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MANUFACTURERS OF EXHAUSTS FOR
INDUSTRY & OFF-ROAD EQUIPMENT



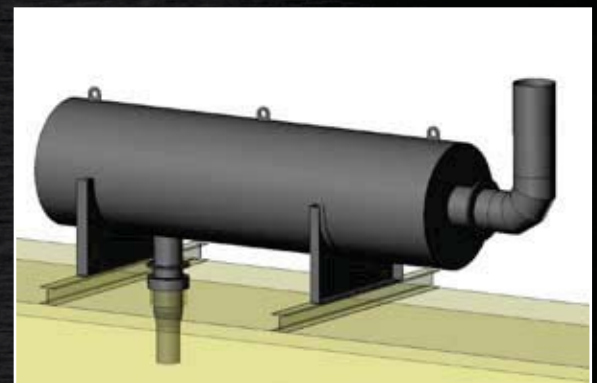
GENERATORS

Mulmuf produces Exhaust Systems for all your generator needs. Our design engineers can pre-design your Silencers and Pipe work requirements. All our silencers are custom built to fit engines ranging from 10 KVA to 2500 KVA.

Silencers can be Industrial or Residential. At our state of the art test facility all silencers are tested to meet customers noise requirements. We work closely with all our customers to ensure that all our exhaust systems are designed to run as efficient as possible, saving fuel costs.

Along with standard Generator sets, we also design and supply bespoke internal or external Catalytic Convertor units. Catalytic convertors effectively reduce engine exhaust emissions, including Nox, CO₂, Hydrocarbons, Formaldehydes and Particulates.

We supply many of the industry leaders in Generator manufacturing such as Caterpillar, F.G. Wilson & AJ Power and stock a wide range of designs to suit many of the most popular engine types, such as Perkins, Cummins, Volvo, Scania and MTU to name a few.



MULMUF (NI) LTD

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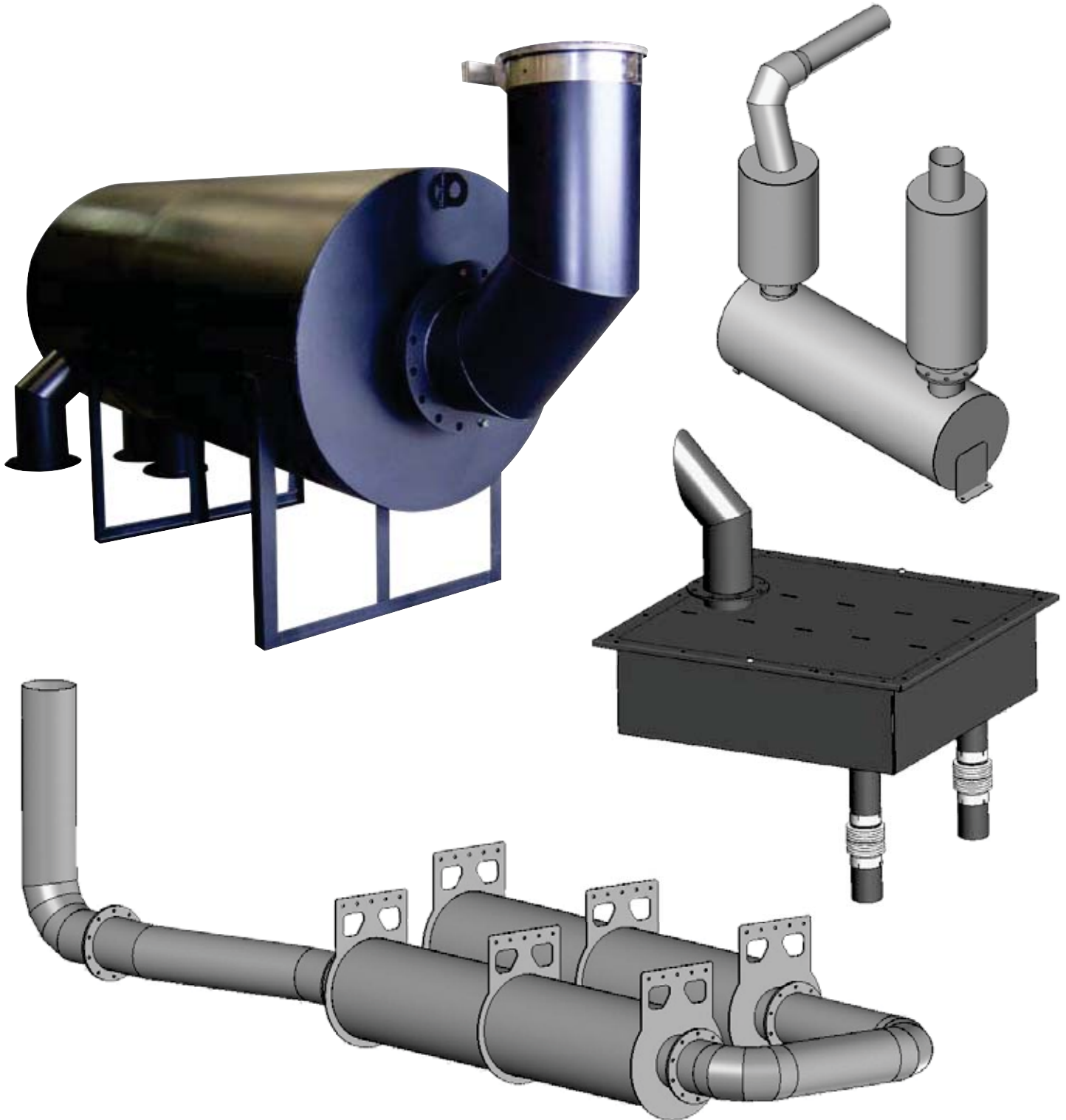




