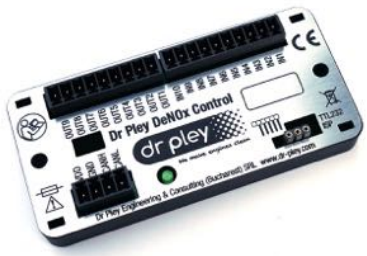
THE
DR PLEY SCR SYSTEM

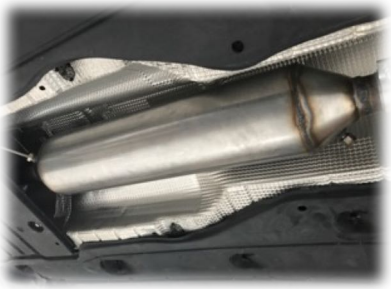
Innovative, efficient, cost competitive

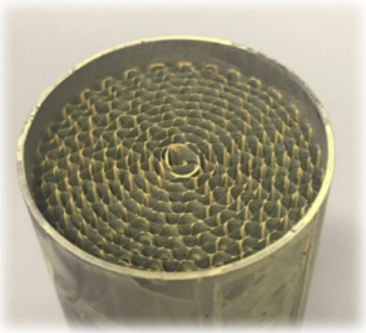
15.09.2017

DESIGNED FOR LOWEST NOX EMISSIONS

Current and upcoming emission control regulations regarding NOx require new technologies to comply with them. The Dr Pley SCR system has been developed to reduce the emissions of small diesel engines. As one of the first companies worldwide we have demonstrated that this new technology is able to reduce the NOx emissions of an EURO 5 light passenger vehicles to the EURO 6d emission limit of 80mg/km under real driving conditions just by retro-fitting our innovative SCR system. Beside the application in the automotive sector the system is suitable as well to reduce NOx emission of busses, industrial diesel engines or construction machines. All system components are produced in-house which leads to a high flexibility in customizing the technology to new applications.







Technology key facts

- ✓ **Reduction of NOx emissions from 130°C flue gas temperature on** due to new SCR catalysts with low light-off temperature
- ✓ **Minimization of ammonia emissions** due to highly selective ammonia slip catalyst
- ✓ **Low ammonia injection temperature of 130°C** due to DEF hydrolysis reactor
- ✓ **Control via Dr Pley Denox control unit** using correction curves or NOx sensors as lead signal
- ✓ **Small enough to be retro-fitted into light passenger vehicles** without constructional changes
- ✓ **Available as customized OEM product**
- ✓ **Suitable to be retro-fitted on light duty diesel and busses**

Dr Pley SCR system components

The Dr Pley SCR system consists of the following components:

- ✓ Dr Pley Denox Control Unit
- ✓ DEF supply system
- ✓ DEF hydrolysis reactor
- ✓ SCR/ASC module

Performance Documentation – retro-fit of light passenger vehicles

To demonstrate the performance of the Dr Pley SCR system, we have retro-fitted an Audi A3 2.0 TDI (EURO 5). As one of the most challenging circumstances the NOx emission have been reduced to 80mg/km (EURO 6 limit) at a low flue gas temperature level of less than 180°C in average. The performance has been demonstrated via PEMS (portable emission control measurement system) on the road by ourselves as well as by third-party testing.

In case of interest please feel free to contact us by phone or by email.

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