



## **Volvo says trucks with 2010 SCR will eliminate active regeneration**

The Trucker Staff 3/19/2009

LOUISVILLE, Ky. — In what the company calls a major benefit for fuel economy and operating costs, Volvo trucks equipped with selective catalytic reduction (SCR) emissions control systems will not undergo driving or parked active regeneration of diesel particulate filters (DPF) during normal highway operating conditions.

Volvo Trucks North America's EPA 2010 emission systems integrate its SCR and DPF technologies and will instead employ only passive regeneration, based on extensive testing in customer fleets.

Volvo made the announcement today at the Mid-America Truck Show here today.

Passive regeneration of the DPF eliminates the need to inject diesel fuel into the DPF to oxidize accumulated soot, and results in reduced fuel consumption, reduced thermal cycling of expensive catalysts, and lower operating costs, according to Scott Kress, senior vice president for sales and marketing.

It also simplifies vehicle operations by freeing the driver from having to keep track of when an active regeneration needs to take place.

Kress said such freedom increases driver and vehicle productivity, while also reducing operating costs.

"This is a huge development for our customers, since their drivers no longer have to monitor DPF status or worry about managing DPF regenerations – because a Volvo on-highway truck with SCR will not require active regeneration," Kress said, adding that Volvo had achieved near-zero active regeneration in its vocational applications.

"Volvo's advanced SCR technology removes a significant source of the trucking industry's concerns with emission systems," Kress said. "The truck and driver are more productive, the fleet saves fuel and the environment benefits.

"This advance is another demonstration of Volvo's industry-leading engine and emissions technology, as well as a clear demonstration of the benefits of SCR."

Volvo currently has about 30 EPA'10 test trucks in customer fleets operating with over two million miles of operation – with no active regenerations.

The company also has currently about 40 other EPA'10 trucks in operation in its corporate engineering test fleets. In addition, another 23 Volvo trucks in an earlier North American SCR demonstration and test fleet have been driven more than 9 million miles without an active regeneration.

The ability to passively regenerate DPFs depends on having the correct concentration of nitrogen oxides (NOx) in the hot exhaust flowing into the DPF, since the NOx enables passive regeneration, Volvo officials said.

By using SCR to eliminate NOx from the exhaust after it flows through the DPF, Volvo is also able to tune the engine for better fuel efficiency and better performance, the officials said.

By contrast, in-cylinder methods to decrease NOx for EPA'10, such as massive EGR, reduce fuel economy while also being incompatible with passive DPF regeneration, Kress noted.

“The need to regularly inject diesel fuel into the DPF further increases fuel consumption, adds complexity to components and systems, increases thermal cycling of system components, and interrupts driver and vehicle operations whenever a parked regeneration is required,” he said.

In addition, the ability to reduce fuel consumption by removing DPF active regeneration is further confirmation of Volvo Trucks’ comprehensive efforts to achieve outstanding fuel economy through all aspects of truck design and operation, Kress said.

“These efforts are embodied in Volvo’s Fuelwatch initiative,” he said.

In broad terms, Fuelwatch examines how to optimize and how to operate a truck or a fleet of trucks for maximum fuel efficiency. It is a process that begins before a truck is even ordered, proceeds through the correct specification of the vehicle for its intended use, and continues for the entire operational life of the truck, including training of drivers, and measuring and monitoring tools for fleet managers.



**Volvo's Scott Kress said Volvo's advanced SCR technology removes a significant source of the trucking industry's concerns with emission systems. (The Trucker file photo)**

For more information, visit [www.volvotruck.us.com](http://www.volvotruck.us.com).

*The Trucker* staff can be contacted to comment on this article at [editor@thetrucker.com](mailto:editor@thetrucker.com).