

NEWS



Manufacturers of Emission Controls Association

1660 L Street, NW ♦ Suite 1100 ♦ Washington, DC 20036 ♦ tel: 202.296.4797 ♦ fax: 202.331.1388

Contact:
Bruce Bertelsen
tel: 202/296-4797

Release Date:
May 17, 2000

MECA SUPPORTS U.S. EPA PROPOSAL TO REDUCE EMISSIONS FROM DIESEL TRUCKS AND BUSES AND TO CLEAN UP DIESEL FUEL

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 heavy-duty trucks and buses and to require the availability of very low sulfur diesel fuel. The proposal calls for a 90 percent reduction in diesel particulate (PM) emissions and a 95 percent reduction in emissions of oxides of nitrogen (NOx) compared to levels currently emitted by new heavy-duty trucks. The PM standard would take effect in 2007 and the NOx standard would be phased in beginning in 2007. The proposal also would require beginning in 2006 that all diesel fuel sold in the U.S. for use by diesel cars, trucks, and buses have a sulfur content no higher than 15 ppm per gallon.

“EPA’s bold initiative, if adopted and implemented as proposed, will bring about the age of the truly clean diesel engine,” stated MECA Executive Director Bruce Bertelsen. “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.”

Advanced NOx and PM exhaust emission control technology will play a critical role in meeting the challenging new standards. EPA in its proposal identified two technologies it believes will play a major role in meeting the proposed standards: diesel particulate filters employing catalyst technology for PM control and NOx adsorbers or “traps” to reduce oxides of nitrogen.

[MORE]

May 17, 2000

Manufacturers of Emission Controls Association

Diesel particulate filters are commercially available today. Worldwide, over 20,000 diesel particulate filters have been equipped on diesel engines. A growing body of data strongly suggests that using diesel fuel with sulfur capped at 15 ppm is the key to meeting the very stringent 0.01 g/bhp-hr PM standard with catalyst-based filter technology for all on-road heavy duty engines covered by the rule and under every conceivable operating condition for the required 435,000-mile useful life period.

NOx adsorber technology is progressing at a rapid rate, and MECA member companies developing this technology are very optimistic that this technology will be commercialized in the 2007 timeframe for diesel engines if very low sulfur fuel is available. Indeed, the prospect that EPA will require the very low sulfur diesel fuel in the 2006 timeframe has already stimulated an increased commitment to bring this technology forward in diesel engine applications. While diesel fuel with sulfur levels near zero would be preferable for NOx adsorber technology, companies developing this technology believe that with further research and development work, NOx adsorber technology can be optimized to operate effectively with diesel fuel capped as high as 15 ppm sulfur.

“EPA’s proposal presents significant 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 Bertelsen.

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 catalytic controls for select stationary sources. For more information on exhaust emission control technology, please visit MECA’s web site at www.meca.org.

#

May 17, 2000