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**ENGINE MANUFACTURERS SUPPORT EPA 2007 RULE, CALL FOR
LOW SULFUR FUEL TO ACHIEVE EMISSION REDUCTION GOALS**

CHICAGO (May 18, 2000) - The Environmental Protection Agency (EPA) yesterday proposed challenging goals for industry stakeholders to achieve by the 2007 model year. The Engine Manufacturers Association (EMA) today announced support of EPA's systems approach of regulating fuel quality in conjunction with emissions reductions. "We strongly agree with EPA's proposed fuel improvement initiatives and feel it will set the stage for unprecedented emissions reductions in new engines," said Glenn Keller, EMA Executive Director.

Included in the EPA regulations are requirements for refiners to cut the amount of sulfur in diesel fuel by 97 percent over the next seven years, and for this cleaner fuel to contain no more than 15 parts per million (PPM) of sulfur. In addition, EPA is calling for engine manufacturers to achieve a 95 percent reduction in nitrogen oxide (NOx) emissions phased in over a three-year period from 2007-2010, and also a 90 percent reduction in particulate matter (PM) emissions.

EMA believes that a 15 PPM cap on diesel fuel will go a long way toward cleaner diesel emissions, however, engine makers may need even lower sulfur levels to achieve the stringent emissions standards EPA is requesting. "Fuel sulfur levels must be lowered even beyond the 15PPM cap proposed by EPA to give engine makers the best chance to meet the proposed emissions standards," claimed Keller. "A higher fuel sulfur level will jeopardize manufacturers ability to achieve reduction efficiencies and durability requirements."

EMA is studying EPA's phased-in approach to NOx emissions standards. "The technology for reducing NOx emissions is currently not mature enough to achieve EPA's stringent 2007 standards, but we're working diligently with technology suppliers to get there as quickly as we can," said Keller.

EMA reemphasized that the introduction of ultra-low sulfur fuel enables engine makers to introduce advanced aftertreatment devices needed to reduce emissions and meet EPA's proposed targets. "Cleaner diesel fuel is a prerequisite to the next generation of emissions control technology," added Keller. "We look forward to working with EPA in crafting a final rule that meets the environmental goals of our nation."

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EMA is a trade association representing worldwide manufacturers of internal combustion engines for all applications except passenger cars and aircraft. The EMA continues to work with government and industry stakeholders to help the nation achieve its goals of cleaner fuels, more efficient engines and cleaner air. For more information contact Anne Rukavina at (312) 644-6610 x3393 or visit our Web site at www.engine-manufacturers.org