

**FOR IMMEDIATE RELEASE**

**CONTACT:  
JOE SUCHECKI (312) 827-8734**

**ENGINE MANUFACTURERS CALL FOR ON-TIME DELIVERY OF ULTRA-LOW  
SULFUR DIESEL FUEL TO IMPROVE NATION'S AIR QUALITY**

**CHICAGO, June 10, 2005.** With the first regulatory deadline for production of ultra-low sulfur diesel fuel for heavy-duty trucks and buses now only a year away, engine manufacturers today re-affirmed the critical importance of maintaining the schedule for delivery of less than 15 parts per million (ppm) sulfur diesel fuel. The Engine Manufacturers Association (EMA) stressed that the on-time availability of clean, ultra-low sulfur diesel fuel is crucial to achieving cleaner air across the country by significantly reducing emissions from new heavy-duty diesel engines and vehicles.

In order to meet the 90% emissions reductions required by U. S. EPA's 2007 clean diesel rule, a systems approach including improved engines and aftertreatment devices is needed to achieve the impressive goal of near-zero emissions from diesel vehicles. Ultra-low sulfur diesel fuel is the third leg in the systems approach and is a necessary prerequisite that enables the successful emissions reductions.

EMA President Jed Mandel indicated today that engine manufacturers have invested hundreds of millions of dollars in research, development, and engineering to assure that the best engine and aftertreatment technologies are available and ready for use in 2007. "The clean diesel technologies required by EPA's 2007 rule are designed to operate on diesel fuel with less than 15 ppm sulfur content and need the ultra-low sulfur diesel fuel to operate properly," stated Mr. Mandel. "There can be no slippage in the delivery schedule or quality of the fuel."

-More-

Sulfur in diesel fuel poisons the aftertreatment equipment needed to achieve the 90% emissions reductions called for by the 2007 rule. “As we introduce these significantly cleaner engines and vehicles, potential buyers need the assurance that the appropriate diesel fuel required by this new technology will be available as promised. Over the last four years, engine manufacturers have designed and manufactured engine systems based upon single digit ppm sulfur content fuel with a cap of no more than 15 ppm, and we fully expect that a diesel fuel that complies with this requirement will be available,” stated Mandel.

Mandel concluded with the statement that “Engine manufacturers have done their part and are ready with the engine and aftertreatment technology needed to meet the 2007 emission standards. Oil and pipeline companies and the EPA must assure that diesel fuel that fully complies with the established standards is available and delivered on-time. Any backsliding is unacceptable from a vehicle engineering and air quality viewpoint.”

The Engine Manufacturers Association is a trade association representing worldwide manufacturers of internal combustion engines used in applications such as trucks and buses, farm and construction equipment, locomotives, marine vessels, and lawn, garden and utility equipment. EMA works with government and industry stakeholders to help the nation achieve its goals of cleaner fuels, more efficient engines and cleaner air.

#####