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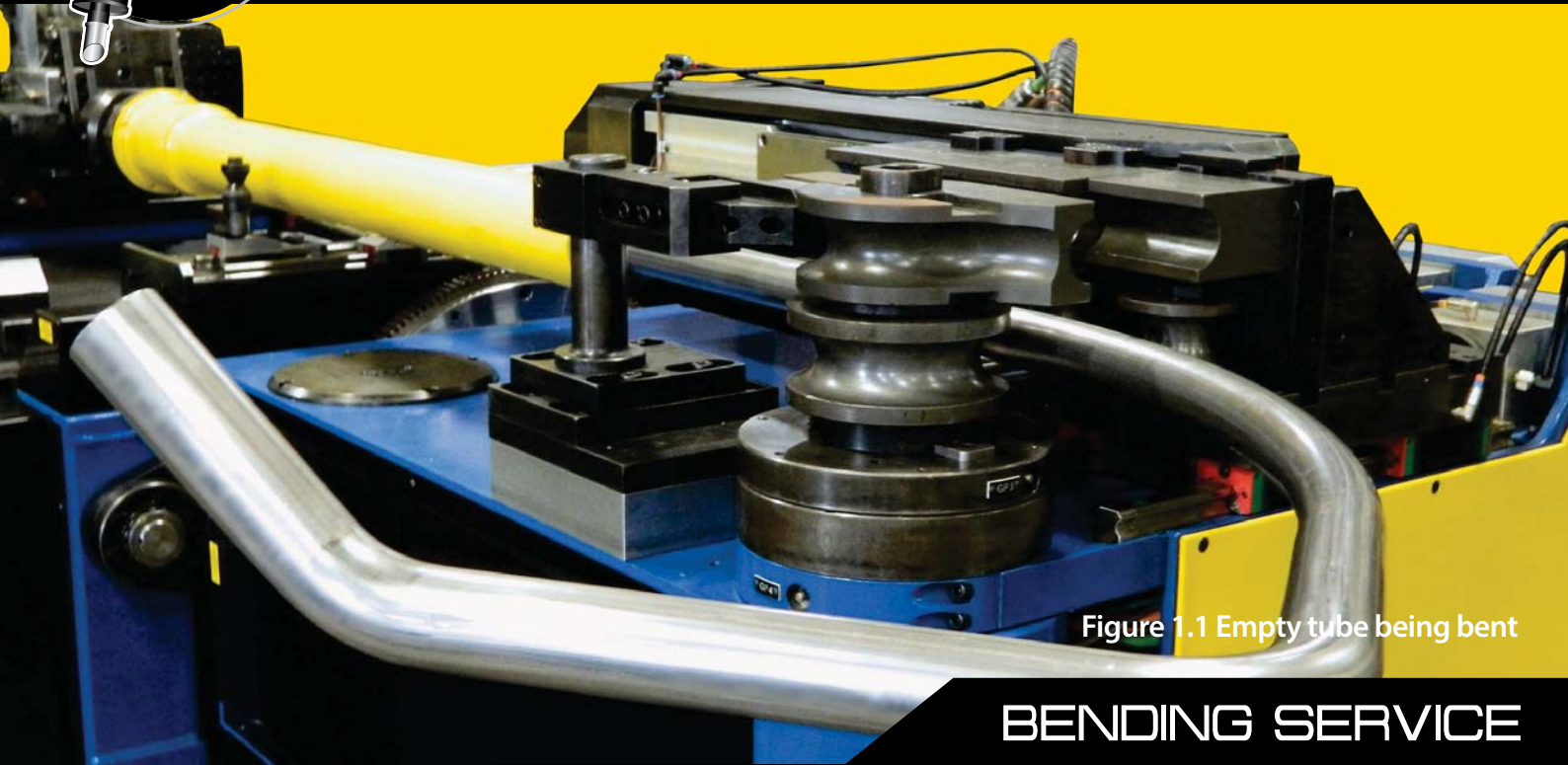


