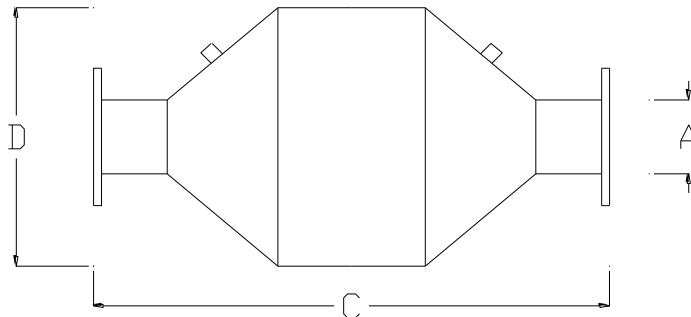




Catalytic Converter

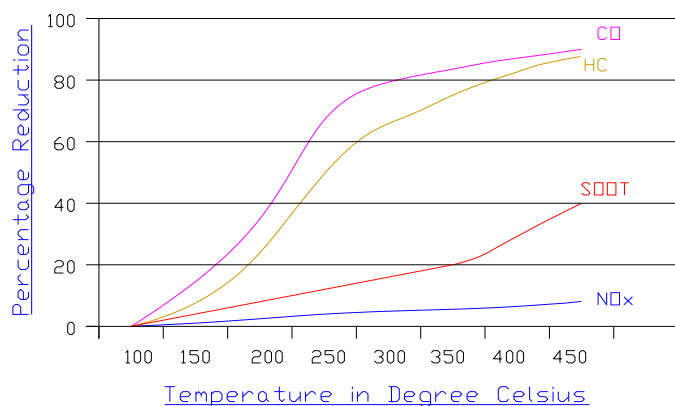


CEC-P

(Flange End or Slot End)

Model	A	C	ØD
CEC-P 4L1	To Advise	240	80
CEC-P 5L1	To Advise	300	100
CEC-P 6L1	To Advise	350	125
CEC-P 7L1	To Advise	360	150
CEC-P 8L1	To Advise	390	175
CEC-P 9L1	To Advise	460	195
CEC-P 10L1	To Advise	540	215
CEC-P 11L1	To Advise	540	235

*Other sizes available upon request



CONSTRUCTION:

The catalytic converter housing is constructed from heavy gauge, high T304 stainless steel for corrosion resistance and long life. The catalyst substrate is also constructed from steel and formed into a honeycomb like structure. The robust construction of the housing and catalyst substrate protects the unit against vibration, thermal stress and shock impacts which are associated with urban transport equipment.

PERFORMANCE FOR CATALYTIC CONVERTER:

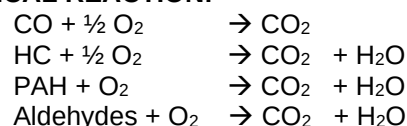
This is a single-layered Purifier and can achieve maximum oxidation of black smoke under optimum temperature, as specified in the Productivity and Standards Board (Singapore) Test Report Ref. No.: 2599209 dated September 1999, basing on British Standards 3405 (1983) and TÜV SÜD PSB Test Report Ref. No.: 7191145306-CHM16-YL dated September 2016.

PERFORMANCE (BASED ON FULL LOAD):

Carbon Monoxide	*reduced by up to 90%
Hydrocarbons	*reduced by up to 90%
Particulates	*reduced by up to 25-30%
Soluble Organic Fraction	*reduced by up to 85%

* Under optimal thermal and operating conditions.

CHEMICAL REACTION:



A coated catalyst block is expected to perform for 5 years or more. It is self-regenerating or cleaning when the engine is operating at an exhaust gas temperature of 360°C and above for a few hours continuously.