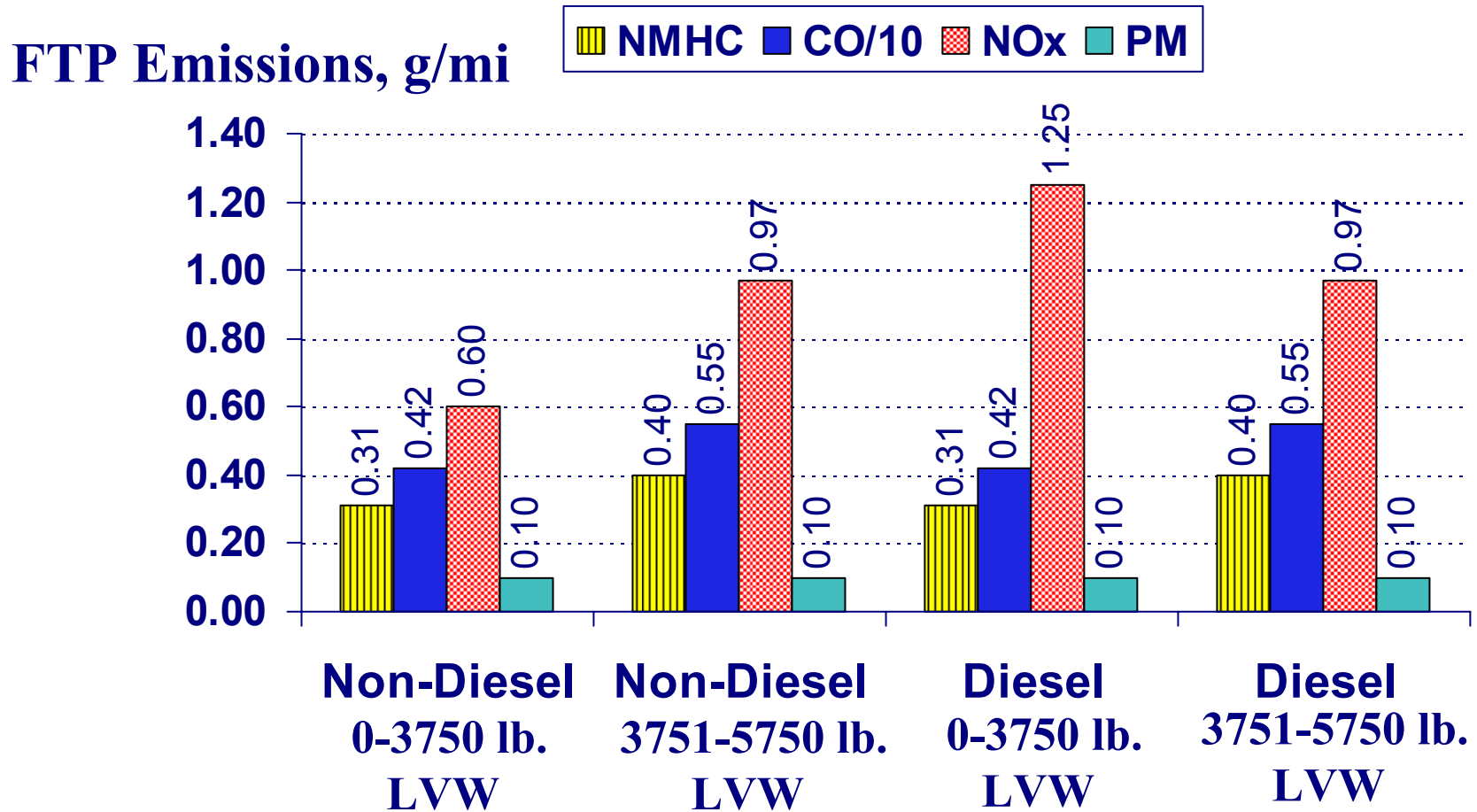


Mexican Emission Standards based on Federal Tier I Light-duty Vehicles up to 6000 lbs. GVWR

- ◆ Beginning in 2001 all new vehicles sold in Mexico were required to meet U.S. Tier 1 emission standards. U.S. Federal Tier I 100K mile emissions standards are summarized in this chart for both gasoline and diesel passenger cars and light-duty trucks. These standards apply to vehicles with gross vehicle weight ratings (GVWR) less than 6000 lbs. Standards are shown for two different vehicle weight classes with vehicle weights specified as loaded vehicle weight (LVW). Particulate matter (PM) standards apply to both gasoline and diesel vehicles. Standards are measured using the FTP driving cycle.

