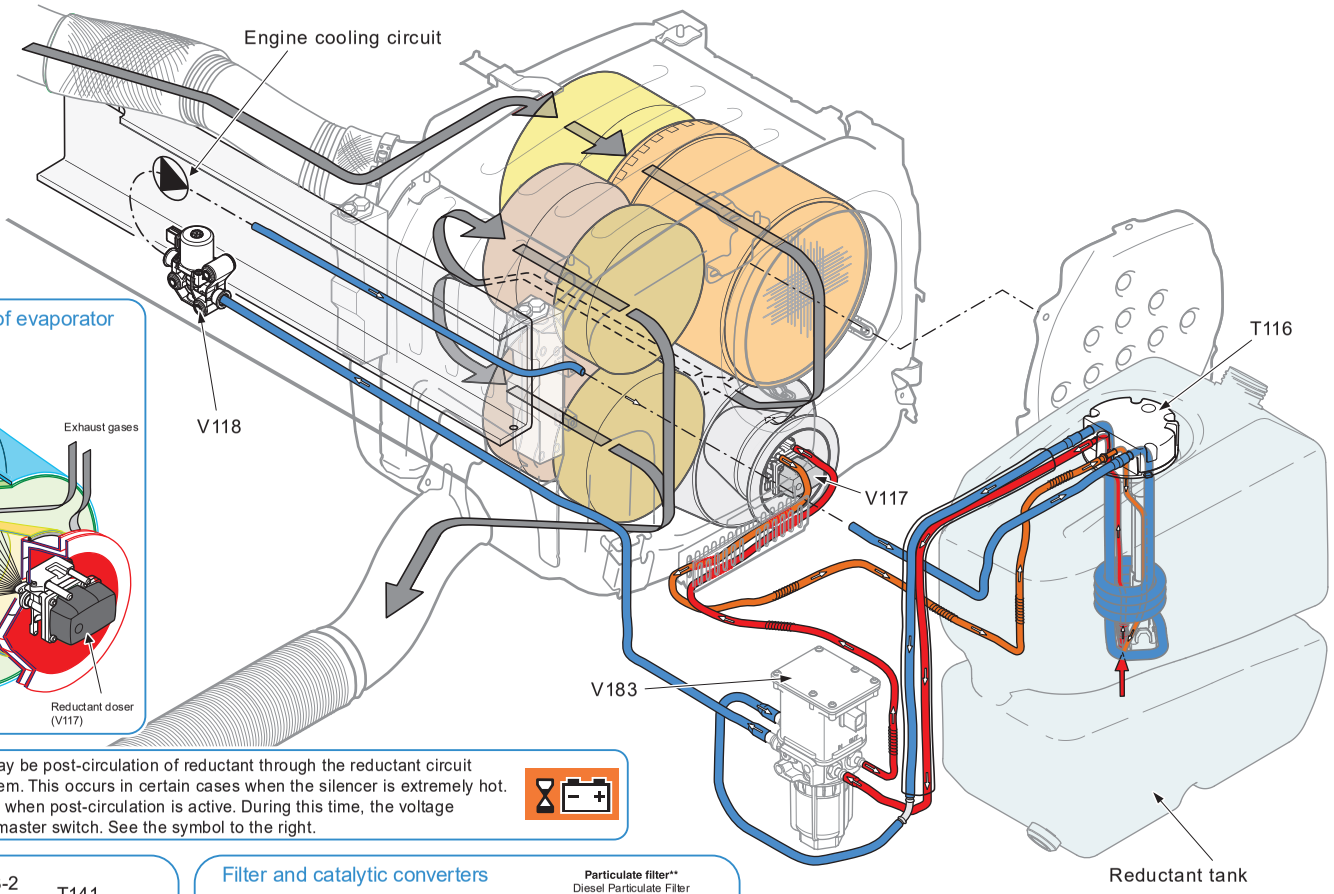
EXHAUST GAS AFTERTREATMENT, EURO 6, PGRS

Key

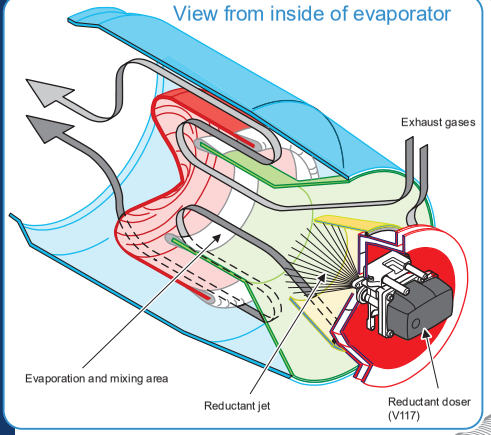
H25 to H28: Electrically heated reductant hoses
T115: NOx sensor downstream of exhaust gas aftertreatment
T116: Reductant pick-up unit
T131: NOx sensor upstream of exhaust gas aftertreatment
T141: Differential pressure sensor
T158: Temperature sensors (A, B and C)
V117: Reductant doser
V118: Coolant valve
V183: Reductant pump

Key to symbols

- Buffer (against frozen reductant)
- Electrically heated reductant hose
- Engine cooling circuit
- Reductant (intake and circuit pressurised)
- Reductant (return circuit)
- NOx sensor
- Temperature sensor
- Differential pressure sensor

