REDUCING POLLUTANT EMISSIONS **WITHOUT COMPROMISING ON POWER**

All engines with no output limit designed for use in the UK and the EU must conform to the STAGE V standard.
These regulations cover all mobile motorised off-road equipment and more specifically mobile generating sets.

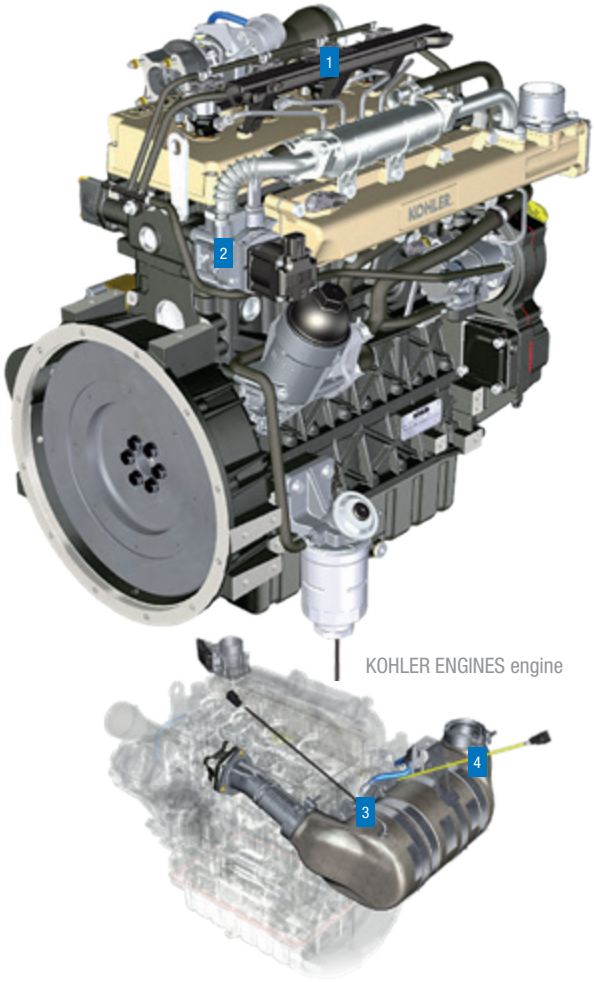
AFTER-TREATMENT EQUIPMENT ON THE **RENTAL COMPACT STAGE V RANGE**

1 COMMON RAIL with optimised computer calibration to minimise pollutants.

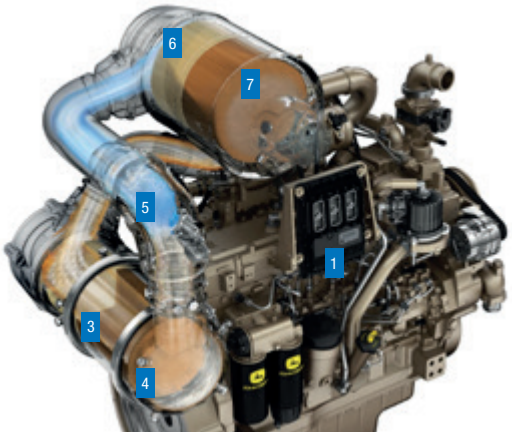
2 EGR (EXHAUST GAS RECIRCULATION) VALVE:
a proportion of the exhaust gases is reinjected into the engine intake to be burnt more efficiently, thereby reducing the amount of NOx.

3 DOC (DIESEL OXIDATION CATALYST):
its honeycomb structure covered with metal catalysts enables a proportion of the CO, HC and NOx to be converted to water, carbon dioxide and nitrogen dioxide.

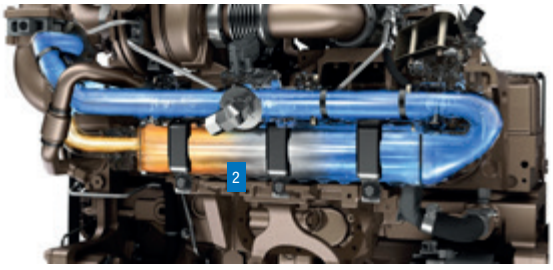
4 DPF (DIESEL PARTICULATE FILTER):
the remaining particles pass through the DPF, which collects them and burns them using the heat from the engine and the DOC.



KOHLER ENGINES engine



JOHN DEERE engine



5 DEF (DIESEL EXHAUST FLUID) INJECTOR:
a mixture of urea and water stored in a special tank is injected into the exhaust circuit to be mixed with the gases

6 SCR (SELECTIVE CATALYTIC REDUCTION):
the ammonia contained in the urea is mixed with the engine's exhaust gases in the SCR catalytic converter to reduce the NOx, converting it to nitrogen and carbon dioxide

7 AOC (AMMONIA OXIDATION CATALYST):
used to eliminate residual ammonia downstream of the SCR.