



Type overview

Type E: With the *E* type the urea nozzle section (urea injection) must be placed minimum 2-5 meters before the catalyst housing inlet, depending on engine type.

Type C: With the *C* model the urea nozzle section can be placed immediately before the catalyst housing inlet.

General: Both types can be mounted vertically and horizontally.

Dimensions B & C are the same for both types.

100 mm insulation will not add to dimensions B and C.

Type description

Type E: This Type has the most compact catalyst housing but needs 2-5 meters of stainless steel piping between the urea injection and the catalyst housing. This increases backpressure and makes it the least compact type.

Type C: With this model the urea nozzle section can be placed immediately before the catalyst housing inlet. This eliminates the need for the 2-5 meters of stainless steel piping needed with the E type. This model is overall more compact and has better noise attenuation.

Model & Type	A [mm]		B [mm]	C [mm]	Weight [kg] incl. catalyst		Catalyst element layout			Catalyst volume [m ³]
	Type E	Type C			Type E	Type C	Width	Depth	Layers	
BLUNOX 663 E/C	4300	6000	3054	3054	7600	8200	6	6	3	9,77 - 12,7
BLUNOX 662 E/C	3500	5100	3054	3054	6000	6600	6	6	2	5,87 - 8,44
BLUNOX 653 E/C	4100	5900	3054	2588	6500	7100	6	5	3	8,14 - 10,6
BLUNOX 652 E/C	3300	5000	3054	2588	5100	5700	6	5	2	4,89 - 7,03
BLUNOX 553 E/C	4200	5800	2588	2588	5520	6020	5	5	3	6,79 - 8,79
BLUNOX 552 E/C	3400	4900	2588	2588	4320	4820	5	5	2	4,07 - 5,86
BLUNOX 543 E/C	4000	5700	2588	2122	4870	5370	5	4	3	5,43 - 7,03
BLUNOX 542 E/C	3200	4800	2588	2122	3900	4400	5	4	2	3,26 - 4,69
BLUNOX 443 E/C	3900	5600	2122	2122	3840	4200	4	4	3	4,34 - 5,63
BLUNOX 442 E/C	3100	4700	2122	2122	2840	3200	4	4	2	2,61 - 3,75
BLUNOX 433 E/C	3800	5300	2122	1672	2880	3150	4	3	3	3,26 - 4,22
BLUNOX 432 E/C	3000	4400	2122	1672	2150	2400	4	3	2	1,96 - 2,81
BLUNOX 334 E/C	4500	6100	1672	1672	2770	3100	3	3	4	3,42 - 4,22
BLUNOX 333 E/C	3700	5200	1672	1672	2400	2700	3	3	3	2,44 - 3,16
BLUNOX 332 E/C	2900	4300	1672	1672	2030	2300	3	3	2	1,47 - 2,11
BLUNOX 331 E/C	2100	3400	1672	1672	1660	1900	3	3	1	0,49 - 1,05
BLUNOX 323 E/C	3500	5100	1672	1198	1550	1800	3	2	3	1,63 - 2,11
BLUNOX 322 E/C	2700	4200	1672	1198	1120	1350	3	2	2	0,98 - 1,41
BLUNOX 224 E/C	4100	5800	1198	1198	1310	1550	2	2	4	1,52 - 1,88
BLUNOX 223 E/C	3300	4900	1198	1198	1080	1300	2	2	3	1,09 - 1,41
BLUNOX 222 E/C	2500	4000	1198	1198	850	1050	2	2	2	0,65 - 0,94
BLUNOX 221 E/C	1700	3100	1198	1198	620	800	2	2	1	0,22 - 0,47
BLUNOX 213 E/C	3200	4800	1198	724	610	750	2	1	3	0,54 - 0,70
BLUNOX 212 E/C	2400	3900	1198	724	300	415	2	1	2	0,33 - 0,47
BLUNOX 211 E/C	1600	3000	1198	724	175	200	2	1	1	0,11 - 0,23
BLUNOX 113 E/C	2900	4100	724	724	375	400	1	1	3	0,27 - 0,35
BLUNOX 112 E/C	2100	3200	724	724	175	200	1	1	2	0,16 - 0,23
BLUNOX 111 E/C	1300	2300	724	724	130	160	1	1	1	0,05 - 0,12

Subject to change without notice.

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Chosen by the Royal Danish Navy

The Digital Airless Multipoint[®] (DAM) SCR technology was originally developed by DANSK TEKNOLOGI for truck and bus applications and has been extensively tested in cooperation with leading engine manufacturers. The DAM SCR is now available for marine applications and has been chosen, field-tested and implemented by the Royal Danish Navy.

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