

Germany's Motor Vehicle Authority Grants Licence for First Aftermarket Exhaust Aftertreatment System for Euro 5 Diesel Cars

- Prohibition of Euro 5 diesel cars averted; rapid depreciation stopped
- Initially for Volvo models and soon for Daimler and BMW vehicles, too
- Nitrogen oxide emissions drop further below specified limits – improving city air quality

Bamberg/ Viersen, Germany, 26 July 2019 – Germany's Motor Vehicle Authority (Kraftfahrtbundesamt, KBA) has now granted a general operating licence (ABE) for the first aftermarket exhaust aftertreatment system for diesel cars. The system, developed by Dr Pley SCR Technology GmbH and produced and distributed by Bosal Retrofit GmbH, is suitable for aftermarket installation in Euro 5 diesel cars. It means owners of Euro 5 diesel cars, of which the KBA says almost 5.6 million are still on German roads, don't have to fear driving bans.

This first ABE applies to aftermarket kits for installation in Volvo vehicles with 2.0 l and 2.4 l diesel engines, covering the high-volume XC60, XC70, S60 and V60 models. The kits can be installed by Volvo dealers.

As well as this initial ABE, further vehicles with aftermarket kits from Dr Pley SCR Technology GmbH and Bosal Retrofit GmbH are currently undergoing testing with German vehicle testing agency TÜV Nord. Those models include the C220/250cdi, E220/250cdi, GLK220cdi and V220cdi from Daimler AG. Issue of the associated ABE is anticipated by 31 July 2019.

An X3 2.0d from BMW AG is also currently being tested by TÜV Nord. As well as the X3, the ABE that is the subject of this application also covers the 318d, 320d, 325d, 518d, 520d and 525d models. The KBA expects to issue this ABE on August 15, 2019.

The comprehensive testing conducted by TÜV Nord in Essen verifies that the nitrogen oxide emissions of a retrofitted vehicle are substantially below the limit of 270 mg/km of NO_x stipulated by the standard.

Production and distribution of the system are handled by Bosal Retrofit GmbH in Viersen.

Dr. Martin Pley sees the granting of the first ABE for cars as an extremely important milestone for the development of further systems: "Our KBA-approved retrofit system means that vehicle owners can now be exempt from driving bans, it counteracts the depreciation of used vehicles and, at the same time, contributes to the improvement of air quality in our cities. The first ABE for retrofit exhaust aftertreatment systems for diesel cars makes us the first and, so far, only company to demonstrate that the technical requirements for car retrofitting can be fulfilled. Based on demand, we will add further vehicle types to the development programme in Q4 2019. The cooperation with an established automotive supplier like Bosal enables us to ensure the aftermarket system can be made available in large volumes and, above all, excellent quality."

Philippe Gandrillon, General Manager at Bosal Retrofit GmbH adds: "We are proud to be the first in Germany to produce and distribute an ABE-certified aftermarket exhaust aftertreatment system for diesel cars. We will manufacture the aftermarket system at our production facilities in Belgium and Turkey. The Bosal Logistics Centre in Viersen will handle the logistics."

More information on ordering and delivery will soon be available on www.diesel-upgrade.com.

Meet Bosal at the IAA Motor Show in Frankfurt from 10 to 13 September 2019 in hall 4.1, E7.

About Dr Pley SCR Technology GmbH

With more than 15 years of experience in the field of catalyst-based emissions reduction, a small team led by Dr. Martin Pley is working on solving new problems to reduce pollutant emissions from combustion processes. The portfolio encompasses technical solutions for coal-fired power stations, stationary engines and small diesel engines in automotive applications.

About Bosal Retrofit GmbH

The Bosal Group, founded in Alkmaar (Netherlands) in 1923, is now a global supplier of automotive original equipment to major vehicle manufacturers, a producer and supplier of exhaust systems, exhaust aftertreatment components, trailer equipment, vehicle lifts and energy converters such as industrial heat exchangers. The Bosal Group employs 3,000 people at four research and development centres, ten production facilities and twelve sales centres.

Notes for editors

Definition of the acronyms "SCR / ASC module" used in the graphics:

SCR = Selective Catalytic Reduction

- The term selective catalytic reduction (SCR) refers to a technology for the reduction of nitrogen oxides in the exhaust gases produced by internal combustion engines. SCR technology introduces ammonia in the form of the carrier (AdBlue®) into the exhaust system upstream of an SCR catalyst, which selectively reduces nitrogen oxides into elementary nitrogen.

ASC = Ammonia Slip Catalyst

- ASC technology combines the function of the oxidation catalyst and the SCR catalyst to achieve better reduction of nitrogen oxides paired with minimal NH3 slip.

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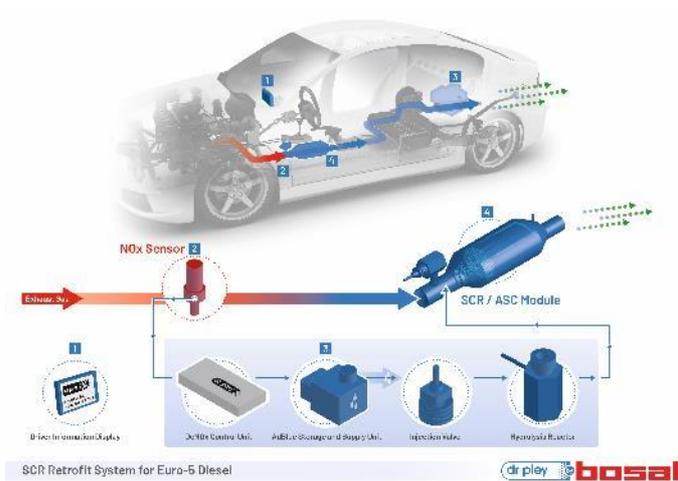


Figure 1: NOx MS for car retrofit

In July 2019, the German Motor Vehicle Authority (KBA) issued a general operating licence (ABE) for the first aftermarket exhaust aftertreatment system for diesel cars, developed by Dr Pley SCR Technology GmbH and manufactured by Bosal Retrofit GmbH.

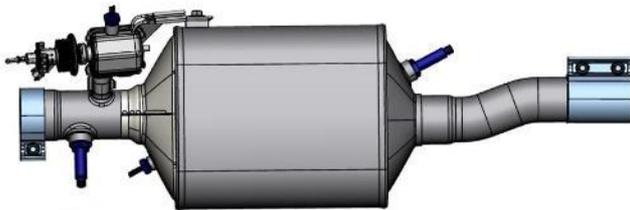


Figure 2: Catalyst module for Volvo vehicles.



Figure 3: Volvo XC 60 with NOx MS car kit



Figure 4: Mercedes E250cdi with NOx MS car kit

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