

## Diesel-NH<sub>3</sub> Fumigation

The second prototype built by Hydrofuel Inc. was the conversion of a 6.7L 2007 Dodge Ram 3500 diesel truck to diesel-NH<sub>3</sub> dual fuel operation. The objective of this prototype was to develop a basic diesel-NH<sub>3</sub> dual fuel controller for compression ignition engines. We expect that the market for this system would be the agricultural and stationary diesel engine conversions. We chose a diesel truck as a prototype to demonstrate that diesel-NH<sub>3</sub> dual fuel systems were feasible and to simplify the testing of the controller and fuel system. To complete this phase of development, we need to do endurance testing of the fuel system for durability and fuel compatibility in addition to performance and emissions.

We had to overcome a number of challenges in building this prototype. The major challenge in building this prototype was designing and sourcing automotive NH<sub>3</sub>-compatible fuel system components. The second challenge was to build a fully programmable fuel system controller for optimum fuel control.

This prototype uses a venturi upstream of the turbocharger to generate a pressure differential used for supplying NH<sub>3</sub>. The NH<sub>3</sub> controller monitors intake manifold pressure and engine speed, which it uses to control NH<sub>3</sub> flow. The system also monitors engine cooling water temperature to enable NH<sub>3</sub> operation above a minimum temperature. It also monitors the NH<sub>3</sub> regulator gas temperature to prevent it from frosting. Finally, the system has an exhaust gas temperature sensor to ensure that the engine is not overfueled with NH<sub>3</sub>. In the event that all of the onboard NH<sub>3</sub> fuel is consumed, the system reverts back to 100% diesel operation.