AMERICAN TRUCKING ASSOCIATIONS

# NEWS RELEASE

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## Office of Public Affairs

FOR IMMEDIATE RELEASE
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**Trucking Industry Reacts to New EPA Emission Standard for Heavy-Duty Trucks**

**Washington —** The trucking industry says new emission standards for heavy-duty trucks announced today by the Biden Administration have unachievable targets and will carry real consequences for the U.S. supply chain and movement of freight throughout the economy.

"ATA opposes this rule in its current form because the post-2030 targets remain entirely unachievable given the current state of zero-emission technology, the lack of charging infrastructure and restrictions on the power grid," said **ATA President and CEO Chris Spear.** "Given the wide range of operations required of our industry to keep the economy running, a successful emission regulation must be technology neutral and cannot be one-size-fits-all. Any regulation that fails to account for the operational realities of trucking will set the industry and America's supply chain up for failure."

While EPA's final rule includes lower zero-emission vehicle rates for model years 2027-2029, ATA says forced zero-emission vehicle penetration rates in the later years will drive only battery-electric and hydrogen investment, limiting fleets' choices with early-stage technology that is still unproven.

"The trucking industry is fully committed to the road to zero emissions, but the path to get there must be paved with commonsense," **Spear** said. "While we are disappointed with today's rule, we will continue to work with EPA to address its shortcomings and advance emission-reduction targets and timelines that are both realistic and durable."

A recent study commissioned by the Clean Freight Coalition found that full electrification of the nation's medium- and heavy-duty vehicle fleet would require nearly $1 trillion in infrastructure investment, and a recent report from the American Transportation Research Institute identified the many challenges facing commercial-vehicle electrification in the areas of U.S. electricity supply and demand, electric vehicle production and truck charging requirements.

# # #

*American Trucking Associations is the largest national trade association for the trucking industry. Through a federation of 50 affiliated state trucking associations and industry-related conferences and councils, ATA is the voice of the industry America depends on most to move our nation's freight. Follow ATA on Twitter or Facebook. Trucking Moves America Forward.*

January 18, 2024

# Accelera by Cummins, Daimler Truck and PACCAR select Mississippi for battery cell production in the United States

COLUMBUS, Ind. & PORTLAND, Ore. & BELLEVUE, Wash.--(BUSINESS WIRE)--Accelera™ by Cummins, the zero-emissions business segment of Cummins Inc. [NYSE: CMI], Daimler Trucks & Buses US Holding LLC [a Daimler Truck Group Company; DAX: DTR0CK; “Daimler Truck”] and PACCAR [NASDAQ: PCAR] have selected Marshall County, Mississippi, as the future site of advanced battery cell manufacturing for their planned joint venture. The joint venture will localize battery cell production for commercial electric vehicles and is expected to create more than 2,000 U.S. manufacturing jobs, with the option for further expansion as demand grows. The 21-gigawatt hour (GWh) factory is expected to begin producing battery cells in 2027.

The planned joint venture between Accelera, Daimler Truck and PACCAR was announced in September 2023 and will create scale to deliver cost effective and differentiated battery cell technology that supports the adoption of electric vehicles for medium- and heavy-duty commercial transportation. Accelera, Daimler Truck and PACCAR will each own 30% of, and jointly control, the business, which will focus on lithium-iron-phosphate (LFP) battery technology for commercial battery-electric trucks. EVE Energy [SZSE:300014] will serve as the technology partner in the joint venture with 10% ownership and will contribute its industry-leading battery cell design and manufacturing expertise to the future cell manufacturing plant. EVE Energy is a global technology leader in the manufacture of LFP battery cells for the vehicle industry.

“This site selection represents an exciting and tangible step toward advancing our Destination Zero strategy and our vision to lead the industry toward a decarbonized future,” said Jennifer Rumsey, Cummins Chair and Chief Executive Officer. “We are excited to join the Marshall County community to drive economic growth and job creation in Mississippi, while continuing to expand our strong partnerships and serve the diverse needs of our customers.”

