



AdBlue®

For Euro 4 and Euro 5!

Felix Weidner

 **BASF**
The Chemical Company

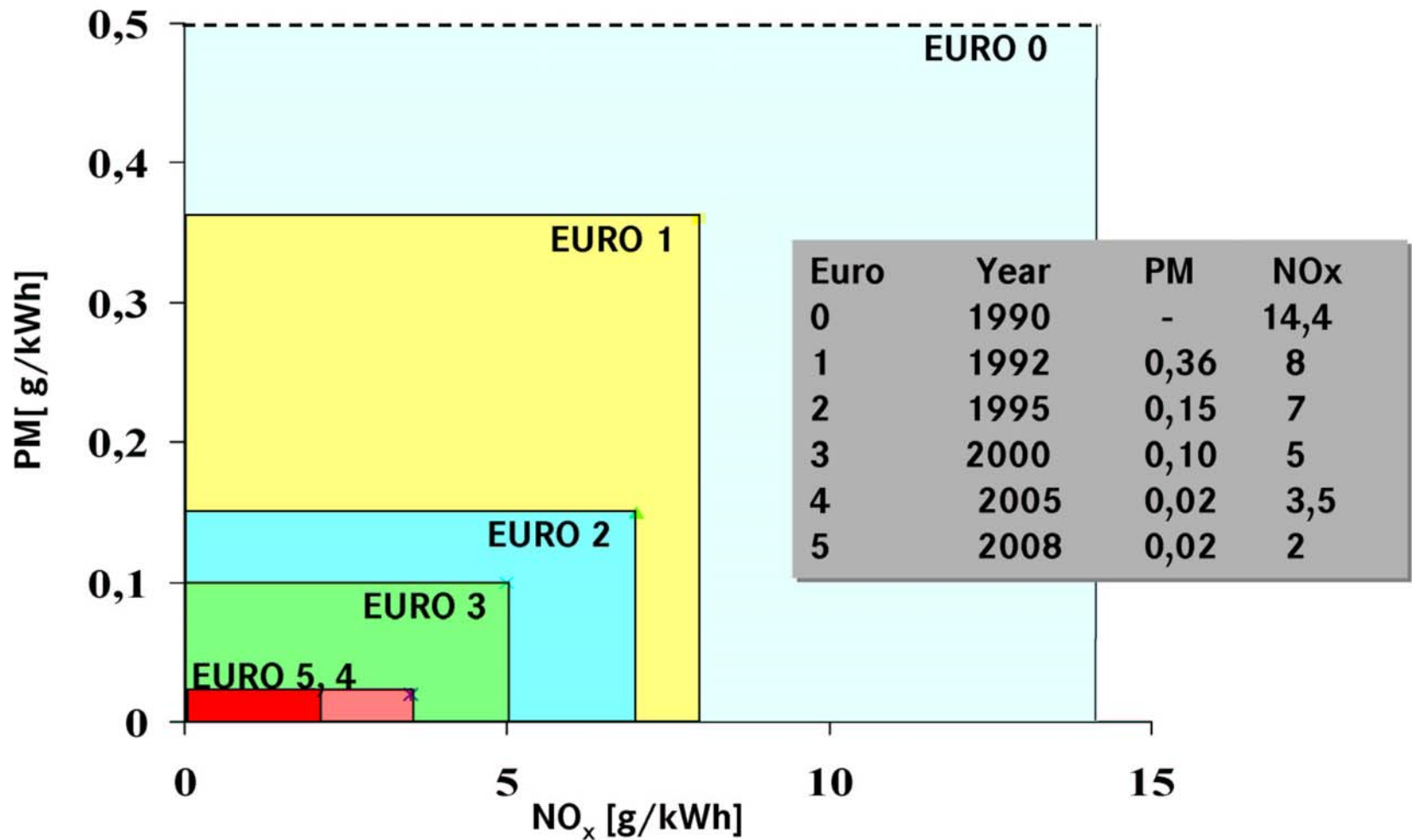
® = registered Trademark of the Verband der Automobilindustrie

