

Automotive LPG and Natural Gas Engines

Highlights

- 1. **Process and Technology Status** – Internal combustion engines running on liquid petroleum gas (LPG) and alternative technologies such as those that use gaseous propane (LPG) engines, natural gas (NG) engines and dual-fuel engines. They are typically used as dual-fuel engines for industrial (gas-fired) use, but have also been used for transport, in compressed-air-gasoline (CAG) dual-fuel engines for heavy-duty vehicles. Both LPG and NG are not used alone, but instead in either vehicles in combination with gasoline, or further vehicles that use and adjust to separate tanks and the engine runs on one fuel at a time. Dual-fuel vehicles have the capability to switch back and forth from gasoline to the other fuel, usually an automatically. In the past most dual-fuel vehicles were derived from fuel-gasoline engines by adding a tank and an electronic injection regulation system for the alternative fuel. In recent years, the offer of better dual-fuel vehicles has increased. They have two separate tanks and use alternative injection regulation programs.
- 2. **Performance and Costs** – Dual-fuel LPG and dual-fuel natural gas (NG) engines provide the 10% or compared to petrol engines. They use a high octane LPG (octane of up to 100). The energy efficiency of engines running on natural gas is generally equal to that of gasoline engines, but a class of engines with modern diesel engines. The conversion costs for LPG engines range from \$1,000 to \$2,000 (to 10% investment cost). The conversion costs for light-duty NG vehicles are generally between \$1,000 and \$2,000 (to 10% investment cost). Heavy-duty and LPG or NG, CAG engines are at least 10% or 20% more expensive if compared to gasoline. Fuel efficiency depends on their type of engine and engine.
- 3. **Prospects and Barriers** – In 2009, more than 1 million natural gas (NG) vehicles were on the roads, most notably in Argentina, Brazil, Thailand, Italy, India, China, and Iran, with South Korea leading the global market with a 30% share. The number of LPG-fueled cars sold globally is estimated to reach 500 million by 2020. An increasing infrastructure along with governmental support, that accelerates the growth of LPG and NG as green alternatives to petroleum that may slow down the development and deployment of LPG and NG technologies are the lack of economic infrastructure for fuel distribution and refueling, the higher vehicle cost, and the competition from alternative options (e.g. hybrids).

1. Process and Technology Status and Performance – Internal combustion engines running on liquid petroleum gas (LPG) and natural gas are well-proven technologies and use both the gaseous propane (LPG) engines and dual-fuel engines for industrial (gas-fired) use, but have also been used for transport, in compressed-air-gasoline (CAG) dual-fuel engines for heavy-duty vehicles. Both LPG and NG are not used alone, but instead in either vehicles, in combination with gasoline, or dual-fuel vehicles that use and adjust to separate tanks and the engine runs on one fuel at a time. Dual-fuel vehicles have the capability to switch back and forth from gasoline to the other fuel, usually automatically. In the past most dual-fuel vehicles were derived from fuel-gasoline engines by adding a tank and an electronic injection regulation system for the alternative fuel. In recent years the availability of better dual-fuel vehicles has increased. They have two separate tanks and use alternative injection regulation programs.

2. LPG Vehicles and Costs – Dual-fuel propane (LPG) engines provide the 10% or compared to petrol engines. They use a high octane LPG (octane of up to 100). The energy efficiency of engines running on natural gas is generally equal to that of gasoline engines, but a class of engines with modern diesel engines. The conversion costs for LPG engines range from \$1,000 to \$2,000 (to 10% investment cost). The conversion costs for light-duty NG vehicles are generally between \$1,000 and \$2,000 (to 10% investment cost). Heavy-duty and LPG or NG, CAG engines are at least 10% or 20% more expensive if compared to gasoline. Fuel efficiency depends on their type of engine and engine.

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In the 1970s Toyota made a number of LPG-fueled engines for use. Today, most LPG vehicles are conversions from petrol engines. Many car makers offer conversion-ready vehicles. LPG technology is rather popular in the European Union, Australia, Hong Kong, India, South Korea, China, the Philippines, Turkey and America. The most rapid is probably America where about 20-30% of vehicles run on LPG. India offers a cheap alternative to diesel and petrol. LPG engines and fueling systems are also available for medium- and heavy-duty vehicles such as school buses and other transport. For example, the school district in Dallas, Drexler, Texas, Poland and Chengde rely on LPG. (Mechanical link: 00)

¹ Under fuel-injection vehicles (primarily), that use the two different fuels mixed together in the same tank, and the switching device is formed in the engine combustion chamber.

