

**Contact: Joe Suchecki
312-929-1978**

FOR IMMEDIATE RELEASE

ENGINE MANUFACTURERS TESTIFY THAT EPA'S MID-LEVEL ETHANOL BLEND MISFUELING PROPOSAL NEEDS SIGNIFICANT IMPROVEMENT

CHICAGO, November 16, 2010. Testifying at an U.S. Environmental Protection Agency (EPA) public hearing held in Chicago, the Engine Manufacturers Association (EMA) stated that EPA's proposed rule to prevent misfueling with mid-level ethanol blend gasoline (E-15) fails to achieve its goal. Roger Gault, EMA's Technical Director, testified that EPA's proposed labeling program will not prevent the inadvertent or intentional use of E-15 blends in small engines and that the agency needs to take additional steps to prevent misfueling. During his testimony, Mr. Gault stated that the proposed regulation "fails to provide adequate misfueling safeguards in three critical areas: availability of fuel; preemption of state regulations and practices that would promote misfueling; and effective deterrents to both intentional and unintentional misfueling."

EMA member companies manufacture gasoline engines used in a variety of equipment such as lawnmowers, utility equipment, and generators. Those engines are designed to operate on gasoline fuel with less than 10% ethanol content. Using gasoline with more than 10% ethanol can create performance and operational problems and reduce engine life.

EPA recently approved a fuel waiver allowing late model passenger cars to use gasoline blended with up to 15% ethanol, and today's hearing was held to obtain public comments on a proposed rule intended to prevent the use of E-15 fuel in vehicles, nonroad equipment, and engines not included in the waiver. EMA fully supports EPA's decision that E-15 blends are not acceptable for use in those engines, but remains concerned that E-15 will be used in such engines in spite of EPA's proposed misfueling controls.

"The partial waiver is a real problem since it creates a fuel that can only be used in select late model passenger cars and not in older light-duty vehicles, all heavy-duty vehicles, marine engines, off-road recreational vehicles, or small utility engines", continued Mr. Gault. "There are no adequate safeguards to prevent owners of engines that cannot properly operate on E-15 from filling-up with E-15 blends and thus potentially damaging their engines. Equally important, there is no guarantee that gasoline with less than 10% ethanol will even be available. That will create serious problems for consumers across the nation."

In drawing attention to this issue at today's hearing, EMA called upon EPA to develop an alternative and effective misfueling regulation that guarantees that owners of small engines will

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have access to the fuel needed to safely run their engines and equipment and that ensures that E-15 fuel will only be used for vehicles that EPA approves to operate on E-15. “EPA needs to go back to the drawing board and develop a misfueling regulation that will actually work to prevent misfueling with E-15. Otherwise, owners and operators of small engines across the country are at serious risk of experiencing significant problems when they fill up with fuel from the local gas station”, said Mr. Gault.

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The Engine Manufacturers Association is the 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 to help the nation achieve its goals of cleaner fuels, more efficient engines, and cleaner air.