

The actual conversion on the vehicle is similar to the propane counterpart, except they run an additional fuel injector system, so the NH₃ can be injected into the cylinders.

"We're finding the NH₃ gives us about the same performance as running on gas," said Gordon. "I've driven vehicles side by side, one on diesel and another on NH₃— I couldn't feel any difference on the performance. On paper it may be slightly less, particularly in the lugging ability, but driving it? It feels the same to me.

"But the best part, the pollution is virtually nothing," added Gordon, "and the pollution that is created is only because it's using five per cent gasoline to get it started."

'But the best part, the pollution is virtually nothing.'

Gordon says the cost of converting isn't too high, mainly the cost of a fuel tank, and the modifications to the fuel injector system.

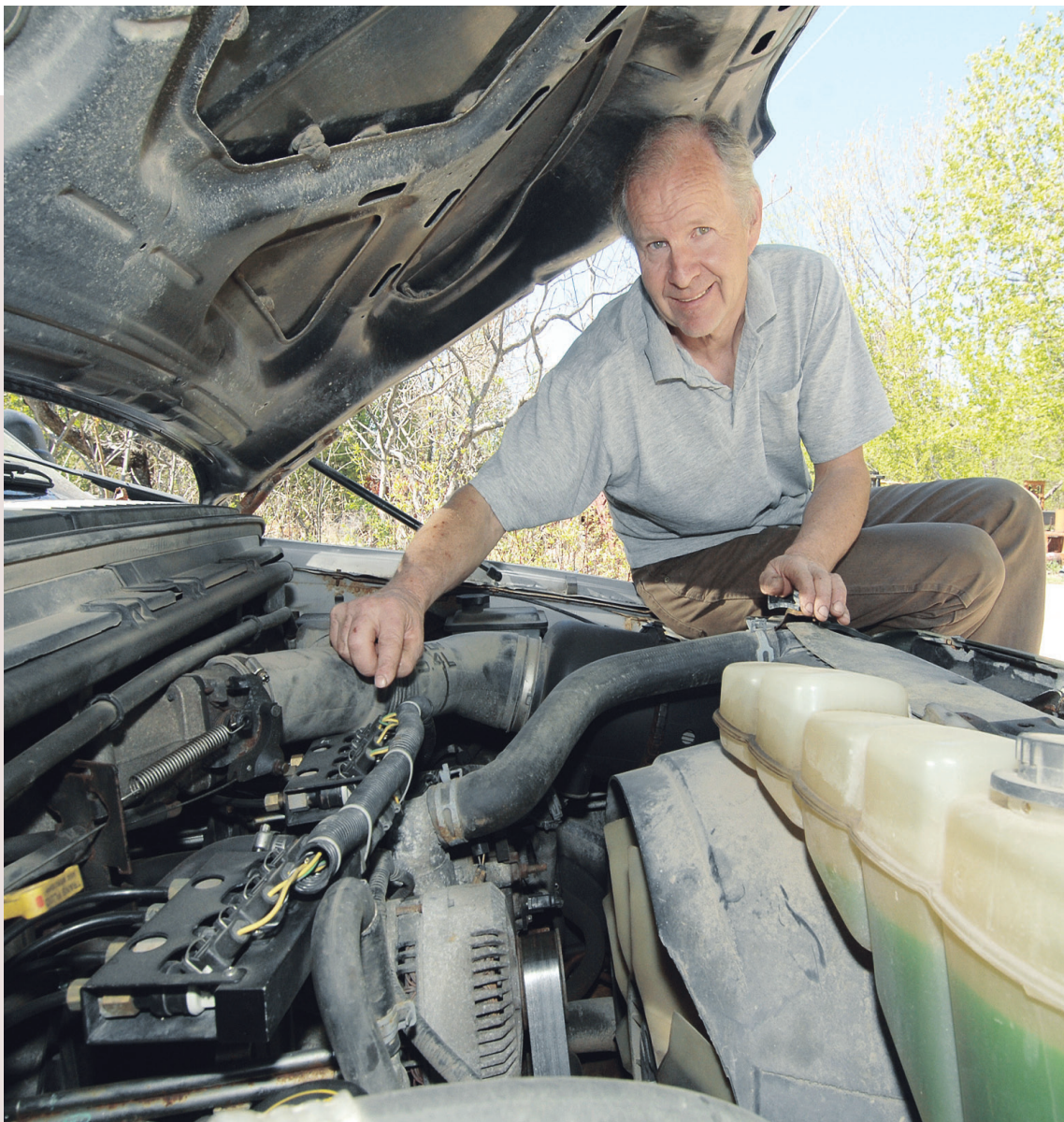
"The injector is fairly easily installed, since it's not injecting into the cylinders, it's injecting into the manifold, which means you're not messing with taking off the (cylinder) heads, which is more involved."

The only other component needed is the small on-board computer, which is the nerve center of the whole system, allowing the operator to change from the original fuel (be it gas or diesel) to NH₃, with

the pressing of a switch.

It's a relatively straightforward conversion, which isn't even that expensive, yet the concept hasn't taken off.

"We use an NH₃ synthesizer, which works on a simple principle, using a PSA unit (Pressure Swing Absorption unit) which takes the nitrogen out of the air, then the hydrogen comes from water through electrolysis," said Gordon. "Then our machine takes them (the nitrogen and hydrogen) and plunges them together, with three parts hydrogen and one part nitrogen, which creates the NH₃.



Roger Gordon says the cost of converting a vehicle to ammonia gas isn't high.

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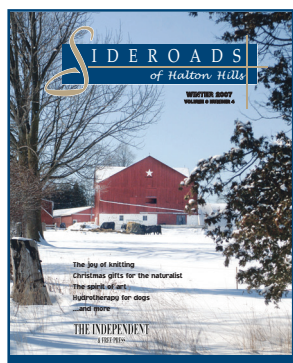
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