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# NEWS

**FOR IMMEDIATE RELEASE**

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## **Chrysler Group Chooses B5 Biodiesel Blend for Jeep Liberty Factory Fill**

*National Biodiesel Board Applauds DaimlerChrysler Announcement to Use Clean,  
Domestically-Produced Biodiesel*

**JEFFERSON CITY, Mo., September 9, 2004** – Chrysler Group's announcement to use B5, a 5 percent blend of biodiesel, in each new Jeep® Liberty Common Rail Diesel (CRD) sport-utility vehicle coming off the assembly line is a landmark choice by U.S. auto manufacturers in advancing the use of cleaner burning biodiesel. Chrysler Group President and CEO Dieter Zetsche called the decision an important first step in encouraging wider use of clean, renewable fuels. The company expects to produce the first Liberty diesel in November at its plant in Toledo, Ohio.

American-made biodiesel is an alternative fuel that can be made from any fat or vegetable oil, such as soybean oil. It can be used in diesel engines with little or no modifications. Biodiesel can be used in its pure form (B100), or blended with petroleum diesel at any level.

“Chrysler Group has demonstrated leadership within its industry by taking this first step in promoting the use of biodiesel,” said National Biodiesel Board (NBB) Chief Executive Officer Joe Jobe. “The Jeep Liberty will be one of the first new passenger vehicles offering a highly efficient diesel engine into the U.S. market, and Chrysler's B5 factory fill will help build awareness about the environmental and energy security benefits of biodiesel.”

More than 400 major fleets use biodiesel commercially nationwide including all four branches of the military, NASA, Harvard, National Park Service, U.S. Postal Service, LL Bean and others. About 300 retail filling stations make various biodiesel blends available to the public, and more than 1,000 petroleum distributors carry it nationwide. Biodiesel is nontoxic, biodegradable and essentially free of sulfur and aromatics. Biodiesel offers similar fuel economy, horsepower and torque to petroleum diesel while providing superior lubricity. It significantly reduces emissions of carbon monoxide, particulate matter, unburned hydrocarbons and sulfates. On a lifecycle basis, biodiesel reduces carbon dioxide by 78 percent compared to petroleum diesel, making it

the most effective greenhouse gas mitigation technology currently available for heavy-duty vehicles and equipment.

“Imported petroleum makes up one third of our national trade deficit, so it is exciting to be able to use a product that is grown each year in America instead of shipped from the Middle East,” said Bob Metz, a South Dakota farmer, NBB chairman and first vice president of the American Soybean Association. “It is gratifying to see such a successful step forward for a technology that has been developed by soybean farmer investment through their checkoff programs,” Metz said.

“We have used B20 year-round in all types of diesel vehicles for more than four years, and even in our boiler system - the fuel’s performance is outstanding,” said John Van de Vaarst, a professional fleet manager for the United States Department of Agriculture (USDA). “Biodiesel at any blend level is good for agriculture and good for America.”

As an American-made fuel, biodiesel use benefits the rural economy as well as the U.S. economy at large. To enhance the economic prospects and environmental promise of renewable energy, the USDA has provided a Biodiesel Education Grant to the NBB. Based in Jefferson City, Mo., the NBB is a national nonprofit organization that serves as the central coordinating body for biodiesel research, development, and education.

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Readers can learn more about biodiesel by visiting [www.biodiesel.org](http://www.biodiesel.org).