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Volvo, Mack engines certified

By eTrucker Staff

Volvo Trucks North America and Mack Trucks announced Monday, Nov. 16, their diesel engines have been certified by both the U.S. Environmental Protection Agency and the California Air Resources Board to meet the near-zero emissions standards that take effect in January 2010.

Both Greensboro, N.C.-based truck makers are using selective catalytic reduction (SCR) to bring nitrogen oxides (NOx) emissions down to EPA 2010 levels.

Volvo says both its D11 and D13 engines received EPA and CARB certification. "EPA's certification of these engines is a crucial milestone in Volvo's journey to producing the cleanest diesel engines in the world," says Scott Kress, Volvo senior vice president of sales and marketing. "We are already building EPA '10 trucks and are fully on track for large-scale production next year, which will help make the air cleaner, use fuel more efficiently and save money for our customers."

Mack says the EPA certification for its MP7 and MP8 diesel engines was issued Monday, Nov. 16, and the CARB certification on Nov. 10. "Achieving certification involved many dedicated employees working for many years," says Kevin Flaherty, senior vice president of Mack. "It's critical that our MP engines continue to deliver the power, performance, durability and reliability for which they are known. Our customers now not only have the cleanest engines in the world, they also have the performance they expect from Mack."

Volvo says it has extensive experience with SCR technology, having accumulated five million miles with 50 test vehicles in customer field test fleets in North America, as well as billions of miles of real-world experience in other markets. The new SCR system was added to the Volvo engine platform that has been used in North America since 2007.

"Volvo Trucks has complete confidence in our engines and SCR technology," Kress says. "We've used our global resources to develop leading engine and emissions technologies as the standards became increasingly tighter in 2002, 2007 and now 2010. In these challenging times, our customers need very reliable, productive and efficient products, and that is what Volvo's experience and capability delivered for 2010."

Mack says it tested SCR in North America customer fleets for more than two years,

accumulating five million miles of field testing, and that the technology enabled it to use the MP series without major modifications to the engines or cooling systems. Mack says SCR also permitted its engineers to retune the MP engines for additional power, lower heat rejection and reduced fuel consumption.

“The new Mack engines are so clean that in some areas, the exhaust leaving our trucks will be cleaner than the air going in,” Flaherty said. “Our EPA’10 engines also have significantly improved fuel economy. Using less fuel shrinks the trucks’ carbon footprint, reduces operating costs for customers and cuts the need for imported oil.”