

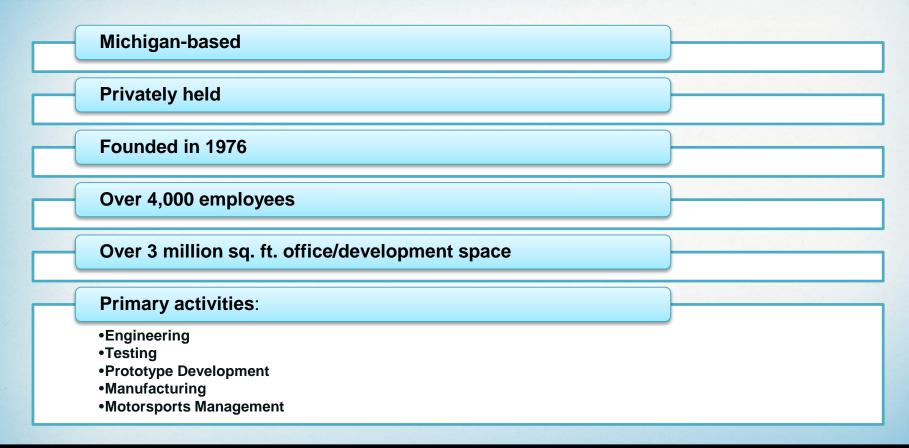
FILLING THE GAP:

STRATEGY, TECHNOLOGY, AND PARTNERSHIPS FOR INFRASTRUCTURE DEVELOPMENT

Intermountain Western Alternative Fuel Corridor Convening November 6, 2019



Roush at a Glance





Advanced Clean Energy Solutions

Backed By Engineering Experts

















ROUSH Capabilities

- · Concept Design & Styling
- Body Engineering
- Chassis Engineering
- Powertrain Engineering
- Prototype Development
- · Thermal Systems Engineering
- Electrical/Software Engineering

- NVH Engineering
- Vehicle Engineering
- Data Science
- Testing
- Manufacturing
- Assembly



Available Products

School Buses



Blue Bird Vision Micro Bird G5 Propane, CNG Propane

Chassis Cabs



F-450 / F-550 F-650 / F-750 Propane, Electric Propane, Electric

Stripped Chassis/Cutaways





F-59 / F-53 F-350 / E-450 Propane Propane

| Energy Solutions









Roush: 20+ Years ePowertrain Engineering



1998 Ford Ranger EV



2005 Hybrid Escape



Roush Rev



2011 Motiv



2014 Google Car



2018 Roush F650 BEV























1999 1st Hybrid Trans Proto



2008 Fisker



Blink Charger





2017 Cummins Class 7 Truck





- Infrastructure & Refueling: Low cost, scalable, flexible
- Fuel pricing

Average Price Per Gallon for the week of October 17, 2019

These prices are based on National averages. Please contact your local autogas provider to get exact pricing for your state.

 \$1.32
 \$1.33
 \$1.40
 \$1.37
 \$1.46
 \$1.40

 Rocky Mountain
 Gulf Coast
 Midwest
 Lower Atlantic
 Central Atlantic
 New England

\$1.31

West Coast



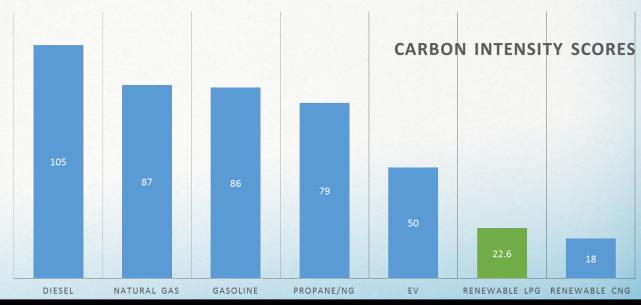
- Evidence manual exists
- Customer success models established
- Autogas is a perfect fit for almost every class 4-7 application NOW





- Near-zero propane engines & renewable propane: Addresses urban air quality challenges
 today & provides opportunity to address climate goals
- "Ease of deployment" compliments resiliency, environmental & social justice efforts







Key Barriers & Opportunities: Autogas

- Autogas opportunities are mainly fleet focused today (versus consumer) and key vocational growth opportunities are medium-duty
- Autogas pricing models published aren't representative of fleet pricing realities
 - Education & training important to ensure marketers approach autogas market different
- Autogas supply & distribution different than natural gas & electric; much more competitive and collaboration models different amongst industry
- More inter-disciplinary, multi-stakeholder collaboration is needed
 - Maybe propane advantage of being "easy" is actually a disadvantage?





Mature and cost-effective technology exists today and is proven that can help address air quality, resiliency and environmental/social justice goals immediately in vocations that use a lot of energy and produce a lot of pollution.

And, innovation and investment will continue to develop autogas market opportunities that help meet decarbonization goals.



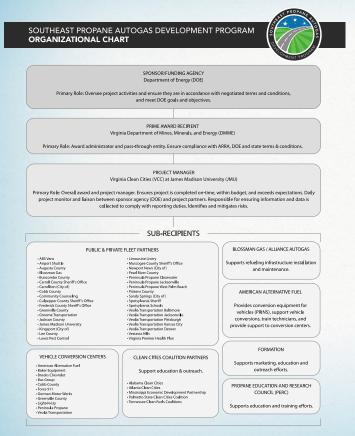


We all have the same goal!

There's more than enough opportunity for us all.



Spotlight: SPADP



Successful models exist. There is potential for improvement and replication versus reinventing the wheel.

Southeast Propane Autogas Development Program Summary:

- 10 southeast states
- Converted nearly 1,200 public and private fleet vehicles from gasoline to propane Autogas
- Implemented more than 30 propane autogas refueling stations throughout the southeast U.S.
- Displaced an estimated 1.2 million gallons of gasoline annually
- Eliminated an estimated 6,000 tons or more of carbon dioxide
- Created dozens of jobs



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