



**DETROIT DIESEL**

## **Detroit Diesel Corporation Reaffirms Commitment to Motorcoach and Firetruck markets**

**DETROIT, Michigan, April 6, 2006** – At a media event held earlier today, Detroit Diesel Corporation (DDC) reaffirmed its commitment to supplying and servicing its 2007 Series 60<sup>®</sup> heavy-duty diesel engine for the motorcoach and firetruck vehicle markets. Detroit Diesel has been supplying and servicing engines to these two important commercial markets for several decades.

“We want to reassure motorcoach and firetruck manufacturers that we are committed to the sale and service of our 2007 Series 60 engine for them,” said Carsten Reinhardt, President and Chief Executive Officer of Detroit Diesel Corporation. “We remain dedicated to supporting these markets in 2007 and beyond and have made some very distinct refinements to our '07 Series 60 to accommodate the unique designs of these vehicles.”

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 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.

13400 Outer Drive, West  
Detroit, MI 48239-4001  
Fax 313.592.8176

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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 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 motorcoach and firetruck markets.”

While trying to maintain as much commonality as possible with engines used in the truck market and provide customers the benefit of leveraged costs over larger volumes, Detroit Diesel also recognizes the importance to tailor specific features for the Motorcoach and firetruck markets. Significant engineering time and investment are being made for specific component designs, engine calibration and development, and system validation. Below are a few highlights of the components that require special consideration:

**For Motorcoach applications:**

**EGR Mixer Assembly** – The EGR mixer assembly has been mounted transversely to the coolant package so the connection to the radiator assembly is routed up, over or across the front of the engine.

**Oil Pan** -- The motorcoach market requires a low profile rear sump oil pan because the engine is in a “pusher” configuration, whereas a Class 8 engine is in a “puller configuration. Additionally, a distinctive design is required for oil fill and oil dipsticks in order to accommodate the positioning of the oil pan.

**A/C Bracketry** – The Air Conditioning bracketry design is one-of-a-kind for the motorcoach market because the volume of the space that needs to be cooled is significantly larger than that of a Class 8 truck or a fire truck.

**Cold Pipe** – The EGR Cold Pipe must accommodate distinctive routing because the accessory options for the alternator and A/C systems are different in a fire truck and a motorcoach.

**For Firetruck applications:**

**Turbocharger Actuator** – Detroit Diesel has developed an innovative design for the turbocharger actuator position – it requires being closer to the turbo -- due to the narrow tunnel through which the engine must fit on the firetruck.

**Cold Pipe** – The EGR Cold Pipe must accommodate distinctive routing because the accessory options for the alternator and A/C systems are different in a fire truck and a motorcoach.

**Fire Commander II** – Based on success of the original Fire Commander, the new hardware package was developed to work in tandem with DDC's DDEC VI electronics system and will provide the same level of performance customers have come to know.

For both the motorcoach and fire truck markets, the alternator bracketry is a special design because the electrical demand of a motorcoach and a fire truck are significantly higher than that of a Class 8 truck. As a result, the alternators that charge those systems are larger and require larger brackets in order to mount to the engine. And, the requirements of these markets dictate finely tailored calibrations to meet the needs of their customers.

Detroit Diesel is a pioneer in the motorcoach and firetruck markets. Over the course of the last several decades, Detroit Diesel has had a significant presence in both the motorcoach and firetruck markets, many times serving as the only heavy-duty diesel engine supplier to many OEMs.

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.