



Mercedes-Benz

BlueTec[®] SCR diesel technology from Mercedes-Benz.

The best way to stay in the black? Go blue.

Australian emission laws are now tougher. Make sure you reap the benefits.

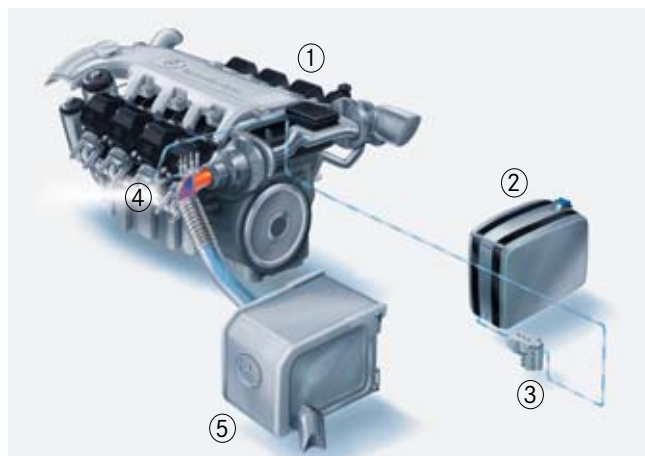
Since January 1, 2008 all new trucks sold in Australia must meet strict emission laws that call for a sharp reduction in harmful emissions. Mercedes-Benz has opted for a solution with a guaranteed future: we call it BlueTec®. It's based on proven SCR (Selective Catalytic Reduction) diesel technology. Beyond reducing emissions, BlueTec® also cuts fuel consumption. In other words, a solution offering an economically sound future for years to come.



Benefits at a glance.

- reduced emissions
- lower fuel consumption
- improved power output throughout almost the entire range
- low-maintenance technology
- no additional heat load on the engine
- no reduction of extended service intervals

The challenge. To be able to get maximum efficiency from a diesel engine, it's absolutely necessary to have a high combustion temperature. However, the trade-off is that high combustion temperature causes high nitrogen oxide emissions – which is no longer acceptable under the new emission laws. The challenge for all manufacturers is to maintain maximum engine efficiency whilst keeping nitrogen oxide and other harmful emissions low. Mercedes-Benz offers an economical solution to this challenge: it's called BlueTec®. It uses SCR (Selective Catalytic Reduction) diesel technology to treat the exhaust gases after they exit the engine. With this proven technology, the engine is designed to operate at optimum efficiency and



fuel consumption is cut by up to 6%. The nitrogen oxides are subsequently converted into harmless nitrogen and water downstream of the engine.

How BlueTec® works. BlueTec® is designed around an optimised engine ① providing clean, efficient combustion and low particulate emissions. The supply unit ③ feeds the additive from the AdBlue tank ② to the metering unit ④ which injects it into the hot flow of exhaust gases where it reacts to form ammonia. The SCR catalytic converter or exhaust muffler ⑤ and ammonia convert the nitrogen oxides into harmless nitrogen and water. As simple as that.

AdBlue. AdBlue is an odourless, non-toxic aqueous solution which is transported in a separate tank. AdBlue has a tremendous range: around one litre of AdBlue is consumed for every 25 litres of diesel. This means that an Actros equipped with a standard 95 litre AdBlue tank can cover up to 6,000 km or Melbourne to Cairns and back again on one fill. Because AdBlue is harmless, there are usually no special storage requirements.

Your authorised Mercedes-Benz Dealer is: