

UPDATE - Evolving Regulatory Landscape

Coleman Jones

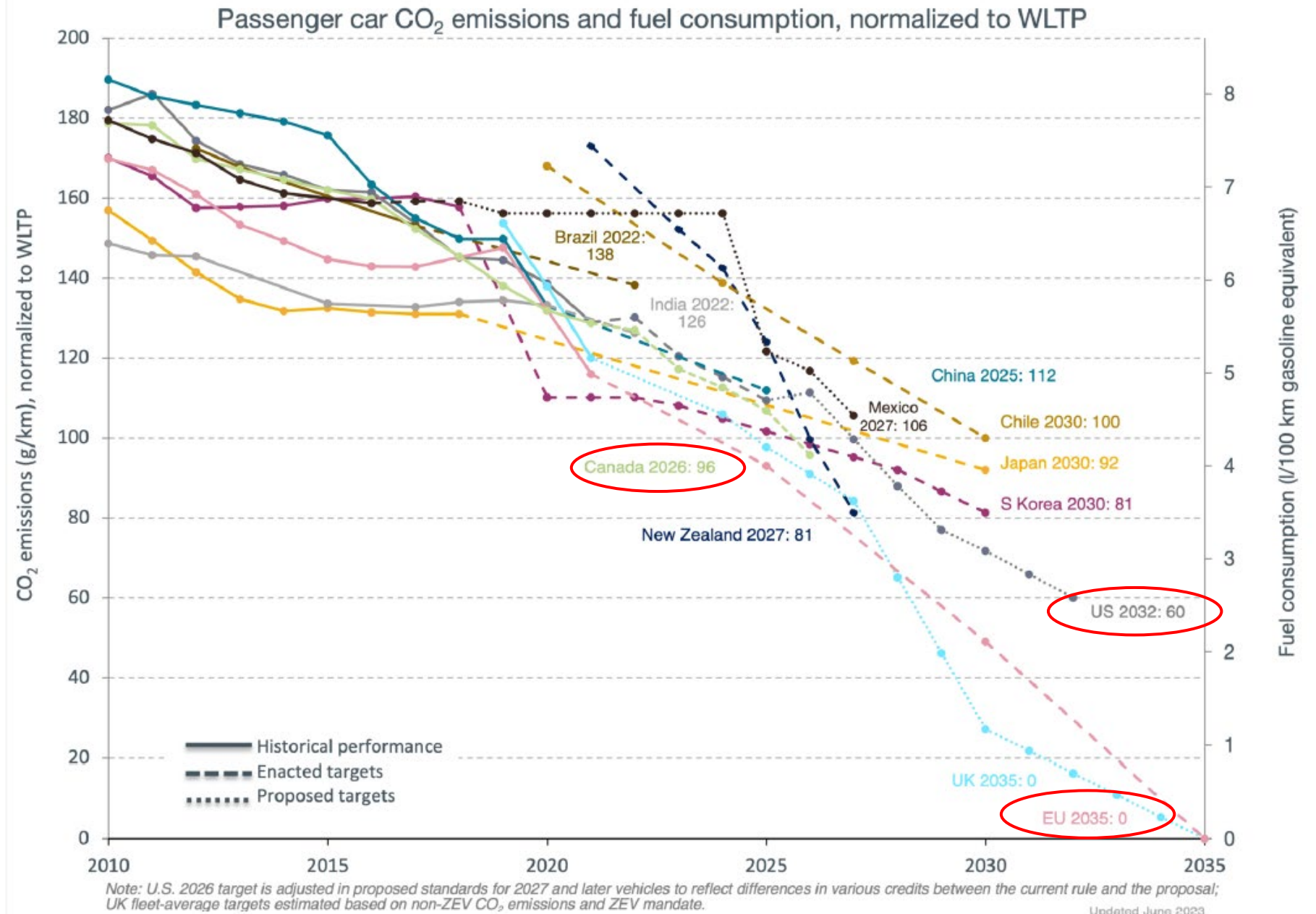
American Petroleum Institute
44th Automotive/Petroleum Industry
Forum

Dearborn, Michigan
April 16, 2026

Agenda

- Ambitious Goals
 - EU
 - ~~EPA~~
 - NHTSA
- California
 - LCFS
 - ~~ACC II~~
 - ~~ACT~~
 - ~~ACF~~
 - 177
- PEF
- FUF
- FE/GHG Credits
- Electrification
 - Vehicle Penetration
 - Batteries
 - Energy Sources

- Almost every country with a motor industry has proposed and imposed CO₂/FE standards
- There is a bit of competition on who can impose the most stringent standards
- Standards normalized to World harmonized Light vehicle Test Procedure



EU Fleet Targets

- The 50 and 0 gram targets are finalized proposals
- New proposal to change 0 gram target to ~12 gram/km
- New proposal to introduce 3 year averaging

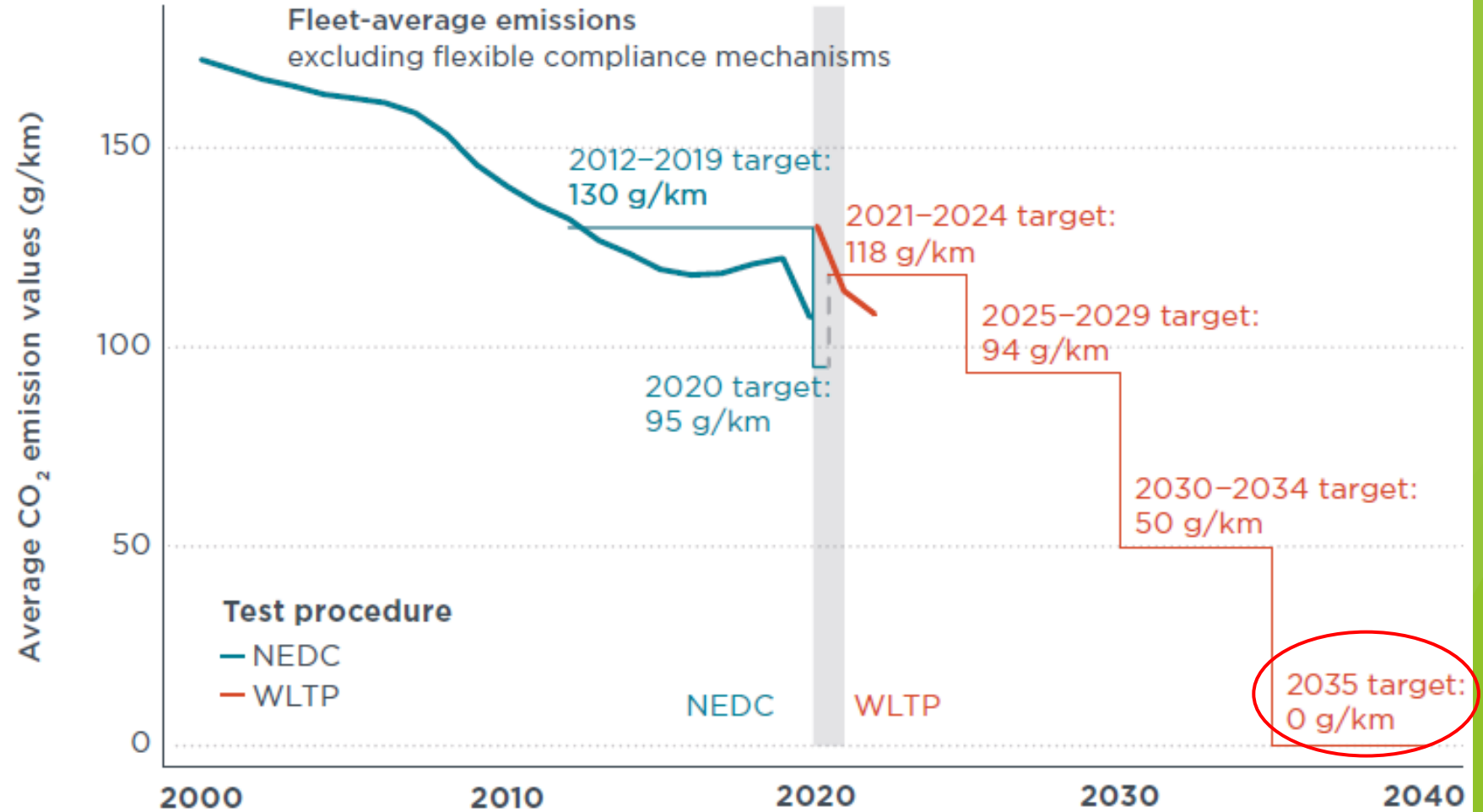
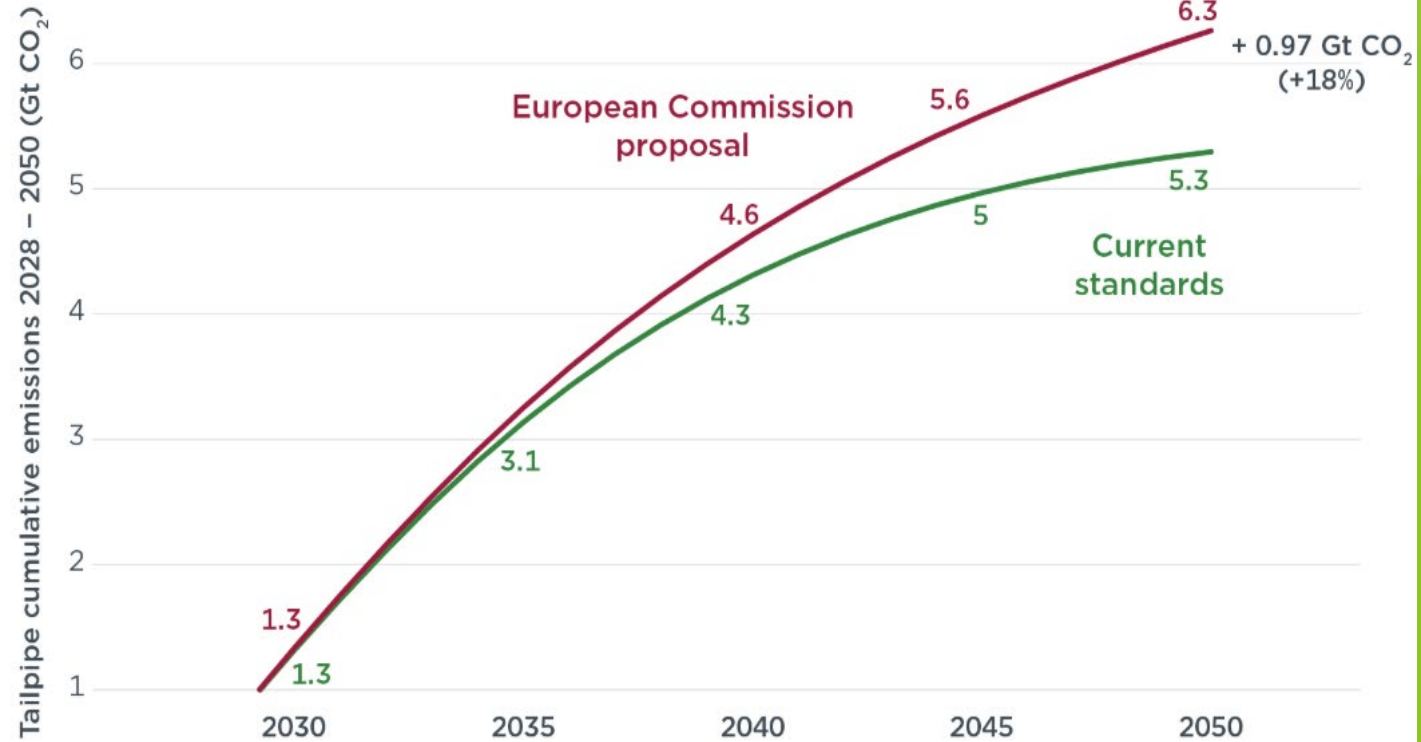


Figure 1. Historical average NEDC and WLTP CO₂ emission values and targets of new passenger cars without flexible compliance mechanisms. The 2021–2024 line corresponds to the WLTP specific emissions reference target for 2021, calculated as the average of the WLTP specific emissions reference targets of all manufacturers.