Mexican Emission Standards based on Federal Tier I Light-duty Vehicles up to 6000 lbs. GVWR



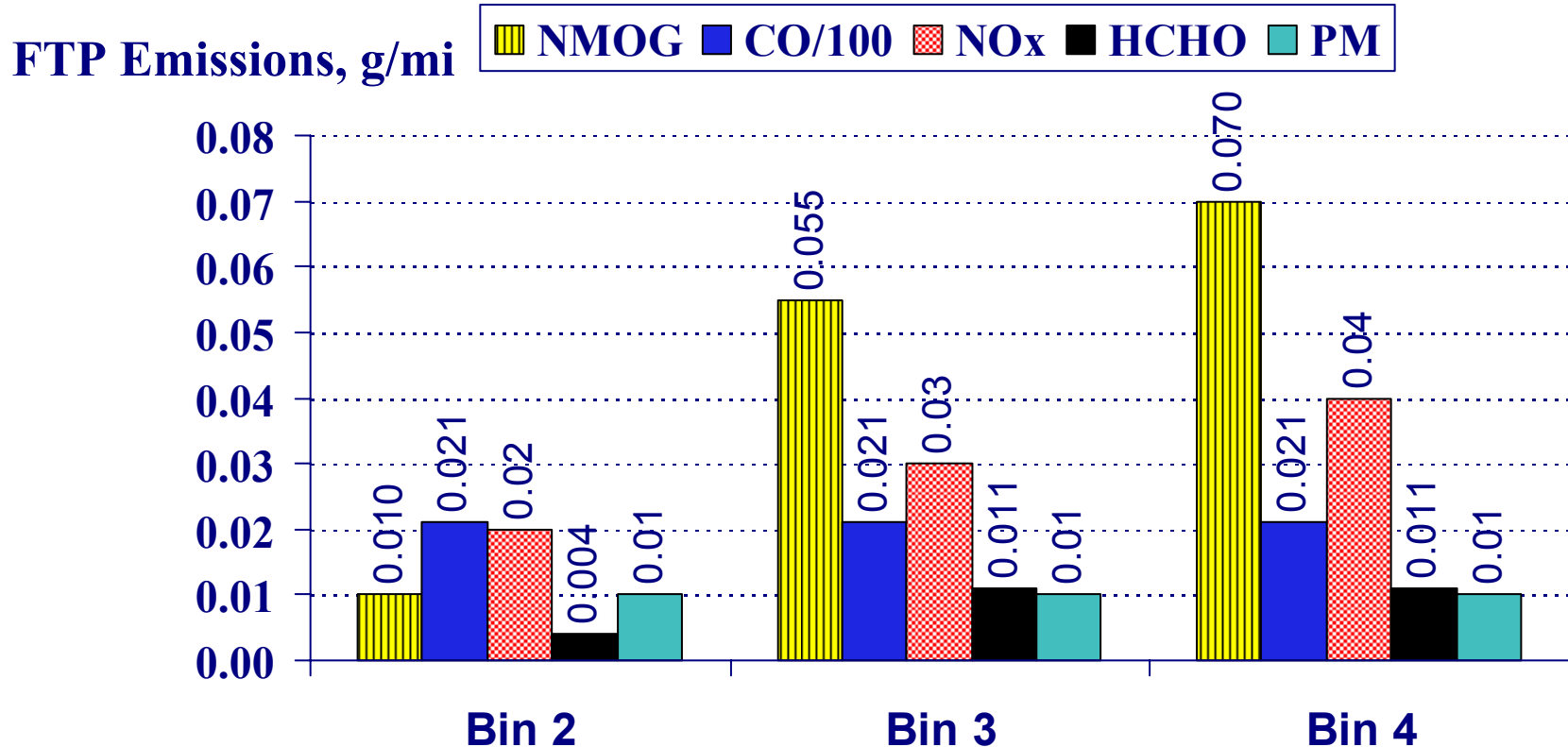
Standards shown applicable after 100K miles

