

Purpose of this guide

The purpose of this guide is to offer some practical support and advice to operators around Euro 4, with the key focus being on AdBlue®.

What is Euro 4?

From 1st October 2006 all newly registered goods vehicles over 3.5 tonnes have to meet the Euro 4 emissions standards. There are two types of engine technologies that meet this standard:

– Exhaust Gas Recirculation (EGR).

In the Exhaust Gas Recirculation system the exhaust gas is cooled and fed back into the air intake.

– Selective Catalytic Reduction (SCR).

In contrast, within the Selective Catalytic Reduction system the exhaust gases are treated once they have left the engine using an additional substance called AdBlue®.

What is AdBlue®?

– AdBlue® is a solution of urea in water, which is injected into the exhaust stream of the SCR engine to reduce emissions.

– AdBlue® is non-toxic so small spillages can be washed away with water and does not come under ADR standards.

– AdBlue® has a typical shelf life of 18 months and will start to freeze at -11°C.

– AdBlue® is held in a separate tank next to the diesel tank and is fitted with a blue filler cap.

– If you run out of AdBlue® you will not meet the Euro 4 emissions standards, so the vehicle will be running illegally and you will be liable to a fine of up to a maximum of £2,500.

Where can I buy AdBlue®?

– AdBlue® is available in 5, 10 and 18 litre package sizes and also in bulk in containers from 3,000 to 15,000 litres.

– To find your nearest AdBlue® filling station go to adblue4you.com which is updated on a daily basis.

– AdBlue® can be purchased at your local Ryder location in 5 litre and 10 litre quantities, please ask for details.

How much AdBlue® will be used?

– In the same way that the diesel tank must not be allowed to become empty, the AdBlue® tank should be topped up as required.

– A gauge and visual warning is provided in the cab for the AdBlue® tank to warn drivers when they need to top up.

– From 1st October 2007 all new vehicles registered will be equipped with on-board diagnostics to monitor the level of AdBlue®, as described below:

If you run out of AdBlue® the driver warning system will alert the driver, then when the vehicle has stopped and been restarted the engine will be restricted to 60% of peak torque.

Refilling the AdBlue® reverts the torque back to its original settings.

– AdBlue® consumption is reported to be between 2 and 4% of diesel consumption.

– A typical 7.5 tonne truck can travel c.3,000 miles or 6 weeks on a 26 litre tank of AdBlue®.*

Handy hints

– You will need to develop a plan to manage AdBlue® within your organisation, including purchasing and storing AdBlue® and training drivers on filling vehicles.

– Purchase smaller 5 litre canisters and leave them in vehicles in case you need to top up whilst on the road.

– AdBlue® suppliers can offer a contract including the supply of a bulk storage tank, the AdBlue® and monitoring system.

– Shop around for a good deal, AdBlue® is available from a range of suppliers including GreenChem and Air1.

– As AdBlue® can be affected by extreme weather conditions you will need to consider how you will store bulk quantities.

**For more information
go to ryder.com**

*These are only indicative figures and does not take into account variances in payload and type of route. Every effort is made to ensure that the content of this guide is accurate, the purpose of this guide is to provide general guidance and information only. Ryder cannot accept any liability whatsoever for any inaccuracies and accept no liability whatsoever for any damage or loss, direct or indirect, which may be suffered as a result of any reliance placed upon the information provided. Advice should always be obtained from your own professional advisers before committing to a specific action.