Figure 1.1 Empty tube being bent

BENDING SERVICE

Mulmuf have heavily invested in tooling equipment over the last 20 years. Combining our wide range of apparatus and years of knowledge in bending tube and pipe products we can produce mandrel bends using a variety of materials such as mild steel, stainless steel (316 and 304) and aluminized steel- ranging in sizes from just 1 1/4" right up to 4 1/2". We also cater for pipes up to 12" (Ref 1.5,1.6,1.7)

We produce two main types of bends which include; mandrel and empty bends. (Ref Fig 1.2,1.4,1.8)

Mandrel bends have a steel rod inserted into the tube while it is being bent to give the tube extra support. This is done to reduce wrinkling of the tube during the process. (Ref Fig 1.9) Empty bends are as the name suggests empty. They have no steel rod inserted into the tube during the process and as a result wrinkling occurs. (Ref Fig 1.1)

Using the combined capability of our state of the art equipment and highly skilled team we can produce many applications such as bending, expanding, reducing, flaring, swaging tube, metering, punching, piercing, and so on. (Ref Fig 1.3)



Figure 1.2 The difference between mandrel and empty bends.



Figure 1.4 Difference between mandrel and empty bends.



Figure 1.3 Different applications we can produce.



Figure 1.5 Bends

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Custom Mandrel-Bent Exhaust
More Flow, More Horsepower

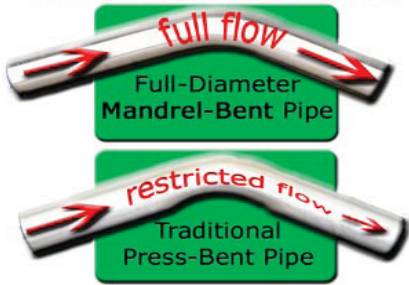


Figure 1.8 The difference between mandrel and empty bends.

Figure 1.7 Different types of bends.

Figure 1.6 Different types of bends.

MANDREL BENDS		
Tube Dia	Bend Radius	Centre Line Radius
21mm	38mm	1.8D
21mm	64mm	3D
1 1/16" (27mm)	45mm	1.6D
1 1/16" (27mm)	57mm	2.1D
1 1/2" (38mm)	57.15mm	1.5D
42mm	95mm	2D
1 7/8" (47mm)	97mm	1.4D
2" (50.8mm)	62.5mm	1.2D
2 3/8" (60mm)	90mm	1.5D
2 1/2" (63.5mm)	95mm	1.5D
2 3/4" (70mm)	70mm	1D
2 3/4" (70mm)	140mm	2D
2 3/4" (70mm)	175mm	2.5D
3" (76.2mm)	114mm	1.5D
3 1/2 (88.9mm)	113mm	1.2D
4" (101.6mm)	149mm	1.5D
4 1/2" (114.3mm)	162mm	1.4D

