

South Shores Clean Cities Propane Autogas

August 14, 2018





Enterprise Brand Portfolio



ROUSH Industries

OEM manufacturing, engineering, prototyping and design



Roush Fenway Racing

NASCAR racing team(s)



ROUSH Performance

Industry leading high performance vehicles



ROUSH CleanTech

Propane autogas powered commercial vehicles.



ROUSH CleanTech





- Founded in 2010.
- Dedicated to developing quality alternative fuel solutions.
- Propane autogas focus.
- EPA and CARB certification.
- Platform customization to suit customer needs.
- Reduces operating costs, carbon footprint.
- OEM support through Ford and BPN dealers.
- Creating opportunities for partner companies.
- Using American fuel and American technology.



Our Scorecard



OVER

17,500

VEHICLES ON THE ROAD

ACCUMULATED OVER

430

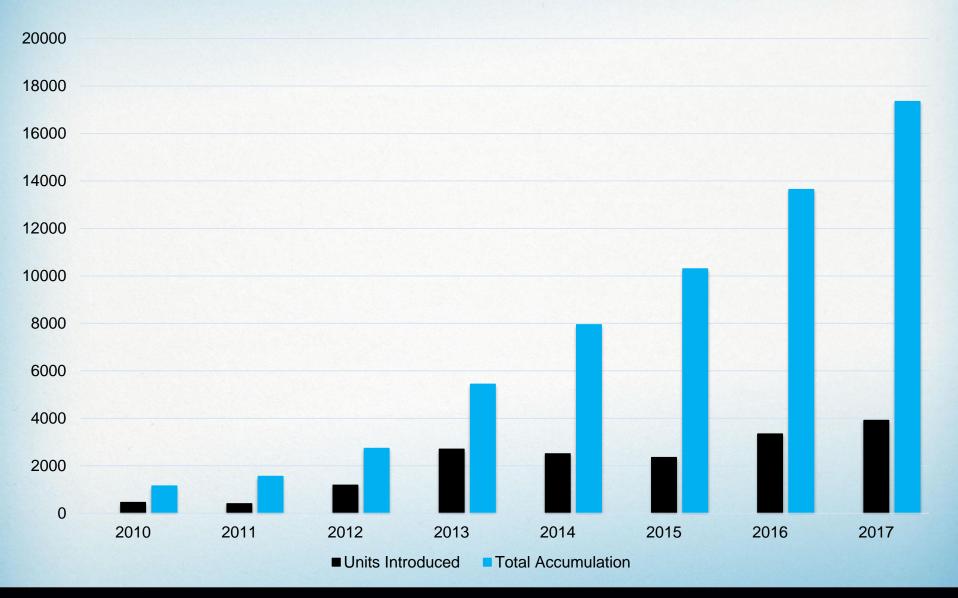
MILLION MILES

OVER

720

SCHOOL DISTRICTS





ROUSH Why The Hockey Stick?

- Reliable Technology & Robust Service Program
- Strong OEM Partners/Ford & Blue Bird
- Diesel Displacement/Medium Duty
- 1,000 Customers & 400 Million Miles of Data
- Low Cost Infrastructure and Easy to Scale
- Safe
- Plentiful Fuel
- Emerging Low NOx Certifications

- ARB is encouraging all Manufacturers of Record (MORs) to overachieve on the NOx standard to support smog reduction.
- ARB has issued alternative standards at 0.1, 0.05 and 0.02g/bhp-hr for NOx.
- The recent VW settlement also includes funding that supports NOx reductions across all 50 states that off sets the increase in NOx caused by their diesel emissions.



RCT Status of Low NOx

July 31, 2018 ROUSH CleanTech announces achievement of very low NOx with the 6.8L V10 Engine.

