

FactsAboutSCR.com Clears the Air on SCR Emissions Control Technology

First Site Completely Dedicated to SCR, Diesel Exhaust Fluid Information for Commercial Trucking

Greensboro, NC -- October 02, 2008 -- Working in concert with the more than 200 companies, government agencies and organizations represented by the **North American SCR Stakeholders Group**, [Quixote Group](#) today announced the launch of [FactsAboutSCR.com](#), a cross-industry news and information resource dedicated to "all SCR all the time" updates on selective catalytic reduction (SCR) for the commercial vehicles sector. The new site is the first-of-its-kind dedicated to the introduction of SCR emissions control technology and the rollout of the SCR-enabling diesel exhaust fluid (DEF) infrastructure which will be need to be in place to meet fleet and drivers' needs as well as EPA 2010 emissions control requirements.

As an active member of the North American SCR Stakeholders Group, Quixote Group helped OEM Stakeholders, including Detroit Diesel Corporation, Daimler Trucks North America, Volvo Trucks North America and PACCAR trucks*, who recognized the differing needs of the heavy duty sector, to facilitate the first ever Heavy Duty SCR Workshop at the Department of Energy's Diesel Engine Emissions and Energy Research Conference in August. **FactsAboutSCR.com** was then created as an education tool, providing relevant, timely and peer-reviewed information on all things SCR. Topics on the site include:

- [What is SCR?](#)
- [SCR Performance Advantage](#)
- [Environment](#)
- [Public Health Impact](#)
- [Diesel Exhaust Fluid](#)

"While we know SCR will be the emissions control technology of choice for the majority of the commercial trucking industry," said [Kim Doran](#), chair of the communications sub-committee of the North American SCR Stakeholders Group, editor of FactsAboutSCR.com and CEO of Quixote Group. "We also recognize that education will be key to understanding SCR's benefits and features. FactsAboutSCR.com will keep the industry and interested public updated as EPA 2010 and stringent regulations come into effect and the inevitable implementation of SCR becomes a reality."

Offering *fuel efficiency* (savings of more than 700 gallons of fuel per truck per year) as well as *environmental benefits*, virtually all heavy-duty diesel engines in volume production today that will continue to be sold after the new standards take effect in 2010 will utilize SCR, thereby optimizing fuel consumption and environmental compliance for their owners. Since trucks transport more than 80 percent of the products delivered across North America, the new FactsAboutSCR.com site provides up-to-date news highlights, industry reports, presentations and perspectives, and background information related to the introduction of SCR for the benefit of truck owners, fleet managers and related industries.

SCR is the only emissions control technology proven to meet the near-zero emissions standards required for 2010, and it is recognized by leaders in the automotive and heavy-duty trucking industries, government and regulatory bodies, media and other related associations as the most efficient and cost-effective technology for controlling vehicle emissions in all common commercial vehicle applications.

Selective Catalytic Reduction technology works by injecting diesel exhaust fluid (DEF), automotive-grade urea and water, into the exhaust stream of a diesel engine before it passes through a catalyst. The ensuing chemical process, called selective catalytic reduction, converts the exhaust into nitrogen and water vapor, resulting in near-zero levels of emissions. Tests among leading manufacturers have shown that SCR can reduce nitrogen oxide (NOx) emissions up to 90 percent while increasing fuel efficiency. Working in combination with diesel particulate filters, SCR reduces emissions to near-zero levels.

(*Cummins Inc. announced its commitment to using SCR technology for heavy duty engines shortly after this event in August.)