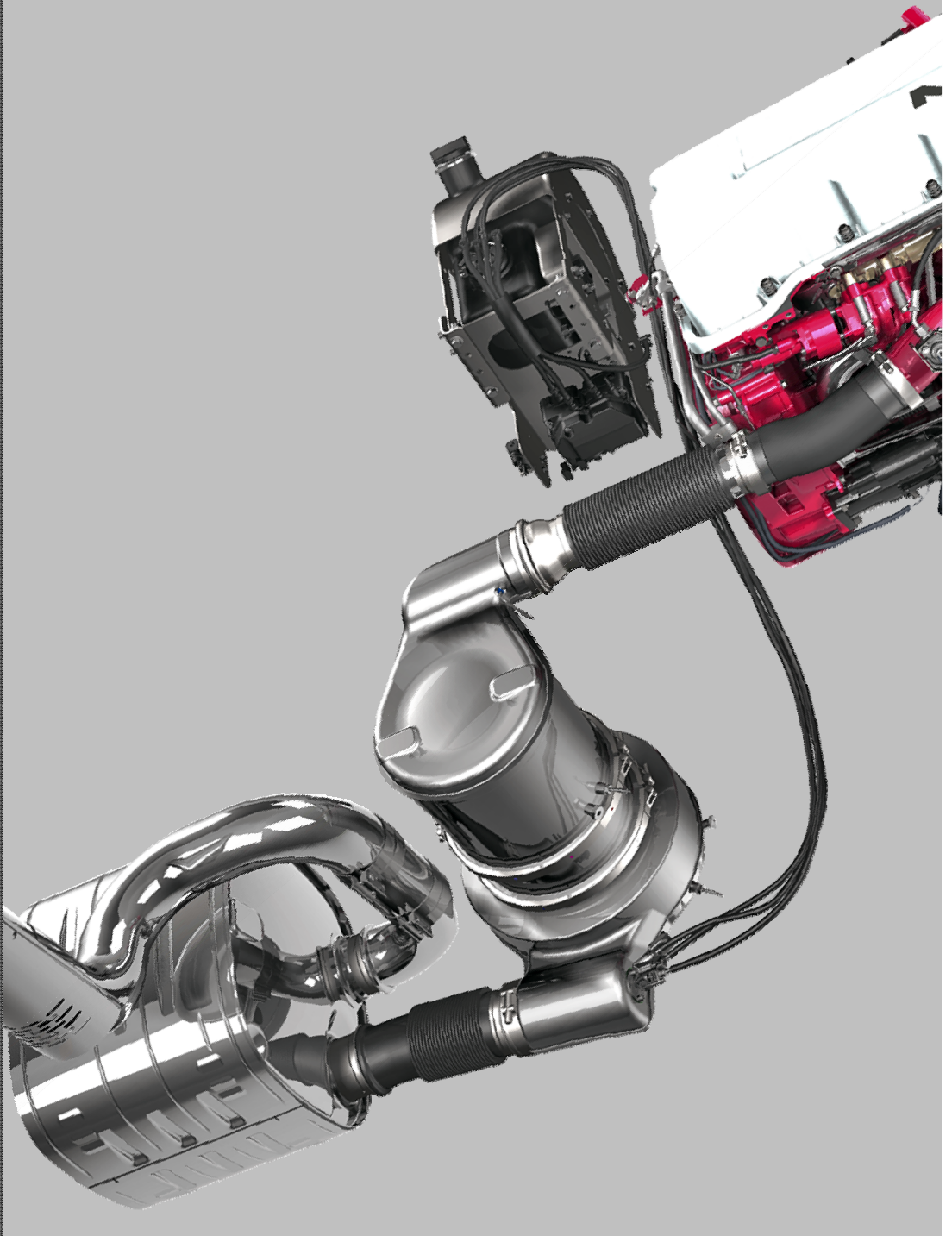




David McKenna
Director
Powertrain Sales and
Marketing



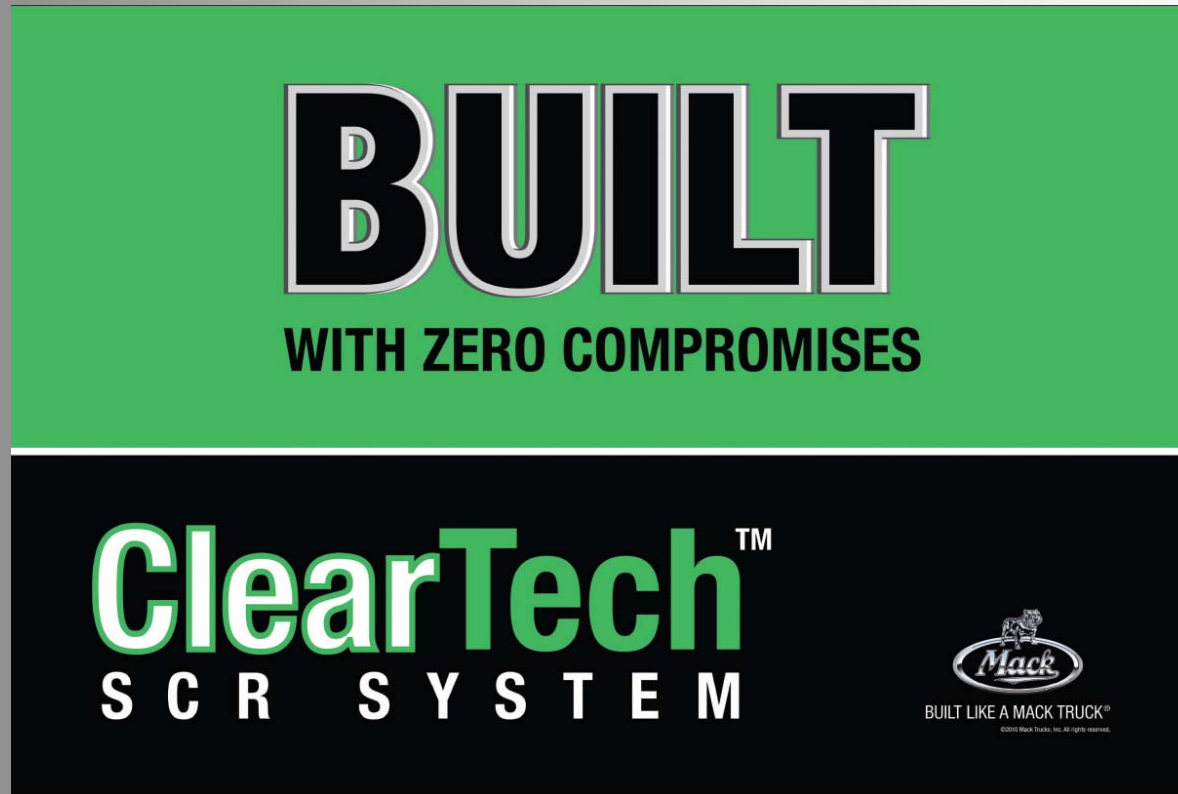
EPA2010: Mack Leads Industry

WE ARE READY!
WE ARE ON TIME!
WE ARE CLEAN & GREEN!

		UNITED STATES ENVIRONMENTAL PROTECTION AGENCY OFFICE OF TRANSPORTATION AND AIR QUALITY WASHINGTON, DC 20460			
CERTIFICATE OF CONFORMITY 2010 MODEL YEAR					
Engine Family:		AVPTH10.8S02			
Certificate Number:		VPT-ONHWY-10-03			
Intended Service Class:		HHDD			
Fuel Type:		DIESEL			
FELs: g/bHp-hr		NMHC +NOx:	NOx:	PM:	0.00
Effective Date:		11/16/2009			
Date Issued:		11/16/2009			



Mack ClearTech™



Customers can Identify Clean SCR
Technology with Mack Trucks, Inc.



US EPA Region 5 ARD

Some SCR History...

