

QUESTIONS TO ASK IF YOU ARE WISHING TO HAVE YOUR VEHICLE CONVERTED

Are you LPGA Approved?

See separate page for details of the LPGA Approved Installer Scheme and the assurance that you will get by using an approved installer operating within the Scheme.

This is the only way in which you can be assured of avoiding a dangerous or poor conversion.

Beware of companies who say they are “approved”— many may only be approved by their equipment supplier but not be part of the Scheme :-

- check our list of Approved Installers – see separate page
- on visiting the company’s premises ask to be shown our Logo and an example of the LPG Conversion Certificate that you will be provided with on completion of the work (this is very important for insurance purposes). For details of what to look for see separate page on the LPGA Approved Installer Scheme.

Can I obtain a grant towards the cost of converting my vehicle?

The government’s Powershift Register lists conversions which attract grants. See www.powershift.org.uk/ / telephone 0845 6021425.

Is the equipment you fit supplied direct from the manufacturer or an agent authorised by the manufacturer to supply to the UK?

This is important to ensure that the full equipment manufacturer’s warranty is valid (this could provide you with cover if the installer ceases trading) and that technical support is available for solving any problems.

Beware of companies who obtain equipment from non authorised sources – these can often also be out of date or inappropriate / illegal for the UK market.

What make of equipment will you fit to my vehicle?

As with vehicle manufacturers, there are many different manufacturers of lpg conversion equipment and most installers specialise in one or a small number of makes. The makes that each approved installer is authorised to fit is shown on our list of approved installers.

In Scotland grants are available based the make of equipment to be installed. Approved makes are AG, Landi, Landi Renzo, Necam, OMVL, Prins and Tartarini.

Have you converted my specific vehicle model before? If so when and how many?

This is a conversion to your vehicle and experience of your particular model will ensure that the conversion will work properly and achieve reduced emissions.

If the answer is no, then establish if the supplier (see above) has this information and can provide support.

It is recommended that you speak to a number of approved installers to establish what is available for your vehicle - especially as, with the latest complex engine management systems, an equipment manufacturer may not have developed a kit for your specific vehicle In these cases support from the manufacturer is vital to ensure that the system works effectively with the vehicles own system without dashboard “management information lights” appearing.

Beware some vehicles require additional work to make them suitable for conversion (eg: some Fords, Hondas and Toyotas require hardened valves and valve seats) – check with an LPGA Approved Installer.

What type of system will you fit to my car?

The majority of installations involve:

- **An LPG fuel tank and valves:**

These must be ECE67/01 approved and stamped to this effect. By law a pressure relief valve must be fitted.

Virtually all filling stations in the UK use the “bayonet” filling gun and this type of filler should be fitted to your vehicle so that filling can be undertaken without an adaptor. Adaptors can cause leaks and burns to the skin.

- **A “regulator” to convert the liquid gas to a vapour:**

This must be ECE67/01 approved and stamped to this effect

- **The means of injecting the vapour into the engine (mixer or injection)**

- Single point mixer:

The simplest and cheapest system and is only suitable for older vehicles.

If your vehicle has a catalytic converter then it must have an additional system to control the LPG mixture otherwise the catalytic converter is likely to be damaged. Most systems use a link to the lambda sensor and are known as “closed loop”.

Such systems can cause backfire “explosions” and the installer should be questioned on the appropriateness of such a system for your vehicle.

Beware such systems should not be fitted if your vehicle has a plastic inlet manifold.

- Multi-point injection:

Injects the gas close to each cylinder inlet. This avoids the build up of gas in the inlet system and prevents the backfire “explosions”

Generally these systems provide better control of the amount of gas for the engine and hence smoother, more economical running and less emissions.

- Multi-point sequential injection

The most sophisticated type of installation which provide detailed control of the gas for maximum smoothness, economy and performance.

What mileage range can I expect from the tank that you will fit?

Ensure that the tank being fitted is big enough for your requirements – ask for the estimated range to be included in the written quote for the work.

What Warranty will I receive?

You should expect at least 12 months / 10,000 miles labour and parts warranty on the conversion equipment.

If your vehicle has a manufacturers warranty applying then this will almost certainly be affected by the conversion. Establish with the installer the cover that he will provide and whether it is included in the price quoted. LPGA Approved Installers can supply such cover and often within the conversion price.

Will my insurance company accept certificates from the Installer?

When you have chosen the installer to use, **but before you agree to have the work carried out**, check with your insurance company.