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MATS: Mack provides real-world SCR testing updates

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LOUISVILLE, Ky. -- Extensive field-testing on Mack Trucks' selective catalytic reduction (SCR) technology for the next round of emissions standards has the 2010 engines performing very well in customer test fleets.

The testing for the U.S. Environmental Protection Agency (EPA) emissions standards for 2010 has confirmed that Mack's SCR aftertreatment strategy results in significantly less active regeneration events of the diesel particulate filters (DPF), which increases fuel economy, as well as productivity for both the truck and driver.

As well, in over the road applications, Mack has eliminated active DPF regeneration.

"Mack is ready for 2010 and we have complete confidence in our SCR technology and its ability to deliver increased fuel economy and lower operational costs for our customers, especially when compared with other approaches to 2010," said Denny Slagle, Mack president and CEO. "Ultimately, the performance and efficiency debate on technology will be decided on the road. This is where Mack will shine."

Mack revealed the results of their field-testing during the 2009 Mid-America Trucking Show in Louisville, Ky.

The customer response to real-world testing of SCR-equipped Mack trucks reflects that SCR is a mature and established technology with significant support in vital industry sectors, according to David McKenna, director of powertrain sales and marketing. SCR also has benefits which are not yet widely recognized by the trucking industry, he noted.

"Mack's testing revealed that our EPA'10 emissions control systems will allow near zero amounts of NOx and particulate matter and as a direct result of this elegance of modern chemistry our customers will experience near zero DPF active regenerations," McKenna said. "Since we use SCR to remove NOx from the exhaust downstream from the DPF, we are able to tune the engine to produce better performance and fuel economy, while using the NOx in the exhaust to passively regenerate the DPF."

Customers operating Mack's test trucks in both vocational and highway applications reported excellent performance, power and fuel economy using Mack MP Series engines with SCR aftertreatment. They also reported no issues involving the use of diesel exhaust fluid with the SCR systems.

"These experiences confirm that our customers will benefit from our SCR technology," McKenna said. "Mack's SCR technology allows us to use the same proven base engines we do today, with a straightforward design requiring only one turbocharger, only one intercooler and only one radiator.

"Mack engines will have lower heat rejection, since we will use a lower rate of EGR than we do today, and we will have lower underhood temperatures, which helps lengthen component life through improved thermal management. Mack has not had to raise hood and cab heights to accommodate the 25 percent larger cooling systems and air flow required for MEGR either. As our test fleets have discovered, there are many advantages to choosing SCR for EPA'10."