

BRIEF CHRONOLOGY OF SCR DECISIONS & DEVELOPMENT IN NORTH AMERICA

1990s

Daimler begins to investigate mobile applications and ways to adapt stationary SCR reduction technologies used to reduce emissions in power plants and utilities

1994

U.S. Environmental Protection Agency announces emissions reduction standards

2004

Europe and U.S. commit to reducing emissions

- NOx chosen as first emissions goal in Europe
- Particulate Matter chosen as first emissions goal in U.S. preceding the introduction of ULSD

2005-2006

VDA and ACEA in Europe announce plans, incentives and commitment to SCR.

2007

U.S. introduces Diesel Particulate Filters.

Daimler and Volvo announce plans to offer SCR to meet U.S. EPA 2010 standards.

Cummins announces it will enhance its MidRange on-highway product performance and reliability by adding Selective Catalytic Reduction (SCR) to its existing product to meet the near-zero 2010 emissions standards.

2008

NA SCR Stakeholders develop heavy duty SCR task force to deal with infrastructure needs and issues specific to trucking.

Cummins announces that it will add Selective Catalytic Reduction (SCR) aftertreatment to its Heavy-Duty products for 2010 to deliver the best fuel efficiency for its customers. October 2008: Cummins debuts 2010 ISL9 engine with Cummins Aftertreatment System equipped with SCR catalyst technology at the American Public Transportation Association (APTA) Expo.

Pilot Travel Centers and TravelCenters of America announce 100% support of DEF supplies.

2009

Mack Trucks debuts SCR truck at World of Concrete.

Detroit Diesel debuts BlueTec SCR technology for Daimler Trucks North America at TMC.

NA SCR Stakeholders join forces to showcase diesel exhaust fluid dispensing equipment and supplies.

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