From:	William Charmley
To:	Karl Simon; Cleophas Jackson; Linc Wehrly
Cc:	Paul Machiele; Robin Moran
Subject:	Fw: ULSD data
Date:	11/28/2006 10:49 AM
Signed by:	CN=William Charmley/OU=AA/O=USEPA/C=US

Karl, Cle and Linc,

in the e-mail below from George Lawrence, he has the following sentence;

"I received a call yesterday from Barry Felrice, Director of Regulatory Affairs for DaimlerChrysler, saying they are thinking of pulling their Mercedes ULSD car from the market because of difficulties their customers are having in finding ULSD."

Has anyone from OTAQ contacted Barry Felrice, or someone senior at DCX, to find out the status of this issue, and are they really thinking of pulling the MY 2007 E320 due to availability concerns at the retail level?

thanks,
Bill Charmley

----- Forwarded by William Charmley/AA/USEPA/US on 11/28/2006 10:45 AM -----

Cleophas Jackson/AA/USEPA/US EPA-OAR,OTAQ,ASD Sent by: Cleophas Jackson	To	Sean Hillson/AA/USEPA/US@EPA, Jeff Herzog/AA/USEPA/US@EPA, William Charmley/AA/USEPA/US@EPA, Deborah Wood/DC/USEPA/US@EPA
	cc	Leila Cook/AA/USEPA/US@EPA
Received Date: 11/21/2006 09:29 AM Transmission Date: 11/21/2006 09:29:06 AM	Subject	Fw: ULSD data

fyi

Cleophas Jackson
U.S. EPA - OTAQ
Assistant Director
Compliance and Innovative Strategies Division
2000 Traverwood Drive
Ann Arbor, MI 48105
(734) 214-4824
(734) 214-4816 FAX

----- Forwarded by Cleophas Jackson/AA/USEPA/US on 11/21/2006 09:28 AM -----

George Lawrence/DC/USEPA/US EPA-OECA,OCE,AED Sent by: George Lawrence	To	Paul Machiele/AA/USEPA/US@EPA, John Holley/DC/USEPA/US@EPA, Dave Kortum/DC/USEPA/US@EPA, Erv Pickell/NEIC/USEPA/US@EPA, Cleophas Jackson/AA/USEPA/US@EPA
Received Date:		

11/21/2006 09:19 AM
Transmission Date:
11/21/2006 09:19:02 AM

cc Karl Simon/DC/USEPA/US@EPA, Johnpc Fogarty/DC/USEPA/US@EPA

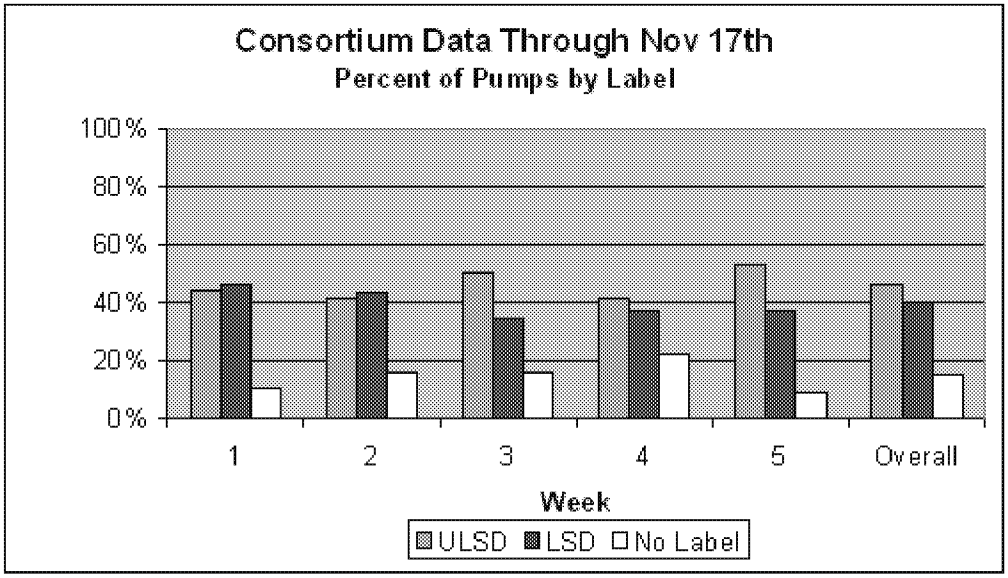
Subject ULSD data

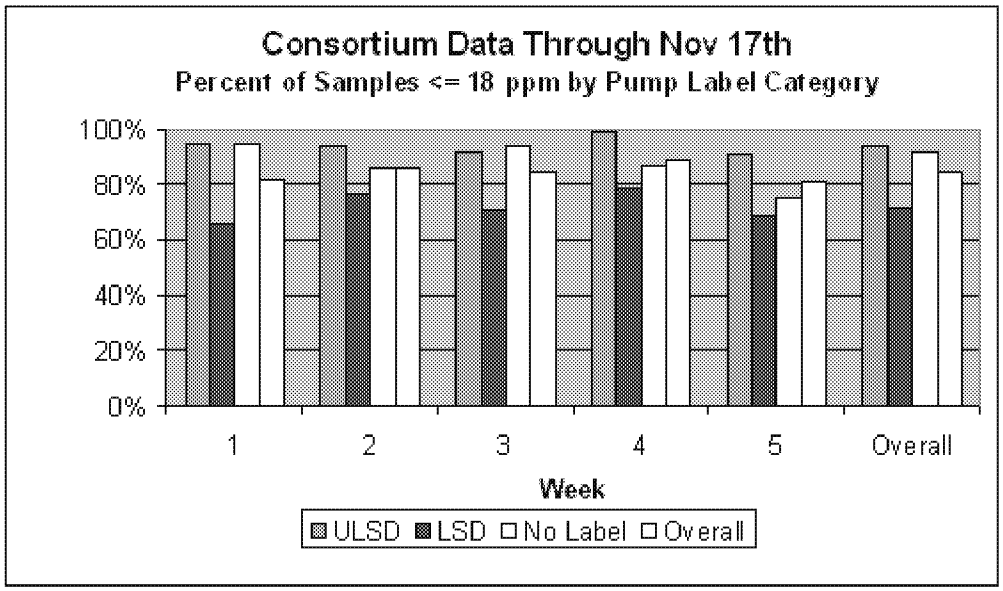
Paul/Erv, et.al,

I received a call yesterday from Barry Felrice, Director of Regulatory Affairs for DaimlerChrysler, saying they are thinking of pulling their Mercedes ULSD car from the market because of difficulties their customers are having in finding ULSD.

The consortium data seems to be consistent with their concern. The charts attached below show that while the sulfur content of highway diesel fuel at retail stations is pretty good (over 80% is <= 18 ppm), the pump labels are not consistent with these sulfur levels (< 50% of pumps are labeled ULSD). This disconnect is probably worse in certain areas, though our data is not yet sufficient to reach meaningful conclusions on a state level of detail.

My sense is that we need to put out heads together to figure out what we could/should do to get retail diesel pump labeling to catch up with the diesel fuel quality.





George Lawrence
202-564-1307
fax: 202-564-0069