

## **Detroit Diesel Unveils the All-New DD13™**

*With better fuel economy and industry-leading technologies, the DD13 is for customers who Demand It All*

**REDFORD, Mich. – Aug. 5, 2008** – Continuing its legacy for developing reliable and fuel efficient engines, Detroit Diesel introduced its new DD13™ engine today. A smaller version of the popular DD15™ engine, the DD13 displaces 12.8 liters, and features a 6-cylinder, in-line configuration. The new engine allows customers to demand economy, serviceability and performance.

Designed for the less-than-truckload, regional distribution, and vocational markets, the DD13 will be offered in output and torque variants from 350 to 450 hp and 1,350 to 1,650 lb-ft.

The DD13 is the second in a series of all-new heavy-duty engines from Detroit Diesel that will eventually cover three displacement categories: 13 liters, 15 liters and 16 liters. Part of the Detroit Diesel engine family, the DD13 shares a common base engine design that will be leveraged on a global scale by Daimler Trucks.

“We have taken all of the lessons learned from our 70 years of building engines and applied this extensive history to our new engine,” said David Siler, director of marketing for Detroit Diesel. “The DD13 – which is truly a culmination of our experience and innovations – delivers what our customers want: economy, serviceability and performance.”

### **Demand Economy**

Featuring many of the same groundbreaking technologies found in the DD15, but weighing 400 lbs less, the DD13 provides best-in-class fuel economy – up to five percent better when compared to the MBE 4000 (which it will be replacing).

Built to spend more time in top gear, the DD13 pulls strong down to 1,100 RPM, which results in increased fuel economy. The DD13's enhanced cooling system reduces fan on-time – further contributing to the engine's fuel efficient design.

Another key feature is the engine's electronically-controlled Amplified Common Rail Fuel System (ACRS™) – a fuel delivery system that works in unison with Detroit Diesel's DDEC® VI engine management system to deliver the exact amount of fuel needed at just the right moment, creating an optimal combustion event. Not only does this result in a more fuel-efficient engine, it cuts NOx emissions without draining power.

“The DD13 is the only engine in its class to offer ACRS,” said Admir Kreso, director, HDEP Engineering for Detroit Diesel. “We are utilizing our proven technologies across the board to help our customers save money.”

### **Demand Serviceability**

Detroit Diesel has long been known for engines that are easy to service and provide low cost of ownership – the DD13 is no exception.

The DD13 can go further between routine service intervals than any similarly spec'd engine – up to 50,000 miles. The engine was designed with convenience in mind – the cartridge-style filters (oil, coolant and fuel) are positioned above the frame rail which makes service quick, easy and clean. Serviceability doesn't stop there; the maintenance-free crankcase breather further contributes to the low cost of ownership. Combining extended intervals and quick, easy service operations, the DD13 stays on the road and out of the shop.

“Many of the design features we included enable customers to easily perform routine maintenance on their own,” said Siler. “This reduces time spent in the shop, off the road – and increases profitability during this ever-so-competitive time in our industry.”

And, with 65 percent of the engine's components being the exact same as the DD15 – the DD13 offers unmatched parts availability. Detroit Diesel's sophisticated distribution network ensures that all of its 800 plus North American parts and service outlets are stocked with genuine Detroit Diesel parts. The common design between the DD15 and DD13 also ensures that trained and qualified technicians are always available.

### **Demand Performance**

The DD13's torque curve provides an extremely wide peak torque range – up to 500 RPM wide. This allows drivers to easily find the DD13's 'sweet spot' for optimum engine performance. In addition, an asymmetrical turbocharger results in less moving parts when compared to competitor's VGT or waste-gated turbocharger designs, creating a more reliable and durable engine.

"The DD13 is designed to provide a remarkable B50 life of one million miles," said Kreso. "The engine's overall robust construction ensures it will be around for a long time."

Other key engine features contributing to the all-around performance of the DD13 include the Jacobs engine brake, which is integrated into the engine and offers up to 546 braking horsepower; a robust rear gear train; and a ribbed cast iron block that lowers noise vibration harshness (NVH).

The DD13's advanced design also allows for the smooth and seamless integration of BlueTec® SCR technology – the industry's only proven solution for reducing emissions to meet EPA 2010 standards without compromising power, fuel economy or performance.

The market launch of the DD13 will start with Sterling Trucks and Freightliner in 2009, followed by Western Star in 2010. It will be manufactured at the Detroit Diesel plant in Redford, Mich.

Detroit Diesel Corporation is a leading manufacturer of on-highway heavy-duty 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, the world's leading commercial vehicle manufacturer.

Daimler Trucks North America LLC, headquartered in Portland, Oregon, is the leading medium- and heavy-duty truck manufacturer in North America. Daimler Trucks North America produces and markets Class 3-8 vehicles and is a Daimler company, the world's leading commercial vehicle manufacturer.

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