Background AdBlue

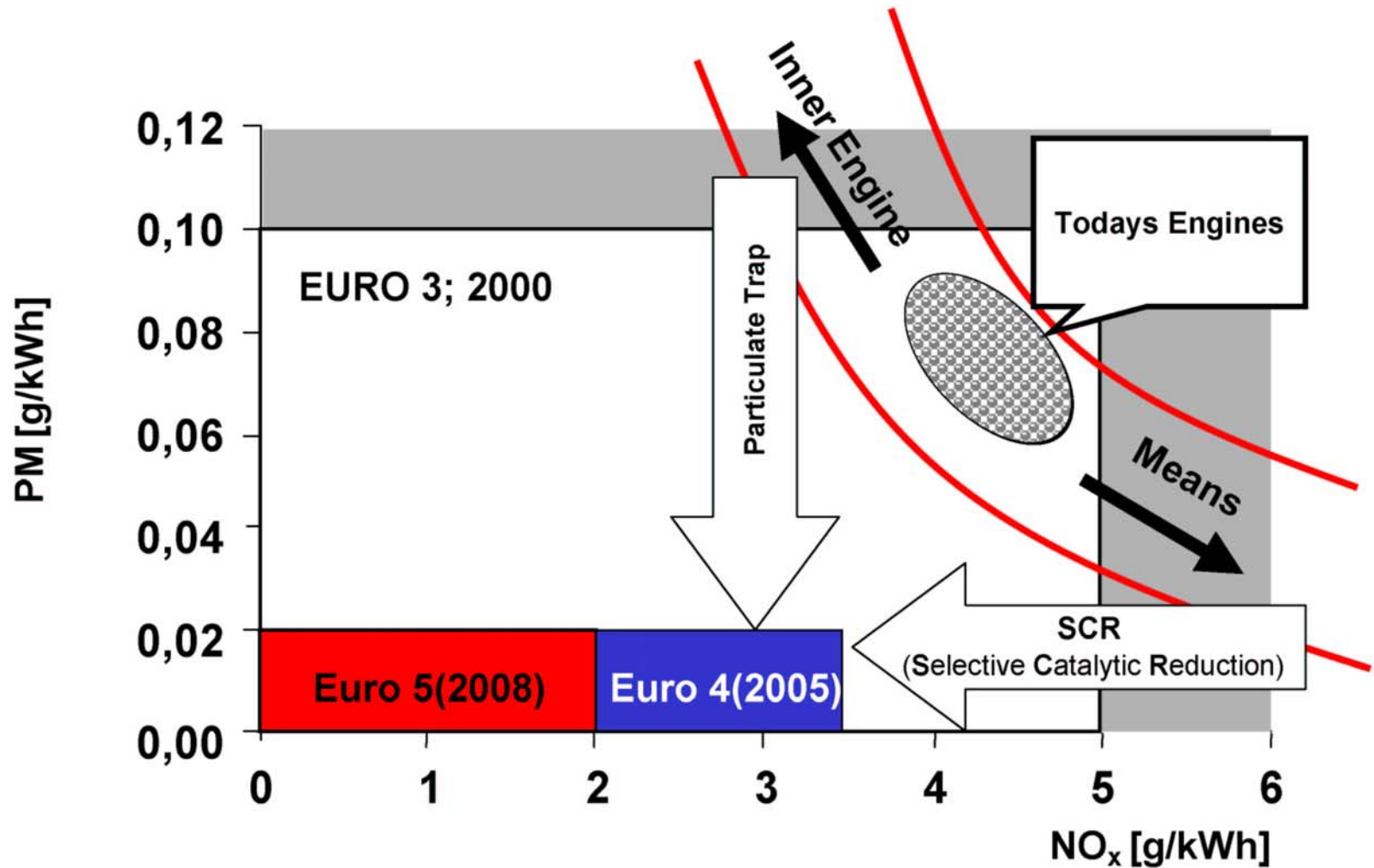
- Compliance with the new emission standards (Euro IV and V), which will come into force in 2005 and in 2008 respectively, will bring about the introduction of exhaust gas after-treatment systems on high duty commercial vehicles.
- The leading high duty vehicle manufacturers in Europe** have chosen the Selective Catalytic Reduction (SCR) technology in combination with the use of a reagent AdBlue.
- AdBlue and Vehicles with SCR will be introduced from 2005 on progressively.

