



Volvo Powertrain

Keith Strutzenberg
Forschler & Associates
Arizona Office
2423 E. Torrey Pines Lane
Chandler, AZ 85249

November 2, 2006

Dear Mr. Strutzenberg:

This letter is to provide the position and recommendations of Volvo Powertrain North America and Mack Trucks, Inc. regarding maintenance and operations of our engines in light of the new fuels and oils required for the EPA US'07 emissions compliance.

1. Our position regarding the use of B5 biodiesel:

Biodiesel blend of up to B5 is allowable in the use of Mack Engines of any model year. Please refer to the vehicle Operator's and Maintenance manual for further fuel specifications.

2. Our position regarding the use of B20 biodiesel:

Biodiesel blends above B5, up to and including B20, are not recommended or approved for use in Mack engines until the regulated specification is released by ASTM.

3. Our position on the use of fuel additives on 2006 and earlier MY vehicles with diesel engines certified to the EPA's 2004 requirements:

Due to potential damage to the fuel system or engine, the use of supplemental diesel fuel additives other than those added by the fuel manufacturer is not recommended.

Therefore, no additives are approved to be used in any aftermarket level (user level). All additizing should be done at the fuel distribution terminal level based on approved additive specifications for that fuel.

Please refer to the vehicle Operator's and Maintenance manual for further fuel specifications.

A Division of Mack Trucks, Inc.

Volvo Powertrain North America

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4. Potential consequences if ULSD is not used in vehicles equipped with EPA US'07 compliant diesel engines:

ULSD fuel is required for all trucks having an EPA 2007 emissions compliant engine. These engines utilize an exhaust after treatment system having a Diesel Particulate Filter (DPF) which in most vehicles includes a Diesel Oxidation Catalyst (DOC) that is sensitive to sulfur contamination. If non-ULSD fuel is used, these components will be significantly damaged, resulting in a severe derate and gradual loss of power to the point where (if operation is continued), the engine will shutdown without allowable restart.

Failure of the DPF system or fuel system attributable to the use of improper fuel (can include, but not limited to: non-ULSD fuel, fuel blended with non-ULSD fuel, fuel with unapproved additives, fuel with sulfur containing additives, or fuel with oil added), is considered a non-warrantable failure.

5. Other recommendations on fuel usage and/or vehicle operation:

Along with the use of ULSD, EPA 2007 emission compliant engines require the use of engine oil which meets the specifications of CJ-4 and Mack EO-O Premium Plus Engine Oil. The use of engine oil that does not meet EO-O specifications will, at a minimum, result in premature soot-loading of the DPF, and, in severe cases, damage to the DPF system. Again, failure of the DPF system attributable to use of improper oils is considered a non-warrantable failure.

Oil additives are approved at the oil manufacturer's blending plant level ONLY. No aftermarket oil additives are approved for use in any engine powering a Mack vehicle.

CJ-4 (EO-O Premium Plus) engine oil is approved for use in pre-US'07 emission level engines (backward compatible). However, CI-4 (EO-N Premium Plus) engine oils ARE NOT approved for use in any EPA 2007 emissions level.

Please refer to the vehicle Operator's and Maintenance manual for further fuel specifications.

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Recommend referencing API website FAQ at www.apicj-4.org

Please do not hesitate to contact me if you have further questions or requirements.

Thank you and regards,

Carrie-Ann Baker

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Volvo Powertrain, North America

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