

TENNECO INTRODUCES SCALABLE ARCHITECTURE FOR ELECTRONIC SUSPENSION SYSTEMS

Company adds intelligent actuator constructions to easily scale semi-active suspension systems up to advanced and fully-active applications

Frankfurt, Germany, September 11, 2013 –Tenneco Inc. (NYSE:TEN) today introduced its “Scalable Architecture” concept for advanced electronic suspension technologies. This uses intelligent actuator constructions to easily scale semi-active suspension systems up to advanced and fully-active applications.

Tenneco’s Scalable Architecture concept leverages the power of Tenneco’s latest generation of Continuously Variable Semi-Active Suspension systems (CVSA2) which continuously adjust shock absorber damping levels to road conditions and vehicle dynamics like speed, turning, cornering and driver inputs. The system provides optimum driving safety and improves ride smoothness and NVH (noise, vibration and harshness), achieving the optimal balance between ride comfort and handling. Each CVSA2 damper features two internal, independent electro-hydraulic (CES)¹ valves developed by Tenneco in conjunction with Öhlins Racing which provide an increased tuning range in rebound and compression motions to reach even higher comfort levels than first generation CVSA dampers featuring external valves.

The CVSA2 system is triggered by a powerful Electronic Control Unit (ECU) designed to exploit the full potential of the electro-hydraulic valving system by processing input data sent by a group of sensors placed at key locations on the vehicle. Further input signals are provided from the in-car network (CAN).

The CVSA2 system uses control software that processes the sensor information regarding steering wheel angle, vehicle speed, brake pressure and other chassis control information and sends signals that independently adjust the damping level of each shock absorber. CVSA2 dampers allow a large separation between maximum and minimum damping levels and adjust instantaneously to ensure the optimum in ride comfort and firm, safe vehicle control.

Using Tenneco’s unique Scalable Architecture concept, platforms already equipped with CVSA2 can be easily upgraded with Kinetic H2CES or ACOCAR as an option. The actuator constructions share components, production processes, sensors and ECUs.

Kinetic™ H2 CES is an interconnected passive, reactive system that provides continuously controlled damping and high roll stiffness with reduced articulation stiffness. Vertical tire loads are optimized, resulting in significantly improved on-road traction and performance. The continuously controlled damping works with the “skyhook” principle for body control with additional algorithms for wheel hop, steering, braking and acceleration control.

In the new-generation Kinetic™H2 CES system, the front anti-roll bar, rear anti-roll bar and four shock absorbers have been replaced by four double-acting hydraulic cylinders each with two integrated CES damper valves in each corner, four roll accumulators, local comfort valves, an automatic pressure maintenance unit (APMU) and interconnecting hydraulic lines. The two CES damper valves restrict the flow between the cylinder and accumulators to electronically control roll, bounce and pitch modes, allowing decoupling of transient ride and handling

¹ CES is a registered trademark of Öhlins Racing AB CORPORATION SWEDEN. All other trademarks, service marks and logos used herein are the trademarks, service marks, or logos of their respective owners.

performance. Combined with intelligent control algorithms, these allow independent control of body and wheel motions.

Using the Scalable Architecture concept, Kinetic™H2 CES can easily be implemented as an option on platforms already equipped with the CVSA2. The anti-roll bars are replaced by hydraulic connections between the corners and the system can be extended with a variety of hydraulic ride height systems including discrete lifting, continuous leveling or hydropneumatic, to fully leverage the APMU.

ACOCAR™ is the next generation of advanced and innovative Tenneco suspension systems – a fully active system which provides ultimate comfort for the driver combined with excellent handling.

Hydraulic pumps have been added to the shock absorbers. These bring energy to the suspension, resulting in better control of damping and spring forces. Additionally, oil is constantly circulated through the shock absorbers whose damping valves can each be closed independently to make the car body move up when it would otherwise be moving down and vice versa. In this way the system works to keep the car body flat at all times while controlling wheel movements to improve tire to road contact. The addition of a pump at each corner means the system does not depend on the movement of the wheels to generate damping force. The result is that the ACOCAR™ system controls roll, pitch and heave, therefore providing superior handling, safety and comfort.

Using the Scalable Architecture concept, ACOCAR™ can easily be implemented as an option on platforms already equipped with CVSA2 by replacing the anti-roll bars by electro-hydraulic power packs on each corner. As with Kinetic™H2 CES, the system can be extended with a variety of hydraulic ride height systems including discrete lifting, continuous leveling or hydropneumatic, to fully leverage the APMU.

Visit Tenneco in Hall 5.1, Stand A16.

About Tenneco

Tenneco is a \$7.4 billion global manufacturing company with headquarters in Lake Forest, Illinois and approximately 25,000 employees worldwide. Tenneco is one of the world's largest designers, manufacturers and marketers of clean air and ride performance products and systems for automotive and commercial vehicle original equipment markets and the aftermarket. Tenneco's principal brand names are Monroe®, Walker®, XNOx™ and Clevite®Elastomer.

