

| Engine | Cycle | Fuel | THC | | CO | | NOx | | PM | | CO ₂ | |
|----------------------------|--------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------------|--------|
| | | | % Δ Means | SE % Δ | % Δ Means | SE % Δ | % Δ Means | SE % Δ | % Δ Means | SE % Δ | % Δ Means | SE % Δ |
| 2007 MBE4000 (w/ EGR, DPF) | FTP | Fed. A | | | | | 5.76% | 0.38% | | | 1.72% | 0.16% |
| | | Fed. B | 27.27% | 16.76% | 51.34% | 5.86% | 7.30% | 0.38% | | | 1.44% | 0.16% |
| | Cruise | Fed. A | | | | | 4.38% | 0.78% | | | 1.26% | 0.37% |
| | | Fed. B | -14.29% | 12.23% | 30.65% | 11.50% | 4.69% | 0.78% | 109.27% | 99.27% | 1.96% | 0.37% |
| 2006 Cummins ISM (w/ EGR) | FTP | Fed. A | -0.70% | 1.27% | 16.77% | 0.88% | 6.66% | 0.32% | 4.94% | 0.56% | 1.34% | 0.16% |
| | | Fed. B | 11.99% | 1.28% | 22.54% | 0.74% | 7.94% | 0.60% | 8.45% | 0.57% | 1.32% | 0.23% |
| | Cruise | Fed. A | -13.02% | 1.42% | 4.59% | 1.96% | 9.51% | 2.03% | -0.33% | 1.51% | 0.94% | 0.25% |
| | | Fed. B | -0.22% | 1.75% | 9.42% | 2.25% | 8.06% | 2.90% | 2.86% | 2.50% | 2.03% | 0.38% |
| 1991 DDC60 | FTP | Fed. A | 14.39% | 2.25% | 9.14% | 1.46% | 7.45% | 0.37% | 2.09% | 2.52% | 1.70% | 0.44% |
| | | Fed. B | 29.55% | 2.49% | 12.25% | 1.64% | 9.29% | 0.31% | 2.65% | 2.65% | 1.16% | 0.39% |
| | Cruise | Fed. A | 0.72% | 2.25% | 4.52% | 1.40% | 5.26% | 0.30% | 6.52% | 2.11% | 1.37% | 0.09% |
| | | Fed. B | 14.39% | 2.77% | 3.22% | 1.59% | 7.35% | 0.34% | 2.44% | 2.38% | 1.69% | 0.11% |

Percentage Difference of Mean and Standard Error of Difference between Federal Diesel Fuels and CARB ULSD for Each Individual Engine Tested in Engine Dynamometer Testing

| Truck | Fuel | THC | | CO | | NOx | | PM | | CO ₂ | |
|----------------------------------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------------|--------|
| | | % Δ Means | SE % Δ | % Δ Means | SE % Δ | % Δ Means | SE % Δ | % Δ Means | SE % Δ | % Δ Means | SE % Δ |
| CAT/3176/1994 | Fed. A | -11.14% | 2.52% | 6.57% | 6.13% | 0.71% | 2.78% | 5.95% | 7.95% | 1.19% | 0.98% |
| | Fed. B | -4.11% | 3.14% | 10.35% | 7.22% | 1.44% | 1.53% | 11.75% | 7.27% | 1.90% | 0.70% |
| DDC/Series60/1998 (w/ J-M SCRT) | Fed. A | | | 22.72% | 11.55% | -0.28% | 3.36% | -31.27% | 12.15% | -0.56% | 0.70% |
| | Fed. B | | | 9.49% | 10.29% | 0.29% | 4.64% | 9.66% | 20.50% | 2.58% | 0.92% |
| DDC/S60/1999 | Fed. A | 2.66% | 5.73% | 4.38% | 5.17% | -3.63% | 9.16% | 12.74% | 10.96% | 3.39% | 0.83% |
| | Fed. B | 2.79% | 4.40% | 11.13% | 3.73% | -7.10% | 6.52% | 19.96% | 8.06% | 3.69% | 0.47% |
| CAT/C15/2000 | Fed. A | -8.11% | 3.47% | 6.35% | 2.52% | 3.33% | 0.61% | 4.32% | 2.20% | 1.28% | 0.45% |
| | Fed. B | 2.33% | 3.07% | 4.54% | 2.00% | 5.26% | 0.49% | 3.29% | 1.95% | 1.86% | 0.65% |
| DDC/Series 60/2000 (w/ Clair LV) | Fed. A | 21.05% | 36.50% | -17.34% | 21.73% | 5.40% | 1.26% | 19.86% | 18.49% | -0.07% | 0.59% |
| | Fed. B | 51.02% | 33.16% | -1.36% | 32.09% | 9.41% | 1.24% | -13.28% | 14.09% | 1.92% | 0.64% |
| CAT/C15/2005 | Fed. A | -11.68% | 11.21% | -2.76% | 14.80% | -0.98% | 1.42% | -7.00% | 5.04% | 0.31% | 0.53% |
| | Fed. B | -4.03% | 18.12% | 26.66% | 29.00% | 1.41% | 1.89% | 10.84% | 7.61% | 1.69% | 0.75% |
| Cummins/ISM370/2006 | Fed. A | 8.84% | 1.42% | -0.40% | 1.58% | 4.15% | 1.48% | -0.97% | 2.52% | 1.45% | 0.77% |
| | Fed. B | 0.65% | 1.59% | -0.19% | 1.68% | 9.92% | 1.77% | 9.45% | 2.84% | 4.43% | 1.21% |
| MBE/OEM460LA/2007 | Fed. A | | | 1.30% | 9.68% | 4.83% | 1.78% | 13.60% | 25.08% | 1.30% | 0.84% |
| | Fed. B | | | 23.58% | 18.07% | 4.03% | 1.66% | -16.83% | 31.12% | 2.19% | 0.75% |
| CUM/ISX485/2008 | Fed. A | | | -42.05% | 13.01% | 1.54% | 2.39% | 0.03% | 11.06% | 3.62% | 0.89% |
| | Fed. B | | | -37.24% | 21.75% | 2.75% | 3.59% | -9.33% | 9.97% | 0.13% | 0.94% |
| Navistar/Maxxforce13/2009 | Fed. A | | | -13.86% | 18.37% | -4.51% | 1.89% | -26.47% | 39.90% | 0.07% | 0.79% |
| | Fed. B | | | -30.53% | 24.20% | 8.67% | 1.99% | -7.22% | 43.44% | 2.26% | 1.36% |

Percentage Difference of Mean and Standard Error of Difference between Federal Diesel Fuels and CARB ULSD for Each Individual Trucks Tested in Chassis Dynamometer Testing