

DELPHI

Company:	Delphi Corp. (NYSE: DPH)
Headquarters:	Troy, Michigan
Total Number of Employees:	185,000
Net Sales, 2004:	\$28.7 billion
Chairman & CEO	J.T. Battenberg III
Business Sector:	Dynamics, Propulsion, Thermal & Interior
Business Sector Sales, 2004:	\$12.7 billion

Rochester-based

Engineering Operations	Delphi Technical Center Rochester
Location:	5500 West Henrietta Road, West Henrietta, N.Y.
Number of Local Employees:	450
Number of Local Patents, 2003:	73
2004:	71
Local Top Technical Executive:	James Zizelman, Site Manager and Chief Engineer for Air and Fuel Control Products

Local activities and developments:

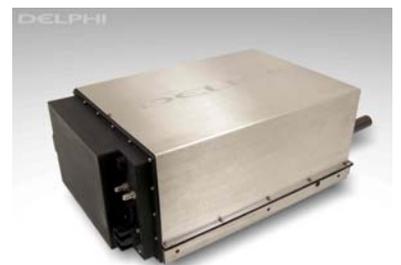
The Delphi Technical Center Rochester in West Henrietta is the corporation's leading site for fuel cell development.

The local site is part of the company's Fuel Cells and Reformers Development Group which has additional sites in Flint, Michigan; Kokomo, Indiana; Tulsa, Oklahoma; and Luxembourg.

Delphi engineers here work on the development of solid oxide fuel cells for application in the transportation and stationary markets.

In 2001, Delphi was awarded a 10-year, \$138 million solid oxide fuel cell project through the U.S. Department of Energy. Most of that work is occurring in Rochester.

In 2004, Delphi was awarded a 20-month, \$1.5 million project by TACOM for the development of an Auxiliary Power Unit for Military Ground Vehicles and a three-year, \$3 million project by the Department of Energy for the development of an Auxiliary Power unit for Commercial Vehicles (Heavy Duty Trucks).



A Delphi solid oxide fuel cell Auxiliary Power Unit

A solid oxide fuel cell utilizes a ceramic plate. Each plate produces about one volt of electricity. In addition, a solid oxide fuel cell is not required to operate on pure hydrogen, making it more compatible with gasoline or diesel fuel. Instead of replacing an automobile's internal combustion engine, which is what a PEM fuel cell would do, a solid oxide fuel cell would work in harmony with the engine. As such, solid oxide fuel cells are expected to be commercialized first, followed later by PEM fuel cells.

While fuel cell development is getting the most attention lately, Delphi Technical Center Rochester is also responsible for the design, development and testing of automotive engine management, emissions control and valve train systems and components.

Engineers at the center focus on six major product areas: integrated air fuel modules, gasoline injection systems, engine air control valves, valvetrain components, evaporative emissions canisters and exhaust gas recirculation valves.

An integrated air fuel module delivers air and fuel to a vehicle's engine to maximize fuel economy and vehicle performance and limit emissions. Gas injection systems include three major components: fuel injectors, fuel regulators and fuel rails.

Engine air control valves regulate the amount of air coming into an engine, and valve train components such as cam phasers and cylinder deactivation systems help boost fuel economy. Evaporative emissions canisters regulate fuel vapor, while exhaust gas recirculation valves control the emission of nitrogen oxides.

Each of these six product areas, in addition to fuel cell development, account for significant intellectual property produced at Delphi Technical Center Rochester. For example, in the last two years, more than 140 patents have been awarded to Technical Center Rochester engineers for their inventions.

Why Rochester:

The 330,000-square-foot Delphi Technical Center Rochester opened in 1987. The center was built during an expansion period for the former General Motors Rochester Products Division, a company whose history as an industry leader in automotive technology dates back to 1939. Technical Center Rochester's original charter was to design, develop and test automotive fuel systems and emissions control systems and components for manufacture at the company's local manufacturing operations on the city's northwest side. As GM's business model evolved to create the separate company Delphi Corporation, Technical Center Rochester evolved, too, building on decades of innovation, to become a center of expertise in automotive engine management systems and fuel cell technology.