2024 Japan Emissions



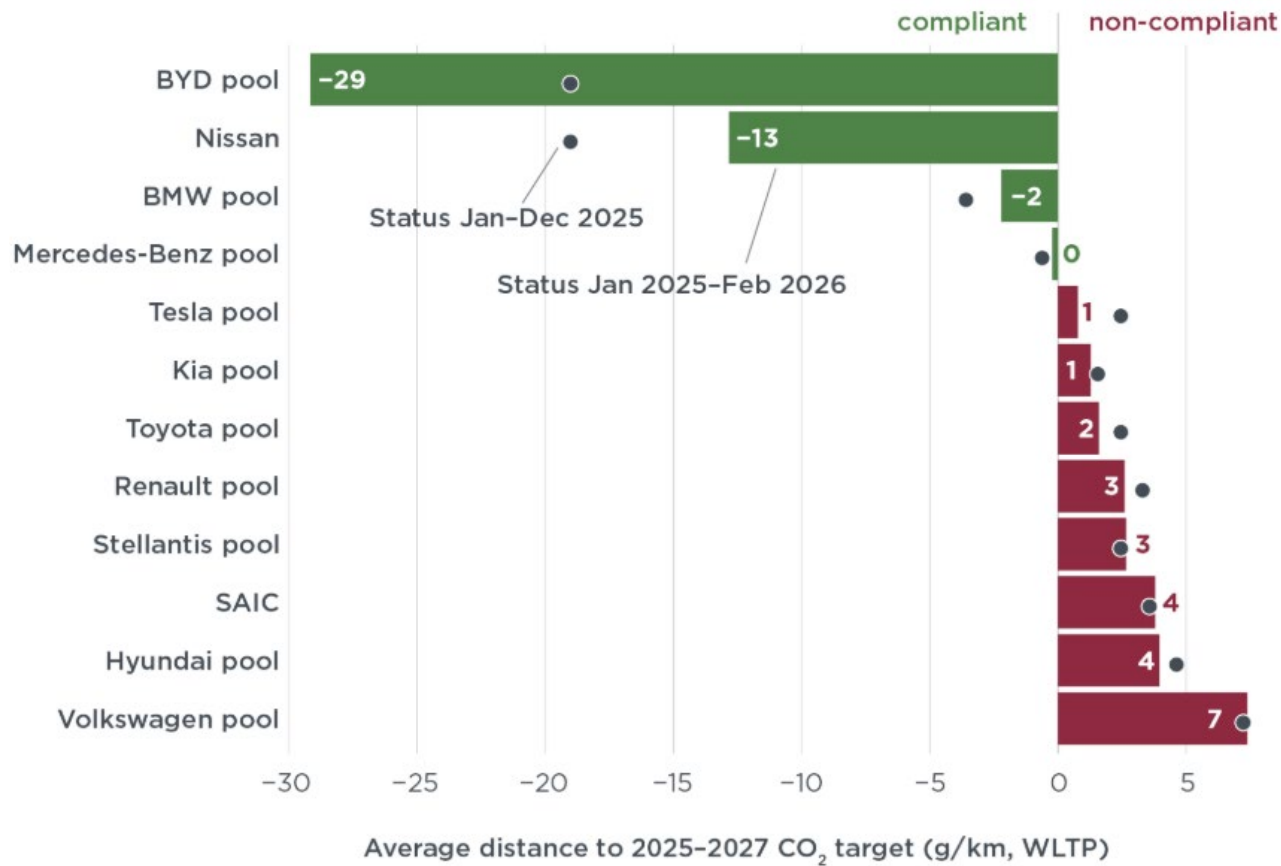
Note:

2024 Global CO₂ emissions were ~ 38.5 Gt

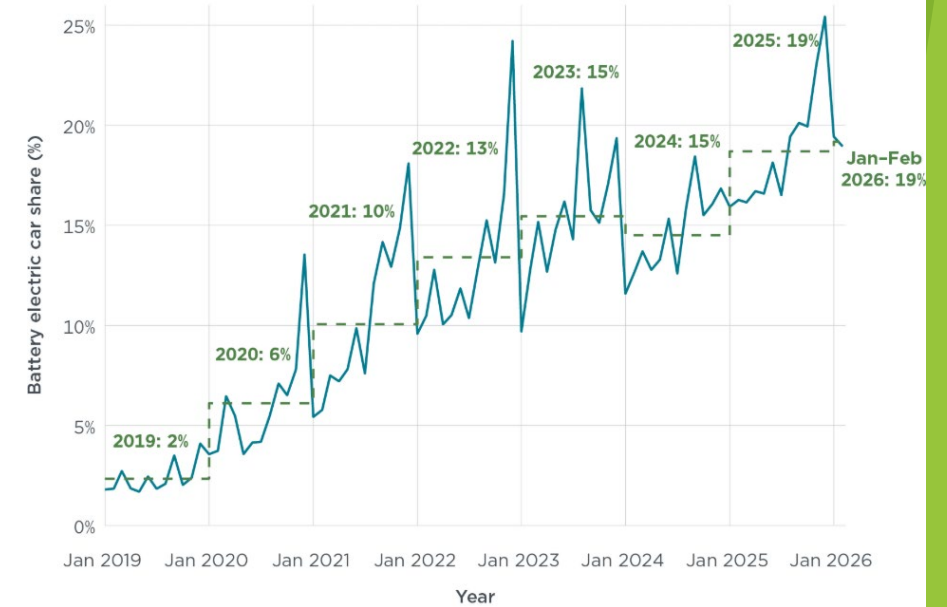
Of which
~1.2 Gt were human respiration

Europe

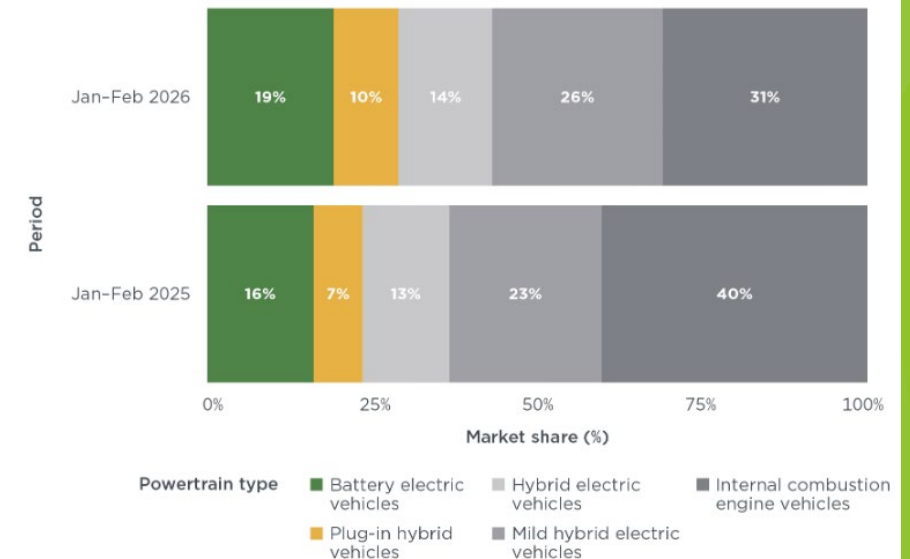
Average distance to 2025-2027 CO₂ targets for manufacturer pools and individual manufacturers



Share of battery electric vehicles among new passenger car registrations in Europe

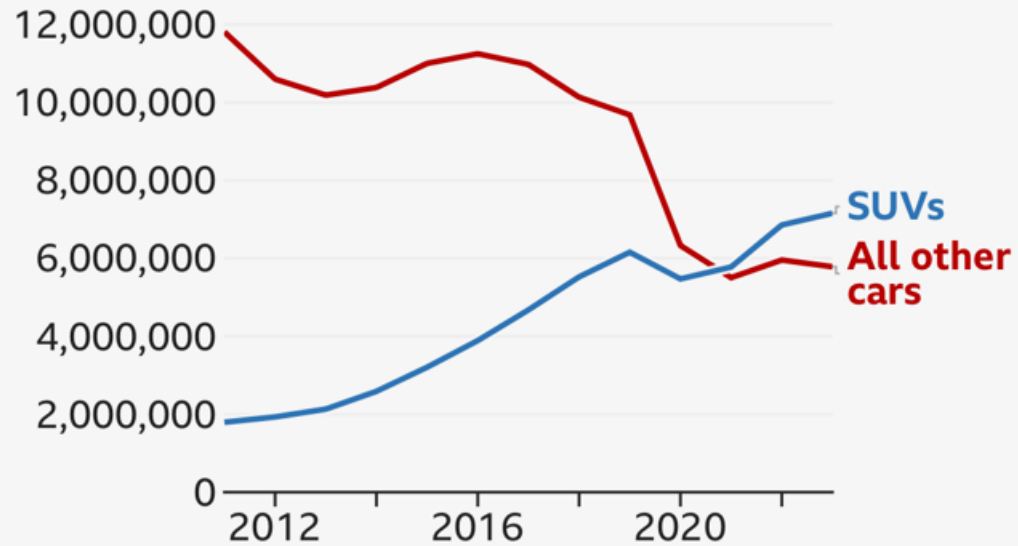


Europe's new car market share by powertrain type, January-February 2026 versus January-February 2025