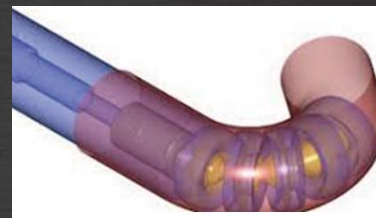


Figure 1.9 Mandrel bend

EMPTY BENDS		
Tube Dia	Bend Radius	Centre Line Radius
1 1/4" (31.75mm)	82.5	2.5D
1 1/2" (38.1mm)	101.6mm	2.6D
1 3/4" (45mm)	56.25mm	1.25D
1 7/8" (47.62mm)	72mm	1.5D
2" (50.8mm)	63.5mm	1.25D
2" (50.8mm)	76.2mm	1.5D
2" (50.8mm)	101.6mm	2D
2 1/8" (54mm)	110mm	2D
2 1/4" (57mm)	71.25mm	1.25D
2 1/4" (57mm)	99.75mm	1.75D
2 1/4" (57mm)	125mm	2D
2 1/2" (63.5mm)	79.3mm	1.25D
2 1/2" (63.5mm)	95.25mm	1.5D
3" (76.2mm)	96mm	1.25D

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AFTER TREATMENT

Diesel Oxidation Catalytic Convertors (DOCs)

Diesel oxidation catalytic convertors does exactly what the name says. They oxidize the harmful air pollutants from the exhaust gases converting them into carbon dioxide (CO₂) and water vapors (H₂O) by chemical reactions.

These are very effective in controlling the amount of carbon monoxide (CO), hydrocarbons (HC), odour causing compounds and the soluble organic fraction (SOF) of particulate matter (PM₁₀). These are fast becoming a requirement for all off-road machinery to be equipped with convertors so that they are compliant with the emission standards.

Typical Conversion Efficiencies

NO _x	CO	HC	Aldehydes (odour causing)	PM ₁₀
Nil	70-95%	70-90%	70-90%	10-40%

*Less than 50ppm sulphur in diesel fuel is required for PM 10 Conversion

Reactions

Carbon Monoxide	$CO + 1/2 O_2 > CO_2$
Gas Phase Hydrocarbons	$C_m H_n + (m + n/4) O_2 > m CO + n/2 H_2O$
Liquid Phase Hydrocarbons (SOF)	$C_m H_n + (m + n/4) O_2 > m CO_2 + n/2 H_2O$
Aldehydes, Ketones, etc.	$C_m H_n O + (m + n/4 - 0.5) O_2 > m CO_2 + n/2 H_2O$

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AFTER TREATMENT

Model	MCC2	MCC3	MCC4	MCC5	MCC6	MCC7
Max Engine Power hp (KW)	9 (7)	16 (12)	32 (24)	53 (40)	84 (63)	123 (92)
Max Exhaust Flow cfm (m ³ /h)	50 (85)	95 (160)	180 (310)	300 (515)	480 (820)	705 (1205)
Approx Weight lb (kg)	0.5 (0.2)	1.0 (0.4)	3.6 (1.6)	4.9 (2.2)	6.6 (3.0)	8.3 (3.8)
Diameter (mm)	1.60 (40)	2.43 (62)	3.12 (79)	4.00 (102)	5.00 (127)	6.00 (152)
Length (mm)	6.50 (165)	6.00 (152)	8.00 (203)	9.60 (244)	10.00 (254)	10.85 (276)
Clamp Diameter (mm)	-	-	4.22 (107)	5.25 (133)	6.25 (159)	7.25 (184)
Exhaust Pipe Outside Diameter	As Required					

