

ABC EU STAGE V SET-UP

DIESEL PARTICULATE FILTER (DPF):

A DPF or diesel particulate filter is used to limit the particulate emissions of the engine. It is a closed filter, which means that the exhaust gases flow through a porous filter. As a result, the particles (mainly soot) are filtered out of the exhaust gases. When the filter becomes full, the temperature rises and the soot oxidizes so that the filter is cleaned again. If necessary, the temperature rise can be actively activated by means of a burner.

SELECTIVE CATALYTIC REDUCTION (SCR):

An SCR or NOx catalyst is used to reduce the nitrogen oxides (NOx) in the exhaust fumes of an engine to achieve the required emission standards (IMO Tier III, EU Stage V, EPA Tier IV, ...)

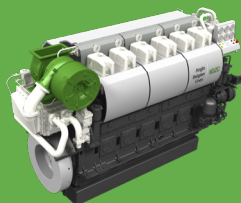
MIXING PIPE:

An SCR system consists of a mixing tube where urea, with air support, is mixed with the exhaust gases. The effective catalyst comes after the mixing tube. This can be installed directly after the mixing tube or further down the exhaust system. The catalyst is an open system with an active surface. The extra back pressure of this system is therefore limited.

EMISSION COMPLIANCE	DPF	SCR		
EU STAGE V	●	●	(V)DZC	600 kW-4000 kW
IMO TIER III		●	(V)DZC D36	800 kW-4000 kW 3000 kW-10500 kW
IMO TIER II			(V)DZC D36	800 kW-4000 kW 3000 kW-10500 kW

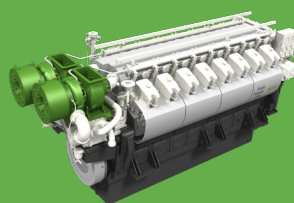
DZC

6-8 in-line
600-2000 kW
800-2700 HP
Max. 1000 rpm



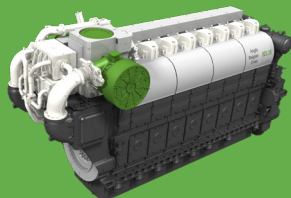
VDZC

V12-16
1900-4000 kW
2600-5400 HP
Max. 1000 rpm



DL36

6-8 in-line
3000-5280 kW
4080-7170 HP
Max. 750 rpm



DV36

V12-16
6336-10548 kW
8604-14340 HP
Max. 750 rpm

