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## FOR IMMEDIATE RELEASE

### **Detroit Diesel Corporation Continues Collaboration with U.S. Department of Energy**

**WASHINGTON D.C., June 7, 2005** - Detroit Diesel Corporation (DDC) today announced that it will build on its long-standing relationship with the United States Department of Energy (DOE) to continue developing advanced diesel engine technologies. Detroit Diesel was recently recognized with grants from the DOE that will assist in funding two projects: one for a proposed High Efficiency Clean Combustion (HECC) program and the other a proposed Exhaust Energy Recovery (ER) program.

DDC is working on emergent commercially viable technologies that improve thermal efficiency while meeting emissions regulations of 2010 and beyond. DDC will pursue the development of such technologies through the proposed HECC program, as well as through its work on the ER program. These two programs combined are worth an estimated \$27 million in government grants over the course of the next several years.

"We're constantly reviewing how we design, develop and manufacture our products to make sure we are providing the most productive, lowest emissions technology," said Carsten Reinhardt, president and chief executive officer for Detroit Diesel Corporation. "We're very proud to have been selected for these two grants and to continue collaborating with the Department of Energy with whom we've had a long-standing relationship."

Detroit Diesel news releases, photographs and product specification details are available at [www.detroitdiesel.com](http://www.detroitdiesel.com)

### **HECC Program Hopes to Ignite New Technologies/Approaches**

The collaborative HECC program is targeting a very challenging technical goal: to combine several processes that enhance engine combustion individually into one system enabling high efficiency clean combustion across the entire engine speed-load range. Additionally, the project will develop engine systems, hardware and controls to improve thermal efficiency while meeting emissions levels of 2010 and beyond. Through working with the DOE, Detroit Diesel will continue to push thermal efficiency levels higher, supporting the Department of Energy's strategic goals of reduced dependence on foreign oil and lower CO<sub>2</sub> emissions.

"We are very pleased to be jointly developing the lead engine for our global next-generation engine platform with Detroit Diesel. The new collaborative DOE-DDC programs will benefit from this development. The new awards clearly underscore the U.S. government's confidence in our research and development efforts at DaimlerChrysler and at Detroit Diesel," said Dr. Gerald Weber, head of DaimlerChrysler's Truck Product Creation organization, based in Stuttgart, Germany.

In addition to partnering with the U.S. Department of Energy for this program, DDC will also work closely with the Freightliner Group, Sandia National Laboratory, Oak Ridge National Laboratory and Shell International Gas Limited.

### **Harnessing Exhaust Energy Better**

Just like the HECC program, the collaborative Exhaust Energy Recovery program is intended to improve heavy-duty diesel engine fuel economy as it focuses on evaluating engine-based technologies to partially recover and convert exhaust energy into useful mechanical and electrical work. The focus of the program will be on the development of technologies - like turbocompounding - to optimize integration among powertrain components (engine, aftertreatment, transmission and axles) and the vehicle in an effort to reduce fuel consumption.

Successful completion of the ER program is expected to result in commercially viable technologies that will provide significant energy, environmental and economic benefits upon implementation.

### **The Expected End Result**

"For both programs, we are looking at achieving a goal of 10 percent thermal efficiency improvement, which if achieved nationally, could translate to a cumulative savings of about 297 million barrels of fuel, about 120 million metric tons reduction of CO<sub>2</sub> and about \$22 billion in transportation cost savings over a nine-year-period starting as early as 2012," concluded Reinhardt. "We are very excited about the potential these programs may have in protecting the environment and reducing the use of energy."

"Detroit Diesel Corporation and the Department of Energy have long worked together on advanced technologies," said United States Senator Carl Levin, whose office was instrumental in notifying Detroit Diesel that it had been approved for the two grants. "Today, DDC is to be congratulated for being named recipient of two U.S. Department of Energy grants totaling nearly \$30 million. It is further evidence of the confidence the Department of Energy has in Detroit Diesel's technological expertise."

Detroit Diesel's 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 and Freightliner LLC are both part of DaimlerChrysler.

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.