Model	MCC8	MCC10	MCC12	MCC14	MCC16
Max Engine Power hp (KW)	168 (125)	248 (185)	363 (271)	456 (340)	733 (547)
Max Exhaust Flow cfm (m ³ /h)	965 (1640)	1425 (2425)	2080 (3540)	2615 (4445)	4130 (7025)
Approx Weight lb (kg)	10.3 (4.7)	14.0 (6.3)	17.1 (7.7)	19.3 (8.7)	28.2 (12.8)
Diameter (mm)	7.00 (178)	8.50 (216)	10.12 (257)	11.50 (292)	14.50 (368)
Length (mm)	12.35 (314)	17.50 (445)	17.50 (445)	18.80 (478)	21.50 (546)
Clamp Diameter (mm)	8.25 (210)	8.25 (210)	8.25 (210)	8.25 (210)	8.25 (210)
Exhaust Pipe Outside Diameter	As Required				

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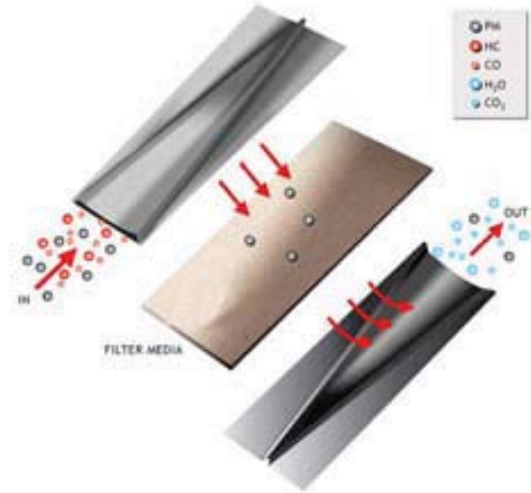
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Typical Conversion Efficiencies

Particulate matter measured by particle count *	Particulate matter measured by particle count *	CO	HC	NOx
> 99%	> 85%	90%	60-80%	NO2 / NOx ratio may increase

* Ultra-fine and fine particles (diameter 10-500 nm)

** Requires less than 15 ppm sulfur in fuel for best performance.

AFTER TREATMENT

Diesel Particulate Filters

Particulate filters are used to meet MSHA Standards for particular matter in underground mines, EPA or CARB Mandate Standards for particulate emissions in diesel vehicle retrofits, or simply to improve the air quality in a work site containing diesel engines.

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Model	MFF4	MFF5	MFF6	MFF7	MFF8	MFF10
Max Engine Power hp (KW)	32 (24)	53 (40)	84 (63)	123 (92)	168 (125)	248 (185)
Approx Weight lb (kg)	5.0 (2.27)	7.8 (3.5)	10.8 (4.9)	14.3 (6.5)	22.3 (10.1)	32.0 (14.5)
Diameter (mm)	3.12 (79)	4.00 (102)	5.00 (127)	6.00 (152)	7.00 (178)	8.50 (216)
Length (mm)	16.1 (409)	17.6 (447)	18.14 (460.6)	18.84 (478.5)	20.34 (516.7)	25.45 (646.3)
Clamp Diameter (mm)	4.22 (107)	5.25 (133)	6.25 (159)	7.25 (184)	8.25 (210)	8.25 (210)
Inlet Exhaust Pipe Outside	As Required					
Exhaust Pipe Outside Diameter	As Required					

Model	MFF12	MFF14	MFF15	MFF16	MFF18	MFF63
Max Engine Power hp (KW)	363 (271)	456 (340)	567 (423)	733 (547)	1114 (831)	1432 (1068)
Approx Weight lb (kg)	41.1 (18.6)	49.3 (22.4)	63.0 (28.6)	69.0 (31.3)	93.0 (42.2)	139.0 (63.0)
Diameter (mm)	10.12 (257)	11.5 (292)	12.75 (324)	14.5 (368)	17.87 (454)	20.41 (518)
Length (mm)	25.45 (646.3)	26.82 (681.2)	29.71 (755)	29.56 (750.8)	32.75 (831.9)	33.96 (862.7)
Clamp Diameter (mm)	8.25 (210)	8.25 (210)	8.25 (210)	8.25 (210)	8.25 (210)	8.25 (210)
Inlet Exhaust Pipe Outside	As Required					
Exhaust Pipe Outside Diameter	As Required					



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AFTER TREATMENT

Spark Arrestors

All diesel engines have the potential to emit sparks due to the high carbon particulate content, unburnt carbon build up and the high ratio of oxygen in the exhaust gas when going on and off load. The amount of energy carried by these sparks and the risk of them being transmitted over large areas in the presence of flammable materials, gases or dust can significantly increase the chances of igniting fires or causing explosions. Under many Health and Safety guidelines and legislation, such as ATEX, this risk has been identified, as the cause of many catastrophic fires over the years and the fitting of a spark arrester and other protective measures has been mandated as an important means of reducing this risk.

