

Today's Trucking

SCR working A-OK on Mack refuse trucks

LAS VEGAS – 6-11-09 -- Skeptics wondering where all the new SCR hardware is going to fit on vocational and specialty trucks with precious real estate to spare have little to fear, says [Mack Trucks](#).

Real-world field tests of Mack refuse trucks equipped with selective catalytic reduction (SCR) continue to demonstrate the durability, effectiveness and performance, says the company, which discussed these results during the [WasteExpo 2009](#) in Las Vegas.

In addition to enhancing fuel economy and overall vehicle performance, Mack SCR aftertreatment significantly reduces active regenerations of the diesel particulate filters (DPF), increasing productivity. In over-the-road applications, Mack (and parent OEM Volvo) [has completely eliminated active DPF regeneration](#).

"We now have more than 3 million miles of customer test experience with SCR and the results reinforce our confidence that 2010 delivers increased fuel economy, lower operational costs and a continuation of Mack's legendary durability," said Dennis R. Slagle, Mack president and CEO.

Refuse customers operating trucks with Mack MP series engines have not experienced any issues involving the diesel exhaust fluid (DEF) used in SCR, or any other component of the technology. Test units have been placed with refuse fleets in a variety of environments for evaluation, including high altitude, severe winter weather and hot, humid summer conditions.

"So far, field reports on our Mack test units have been very positive," said Roy Svehla, senior manager, fleet maintenance for Republic Services. "Overall, the truck has performed very well both from a maintenance and operational perspective."

"I feel that we are much further ahead for EPA'10 than we were at this time for EPA '07," Svehla said. "I think Mack has a very good handle on the integration of the 2010 technology with its trucks."

At the same event, the company also unveiled TerraPro electric hybrid and natural gas powered refuse trucks.

The hybrid is the first production-intent parallel diesel-electric hybrid truck in the U.S. designed specifically for class 8 heavy-duty applications. The latter truck is the Mack Low Entry model, which is now available for order with heavy-duty natural gas engines supplied by Cummins Westport. The TerraPro Cabover model will be available later. The 9-liter, ISL G engine is rated at 320 hp, can use compressed (CNG) or liquefied natural gas (LNG), and has a three-way catalytic converter to meet EPA'10 emissions standards.