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NATSO

# Truckers NEWS

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# Taking Stock

Truckstops and dealer networks prepare to meet DEF demand for 2010 SCR technology



AVERY VISE

Since Cummins announced in August its intent to join other engine manufacturers in implementing SCR technology to meet EPA 2010 emissions standards, the industry is moving full-speed toward the transition with good expectations.

While SCR technology is not required by EPA's 2010 emissions standards, "every engine manufacturer in North America with the exception of one [Navistar] will be implementing SCR," says Dave Siler, director of marketing for Detroit Diesel Corporation. Caterpillar will no longer be in the new on-highway engine market beginning in 2010.

Siler expects manufacturers to have a smooth transition. "SCR is the technology that has been used in Europe for three years now and really has been used in various forms" for more than 20 years, Siler says.

The new technology will lead to changes in the engine aftertreatment system that will help reduce emissions of nitrogen oxides (NOx). Additionally, trucks will have an on-board diagnostic tool (similar to a fuel gauge) to determine levels of diesel exhaust fluid (DEF) remaining and an on-board DEF tank. DEF is composed of water and urea, a

nitrogen compound that turns to ammonia when heated and that is used by the engine to convert NOx to nitrogen gas and water vapor.

David Uschwald, director of infrastructure for Daimler Trucks North America, says he does not anticipate urea supply being an issue because it's "coming from natural gas initially ... and it's only a sliver of the entire world market." However, urea prices likely will fluctuate just as natural gas prices have over past years, potentially playing havoc on the price of DEF and eating into the fuel economy gains from the use of SCR. The 20- to 30-gallon DEF tanks that will hold the exhaust fluid, however, will only need a fill-up about every 6,000 miles. Siler says a price for the DEF has not yet been determined, but he expects it to be reasonable.

From an infrastructure point of view, Uschwald says, the key to completing

A truck at a dealership in Brussels, Belgium, sports a diesel exhaust fluid (DEF) tank.

the transition to SCR is "getting the entire supply chain on board for the change. ... Getting them to understand, educating them, working with them and making sure, through education, that they're ready to go."

The primary carriers of DEF will be truckstops across the United States, and the liquid will be available in limited supply from all OEM dealerships with trucks using SCR technology, which include Daimler brands, Peterbilt, Kenworth, Volvo and Mack. "We're having a lot of conversations on the truckstop and travel plaza side on how they're going to be selling it, how they're going to handle it," says Mindy Long, NATSO vice president of public affairs. "Right now we expect to see at least 100,000 trucks on the road [in 2010] that will be needing it."

Long says truckstops "likely initially will be carrying [DEF] in jugs," with an eventual fuel-island-like distribution system where a driver can refill his 20- to 30-gallon DEF tank. "I believe that's going to be in the future, because I don't think there will be that big a demand for it in 2010."

**"We've done a lot of prep with our members, but from what we're learning, I do think it will be a fairly smooth transition."**

**— Mindy Long, vice president of public affairs, NATSO**

Long says she expects the initial changeover to be fairly straightforward. "We've done a lot of prep with our members, but from what we're learning, I do think it will be a fairly smooth transition," she says. "They can order the jugs — they can keep

them on their shelves — so it will be available for drivers. When they do start digging and doing underground storage tanks and pumps, there will be more effort required." But "especially at the beginning," she adds, "I think it will be a smooth transition."

**— Misty Be**