



**NGVA**  
Non-Governmental  
Association



# NGVA Europe Gas Vehicle Catalogue 2019



**VEHICLE  
CATALOGUE  
2019**



## Passenger Cars



**AUDI**  
A1 Sportback green S-tronk

- 88 (130) Power 130 kW (180 hp)
- 5,3 kg Consumption (l/100 km)
- 10,3 kg (17-18) Fuel capacity (l/100 km)



**AUDI**  
A1 Sportback green

- 105 (130) Power 130 kW (180 hp)
- 5,3-4,3 kg Consumption (l/100 km)
- 10,3 kg (17-18) Fuel capacity (l/100 km)



**AUDI**  
A1 Sportback green

- 105 (130) Power 130 kW (180 hp)
- 5,3-4,3 kg Consumption (l/100 km)
- 10,3 kg (17-18) Fuel capacity (l/100 km)



**FIAT**  
Panda Natural Power

- 50 (70) Power 70 kW (95 hp)
- 5,3 kg Consumption (l/100 km)
- 10 kg (10-11) Fuel capacity (l/100 km)



**FIAT**  
Panda Natural Power

- 50 (70) Power 70 kW (95 hp)
- 4,9-5,3 kg Consumption (l/100 km)
- 10,3 kg (10-11) Fuel capacity (l/100 km)



## Trucks



**SCANIA**  
P15 V100 Version 280

- 280 (370) Power 370 kW (500 hp)
- 10,3 kg Consumption (l/100 km)
- 10,3 kg (17-18) Fuel capacity (l/100 km)



**SCANIA**  
P15 V100 Version 340

- 340 (450) Power 450 kW (610 hp)
- 10,3 kg Consumption (l/100 km)
- 10,3 kg (17-18) Fuel capacity (l/100 km)



**VOLVO**  
FH CHD

- 280 (370) Power 370 kW (500 hp)
- 10,3 kg Consumption (l/100 km)
- 10,3 kg (17-18) Fuel capacity (l/100 km)



**VOLVO**  
FH CHD

- 340 (450) Power 450 kW (610 hp)
- 10,3 kg Consumption (l/100 km)
- 10,3 kg (17-18) Fuel capacity (l/100 km)



**VOLVO**  
FH CHD

- 340 (450) Power 450 kW (610 hp)
- 10,3 kg Consumption (l/100 km)
- 10,3 kg (17-18) Fuel capacity (l/100 km)

# Fpt Natural Gas Engines Ngva Europe

**Thermo Power Corporation. Tecogen  
Division, National Renewable Energy  
Laboratory (U.S.)**



## **Fpt Natural Gas Engines Ngva Europe:**

**Using Natural Gas in Engines** PEP (Professional Engineering Publishers),1996 These seminar proceedings describe the use of natural gas as a fuel for the production of mechanical electrical energy using reciprocating and turbine engine technology The power range of 1kw to 100mw is discussed **Natural Gas Engines** Kalyan Kumar Srinivasan,Avinash Kumar Agarwal,Sundar Rajan Krishnan,Vincenzo Mulone,2018-11-03 This book covers the various advanced reciprocating combustion engine technologies that utilize natural gas and alternative fuels for transportation and power generation applications It is divided into three major sections consisting of both fundamental and applied technologies to identify but not limited to clean high efficiency opportunities with natural gas fueling that have been developed through experimental protocols numerical and high performance computational simulations and zero dimensional multizone combustion simulations Particular emphasis is placed on statutes to monitor fine particulate emissions from tailpipe of engines operating on natural gas and alternative fuels **Prediction of Combustion and Emissions in Gas Engines** Kalyan Kuppa,2018

*Ultra-low Emissions 12 Liter Heavy Duty Natural Gas Engine Development* Gas Technology Institute,John M. Pratapas,Cummins Westport Inc,2012 STATE OF THE ART AND FUTURE DEVELOPMENTS IN NATURAL GAS ENGINE TECHNOLOGIES. M. Dunn,2003 Current state of the art natural gas engines provide the lowest emission commercial technology for use in medium heavy duty vehicles NOx emission levels are 25 to 50% lower than state of the art diesel engines and PM levels are 90% lower than non filter equipped diesels Yet in common with diesel engines natural gas engines are challenged to become even cleaner and more efficient to meet environmental and end user demands Cummins Westport is developing two streams of technologies to achieve these goals for medium heavy and heavy heavy duty applications For medium heavy duty applications lowest possible emissions are sought on SI engines without significant increase in complexity and with improvements in efficiency and BMEP The selected path builds on the capabilities of the CWI Plus technology and recent diesel engine advances in NOx controls providing potential to reduce emissions to 2010 values in an accelerated manner and without the use of Selective Catalytic Reduction or NOx Storage and Reduction technology For heavy heavy duty applications where high torque and fuel economy are of prime concern the Westport Cycle trademark technology is in field trial This technology incorporates High Pressure Direct Injection HPDI trademark of natural gas with a diesel pilot ignition source Both fuels are delivered through a single dual common rail injector The operating cycle is entirely unthrottled and maintains the high compression ratio of a diesel engine As a result of burning 95% natural gas rather than diesel fuel NOx emissions are halved and PM is reduced by around 70% High levels of EGR can be applied while maintaining high combustion efficiency resulting in extremely low NOx potential Some recent studies have indicated that DPF equipped diesels emit less nanoparticles than some natural gas vehicles 1 It must be understood that the ultrafine particles emitted from SI natural gas engines are generally accepted to consist predominantly of VOCs 2 and that lubricating oil is a major