“Localized battery cell production is an important component of delivering our customers – the fleets that keep America and the world moving – cost effective options for decarbonizing their operations,” said John O’Leary, president and CEO, Daimler Truck North America. “We’re grateful to the state of Mississippi and the Marshall County community for joining us

in achieving this goal and helping to realize our shared climate goals."

"The state, the communities and the people of Mississippi are wonderful business partners for PACCAR. We look forward to expanding that partnership in northern Mississippi with this new battery cell factory that will provide industry-leading cost effective zero-emissions solutions for our customers," said Preston Feight, PACCAR Chief Executive Officer.

Accelera, Daimler Truck and PACCAR are leading the commercial vehicle sector's transition to zero-emissions technologies. The partners are committed to reducing carbon emissions consistent with the Paris Climate Agreement.

The transaction is subject to customary closing conditions and receipt of applicable merger control and regulatory approvals, including the submission of a voluntary notice to the Committee on Foreign Investment in the United States (CFIUS).

**About Accelera™ by Cummins:**

Accelera by Cummins provides a diverse portfolio of zero-emissions solutions for the world's most economically vital industries, empowering them to accelerate the transition to a sustainable future. Accelera, a business segment of Cummins Inc., is both a components supplier and integrator, focused on batteries, hydrogen fuel cells, e-axles, traction drive and electrolyzers. Accelera currently has operations in North America, across Europe and in Asia.

Cummins, a global power technology leader, is a corporation of complementary business segments that design, manufacture, distribute and service a broad portfolio of power solutions. Headquartered in Columbus, Indiana (U.S.), Cummins employs approximately 73,600 people committed to powering a more prosperous world. It operates a robust distribution and support network in more than 190 countries and territories. Cummins earned about $2.2 billion on sales of $28.1 billion in 2022.

To learn more about Accelera by Cummins, visit accelerazero.com.

**About Daimler Truck**

Daimler Truck Holding AG ("Daimler Truck") is one of the world's largest commercial vehicle manufacturers, with over 40 main locations and more than 100,000 employees around the globe. The founders of Daimler Truck have invented the modern transportation industry with their trucks and buses a good 125 years ago. Unchanged to this day, the company's aspirations are dedicated to one purpose: Daimler Truck works for all who keep the world moving. Its customers enable people to be mobile and get goods to their destinations reliably, on time, and safely. Daimler Truck provides the technologies, products, and services for them to do so. This also applies to the transformation to CO2-neutral driving. The company is striving to make sustainable transport a success, with profound technological knowledge and a clear view of its customers' needs. Daimler Truck's business activities are structured in five reporting segments: Trucks North America (TN) with the truck brands Freightliner and Western Star and the school bus brand Thomas Built Buses. Trucks Asia (TA) with the FUSO, BharatBenz and RIZON commercial vehicle brands. Mercedes-Benz (MB) with the truck brand of the same name. Daimler Buses (DB) with the Mercedes-Benz and Setra bus brands. Daimler Truck's new Financial Services business (DTFS)

constitutes the fifth segment, the product range in the truck segments includes light, medium and heavy trucks for long-distance, distribution and construction traffic and special-purpose vehicles used mainly in the municipal and vocational sector. The product range of the bus segment includes city buses, school buses and intercity buses, coaches and bus chassis. In addition to the sale of new and used commercial vehicles, the company also offers aftersales services and connectivity solutions.

**About PACCAR**

PACCAR is a global technology leader in the design, manufacture and customer support of high-quality light-, medium- and heavy-duty trucks under the Kenworth, Peterbilt and DAF nameplates. PACCAR vehicles combine state-of-the-art diesel and zero-emissions powertrains with comprehensive PACCAR charging solutions and infrastructure support. PACCAR also provides financial services and information technology, and distributes truck parts related to its principal business.

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Source: Cummins Inc.