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develop and profitably commercialize new products and technologies, and the acceptance of such new products and technologies by the company's customers. The company undertakes no obligation to update any forward-looking statement to reflect events or circumstances after the date of this press release. Additional information regarding risk factors and uncertainties is detailed from time to time in the company's SEC filings, including but not limited to its report on Form 10-K for the year ended December 31, 2012.

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TENNECO'S SOFTWARE BASED SIGNATURE SOUND SYSTEM TECHNOLOGY DELIVERS CUSTOMIZED VEHICLE ACOUSTICS

System creates sounds designed to enhance vehicle image

Frankfurt, Germany, September 11, 2013 – Tenneco (NYSE: TEN) announced today a new dimension in delivering signature exhaust sounds for vehicles. The company unveiled its Tenneco Software Based Signature Sound System at the 2013 Frankfurt Motor Show (Hall 5.1, Stand A16). This innovative acoustic technology can provide custom designed exhaust tones – ranging from comfort to sporty – by enhancing the sound generated by the engine to better support the vehicle's brand image.

“As vehicle manufacturers develop engine strategies to meet stringent fuel economy and CO₂ emissions targets, the ability to differentiate that vehicle's sound can be compromised,” said Tim Jackson, executive vice president, technology, strategy and business development, Tenneco. “Our sound system demonstrates how we can provide our customers with enabling technologies that meet their regulatory targets, and at the same time, use our technology to help to enhance their vehicle's image and brand with a signature sound.”

The signature sound system features a combined audio controller and amplifier module and a specially designed plug-in loudspeaker. The loudspeaker produces sound near the vehicle tailpipe where it mixes with the sound created by the engine, resulting in the desired signature sound characteristic. The loudspeaker does not require a direct connection to the exhaust system, which helps to maximize vibration decoupling and thermal isolation.

The vehicle's signature sound is created through the use of a proprietary electronic signal processing system, which can be programmed to meet the requirements of a specific vehicle or brand. Based on the vehicle's speed, gear in use, engine RPM, and other data, the audio controller generates an enhanced exhaust sound signal which is then produced through the tailpipe loudspeaker. The unique signal processing software optimizes the sound profile to achieve the desired signature sound characteristics both outside the vehicle and for passengers.

“Tenneco's extensive experience in acoustics and predictive modeling has enabled us to develop software to create real sound, in real time, from CAE calculations based on powertrain system data” said Sebastian Stücker, Tenneco's supervisor of acoustic development and sound design. “Additionally, based on our extensive design and validation process, we're able to limit the number of prototypes, which results in cost savings and shorter time to production.”

Tenneco's Software Based Signature Sound System is applicable for diesel, gasoline, electric and hybrid vehicles and is currently being tested with several global OEMs. Engineering and validation is conducted at Tenneco's Global Emissions Technical Centers in Edenkoben, Germany and Grass Lake, Michigan.

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**TENNECO ADVANCED CLEAN AIR TECHNOLOGIES
PROVIDE FUEL-EFFICIENT, COST-EFFECTIVE SOLUTIONS FOR GLOBAL AUTOMAKERS**

Company's advanced solutions helping to meet next wave of emissions legislation

Frankfurt, Germany, September 11, 2013 – Tenneco (NYSE:TEN) today unveiled its latest developments in clean air emissions technologies at the 2013 Frankfurt IAA Motor Show (Hall 5.1, Stand A16). The company is leveraging its expertise in systems integration, thermal management, materials science and predictive tooling to launch a new set of advanced solutions that help global vehicle manufacturers meet future emissions legislation worldwide.

"Tenneco's suite of clean air technologies are specifically designed to enable reduction of NO_x, particulate matter mass and number, as well as hydrocarbons and CO₂ - all mandates for the next wave of U.S. Tier 3 and EU6 and 7 emissions legislation," said Tim Jackson, executive vice president, technology, strategy and business development, Tenneco. "Combined with our experience in systems integration, engineering and design and expanded global footprint, we're providing customers with solutions that can be implemented anywhere in the world today - without compromising vehicle performance or durability."

Hydrocarbon Manifold Dosing. Tenneco is taking its expertise in clean air technology and systems integration to the next level with its hydrocarbon manifold dosing solution, which injects diesel fuel directly into the engine manifold, providing more efficient regeneration of the diesel particulate filter. Today's diesel engines typically conduct late fuel injection, which decreases the overall engine efficiency and creates oil dilution. With Tenneco's hydrocarbon dosing solution, the HC dosing vaporizer and injector are integrated into the engine manifold. The hot environment there helps to evaporate the fuel quickly, which in turn aids in optimizing distribution of hydrocarbon oxidation and mixing performance. Tenneco's manifold dosing solution is also compact, making it easy to integrate and cost-effective. The system is currently being tested with several global OEMs.

Compact Mixing Zone. When used with SDPF technology that integrates SCR and DPF functionality in one module, Tenneco's unique compact mixing zone solution helps to ensure efficient conversion of injected urea droplets into the desired ammonia without the formation of deposits, especially in low temperature applications. Further, the compact mixing zone in combination with the SDPF may reduce the overall size of the aftertreatment system, enabling reduced packaging.