Automotive Lpg And Natural Gas Engines Iea

**Donald L. Klass,Hirofumi Kataoka,Kozo
Ueda**

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Renewable Fuels for Sustainable Mobility Pravesh Chandra Shukla,Giacomo Belgiorno,Gabriele Di Blasio,Avinash Kumar Agarwal,2023-05-06 This volume discusses the use of renewable fuels for clean transportation and its applications on internal combustion engines The contents focus on the key aspects of fuel production processes and its impact on various segments of the transportation sector and for sustainable mobility Several kinds of fuels are assessed such as biofuels alcohols and hydrogen and their effects on the combustion process are characterized by application This volume will be of use to those working in academia and industry as well as energy experts and policy makers

Advances in Compression Ignition Natural Gas - Diesel Dual Fuel Engines Hongsheng Guo,Hailin Li,Lino Guzzella,Masahiro Shioji,2021-03-23

Automotive Fuels for the Future International Energy Agency Implementing Agreement on Advanced Motor Fuels. Automotive Fuels Information Service,1999 Which alternative motor fuels will be in common use tomorrow Which criteria should be used to assess them No simple answers exist Complex trade offs are involved in the decision making process But the most important ingredient for making informed choices is sound information produced by a transparent methodology Automotive Fuels for the Future offers a digest of basic data on the critical fuel choices for the future It is a well balanced compendium of concise technical information as well as an overview of the essential issues in deciding among alternative fuels Fuels such as natural gas LPG or alcohols and biodiesel derived from different feedstocks are considered over the entire cycle from production to use They are analysed in terms of environmental effects safety availability and cost Their weaknesses and strengths are judged against the yardsticks of established gasoline and diesel technologies This publication from IEA AFIS the information service of the IEA Implementing Agreement on Advanced Motor Fuels makes this information accessible to the general reader

The IEA Natural Gas Security Study International Energy Agency,Organisation for Economic Co-operation and Development,1995 *Can Cars Come Clean? Strategies for Low-Emission Vehicles* OECD,2004-03-10 This report identifies policy options and makes recommendations on market oriented actions to promote the purchase of the most environmentally friendly vehicles

The Replacement of Petroleum-based Fuels by Alternative Sources of Energy Australia. Parliament. Senate. Standing Committee on National Resources,1980 *Annual Energy Outlook 2009 With Projections to 2030* ,2009-05-08 AEO 2009 The Annual Energy Outlook 2009 presents projections and analysis of US energy supply demand and prices through 2030 The projections are based on results from the Energy Information Administration s National Energy Modeling System The AEO2009 includes the reference case additional cases examining energy markets and complete documentation

Energy Policies and Programmes of IEA Countries: Review International Energy Agency,1993 2nd International Symposium on Fuels and Lubricants (Vol II) S. P. Srivastava,2000

Energy Research, Development and Demonstration in the IEA Countries International Energy Agency,1982

Asian Natural Gas Donald L. Klass,Hirofumi Kataoka,Kozo Ueda,1993 **Renewable Energy Sources and Climate**

Change Mitigation Ottmar Edenhofer, Ramón Pichs-Madruga, Youba Sokona, Kristin Seyboth, Susanne Kadner, Timm Zwickel, Patrick Eickemeier, Gerrit Hansen, Steffen Schlömer, Christoph von Stechow, Patrick Matschoss, 2011-11-21 This Intergovernmental Panel on Climate Change Special Report IPCC SRREN assesses the potential role of renewable energy in the mitigation of climate change It covers the six most important renewable energy sources bioenergy solar geothermal hydropower ocean and wind energy as well as their integration into present and future energy systems It considers the environmental and social consequences associated with the deployment of these technologies and presents strategies to overcome technical as well as non technical obstacles to their application and diffusion SRREN brings a broad spectrum of technology specific experts together with scientists studying energy systems as a whole Prepared following strict IPCC procedures it presents an impartial assessment of the current state of knowledge it is policy relevant but not policy prescriptive SRREN is an invaluable assessment of the potential role of renewable energy for the mitigation of climate change for policymakers the private sector and academic researchers