** (DAF, IVECO, Mercedes-Benz, Renault and Volvo)

Emission Standards



SCR vs. Particulate Trap



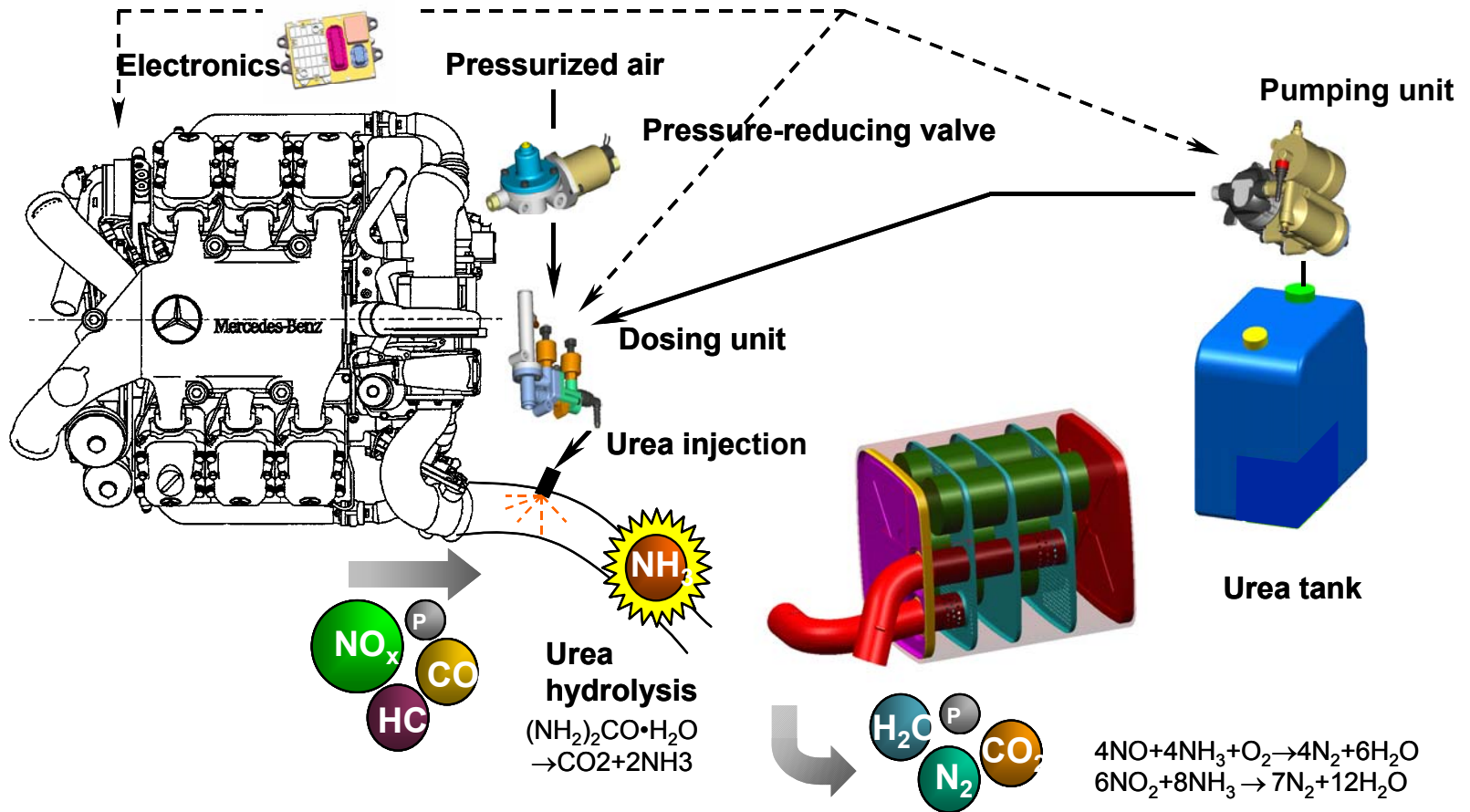
Advantages SCR and AdBlue

- Fuel efficient engine design
- No blocking of the system with ashes etc.
- No system damage from occasional fuelling with high sulphur diesel fuel
- Reliabel product, designed for vehicle lifetime
- Lowest fuel consumption of all aftertreatment systems

