

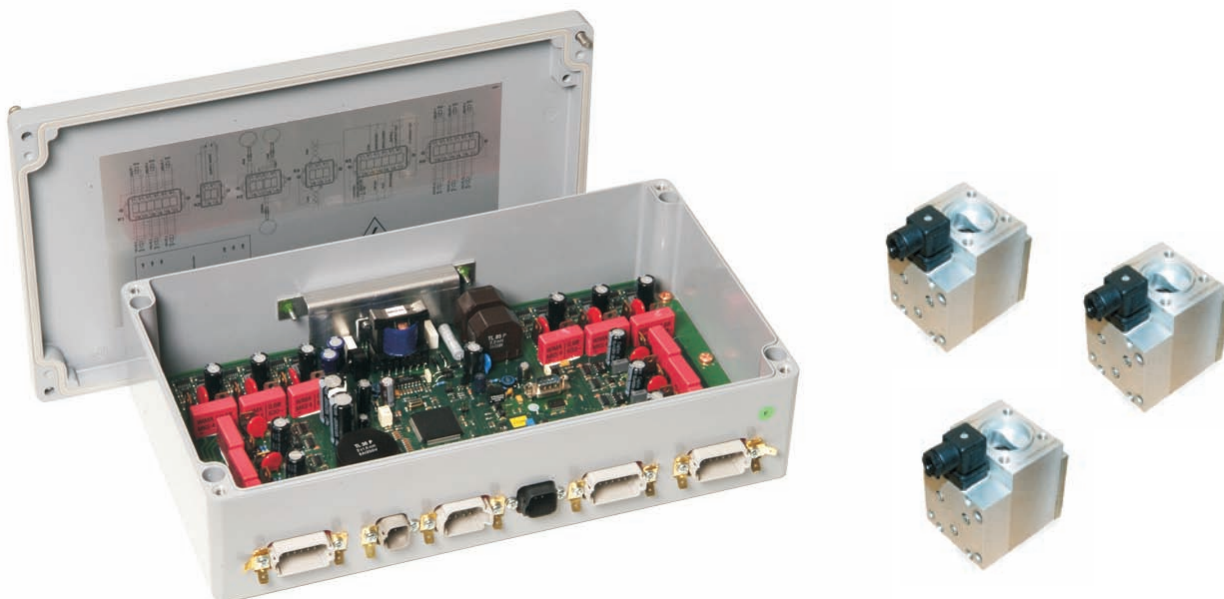
INCON

HUEGLI

HUEGLI TECH AG (LTD)
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Electronic Fuel Injection System



