

Submitter: Steve Manners

On Behalf Of:

Committee: House Committee On Climate, Energy, and Environment

Measure, Appointment or Topic: HB3119

Legislators: Have you ever thought of what it would be like at your home, not having commodities like fresh fruit in your refrigerator to eat, or personal toiletries in your bathroom like toothpaste or toilet paper?

In my opinion, you are painting yourself into a corner of your house that you'll regret, because your idealism will cause consequences sooner than you think.

Fact: Everything in your house, everything in your office, everything in every store where you shop was delivered from local distribution warehouses to the store, by a well established trucking firm. Those trucking firms use diesel trucks because of their supreme high efficiency in the ability to haul heavy payloads from the distributor to the store where you shop. The advantage of the design superiority is that the diesel engine develops far more torque that turns the wheels of the delivery trucks, than gas or electric trucks. If you research and compare all three designs, you'll discover and realize what I stated regarding the superiority of deisel engine design.

Let me offer a quick explanation. The comparison between gasoline and diesel engines is this:

Both fuels are used to develop horsepower by an engine that has a combustion inside the cylinders of the engine. The gas engines combustion pressure on explosion ranges ideally between 140 psi to 190 psi. A diesel engines combustion pressure is ten times higher, using the same size of the engine. This result's in far more torque at a lower, slower revolution as the engines crankshaft turns. That turning motion is what turns the rear wheels.

The electric motor is comparable to the diesel engine, except for the following reasons.

The weight of an electric truck big enough to carry the same payload to the store is immensely bigger because of the batteries that would be required to carry on the truck to provide a current of electricity strong enough to make the torque for the back wheels to push the payload to the store for any length of time. The huge battery storage weighs far more than the diesel in the tank of the truck used to deliver the same product. Batteries are made from elements that are mined from the earth.

These elements are melted into plates and used inside batteries. It takes two different types of elements to make a battery. Both elements are solids. Solids are heavier than liquids, like diesel, resulting in heavier, bigger truck's to carry the same payload as a diesel truck. This becomes a serious problem for long haul truckers, because they would require charging stations for frequent stops on every interstate freeway across America.

Additionally, the Interstate and highway system is not designed to carry the heavier load required for electric trucks across America.

If the Committee in charge of pushing this bill forward would like further insight and explanation, I would gladly come address this committee. I am a former mayor of St Paul Oregon, and have given testimony at committee hearings.

I would also like to suggest that this committee get ODOT involved, along with the Railroads Corporations that travel through our state.

In my opinion, the Railroad Corporations need to lead by example, and convert their diesel engines to electric motors.

Let's make sure we cover all bases, and issue the same requirements of Cargo ships that port in our cities along the ocean, and the Columbia and Willamette rivers.

I am certain this committee will take this decision very seriously, and I appreciate that I've had the opportunity to enlighten and explain to this committee what my opinions are.

Thank you, and best regards, Steve Manners