February 29, 2024

# Cummins announces innovative next generation X15 diesel engine, part of Cummins HELM™ 15-liter fuel agnostic platform, launching in North America to meet aligned 2027 regulations

**The new X15 advanced diesel engine is Cummins' most efficient yet, designed for the Cummins' fully integrated powertrain featuring Eaton Cummins Automated Transmission Technologies and Cummins-Meritor**

COLUMBUS, Ind.--(BUSINESS WIRE)-- Today, Cummins Inc. (NYSE: CMI) announced it will launch its most efficient heavy-duty diesel engine ever. As the next product in the Cummins HELM™ 15-liter fuel agnostic platform, the diesel X15 will be compliant with U.S. EPA and CARB 2027 aligned regulations at launch. The next generation X15 diesel engine in North America will serve the heavy-duty on-highway market.

"We have applied our decades of experience with the X15 to our next-generation product and believe these investments will serve our customers well into the future. The next generation X15 is the next evolution of technology, truly proving to the world that we never stop innovating," said José Samperio, Vice President, North America On-Highway at Cummins. "We are working hard to ensure the new product delivers our brand promise to customers for the important jobs they need to do every day."

Maintaining the traditional reliability and lower operating costs that have met the needs of a diverse customer base since the inaugural X15 launch in 1998, the next generation, advanced diesel X15 will feature improved greenhouse gas and fuel efficiency benefits while retaining the same ratings of the current X15 (up to 605 horsepower and 2,050 ft-lb of torque) and optimizing powertrain integration with Eaton Cummins and Cummins-Meritor.

"Today, we re-introduce our fuel agnostic engine platforms with a name that captures the innovation that powers us forward: the Cummins HELM™ platforms," said Jane Beaman, Vice President Global, On-Highway Business, Cummins. "With higher efficiency, lower emissions, and multiple fuels, the Cummins HELM™ platforms give our customers control of how they navigate their own journeys as part of the energy transition. They can choose the

fuel types that work best for them, their businesses, and their goals," she said.

Cummins is committed to innovation and providing quality solutions to customers, like internal combustion engines and alternative technologies. This next-generation engine is designed to have the capability to meet future emissions regulations beyond 2027 without the need for significant architecture changes. This investment will help the company maintain technology leadership for the next decade as it continues to fund future research and development in hydrogen and alternative fuel engines, battery electric and fuel cell powertrains.

"This new architecture expands on the legacy of the X15 engine. All teams involved recognize how important this product is and what it means for both Cummins and our customers' future as the base architecture will carry us through the horizon of diesel technology and alternate fuels," said Jonathon White, Vice President, Engine Business Engineering, Cummins.

From its inception, the next generation X15 was developed with Cummins' fully integrated powertrain in mind. The X15 architecture utilizes a belt-driven, high output 48-volt alternator and aftertreatment heater solution, optimized for increasingly stringent emission standards.

Customers taking advantage of EX ratings (requires Eaton Cummins Endurant and GPS look-ahead data) with Cummins Meritor axles, brakes and drivelines will experience additional optimized fuel efficiency and drivability through features such as predictive gear shifting, on-ramp boost, and hill roll out.

Selected assets for media use: **Cummins HELM & Next Gen X15 Multimedia Kit**

**Eaton Cummins Endurant**

The Endurant HD and XD series are optimized for the next generation X15 powertrain to work seamlessly, improving efficiency and performance while maintaining drive comfort. All with a best-in-class transmission lube change intervals up to 750,000 miles as well as remote diagnostic capabilities.

**Cummins-Meritor Drivetrain Systems**

The Cummins-Meritor 14X™ HE tandem drive axles are designed for maximum performance, durability and fuel economy. They are equipped with a proprietary, advanced Meritor lube management system (MLMS) and feature super-fast ratio options, fuel-efficient bearings and high-efficiency spiral bevel gearing. Cummins-Meritor Permalube™ RPL drivelines are designed for reduced maintenance and have the ability to handle the high torque demands of today's downsped engine platforms.

