

LPG – cold starting

Description:



There have recently been some reports of users of LPG powered trucks experiencing issues with the start-up process. Investigations into the root cause are ongoing, but instances where a build up of deposits in the evaporator (pressure regulator), flow regulator and shut-off valve have been identified. Sticking valves could lead to a mixture which is too rich and cannot be ignited. Repeated starting attempts can lead to a release of a high unburned concentration of LPG which, in extreme cases, could present a risk of fire.

Advice for Operators:

If the engine of an LPG truck does not start within the normal few seconds:



- Do **NOT** continue to crank the engine over
- Do **NOT** repeat the normal engine starting procedure
- Do **NOT** spray volatile agents into the air intake in an attempt to aid starting
- Secure the truck against further starting attempts
- Close the shut-off valve on the gas bottle
- Ensure the area is well ventilated
- Contact your truck supplier and request a check of the LPG system on your truck

Advice for Service/Maintenance Engineers:

If you are presented with an LPG truck which has a reported starting problem:



- Do **NOT** follow the normal starting procedure
- Isolate the LPG supply (close the shut-off valve)
- Ensure that the working area is well ventilated
- Disconnect the battery
- Release LPG pressure trapped in the fuel supply system
- Follow the truck manufacturer's guidance for inspection of the LPG system

Remember that LPG is heavier than air, so it will accumulate in low lying areas where it can easily be ignited by an ignition source, such as sparks, electrical arc or a hot surface.