rbs Adblue Diesel Additive

Description

rbs Adblue Diesel Additive is used with diesel engines using SCR technology. This technology (Selective Catalytic Reduction) reduces harmful emissions (NOx). rbs Adblue Diesel Additive is injected into the catalyst of the SCR system, where it triggers a chemical reaction with the ammonia.

This chemical reaction converts the toxic nitrogen oxides (NOx) into nitrogen (N2) and water vapor (H2O). Water vapor and nitrogen are naturally occurring gasses that are harmless to the environment.

Do I Need Adblue?

Adblue is mandatory in Diesel cars since the 1st of January 2017. If your car is less than 2 years old and is a Diesel car, then yes you might need to add some rbs Adblue in it! To make sure this is the case, you simply have to check your user manual.

Why Do I Need Adblue?

Your vehicle needs Adblue to reduce NOx emission. Due to the stricter emission legislation, diesel engines need to have cleaner exhaust gases. NOx is one of the emissions that causesacid rain.

To meet the Euro 6 standards for diesel engine emission the use of Selective Catalyst Reduction-technology (and thus rbs AdBlue) is required. The Euro 6 standards are into force from September 2014 for new passenger cars.

All commercial vehicle manufacturers have to meet the Euro 6 standards for diesel engine emission. Although Euro 5 emission standards could be met by different technologies, Euro 6 standards require the use of Selective Catalytic Reduction with AdBlue.

How Much Do I Need?

Your Adblue consumption depends on your type of operation. A full tank of Adblue will last several tanks of diesel.

Estimate Usage for Trucks The average use of Adblue vs diesel for trucks is 4% to 8%	
Local Distribution	Approximately 500L in one year
National Distribution	Approximately 1,000L in one year
International Distribution	Approximately 2,500L in one year

Estimate Usage for Passenger Cars	
Mid Class Diesel: (E.g Opel Insignia or Peugeot 508):	1 litre Adblue for 1,000 km
SUV/MPV Class Diesel (E.g Opel Zafira or VW touran):	Approximately 1,000L in one year

Estimate Usage for Off-Road Vehicles A ratio of 5% to 10% of the diesel usage is used to calculate the required AdBlue
Because of the wide variety of off-road vehicles, it is difficult to pinpoint their exact usage. A large heavy duty tractor can typically use 2,500L of AdBlue® a year

Storage

Adblue should be stored out of direct sunlight between -6°C and 25°C in a clean and sealed container or dispensing unit. Storing it in the wrong equipment may result in costly damage to your vehicle due to contamination, which can result in SCR-catalyst replacement and downtime.

Storage Environment

Check local legislation for environmental requirements. Some countries require a bunted AdBlue storage tank when you are storing AdBlue or an anti-spill container under the IBC or drums.

Contact local authorities for further information on storage requirements.

Suitable Storage Materials

Adblue can only be stored in high density Polyethylene, polypropylene or stainless steel containers. Suitable materials for piping, insulation and sealing:

- Polyisobutylene (synthetic rubber), free of additives – (for seals and hoses).
- PFA, PVDF & PTFE (teflon) free of additives (for sheet – liningfor chemical equipment/support rings, seals).
- Copolymers of (P)VDF and HFP (viton), free of additives – (for the insulation of electrical wires & seals/o-rings).
- Do not use corrosive materials like copper, nickel, zinc, mild iron or aluminum. You can check the entire list in the ISO 22241 recommendations.

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Important Note

Whilst all reasonable care is taken in compiling technical data on the Company's products, all recommendations or suggestions regarding the use of such products are made without guarantee, since the conditions of use are beyond the control of the Company.

It is the responsibility of the customer to satisfy himself that each product is fit for the purpose for which he intends to use it, that the actual conditions of use are suitable, and that in the light of our continual research and development programme the information relating to each product has not been superseded.

The information given on this sheet is, to the best of our knowledge, true and accurate. No guarantee of the results implied, or any loss or damage arising out of this material, however, are possible as the conditions of application are beyond our control. This is not withstanding any liability arising from the Consumer Protection Act 1987 and the Health & Safety at Work Act. Health and Safety data is available on this product and should be referred to prior to its use

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