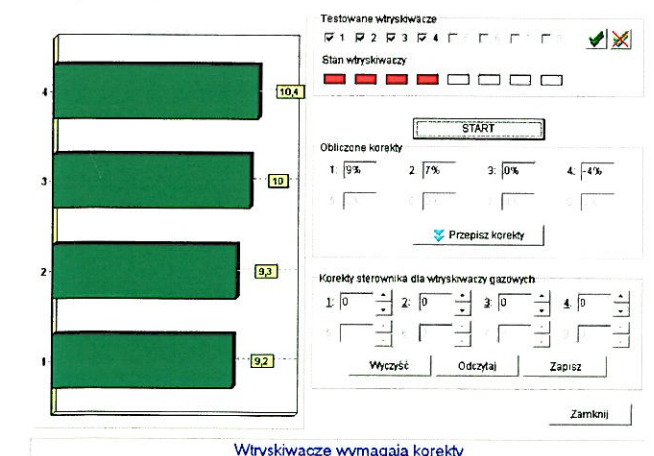


- **fuel overlap** (always when switching to gas) and **gas injectors' heating** mechanisms providing comfortable, imperceptible change of supply to gas even in low temperatures.
- new, integrated pressure and temperature of the gas flow sensor, allowing the use of precise corrections while calculating gas dosage to the engine.
- function of starting on gas in emergency
- **possibility of eliminating the revolution per minute (RPM) wire connection.**
- various configuration possibilities of the **switch to petrol with an automatic return to gas**, protecting against the engine damage and enabling to solve many difficult problems.
- mechanism of testing gas injectors (without removing them from the vehicle) showing the actual capacity and also the performance of injectors in the system. The possibility of corrections of every gas injector separately.



- sound signalling of the petrol work (3 x buzzer with 10 seconds intervals)
- management of the service intervals with sound signalling (10 x buzzer during work on gas)
- monitoring of settings changes (by saving the date of a change and the specific code of the computer modifying the settings)
- changeable vacuum corrections.
- possibility of the full configuration of the gas level indication and change of the state diode's colour on the control panel in the cabin.

#### Advanced functions\*:

- + Change of the correction values for gas pressure, temperature, RPM (full table of values)
- + Additional correction map (RPM/ petrol injection time)
- + Cooperation with KME Adapter enabling full compatibility with OBD of the vehicle in one of the following standards: CAN 11b 250kb, CAN 11b 500kb, CAN 29b 250kb, CAN 29b 500kb, ISO9141, KWP2000 Fast -ISO14230, KWP2000 Slow (KWP2000 5BaudInit)-ISO14230.
- readout of the OBD error codes
- erasing the OBD present and awaiting error codes
- readout the OBD frozen frames
- monitoring data from the OBD (without additional software) even working with older ECU - versions 1.4x, 1.5x, 3.0x
- OBD adaptation mode - correcting the gas dose according to the OBD system readouts
- OBD calibration mode, providing calibration of the vehicle according to the OBD system readouts

\* necessity of connecting an external adapter

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## LPG and CNG sequential injection system - Diego G3

Vaporized LPG/CNG sequential injection system with the **Diego G3** controller has been designed for use in vehicles with advanced petrol diagnostic systems (OBD II/EOBD) - with a catalytic converter and Lambda sensors and it **fulfills fuel emission standards (EURO III/IV/V).**

The Akme system can be adapted to match any type of multi-point, indirect fuel injection engine, whether it is sequential, semi-sequential or "fullgroup". The use of a very fast controller made it possible to precisely and quickly control the gas-air mixture - hence, there is virtually no difference between running on petrol and on LPG/CNG. **There is no power loss or a change in engine effectiveness.**

Vaporized gas is supplied right before the valves - as in petrol systems, which **eliminates a threat of flash - back explosions**, the so-called "backfires".

**Diego G3** gas controller enables an easy **calibration of the system during a road test** - no need to use a chassis dynamometer.

The controller has a **built-in self-diagnostics and gas system diagnostics mechanism.**

The use of special PC software makes it possible to automatically calibrate the system in order to adjust it to a given vehicle. The installer can also manually alter various parameters and track current results.

The system is easy to install for the garage and almost invisible for the client due to its auto switch function.

If there is no gas in the tank, the system **automatically switches to petrol**, which is signalled with a sound.

The user can switch between petrol and gas and track the indications of the gas level sensor using a small control panel (so called "switch").

