

DAF SCR Technology

For a cleaner environment



Why do I need an SCR system that uses AdBlue?

Of course, care for the environment is above all a matter of public interest. Given the obligation to comply with the emission legislation, however, it should be noticed that SCR (Selective Catalytic Reduction) is the most efficient method to meet Euro 5 emission values. SCR saves money in terms of fuel consumption and maintenance.

How does SCR work?

The principle of SCR is as follows:

- the engine produces toxic NOx (Nitrogen Oxide)
- the NOx reduction process takes place in an SCR catalyst, integrated in the exhaust silencer
- an additive, called AdBlue is injected in the SCR catalyst
- AdBlue converts the NOx in the exhaust gases to water and nitrogen

What is the benefit of DAF SCR Technology?

In the new range of Euro 5 and EEV PACCAR engines, SCR technology is combined with advanced fuel injection techniques that provide the most favourable conditions for a controlled and efficient combustion process. PACCAR engines with

SCR offer class leading fuel economy. And since, as opposed to EGR engines, only fresh air is admitted into the engine, the durability, reliability and service intervals of SCR engines are not compromised.

What is AdBlue?

AdBlue is a 32.5% solution of urea (ammonia) in distilled water.

How do I obtain AdBlue?

AdBlue is available at many petrol stations. In normal practice fuel and AdBlue are filled up in one stop. For many operators storage of AdBlue at their own premises is a good solution.

Can I keep my own AdBlue stocks?



Several ready-made storage systems for private use are available and since there are no special legal or environmental requirements regarding storage of AdBlue, this is one of the most cost-effective ways to maintain stocks.

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Does DAF supply AdBlue?

Through the DAF TRP program AdBlue is available in 5 and 18 litre cans at every workshop. The five litre can may easily be stored (cab external locker) and covers at least 500 km of operating range.



How do I know if the AdBlue is the right quality?

The required AdBlue quality according to DIN 70 070 and ISO 22241 must be indicated at the AdBlue station and on the AdBlue containers.

How do I fill up with AdBlue?

AdBlue is filled in a separate tank on the vehicle. A special nozzle on the filling hose prevents inadvertent filling of the tank with diesel fuel or any other liquid.

What if I spill AdBlue during storage or filling up?

AdBlue is non-toxic, not hazardous and not environmentally damaging. Simply rinse away with water.

How much AdBlue do I need?

The AdBlue consumption is approx. 1.5 litres per 100 km for a Euro 5 engine. DAF vehicles have AdBlue tanks that are large enough to avoid additional stops for filling AdBlue between the regular refuelling stops.

Does an AdBlue system need extra maintenance?

AdBlue filters need to be changed on the normal service intervals. Otherwise the system is virtually maintenance free if used properly.

What if I do not fill up with AdBlue?

Without AdBlue the legal engine torque limitation (OBD) will be activated and will remain so until the AdBlue tank is filled again. Impure AdBlue or any other liquid will have the same result and moreover may cause degradation of the SCR catalyst.

Can AdBlue freeze in the tank?

In operational conditions the SCR system remains active, regardless the ambient temperature. In extreme cold conditions, AdBlue forms a gel-like consistency, similar to freezing diesel fuel. When this occurs, there is no AdBlue injection until the AdBlue defrosts as the exhaust silencer warms up. The system's behaviour in cold conditions is in accordance with the legal requirements and forms part of the vehicle's homologation.

Do I ever need to replace the silencer with the SCR unit?

The integrated silencer/SCR catalyst is made from stainless steel and will last for the lifetime of the engine if correctly used.

For more information, refer to:

www.daf.com

www.findadblue.com