**About the Cummins HELM™ platforms**

The engine is built on Cummins' HELM™ fuel agnostic 15-liter engine platform. These new fuel agnostic engine platforms feature a series of engine versions that are derived from a common base engine, which means they have some parts commonality. Below the head gasket of each engine will largely have similar components and above the head gasket will have different components for different fuel types. Each engine version will operate using a different, single fuel. The X15N, the natural gas variant, is the first engine on the Cummins

HELM™ platforms available to customers. The Cummins HELM™ platforms include the B, X10, and X15 engine platforms.

**Low Carbon Diesel Fuels**

Aligned with Cummins diesel engine portfolio, the new X15 is capable of using biodiesel blends up to 20% and renewable diesel blends up to 100%. Cummins was an early adopter of renewable fuels and continues to advance use of higher biodiesel blends and renewable diesel. These low carbon diesel fuels have been proven to reduce carbon intensity of diesel fuel consumption and are readily available in today's fueling infrastructure.

**Cummins Digital Capability**

Cummins' commitment to internal combustion engine innovation is complemented by its commitment to offering digital products and services that enhance the entire life of every Cummins engine. This includes securely connecting real-time data from vehicles on the road to maintenance and service operations, giving customers an unparalleled ability to look ahead, streamline operations and minimize downtime.

Cummins customers can expect a digitally enriched experience over the life of their vehicles, including newly released features that connect in-mission operations directly to maintenance and repair processes for more seamless end-to-end fleet management.

The new X15 is equipped with Acumen®, which provides digital connectivity and direct, immediate access to a range of applications and capabilities. These capabilities provide value throughout the lifecycle of the engine and include over-the-air calibration, predictive service recommendations and additional features that help fleets keep their trucks and equipment on the road.

For more information about the new X15, which will be produced in Jamestown, New York, visit https://www.cummins.com/engines/next-generation-x15.

**About Cummins Inc.**

Cummins Inc., a global power solutions leader, is comprised of five business segments – Components, Engine, Distribution, Power Systems and Accelera by Cummins – supported by our global manufacturing and extensive service and support network, skilled workforce and vast technological expertise. Cummins is committed to its Destination Zero strategy, which is grounded in the company's commitment to sustainability and helping its customers successfully navigate the energy transition with its broad portfolio of products. The products range from advanced diesel, natural gas, electric and hybrid powertrains and powertrain-related components including filtration, aftertreatment, turbochargers, fuel systems, valvetrain technologies, controls systems, air handling systems, automated transmissions, axles, drivelines, brakes, suspension systems, electric power generation systems, batteries, electrified power systems, hydrogen production technologies and fuel cell products. Headquartered in Columbus, Indiana (U.S.), since its founding in 1919, Cummins employs approximately 75,500 people committed to powering a more prosperous world through three global corporate responsibility priorities critical to healthy communities: education, environment and equality of opportunity. Cummins serves its customers online, through a network of company-owned and independent distributor locations, and through thousands of

dealer locations worldwide and earned about $735 million on sales of $34.1 billion in 2023. See how Cummins is powering a world that's always on by accessing news releases and more information at https://www.cummins.com/.

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**Truck and Engine Manufacturers Association Response to EPA's Greenhouse Gas Phase 3 Rule**

**CHICAGO, IL** - The Truck and Engine Manufacturers Association (EMA) today responded to the U.S. Environmental Protection Agency's (EPA) final rule on Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles – Phase 3 (GHG Phase 3) which requires that each manufacturer convert an annually increasing percentage of their total vehicle sales to zero-emission vehicles (ZEVs).

**"EMA and its members are committed to a zero-emission future for the U.S. trucking industry, designing and building the heavy-duty ZEVs that can deliver that future," said Jed R. Mandel, EMA's President. "We all are working towards the same common goals and desired end results. To ultimately be successful in transitioning to a commercial vehicle ZEV future, all parties need to be better aligned on the realistic timing for delivering the products and infrastructures critical to achieving the successful outcome we all want. We will continue to work with EPA, the Department of Energy, the Department of Transportation, and all interested stakeholders to make the GHG Phase 3 rule successful.**