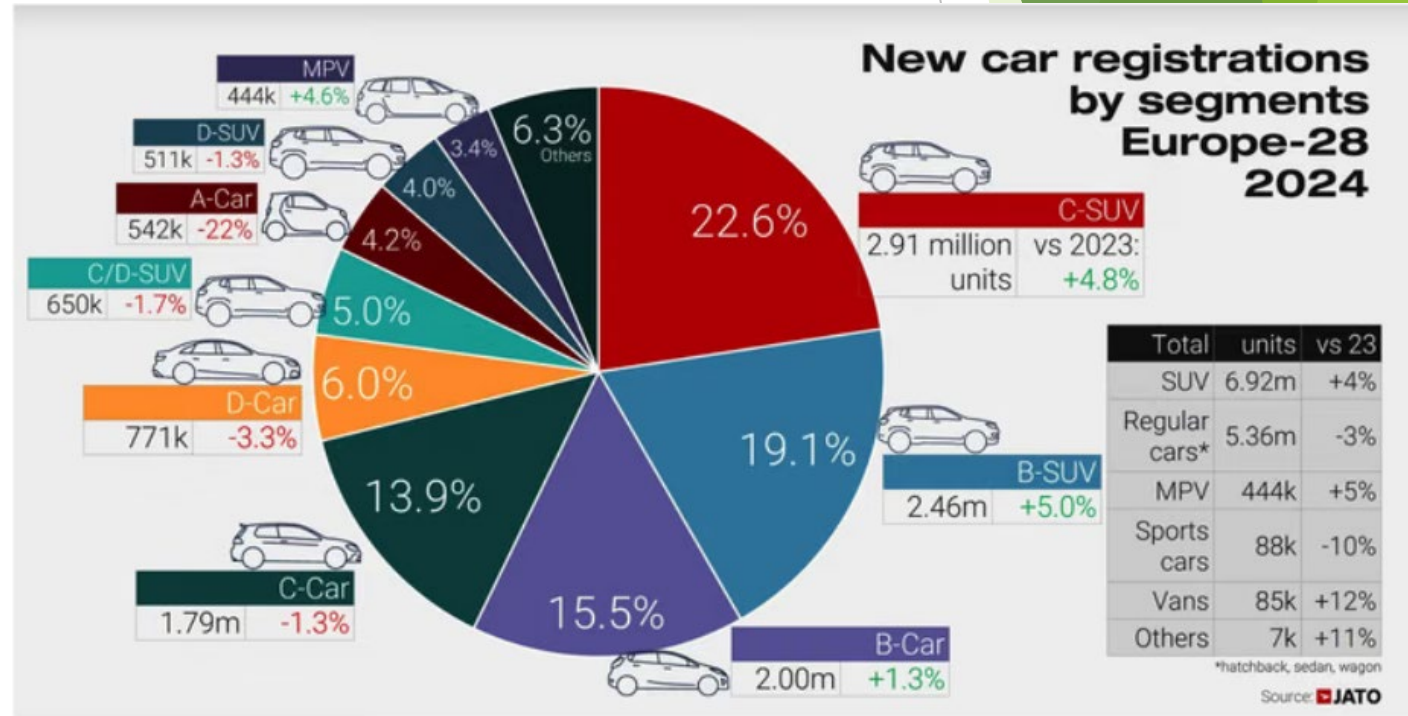


SUVs have outsold all other cars in Europe since 2021

New car registrations each year in 27 European countries (including the UK)



Source: Dataforce



<https://www.autocarpro.in/analysis-sales/europe-sees-record-suv-market-share-at-54-of-129-million-py-sales-in-cy2024-124763>
<https://www.transportenvironment.org/articles/position-paper-on-the-revision-of-the-eu-car-co2-standards>

US Federal Regulations - A Busy Year

▶ EPA

- ▶ GHG Endangerment Determination withdrawn
- ▶ All GHG regulations withdrawn
 - ▶ Criteria remain
- ▶ Revision of Fuel Usage Factor (FUF)
- ▶ Opening for State-by-State regulation?
 - ▶ EPCA Preemption?

▶ DOE

- ▶ Petroleum Equivalency Factor (PEF)
- ▶ Fuel Content Factor (FCF) removed from Petroleum Equivalency calculation
 - ▶ EV MPG falls by ~85%

US Federal Regulations - A Busy Year

▶ NHTSA

- ▶ Interpretive rule revises bases of regulation - Goal is to hew closely to statute

- ▶ Proposed Light Duty Rule

- ▶ No EVs in baseline - Maximum Feasible standards significantly relaxed

- ▶ No Off-Cycle / AC credits

- ▶ Mandatory Approach Angle test (currently failed by 99% of “trucks”) -
Makes it harder qualify as a truck

- ▶ No credit trading between companies

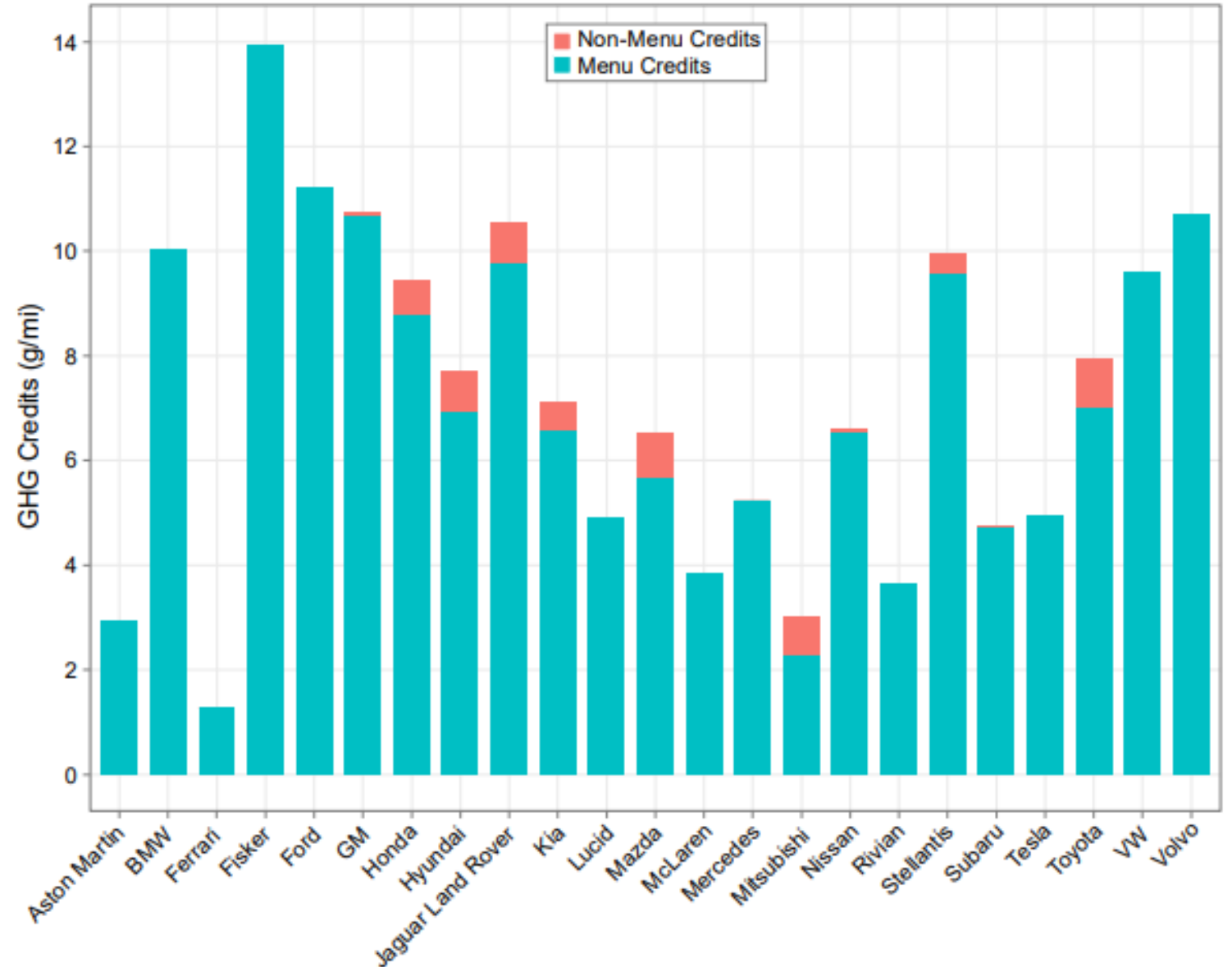
- ▶ Civil penalties for LD non-compliance are now set at zero by statute

- ▶ MDHD proposal pending

- ▶ “NHTSA’s civil penalty scheme ... is unauthorized”

- Off-cycle credits had significant value
- 2026 EPA standards were ~160 gm/mile

Figure 5.10. Total Off-Cycle Credits by Manufacturer for Model Year 2023



EPA - Rescission of GHG Endangerment Finding

- ▶ The EPA concludes that CAA section 202(a)(1) does not authorize regulation of GHGs related to global climate change, based on statutory interpretation and the major questions doctrine.
- ▶ The term “air pollution” in the statute is best read as pollution threatening health or welfare through local or regional exposure.
- ▶ The EPA finds no clear congressional authorization for regulating GHGs in response to global climate concerns.
- ▶ The 2009 Endangerment Finding exceeded statutory authority by interpreting GHGs as “air pollution” endangering health and welfare.
- ▶ The Supreme Court decisions (UARG 2014, West Virginia 2022) limit EPA’s authority on major policy questions without explicit congressional approval.

