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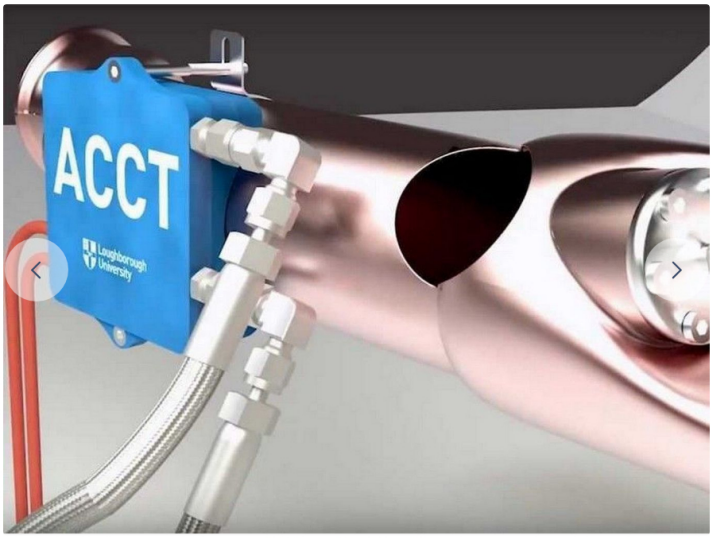
ACCT technology promises to save diesel engines in up to two years

22-03-2018 09h59 by KBB - Gustavo Henrique Ruffo

System developed by Loughborough University, UK, completely eliminates nitrogen oxides



The **death of diesel engines may have been decreed with haste**. After all, even though they are an important nitrogen oxides (NOx) generator, which harms human respiration directly, they are also **among the most energy efficient engines**. In other words, they increase their owner's money value and still emit less carbon dioxide, which worsens the greenhouse effect and contributes to global warming. If there was a way to maintain their efficiency and reduce nitrogen oxides, diesel would not even have been the protagonists of the biggest environmental scandal of recent times: Dieselgate. Well, scientists at **Loughborough University in the UK** claim that they have succeeded not only in reducing, but in eliminating, NOx emissions by what they call ACCT (Ammonia Creation and Conversion Technology). And the good part is that the system does not reinvent the wheel, but rather uses elements already present today in diesel vehicles such as SCR (Selective Catalytic Reduction) and ARLA (Automotive Nitrogen Oxide Liquid Reducing Agent), called AdBlue in the UK.

Revealed to the world in March 2017, the technology is not exactly new, but still little known. And what it does is allow the SCR to act even at low temperatures, something the SCR alone does not. In other words, ACCT allows SCR peak performance to become standard. And it does this by creating an "ACCT fluid" under strictly controlled conditions in a chamber mounted on the exhaust of the vehicles. And this fluid is highly efficient in any condition of use of the vehicle, under any temperature. In preliminary tests, made in a Skoda taxi, the ACCT was able to reduce NOx by 98%. The common SCR can, at best and on Euro 6 engines, achieve 60% efficiency. It is important to highlight that the ACCT had not been optimized for the vehicle.

Created by researcher Jonathan Wilson and conducted by optical diagnostics professor Graham Hargrave, ACCT research would already be in the final stages, according to a report by **the British magazine Autocar**, and already under discussion with manufacturers to put the technology on the market in about two years . "We feel we need a big supplier instead of just a

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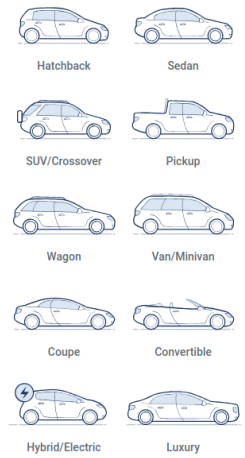
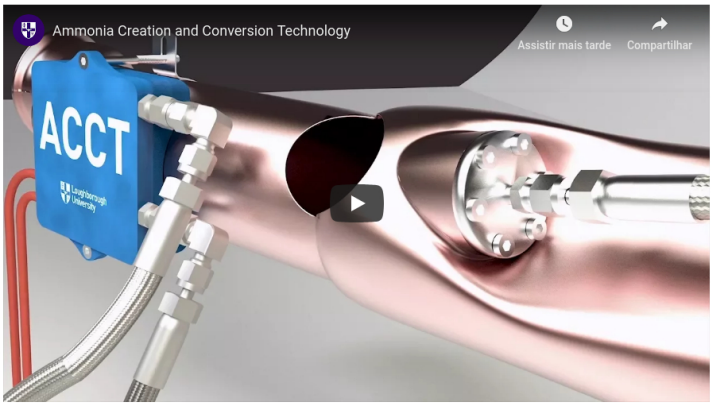


vehicle manufacturer," Hargrave told the magazine. Everything points to Bosch, a specialist in diesel engines, but also involved in Dieselgate.



ACCT will be especially interesting for heavy-duty vehicles, which have no short-term prospect to abandon this type of powertrain other than the **Tesla Semi, a fully electric truck still under development**. But it can reach the market within the same time frame as ACCT. It is ironic to think that the **diesel engine that runs with ethanol, from Scania**, would already have solved the matter in a very satisfactory way ...

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