2006 Mexican Emission Standards Based on Federal Tier 2 120K Mile Standards - Bins 1, 2, 3, 4

Light-duty Vehicles < 10,000 lbs. GVWR

- ◆ The Mexican emission standards based on the U.S. Tier 2 regulatory program provides one set of standards for all light-duty vehicles with GVW of 10,000 lb. or less (passenger cars, LDT1, LDT2, LDT3, LDT4 federal weight classes; and medium duty passenger vehicles (MDPVs - large SUVs and passenger vans)). These Tier 2 standards provide 8 "bin" categories for certification purposes. 120K mile (full useful life) standards associated with bins 1-4 are summarized in the chart. The Mexican Tier 2 standards are equivalent to U.S. Federal Tier 2 standards and began their phase-in in 2006. The vehicle manufacturer is free to select certification bins for his vehicles with the added constraint that the corporate fleet average NOx emissions is no greater than 0.07 g/mi. Vehicles certified in bins with NOx standards greater than the 0.07 g/mi corporate average must be offset with vehicles certified to bins with the lowest NOx standards (e.g., bins 1, 2, or 3). See the U.S. Federal Tier 2 Standards for more information on these standards.

2006 Mexican Emission Standards Based on Federal Tier 2 120K Mile Standards - Bins 1, 2, 3, 4 Light-duty Vehicles < 10,000 lbs. GVWR



Bin 1 is zero emissions for all pollutants
Std. apply to both diesel & non-diesel vehicles

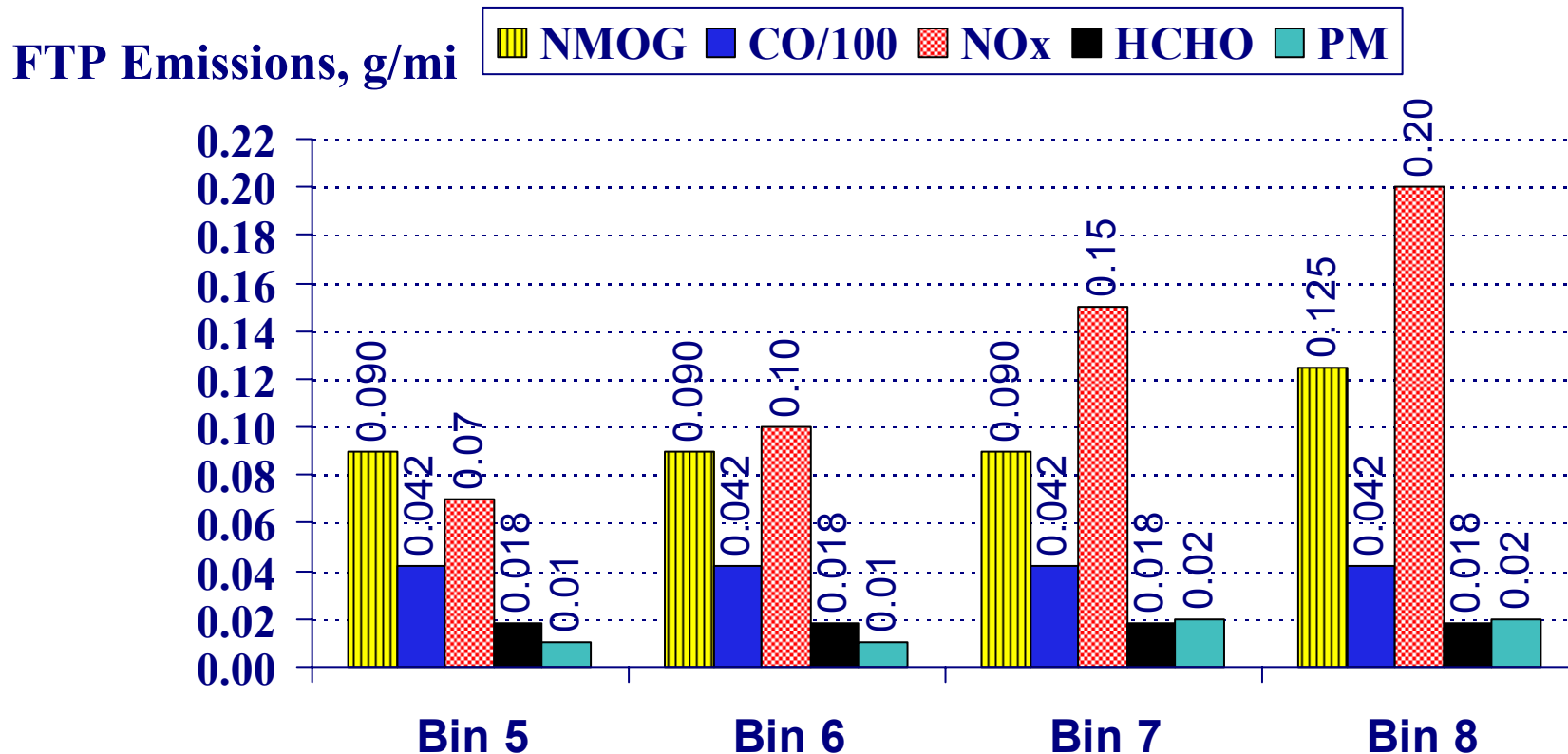
2006 Mexican Emission Standards Based on Tier 2 120K Mile Standards - Bins 5, 6, 7, 8

