



氟橡胶FKM			增粘剂 Bonding Agent	适用于涡轮增压管结构 Applicable for turbocharger hose structure
规格 Grade	氟含量F%	硫化体系 Curing System		

DTR-5820SF	69	双酚 Bisphenol AF	FD-4150	FKM/VMQ
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DTR-5918AM	69	双酚 Bisphenol AF	FD-4151	FKM/AEM、FKM/ACM
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DTR-7904	70	过氧 Peroxide	FD-4221	FKM/ACM、FKM/AEM
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DTR-7804	68.5	过氧 Peroxide	FD-4177	FKM/VMQ
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DTR-7604	66	过氧 Peroxide	FD-4177	FKM/VMQ
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DTR-7806	69	过氧双酚双胶联 Dual Curing	FD-4177	FKM/VMQ
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DTR-7606	66	过氧双酚双胶联 Dual Curing	FD-4177	FKM/VMQ
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道弘氟橡胶
与增粘剂在涡轮增压系统
解决方案

DOWHON FLUOROELASTOME AND BONDING
SOLUTION IN TURBOCHARGING SYSTEM

涡轮增压系统 Turbocharging System

“热端”的管子，除了温度高以外，还存在各种介质，比如说未燃烧的燃油气、机油气雾、废气等。PVC和EGR的采用会让这种情况变得更加严重。

Besides high temperature, there are still many kinds of chemical media in “hot side” hose, such as unburned fuel gas, lubrication oil mist, exhaust gas and so on. The adoption of PVC and EGR will make this situation even more serious.

1、强制曲轴通风设计将机油油雾、燃油气带入涡轮增压系统

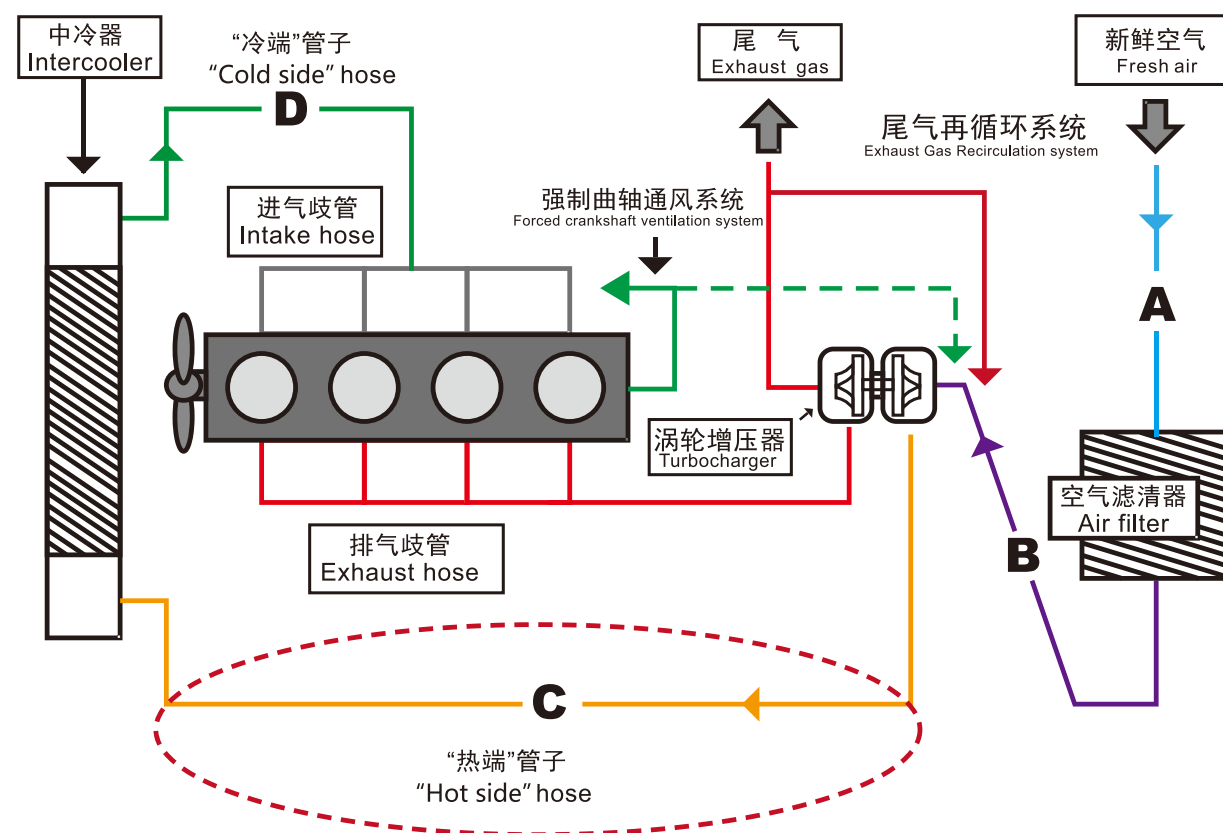
Forced crankshaft ventilation design, brings oil mist and fuel gas into turbocharging system.

2、尾气再循环系统EGR会将酸性的燃烧分解物带入涡轮增压系统

The Exhaust Gas Recirculation (EGR) system, will bring acid burned decomposer into turbocharging system.

3、生物燃油的燃烧分解物中酸性成分浓度更高

The content of acidic components in the combustion decomposition of biofuels is higher.



涡轮增压管的结构 Turbo Charge Hose Structure

“热端”管常用的结构（内层/中间层和外层）

Common structure of “Hot side” hose (inner layer/intermediate layer/outer layer)

- AEM/AEM
- ACM/ACM

- FVMQ/VMQ
- FKM/VMQ
- FKM/AEM、ACM



道弘氟橡胶产品特点 Dowhon FKM Feature

优异的耐混合油气性能 Excellent resistance to mixed oil gas

优异的耐热性能 Excellent heat resistance

优异的直接硫化粘接性能 Excellent bonding performance through curing.

粘接具有优异的抗老化性能 Bonding is provided with excellent heat resistance

优异的流动挤出性能 Excellent flow and extrusion performance

优异的压延加工性能 Excellent calendering processing performance