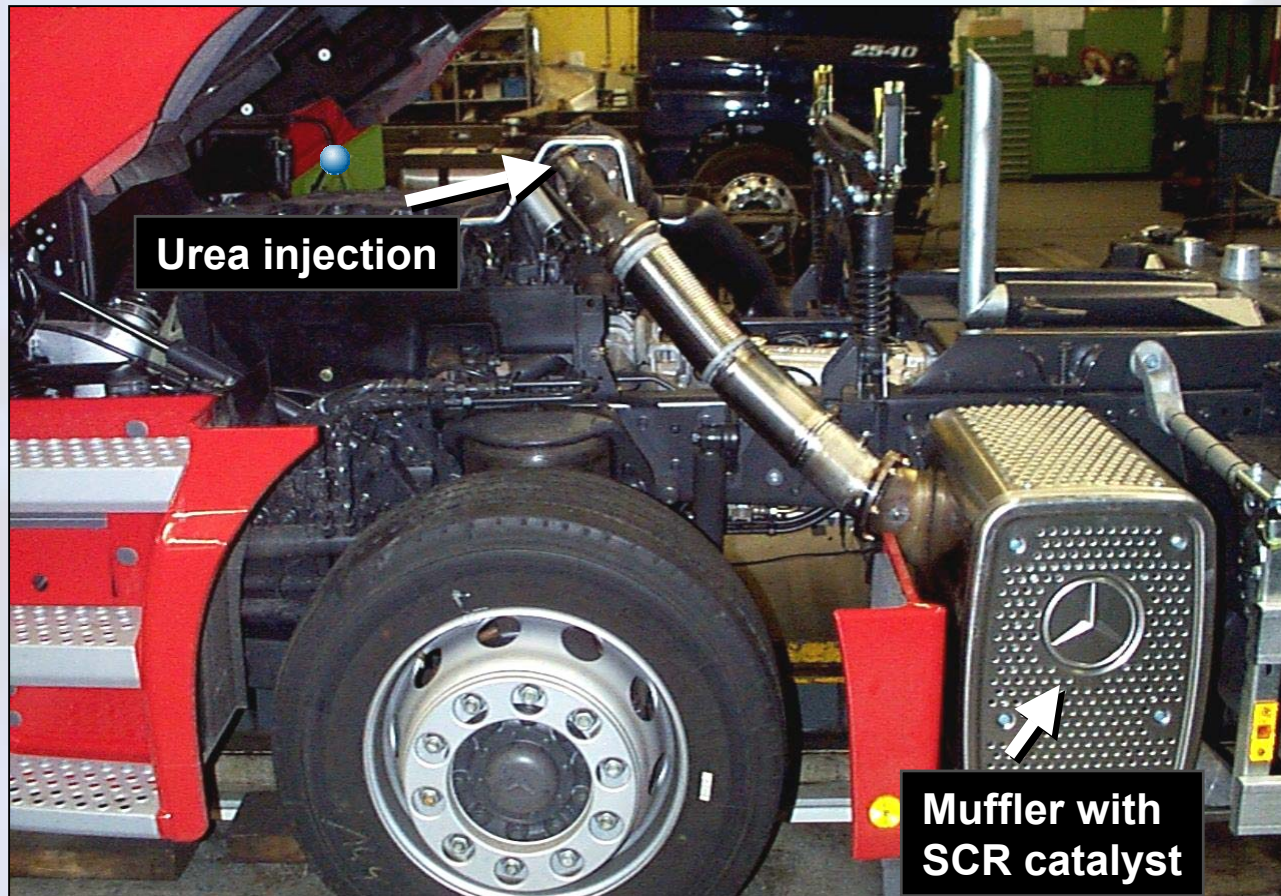
What is AdBlue?

- AdBlue is a synthetic produced, 32,5% urea aqueous solution of highest purity and quality.
- AdBlue is a reagent, needed to reduce nitrogen oxides (NO_x) into elementary nitrogen (N_2), which is a natural component of the air we breath.
- The quality and purtity of AdBlue specified by the norm DIN V 70070, which assures the quality at the point of refilling.

