

NEWS



Manufacturers of Emission Controls Association

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FOR IMMEDIATE RELEASE

January 10, 2008

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MECA Releases Report on Emission Control Technologies for Diesel Engines

Washington, D.C. – The Manufacturers of Emission Controls Association (MECA) today released a report outlining the various types of emission control technologies currently available to control PM and NOx emissions from diesel-powered vehicles. In addition, MECA also posted on-line two reports detailing case studies of stationary diesel engine retrofit projects and mining equipment diesel retrofit projects. All of these documents are available for download on MECA’s web site at: www.meca.org (under “Resources” >> “Publications”).

“The U.S. EPA’s 2007/2010 on-road heavy-duty diesel program and Tier 2 light-duty vehicle program are driving the commercial application of advanced PM control technologies for diesel vehicles, as well as the development of effective NOx control technologies,” said MECA’s Executive Director, Joseph Kubsh. “Over the past several years, emission control technology manufacturers have invested a significant amount of resources to successfully demonstrate the ability of these technologies to reduce unwanted emissions from both heavy-duty and light-duty diesel vehicles at a reasonable cost and without jeopardizing vehicle performance. In addition, this investment in technology has led to a significant investment in manufacturing facilities to support the growing demand for advanced emission control technologies for clean diesel applications.”

The report, *Emission Control Technologies for Diesel-Powered Vehicles*, provides detailed technical information on the available emission control technologies – including descriptions of their operating characteristics and control capabilities – for on-road heavy-duty and light-duty diesel engines. The report specifically highlights the latest advances in NOx emission control technology, including exhaust gas recirculation, selective catalytic reduction, lean NOx catalysts, and lean NOx traps. The document also provides information on on-board diagnostic equipment and requirements for diesel vehicles.

The case study reports, *Case Studies of Stationary Reciprocating Diesel Engine Retrofit Projects* and *Case Studies of Mining Equipment Diesel Retrofit Projects*, focus on those projects that have been completed, are in progress, or have received funding for retrofitting diesel-powered stationary reciprocating internal combustion engines and mining equipment, respectively, with emission control

technology. Many of the projects focus on the feasibility of installing verified diesel retrofit devices on these engines and relate some of the lessons learned that may assist others in planning new diesel retrofit projects.

“We hope that these documents will help answer many of the questions that interested stakeholders may have on emission control technologies for both new and in-use diesel engines,” said Kubsh.

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 internal combustion engines. For more information on exhaust emission control technology, please visit MECA’s web site at: www.meca.org.

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