



John Deere has announced a program to offer an actively regenerated diesel particulate filter for retrofitting “key legacy John Deere construction machines.” The program involves Nett Technologies VorTEQ 100 DPF. Nett has secured California Air Resource Board (CARB) Level 3 verification, which will carry the CARB 5 year/4200 hour mandatory warranty.

# JOHN DEERE’S DPF RETROFIT PROGRAM

Fifteen construction equipment models involved in initial phase; validated under-the-hood kits

BY MIKE OSENGA

**J**ohn Deere has announced it is collaborating with Nett Technologies Inc., Toronto, Canada, to offer an actively regenerated diesel particulate filter (DPF) for retrofitting “key legacy John Deere construction machines.”

Nett has secured California Air Resource Board (CARB) Level 3 verification for its VorTEQ 100 DPF, which will carry the CARB 5 year/4200 hour mandatory warranty.

The VorTEQ system utilizes a controller, monitor and diesel burner to monitor filter condition and control regeneration. It is a stand-alone system and does not interact with the vehicle electronics or operator monitor systems.

“This is a unique offering for our customers, as Nett not only developed and verified the retrofit technology but has also worked closely with John Deere Construction & Forestry

engineering to design, validate and package these under-the-hood kits,” Deere’s announcement said.

Glen Chrusciel, Retrofit & Repower program manager for John Deere Power Systems, said that while much of the initial interest comes from major urban areas, mostly on the East and West coasts, the interest in these types of retrofits is much broader.

“There are in-use regulations and bid specifications — sometimes called



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green construction sites — especially in the Northeast and California that require retrofitting of older engines with verified Level 3 DPFs,” Chrusciel said.

“We anticipate many more urban areas adopting bid-specification programs in the future. You have all the existing nonattainment areas plus the eight-hour ozone standard currently under revision, which also will be driving the need to clean up older engines.

“When you think about it, there are millions of older machines that aren’t Tier 4 interim or Tier 4 final. There’s just not enough revenue to replace all of them, so you’re going to have to retrofit for a number of years.”

There are 15 machine models involved in what Deere says is the first phase of what will eventually be a wider program. Kits are available through John Deere equipment dealers.

The Deere equipment models involved in this initial phase include the 210LJ landscape loader, seven models of J Series backhoes, the 710G backhoe, five four-wheel-drive loaders — the 524K, 544J, 544K, 624H and 624J models — as well as the 670C motor grader.

“The big deal about this announcement is that it’s one of the first times a dealer can buy a kit that’s pre-engineered for a machine and essentially bolt the DPF system right on,” Chrusciel said.

He added that the kits include the DPF and control system, hardware, as well as instructions on how to fit the DPF under the hood. “There’s not going to be any re-engineering of the machine to make the DPF fit,” he said. “Nett has done the work to make sure they’ve positioned it under the hood such that it’s not going to cause problems with the machine. They’ve taken into account the line-of-sight and other safety issues, so it’s pretty much everything a regulator would want to see in a retrofit program.”

The program began last June with Deere Construction & Forestry dealers. However, John Deere Power Systems engine distributors can also develop under-the-hood kits for equipment manufacturers they sell to, Chrusciel said. **dp**



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