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# HYDROGEN FUEL INJECTOR (DI-CHG)

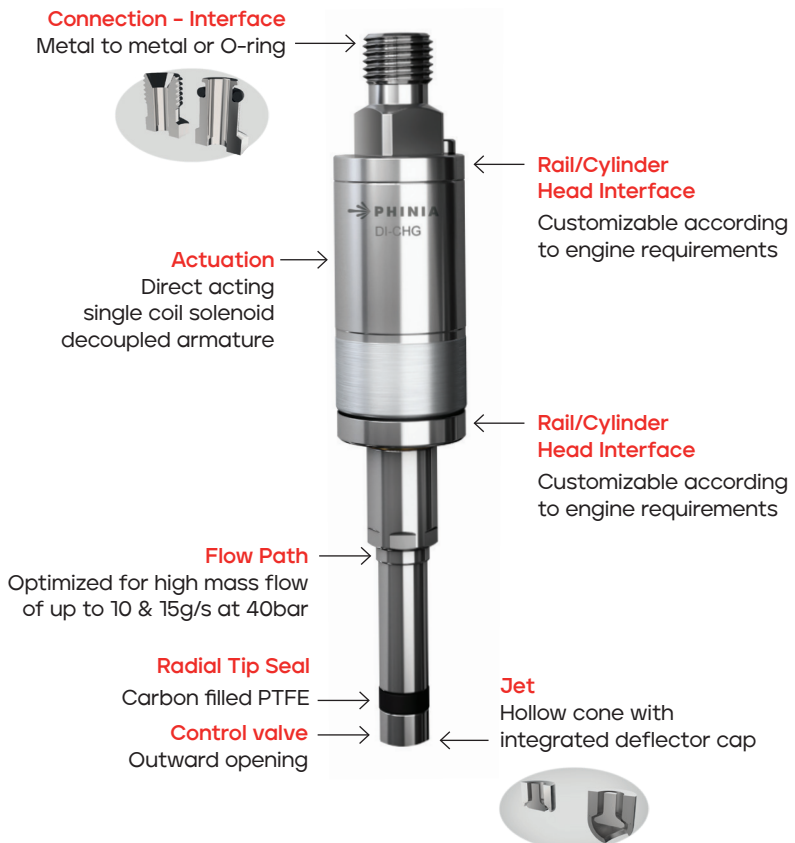
for Passenger Cars and Commercial Vehicles



# HYDROGEN FUEL INJECTOR (DI-CHG)

for Passenger Cars and Commercial Vehicles

ECU controlled medium pressure fuel injector family for Hydrogen (H<sub>2</sub>) internal combustion engines.



FEATURE	DI-CHG10	DI-CHG15
Static flow range (g/s)	up to 10 at 40bar	up to 15 at 40bar
Operating pressure (bar)	up to 40	
Multiple injection (#)	≥2	
Maximum OD (mm)	21	26
Tip diameter (mm)	7.5	9.8

## Features

- DI-CHG10: for applications up to 60kW/cylinder
- DI-CHG15: for applications up to 90kW/cylinder

## Design Features

- Direct acting single coil solenoid
- Decoupled armature
- Outwardly opening control valve
- Integrated deflector cap
- Radial tip seal
- Customizable cylinder head and rail interfaces
- Optimized internal flow path for high mass flow and low pressure loss
- System integrated micro-lubrication for long injector life

## Performance

- Nominal pressure range: 20 to 40bar
- Static flow Range:
  - DI-CHG10: up to 10g/s at 40bar gauge
  - DI-CHG15: up to 15g/s at 40bar gauge
- Accurate and repeatable delivery
- Multiple injection capability
- Optimized magnetic performance for minimum electrical consumption
- A high-performance variant with up to 60bar gauge is available for racing applications

## Benefits

- Compatible with CNG and H<sub>2</sub> gases
- Mixing control - Nominal hollow cone jet but can be customized with integrated deflector cap
- Fuel supply connection: Either O-ring or screwed metal to metal interface
- Designed and developed for direct injection
- "Soft opening" and "Soft landing" ECU control strategies for low noise
- Compatible with standard OBD strategies