

# NEWS



**Manufacturers of Emission Controls Association**

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**MECA COMMENDS U.S. EPA PROGRAM TO REDUCE EMISSIONS FROM  
NONROAD DIESEL VEHICLES AND EQUIPMENT**

**Washington, DC** – The Manufacturers of Emission Controls Association (MECA) today commended the U.S. Environmental Protection Agency (EPA) for adoption of a comprehensive and innovative program 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 EPA program 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 EPA rule requires that diesel fuel sold for use by nonroad engines be reduced in sulfur content from current levels, which can be as high as approximately 3000 ppm, to 500 ppm starting in 2007 and to 15 ppm in 2010, and further extends the 15-ppm requirement to diesel fuel used by marine and locomotive engines in 2012.

“EPA’s bold initiative 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 significant emission reductions called for by the program, 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 nonroad engine standards. And requiring low sulfur fuel for marine and locomotive applications opens the door to being able to greatly reduce emissions from these sources as well.”

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Advanced PM and NO<sub>x</sub> 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, NO<sub>x</sub> control technologies that can provide up to 90 percent or more emission reductions are rapidly emerging.

“EPA’s regulations present 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. The exhaust emission control industry is prepared to do its part,” stated McKinnon. A recent survey revealed that MECA member companies are investing over \$1.8 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 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](http://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](http://www.meca.org).

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