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Diesel Retrofit Meca

Diesel Retrofit The purpose of this section of the MECA website is to provide useful information related to diesel retrofit emission control technology. By making this information available, MECA hopes to assist interested stakeholders in establishing and operating more effective diesel retrofit programs.

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The Manufacturers of Emission Controls Association (MECA) has received many inquiries regarding the installation of emission controls on existing diesel engines. Inquiries have included requests for technical information, information on past retrofit experiences, the types of retrofit control

Retrofitting Emission Controls On Diesel-Powered Vehicles

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The audit recommended the diesel retrofit program unit refer those non-reporting vehicle owners to the compliance and enforcement unit for further follow-up to ensure the OTCI form signed by a DEIC or MVC inspection is submitted. The department concurred with the findings and recommendations of the audit.

Diesel Retrofit News - 2012 | MECA

Failure to comply with MassDOT's diesel retrofit requirement can result in non-compliance penalties, consisting of either withholding contractor payments or a daily monetary deduction of \$2,500. Kasprak said that over 1,500 pieces of construction equipment have been

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retrofit since the start of the program.

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According to MECA, DPF retrofits are one

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of the most cost-effective options to comply with California Diesel Risk Reduction Plan (DRRP) regulations to reduce PM emissions from the existing diesel fleet. DPFs have been used to retrofit approximately 50,000 on-road and off-road vehicles in California since 2002, and these retrofit filters have had an excellent performance record.

news: MECA releases US diesel retrofit sales figures for 2013

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verified) diesel retrofit devices (for both on-road and off-road diesel engines) sold in the US (including California) by MECA member companies in 2011 was 20,177, according to the Manufacturers of Emission Controls Association (MECA).

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MECA expects some of these fleet owners to comply with these future deadlines by installing a DPF retrofit. Installing DPFs on diesel vehicles is one of the most cost-effective ways to reduce particulate matter emissions from in-use diesel engines, according to MECA.

news: MECA releases US diesel retrofit sales figures for 2014

In most cases, diesel retrofit programs should focus on PM emissions because of their serious health effects and because PM retrofit technology is more mature than NOx retrofit technology. Where ...

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MECA: Diesel retrofit sales in California lower than projected 7 August 2013
Sales of diesel particulate filters (DPF) for in-use, on-road, heavy-duty diesel vehicles operating in California remain lower than projected, according to the results of a survey by the Manufacturers of Emission Controls Association (MECA).

news: MECA: Diesel retrofit sales in California lower than ...

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harmful diesel emissions. Despite this success, many fleet operators want to be let out of requirements to either retrofit their old engines, or purchase new ones. They argue - falsely - that diesel retrofits are prone to failure. In truth, diesel emission control devices are reliable, safe, and highly cost-effective.

140401 Truck & Bus 1 pg

Looking to the future, MECA named a number of regulatory initiatives that have the potential to revitalize diesel retrofit sales, including: EPA's new five-year in-use clean diesel strategy, focused on reducing emissions at high particulate matter exposure areas such as ports.

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