

Today's Trucking

Pro SCR survey finds fleets leaning to SCR in '10

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GREENSBORO, N.C. -- With six months to go before the new EPA 2010 emissions standards for heavy duty diesel engines go into effect, a survey commissioned by the coalition developing SCR (selective catalytic reduction) engines, concludes that, naturally, interest among carriers for their technology remains higher than increased EGR.

Slightly more than half (51.2%) of respondents said they are "likely or very likely" to consider SCR for their EPA 2010 engine purchase compared to 31.2 percent that are likely or very likely to consider increased EGR -- the technology being employed only by **Navistar International to meet 2010 rules**.

Overall purchase consideration for the two emissions choices have remained statistically unchanged since the last survey was conducted in November 2008.

The online study was conducted by **Quixote Group Research** among owners and operators of Class 8 heavy duty trucks on behalf of the North American SCR Stakeholders Group and **FactsAboutSCR.com**.

Three-quarters (75.4%) of all respondents rated fuel efficiency as very important to the decision to purchase an EPA 2010 compliant engine, and nearly half (48.8%) of all respondents now correctly relate fuel savings of approximately 3 to 5 percent with SCR, which is up from 38.7 percent in November 2008.

Proven technology was rated as very important to the purchase decision by 70 percent of all respondents. Engine optimization and scheduled maintenance required by the 2010 technology were rated very important by 59.6 percent and 59 percent of all respondents, respectively. The weight added by the 2010 SCR emissions technology had a significantly lower level of importance (44.2%) to the decision making process.

Sample for the study, which was fielded in May 2009, was provided by **Heavy Duty Trucking** magazine. A total of 1,603 responses were collected.