USA - EPA

- Revised EPA GHG Rule
- EPA finalized its most stringent proposal
- It catches up to the Obama standards in 2025 and exceeds them significantly in 2026

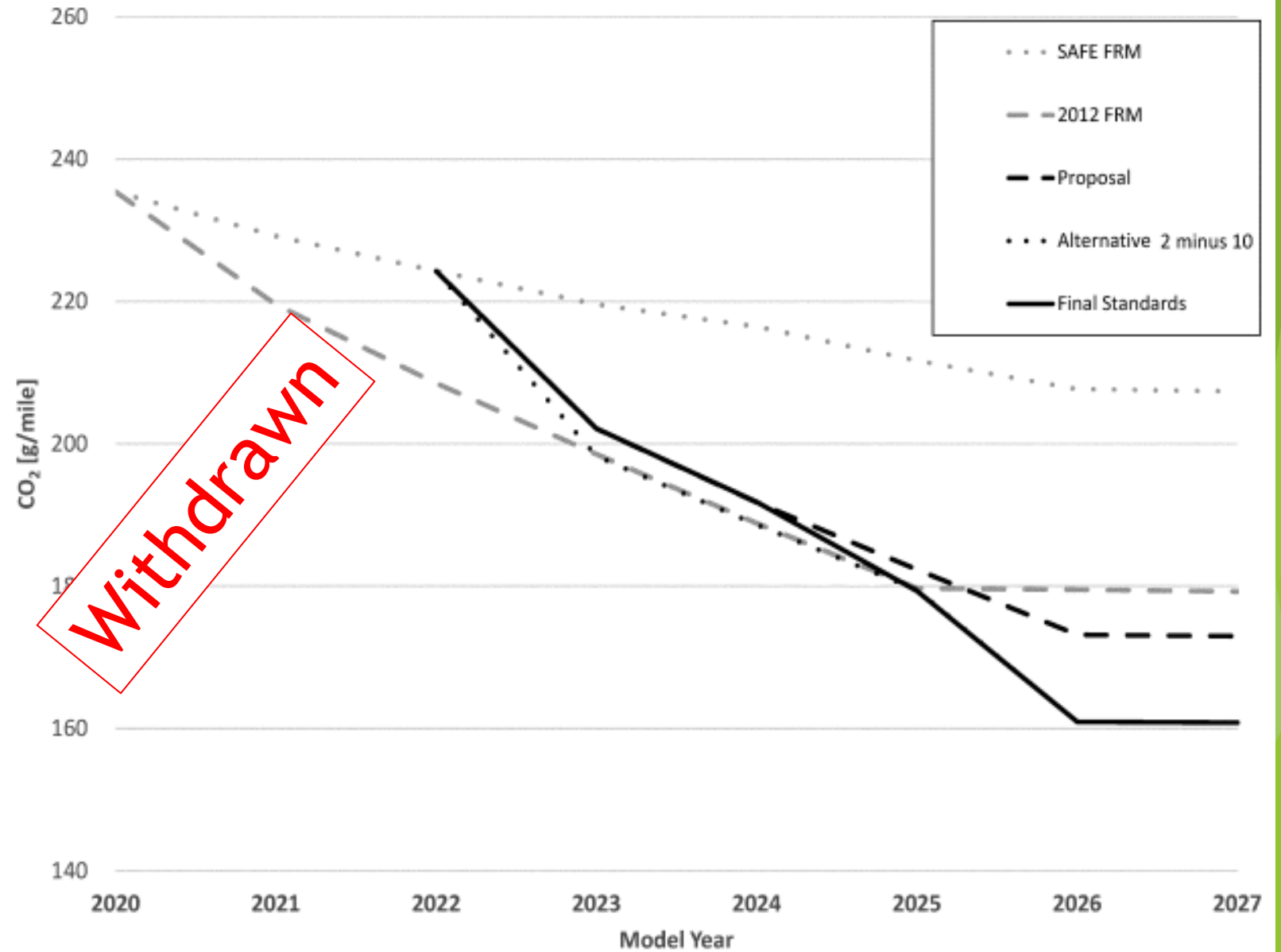
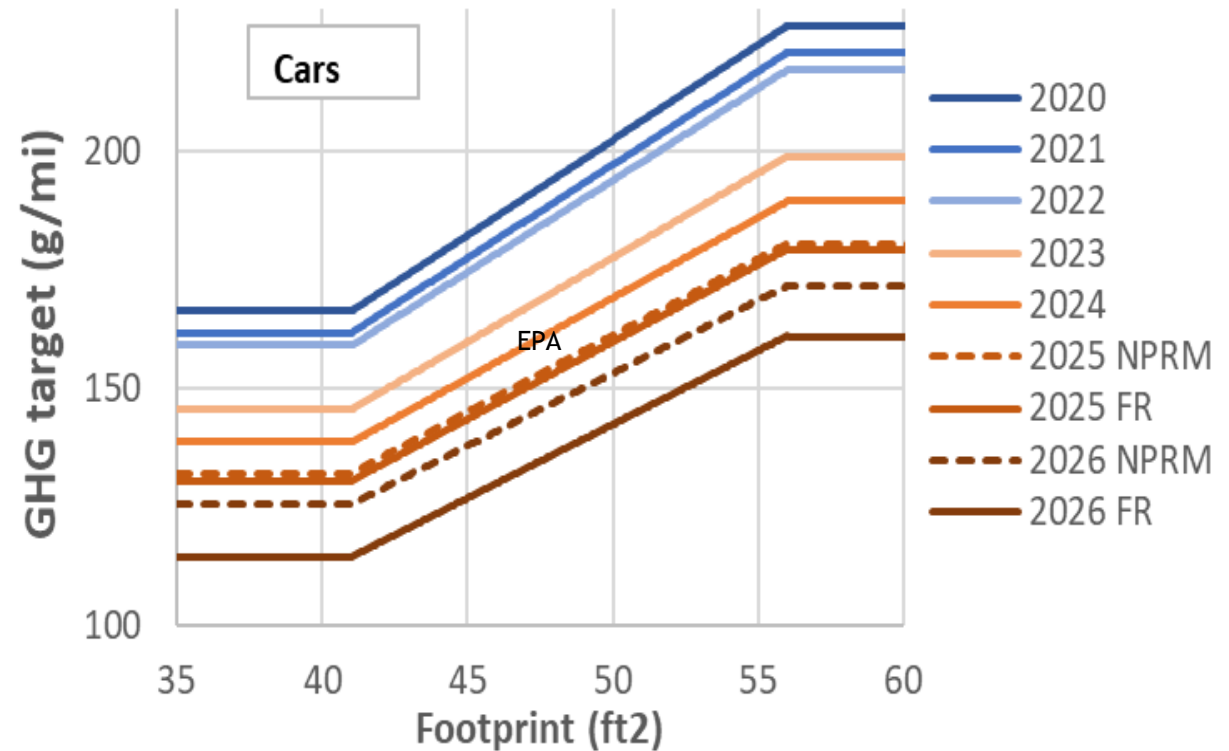
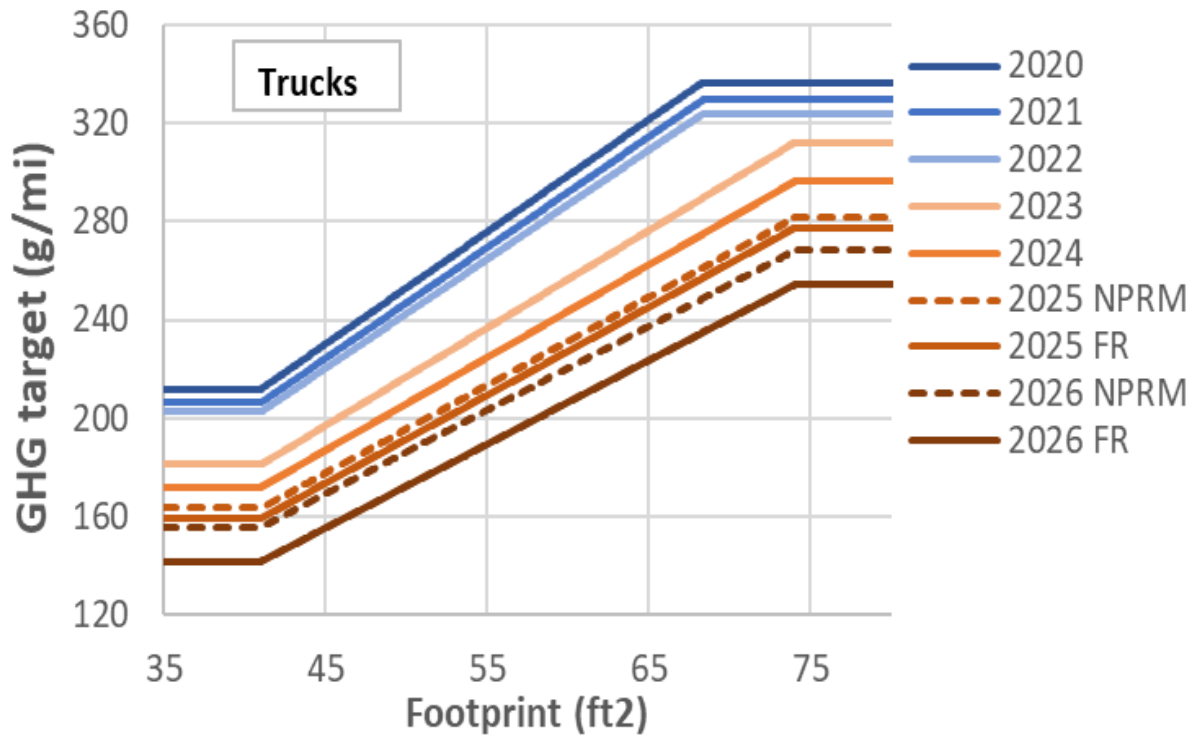


Figure 1 EPA Final Industry Fleet-Wide CO₂ Compliance Targets, Compared to 2012 and SAFE Rules, the Proposal and Alternative 2 minus 10, g/mile, MYs 2020-2026 and later