| CALIFORNIA AIR RESOURCES BOARD | | | A | ROUSH INDUSTRIES, INC | | | | EXECUTIVE ORDER A-344-0086 New On-Road Heavy-Duty Engines Page 1 of 2 Pages | | | |
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| WODEL YEAR | ENGINE FAMILY | ENGINE SIZES (L) | FUEL TYPE 1 | STANDARDS & TEST PROCEDURE | INTENDED SERVICE CLASS 2 | ECS | & SPECIAL FEATURE | ES 3 | DIAGNOSTIC | | |
| 2018 | JRIIE06.8BW2 | 6.8 | LPG | Otto | HDO | TWC, HO | 02S, SFI, 2WR-HO | 2S, ECM | OBD(P) | | |
| RIMARY E | ENGINE'S IDLE EMI | SSIONS CO | NTROL 5 | , | ADDITION | AL IDLE EMISSI | IONS CONTROL 5 | | | | |
| | N/A | | | | | N/A | | | | | |
| NGINE (L) | | ENGINE MODELS / CODES (rated power, in hp) | | | | | | | | | |
| | | See Attachment | | | | | | | | | |
| CNG/LNG | norsepower, kw-kilow 3=compressed/liquefie XD=light/medium/heavy | att; hr=hour; d natural gas; heavy-duty d | LPG=liquefied policeel; UB=urban | etroleum gas, E85=8: bus; HDO=heavy dut | fromtion catalog: SCD.II | on xyz; 40 CFR 86 fuel a.k.a. BF=bif | fuel; DF=dual fuel; FF=fl | flexible fuel; | All (needs) manns | | |
| enot applica- eliter, hp-h- eliter, hp-h- cNG/LNG L/MH HD ECS=emil cottalyst, [0] 225=wider essel injectio CMPCM=es ESS=engler EMD=engler eavy- amily, " rovided | norsepower, kwe-kilowa orosepower, kwe-kilowa orosepower, kwe-kilowa open orosepower, | att, hrehour; d d natural gas; heavy-duty d natural gas; heavy-duty d TWC/OC-struct FBH-ethyottle b; folimorally conduct; Eliper 13 CCR 1 in aptr-exemple; mostic system FTP exhamits und ines and BET and blicable | LPG=liquefied pt liesel; UB=urben les-way/loxidizing o de periodic trap oxid oby fuel rijection; dC=charge air coc lif-engine modifici gos6.da(e)(A(1); d per 13 CCR 1997); aust emissi der the app d vehicles (NTE certifi Test Proce | atroleum gas; E85–88 bus; HDO=haeny dut atalyst; NAC=NOx a datalyst; NAC=NOx a September (1974) and the september (1974) | Code of Regulations, Section of Regulations, Section of Regulations, Section of the Regulation of Re | in xyz. 40 CFR 86 fuel a.k.a. BF-bi f / SCR-N-selective //AFS-hosteddain-fuelred passions in redirect passions // AFS = internat redirect passions // AFS = internat redirect // AFS = inter | tuet. DF=dual fuet; FF=ff catalytic reduction - une- uel-ratio sensor (a.k.a., ur rejection; GCARB-gased ARR-pulsedirecondary a catalytic reduction - une- uel-ratio sensor (a.k.a., ur rejection; GCARB-gased catalytic gCA | texible fuel; a / – ammonia; 1 niversal or linear niversal or linear niversal or linear niversal or linear ar injection; SPL r system; ALT=a cles); under 13 C procedures n levels, for a manufact the CERT va | WU (prefix) =warm- oxygen sensor). WildOH-indirect-direct- el-monke pull limiter. =monke pull limiter. =monk | | |
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STUDENT TRANSPORTATION

OVER
10,000
SCHOOL
BUSES

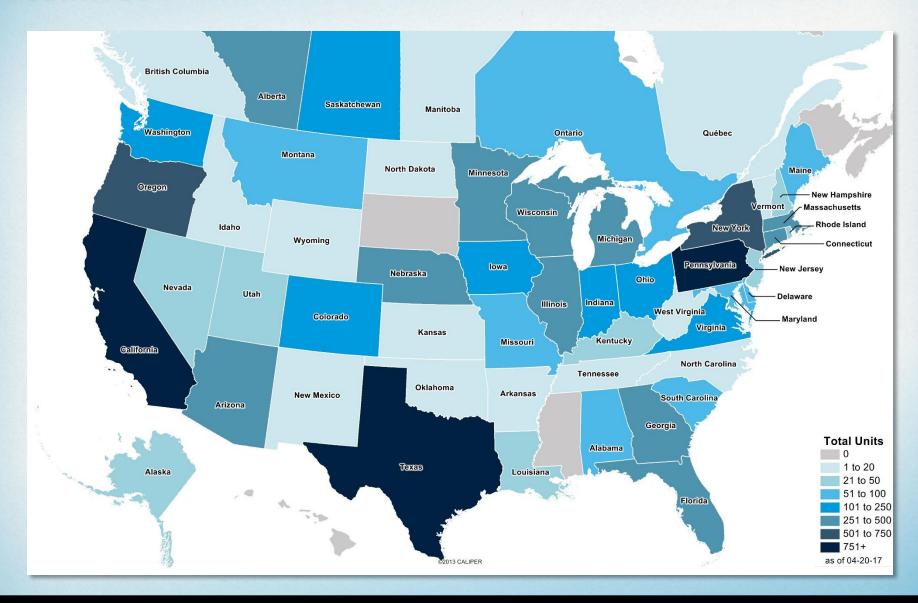


720
SCHOOL
DISTRICTS





Propane School Bus Deployments





Product Overview

Model Year

2018

Engine Size

6.8L V10 (3V) Ford Engine with exclusive ROUSH CleanTech Propane Fuel System

Applications

169" / 189" / 217" / 238" / 252" / 273" / 280" wheelbase configurations

6-speed automatic transmission

Fuel Tank Capacity

Short: 47 gallons (usable)

Standard: 67 gallons (usable)

Extended: 93 gallons (usable)

Technical Specifications

EPA and CARB approved.

