

NEWS



Manufacturers of Emission Controls Association

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MECA APPLAUDS PUGET SOUND DIESEL SOLUTIONS PROGRAM

Washington, DC – The Manufacturers of Emission Controls Association (MECA) today praised the Puget Sound Clean Air Agency, the U.S. Environmental Protection Agency (EPA), and the other private and public sector partners who are participating in a ground-breaking program to clean up the existing fleet of diesel engines in the Seattle area through engine retrofits and the early introduction of low sulfur fuel. “MECA and its member companies are very pleased to participate in this comprehensive program that will not only provide cleaner air for the people of Seattle, but will also serve as a model to other urban areas seeking to reduce diesel exhaust emissions,” stated MECA Executive Director Bruce Bertelsen.

Older, higher polluting diesel engines make up a significant portion of both the oxides of nitrogen (NOx) and particulate matter (PM) emission inventories from heavy-duty diesel trucks, buses, and off-road equipment like those used in construction. Cleaning up emissions from these older engines will make a meaningful contribution to reducing diesel pollution.

A wide variety of diesel emission control retrofit and engine rebuild technologies are commercially available today that can provide significant emission reductions from existing on-road and off-road diesel engines. Retrofit technologies to control diesel PM and hydrocarbon (HC) emissions include oxidation catalysts and diesel particulate filters, as well as engine upgrades and modifications. PM retrofit technologies have demonstrated PM reductions ranging from 25 percent to over 90 percent depending on the technology selected and the engine involved. For NOx control, selective catalytic reduction (SCR) technology is now being retrofitted on select diesel engines such as marine engines and locomotives, and can achieve 70+ percent NOx reduction. SCR systems also have demonstrated the capability of reducing HC by up to 90 percent and PM by up to 50 percent.

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Also, lean-NO_x catalysts and EGR systems are now beginning to find use in retrofit applications. NO_x reductions ranging from 10 to 40 percent have been achieved. Additionally, engine timing can be adjusted to reduce NO_x emissions and the PM control technologies mentioned above can be installed to reduce any off-setting PM emission increases that may occur as a result of adjusting the engine timing. Low sulfur fuel is essential to enable these retrofit technologies to maximize emission reduction performance.

The U.S. EPA's Voluntary Diesel Retrofit Program, established last year, is playing a key role in encouraging programs like the Puget Sound Diesel Solutions program to go forward. EPA's program provides the means for quantifying the emission reduction benefits of the retrofit technologies; creates incentives for state and local governments, as well as other interested parties, to promote the voluntary clean-up of existing diesel engines; and provides guidance on how to implement effective voluntary retrofit/rebuild programs.

“More and more countries are turning to diesel retrofit programs to help address serious air quality problems. Retrofit programs will provide significant reductions of harmful pollutants and create new market opportunities for U.S. emission control technology companies. EPA's Voluntary Diesel Retrofit Program and initiatives such as the Puget Sound Diesel Solutions program initiative will enable retrofit technologies to showcase what can be achieved and no doubt will accelerate interest in diesel engine retrofits in other parts of the world,” Bertelsen noted.

For more information regarding mobile source emission control technology, including diesel retrofit technology, please visit MECA's Internet web site at www.meca.org.

Founded in 1976, MECA is a national association of the world's leading manufacturers of emission control equipment for passenger cars, trucks, buses, off-road equipment, and stationary internal combustion engines.

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