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To Fit:
All diesel vehicles fitted
with a SCR system

SWAG[®]



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Adblue[®]

AdBlue[®] is an aqueous solution consisting of 32.5% synthetic urea and 67.5% demineralized water.

It is typically used by diesel powered passenger cars as well as light commercial, heavy goods, agricultural and off-highway vehicles to reduce exhaust emissions.

The fluid is carried in a tank, situated on or within the vehicle, and is dosed into the hot exhaust gases using a pump and an injector. This is situated just before the selective catalyst reduction (SCR) in the exhaust system. The fluid enters the exhaust stream and a reaction occurs by means of thermolysis and hydrolysis in the SCR. The nitrogen oxides are then converted into harmless nitrogen and water, which exit out of the exhaust.

Every vehicle requires regular topping up of the AdBlue fluid, subject to the amount used. Each vehicle has a low fluid level warning system fitted, which is intended to tell the driver that they need to top up their AdBlue[®] tank. Failure to adhere to the multiple visual and audible warnings can result in reduced power or the vehicle being unable to start - after it has run out.

Passenger car or light commercial vehicles will not start if the fluid is allowed to run out completely. When the fluid tank is refilled, the engine control unit may require resetting with diagnostic equipment. Euro 5 and Euro 6 exhaust gas legislation requires that the vehicle is prevented from being restarted if there is a risk of the urea solution running out, or when certain system errors occur.

The purity of AdBlue[®] is a decisive factor for quality. SWAG only offers AdBlue[®] with tested purity according to the ISO 22241, DIN 70070 and AUS32 standards to prevent damage to the SCR system and the catalytic converter. This ensures the reliable functioning of the SCR system.

For more technical information please visit: partsfinder.bilsteingroup.com