EPA Footprint Standards

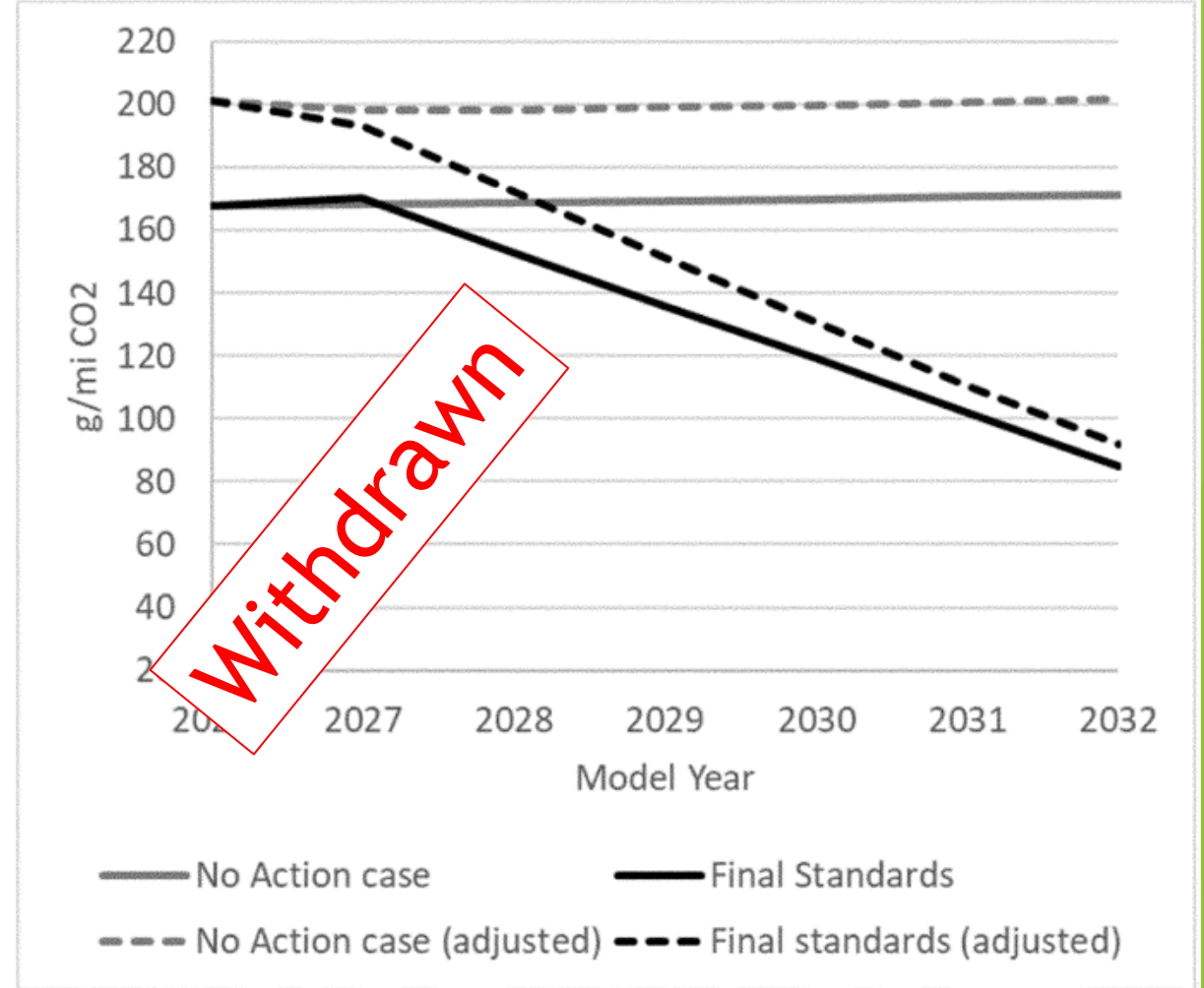
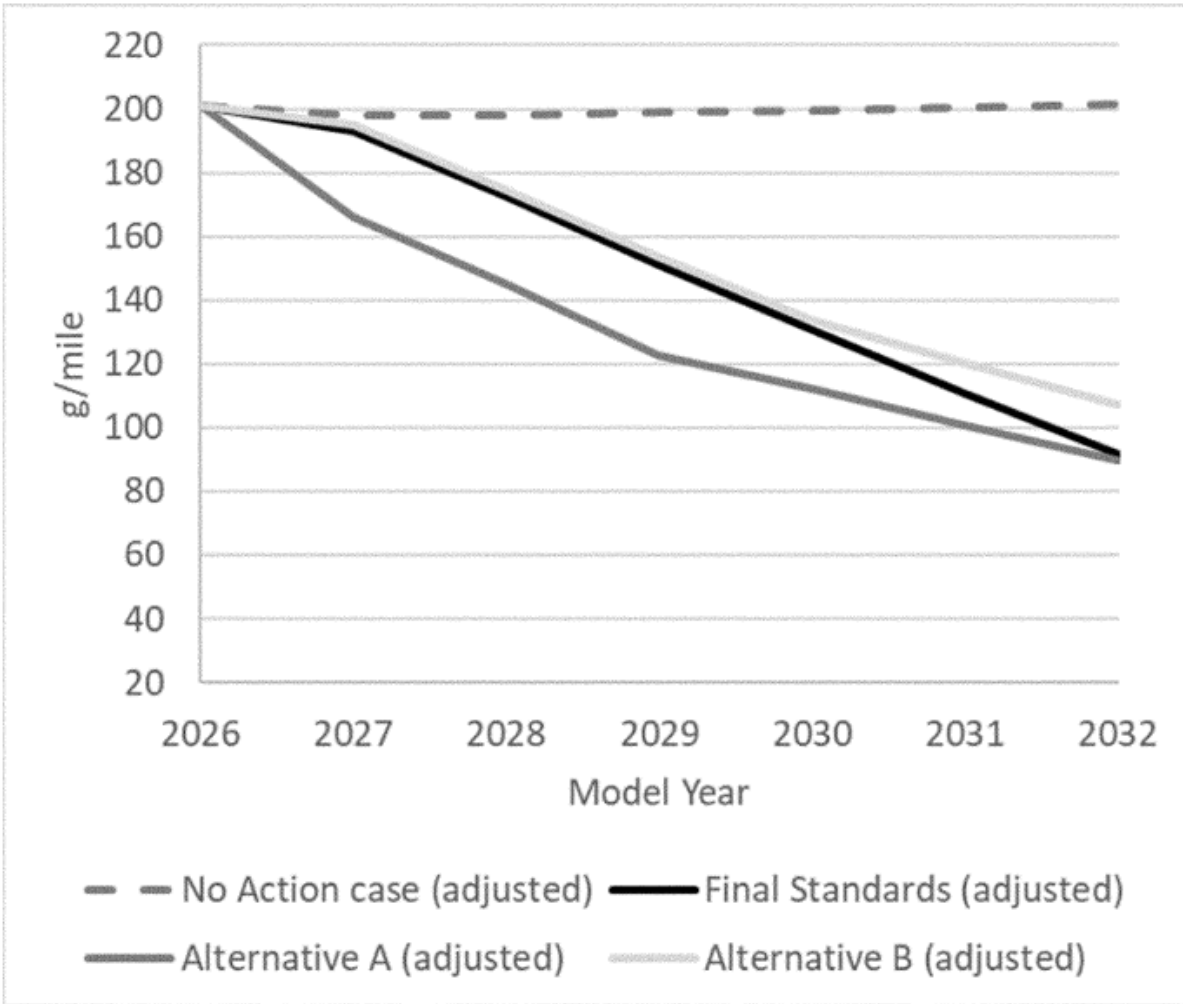
- EPA Footprint (track * wheelbase) based standards become progressively more stringent
- California and Canada to follow

Withdrawn



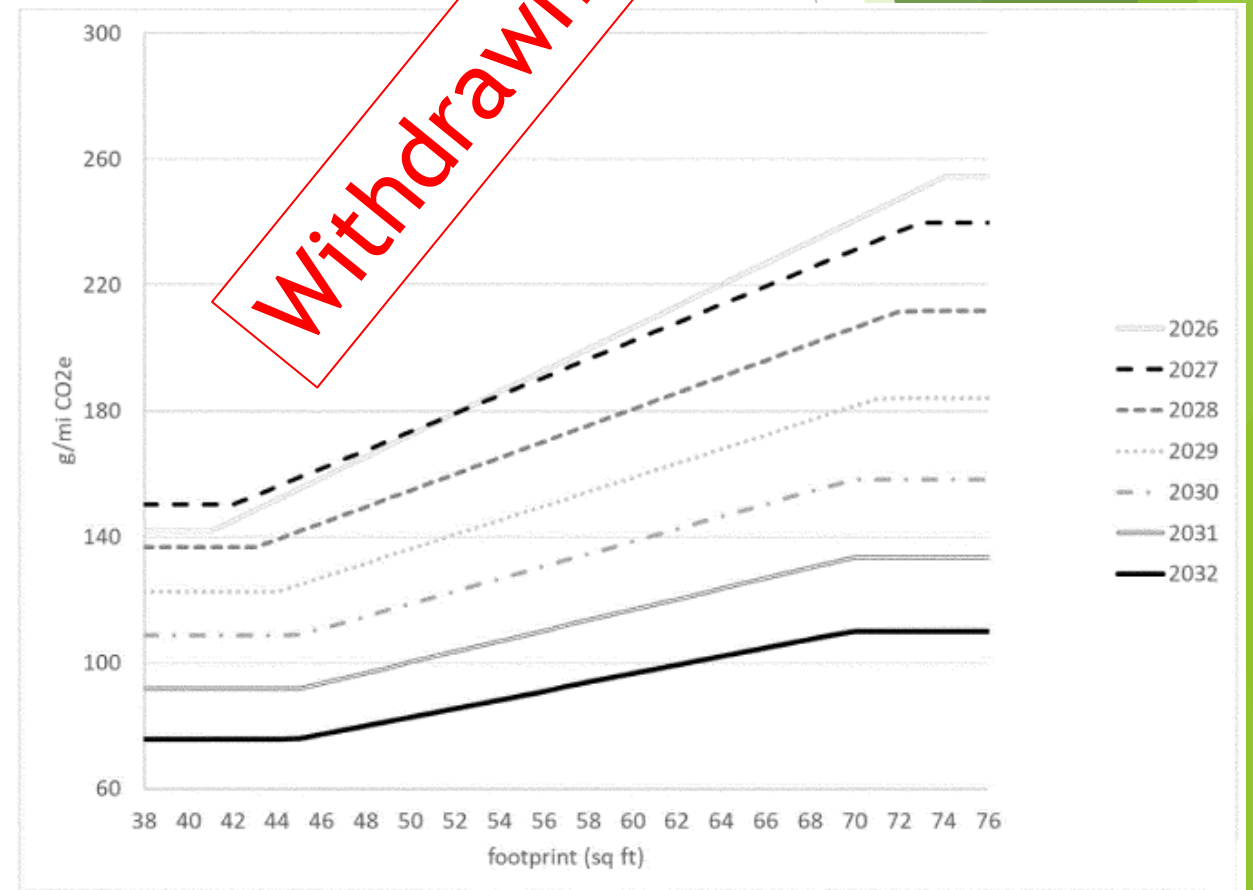
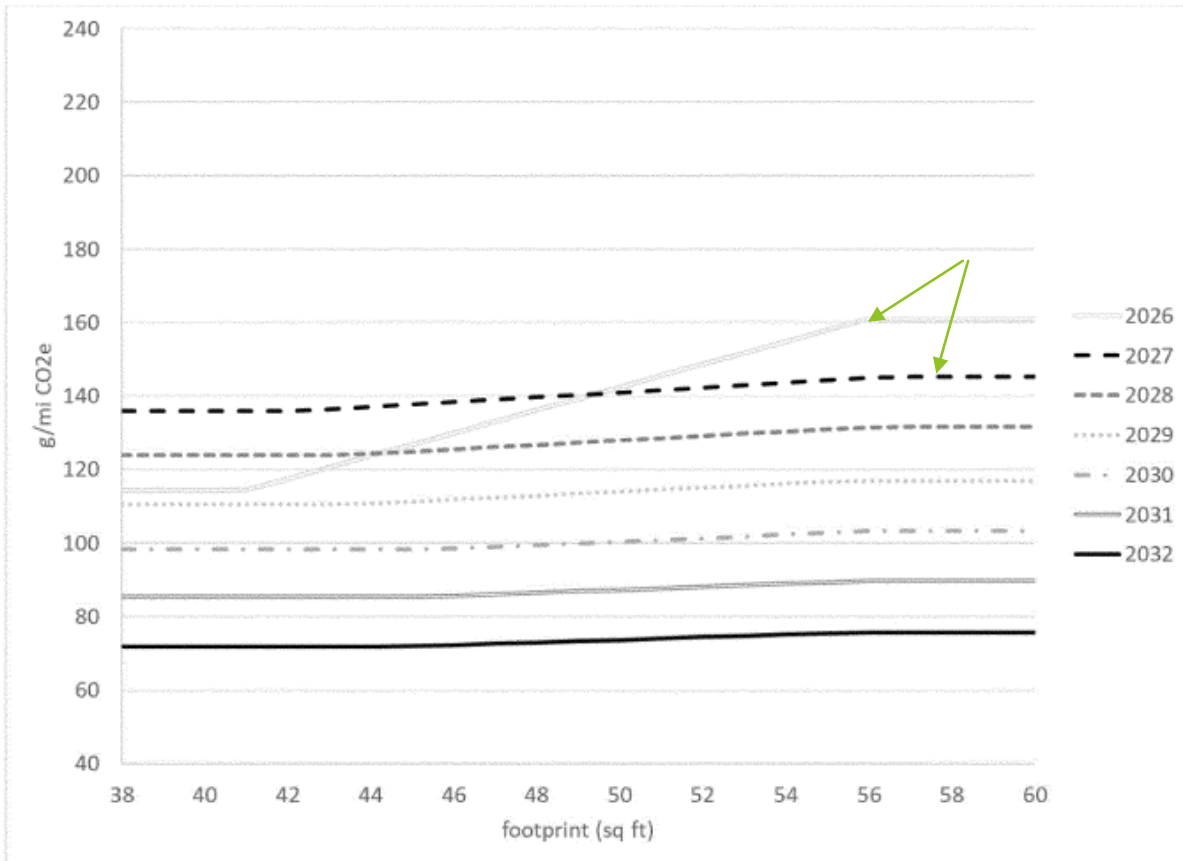
New EPA Rules for 2027 through 2032