"**However, it is important to note that uncertainties lie ahead. Long lead times and other actions beyond the control of the manufacturers, and beyond EPA's control, are needed to assure the infrastructures essential to operating heavy-duty ZEVs are in place, in time. EPA's final GHG Phase 3 rule works to erode near-term regulatory certainty and stability by reopening the existing 2027 GHG Phase 2 rule – a rule that we defended against rollbacks – and by assuming a level of ZEV purchasing that appears overly ambitious.**

"We are concerned that the final rule will end up being the most challenging, costly and potentially disruptive heavy-duty emissions rule in history. Truck and engine manufacturers have a long and successful history of implementing previous EPA emissions regulations. Previous rules included stringent emissions standards that required manufacturers to comply by developing and implementing advanced technologies to improve engine and vehicle performance. The new GHG Phase 3 rule will require manufacturers to sell a set percentage of ZEVs, a mandate that manufacturers alone cannot meet.

"EMA's member companies are at the forefront of reducing GHG emissions and have invested billions of dollars to develop and bring to market heavy-duty ZEVs. Manufacturers have many heavy-duty ZEV models for sale today, with more coming available. Trucking fleets are sophisticated purchasers who demand a financial return on the capital they invest in new vehicles. They simply will not buy ZEVs in sufficient volume unless the total cost of ownership is competitive with traditional vehicles and, critically, adequate infrastructures are available to power them. Unfortunately, ZEVs currently cost significantly more than ultra-clean diesel trucks and the complicated battery-charging and hydrogen-fueling infrastructures needed for heavy-duty ZEVs are only in the earliest stages of planning."

Heavy-duty ZEVs require different battery charging facilities and infrastructures than passenger ZEVs. There are only a small number of chargers available today that are suitable for heavy-duty ZEVs,

significantly constraining the willingness of customers to purchase them. To meet the volume of heavy-duty ZEVs anticipated by the GHG Phase 3 rule, over one million chargers will need to be built by 2032, with adequate power supplied to each by the electricity grid. That requires installing and energizing more than 9,500 heavy-duty ZEV chargers each month between now and 2032. Additionally, hydrogen-fueling stations will be needed along interstate highways for long-haul ZEVs.

Adequate battery-charging and hydrogen-fueling infrastructures must be in place before trucking fleets will purchase heavy-duty ZEVs. If fleets don't buy enough ZEVs to meet the percentages in the GHG Phase 3 rule, manufacturers will be forced to sell fewer ultra-clean diesel trucks to remain in compliance. That would lead to older, higher polluting trucks staying on the road longer -- causing negative economic consequences, job losses and harmful environmental impacts.

"EMA and its members will continue to invest in the further development of ZEV technologies and are committed to working with all interested stakeholders in developing the infrastructures needed to support ZEV technologies in the commercial vehicle and good movement sector," Mandel said.

More information about EMA's vision, policy positions, and advocacy efforts is available at www.cleantruckfacts.com.

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*The Truck and Engine Manufacturers Association (EMA) represents the world's leading manufacturers of medium-and heavy-duty commercial vehicles, internal combustion engines, and zero-emission powertrains. EMA works with governments and other stakeholders to help the nation achieve its goals of cleaner air and lower greenhouse gas emissions, and to ensure that regulatory standards are technology feasible, cost effective, and successful. By continually improving commercial vehicle and powertrain technologies, EMA's members are in the forefront of providing clean and efficient products that meet their customers' business needs and protect the environment.*

**IMMEDIATE RELEASE**
MARCH 29, 2024

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# BorgWarner, Cummins, Eaton and Ford respond to EPA's new heavy-duty pollution standards

WASHINGTON (March 29, 2024) – The Heavy-duty Leadership Group companies, which include BorgWarner, Cummins, Eaton and Ford, responded today to the publication of the Environmental Protection Agency's final Phase 3 tailpipe greenhouse gas standards for medium and heavy-duty vehicles.

