



PRODUCT DATA SHEET

Green Air

Hi-Tec Green Air is an aqueous urea solution used with the Selective Catalytic Reduction technology (SCR) of heavy-duty diesel vehicles to reduce emissions of oxides of nitrogen (NOx) from the exhaust system.

PRODUCT DESCRIPTION

Hi-Tec Green Air is a non-toxic aqueous 32.5% urea solution used to chemically reduce NOx emissions from heavy-duty diesel powered vehicles. It is not a dangerous good, nor harmful to the environment, and is classified in the minimum-risk category of transportable fluids. **Hi-Tec Green Air** can simply be washed off with water should it be spilled on an operator's hand.

Hi-Tec Green Air is neither a fuel, nor a fuel additive and needs to be used in a dedicated tank on the heavy-duty vehicle. It is replenished in a similar way to refueling diesel (about 4-5% by volume of diesel consumption for ADR 80/01 and about 5-6% for ADR 80/02).

There are different vehicle emission standards around the world, setting specific emission limits for the four main pollutants: Oxides of Nitrogen (NOx), Particulate Matter (PM), Carbon Monoxide (CO), and Hydrocarbons (HC). The use of SCR and **Hi-Tec Green Air** technology addresses the NOx component of these standards, and commenced with the introduction of Euro IV.

Standard	Implementation	NOx (g/kWh)	PM (g/kWh)
Euro 0	1990	14.4	1.1
Euro III	2001	5	0.1
Euro IV	Oct 2005	3.5	
Euro V	Oct 2008	2.0	
Euro VI	2013	0.4	
US2010	2010	0.3	

In Australia and New Zealand, the emission standards follow those of Europe with a few years delay. Euro IV was phased in from 2007 and Euro V will be implemented in 2010.

SCR is a proven technology and one which will be relied on in the future. Almost all heavy-duty vehicle manufacturers have decided to use this technology to meet the emission legislations.

The main components of the SCR system are the SCR catalyst, the injection unit, the tank and the dosing control unit. The harmful NOx molecules in the exhaust are chemically converted to harmless elemental nitrogen and water. **Hi-Tec Green Air** is injected into the exhaust pipe, in front of the SCR catalyst, downstream of the engine. Heated in the exhaust, it decomposes into ammonia and CO₂. When the NOx reacts inside the catalyst with the ammonia, the harmful NOx molecules in the exhaust are converted to harmless nitrogen and water.





Hi-Tec Oil Traders Pty Ltd ABN 28 053 837 362
5 Tarlington Place Smithfield NSW 2164
Correspondence: P.O Box 322 Castle Hill NSW 1765
Ph: 1300 796 009 | **Fax:** (02) 9604 1611 | **Email:** hitecoils@hi-tecoils.com.au

www.hi-tecoils.com.au

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SCR systems are sensitive to potential chemical impurities in the urea solution. **Hi-Tec Green Air** is made from high purity urea (produced synthetically from ammonia and carbon dioxide) and high purity water. **Hi-Tec Green Air** is made according to the ISO 22241 and DIN 70070 quality standards and CEFIC regulations.

SCR is the most cost effective solution to meet NOx emission standards, as competitive technologies offer less beneficial fuel efficiency and higher CO₂ emissions.

RECOMMENDED FOR: Volvo, Scania, DAF, Iveco, Mercedes Benz, AllRig Alliance

PROPERTY	ASTM METHOD		RESULTS
	Min	Max	
Urea Content	31.8	33.2	% by weight
Density at 20°C	1.0870	1.0930	g/cm ³
Refracting Index at 20°C	1.3814	1.3843	
Alkalinity as NH ₃		0.2	%
Biuret		0.3	%
Aldehyde		5	mg/kg
Insolubles		20	mg/kg
Phosphate (PO ₄)		0.5	mg/kg
Calcium, Potassium (each)		0.5	mg/kg
Iron, Sodium (each)		0.5	mg/kg
Copper, Nickel (each)		0.2	mg/kg
Zinc, Chromium (each)		0.2	mg/kg

Product Code: HI8-3015-

AVAILABLE IN: 1000 Litres, 200 Litres, 15 Litres

Effective: December 2012.

Expires: December 2014.

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