Figure 9: Projected Industry Average Targets Under the Final 2027–2032 Standards Compared to the Current MY 2026 Standards. Adjusted Targets Include Effects of Projected Off-Cycle, A/C Efficiency and A/C Leakage Credits



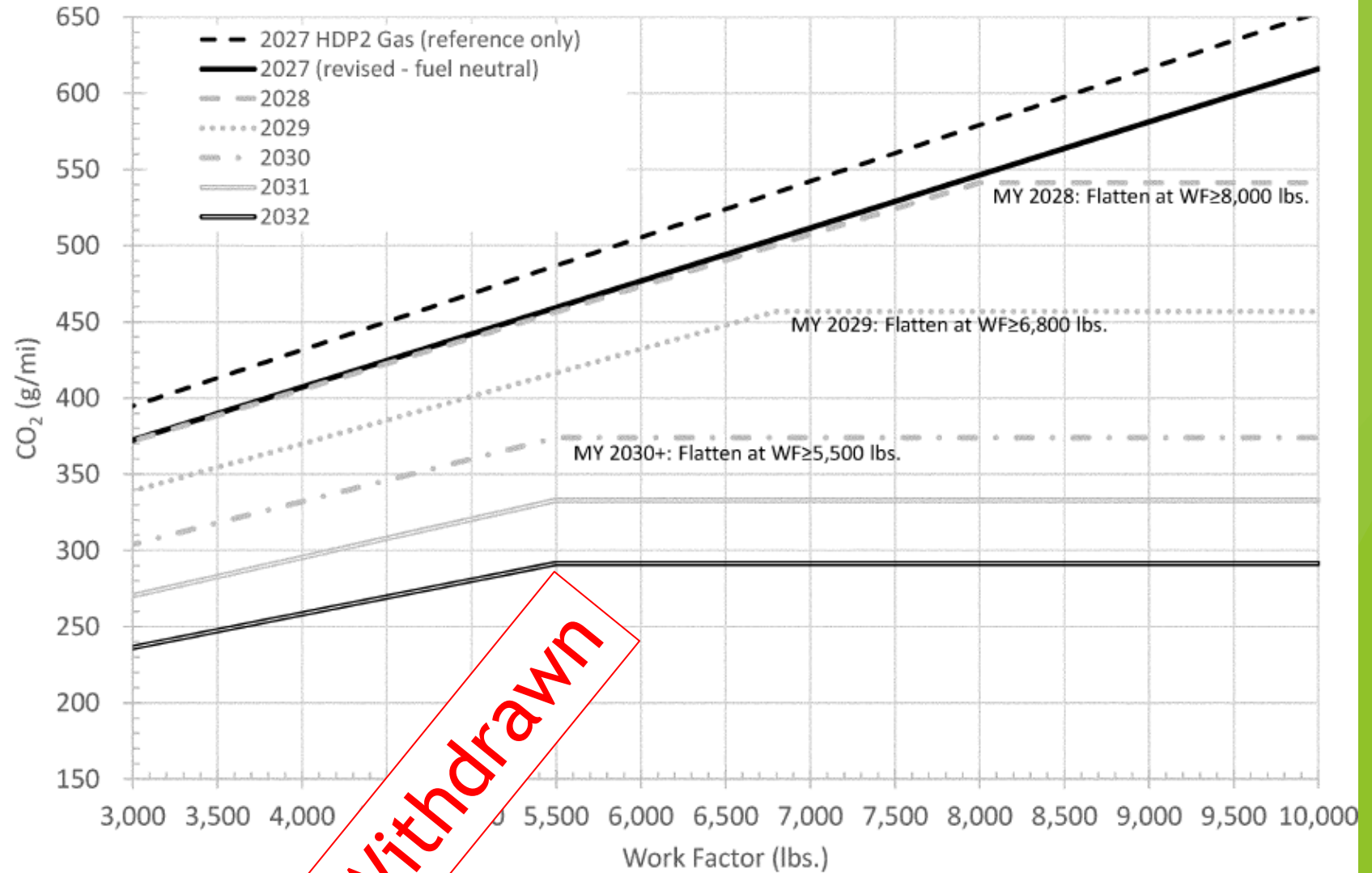
New EPA Rules for 2027 through 2032

- New EPA CO₂ Standards largely eliminate footprint adjustment for cars
- Standards for small cars are initially less stringent
- Footprint adjustment remains for trucks



Increasingly stringent standards for trucks

- Note that adjustments for more capable vehicles are withdrawn over time
- WF of 5500 ~ Gross Combined Weight Rating (GCWR) of 22,000 lbs