Machine and Industrial Design in Mechanical Engineering Milan Rackov, Aleksandar Miltenović, Milan Banić, 2025-01-01 This book gathers the latest advances innovations and applications in the field of machine science and mechanical engineering as presented by international researchers and engineers at the 12th International Conference on Machine and Industrial Design in Mechanical Engineering KOD held in Balatonfüred Hungary on May 23 26 2024 It covers topics such as mechanical and graphical engineering industrial design and shaping product development and management complexity and system design The contributions which were selected by means of a rigorous international peer review process highlight numerous exciting ideas that will spur novel research directions and foster multidisciplinary collaborations

Asian Energy Markets Emirates Center for Strategic Studies & Research, 2004-12-24 With the Arab Gulf States supplying the major proportion to Asian energy needs Gulf Asia links will emerge as a key factor in the global energy scenario What are the economic and strategic implications of Asia s growing dependence on Gulf oil How far can Asian countries counter such dependence by improving energy efficiency and developing new sources What are the energy transitions that Asian nations are undergoing This book seeks to address these questions and other issues relating to the Asian energy sector including supply security consumption trends privatization moves energy diversification energy self sufficiency and foreign investment

Euro Abstracts ,2002

Emissions of Greenhouse Gases from the Use of Transportation Fuels and Electricity M. A. DeLuchi, 1991 This report presents estimates of full fuel cycle emissions of greenhouse gases from using transportation fuels and electricity The data cover emissions of carbon dioxide CO₂ methane carbon monoxide nitrous oxide nitrogen oxides and nonmethane organic compounds resulting from the end use of fuels compression or liquefaction of gaseous transportation fuels fuel distribution fuel production feedstock transport feedstock recovery manufacture of motor vehicles maintenance of transportation systems manufacture of materials used in major energy facilities and changes in land use that result from using biomass derived fuels The results for electricity

use are in grams of CO₂ equivalent emissions per kilowatt hour of electricity delivered to end users and cover generating plants powered by coal oil natural gas methanol biomass and nuclear energy The transportation analysis compares CO₂ equivalent emissions in grams per mile from base case gasoline and diesel fuel cycles with emissions from these alternative fuel cycles methanol from coal natural gas or wood compressed or liquefied natural gas synthetic natural gas from wood ethanol from corn or wood liquefied petroleum gas from oil or natural gas hydrogen from nuclear or solar power electricity from coal uranium oil natural gas biomass o_ solar energy used in battery powered electric vehicles and hydrogen and methanol used in fuel cell vehicles *Energy Policies and Programmes of IEA Countries* International Energy Agency,1979

Sustainable Automobile Transport Lisa B. Ryan, Hal Turton, 2007 Transport and in particular road transport represents a significant global threat to long term sustainable development and is one of the fastest growing consumers of final energy and sources of greenhouse gas emissions In this book long term energy economy environment scenarios are used to identify the key technological developments required to address the challenges passenger car transport poses to climate change mitigation and energy security It also considers possible targets for policy support and examines some of the elements that contribute to the significant levels of uncertainty particularly social and political conditions The book then builds on this long term scenario analysis with a broad review of recent empirical examples of relevant policy implementation to identify near term options for the passenger transportation sector which may promote a shift towards a more sustainable transport system over the longer term Sustainable Automobile Transport will be of particular interest to those in the policy process who are striving to address the automobile derived challenges associated with climate change a growing rather than declining problem It will have a worldwide audience as every developed and rapidly growing society struggles to address the dynamic growth in greenhouse gas emissions from automobiles **Alternative Fuels in Australian Transport** ,1994

Climate Change 2001: Mitigation Bert Metz, 2001-07-12 Climate Change 2001 Mitigation is the most comprehensive and up to date scientific technical and economic assessment of options to mitigate climate change and their costs The report Makes clear there are strong inter linkages between climate change policy and policies towards sustainable development Assesses information on technological options to reduce greenhouse gas emissions or enhance their sinks Analyses technologies and practices available to achieve the targets of the Kyoto Protocol and stabilise atmospheric concentrations of greenhouse gases Evaluates barriers impeding implementation of these options and methods available to overcome them Summarises the economic literature on costs of climate change mitigation at global regional and national levels Evaluates the other benefits that climate policy can deliver or the climate benefits of other socio economic policies Assesses how this information can be used to support climate policy decision making acknowledging various decision making frameworks This latest IPCC assessment will again form the standard scientific reference for all concerned with climate change and who want to be informed of ways to address this important global problem including students and researchers in environmental and

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