental characteristic: | According to Regulation ECE 67R - 01 |
| Engine Power | Suitable for small to high power engines (from 37KW to 220 KW) operating at ambient temperature not lower than -10° C. For the regions with colder climate (up to -30°C) the power has to be decreased with 20%. In case of operation at temperatures permanently higher than the indicated limit, the LPG reducer can be used on engines having power exceeding the range above indicated (+10%). |



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