

# news release

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## **Detroit Diesel Corporation Says ‘We’re Ready for EPA ’07!’**

- *Company unveils 2007 Series 60® heavy-duty diesel engine*
- *Flagship engine continues legacy as fuel economy, performance leader*

**LOUISVILLE, Kentucky, March 23, 2006** – Earlier today at the 35<sup>th</sup> Annual Mid-America Trucking Show (MATS), Detroit Diesel Corporation launched its redeveloped Series 60, MBE 4000 and MBE 900 diesel engines to the world, while proclaiming readiness for EPA ’07. Detroit Diesel is exhibiting at the Mid-America Trucking Show at booth #3250.

“We’re definitely ready for EPA ’07,” an enthusiastic Carsten Reinhardt, President and Chief Executive Officer of Detroit Diesel Corporation, said at the event. “We have been working on not just meeting the new emissions standards, but enhancing our three engines set to launch next January. We also have our service, technical support and manufacturing teams ready to support the engines.”

The 2007 Series 60 heavy-duty engine will retain its leadership position as the fuel economy leader among Class 8 diesel engines. The most popular heavy-duty diesel engine for the past 15 years, and with close to 900,000 in operation today, the engine’s advanced fuel system, next generation electronics and Aftertreatment System will meet the new emissions standards, without impacting fuel economy or engine performance.

Here’s a look at some of the enhancements that have been added to the 2007 Series 60:

### **Reduced Exhaust Emissions –**

The 2007 Series 60 is equipped with an exhaust Aftertreatment System that replaces the muffler assembly in the exhaust system. The

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Aftertreatment System dramatically reduces the amount of particulate emissions released into the air. This unit includes a Diesel Oxidation Catalyst (DOC) and a Diesel Particulate Filter (DPF) located in the exhaust system. During normal operation, exhaust heat and the catalyst work together to oxidize the soot. Additionally, the engine's Exhaust Gas Recirculation (EGR) System has been optimized to dramatically cut NOx formation by returning a measured amount of exhaust flow to the cylinders and lower combustion temperatures. The newly designed system features a high-capacity, tube-and-shell EGR cooler that is more rugged than the previous model.

**Lower Oil Consumption with a Monotherm Piston –**

The redeveloped Series 60 also offers lower oil consumption – nearly 40 percent lower -- because of the introduction of a new piston design, changes in oil control ring geometry and a smoother bore finish on the cylinder liner.

**Improved Turbocharger Performance –**

The 2007 Series 60 is equipped with an electronic variable geometry turbocharger that automatically – and precisely – adjusts its boost across the operating range, and delivers quick lift on the low end, where turbo lag would otherwise occur.

**New Fuel Injection System –**

The new fuel system, which adds to the performance and cleanliness of the engine, includes dual solenoid Electronic Unit Injectors that provide exact fuel metering and enable independent injection pressure control. Additionally, the system features a redesigned harness for more robust performance and greater accessibility, as well as new technology that enhances performance and reduces emissions.

**Next Generation Engine Management System –**

Detroit Diesel set the benchmark as the first fully electronic heavy-duty diesel engine. Now Detroit Diesel is raising the bar with its next generation electronic control system, DDEC VI. For 2007, the system employs a more powerful microprocessor, increased memory and enhanced diagnostics. DDEC VI is capable of monitoring and managing all engine functions including the

Aftertreatment System required for 2007 emissions. DDEC VI is a key part of the strategy to achieve greater operating efficiency, cleaner exhaust emissions and leverages all of its best features from past generations of the system.

“The 2007 Series 60 represents a tremendous amount of investment, design, engineering and manufacturing to bring a solid and highly reliable and durable product to market,” said Tim Tindall, Director of the EPA '07 Program for Detroit Diesel Corporation. “I’ve been with Detroit Diesel for over 30 years, and this is by far the most extensive program in terms of testing and preparedness that I’ve seen. We are excited about the redeveloped Series 60 and introducing it for the Class 8 market for EPA '07.”

Detroit Diesel Corporation is a 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 of companies.