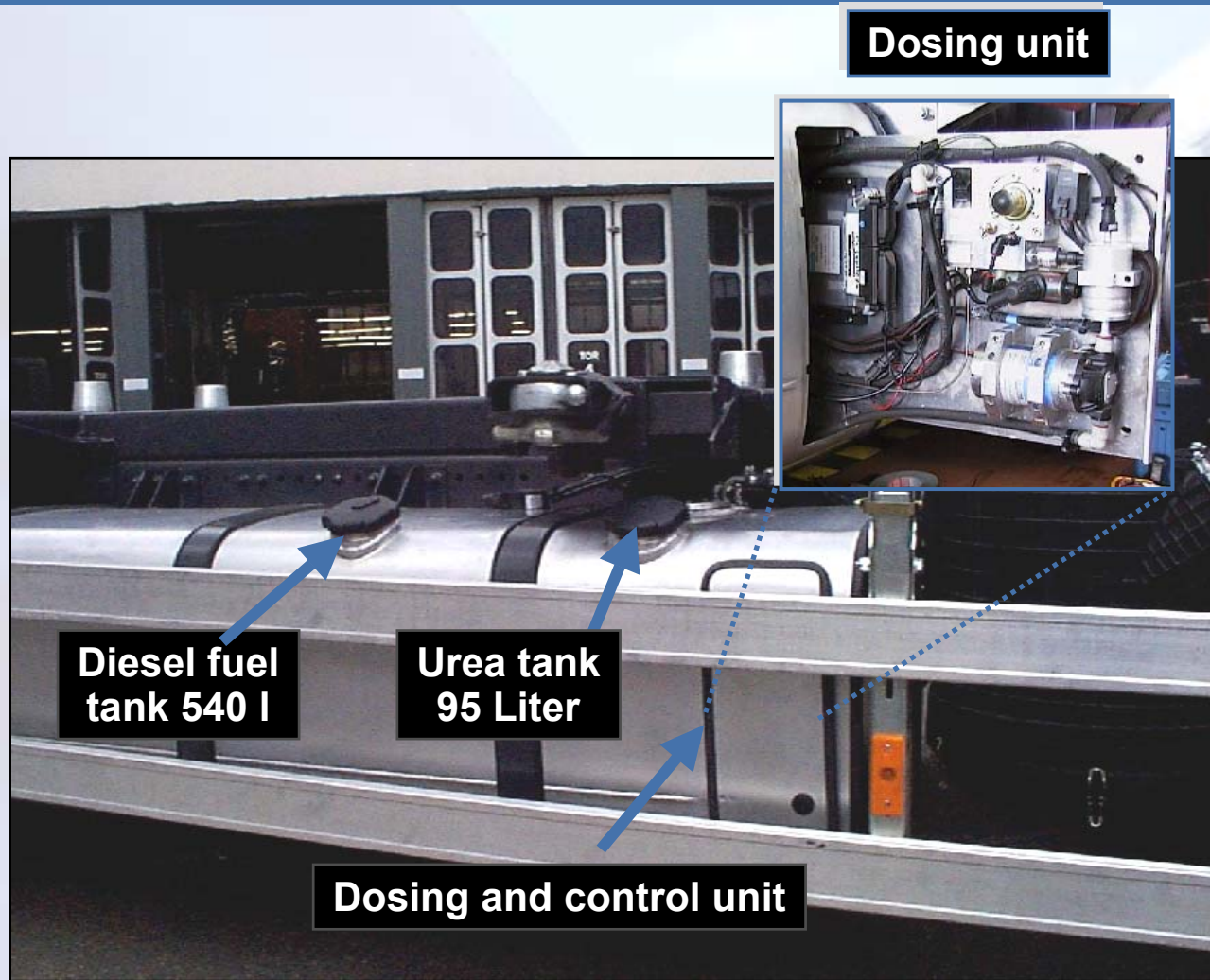
How do SCR and AdBlue work?



SCR Truck (I)



SCR Truck (II)



Timetable for Introduction

September 2004

Official Presentation of SCR Trucks at the IAA

February 2005

First Deliveries of SCR Trucks from DaimlerChrysler

2nd - 4th Q. 2005

Prospected Start of IVECO, DAF, Volvo and Renault

1st Q. 2006

Prospected Start of Scania and MAN

10l Can



IBC Indoor



IBC Outdoor (I)



IBC Outdoor (II)



Bulk System 2500 Liter



Bulk System 5000 Liter

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