Previous NHTSA Passenger Car Standards for 2027-2032

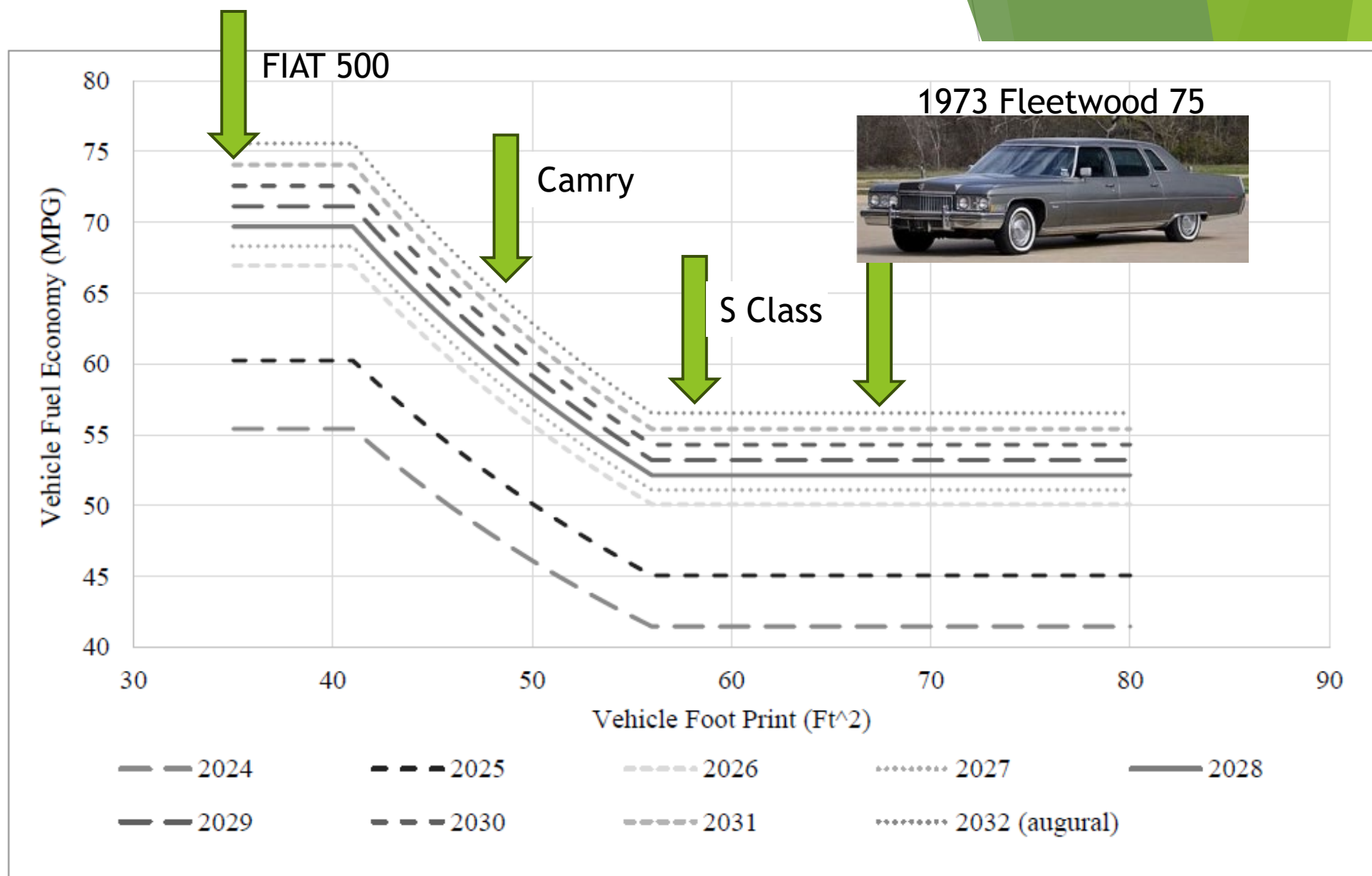


Figure II-1: Final Passenger Car Fuel Economy Standards, Target Curves

Previous NHTSA Final Truck Regulations for 2027-2032

Significantly less stringent than the preferred alternative from the proposal

Green line is sketch of 2032 from proposal

Outback
~62 → ~53 mpg
Suburban
~47 → ~40 mpg

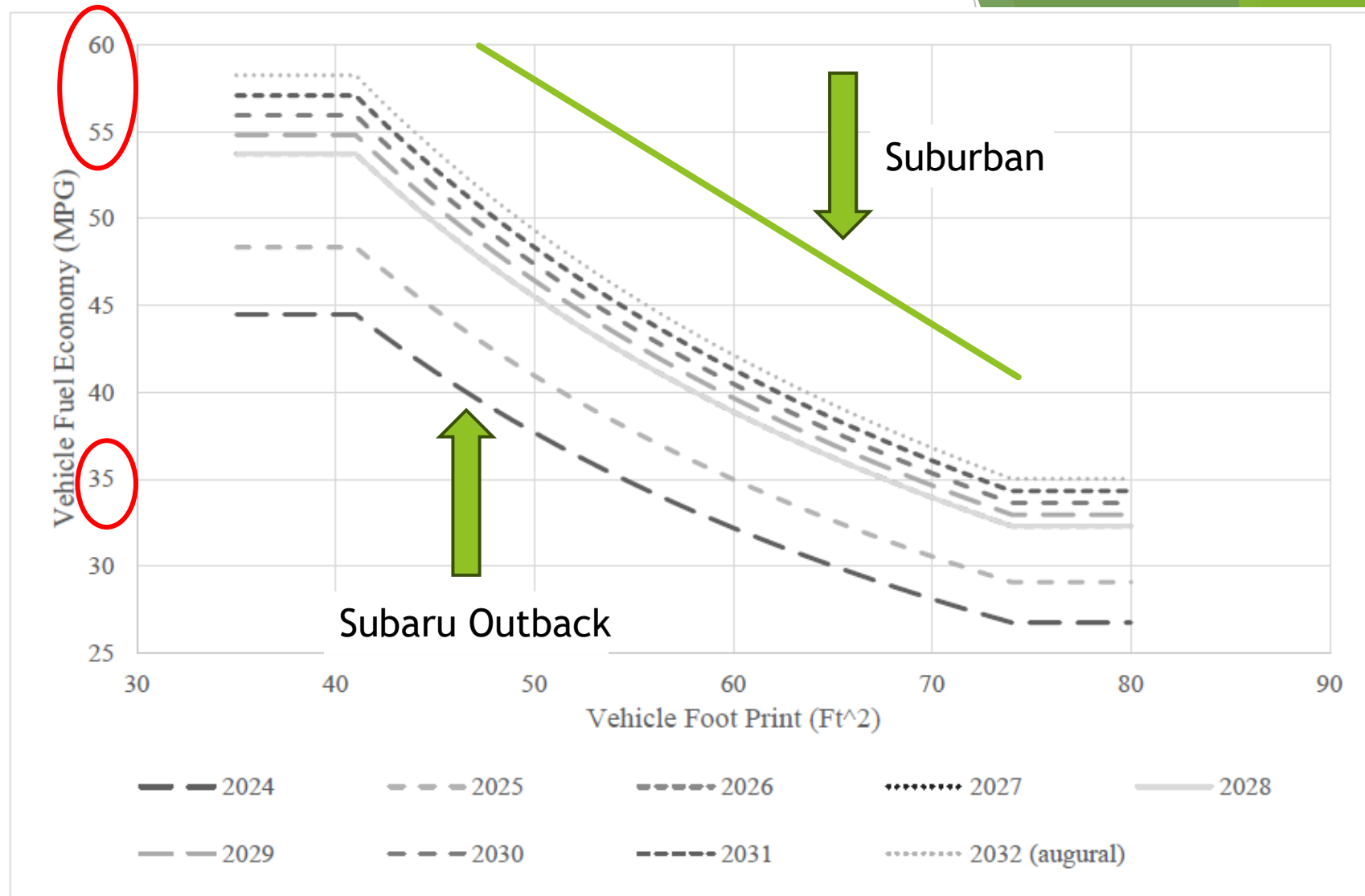


Figure II-2: Final Light Truck Fuel Economy Standards, Target Curves

Proposed Revised Passenger Car NHTSA FE Standards for 2027-2032

70 ↑

55 ↑

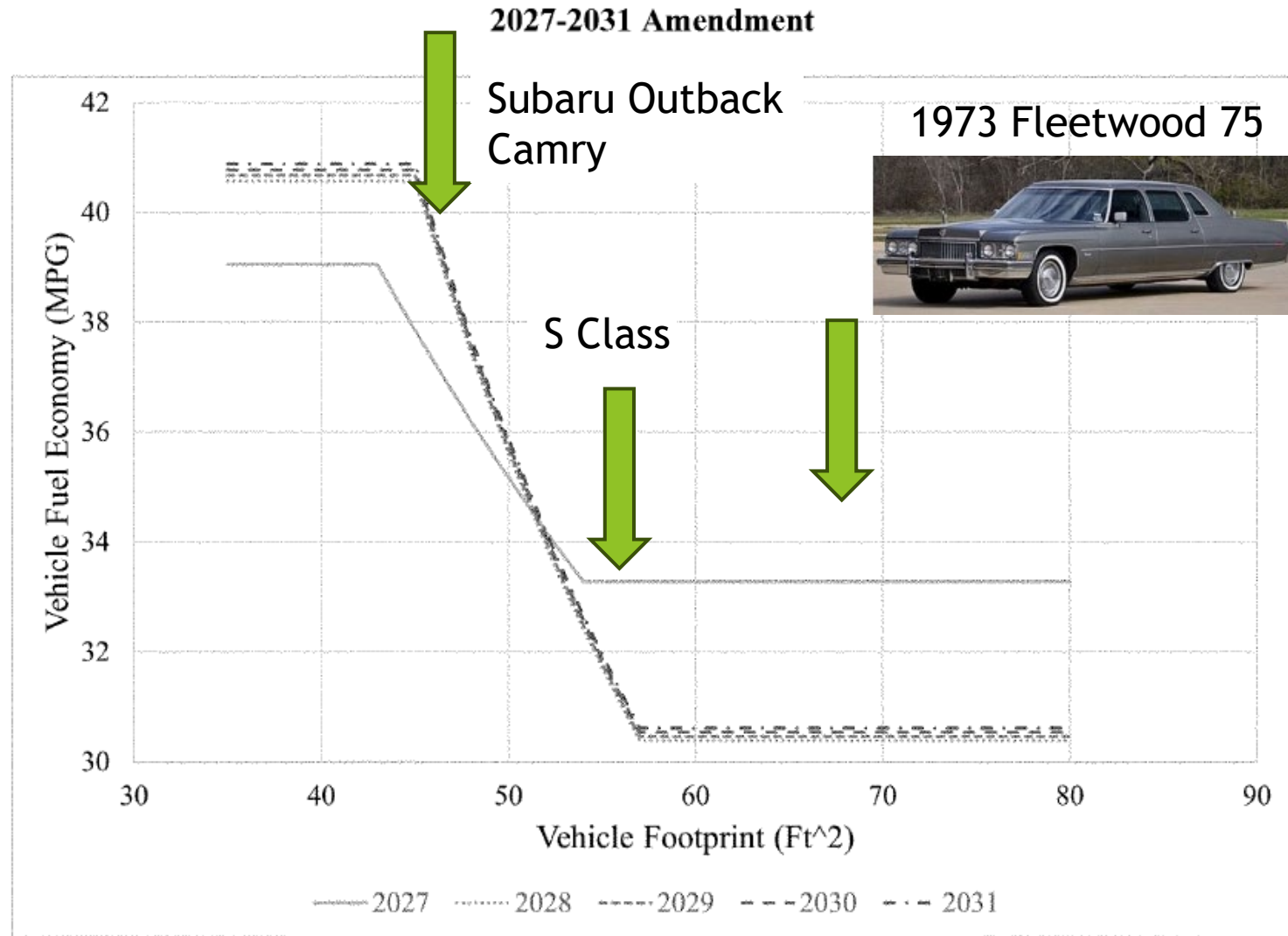
- Alternative 2 (preferred alternative) much reduced numerical standards

Loss of

- FCF
- Off-Cycle
- Cars as Trucks
- Credit Trading

Makes hitting targets much more challenging

Figure III-13: Alternative 2, Passenger Car Fuel Economy, Target Curves for the MYs

