



Engines : All change in 2012

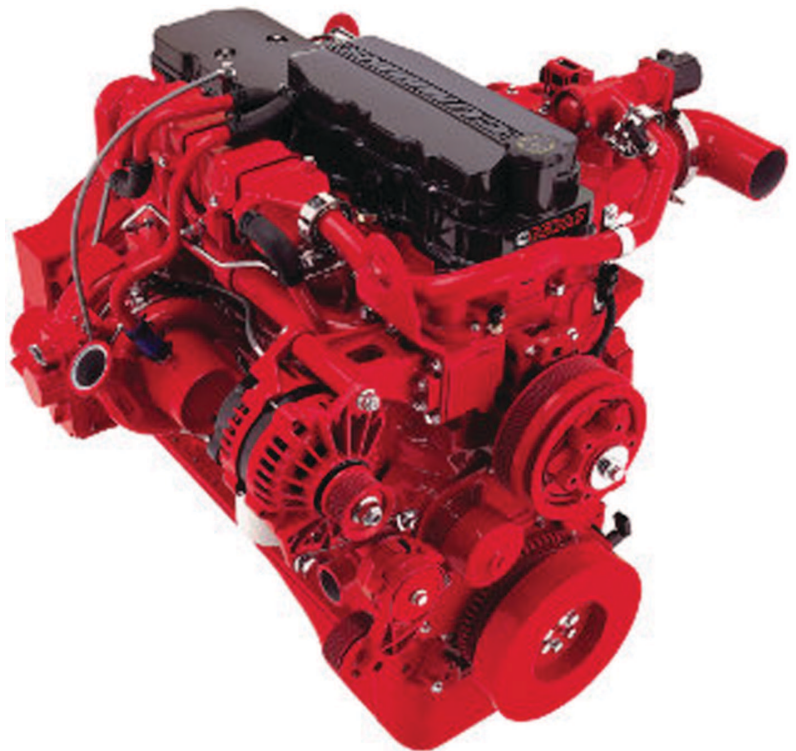
Order NOW if you want to delay adopting tier 4 engines in your fleet.

Despite a marked lack of enthusiasm – or demand – from UK plant operators the new “Stage 4” EU regulations arrive next year:

Molson are taking orders now for the last 100 or so units of the new Hyundai series 9 machines before the 9A series arrive: the new regulations will require use of diesel exhaust fluid (typically “AdBlue”) and many users have been expressing reservations about having to be “early adopters” of these new engines – which require greater attention and care and where it is feared that expensive mistakes could too easily occur.



The engine picture we would have liked to have shown you!



An ACTUAL Stage 4 Cummins Engine

To refresh your knowledge:

To meet EU stage 3B emissions regulations, - which require the emission of nitrogen oxides (NOx) and particulate matter (PM) to be reduced more than 90% - manufacturers had to choose between Selective Catalytic Reduction (SCR) and the older cooled Exhaust Gas Recirculation (EGR) technology.

Robin Powell
+44(0)7836 578 085

Jonathan Wilson
+44(0)7785 248 247

Sales Team:
Ricky Grove
+44(0)7887 880 055

Matt Yelling
+44(0)7789 991 155

Stuart Butler
+44(0)7899 664 535



While there are advantages and disadvantages for each emissions system, the biggest plus for cooled EGR was the obvious lack of diesel exhaust fluid (DEF) – like AdBlue – that can be mistakenly put into the wrong tank, keeping life simple for machine operators and hire operations.

As a recent article in Earthmovers said:

It can sometimes be challenging enough for operators to refuel a machine from an array of improvised fuel canisters, let alone find something good enough to provide the purity needed when handling DEF!

Among the disadvantages of cooled EGR is extra heat, which in turn requires a larger cooling pack. And then there's the extra space required to fit an industrial-strength flame-thrower to regenerate the DPF.

However, for Stage 4 emissions regulations beginning in 2014 all manufacturers have to adopt both SCR and EGR technologies to meet the very stringent limits.

The new Hyundai 9A range, in addition to cleaner exhaust, will see changes to engine performance, fuel consumption and maintenance requirements, which will be the subject of future product updates.

In the meantime, if you want to order the last of the series 9 machines please call your [Molson representative now](#). We are negotiating special deals to clean out these units: **don't miss out: Call soon!**

