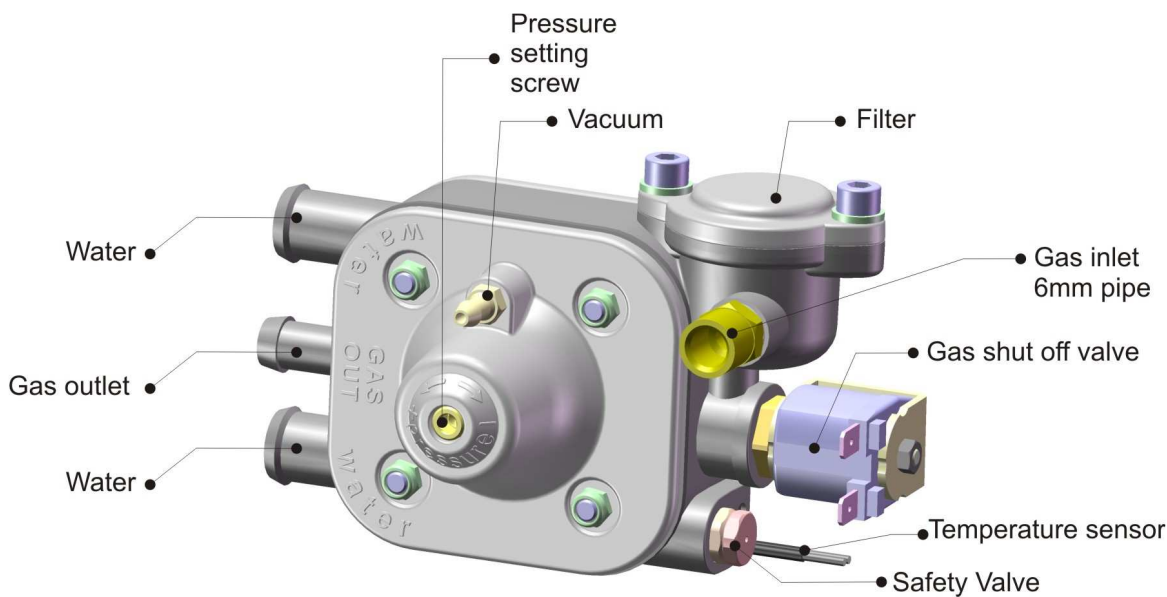


## R-UNO LPG reducer

<b>Entry pipe fitting</b>	Fitting for copper pipe carrying LPG from tank
<b>Added heating stage</b>	The LPG is heated in order to obtain better engine performances
<b>LPG Filter</b>	Component used to clean the LPG coming from tank
<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>Reducer 1° stage</b>	Chamber that allow a reduction of pressure of the LPG
<b>Outlet fitting</b>	Fitting for copper pipe at the outlet of the reducer, to the engine.
<b>Outlet pressure</b>	Allows a manual regulation of the outlet pressure in order to meet the requirement of the different automotive engines
<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.

### 1. Technical data

Material	Die cast aluminium body, CNC machined
Weight	0,760kg (without accessories)
Size	L - 156mm H - 74mm B - 92mm
Max. inlet pressure	3 MPa
Outlet pressure	Variable from 80 to 180 KPa (when tested non connected to the engine)
Solenoid voltage	13,8 V dc (12V) * * When engine working
Solenoid power dissipation	12 W (11W)
All other functional and environmental characteristic:	According to Regulation ECE 67R - 01
Engine Power	Suitable for small to medium power engines (from 37KW to 140 KW) operating at ambient temperature not lower than -10°C. For the regions with colder climate (up to -30°C) the power have 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%).



# R-UNO