GVWR: 33,000 lbs.

Up to 77 passengers

Order Availability

Blue Bird dealers

Blue Bird Vision

(Type C)





Product Overview

Model Years

2018

Engine Size

6.8L V10 (2V)

Applications

158" / 176" / 186" / 190" wheelbase configurations.

Chiller required for vehicles operating in temps ≥ 110°F

5-speed automatic transmission.

Fuel Tank Capacity

Aft-Axle: 41 gallons (usable)

Technical Specifications

EPA and CARB approved.

GVWR: 14,500 lbs.

Up to 30 passengers

Order Availability

Blue Bird dealers



(Type A)









COMMERCIAL FLEET



Propane Autogas Product Lineup

- Medium duty Ford trucks, chassis cabs, cutaways, and stripped chassis
- Factory Ford warranty maintained.
- No loss of HP / torque / towing capacity.
- Serviceable with existing diagnostic equipment.
- EPA & CARB Certified
- HD OBD Compliant



Ford F-53 / F-59



Ford E-450



Ford F-450/550



Ford F-650/750



Industry Reach – Ford Commercial Trucks

| | Linen | Food/Bakery | Beverage | Transit | Vending | Logistics | Propane |
|-------------------------------------------|-------|-------------|----------|---------|---------|-----------|---------|
| Ford E-350 / E-450 6.8L V10 2V | | • | | • | • | • | |
| Ford F-450 / F-550 6.8L V10 3V Low NOx | | | • | • | • | • | • |
| Ford F-650 / F-750 6.8L V10 3V Low NOx | • | • | • | | • | • | • |
| Ford F-53 / F-59 6.8L V10 3V Low NOx | • | • | | | | • | |

Additional Industries

- Airport
- Tree and Landscape
- Towing
- Government



Ford F-450 / F-550 - Class 4 / 5

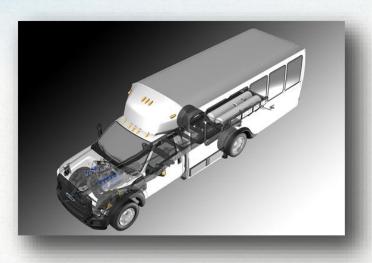
- 6.8L V10 3 Valve Low NOx
- <19,500lbs GVWR</p>
- >169"WB and 64"CA
- Driver / Passenger Side and After Axle
 Tank Options
- 35, 50, and 65 Usable Gallons
- Range: 150 320 Miles







Ford F-450 / F-550 - Class 4 / 5 Cont.







Ford F-650 / F-750 - Class 6 / 7

- 6.8L V10 3 Valve Low NOx
- <33,000lbs GVWR
- All Configurations
- Dual Saddle Mount Short Tanks -
 - Drop Frame Non Clean C/A
- 55 Usable Gallons
- Range: 160 220 Miles
- RPO Frame Piercing





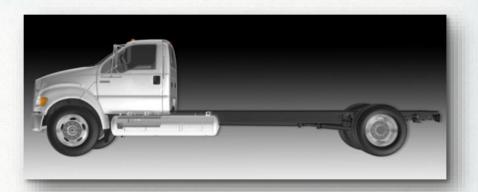






Ford F-650 / F-750 - Class 6/7

- 6.8L V10 3 Valve Low NOx
- <33,000lbs GVWR
- All Configurations
- Driver Side Tank
- 50 Usable Gallons
- Range: 160 230 Miles
- RPO Frame Piercing









Ford F-53 / F-59 - Class 5 / 6

- 6.8L V10 3 Valve Low NOx
- 16,000lb 26,000lb GVWR
- All Configurations
- Driver Side and After Axle Tank
- 45 and 65 Usable Gallons
- Range: 200 320 Miles
- < 300 lbs



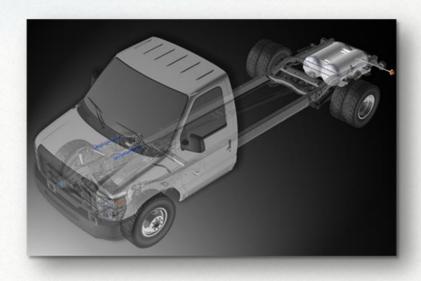






Ford E-350 / E-450 - Class 3 / 4

- 6.8L V10 2 Valve
- <14,500lbs GVWR</p>
- Any WB and CA
- After Axle Tank
- 41 and 64 Usable Gallons
- Range: 240 380 Miles









- Strong OEM Partners
- OEM Purpose Built and Proven Engine/Fuel System
- Robust and Proven
- Nationwide Service Network
- HDOBD Compliant
- EPA and CARB Compliant
- Ultra-LOW NOx; 0.02 g/bhp-hr
- Domestic and Economic Fuel
- Diesel Displacement
- Low Cost Infrastructure and Easy to Scale



THANK YOU

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