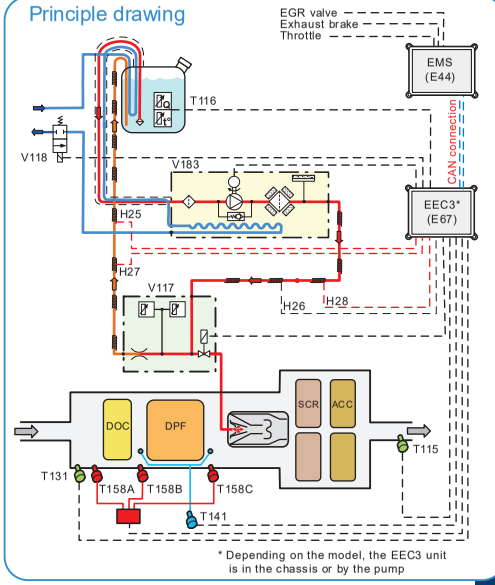


View from inside of evaporator



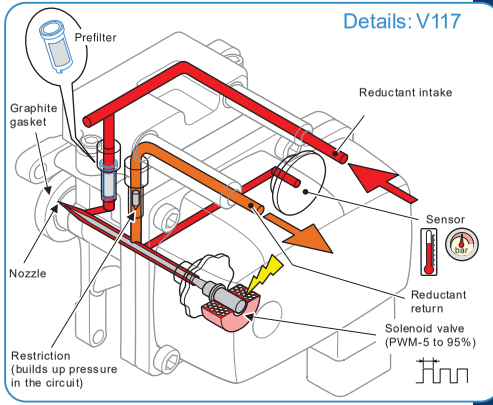
When the engine is switched off, there may be post-circulation of reductant through the reductant circuit to avoid overheating of the metering system. This occurs in certain cases when the silencer is extremely hot. A symbol in the instrument cluster shows when post-circulation is active. During this time, the voltage must not be switched of with the battery master switch. See the symbol to the right.

Principle drawing

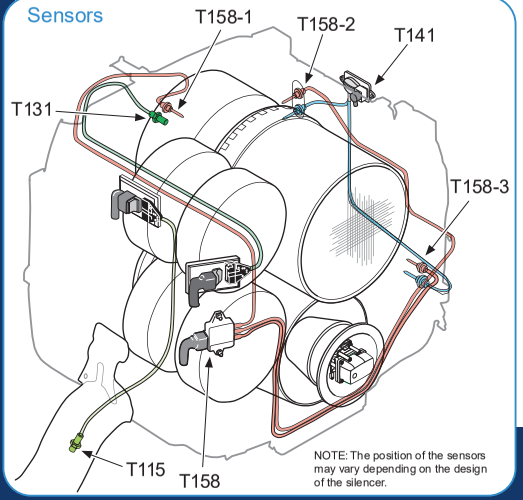


* Depending on the model, the EEC3 unit is in the chassis or by the pump

Details: V117

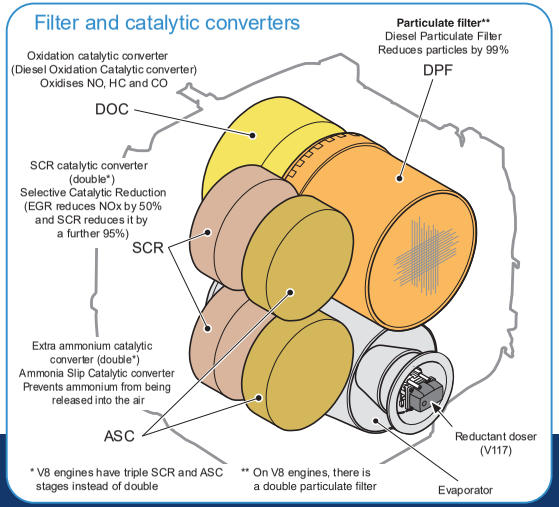


Sensors



NOTE: The position of the sensors may vary depending on the design of the silencer.

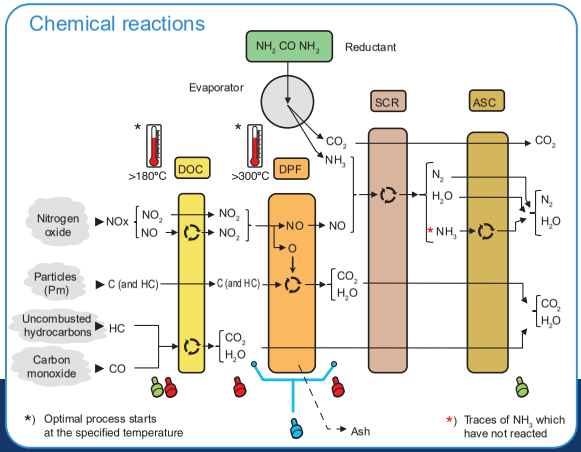
Filter and catalytic converters



* V8 engines have triple SCR and ASC stages instead of double

** On V8 engines, there is a double particulate filter

Chemical reactions



*) Optimal process starts at the specified temperature

*) Traces of NH_3 which have not reacted

Details: V183