

Shellbourne

From: Shellbourne [shellbourne@sympatico.ca]

Subject: 2007 diesels and newer.

there are a few points missed regarding Tier2 Bin5 emission regulations for diesels that I simply forgot to mention in round #1.

Selective Catalyst Reduction Technology for NOx Reduction

Shellbourne's catalyst unlike other agents does not have to inject a concentration reducer into the exhaust gas upstream of the catalyst or converter. Emissions of diesel engines contain some components that support the generation of smog and are classified as hazardous. Exhaust gas aftertreatment is a powerful tool to reduce NOx and particulate emissions but, not the only answer and there is a great deal of information out there that adamantly talks about the fact that large storage tanks that will be able to house reducing agents for 100,000 mile intervals is absolutely absurd, especially when the availability and the accessibility is licensed and controlled by only specific dealerships, and possibly Government run truck stops.

There has been a lot of studies regarding the upcoming and possible changes (only) to light and heavy duty diesel. The current Ford Research Laboratory along with General Motors R&D, the Pacific Northwest National Laboratory and Caterpillar Inc., all believe that the deactivation mechanism now being tested explains why a loss of catalyst efficiency over a short time of usage has been observed in most engine dynamometer tests. Shellbourne's diesel catalyst has been used daily in many 2007 and has always met and exceeded deactivation levels.

Do not believe for even one minute that what's currently being suggested will automatically come to life. Shellbourne catalysts are currently victorious in battle.

Sincerely, John

