

Newsletter IEA Bioenergy Task 37: 09/2018

Improvement of gas engines for vehicles and ships

Iveco extends its sustainable vehicle ranges

The new Stralis NP 460, the single-fuel truck with double LNG tanks, 460 hp and an autonomy range of up to 1,600 km features IVECO's best on-road fuel efficiency technologies and services to deliver up to 15% less fuel consumption and up to 9% lower Total Cost of Ownership than a diesel truck. The vehicle can run on CNG, combined CNG and LNG, or LNG. It is powered by the new IVECO Cursor 13 NP single-fuel engine with a 12-speed Hi-Tronix automated transmission.

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Volkswagen introduces a new 1.5 TGI EVO gas engine

Recently the German manufacturer has presented the new 1.5 TGI Evo engine of the EA211 series powered by compressed natural gas (CNG). A world first, this engine is based on the 1.5 TSI ACT BlueMotion gasoline engine that is equipped in the Golf and Golf Variant range, among others, offering a maximum power of 130 horses thanks to a direct injection system. The performance of the new gas vehicle engine offers an average consumption of 3.5 kilograms per hundred kilometers - with automatic DSG gearbox - with a maximum autonomy of 490 kilometers, a figure that can be increased by an additional 190 kilometers when driving on petrol.

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Biogas helps Audi Brussels plant go CO2 neutral

Audi Brussels has been awarded a CO2 neutral certificate by Vinçotte. According to a statement, the award means Audi Brussels is operating the world's first certified CO2 neutral high volume production plant in the premium segment. Audi's Belgian facility covers all production processes and all other emissions generated at the plant either by renewable energies (approximately 95%), or compensates for them through environmental projects (5%). Biogas is playing a crucial role in the facility's strive to carbon neutrality, fulfilling the heating needs for the plant itself as well as the offices on site.

Alongside biogas, a host of other technologies are being used, including the largest photovoltaic system in the region, which is used for electricity generation. It is a bit strange that biogas helps the first plant in the Audi Group producing only electric cars. How about Biogas vehicles produced by Audi?

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Scania tests engine with raw untreated biogas

In collaboration with Linköping-based energy recovery specialists Tekniska verken, Scania Engines is currently testing one of its engines using raw gas, biogas that is untreated i.e., not cleaned or upgraded to remove wastewater, CO2 and other particles, as happens with the production of compressed natural gas (CNG) for vehicle fuels. Instead, the raw gas is taken directly from the digestion chambers as fuel for the Scania engine, to see how it performs over 600 hours of tests. The engine is a Scania 16-liter V8, made for low-pressure CNG for power generation. The unit is switchable between 1.500/1.800 rpm to produce between 333 kW and 426 kW prime power. COP (continuous operating power) is 330 kW (50 Hz), 350 kW (60 Hz). Gas feed pressure is 50 mbar. The

tests started in early 2017, in September 2017 carried out the latest round of testing was carried out and actually the results are reviewed.

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Swedish shipping company takes on liquefied biogas

Skangas, a subsidiary of Gasum, has supplied liquefied biogas (LBG) to Furetank, a major Swedish shipping company operating the tanker ship Fure Vinga. LBG is delivered from Gasum's biogas facility in Lidköping. The fuelling was carried out at the port of Gothenburg with the fuel transferred directly from tanker truck to ship. Fure Vinga is one of two vessels in Furetank's fleet powered by liquefied gas. The shipping company is currently building five more vessels which can be fuelled by LBG if and when the fuel is available. The vessels will operate in the seas of Northern Europe and have access to Skangas' LNG supply network in the region.

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