How simple, clean, reliable SCR technology meets 2010 diesel emissions standards while improving performance.
SCR TECHNOLOGY IS SIMPLE, CLEAN, RELIABLE AND HASSLE-FREE.

It meets 2010 EPA emissions standards and improves performance.

SIMPLE

SCR supplements the Cummins engine that met 2007 emissions standards and only adds two important elements downstream of the engine:
- A catalyst located near the diesel particulate filter
- A tank that contains Diesel Exhaust Fluid (DEF)

Coach builders can keep existing floor plans with no modifications, yet they gain the flexibility to develop new layouts without the interference of larger engines or cooling packages required by other technologies. Win, meet Win.

CLEAN

SCR is the cleanest diesel technology on the road and is EPA-certified to meet 2010 emissions standards. It’s the right technology for today—and Freightliner customers have already ordered or taken delivery of more than 30,000 SCR-equipped vehicles.

EPA-CERTIFIED TO MEET 2010 EMISSIONS STANDARDS

RELIABLE

Before SCR went to market in the U.S., Freightliner Custom Chassis Corporation and Daimler Trucks (FCCC’s parent company) logged more than 30,000,000 test miles, proof that SCR is the most proven technology available.

In order to meet European emissions standards, manufacturers have relied on SCR technology since 2006. More than 600,000 SCR-equipped vehicles travel European roads today.

HASSLE-FREE

Filling the Diesel Exhaust Fluid tank is as easy as filling the windshield washer fluid reservoir:
- A gauge on the instrument panel constantly monitors the DEF level of the vehicle. A series of reminders will inform the driver when the fluid is running low.
- DEF is available at 2,500-plus locations nationwide—with more locations being added every day—including truck centers, travel stops and auto-parts stores.
- Travel from N.Y.C. to L.A. on one 10-gallon tank of DEF.

SCR is not only a solution that is simple, clean and reliable—it also improves performance by providing:
- Improved fuel economy
- Increased horsepower
- Increased torque

FILLING THE DIESEL EXHAUST FLUID TANK IS AS EASY AS FILLING THE WINDSHIELD WASHER FLUID RESERVOIR.

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**EER**

All manufacturers used exhaust gas recirculation (EGR) to meet 2007 emissions standards.
- EGR recirculates some exhaust gas back into the combustion chamber
- Required a filter to remove particulates

**ADVANCED EGR**

Advanced EGR modifies the engine and burdens it by re-circulating additional exhaust gases back into the combustion chamber to reduce NOx emissions. When tested, the results for Advanced EGR were:
- A loss in horsepower and torque, requiring a larger engine to produce comparable power
- Added engine heat
- A larger cooling package was therefore required to cool the engine
- The larger engine made it less fuel-efficient

**SCR**

SCR is selective catalytic reduction. It simply supplements the existing technology by adding two components downstream without burdening the engine:
- Diesel Exhaust Fluid (DEF) which reacts with the exhaust gases
- A catalyst that converts the nitrogen oxide (NOx) to nitrogen and water—elements common to the atmosphere

There is no loss of horsepower, no loss of torque—in fact we’ve seen an increase in both. Testing also showed up to a 6% increased fuel economy over 2007 EPA-equipped engines.

To meet 2010 emissions standards, we did our homework. In collaboration with our engine partner, we looked at all clean air technologies. Our testing led us to one conclusion—SCR is simple, clean, reliable and hassle-free for you. Why? It’s easier to understand with a brief history lesson…

**EGR Technology**

Adopted industry-wide and met 2007 emissions standards

**Advanced EGR Technology**

Only one company continued to pursue Advanced EGR to meet 2010 emissions. The rest of the industry felt EGR had reached the limit of its capabilities.

**SCR Technology**

All manufacturers except one, chose the next generation in clean air technology: SCR
MORE ABOUT SCR

Does SCR add weight to the RV?
• Yes, but so does Advanced EGR
• To achieve comparable power, Advanced EGR requires a larger engine, larger cooling system and in some cases an additional turbo
• About the same amount of weight is added in both technologies

Is it a hassle to fill the DEF tank?
• No, it’s actually hassle-free
  – Marked with a blue cap
  – Narrowed fill port to prevent accidental fuel fill
  – As simple to fill as windshield washer fluid
• DEF is readily available at thousands of travel centers and auto-part stores across North America with more being added daily

Isn’t there additional maintenance associated with SCR?
• DEF filter is changed every 200,000 miles
• No added maintenance to SCR-equipped engines
• Owners simply follow the same maintenance schedule as usual

Isn’t DEF expensive?
• No, it actually saves the owner money versus Advanced EGR
• The fuel economy improvement of SCR more than offsets the cost of DEF
• Travel from N.Y.C. to L.A. on one 10-gallon tank of DEF!
• Cost of DEF is similar to a gallon of diesel

Is DEF safe?
• Yes—it’s two-thirds water! (67.5% ionized water & 32.5% urea)
• pH is approximately 9.0 – the same as baking soda
• As safe as most other fluids, including oil, fuel, antifreeze and brake fluid

For any other questions you may have, please call the experts at Freightliner Custom Chassis at 800.FTL.HELP or go to freightlinerchassis.com/SCR.