Renault Premium - Competitor Comparison

<table>
<thead>
<tr>
<th>Mode 1 (Minimum speed - 25% load)</th>
<th>Dinex Db</th>
<th>Dinex mbar</th>
<th>Competitor Db</th>
<th>Competitor mbar</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>15,0</td>
<td>4,6</td>
<td>20,6</td>
<td>5,5</td>
</tr>
<tr>
<td>Mode 2 (75% rated speed - 50% load)</td>
<td>16,7</td>
<td>17,1</td>
<td>19,6</td>
<td>28,5</td>
</tr>
<tr>
<td>Mode 3 (75% rated speed - 100% load)</td>
<td>19,9</td>
<td>39,7</td>
<td>13,3</td>
<td>69,9</td>
</tr>
<tr>
<td>Mode 4 (Maximum power - at rated speed)</td>
<td>19,6</td>
<td>56,8</td>
<td>9,9</td>
<td>101,0</td>
</tr>
<tr>
<td>Mode 5 (Maximum load)</td>
<td>21,6</td>
<td>18,5</td>
<td>19,6</td>
<td>33,7</td>
</tr>
</tbody>
</table>

Db (noise reduction) lower than o/e means more noise. Mbar (back pressure) higher than o/e means more wear and tear on the engine and a higher use of fuel.

Comparison of materials

**Dinex**

*Body*

Aluzink. 5 times more corrosion resistant to normal aluminized materials. The lock seaming method that Dinex use is much stronger in the way the material is pressed together.

Height 13,5 mm.

Dinex inlet ID 110 mm.

OE front pipe OD 109 mm.

*Inside construction*

The open area is similar to OE. Minimum 50% weldings.

**Portuguese competitor**

*Body*

Aluminized steel. Lock seam edges are very thin which means a higher risk for break and leakage.

Height 10,5 mm.

Competitor inlet ID 107,5 mm.

OE front pipe OD 109 mm.

*Inside construction*

50% less open area which results in a higher back pressure.

Only spot welding = risk of breaking.