Setting up a Hydrogen fuel system

I am an experienced University qualified Research Scientist and teacher in Physics, Chemical engineering and Engineering. Over many years of application of Scientific principles to developments in technology, I have learnt the relevance of the Phrase “If it can’t be measured, then it can’t be maintained”

This Phrase has significant relevance to setting up a hydrogen fuel system for your vehicle, engine, so as to achieve the maximum savings possible for your vehicle.

Using the hydrogen fuel system, by itself, on your vehicle / engine will provide increased power / torque due to the much faster and complete combustion of fuel in the engine because of extremely fast hydrogen burn speed.

However to achieve the maximum savings possible then the timing of the fuel injection, volume of fuel injection, which are both controlled by the vehicle / engine ECU, should be addressed / altered by adjusting the sensor signals that control the ecu fuel map selected.

These Sensor Readings / signals are easily adjusted using a suitable electronic fuel enhancer module. The easiest way to do this is to run the vehicle on a Dyno machine and have the settings professionally adjusted by the dyno technician. Although this sounds perfect, it does not teach you, the vehicle owner much about the workings of the system. Personally I prefer to have an understanding and ability to adjust the system depending upon my loading conditions, terrain, driving conditions, which all have an influence on the engine performance and hho system efficiency.

Therefore I prefer to adjust and tune the enhancer module and HHO system myself to get the best of a HHO system

To start with the fuel enhancer units are adjusted and the enhancer signals are adjusted to the standard set of adjustments. My next step is to keep an accurate log book where I record vehicle driven distance, fuel economy, fuel used, loading refil dates and volume for refil, distance till empty, average economy in Km/L and sensor voltage settings between each refil.

I use a guage called an Ultra gauge II which has a wealth of engine and vehicle readings that simply plugs into the OBD2 socket under the drivers stearing wheel.

This way I have been able to fine tune the enhancer sensor adjustments as well as the Current and voltage of the Hydrogen system, so as to get maximum gains on my vehicles.

MY personal commodore station wagon is rated at 12.5 L/100 km with hydrogen which I have been able to adjust to 6.8L/100 km using Hydrogen injection and the electronic enhancer module.

Please remember the saying “Phrase “If it can’t be measured, then it can’t be maintained”

Monitor the savings on a daily / weekly basis to achieve your best results

Send me a comment to glknox11@live.com
Kind regards

Gavan Knox