



Application of a turbulent metal foil substrate for a PGM optimized DOC on a US HD Diesel engine

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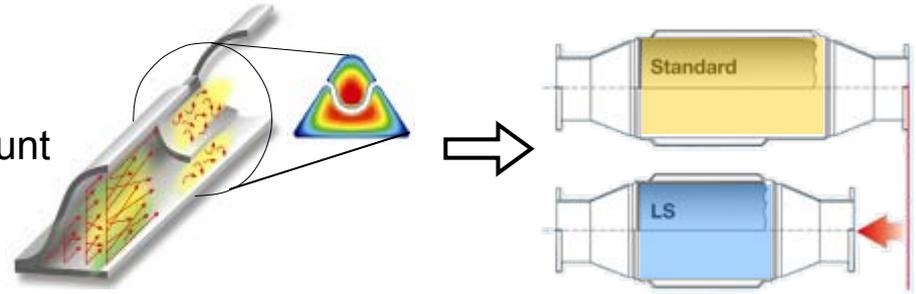
Poster # 9

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2007 - Potential demonstrated:

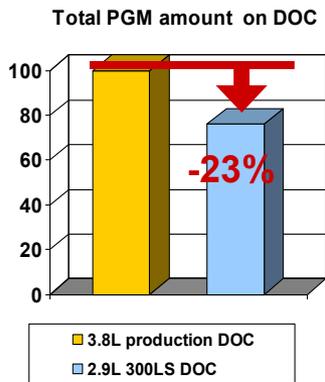
Turbulent LS substrate design for DOC:

- Reduces Catalyst Volume and PGM amount
- Increases efficiency, reduces HC slip

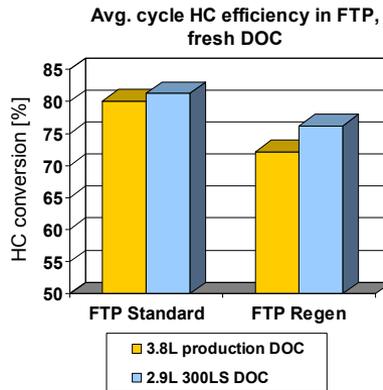


2008 – Applied to US HD Diesel engine:

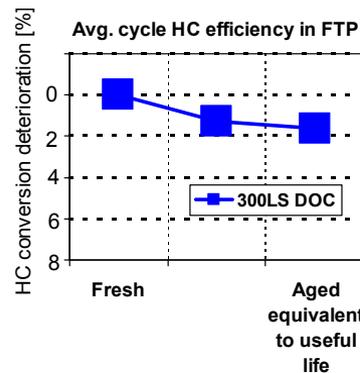
Lower PGM for system cost saving



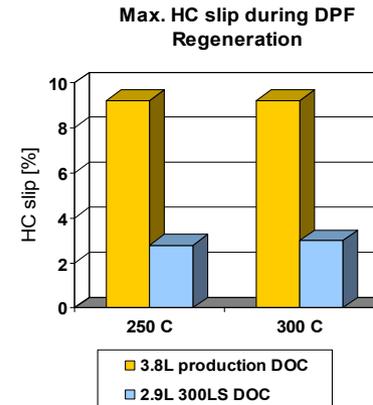
Equivalent or better HC performance



Useful life aging durability



Lower HC slip during DPF regeneration



Minimum risk of face plugging



DOC front face after face plugging test