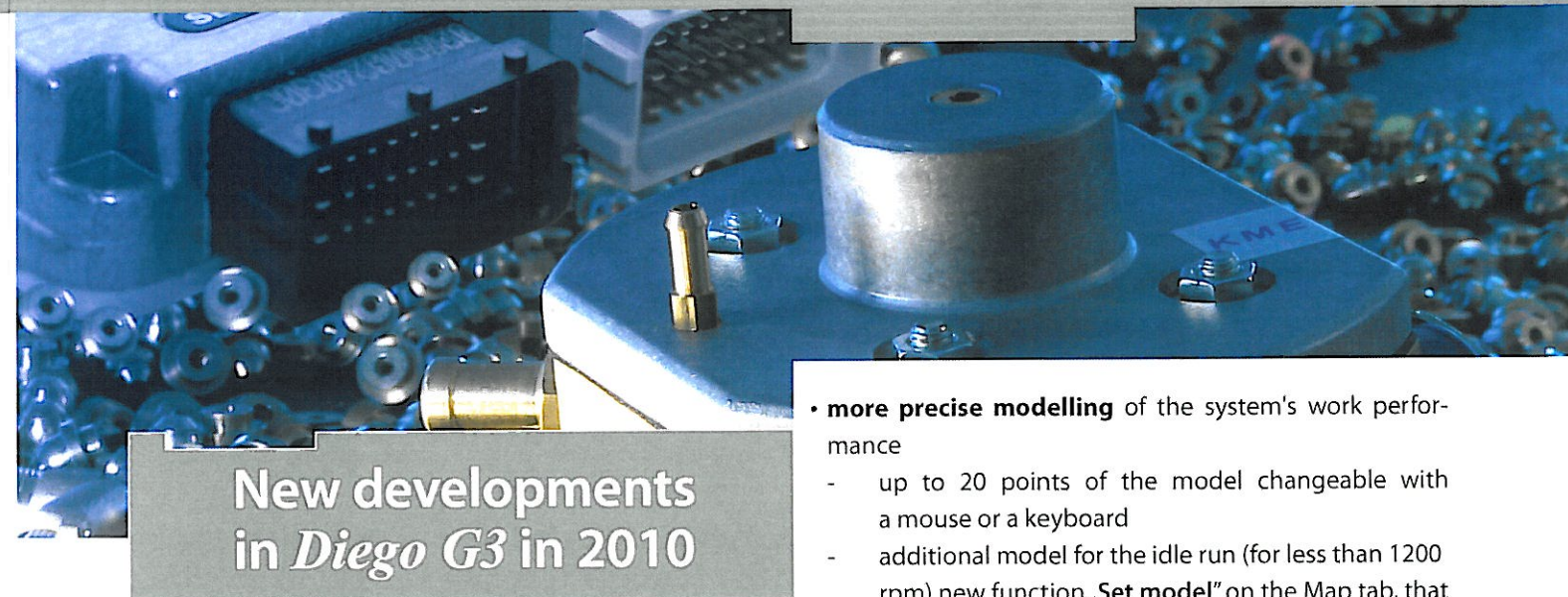
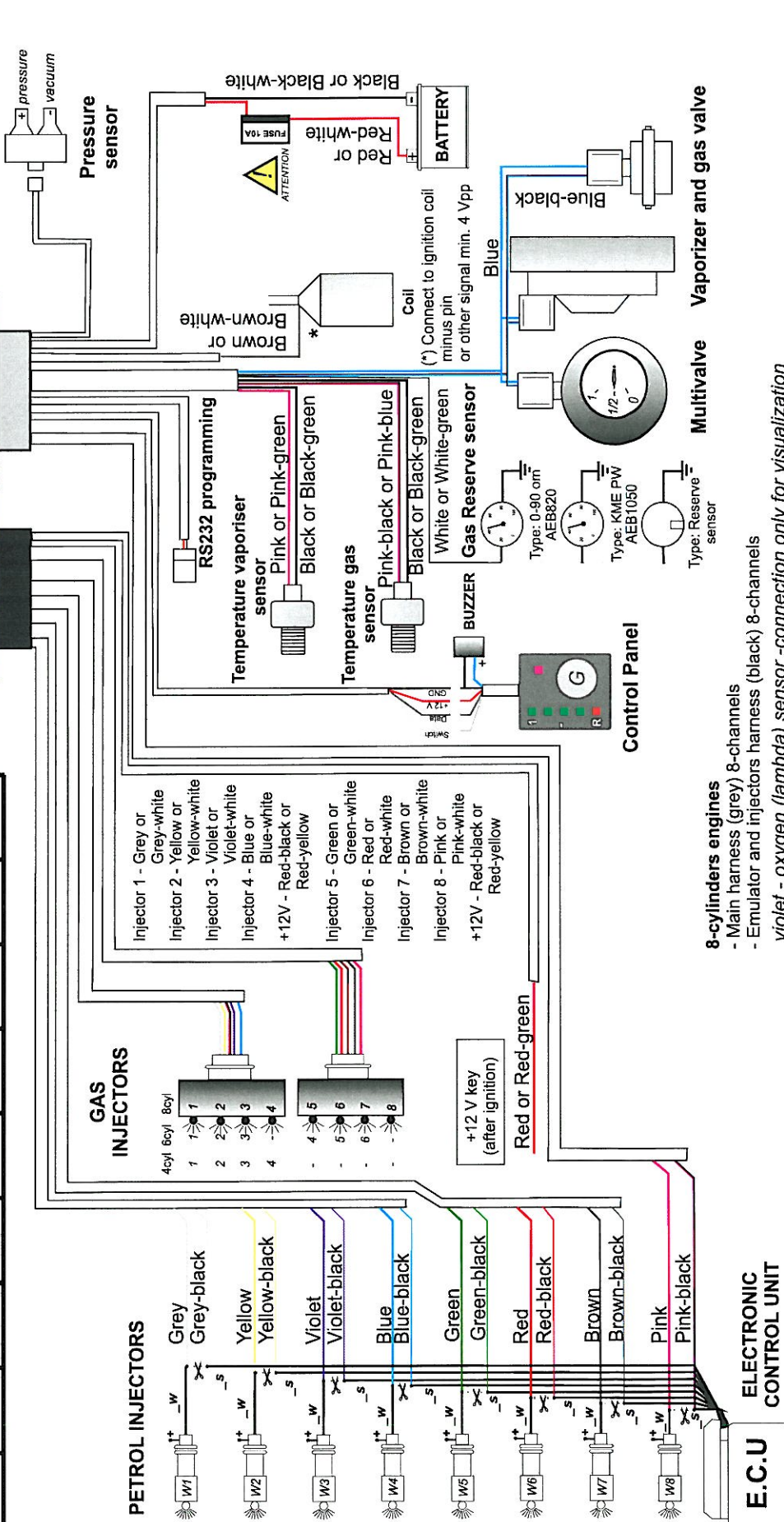


