NEWS

Manufacturers of Emission Controls Association

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MECA SUPPORTS U.S. EPA PROPOSAL TO REDUCE EMISSIONS FROM NONROAD DIESEL VEHICLES AND EQUIPMENT

Washington, DC – The Manufacturers of Emission Controls Association (MECA) today voiced strong support for the U.S. Environmental Protection Agency's (EPA) comprehensive and innovative proposed regulatory initiative to substantially reduce emissions from diesel-powered engines used in nonroad vehicles and equipment and to require the availability of very low sulfur nonroad diesel fuel. The proposal calls for a more than 90 percent reduction in both diesel particulate matter (PM) emissions and oxides of nitrogen (NOx) emissions over current levels from most kinds of construction, agriculture, and industrial vehicles and equipment. Other categories of nonroad diesel engines will need to reduce PM emissions initially by up to 50 percent followed later by further additional reductions. The proposal also would require that diesel fuel sold for use by nonroad engines be reduced in sulfur content from current levels, which can be as high as 3000 ppm, to 500 ppm starting in 2007 and to 15 ppm in 2010.

"EPA's bold initiative, if adopted and effectively implemented, will bring about the age of the truly clean diesel engine to the nonroad engine sector," stated MECA Executive Director Dale McKinnon. "EPA correctly recognizes that to achieve the proposed significant emission reductions, a 'systems' approach will be needed, combining the best in engine advances, advanced integrated exhaust emission control technology, and low sulfur diesel fuel. The experience being gained optimizing technologies to meet the stringent PM and NOx emission standards for trucks and buses, which take effect in the 2007-2010 timeframe, will greatly facilitate efforts to meet the proposed nonroad engine standards."

Advanced PM and NOx exhaust emission control technology will play a critical role in meeting the challenging new standards. Technologies to reduce diesel PM, such as diesel particulate filters and diesel oxidation catalysts, are commercially available today. Indeed, the use of exhaust emission control technology for nonroad diesel engines is not new. For well over twenty-five years, nonroad diesel engines in vehicles in the construction, mining, and materials

handling industries have been equipped with exhaust emission control technology – initially with diesel oxidation catalysts (DOCs) and followed later by diesel particulate filters (DPFs). These systems have been installed on vehicles both as original equipment and as retrofit technology. In addition, NOx control technologies that can provide up to 90 percent or more emission reductions are rapidly emerging.

"EPA's proposal presents technical challenges to the engine manufacturers, the exhaust emission control technology manufacturers, and the oil industry. Working together, we can meet these challenges and achieve the ultimate goal of a truly clean diesel engine. Our industry is extremely optimistic that, with the lead-time available and with the availability of low sulfur diesel fuel, this goal can and will be met. The exhaust emission control industry is prepared to do its part," stated McKinnon. A recent survey revealed that MECA members companies are investing over $1.5 billion in R&D and capital expenditures to develop, optimize, and manufacture emission control technologies to help reduce emissions from on- and off-road diesel-powered engines.

For more information on emission control technology for nonroad diesel engines, please see MECA's just-released white paper entitled "Exhaust Emission Controls Available to Reduce Emissions from Nonroad Diesel Engines". The white paper is available on MECA's web site at www.meca.org under Resources >> Publications.

Founded in 1976, MECA is a national association of companies that manufacture a variety of mobile source emission control equipment for automobiles, trucks, buses, and off-road vehicles and engines, as well as stationary IC engines. For more information on exhaust emission control technology, please visit MECA's web site at www.meca.org.

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