Light-duty Vehicles < 10,000 lbs. GVWR

- ◆ The Mexican emission standards based on U.S Tier 2 regulatory program provides one set of standards for all light-duty vehicles with GVW of 10,000 lb. or less (passenger cars, LDT1, LDT2, LDT3, LDT4 federal weight classes; and medium duty passenger vehicles (MDPVs - large SUVs and passenger carrying vans)). These Tier 2 standards provide 8 "bin" categories for certification purposes. 120K mile (full useful life) standards associated with bins 5-8 are summarized in the chart. The Mexican Tier 2 standards are equivalent to the U.S. Federal Tier 2 standards and began their phase-in in 2006. The vehicle manufacturer is free to select certification bins for his vehicles with the added constraint that the corporate fleet average NOx emissions is no greater than 0.07 g/mi. Vehicles certified in bins with NOx standards greater than the 0.07 g/mi corporate average must be offset with vehicles certified to bins with the lowest NOx standards (e.g., bins 1, 2, or 3). See the U.S Federal Tier 2 Standards for more information on these standards.

2006 Mexican Emission Standards Based on Tier 2 120K Mile Standards - Bins 5, 6, 7, 8

Light-duty Vehicles < 10,000 lbs. GVWR



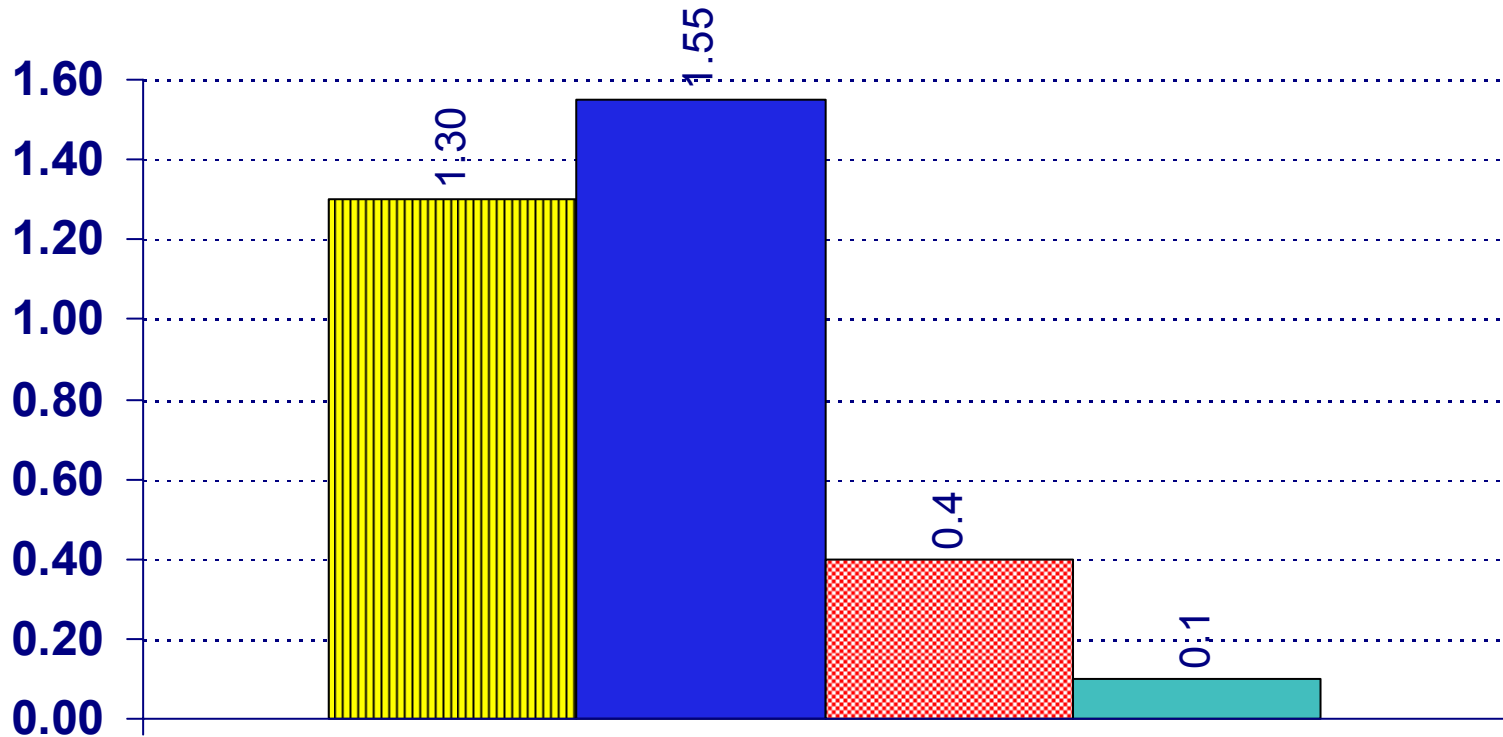
Std. apply to both diesel & non-diesel vehicles

1998 Mexican Heavy-Duty Diesel Engine Emission Standards

- ◆ Mexican heavy-duty diesel engine emissions standards are summarized in this chart for engine model years beginning in 1998. These standards are identical to U.S. 1998 standards, however, starting with the 2004 model year, U.S. and Canadian emission standards became more stringent than for highway diesel engines manufactured for use in Mexico.

