

2010 Emissions Fact or Fiction

Fiction

Adding an SCR catalyst will be just like adding another diesel particulate filter.

Fact

The catalyst itself is only a minor portion of an SCR system. A 10-15 gallon urea tank complete with insulation and heater, and the doser system to meter and inject urea are also in the picture. Taken together, SCR system components will take up more space than a 100 gallon fuel tank and will add 300–400 lbs. of weight. Packaging will be a critical challenge, particularly on vehicles requiring clean cab-to-axle space for body mounting.

Fiction

European manufacturers selected SCR because it is the “best” solution for customers.

Fact

As shown above, SCR will add weight, complexity, and inconvenience with no predictable operating costs advantage. Over 5 years ago Europeans chose SCR systems and invested significant development cost. Even though clearly superior in-cylinder advanced EGR technology currently exists, Europeans may be reluctant to abandon SCR because of sunk development costs. SCR may be the most convenient solution by European manufacturers, but it's at the expense of truck operators.

Fiction

Urea for SCR systems will be conveniently available.

Fact

For every hundred gallons of diesel fuel consumed, SCR systems will require 2-4 gallons of urea. Most SCR systems will include 10-15 gallons of urea, enough to last through several diesel fuel fill-ups because urea won't be available everywhere diesel fuel is and prices could vary widely. One good way to determine adequacy of the urea infrastructure is to look around you. Do you see much infrastructure development activity?

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Fiction

In-cylinder systems will not be compliant.

Fact

All MaxxForce engines will be emissions compliant for 2010, just as they are today. If they weren't, we couldn't sell them. Some Navistar engines are currently below 2007 levels and the EPA encourages and rewards this. We will be able to phase into 2010 emissions regulations with in-cylinder technology because our engines are cleaner, earlier than required. If concern for the environment is important, then buying an International truck now makes sense! Start taking NOx out of the climate now – buy International!

Fiction

Engine operating temperatures will be dangerously high with Navistar's in-cylinder advanced EGR system.

Fact

Cooling capacity will be sized to keep operating temperatures at optimum levels, just like today. Cooling loads have increased over the years with power increases, air-conditioning and stringent emissions regulations. Cooling capacity has always kept pace and will continue to do so.