

JOBBER'S MUST FOCUS ON UREA INFRASTRUCTURE FOR SCR ENGINE ROLL-OUT

Jobbers should begin to consider options for supplying a new fluid to treat diesel exhaust called "urea" that is required for heavy duty diesel engines manufactured in 2010 and beyond. Urea is required for all selective catalytic reduction (SCR) heavy duty truck engines, the preferred technology by all but one engine manufacturer, to meet new federal emissions standards. Urea is used to scrub diesel emissions and must be dispensed into a separate 35 gallon storage tank installed on all SCR equipped trucks at regular intervals, usually during refueling. Engine manufacturers estimate that most SCR vehicles will burn between two percent and four percent urea for every gallon of diesel fuel burned. At this burn rate, SCR engines will require urea refueling approximately every 7,000 miles. As a result some truck stops and cardlocks will be dispensing large volumes of urea (also termed diesel exhaust fluid or DEF).

A group of SCR stakeholder industries including PMAA is currently addressing a wide array of urea infrastructure and supply issues. Currently, producers are gearing up to offer urea in bulk quantities, 275 gallon intermediate bulk containers, 55 gallon drums and 2.5 gallon retail consumer packaging. Urea is generally thought to be compatible with petroleum storage containers including USTs, ASTs and cargo tanks though cross-contamination factors are not yet fully known. Engine manufacturers, Mack, Daimler, Cummins, Volvo and Paccar will all use SCR technology beginning in 2010. Navistar is the only engine manufacturer that will not build SCR engines.

Jobbers should determine whether demand for urea exists among their customers and select storage, packaging and delivery options as well as finding a reliable urea supplier. PMAA will continue to work with the SCR stakeholder group to iron out remaining urea infrastructure and supply issues.

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