

Detroit Diesel Adopts Daimler-Proven BlueTec® System for All Heavy-Duty EPA 2010 Engines

LOUISVILLE, Ky. – March 27, 2008 – Detroit Diesel Corporation announced today plans to introduce Daimler’s widely acclaimed BlueTec® System as its chosen technology to meet the upcoming stringent EPA 2010 standards for heavy-duty trucks.

BlueTec represents the world’s latest in clean diesel engine technology and will incorporate enhanced performance of Detroit Diesel’s recently introduced DD15™ engine and its future family of engines, including the DD13™ and DD16™, the already proven ACRS™ common rail fuel system and diesel particulate filter, as well as a new Selective Catalytic Reduction (SCR) exhaust emissions aftertreatment system.

“I’m happy to announce that we will be utilizing BlueTec technology for our Detroit Diesel engines beginning in 2010,” said Chris Patterson, president and CEO of Daimler Trucks North America. “The technology is clearly the best choice for our customers. BlueTec is the only means of meeting the stringent 0.2 g/kwh NOx standard for heavy-duty diesel engines, in 2010 while actually reducing diesel fuel consumption in comparison with the technology used in 2007 engines.”

BlueTec’s Proven Advantages

BlueTec compels no compromise in performance or fuel consumption, essential to today’s operators beset by skyrocketing fuel prices, while striving to attract and retain the best of a very constrained driver pool.

“Given U.S. driving conditions characterized by steady cruising speeds on the highways and enormous overland distances, the new BlueTec System will show its advantages early on,” said Mike Delaney, Daimler Trucks North America senior vice president of marketing. “The BlueTec System with SCR technology is

projected to increase fuel efficiency by about 3 to 5 percent - significant fuel savings in a typical North American truck fleet.”

Environmentally, BlueTec brings advantages beyond the strict EPA requirements.

“Reduced fuel consumption means reduced emissions overall,” Delaney said. “That means lower CO2 emissions as well.”

Detroit Diesel’s BlueTec System utilizes DEF, (also known as urea) a common nitrogen-containing compound. It works with the heat of the exhaust and a catalyst to convert NOx emissions into harmless levels of pure nitrogen and water vapor – two natural components of the air we breathe.

Detroit Diesel worked with other Daimler companies to develop and build the North American version of the proven technology to meet EPA 2010 standards, as well as to place Daimler Trucks North America at the forefront of emissions and performance capability. Built upon the experience of its European counterparts, SCR is proven technology that requires DEF refilling only about every 5,000 to 6,000 miles per 20-gallon tank under typical highway duty cycles.

“With the massive effort currently underway to establish the DEF distribution infrastructure in North America, we are not concerned in the least about availability,” Delaney said. “With just the 800 or so outlets created by the participants already committed, we have more than enough to get started, but there will be a lot more than that. Let’s put it this way – with a 5,000 mile range, you’d have to try pretty hard to miss them.”

BlueTec Best Choice for Clean Engine Technology

Daimler’s BlueTec System is modular and may be adapted for use on buses and RVs, as well as hybrids and trucks. Daimler’s U.S. passenger car division,

Mercedes Benz USA, has introduced three new SUVs (R320 BlueTec, ML320 BlueTec and GL320 BlueTec) as part of Daimler's aggressive expansion in the application of the technology.

BlueTec symbolizes Daimler's commitment to meet today's environmental challenges and those to come. Since early 2005, Daimler alone has delivered more than 100,000 trucks and buses around the world utilizing this proven technology which offers exemplary performance and fuel economy.

Detroit Diesel Corporation is a leading manufacturer of on-highway diesel engines for the commercial truck market. Headquartered in Redford, Mich., Detroit Diesel is engaged in the design, manufacture, sale and service of these products, in addition to supporting alternative and hybrid engine strategies for the commercial truck marketplace. Detroit Diesel is a Daimler company.

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