contributor Fitting an oxidation catalyst to the natural gas engine leads to a reduction in nanoparticles emissions in comparison to engines without aftertreatment 2 3 4 In 2001 the Cummins Westport Plus technology was introduced with the C Gas Plus engine a popular choice for transit bus applications This incorporates drive by wire fully integrated closed loop electronic controls and a standard oxidation catalyst for all applications The B Gas Plus and the B Propane Plus engines with application in shuttle and school buses were launched in 2002 and 2003 The gas specific oxidation catalyst operates in concert with an optimized ring pack and liner combination to reduce total particulate mass below 0.01g/bhp-hr combat ultrafine particles and control VOC emissions *Natural Gas Engines, Combustion, Emission and Simulation* American Society of Mechanical Engineers. Internal Combustion Engine Division, 1996 **Natural Gas Engines**, 1997 Advanced C8.3 Natural Gas Engine Development Program Louis A. Lautman, 2002 Improving Efficiency of Spark-ignited, Stoichiometrically Operated Natural Gas Engines Dan Giordano ((Program manager, Sturman Industries)), Sturman Industries, 2013 *Development of a Direct-injected Natural Gas Engine System for Heavy-duty Vehicles*, 2000 *Development of a Throttleless Natural Gas Engine* John T. Kubesh, 2002 **Conversion of a Diesel Engine to a Spark Ignition Natural Gas Engine** Thermo Power Corporation. Tecogen Division, National Renewable Energy Laboratory (U.S.), 1996 Combustion System Development for Low-emission Natural Gas Engines, Vol. II, 1995 This is part two of two volumes detailing the results of a program designed to develop a combustion system for low emission natural gas engines It focuses on the design and investigation of a fast burn combustion chamber It is known that the level of turbulence in the chamber just prior to ignition and during combustion has an important impact on the burning rate of the air fuel mixture The level of turbulence in the chamber can be influenced by the chamber design through the degree of swirl imparted to the mixture during the intake process and by the squish motion generated as the piston nears the top dead centre The volume describes research conducted to determine experimentally the relationship between the intake and compression generated charge motions of squish and swirl on engine performance and emissions The work included design and construction of a variable swirl intake port and a swirl meter wide open throttle testing of squish and swirl combinations and part load testing at constant volumetric flow rates An optimum squish swirl operating condition was determined **On-road Heavy-duty Development, Integration, and Demonstration of Ultra-low Emission Natural Gas Engines** Tim Antcliff, Stephen Ptucha, Cummins Westport, Inc, 2019 *Disassembly & Assembly* Caterpillar Inc. Peoria, Ill., 1986 *Natural Gas Optimized Advanced Heavy Duty Engine* Ingemar Magnusson, Volvo Technology Corporation, 2012 *Development of a Throttleless Natural Gas Engine* John T. Kubesh, Southwest Research Institute, National Renewable Energy Laboratory (U.S.), 2002 **Gas Power** Franz Erich Junge, 2015-06-15 Excerpt from Gas Power A Study of the Evolution of Gas Power the Design and Construction of Large Gas Engines in Europe Basing my observations on the belief that the success of an industry is not furthered by the maintenance on the part of the producer of unscientific secrecy but rests rather on the broadcast

dissemination among progressive nations of accomplished truths on the reciprocation of enlightenment on the exchange of valuable knowledge in short on the scientific spirit of enterprise aided by international technical cooperation it is the object of this study to present to American engineers a critical survey of the field of gas power generation conversion and application in Europe as it exhibits itself at this present phase of development So far as theoretical and practical research have been able to analyze the very complex process of converting combustible matter into useful power directly and without the intervention of inefficient and passive machine parts and so far as the technical literature of this country can be regarded as reflecting the light of these investigations it is evident that the few scientific treatises available on the subject have been devoted to either one of the three aims The abstract study of the internal thermodynamic relations of gas producing and converting apparatus the quantitative side of design of their mechanism and the historical or inventive evolution of the problem All of these modes of treatment are interesting in themselves and valuable in their combination Perceptibly the cultivation of the mechanical engineering part that is the theory of construction of gas producers and engines as an expedient in the practical development of the art is most vital to the question greatly more so than is a purely hypothetical analysis of the physical and chemical phenomena occurring in the working cycle About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books Find more at [www.forgottenbooks.com](http://www.forgottenbooks.com) This book is a reproduction of an important historical work Forgotten Books uses state of the art technology to digitally reconstruct the work preserving the original format whilst repairing imperfections present in the aged copy In rare cases an imperfection in the original such as a blemish or missing page may be replicated in our edition We do however repair the vast majority of imperfections successfully any imperfections that remain are intentionally left to preserve the state of such historical works

**Natural Gas Engines as Power Sources** ,1998      **Development of the Next Generation Medium-duty Natural Gas Engine**  
Daniel J. Podnar,2000

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