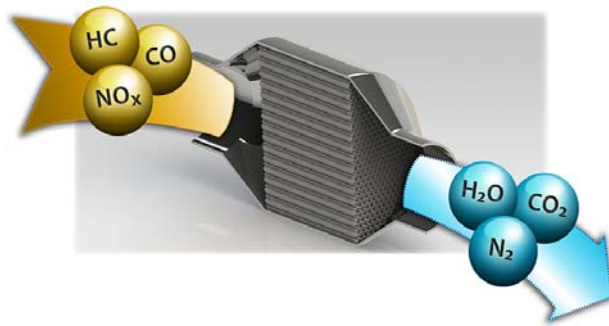




Clean Emissions Products Inc.

“Every Engine Deserves Clean Emissions”

NSCR Catalyst (3-Way) Summary of Technology & Operating Recommendations



Summary of How the Technology Works:

This catalyst is primarily treated with a heavy Platinum coating (15 grams) in combination with a Rhodium (Rh) based coating (40 grams) on a Cerium based wash coating with a high cell density metallic foil (320 CPSI).

Installed as close to engine manifold as possible this catalyst reacts with appropriate exhaust temperature to convert CO (carbon monoxide) and HC (hydrocarbon) molecules to CO₂ (carbon dioxide) and H₂O (water vapor) at percentages of 90-99%.

In addition due to the low oxygen (.5% O₂) environment of SI engines (gas/natural gas) the Rhodium content in the catalyst reacts with NO (nitrogen oxide) and NO₂ (nitrogen dioxide) molecules and breaks the oxygen molecule away resulting in simply N (nitrogen) molecules left. Nitrogen makes up 78% of our atmosphere.

Engine Exhaust Temperature Required for Successful Catalyst Reaction

- Minimal exhaust temperatures of 250 C (482 F).



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Emission Reductions

- Reduces CO (carbon monoxide) by 99%
- Reduces HC (hydrocarbons) by 90%
- Reduces NOx (oxides of nitrogen) by 99%

Backpressure Effects

Due to the open cell design of this catalyst (97% open) backpressure across catalyst element generally doesn't exceed 2-3" H₂O (wc) which translates into no loss of engine power or decrease fuel economy.