

xFOCE Particle Filter

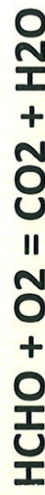
CARBON MONOXIDE:



HYDROCARBONS:



ALDEHYDES:



Each unit costs approx \$600.00

Diesel Particulate Filters: SXS-C/SXS-CX vs. SXS-B DPF Performance

Conversion Efficiency (PM by particle Count)	Conversion Efficiency (CO)	Conversion Efficiency (HC)	Effects on NOx	Typical balance point Temperature (°C)	Subhur In fuel (PPM)	Typical Backpressure ("H ₂ O)
>99%	75-95%	80-95%	NO/NO ₂ ratio can increase at torque peak and hp peak	CX 290-350°C C 320-390°C	<50 ppm required	16"-18" H ₂ O (clean) 36"-40" H ₂ O (full)

These are specifications for readily available off the shelf diesel particle scrubbers. These are the low cost units at about. This is used in conjunction with an exhaust purifier to manage exhaust content. The units here are COTS for marine applications.

Diesel Particulate Filters: SXS-B DPF Performance

Conversion Efficiency (PM by particle Count)	Conversion Efficiency (CO)	Conversion Efficiency (HC)	Effects on NOx	Typical balance point Temperature (°C)	Subhur In fuel (PPM)	Typical Back-Pressure "H ₂ O
>99%	70-95%	N 5%	Not increased NO/NO ₂ ratio	370-420°C	<50 ppm required	12"-18" H ₂ O (clean) 36"-40" H ₂ O (full)

Purifier performance

Carbon Monoxide (CO) = 80% - 90%+
Hydrocarbons (HC) = 65% - 80%
Diesel Odor (HCHO) = 70% - 85%
Soluble Organics (SOF) = 70% - 85%
Diesel Particulate (DPM) = 20% - 39%

Note: This performance is based on using low sulfur fuel <0.05%