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For Immediate Release

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Engine Control Systems Limited announces the extension of the California Air Resources Board verification of the ECS TermiNOx™ system to LPG fueled Large Spark Ignited Engines greater than 3L in displacement

Newmarket, ON, November 6, 2007 – Engine Control Systems (ECS) is pleased to announce the extension of its' California Air Resources Board (CARB) verification for the TermiNOx™ emission control system to also include LPG fueled large spark ignited (LSI) engines greater than 3.0 L in displacement but less than or equal to 8.2 L.

This verification extension allows TermiNOx™ to be broadly used on all engines from 1L to 8.2L:

- For engines between 1L to 3L, TermiNOx has been verified to reduce HC + NOx emission by >90% to a HC + NOx level of < 1.0 g/hp-hr
- For engines between 3L and 8.2L, TermiNOx has been verified to reduce >75% to an HC + NOx level of <3.0 g/hp-hr
- For all engines, carbon monoxide is reduced by >85%
- For all engines, TermiNOx installation will reduce fuel consumption by as much as 20%

This verification extension means that TermiNOx™ can be used by LPG fueled forklift, airport ground support and other equipment fleets for compliance to ARB LSI fleet requirements. By January 1, 2009, initial reductions for fleet average emissions for large forklift fleets, medium forklift fleets and non-forklift fleets must be met either by retrofitting, replacing, or retiring the engine. The retrofitting of the ECS TermiNOx™ system facilitates compliance and allows fleets to meet the CARB requirements with minimal replacement or retiring of in-use 1990-2003 model year engines.

About TermiNOx™ and it's CARB Verification Status

TermiNOx™ is a 3-way, closed-loop emission control system for LPG fueled spark ignited (LSI) engines. It may be used on unregulated off-road LSI engines from model years 1990 to 2001 and non-complying phase-in engines model years 2001 through 2003. TermiNOx converts an existing open loop LPG fueled engine into a state-of-the-art electronically controlled engine with a closed-loop fuel system which allows the 3-way catalytic reduction of nitrogen oxides, hydrocarbon and carbon monoxide emissions. The TermiNOx™ system also improves fuel economy by up to 20%, making it the control solution that pays for itself.

The ECS TermiNOx™ system was the first introduced to the marketplace in 1995. Two TermiNOx™ equipped forklift trucks were studied by the California Air Resources Board (CARB) and US Environmental Protection Agency (EPA) in support of the development of new LSI engine emissions standards which came into effect in California in 2001.

TermiNOx was the first retrofit product verified under CARB's LSI Interim Verification Procedure in December 2005 and received its final verification for LSI engines from 1 to 3L in displacement in June of 2007. In the original verification, for these engines, TermiNOx reduces HC + NOx emissions in excess of 90% to a level less than 1.0 g/hp-hr- one third of the new LSI engine standard in 2001-2004. Under the current extension to LSI engines greater than 3L in displacement, the ARB has verified TermiNOx™ to reduce HC + NOx emissions to less than 3.0 g/hp-hr.

The verification details can be found on the California Air Resources Board website at: <http://www.arb.ca.gov/msprog/offroad/orspark/verdev.htm>

About CARB's Large Spark Ignited (LSI) Fleet Requirements Regulation

CARB's "Large Spark Ignited (LSI) Fleet Requirements Regulation" applies to older LSI engines [13 CCR, Article 2, Section 2775] and newer LSI engines [13 CCR, Article 4.5, Section 2430] produced on or after January 1, 2001.

Off-road large spark-ignition (LSI) equipment subject to the rule are mobile sources greater than 25 horsepower and >1 liter engine displacement that are powered by gasoline, liquefied petroleum gas (LPG- aka propane), and other alternate fuels. Typical applications that use LSI engines include forklifts, airport ground support, sweepers, scrubbers, large turf care equipment, portable generators, and industrial tow tractors.

By January 1, 2009, initial reductions for fleet average emissions for large forklift fleets, medium forklift fleets and non-forklift fleets must be met either by retrofitting, replacing, or retiring the engine. Additional lower fleet average emission standards are required for 2011 and 2013. Some exemptions from the requirements are available for limited use, rented and leased equipment, and military tactical vehicles.

For more information, visit <http://www.arb.ca.gov/regact/lore2006/lore2006.htm>

About Engine Control Systems

Engine Control Systems is a leading environmental **applications engineering** and manufacturer specializing in the design and manufacturing of a full range of verified exhaust treatment solutions. Globally, we offer a full range of products for OEM, Aftermarket and retrofit markets for the reduction of exhaust emissions of on-road, off-road and stationary diesel, gasoline and alternative fuel engines including propane and natural gas.

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