1998 Mexican Heavy-Duty Diesel Engine Emission Standards

Emissions, g/bhp-hr



Effective with MY 1998

Mexican Fuel Sulfur Limits

- ◆ Current and planned gasoline and diesel fuel sulfur caps in Mexico are shown in this table. There are three different sulfur limits for the Mexican gasoline, based on the region of the country it applies to: PEMEX Premium; PEMEX Magna for Mexico City only; and PEMEX Magna for the rest of the country. One diesel sulfur limit applies for all regions. The 15 ppm S (ULSD) diesel fuel will be available along the Mexican border by January 2007 and will be extended to metro Mexico City, Guadalajara and Monterrey. The ULSD fuel will be available to the rest of the country by September 2009. The implementation dates listed for ultra-low sulfur gasoline and diesel fuels sold in Mexico are based on plans put in place prior to the federal elections held in the summer of 2006.

Mexican Fuel Sulfur Limits

	2003	2004	2005	2006	2007	2008	2009	2010	2011
PEMEX Premium*	300/500								
		250/300							
				30/80					
PEMEX Magna, Mexico City*	500								
			300/500						
						30/80 (1)			
PEMEX Magna, Rest of Country*	1000								
			300/500						
							30/80		
PEMEX Diesel*	500								
				300	15(2)				
						15			

* Average/Cap; in ppm

(1) Applies to Mexico City, Guadalajara and Monterrey only

(2) Only in the frontier zone (northwest corner of Mexico)