Earlier this year the Heavy-duty Leadership Group companies released a joint "Statement of Principles" in support of a rule that would create regulatory certainty and provide clear market signals. The Group's Statement of Principles also emphasized that each Heavy-duty Leadership Group company is committed to "aggressively cutting GHG emissions with near-term milestones and long-term net zero goals." (See the "Statement of Principles" below.)

"BorgWarner supports the Phase 3 Greenhouse Gas standards and our *Charging Forward 2027* strategy aligns with a net-zero carbon emissions future," said **Frédéric Lissalde, President and CEO of BorgWarner**. "We are committed to carbon neutrality in Scope 1 and Scope 2 by 2035 and 25% Scope 3 emissions reduction by 2031 from a 2021 baseline."

BorgWarner offers a market-leading portfolio of hybrid and foundational technologies such as turbochargers, variable cam timing, exhaust gas recirculation and all-wheel drive systems as well as eMobility technologies such as inverters, power electronics, eMotors, battery systems, charging stations and energy storage solutions that are aligned with improving the efficiency of vehicle propulsion systems to meet the new regulatory standards.

Originally formed in 2010, The Heavy-duty Leadership Group is an informal alliance of the nation's leading heavy-duty manufacturers and supply companies that provide solutions for the historic improvements in national greenhouse gas and fuel efficiency standards for heavy-duty engines and vehicles. The Companies credit the EPA's first two phases of the rule for accelerating the industry's adoption of advanced technologies while minimizing market disruption.

"Cummins is uniquely positioned to develop and manufacture a broad range of technologies that enable our customers to prosper, wherever they are along their energy transition journey. Cummins acknowledges the different perspectives on the rule but believes by continuing to work together with industry partners and the government, we can achieve our mutual goals to reduce emissions, create American jobs and contribute to a stronger economy," said **Shelley Knust, Vice President of Product Compliance and Regulatory Affairs at Cummins.**

Building on the success of Phase 1 and 2 standards, these companies stand ready to put more efficient technology on the road toward meeting the new standards, including electrification and hydrogen infrastructure which is essential to the widespread adoption of carbon-free technologies.

Eaton strongly supports EPA's latest efforts to drive decarbonization in the transportation sector. Eaton is ready to support emissions reduction goals with advanced powertrain and electrified vehicle technologies that can help achieve the Phase 3 Heavy Duty Greenhouse Gas rule. Eaton is committed to reducing Scope 1 and 2 emissions by 50% by 2030 and becoming carbon neutral.

"The EPA's new heavy-duty emissions rule is challenging, but Ford is working aggressively to meet the moment. Our industry is making important progress to reduce greenhouse gas emissions in both light- and heavy-duty vehicles. We also need policymakers to pair emission standards with incentives and public investment so that we can continue to deliver on the next generation of vehicles and for our nation to lead the future of this industry," said **Cynthia Williams Global Director, Sustainability, Homologation & Compliance at Ford Motor Company**.

Phase 3 national heavy-duty GHG standards apply to vehicles ranging from vocational chassis to big-rig tractors, including 18-wheelers, sanitation trucks, buses and other commercial vehicles. The standards would complement the criteria pollutant standards for MY 2027 and beyond heavy-duty vehicles that the EPA finalized in December 2022. According to the EPA, the projected net benefits of th**e** heavy-duty final rule range from $180 billion to $320 billion.

**Heavy Duty Leadership Group**
**Statement of Principles on the Environmental Protection Agency Phase 3 Heavy-duty Greenhouse Gas Emissions Standards**
**February 2024**