Gasoline Particulate Filter. Gasoline Particulate Filter (GPF) technology is being developed to help customers meet EU6c emissions regulations for 2017 model year vehicles. Beginning in 2017, EU6c mandates that vehicles must have an emissions particulate number of no more than 6×10^{11} particles/km. While vehicles equipped with GDI engines enable improved fuel economy and emit less CO₂, they often have higher particulate numbers, due to shorter fuel/air mixing times in the cylinder compared to PFI engines. Tenneco has several concepts on test for its GPF solution, including coated and uncoated filters, which can help improve filtration efficiency and decrease the amount of PN significantly.

Electrical Valves for Low Pressure EGR. These fully variable backpressure control valves are designed specifically for low-pressure exhaust gas recirculation (EGR) systems for diesel engines. Controlled by an electric actuator, Tenneco's Electrical Valve expertly and continuously fine-tunes the position of the exhaust flap to help achieve optimal backpressure. When combined with the OEM's low pressure EGR system, the electrical valve can help the EGR system achieve NO_x emissions reductions of up to 50 percent, with little impact on exhaust system weight or performance.

Electrical Valves for Cylinder Deactivation and Acoustic Tuning. Electric valves provide a compact, lightweight and cost-effective solution for precise sound design and noise control in tailpipe applications, as well as adaptive exhaust control in vehicles featuring cylinder deactivation. Tenneco's acoustic valve offers a unique fail-safe functionality feature, where in the event of a power failure, the valve opens automatically via a return spring, mitigating any engine damage. This is the only electric acoustic valve in the market to feature such functionality. Most recently, Tenneco's electrical valve was launched in an acoustic tuning application on the all-new 2014 Chevrolet Corvette Stingray and will be featured on three additional vehicle platforms by 2014.

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TENNECO DEBUTS SOLUTION FOR WASTE HEAT RECOVERY

ThermoElectric generator enables the conversion of exhaust heat to electrical energy

Frankfurt, Germany, September 11, 2013 - Tenneco (NYSE:TEN) announced today that it is part of a consortium actively developing a solution for capturing waste exhaust heat in vehicles and converting it to electrical energy to be used to power electrical systems within the vehicle, supporting automakers strategies for improved fuel economy. The first rapid prototype of a Thermoelectric Generator (TEG) for light vehicle applications will be on display at Tenneco's booth at the 2013 Frankfurt IAA Motor Show (Hall 5.1, Stand A16).

In a typical internal combustion engine, approximately 30 percent of the fuel energy is used for actual vehicle propulsion, while more than 70 percent is lost, about half of it through the vehicle's exhaust system. Thermoelectric generators help capture a portion of the lost energy, convert it to electricity and redistribute it to electrical systems in the vehicle, which can ultimately support improved fuel efficiency.

Tenneco has added its experience in heat recovery technology and thermal management to an industry consortium tasked with optimizing the design, validation and testing of thermoelectric generators for light vehicles. Partnering with Tenneco is Gentherm, a global developer of thermal management technologies for the automotive industry, and two global vehicle manufacturers.

"While vehicle manufacturers have made significant progress in achieving emissions reduction and fuel economy, new technologies must be developed throughout the vehicle to address engines running at higher temperatures and with greater loads. With waste heat recovery, heat that would not otherwise be recycled can be put to use within the vehicle," said Dr. Wolfgang Reuter, vice president, sales and engineering, Tenneco Clean Air Europe.

The TEG is a unique heat exchanger that integrates cylindrical-shaped cartridges. Thermoelectric material is sandwiched together within the cartridges that are exposed to hot exhaust gas on one side and to engine coolant on the other side. The temperature gradient over the thermoelectric material results in a continuous electrical current flow, which is then redistributed to the vehicle. The modular design of the TEG enables packaging scalability depending on vehicle design, making it more cost-effective to integrate into the vehicle's exhaust system.

Tenneco is responsible for the overall system layout and integration, including validation testing for the project. TEGs must undergo rigorous durability testing, using a wide range of exhaust gas temperatures. The test process must also simulate harsh operating conditions on the underbody of the vehicle, such as road bumps, salt corrosion and other examples of severe conditions.

Testing and validation for the TEG is being conducted at Tenneco's global emissions technical centers in Edenkoben, Germany and Grass Lake, Michigan. The consortium anticipates that initial demonstrators will be available in early 2014.

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About Gentherm

Gentherm (NASDAQ-GS:THRM) is a global developer and marketer of innovative thermal management technologies for a broad range of heating and cooling and temperature control applications. Automotive products include actively heated and cooled seat systems and cup holders, heated and ventilated seat systems, thermal storage bins, heated seat and steering wheel systems, cable systems and other electronic devices. The Company's advanced technology team is developing more efficient materials for thermoelectric and systems for waste heat recovery and electrical power generation for the automotive market that may have far-reaching applications for consumer products as well as industrial and technology markets. Gentherm has more than 7,000 employees in facilities in the U.S., Germany, Mexico, China, Canada, Japan, England, Korea, Malta, Hungary and the Ukraine. For more information, go to www.gentherm.com.

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