

FleetOwner

Caterpillar truck engines also to get SCR aftertreatment

Cat: 2013 availability for SCR-equipped engines
Jul. 9, 2012 11:58am David Cullen | Fleet Owner

Also impacted by Navistar International's announcement Friday that the OEM will be adding selective catalytic reduction (SCR) emissions aftertreatment systems to its diesel truck engines is Caterpillar, whose CT line of heavy-duty vocational trucks are powered by CT Series engines—two of which are “re-badged” Navistar MaxxForce diesels while the third uses technology supplied by Navistar.

In response to a query from *FleetOwner* as to what impact Navistar's move will have on the engines that power Cat trucks, Caterpillar Global On-Highway Truck Group emailed a reply:

"Caterpillar will continue to sell and ship Cat Vocational Trucks with CT Series engines that meet EPA regulatory requirements," the company said. "Navistar is our valued engine supplier and the company continues to supply us with quality and reliable engines for our Cat Trucks.

"Beginning in 2013, CT Series Engines will combine the current advanced EGR in-cylinder solution with a proven liquid-based [Diesel Exhaust Fluid a.k.a. DEF] aftertreatment," Cat continued.

"More information regarding our continued CT Series engine advances will be available in the near future," added Cat. "As always, Caterpillar is committed to providing our customers with the best products that meet the needs of their demanding vocational truck applications."

Caterpillar partnered with Navistar to develop its Class 8 on-highway vocational trucks-- the existing CT660 and the due-out-next-year CT680. Cat trucks are built at Navistar's Garland, TX, plant where that OEM builds its International Paystar vocational model.

Painted “Cat Yellow,” Caterpillar's CT11 (11-liters) and CT13 (13-liters) engines are essentially MaxxForce 11- and 13-liter diesels, respectively, with ratings chosen by Cat specifically with vocational applications in mind.

Cat revealed in May the addition of the CT15 15-liter (offering up to 550 hp) as an optional engine. This engine is based on Caterpillar's discontinued C15 big-bore diesel and boasts a new common rail fuel system and electronic controls developed by Navistar.

At the time it was announced, Cat said the CT15 uses an EGR system to reduce NOx emissions in-cylinder without requiring diesel emission fluid to meet EPA 2010 requirements. Presumably, the CT15 will also have SCR added to it, although Cat has not explicitly stated it will.

The second model in Cat's line of vocational trucks—the Cat CT680— will be introduced in the first quarter of next year. It will join the existing Cat CT660 setback-axle truck/tractor model.

According to Cat, the CT680 will feature a set-forward axle and will be offered in 116- and 122-in. BBC lengths. Engine options will include the CT11 with ratings from 330 bhp to 390 bhp; the CT13 with ratings from 410 bhp to 475 bhp; and the new CT15 with ratings from 435 bhp to 550 bhp.