1. The HDLG Companies support EPA's ongoing efforts to achieve further de-carbonization in the transportation sector through a sound, achievable HD Phase 3 GHG rule that starts in MY 2027. The HDLG companies do not support proposals to delay the start of EPA Phase 3 HD GHG until MY 2030 or later.
2. Each of the HDLG Companies has made public commitments to reduce its carbon footprint by aggressively cutting GHG emissions with near-term milestones and long-term net zero goals. These corporate sustainability principles underpin our support for finalization of an EPA Phase 3 GHG rule with urgency and not later than March 31, 2024.
3. EPA should make a commitment in the final rule to conduct periodic Technical Assessments of a wide range of factors directly related to the pace of adoption of Zero Emission Tailpipe HD technologies, including: battery technology advancement, availability, and affordability; critical mineral sourcing and cost; deployment of an extensive and available charging/fueling network, supporting electrical grid and fuel infrastructure, and other factors.
4. Long-term technology-neutral regulations provide industry with the confidence to deploy capital and resources that will result in high-quality job growth and technology leadership, which are critical in the de-carbonization of the transportation sector. The HDLG companies trust EPA to consider proposing future revisions through new rulemaking, if triggered by any major changes to the factors evaluated in EPA's Technical Assessments, but the HDLG Companies are opposed to proposals for a "hard-wired off ramp" triggered by an infrastructure development or similar metric.
5. Multiple technology pathways exist and must be considered in a technology-neutral manner to achieve EPA's performance-based HD Phase 3 GHG standards. These solutions

include hybrid powertrains; advanced engine technologies; hydrogen combustion; and electric and hydrogen zero tailpipe emission propulsion systems. To ensure technology-neutral, performance-based, standards, EPA should make a regulatory commitment within the Phase 3 Final Rule to propose near-term technical amendments to streamline hybrid certification test procedures.

6. Achieving the Administration's ambitious GHG reductions in the HD sector will require a "Whole of Government "approach involving DOE, DOT, EPA, and other Federal, state, and local government agencies working with the private sector to ensure that IRA and the Bipartisan Infrastructure Law funds are wisely invested across the U.S. economy to leverage a commercially viable HD infrastructure, which accelerates the adoption of zero-emission commercial vehicles.

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**The Heavy-duty Leadership Group is an informal alliance of leading companies involved in trucking, whose goal is to inform and support the development of national GHG emission regulations for heavy-duty vehicles. HDLG members include:**

**About BorgWarner**: For more than 130 years, BorgWarner has been a transformative global product leader bringing successful mobility innovation to market. Today, we're accelerating the world's transition to eMobility – to help build a cleaner, healthier, safer future for all.

**About Cummins Inc.:** Cummins Inc., a global power leader, is a corporation of complementary business segments that design, manufacture, distribute and service a broad portfolio of power solutions. The company is fulfilling its mission to power a more prosperous world, not only through its next generation of fuel-agnostic ultra-low emissions engine platforms but also through its Accelera brand battery-electric powertrains, fuel cell-electric powertrains, and hydrogen electrolyzers, which are essential to a zero-carbon hydrogen fueling infrastructure.

**About Eaton:** Eaton is an intelligent power management company dedicated to protecting the environment and improving the quality of life for people everywhere. We make products for the data center, utility, industrial, commercial, machine building, residential, aerospace and mobility markets. We are guided by our commitment to do business right, to operate sustainably and to help our customers manage power – today and well into the future. By capitalizing on the global growth trends of electrification and digitalization, we're accelerating the planet's transition to renewable energy sources, helping to solve the world's most urgent power management challenges, and building a more sustainable society for people today and generations to come.

**About Ford Motor Company:** Ford Motor Company (NYSE: F) is a global company based in Dearborn, Michigan, committed to helping build a better world, where every person is free to move and pursue their dreams. The company's Ford+ plan for growth and value creation combines existing strengths, new capabilities and always-on relationships with customers to enrich experiences for customers and deepen their loyalty. Ford develops and delivers innovative, must-have Ford trucks, sport utility vehicles, commercial vans and cars and Lincoln luxury vehicles, along with connected services. The company does that through three customer-centered business segments: Ford Blue, engineering iconic gas-powered and hybrid vehicles; Ford Model e, inventing breakthrough EVs along with embedded software that defines exceptional digital experiences for all customers; and Ford Pro, helping commercial customers

transform and expand their businesses with vehicles and services tailored to their needs. Additionally, Ford is pursuing mobility solutions through Ford Next, and provides financial services through Ford Motor Credit Company. Ford employs about 177,000 people worldwide. More information about the company and its products and services is available at corporate.ford.com.