

## Automotive Exhaust & Aftertreatment Systems Report 2012

Description:	<p>The exhaust and after-treatment market is set for considerable growth, not only through the significant global vehicle production volume growth forecast but also through significant increases in the revenue generated for each system. The tightening regulatory environment has led to considerably increased revenues per vehicle and this is set to improve globally as emerging high growth markets catch up with Europe and Northern America in terms of the level of equipment needed to meet regulations.</p> <p>Automotive emissions system technology is precompetitive not only in the US and Europe, but largely, across emerging markets as well. The awkward, and ultimately costly situation where different national and regional regulation and testing regimes that have required different emissions technologies and systems in order to satisfy disparate markets is being steadily eroded by the harmonisation of emissions regulations. A measure that will bring huge long term benefits to those players in the exhaust and aftertreatment sector.</p> <p>Having initially endured the difficult situation of meeting environmental regulations developed across three different markets; the US, the European Union and Japan, OEMs and suppliers have found that emerging markets have largely been able to pick their regulation 'off the shelf' which has meant that those suppliers that have successfully developed technology to meet those regulations enjoy a competitive advantage in the emerging markets.</p> <p>About this report</p> <p>This third edition examines the key drivers in this sector including fuel economy and CO2 emissions, noxious emissions and health concerns and platinum group metal trends. The report goes on to examine exhaust and aftertreatment technologies, in particular gasoline engine emissions control and diesel engine emissions control. It considers regional forecasts of vehicle production by fuel type and considers the global growth of the exhaust and aftertreatment component market.</p> <p>The report contains a wealth of figures and tables and is accompanied by 18 detailed profiles of the major supplier companies active in the sector.</p>
Contents:	<p>Introduction Key drivers</p> <p>Fuel economy and CO2 emissions</p> <ul style="list-style-type: none"><li>- The United States</li><li>- The European Union</li><li>- Japan</li><li>- China</li><li>- Other countries</li></ul> <p>Noxious emissions and health concerns</p> <ul style="list-style-type: none"><li>- Diesel Soot – Particulate Matters</li><li>- Nitrogen oxides (NOx)</li><li>- Europe</li><li>- The United States</li><li>- Japan</li><li>- Other countries</li><li>- Medium- and heavy-duty vehicles</li></ul> <p>Platinum Group Metals trends</p> <p>Exhaust and after-treatment technology</p>

## Gasoline engine emissions control

- Three-Way Catalytic converter (TWC)
- Exhaust Gas Re-circulation (EGR)

## Diesel engine emissions control

- Diesel oxidation catalyst
- Selective catalytic reduction
- CRT Process
- Diesel particulate filter
- Catalyst Poisoning
- The SCR versus EGR debate
- SCR plus EGR for Euro 6
- Acoustic management
- Exhaust heat recovery systems
- Thermoelectric generators

## The exhaust and aftertreatment systems market

- The OEM market
- The Aftermarket

## Supplier Profiles

- BASF Catalysts
- Benteler
- Bosal
- Boysen
- Calsonic Kansei
- Eberspächer
- Emitec
- Faurecia
- Futaba
- Gustav Wahler
- HJS
- Johnson Matthey
- Katcon
- Kolbenschmidt Pierburg
- Magneti Marelli
- Tenneco
- Umicore
- Wescast

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