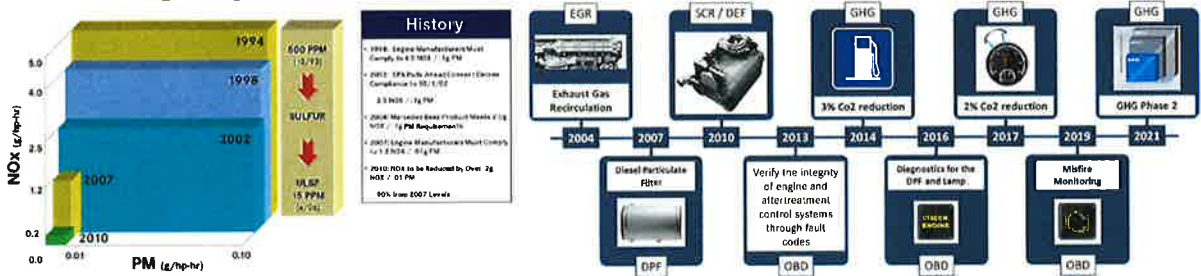


Please find the following comments **in favor of HB3119**.

- Allowing sales of the newest and most efficient diesel engines gives the opportunity for older diesel engines to be cycled out of operation. If ACT remains in place, many older engines will continue to operate in the State.
- The following information below provides a look at the improvement (reduction) in NOX output from 1998 to present.

Daimler has supported our customers throughout the evolving regulation landscape

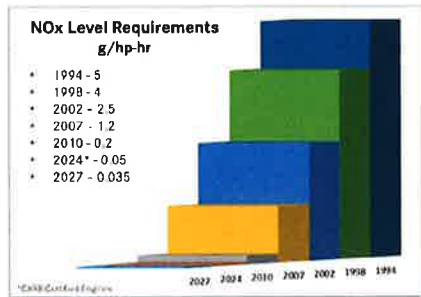


- **EPA** updates in '94, '98, '02, '07, and '10 have focused on reducing NOx
 - Nitrogen Oxides form when fuel is burned at high temperatures
- **GHG** updates in '14, '17, and '21 have focused on reducing CO2
 - Carbon dioxide is a greenhouse gas that traps heat in the atmosphere
- **OBD** - On-Board Diagnostics tightens tolerances of emission monitoring equipment
- **CARB** - California Air Resource Board imposes additional state specific regulations with multiple states becoming CARB Opt-In participants



2027 EPA Regulations Continue Diesel Emissions Reductions

EPA27 (NOx Reduction)



- EPA27 will drive NOx levels down more than 80% compared to today's standard

GHG27 (CO₂ Reduction)



- GHG27 requires a CO₂ reduction which creates a fuel economy improvement

EPA and CARB NOx requirements will align in 2027, removing complexity from having various emissions requirements

- DTNA and other OEMs currently offer a very limited number of EV applications for our customers to choose from.
- No vocational applications are currently available such as dump trucks or snowplow applications that all State and County municipalities currently operate. Below is a current picture of one of Deschutes County Road Departments Western Star Dump Trucks and Snowplows. As you know, ODOT operates many units in this application and there is no current projection as to when, **if ever**, there will be an EV that can work in this application. Also below is a Hoyt's Lumber flatbed with Moffitt for job site building material delivery.



- For the majority of our long-haul Oregon customers, there is not, and most likely will not be an EV application that is designed for the routes and miles they operate. See below.



- The nonexistence of charging infrastructure and the cost of the available EV products (3X to 4X) is extremely prohibitive for our industry.
- The current power grid certainly can't take the increased load of increased EV's at the level you are mandating.

- Additional regulations and mandates will continue to hurt working-class Oregonians who rely on diesel equipment to make a living.
- Most States have recognized the negative impact on their states economy and have delayed implementation of ACT.

I ask you to adopt HB3119 and allow the sale and use of the most current, clean, and efficient diesel technology available until the industry has the time, the technology, and the necessary infrastructure to transition to electric vehicles where possible.

Thank you,

Mark R. Christie

Fleet Sales Development Manager



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