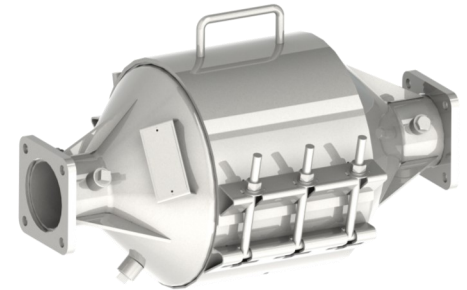


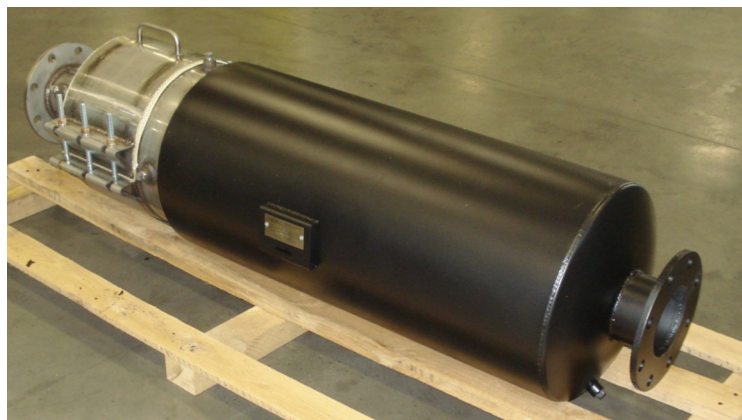
- Robust catalyst sealing prevents bypass leakage
- Rugged construction
- Available in Stainless Steel or Carbon Steel
- Catalyst element diameters from 8 inches to 14.5 inches
- Dual catalyst element capacity
- Combo unit's sound attenuation matched to your engine



Just because you run a small to medium horsepower engine doesn't mean that you should have to use a lower quality catalyst housing. In fact, some of the most severe duty cycles that a catalyst sees on an industrial engine is on engines from 50-250 hp. Whether it's load swings, frequent thermal cycles or vibration, you need a housing that can take the pounding.

We developed our PSC line of catalyst housings and combos to be tough enough for this service. Utilizing our Vacuum Brazed Substrate (VBS) catalyst elements with our integral C-Channel banding the PSC line is built to prevent catalyst bypassing and lid leakage that plague other designs.

Available in either stainless steel or carbon steel, the PSC line is capable of holding two catalyst elements so you can adapt to the changes in the regulations without having to change your catalyst housing.



Depending upon your requirements, we have the housing or combo unit along with the necessary mounting accessories for you.

Converter Housings—PSC

For locations that have existing sound silencers we offer a catalyst-only housing unit that can be fitted between your engine and the silencer.

Additionally, if you have had trouble meeting emissions with a traditional combo unit located on top of your cooler, you may be losing too much temperature between the manifold and the catalyst. Installing a PSC housing close to the manifold can solve your problem.



Combo Units—PSCX

For locations where the existing silencer needs to be replaced or the level of sound attenuation requires upgrading we have attenuation levels from Industrial to Hospital available.

One thing that sets us apart from the pack is that we provide a silencer design that is matched to your engine so it delivers the expected attenuation. This demands that the silencer's volume and internal construction be specified based on the displacement, speed and fundamental sound frequency of the engine and not just on the exhaust piping diameter and exhaust flow rate.

