

GREEN CAR ADVISOR

9/30/09

Detroit Diesel Seeks Federal and California OKs for its BlueTec-Equipped Engines



Bye-bye to that old diesel smoke-and-choke? Federal and California standards for heavy duty diesels call for near-zero emissions of particulates and NOx in 2010 and beyond - the strictest big-rig exhaust regulations in the world.

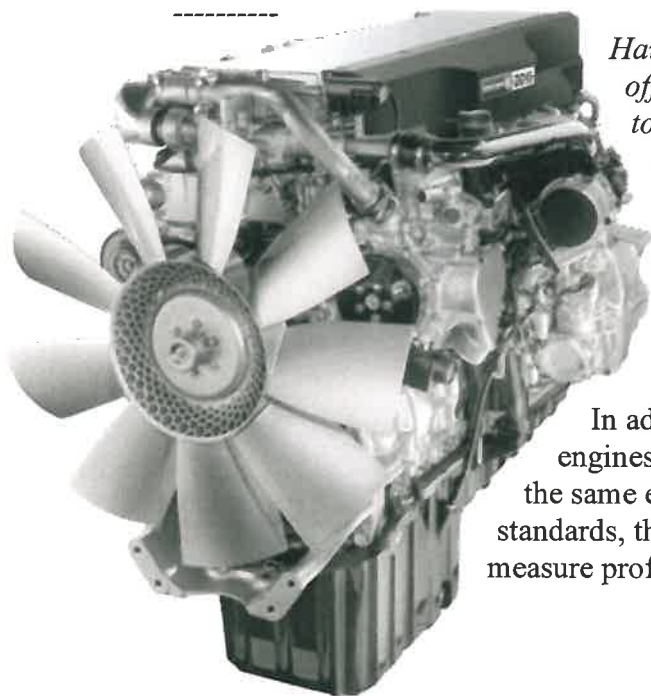
Freightliner Cascadia tractor uses both types of engines Detroit Diesel hopes to certify for 2010 emissions standards.

They apply to all diesel truck engines built next year and beyond, and almost every truck and engine manufacturer has vowed to meet the standards.

We don't write a lot about trucks, but when we're talking 450-horsepower and 1,600 ft.-lb. of torque...how could we resist?

Besides, big rigs are big polluters, and anything that helps clean up the air quality mess caused by our transportation systems is worth noting.

The most recent to move forward is [Detroit Diesel](#), which said today it has filed applications for federal EPA and California Air Resources Board certification for two of its most fuel-efficient engines, equipped with BlueTec emissions control systems.



Hauler: 14.8-liter DD15 engine from Detroit Diesel offers 350-450 horsepower and 1,350-1,650 ft.-lb. of torque and, with new exhaust treatment, company says, almost no nasty emissions.

The company, owned by Daimler, has been testing the Daimler-developed BlueTec system for more than 25 million miles of on-road driving and says that EPA and CARB certification would mean a "paradigm-changing product for our customers."

In addition to cleaner exhaust, the BlueTec-equipped engines can provide a 5 percent fuel economy boost over the same engines certified under the existing 2007 EPA standards, the company said - that's a lot to truckers who measure profits and losses in pennies per mile,

The company says it is starting with its DD13 and DD15 engines - both used for Daimler's Freightliner and Western Star tractors - and later will apply for certification of its DD16 model.

All three, however, already are being [promoted as 2010-ready](#) on Detroit Diesel's Website, indicating the company's belief that it will have no difficulty meeting the certification standards.

The BuleTec system uses a form of liquid ammonia to neutralize the smog-causing nitrogen oxide (NOx) in the diesel emissions. Special filters in the exhaust system capture virtually all of the toxic particulate matter - soot - that results in oily black exhaust smoke when not removed.

Posted by

John O'Dell September 30, 2009, 5:45 PM