



**DETROIT DIESEL**

**FOR IMMEDIATE RELEASE**

**Detroit Diesel Corporation Announces  
Engine Readiness for 2007 Emission  
Standards**

**LOUISVILLE, KENTUCKY, March 31, 2005** – Detroit Diesel Corporation (DDC) today announced that its Series 60<sup>®</sup>, MBE 900 and MBE 4000 engines are poised to meet the stringent standards set by the Environmental Protection Agency (EPA) for 2007 diesel exhaust emissions. EPA emission standards require that commercial heavy-duty diesel engines comply with a Nitrous Oxide (NOx) and particulate matter level that is nearly 55 percent lower than today's standard for NOx emissions, and 90 percent lower than today's standard for particulate matter.

"We're thrilled to be so far along in the development process with our engines considering we still have nearly two years to go before the new emission regulations take effect," said Carsten Reinhardt, president and chief executive officer of Detroit Diesel Corporation. "Our Series 60, MBE 900 and MBE 4000 engines are the backbone of America's trucking industry and our development process underscores the importance we place on being ready, not just for 2007, but beyond."

The company plans on further advancing its EGR technology, in addition to integrating a diesel particulate filter and a closed crankcase breather system to meet the emerging standards.

“Fortunately, the modifications to our engines will not significantly impact our successful product line-up,” said Tim Tindall, director of Emission Projects for Detroit Diesel. “Our EGR system will be enhanced. In parallel, we also are upgrading our electronic control system to support active regeneration of the particulate filter.”

In addition to an updated EGR system, the company will include a maintenance-free closed crankcase breather system, and an improved turbo charger system. “The improved design enhances airflow; yields a cleaner combustion cycle; helps increase fuel economy and provides the driver with better load response and acceleration,” added Tindall.

“It is clear that we made the right choice by applying EGR in 2002 to support new emission levels,” said Reinhardt. “We believe our consistency with the application of this technology, along with rigorous testing, will go toward differentiating our quality for the customer in 2007.”

In a media briefing held in late February, Detroit Diesel outlined its rigorous testing program that supports the updating of its three engines -- the Series 60, Mercedes-Benz MBE 4000 and Mercedes-Benz MBE 900. According to Tindall, the extensive testing program for the three engines will accumulate more than 25 million test miles for its current product and will provide valuable feedback to the engineering and program team through which adjustments will be made to ensure the highest quality products are offered in 2007.

In fact, winter testing has concluded on the engines, with preparations for summer testing underway. Additionally, Detroit Diesel will soon deliver the first in a series of more than 75 trucks with 2007 Series 60 engines to its strategic customers who are supporting the company in its development of the 2007 engines.

The Series 60, MBE 900 and MBE 4000 engines are available in vehicles produced by business units of Freightliner LLC. Freightliner LLC is the largest manufacturer of heavy-duty

trucks in North America and a leading manufacturer of medium-duty and specialized, commercial vehicles.

Detroit Diesel Corporation is the leading manufacturer of on-highway heavy-duty diesel engines for the commercial truck market. The company offers a complete line of engines from 170 to 515 horsepower for the on-highway and vocational markets. Through its corporate headquarters in Detroit, Michigan, 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 subsidiary of DaimlerChrysler and part of the Freightliner Group.