

Schütz IBC Caters Specifically to the Needs Created by the new Diesel Technology with AdBlue®

World market leader responds to the needs of the automobile industry / Flexible system suitable for transport, storage and discharge of filling goods

Selters. With its latest product, Schütz, the world market leader for IBCs, has once again provided clear evidence of its sure instinct for market demands and trends in the industrial packaging sector. The Selters-based company has developed a transport container that specially targets the needs connected with the transport, storage, filling and discharge of the undiluted urea solution known as AdBlue®. This represents a very prompt response to the decision of the automobile industry in favour of general introducing a new technology for diesel engines with far lower harmful emission levels.

AdBlue® is a 32.5% urea solution. It is an element in a new and separate emission after-treatment system and was developed in order to satisfy the rigorous EU norms that will in future govern exhaust emissions (especially nitrogen oxides and carbon black) from diesel vehicles, as conventional engine technologies have reached their limits in this respect.

The makers of utility vehicles have already decided to adopt this system as their solution for the future and the signs also seem to be pointing this way for the car sector. As Daimler Chrysler chief Dieter Zetsche observed early this year, "The future of diesel is blue". So saying, he not only announced his company's imminent launch a new model of diesel car, but could also be construed as having marked the beginning of an entirely new era in diesel technology.

In the light of indications to bear this out and an already rapid rise in demand for the special urea solution this year in the utility sector, Schütz has developed a new Ecobulk that caters specifically to the needs created by the new diesel system – both at manufacturer and also, especially, at end consumer level.

AdBlue® is not added directly to the diesel fuel, but has to be injected into a separate tank. Only approx 0.05 litres of urea need to be added per litre of diesel fuel.

Tomorrow's users – such as larger carrying agents (who keep their own AdBlue® stock and fill their utility vehicles themselves), filling stations, workshops and special service stations – are now looking for specialist alternatives to the hitherto standardised transport/storage solutions.

This applies not only to the better-qualified volume units – as compared with tanker vehicles and bulk containers – but also, and especially, to a number of stringent requirements. These primarily include strict compliance with product specifications (norm 70070) and an absolutely single-grade supply chain, since fuel contamination can destroy a vehicle's catalytic converter.

The new Schütz Ecobulk amply satisfies these requirements. This is true equally of first filling as it is of the transport, interim storage and discharge of AdBlue®.

The IBC features some special design elements. The standard model has no discharge valve but can be produced with an integrated DN 50 butterfly valve on request. In addition to a filling opening with blue screw cap (including automatic aeration and ventilation via a G2 valve and sealing cap), the IBC has an extra discharge opening in the middle of the lower-lying top plate. All conventional discharge systems can be connected to its S56 x 4 thread (for example, CDS1 discharge systems, Lutz pumps etc). The IBC guarantees maximum packaging purity. It stands for an enclosed system that is also included in the worldwide Schütz Ticket Service, which at the same time arranges for the collection of used IBCs free of charge and for their reconditioning.

With its latest IBC, Schütz has developed a highly flexible system for the transport, storage and discharge of AdBlue®, that is also capable of functioning as a demand-related "1,000-litre filling station" for the diesel additive. The containers can be moved by all modes of transport without any problem and can be stored or set up as required. This avoids the necessity for keeping a superfluous supply in stock. Users simply need to order the amount of AdBlue® they actually need. An added benefit of the IBC construction is the additional, integrated extraction pipe, which makes it possible to empty the IBC completely.

The IBC guarantees maximum packaging purity. It stands for an enclosed system that is also included in the worldwide Schütz Ticket Service, which at the same time arranges for the collection of used IBCs free of charge and for their reconditioning. After reconditioning, the IBCs have a new inner bottle and new screw caps and can set off on their next trip with a new purity guarantee.

With the new IBC, Schütz underscores its significance as a major market innovator. At the same time, the special container is a fine example of a development policy that traditionally caters to the needs of both markets and customers.

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