Description

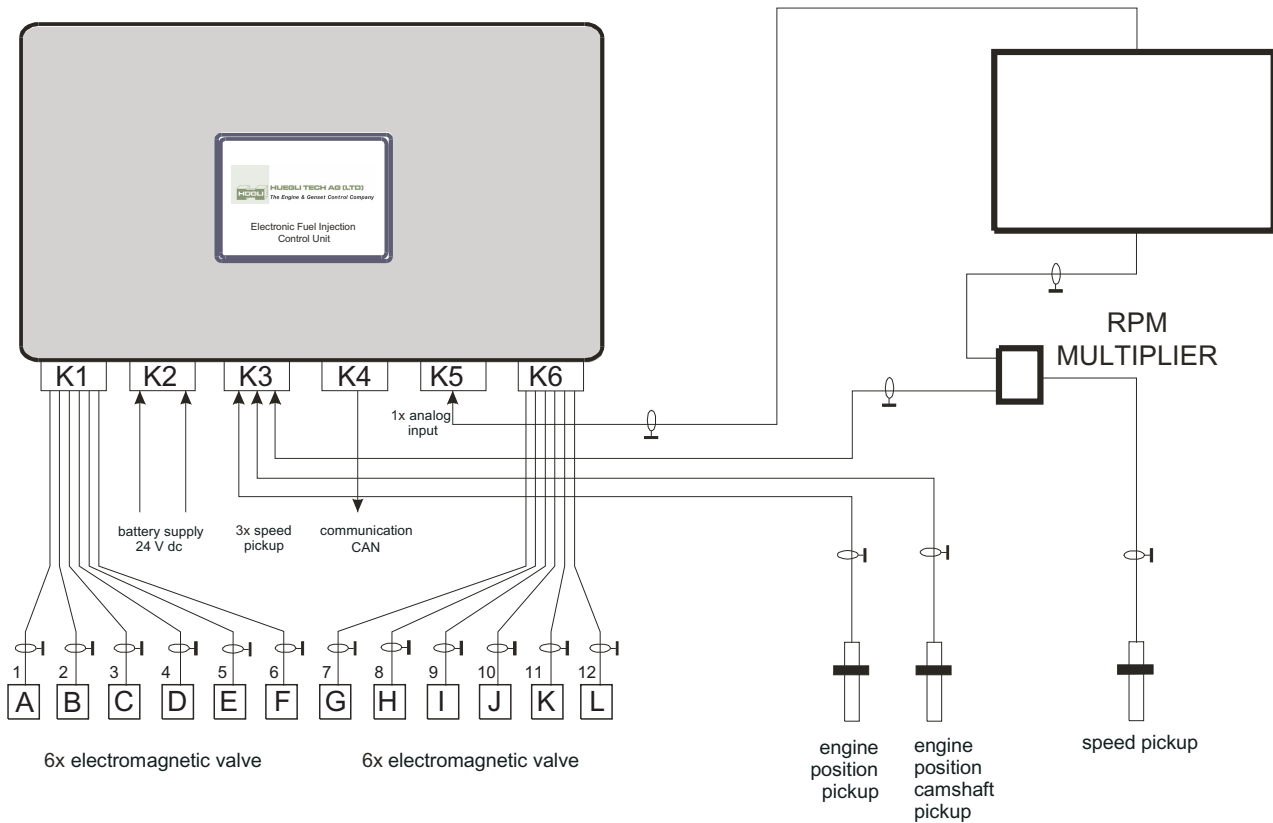
The electronic fuel injection system consists of the electronic injection control unit INCON and gas electromagnetic valves GEV. The GEV opening duration controls the engine output and speed. INCON controls beginning and duration of gas admission into the suction port (before suction valve). There is a possibility of individual cylinder timing. Speedcontrol function built in. Rugged design of INCON enables mounting on the engine frame.

Benefits

- No actuator needed
- Steady engine operation
- Reduced emissions limits
- Higher efficiency of the engine
- Short travel of gas

Features

- Individual cylinder timing control
- Precise timing of the gas injection period
- Precise adjustment of the beginning and the duration of the gas admission (Optimal flushing and cooling of the cylinder by filling air flow)
- Up to 20 cylinder engines
- CAN and RS232 communication
- Pick-ups from flywheel, crankshaft and camshaft
- Temperature range GEV: -20+100°C, INCON: -40+60°C
- 3 types of valves for different sizes of engines
- Long durability of the valves



INCON

- Power supply: 18-35 V dc /10 A
- Degree of protection: IP 65
- Analog input: ± 10 V or ± 20 mA, galvanic separated
- 5x Bin inputs: 24 V, 7 mA, galvanic separated
- 2x Bin outputs
- Communications:
 - 1x RS232: Parameters settings, galvanic separated
 - 1x CAN: Supervisory control system, galvanic separated
- RPM inputs: 3x RPM for passive or active pickup (flywheel, crankshaft and camshaft position)
- Dimensions: 400 x 230 x 111 mm

GEV

- High output force
- Reliable operation in any orientation
- All parts are resistant to corrosion
- Time to full open after signal "on" 0.003 sec. Max.
- Time to full closed after signal "off" 0.003 sec. Max.
- Maximum pressure gas/air difference: 200 kPa
- Maximum backfire pressure: 30 kPa
- Maximum gas supply temperature: 60 °C (140 °F)
- Maximum current peak: 7 A (max. 0,005 sec.)
- Nominal current at continuous flow: 0,62 A (without overheating)
- GEV 21: 210 mm²: 20-120 kW / cyl
- GEV 40: 400 mm²: 100-250 kW / cyl
- GEV 60: 600 mm²: 230-400 kW / cyl