



Best of both worlds

MOST truckmakers chose one of two accepted means of combating exhaust emissions — SCR or EGR — to comply with the new emission rules, but Volvo is leaving the choice to the customer.

“It is important to realise there are several ways in which a manufacturer can comply with 2008 emission regulations in Australia,” Volvo Trucks national sales manager James Morris says.

“One way equates to the US standards (US04), the other is the same as the European standards (Euro 4).

“Volvo has decided to comply with stringent Euro 4 standards because they demand about six times less soot.

“Environmental care has always been at the forefront of production and development for Volvo, and we are proving our continued commitment with

our 2008 range.”

When SCR is used, a small amount of urea is injected into the exhaust gases before they pass through the SCR catalyst.

There, the nitrous oxide (NOx) is transformed into harmless nitrogen and steam, both naturally occurring substances.

Volvo says to meet ADR 80/02, based on the amount of diesel fuel used, 3 to 5 per cent of urea must be added.

The cost must be balanced against the improvement in fuel consumption, which Volvo says is 2 to 5 per cent over a superseded Euro 3 engine.

Volvo is giving green-minded customers the chance to go even further by offering them Euro 5-compliant FL and FE models, which will meet the even tougher exhaust

emission rules being mooted for 2011.

Though claiming SCR to be the best solution for most users, Morris acknowledges that some applications may be better served with EGR, so Volvo is offering operators the option of EGR.



Take your pick: Volvo offers SCR and EGR engines.



Running cleaner with more power

- Volvo launches its 2008 range -

From January 1 truck owners and operators have had a clear choice when purchasing their next vehicle.

They can now choose a truck that simply complies with the latest engine emissions regulations or they can choose to make a significant difference and help safeguard our environment. Volvo's dedication to ecology and customer economy has never been more apparent as the brand prepares to launch its highly anticipated 2008 range to the Australian market.

Volvo has released an extensive twofold approach to meet the new emissions standards known as ADR 80/02 and will include SCR (Selective Catalytic Reduction) and EGR (Exhaust Gas Recirculation) solutions. As James Morris, national sales manager for Volvo Trucks, explains, the engine family for Volvo will be amongst the greenest available.

"It is important to realise there are a number of ways in which a manufacturer can comply with 2008 emissions regulations in Australia. One way equates to the United States standard challenge. Our aim here at Volvo is to be a driving force within those areas we can influence, such as transportation."

Ready for 2008 and beyond

Volvo Trucks has launched SCR technology as the company's main system for combating emissions. Using diesel engines with even more efficient combustion combined with exhaust gas aftertreatment significantly reduces nitrous oxides and particle emissions.

SCR is based on the aftertreatment of exhaust gases. It is a simple system with few components - a

tank for the additive (AdBlue), a pump, an injection unit and an SCR catalyst. Finely distributed AdBlue is injected into the exhaust gases before they pass through the SCR catalyst. There, the nitrous oxides are transformed into harmless nitrogen and steam - substances that occur naturally in the environment.

To meet ADR80/02 requirements, around 3-5% of AdBlue must be added in relation to the fuel amount used. The enhanced combustion efficients (US04) and the other is the same as the European standards (Euro 4).

"Volvo has made the decision to comply with stringent Euro 4 standards as they allow around six times less soot. Environmental care has always been at the forefront of production and development for Volvo, and we are proving our continued commitment with our 2008 range."

Soot is a very real health hazard and can lead to breathing difficulties. It is a known carrier of cancer causing agents and greatly impacts on the quality of our air. Environmental care is an important core value for Volvo and it was with this founding philosophy in mind that a truly constructive course of action was identified for 2008.

Volvo's next generation truck range proudly provides the 'greenest' solutions in meeting ADR 80/02 regulations by using advanced Euro 4 equivalent solutions in both SCR and EGR technologies.

"Creating a sustainable society that does not jeopardise future generations is a priority of the new SCR engines helps improve fuel consumption by 2-5% over current equivalent Volvo

Euro 3 engines.

Volvo has chosen SCR for several reasons:

- * SCR is the market's most fuel-efficient solution.
- * The technology is future-assured.
- * SCR works well with high-power engines.
- * Service levels are increased - up to 45,000km in typical line haul applications.

"SCR technology is not only simple and cost efficient, it provides the platform for future ADR 80/03 compliance in 2011," explains Mr Morris.

Volvo has taken a further step beyond legal requirements and offers specific truck models capable of meeting engine legislation scheduled for 2011 introduction. Customers considering the new Volvo FL or Volvo FE models are now able to choose their level of compliance.

The Euro 5 option will be available to purchase a truck three years more advanced than what is officially required.

"Volvo's status as the largest heavy-duty diesel manufacturer in the world has given us the resources to provide proven emissions solutions to our customers in both Euro 4 and Euro 5. Customers can make a real difference to the environment and at the same time have the knowledge that they will not need to change trucks in another three years time," explains Mr Morris.

Volvo's SCR technology has received more than 23 million test miles and is enabling customers to stay ahead of emissions legislation years before the standards take effect.

Volvo has found that SCR can also be used on en-

gines of all sizes without needing to supplement the lubrication or cooling systems.

"SCR is the best solution for the majority of users," says Mr Morris.

"However, there are application areas and operations where SCR may limit or obstruct certain bodywork styles. By offering EGR as an alternative, we can meet most needs and special wishes."

With EGR technology, some of the exhaust gases are cooled down and returned to the engine via the intake air. These recycled exhaust gases lower the combustion temperature, thus reducing the nitrous oxide content of the exhaust gases.

EGR technology is not new to Volvo. All Volvo trucks manufactured in the USA as of 2002 are equipped with the EGR system.

Volvo will be in the unique position to offer both Euro 4 EGR and SCR technology for its trucks in the 400-520hp range. All other displacements will be offered using SCR.

The most powerful truck in Australia:

Volvo will provide massive gains in performance as part of its new range for 2008. While some competitors will be forced to depower as a result of achieving ADR 80/02 requirements, Volvo will achieve the opposite, releasing the most powerful truck available to the Australian market - the Volvo FH16 with 660 horsepower.

"There's no doubt the 660 will contribute to higher transport efficiency," says Mr Morris. "Higher average speeds are a distinct advantage for transport companies and the high power



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output of the Volvo FH enables that, no matter what kind of terrain the truck is travelling through."



The CMV Traralgon team. (PS)