

Volvo introduces high sulphur conversion kit for medium-duty engines

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To allow customers to resell Stage IIIB-complaint compliant machines into less regulated markets, Volvo Construction Equipment now offers a system for converting medium-duty engines for use with fuels that contain a higher level of sulphur.

Volvo Construction Equipment (Volvo CE) has recently developed a high sulphur conversion kit for medium-duty engines, allowing customers to use machines equipped with Stage IIIB engines in less regulated markets. When this conversion kit has been used, the engines are able to run on fuel used in countries with lower emissions regulations for off-road vehicles, usually containing much higher sulphur levels than in regulated markets.

“The high sulphur conversion kit is a robust solution that allows customers to resell their machines into less regulated countries,” explains Jonas Andersson, product manager at Volvo CE Sales Region EMEA. “The kit is installed using genuine Volvo software and hardware, ensuring the quality and reliability of the machines are not affected when the engine is converted. This conversion extends the longevity of the machine and its components, and is quickly and easily implemented by dealers.”

The conversion kit is available for a range of Volvo CE machines, including wheel loaders, excavators, compactors and pavers. It is compatible with Volvo D4H, D6H and D8h medium-duty engines, and allows the use of fuels with a sulphur content of between 500 ppm and 10000 ppm.

A quality conversion

The conversion process involves changes to both the hard and software of the engine. Six hardware kits and 28 new engine part numbers are needed to perform the conversion, and new software will be run separately at a Volvo back office to finalize the process when the physical changes have been made.

The kit works by deactivating the exhaust gas recirculation (EGR) system and replacing the diesel particulate filter and diesel oxidation catalyst with a conventional muffler. This reduces the functionality of the engine in order for it to run on fuels with higher levels of sulphur. Once completed, the conversion is permanent and the engine cannot be used in regulated markets. These changes are made by the dealer in the less regulated market, in conjunction with Volvo CE's Global Parts department. Approval for the conversion will be given

when the dealer has updated the engine with the latest software and removed the Stage IIIB compliance certification labels.

Source: Volvo AB