Spark arrestors can be installed on vehicles, machineries and gensets that operate on a potential hazardous environment minimising the chances of a spark occurring in the exhaust which could result in fire or even explosion.

Spark arrestors allow the use of these machineries in such environments, legally and safely.

Model	MSA 90	MSA 125	MAS 150	MSA 175	MSA 200	MSA 235
Overall Length (mm)	640	680	885	971	1145	1335
Barrell Length (mm)	455	500	665	750	910	1110
Diameter (mm)	92	125	150	175	200	235
Pipe Sizes (in)	1.0-2.0	1.5-2.5	2.0-3.0	3.0-4.0	4.0-5.0	4.5-6.0
Power Range (HP)	20-50	30-80	50-120	95-200	150-340	250-450

Model	MSA 300	MSA 360
Overall Length (mm)	1490	1758
Barrell Length (mm)	1250	1500
Diameter (mm)	300	360
Pipe Sizes (in)	5.5-7.0	6.0-8.0
Power Range (HP)	325-550	475-750



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SCREENING

Screening & Crushing

Mulmuf manufactures exhaust systems for many of the market leaders in screening and crushing industry.

We will work closely together with your design team to make sure you get the correct application to fit your power pack. We can advise you on the most economical and cost efficient way for your exhaust system to run.

All products can be made from Aluminised, Mild or Stainless Steel.

Mulmuf can offer exhaust kits with a built in vacuum attachment which extracts the dirty air from the engine and burns it out through the silencer outlet pipe. The vacuum units can be supplied as a separate attachment or can be designed into the silencer.

By having them built into the silencer the customer will save on cost and also minimising the length requirement of the stack pipe.



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FORKLIFT & AGRICULTURAL

Mulmuf manufactures exhaust systems for the forklift and agricultural sectors. The range varies from Diesel and Gas powered forklift trucks, all types of farm equipment such as handlers, right up to and including combine harvesters and large earth moving equipment.

Silencers and Pipe work can be Aluminised, Mild or Stainless Steel.

The Heat resistance glass fibre sleeve shown in the picture can withstand temperatures up to 700 degrees. It is used to insulate manifold pipes around the engine, to ensure heat transfer is kept to a minimum.

Heat shields can be provided for all silencer and pipe work.



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TRACTORS

Mulmuf is a manufacturer of Aluminised & Stainless Steel tractor exhaust and associated pipe work. Mulmuf specializes in OEM and Aftermarket replacement mufflers and associated pipe work for domestic and foreign agricultural tractors. Mulmuf customers know they are buying a specially designed part for their machine. Mulmuf guarantees that each part is manufactured for form, fit, and function. Every Mulmuf part fits the machine it was intended for without modification. All design considerations, including weight and color, are carefully researched to match the required part.



Mulmuf presently manufactures replacement parts for well-known brands such as John Deere, New Holland, Ford, Case, Massey Ferguson, Class, Lamborghini, Renault and many other brands.

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DIGGERS

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KOMATSU



VOLVO

JCB

HITACHI



Mulmuf presently manufactures replacement parts for well-known brands such as: Hitachi, JCB, Komatsu, Deutz, Volvo, Kobelco, New Holland Kobelco, Caterpillar, Summitmo and Twaites

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ACCESSORIES

Mulmuf stock all the necessary accessories for all your exhaust requirements.

These range from:

- Band Clamps
- U-Clamps
- Bellows
- Braided Flexi
- Rain Caps
- Cuff Joints

All the above parts are carried in large volume keeping lead times to a minimum.

We also carry a large range of machined parts, scania disc and turned hank bushions.

If we do not have your required part in stock we can search and obtain for large volume components.



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