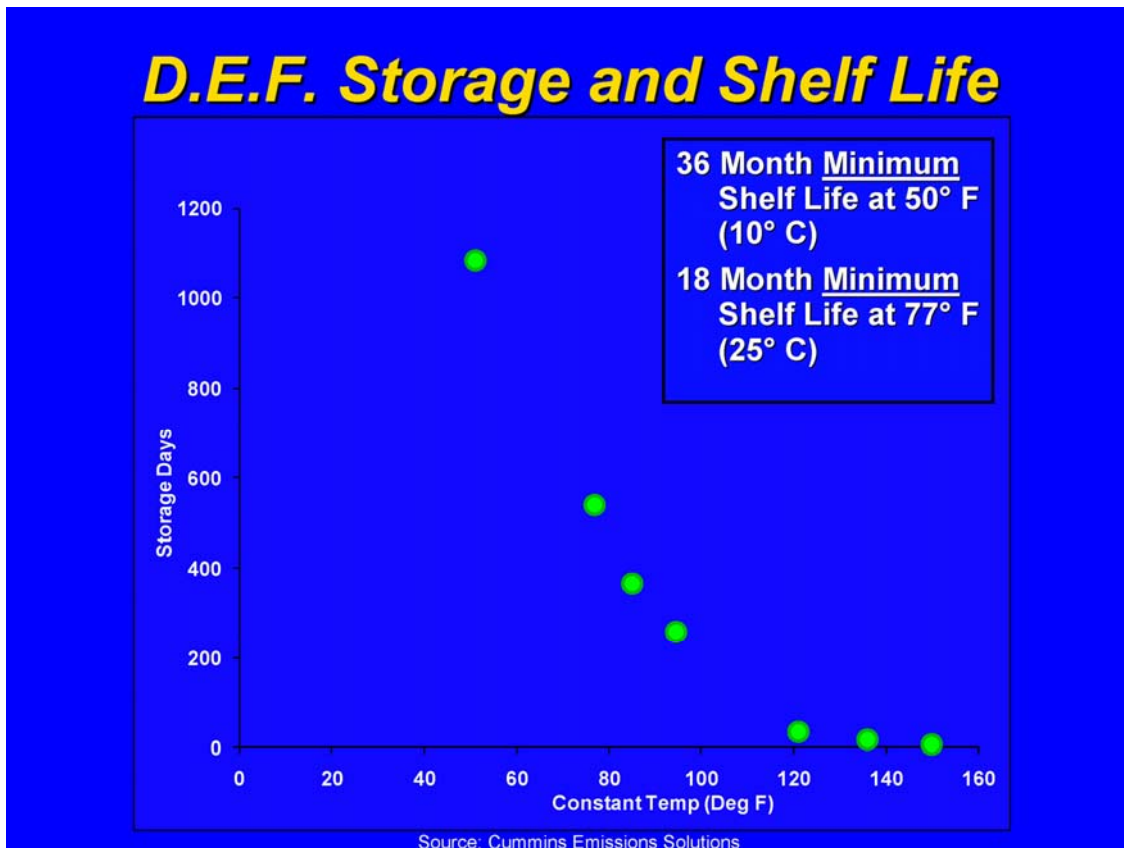


2010 Emissions System: Frequently Asked Questions

Q. Should D.E.F. be drained from seasonal trucks at the end of the season? Will they have problems if they sit for 3-4 months without starting?

A. The largest factor in determining if the D.E.F. tank should be drained will be the constant ambient temperature the truck will be exposed to during the shutdown period. Please reference the picture below for D.E.F. storage and shelf life recommendations. Remember, constant ambient temperature is 24 hours a day, 7 days a week, 365 days per year.



Q. Is there a change in the exhaust temperature from existing 07 engines to 2010 emission level engines with SCR?

A. No, the exhaust temperatures will be similar to the existing 07 engine temperatures.

Q. Can the D.E.F. tank be remote mounted by body builders or customers?

A. There are limitations on the distance the D.E.F. tank can be located to the dosing valve on the mixing pipe. In general, relocation of the tank will be extremely restricted. To determine the location, size and restrictions of their specific tank, dealers and body builders should contact Kenworth engineering to review their layouts and wheelbase requirements.

Q. In the RH under configuration where the DPF and the SCR catalyst are stacked is there room for RH PTO clearance?

A. Yes, the DPF and SCR will allow for PTO clearance. In essence the PTO clearance is similar to today's DPF RH under.

Q. Will there be a selection of different D.E.F. tanks available in 2010?

A. Kenworth is working on the tank configurations to ensure we have options to cover all applications. At a minimum Kenworth will offer 7, 9, 18 and 27 gallon tanks.

Q. Is the idle usage or burn rate of D.E.F. the same as if the engine was running down the road?

A. While engine idle will impact the amount of D.E.F dosed to the system, the changes in dosing rates will be negligible from the operator's standpoint. The quantity of D.E.F. on board is designed to last two to three times as long as the fuel capacity.

Q. Can the dash indicator for low levels of D.E.F. be read electronically through a Qualcomm device and transmitted to a fleet's maintenance department?

A. The D.E.F. level sensor is processed by the engine control unit (ECU) and sent to the Kenworth gauges via the J1939 network. The information can be accessed by telematics devices that have the capability to read J1939 and transmitted accordingly.

Q. Frame space is at a premium in states that operate under the Federal Bridge. Will Kenworth have tanks that will work in frame space constrained applications?

A. Kenworth is working on the tank configurations to ensure we have options to cover all applications. Engineering is working diligently to ensure that Federal Bridge law constrained chassis, as well as other applications, will not be affected.

Q. If a jug of D.E.F. leaks inside of an aluminum tool box or the inside of the cab will the D.E.F. eat through the floor?

A. D.E.F. will cause slight oxidation on aluminum. The D.E.F. will not corrode or "eat through" aluminum. Europe actually launched SCR systems with aluminum D.E.F. tanks, however the oxidation would get picked up by the pump and clog the injector in the mixing pipe. This is what drove Kenworth to use the nylon material for D.E.F. tanks. Unfortunately the material selection has driven an abundance of rumors like the one that generated this question. If D.E.F. does happen to spill, cleaning it and rinsing with water will suffice, just like you would do if you spilled another truck fluid either on or in your truck.

Q. How much D.E.F. will be in the tank from the factory?

A. Approximately 15-20% of the tank volume of D.E.F. will be filled at the factory.

Q. Will the D.E.F. tank have a filter? Will this be a maintenance item?

A. Yes, there is a spin on type filter that will be mounted to the base of the pump. The maintenance period on the filter is still being determined, however the time between filter

changes will be years. This will be a very infrequent change and will not appreciably impact the maintenance cost of the vehicle.

Q. How much water volume will come out of the tailpipe with the new 2010 SCR system?

A. The water will be in steam form when it leaves the tailpipe, so you will not actually see any water leaving the tailpipe. It will be very similar in appearance to the exhaust you have today.

Q. Is there coolant shut off valves to the D.E.F. tank?

A. Yes, there is an automatic shutoff valve that is regulated by D.E.F. temperature. The valves will keep the D.E.F. at an optimum temperature automatically.

Q. How do you dispose of D.E.F. when it expires?

A. Expired D.E.F. is a very unlikely situation, and its disposal is not currently governed. However, it is advisable to check with local governments when planning for this extremely unlikely situation.