## Connection guide for gas control unit

	8	7	6	5	4	3	2	1	BLACK
InjPetro15s	InjPetro15w	InjPetro16s	InjPetro16w	InjPetro17s	InjPetro17w	InjGAS8	+12V/key	A	
InjPetro13s	InjPetro13w	InjPetro14s	InjPetro14w	InjGAS5	InjGAS6	InjGAS7	+12VInjGas	B	
InjPetro11s	InjPetro11w	InjPetro12s	InjPetro12w	InjGAS1	InjGAS2	InjGAS3	InjGAS4	C	

	8	7	6	5	4	3	2	1	GREY
+12VBat	InjPetro18w	T_Red	T_Gas	Lambda	Reserve	RPM	GND	A	
+12Vvalve	InjPetro18s	TX	+12Vt	+12Vt	Switch	Vacuum	+5Vsens	B	
GNDBat	GND	RX	GND	GND	Data	Pressure	GND	C	



Numerous suggestions from our clients resulted in creating the control unit **Diego G3**. Improved algorithms ensure cooperation of the **Diego G3** system with modern vehicles.

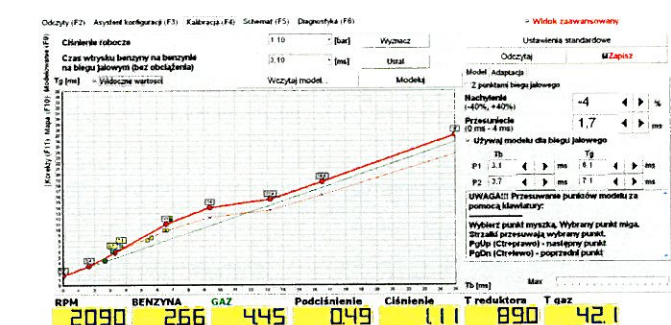
The new installation package ensures compatibility with all the sequential gas injection and with control units in all the available versions. It provides easier maintenance of our products and even easier configuration and calibration of the system. The package also contains precise manuals: for the assembly of the system and for the usage of the software, necessary drivers for Windows XP and Vista and gas controller's update files.

### New developments:

- possibility of updating the firmware of the gas control unit through the menu in software (Device\Firmware Update).
- changed and improved method of configuring the system with the Configuration wizard through 7 logical steps.
- new, more accurate, two-stage (without load and with full load) Autocalibration on the idle run. There is still a possibility of using the one-step Autocalibration.



- **more precise modelling** of the system's work performance
  - up to 20 points of the model changeable with a mouse or a keyboard
  - additional model for the idle run (for less than 1200 rpm) new function „Set model” on the Map tab, that automatically adjusts the model based on the collected maps.
- all that has to be done is pressing **Write** button, rewriting the template of the petrol map between different gas control units.



- **basic and advanced view** providing an opportunity for displaying advanced options that are not used in the basic system configuration.
- possibility of **blocking the access** to gas control units e.g. using the workshop password.
- injectors' load indicator, displaying the length of the injector's work proportional to the length of a whole working cycle.
- new function: correction during the change of the type of injection system (Mazda).
- **mechanisms for work during cut-off:**
  - Cut-off enriching and control of the gas pressure during cut-off.
  - Exit of cut-off through petrol as a new gas automatic return mode.
- **adaptation mode** enabling automatic adjustment of the model to change working conditions e.g. worse gas quality, dirty filter.

It is reliable