Prototype SCRs at Stratford, CT



June 2003

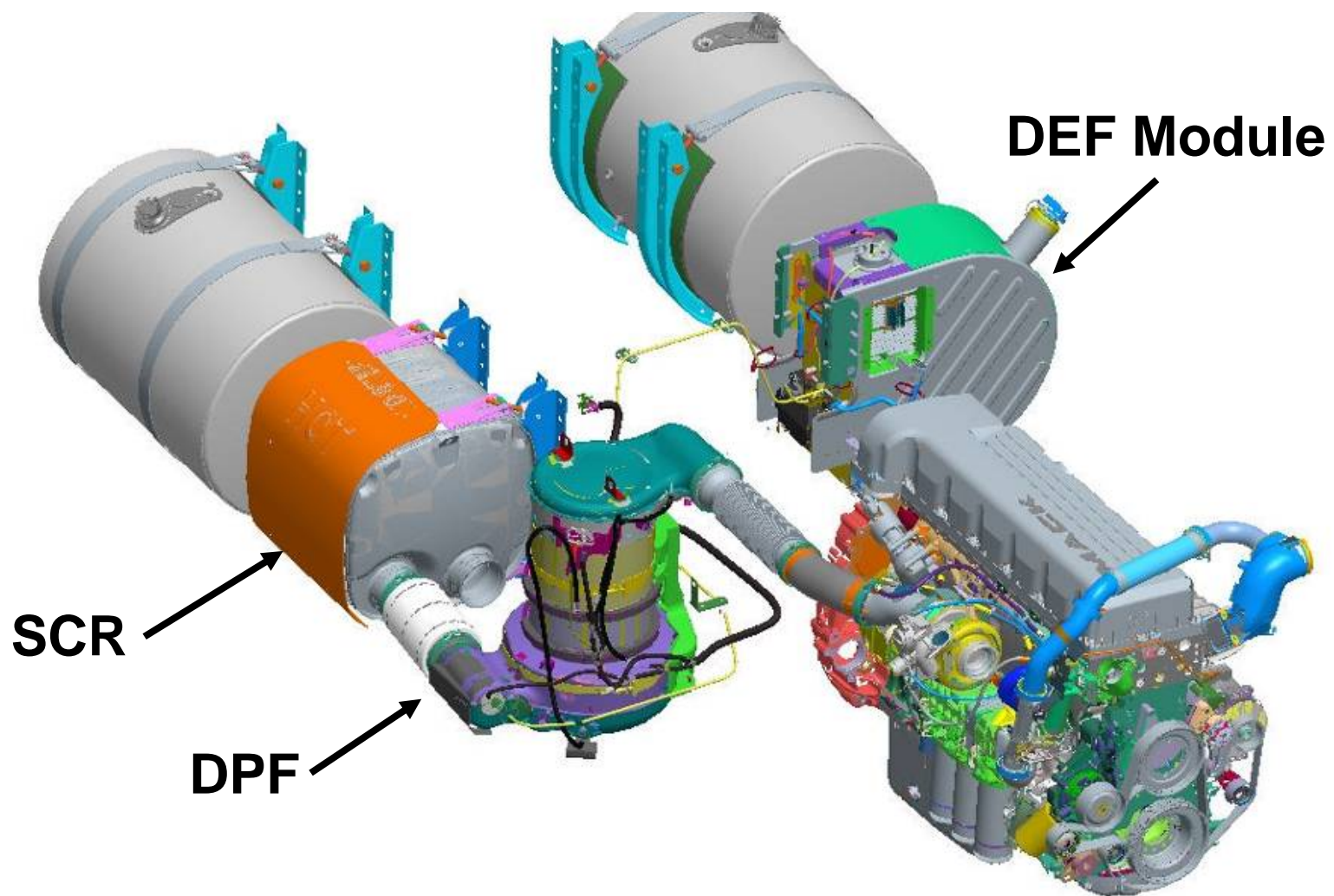


Phase 1 Applications



US EPA Region 5 ARD

Phase 1 Layout

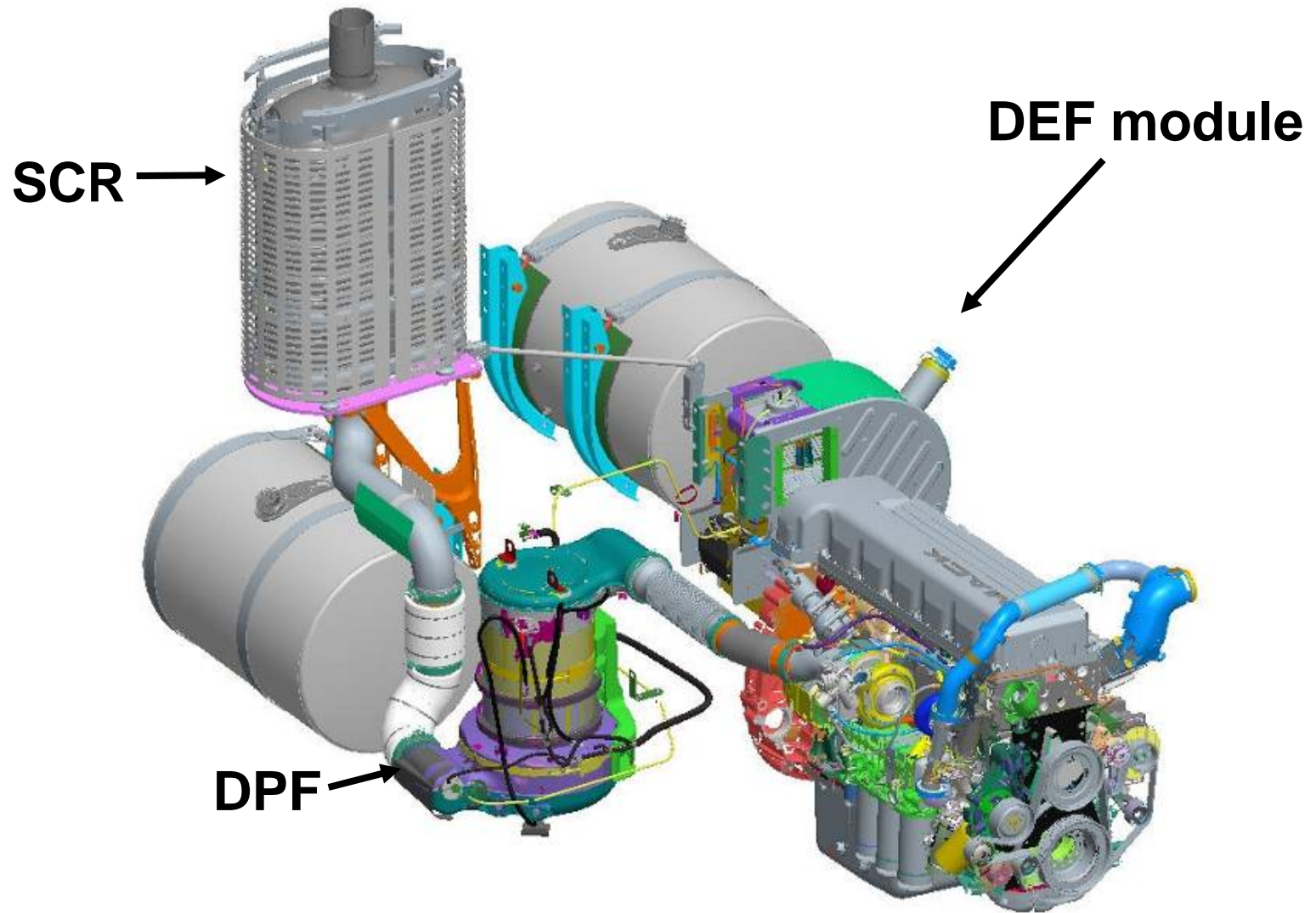


Phase 2 Applications



US EPA Region 5 ARD

Phase 2 Layout

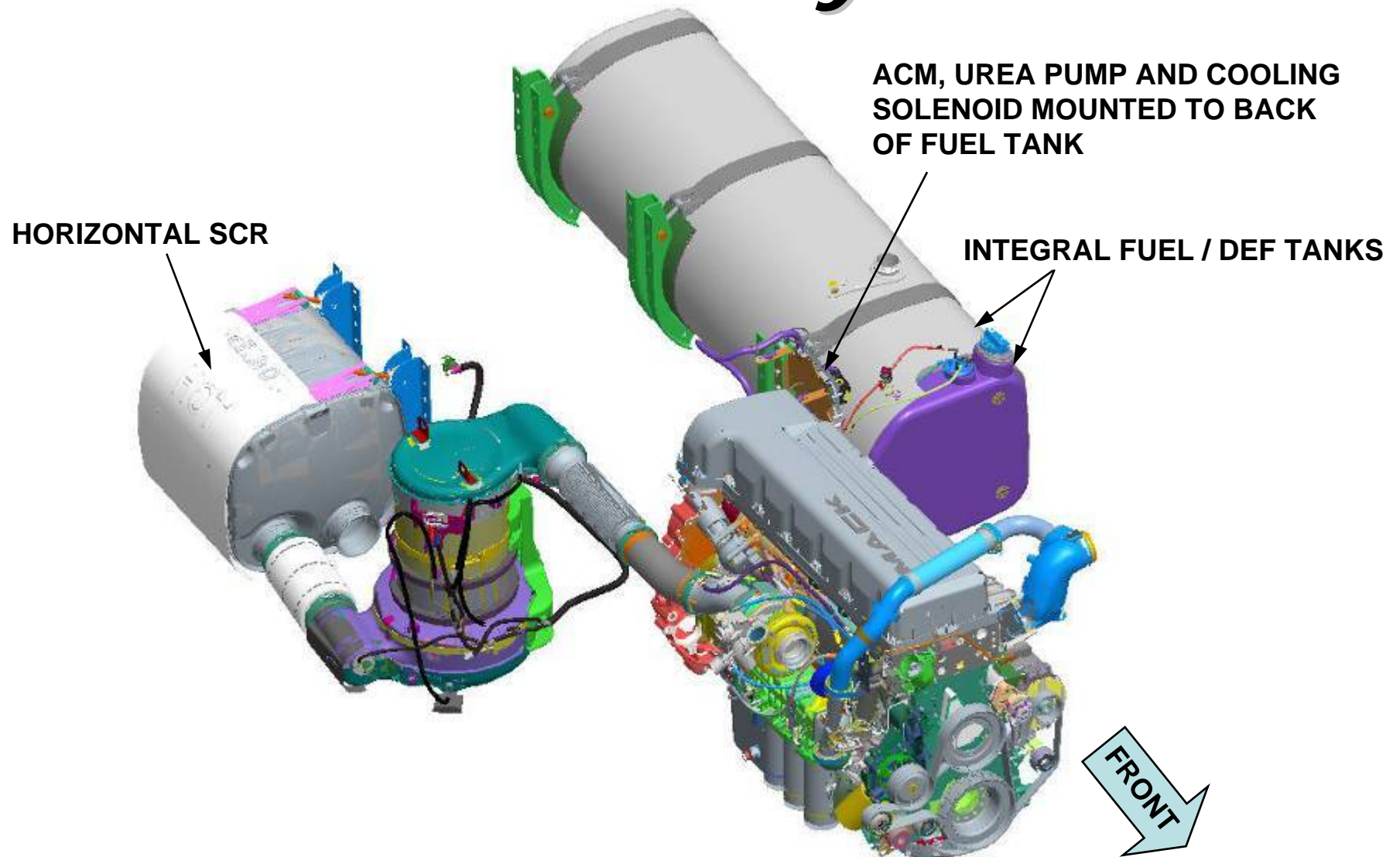


Phase 3 Applications



US EPA Region 5 ARD

Phase 3 Layout



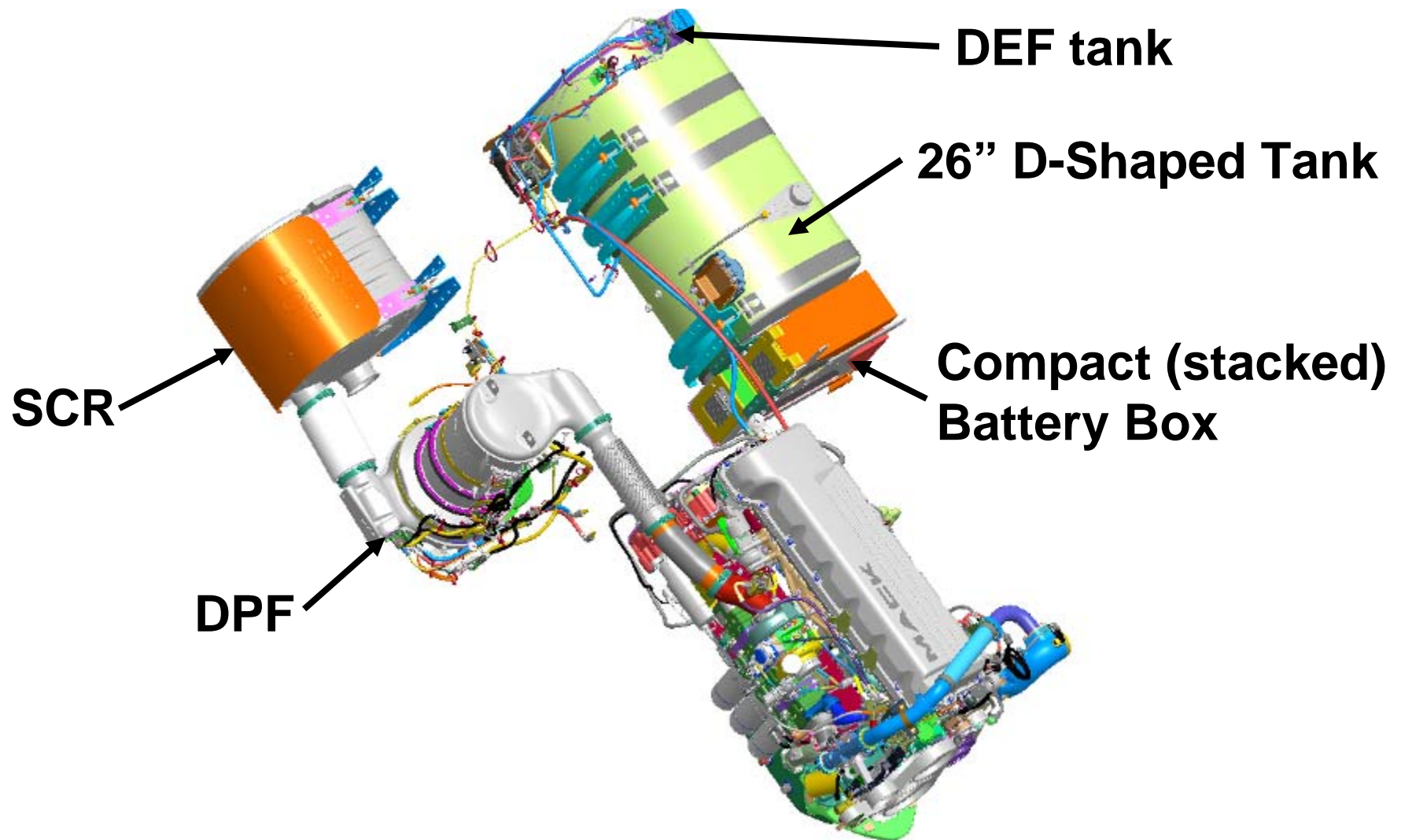
