

EATON CORP.

Eaton announced that its hybrid systems have collectively accumulated more than 100 million miles of service. With more than 4500 hybrid systems in use on city buses, school buses, package delivery trucks, beverage delivery trucks, refrigerated delivery trucks, refuse and recycling trucks, utility vehicles and other commercial applications, the company estimated that fuel consumption has been reduced by approximately 4 million gal. and some 40,000 metric tons of emissions have been eliminated.

In 2010, the company delivered systems to customers in Australia, Belgium, Canada, China, Egypt, France, Germany, India, Japan, Korea, Mexico, Netherlands, Poland, Qatar, Russia, Singapore, Taiwan, U.K. and U.S. Eaton also began commercial production of its Eaton HLA hybrid hydraulic system in the fall and it has also begun offering a complete line of electric vehicle charging systems.

UPS, which operates one of the largest private fleets of alternative-fuel vehicles, ordered 130 of Eaton's hybrid systems that will be deployed in 2011 in New York, New Jersey and California. UPS estimates these 130 delivery vehicles will save 66,085 gal. of fuel and 671 metric tons of emissions annually, representing a 35% improvement in fuel economy.

Eaton hybrid electric, plug-in hybrid electric and hybrid hydraulic power systems are available or in development on truck models including Crane Carrier Corp., DAF, Daimler, Freightliner, Ford, International, Iveco, Kenworth and Peterbilt, and on bus models from BCI, Foton, Heng Tong, JNP, King Long, Shen Long, Solaris, Tata, YoungMan, Yutong and Zhongtong.

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ECOM AMERICA

ECOM has introduced new features for its J2KN portable emissions

analyzer. The analyzer has a new CO sensor, with hydrogen compensation plus display of actual H₂ concentration in the exhaust. According to ECOM, the CO sensor is more robust, especially in rich-burn applications where low levels of O₂ and potentially high levels of CO and HC can damage traditional CO sensors.



ECOM's new J2KN portable emissions analyzer with new CO sensor.

The J2KN portable emissions analyzer measures mass emissions in g/bhp, lb./hr, ton/yr and has operator inputs for fuel type, fuel consumption and horsepower via a wireless remote. Information for mass emissions, in addition to concentration of O₂, CO, NO_x and HC can be viewed in real time.

Other features of the J2KN analyzer include an infrared HC sensor calibrated for use with propane or methane and mean value (averaging) for select test duration and frequency of data capture.

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FAURECIA

Faurecia said it has finalized its acquisition of EMCON Technologies and created a new entity, Faurecia Emissions Control Technologies (FECT). FECT combines Faurecia Exhaust Systems and EMCON Technologies as a global provider of emissions control technologies in 23 countries.

Also broadening its emissions portfolio, Faurecia recently became a shareholder of Amminex A/S — a Danish company with expertise in the treatment of NO_x and the developer of the Ammonia Storage and Delivery System (ASDS). Faurecia has a 21.2% stake in Amminex A/S

through a transaction valued at \$26.9 million (DKK 146.4 million).



Supported by the acquisition of EMCON Technologies, Faurecia supplies SCR systems for diesel vehicles.

The ASDS is a gaseous SCR system that delivers precise amounts of ammonia to a catalyst in the exhaust line. This step enables the removal of NO_x from diesel engine exhaust gases for both passenger cars and commercial vehicles. Faurecia said it is confident this technology will offer significant advantages to equipment and vehicle manufacturers when meeting future emissions regulations for NO_x reduction.

Faurecia has also concluded a technological cooperation agreement with Amminex to develop and industrialize the ASDS technology for diesel engines worldwide. Pre-development activities have already started with several manufacturers, it said.

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GENACC LLC

GenAcc has designed and manufactured an integrated diesel emissions control system incorporating the Combustion Components Associates Inc. (CCA) patented Trim-NO_x urea injection system. According to GenAcc, the new AirClarity system will meet EPA Tier 4 final levels, and is currently awaiting verification by the EPA for large stationary power systems.

By utilizing SCR and DPF technology, the AirClarity system can be custom configured to meet 95% NO_x reductions, 85% PM reductions, 98% HC, 98% CO, with ammonia slip maintained under 5 ppm, GenAcc said. The system

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incorporates CCA's airless Trim-NOx urea injection system, eliminating the space required for an air compressor in conventional air-assisted systems.



GenAcc's AirClarity system equipped on a Caterpillar C-175 engine.

Working with International Supply Co., GenAcc has installed the AirClarity system on a 1 MW Caterpillar C-175 engine in a 30 ft. container for prime power applications. The AirClarity system is also capable of meeting Tier 4 interim emissions levels by replacing the DPFs with DOCs, if the customer only wants to meet the 2011 EPA emissions requirements, GenAcc said.

GenAcc provides the AirClarity unit with a monitoring system to ensure all alarms including temperature, backpressure and urea levels are being monitored and logged for reporting purposes. This system can be accessed through a portal and can e-mail or send notices to system operators or call centers.

GenAcc is working with CCA to incorporate a NO_x continuous monitoring system when needed by customers. In addition, GenAcc and CCA are jointly developing an active regeneration system for DPFs.

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HALDEX

Haldex said it is nearing production of the Haldex Varivent pump, which is designed for exhaust gas recirculation (EGR) systems. The Varivent system is designed to pump exhaust gas into the engine intake rather than rely on turbocharger pressure to deliver the gas. Particularly with fuel savings becoming more critical, many manufacturers are looking to optimize

the turbocharger, which often results in less gas recirculation capability, Haldex said. The Varivent pump system is engineered to actively deliver the exhaust gas to the intake independent of the turbocharger.



The Haldex Varivent EGR pump enables a controlled EGR flow by using the venturi effect.

The system incorporates a venturi-based design specifically for EGR applications. According to Haldex, testing of the Varivent pump has shown a 2 to 5% savings in fuel consumption in comparison to a standard EGR system.

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HEINZMANN/ REGULATEURS EUROPA AMERICA INC.

Over the last several months, Heinzmann has come to market with a number of new developments. This includes a new DPF regeneration unit that incorporates an electronic control unit and a customizable double HC dosing unit for evaporation and burner feed.



Heinzmann's new single dosing injection unit.

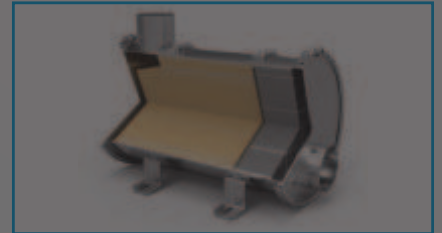
The company has also launched a new dosing unit for burner feed or direct injection into the exhaust system with fuel or urea. Along with that, the entire product range has been updated with a new leakage-safety valve system.

Heinzmann has invested in research-

ing material science, which has resulted in more temperature-resistant throttles for EGR and turbo wastegate systems. These more robust components have been developed to withstand exhaust temperatures up to 1472°F, the company said.

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HUG FILTERSYSTEMS



The new passive Mobiclean R advanced DPF from Hug.

Hug has launched a new generation of its Swiss-engineered passive Mobiclean R advanced DPFs. The new DPFs are designed to offer a lower temperature requirement of 392°F with a duty cycle of 15%. The new design of the Mobiclean DPF is engineered to be economical, simpler to install and operate and was developed with future emissions in mind, Hug said.

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MAXIMSILEX

New for MaximSilex is the Centurion line of high-flow, low-pressure restriction catalytic heat recovery silencers. The Centurion product line is targeted toward engines rated 68 to 4750 hp.



MaximSilex's Centurion line of high-flow, low-pressure restriction catalytic heat recovery silencers.

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