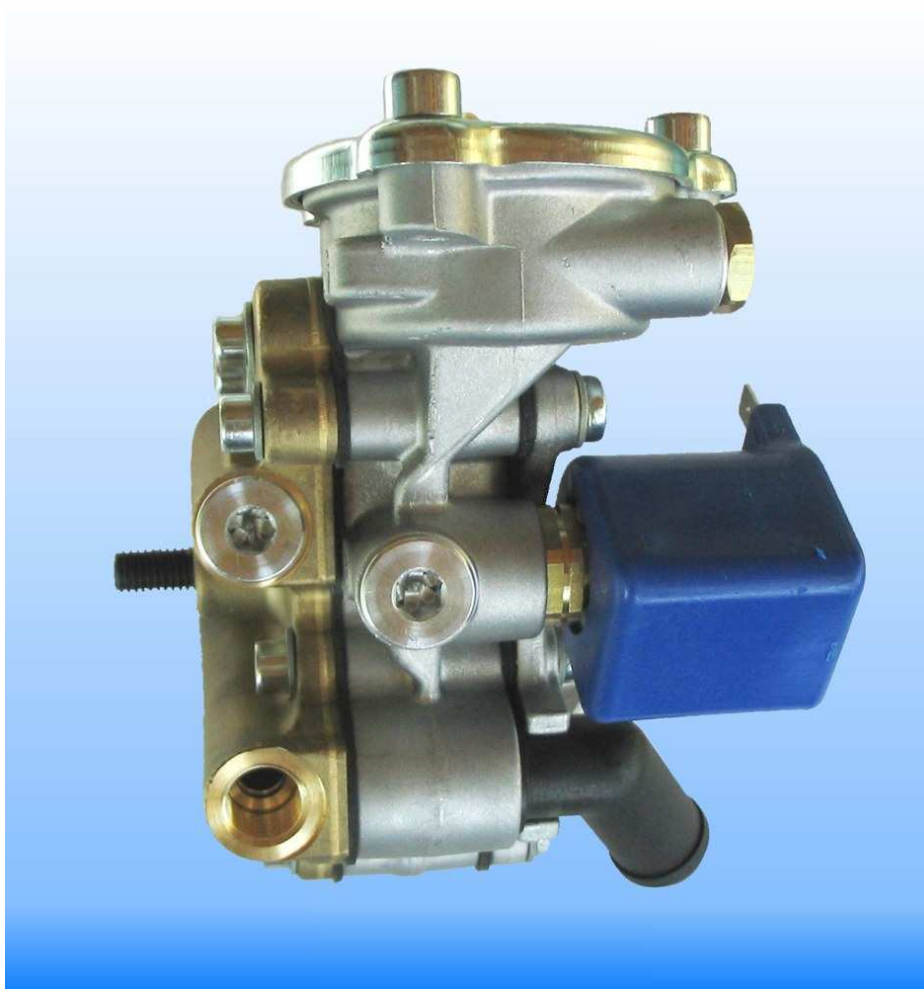


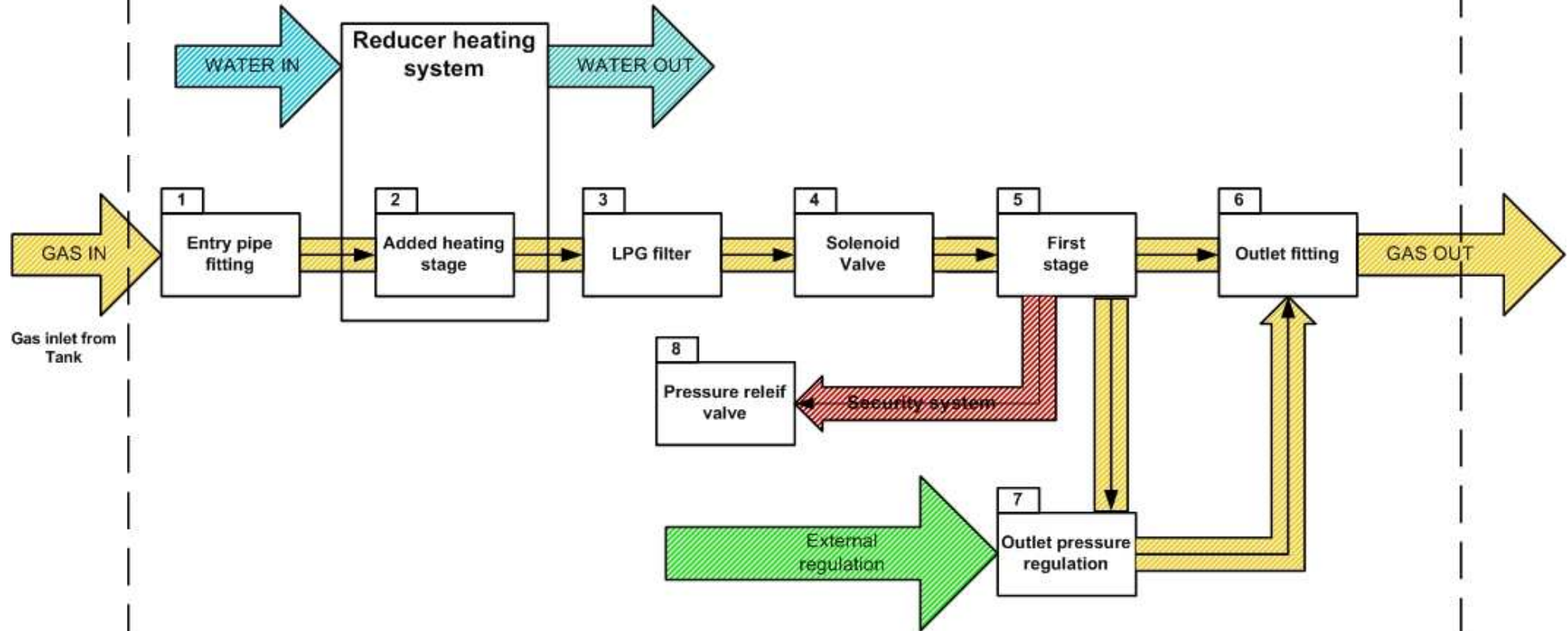
# RIDUTTORE GPL AT09 “ARTIC”

## ECE 67R – 01



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## LPG REDUCER AT09 "ARTIC" TYPE



<b>Descrizione degli elementi</b>		
<b>1</b>	<b>Entry pipe fitting</b>	Fitting for copper pipe carrying LPG from tank
<b>2</b>	<b>Added heating stage</b>	The LPG is pre – heated in the bass heating stage, cooled by engine cooling water, before entering in the LPG filter
<b>3</b>	<b>LPG Filter</b>	Component used to clean the LPG coming from tank
<b>4</b>	<b>Solenoid valve</b>	Normally closed, has the function to intercept and stop the LPG flow when the engine is not running or powered by petrol.
<b>5</b>	<b>Reducer 1° stage</b>	Chamber that allow a reduction of pressure of the LPG
<b>6</b>	<b>Outlet fitting</b>	Fitting for copper pipe at the outlet of the reducer, to the engine.
<b>7</b>	<b>Outlet pressure regulation</b>	Allows a manual regulation of the outlet pressure in order to meet the requirement of the different automotive engines.
<b>8</b>	<b>Pressure relief valve</b>	Valve with a retaining spring that allows the relief of the LPG in vapour phase from the reducer, in case of overpressure.

## Technical data

Material	Die cast aluminium body, CNC machined, with brass added heating stage
Weight	~ 1,80 kg (without accessories)
Max. inlet pressure	3 MPa
Outlet pressure	Variable from 90 to 180) KPa (when tested non connected to the engine)
Solenoid voltage	12 V dc
Solenoid power dissipation	17 W
All other functional and environmental characteristic:	According to Regulation ECE 67R - 01
Engine power	<p>Suitable for power engine (from 90 KW to 180 KW / 120 to 240 HP) operating at ambient temperature not lower than -25° C.</p> <p>Ambient temperatures lower than the indicated limit could reduce the efficiency of the LPG reducer and the performances of the engine.</p> <p>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.</p>

## Overall dimension

P	130 mm.
L	150 mm.
A	135 mm.