Phase 4 Applications



US EPA Region 5 ARD

Phase 4 Layout

(10x4 Vehicle)



3 ClearTech Engine Platforms

- MP7 - 11L from 325HP to 405HP.
- MP8 – 13L from 415 to 505HP.
- MP10 – 525 to 605HP.
- No HP overlap.
- 3 modern engines for every application
 - 11L has perfect HP density from 29.5 HP/L to 36.8 HP
 - 13L is a robust 13L and not a stroked 11L; PD from 32 HP/L to 38.8
 - 16L is monster for severe service applications; PD from 32.8 HP to 37.8
- In 1970 HP density was ~ 21.5HP to ~28.
- In 1990 HP density had improved to ~25HP to ~ 38.3.
- In 2010 HP density with SCR affords 29.5 to 38.8.
- Why go big when you can go smart?



Lest we not forget 10 Top Reasons for SCR

- #10 – **NEAR ZERO** requirement for Active DPF regen's.
- # 9 - Certified and Compliant with EPA 2010 @ 0.2g NOx.
- # 8 - Lower heat rejection, lower under hood temps, longer component life through improved thermal management.
- # 7 - Same basic under hood installation for 2010 as is today – very service friendly.
- # 6 - Single EGR valve.
- # 5 - Single EGR cooler.
- # 4 - Single VG Turbocharger.
- # 3 – Lower CO₂ emissions.
- # 2 - Fuel Economy
- **# 1 – Even better Fuel Economy!**

