

Emissions

Navistar A-OK With SCR After All?

It might not believe in SCR technology as an emissions solution for North America, but Navistar apparently doesn't mind going with the aftertreatment strategy on its engines built a little further to the south.

Navistar International, of course, is the only major truck OEM to decline SCR in Canada and the U.S., continuing instead with "advanced" EGR. However, according to the products page on its website, Navistar's MWM International Motores subsidiary is employing SCR in its NGD 9.3E medium-duty engine for the South American market.

Spokesman Roy Wiley first confirmed to todaystrucking.com that MWM would build SCR engines in Brazil. He said the engines are at the request of Volkswagen Truck and Bus, Navistar's largest South American customer, in meeting the Euro IV

emissions standards that country has adopted.

“Regulations, conditions, and environmental issues are different in Brazil and other parts of the world,” he said. “We’re a big supplier to Volkswagen and so we work with them.”

Wiley, however, couldn’t say off-hand whether MWM is working with an independent partner to produce the SCR engines.

In the seemingly endless war of words between the EGR and SCR camps, Navistar has been vocally critical of SCR as a North American emissions solution. But Wiley says such a characterization is “unfair,” adding that the company has only “discussed” the use of “urea” in 2010 SCR engines. “There’s a big difference.”

Wiley couldn’t confirm whether urea—or more accurately, the urea-based NOx-busting chemical Diesel Exhaust Fluid (AdBlue in Europe) required in most SCR engines—will be used in the Brazilian NGD engines as well.