

November 8, 2006

Mr. Russ Miller
Director- Engineering & Commodity Management Division
GSA Automotive
Room 1000
2200 Crystal Drive
Arlington, VA 20406

Dear Mr. Miller:

Recapped below are answers to the five (5) questions you asked in your message dated 10/26/2006 from Andrew Buczynsky, with GM Powertrain engineering. Number six (6) was added to include information relative to using JP8. I trust this information is what you wanted and answers some of your questions.

1. B5: allowed in Duramax since MY 2003.
2. B20: for 2007 at this time, B20 is not recommended for use in GM's diesel engines
3. Additives: the wording directly from bulletin 03-06-04-017B is as follows: The use of diesel fuel additives is not required or recommended for the 6.5L diesel or the 6.6L Duramax® Diesel engine under normal conditions. The filtering system is designed to block water and contaminants without the use of additives. However, some customers may desire to use fuel additives to improve the characteristics of available diesel fuels...Only alcohol free water demulsifiers should be used in General Motors diesel engines. GM Diesel Fuel Conditioner ®, P/N 88861009 (in Canada, 88861038) or both *Racor Power Shot Plus® and *Stanadyne® diesel fuel additives are alcohol free and utilize water demulsifiers to cope with water in the fuel. Our main point is that the fleet coordinator should work with the fuel company to obtain a fuel that is water-free and meets ASTM D 975, especially for cold temperature operation.
4. Consequences of using LSD in vehicles requiring ULSD: The higher sulfur level will poison the diesel particulate filter, causing the vehicle to exceed federal emission standards. Knowingly using LSD in a ULSD-required vehicle is a violation of federal law.
5. Other comments: ULSD is compatible with all diesel vehicles and should be used exclusively.
6. Use of JP8 is not recommended in GM diesel engines.

Very truly yours,

R. L. Dixon
Manager - General Motors Government Sales