

According to Doug Mancini, former Delphi and Ford Motor Company Engineer with 21 years of industry experience -

Catalytic converter manufacturers use the same process for manufacturing converters for gasoline or gasoline alcohol vehicles. Catalytic converters are manufactured in a multi-step process. The process starts with material selection; including substrate, pore size and catalyst volume. After these materials are selected, a precious metal wash-coat is added to bind the precious metals to the substrate.

The differences between most catalytic converters are their physical volume and precious metal loadings. Each vehicle manufacturer has a proprietary concentration mixture of platinum, palladium and rhodium. The catalyst loadings are dependant on calibration community, engine size, engine type and required emission standards.

Corning in Corning, NY and NGK Ceramics Indonesia are examples of a ceramic substrate supplier. Emitec is an example of a metallic substrate supplier.

The predominant suppliers of wash-coats are Umicore of Belgium, Johnson Matthey Inc. and Engelhard (division of BASF) Iselin, NJ. Johnson Matthey and Engelhard supply approximate 2/3 of the US catalyst market.

In summary, catalytic converters for flex fuel vehicles and non flex fuel vehicles
are the same.

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