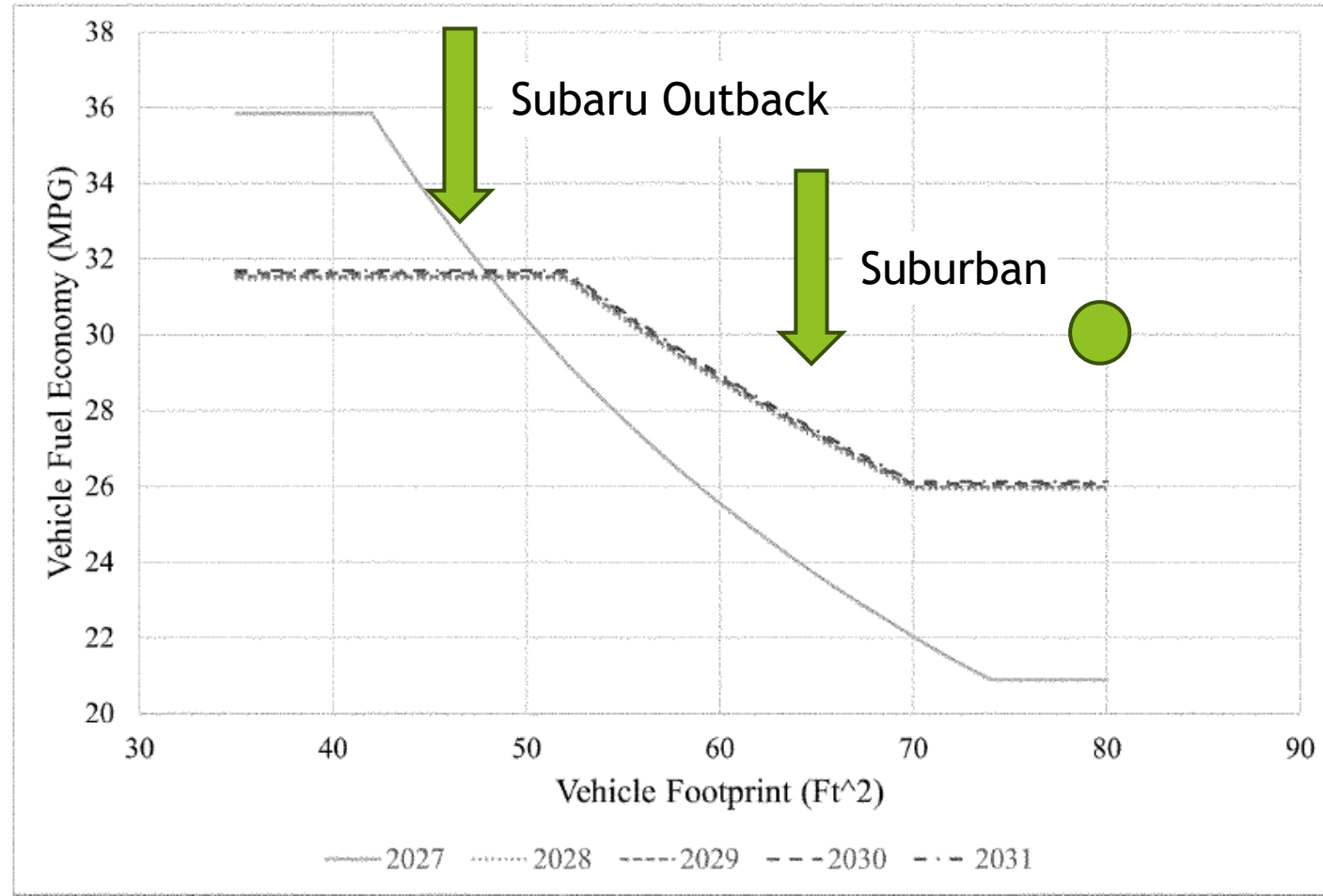


Proposed Revised Truck NHTSA FE Standards for 2027-2032

- The changes for Trucks are less dramatic as the prior standards were not as challenging

55 

Figure III-14: Alternative 2, Light Truck Fuel Economy, Target Curves for the MYs 2027-2031 Amendment



Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks for Model Years 2027 and Beyond and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans for Model Years 2030 and Beyond [NHTSA]

89 FR 52540 June 24, 2024 Page 52845

Under the SSP3-7.0 emissions scenario, global mean surface temperature is projected to increase by approximately 4.34°C (7.81 °F) under the CAFE No-Action Alternative by 2100. Implementing the most stringent alternative (Alternative PC6LT8) would decrease this projected **temperature rise by 0.003°C (0.005 °F)**, while Alternative PC2LT002 would decrease the projected **temperature rise by 0.001°C (0.002 °F)**.

Under the CAFE standard action alternatives, projected sea-level rise in 2100 under the SSP3-7.0 scenario ranges from a high of 83.24 centimeters (32.77 inches) under the CAFE No-Action Alternative to a low of 83.16 centimeters (32.74 inches) under Alternative PC6LT8. Alternative PC6LT8 would result in a **decrease in sea-level rise equal to 0.08 centimeter (0.03 inch)** by 2100 compared with the level projected under the CAFE No-Action Alternative. Alternative PC1LT3 would result in a **decrease of less than 0.01 centimeter (0.004 inch)** compared with the CAFE No-Action Alternative.

Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles

- ▶ EPA has conducted an analysis to evaluate the projected changes in ocean pH in the context of the changes in emissions from this rulemaking. The results of the analysis demonstrate that relative to the reference case, projected atmospheric CO₂ concentrations are estimated to be reduced by **0.691 to 0.787 part per million** by volume (ppmv), global mean temperature is estimated to be reduced by **0.0017 to 0.0042° C**, and sea-level rise is projected to be reduced by approximately **0.017-0.040 cm** by 2100, based on a range of climate sensitivities.

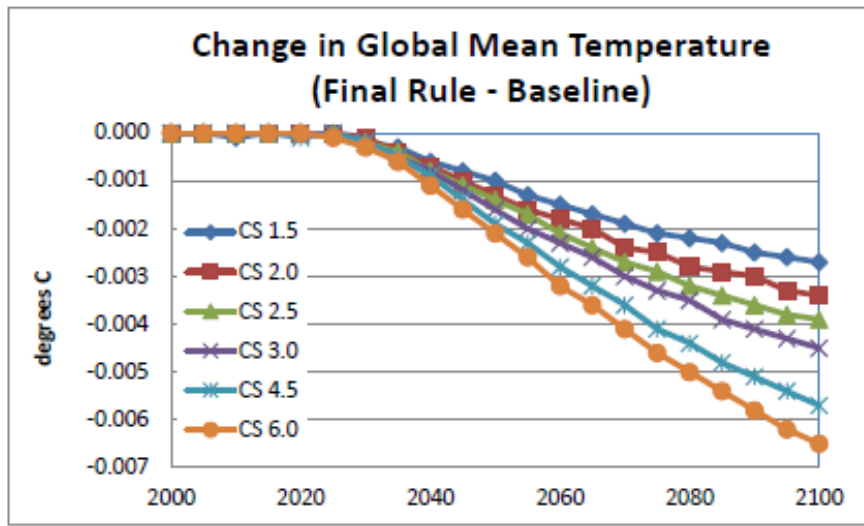


Figure 6-9 Estimated Projected Reductions in Global Mean Surface Temperatures from the Baseline for the Heavy-Duty Final Program (climate sensitivity (CS) cases ranging from 1.5-6°C)

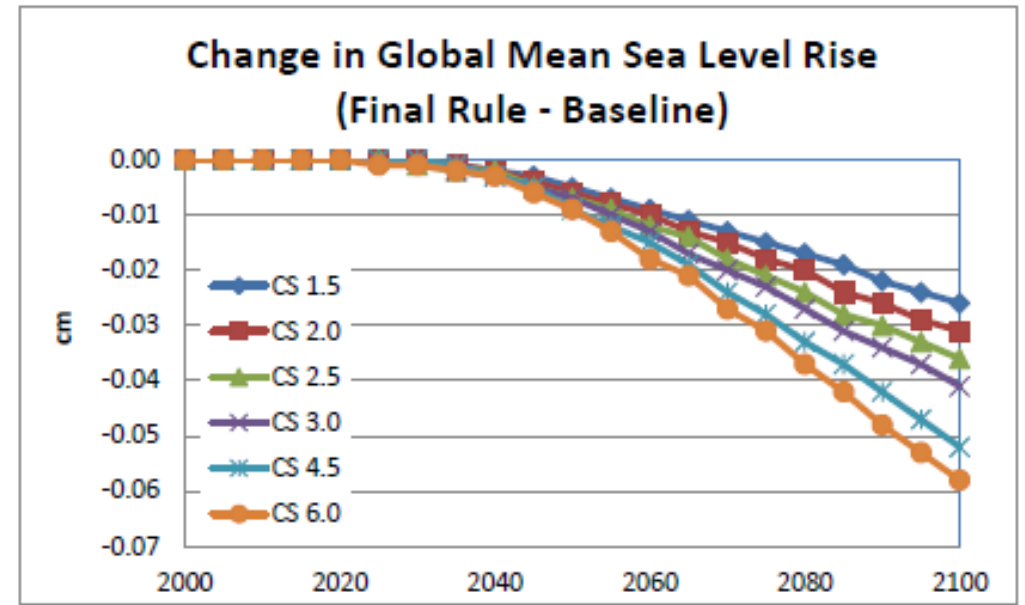


Figure 6-10 Estimated Projected Reductions in Global Mean Sea Level Rise from the Baseline for the Heavy-Duty Final Program (climate sensitivity (CS) cases ranging from 1.5-6°C)

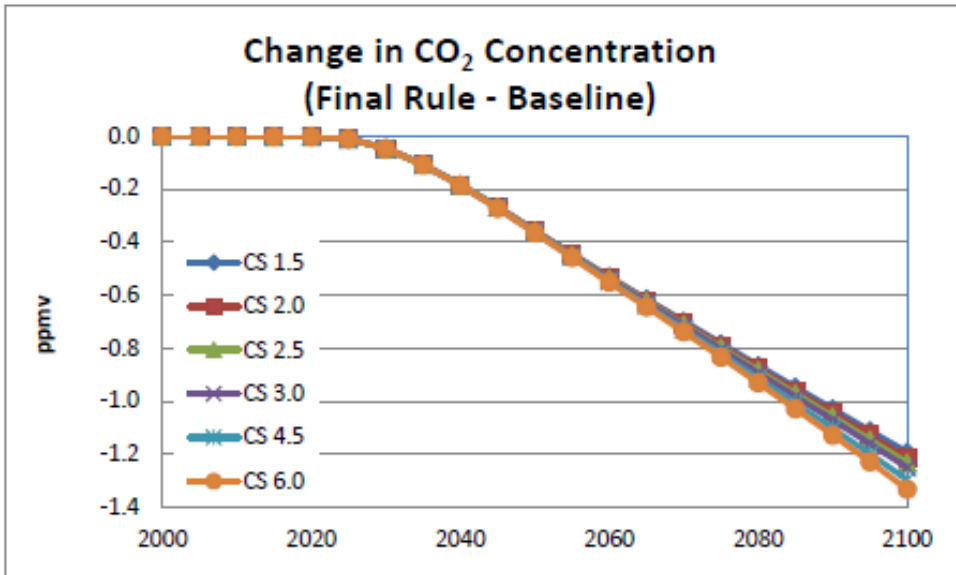


Figure 6-8 Estimated Projected Reductions in Atmospheric CO₂ Concentrations (parts per million by volume) from the Baseline for the Heavy-Duty Final Program (climate sensitivity (CS) cases ranging from 1.5-6°C)

MDHD GHG Regulatory Impact Analysis

Table 6-3 Impact of GHG Emissions Reductions on Projected Changes in Global Climate Associated with the Final Program (Based on a Range of Climate Sensitivities from 1.5-6°C)

VARIABLE	UNITS	YEAR	PROJECTED CHANGE
Atmospheric CO ₂ Concentration	ppmv	2100	-1.2 to -1.3
Global Mean Surface Temperature	°C	2100	-0.0027 to -0.0065
Sea Level Rise	cm	2100	-0.026 to -0.058
Ocean pH	pH units	2100	+0.0006 ^a

Note:

^a The value for projected change in ocean pH is based on a climate sensitivity of 3.0.

NHTSA/EPA estimates of GHG regulatory impacts on Atmospheric CO2, Global Temperature and Sea Level Rise

Overall, the projected improvements resulting from these regulatory actions are modest

Light-Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards; Final Rule, 75 FR 25324 May 7, 2010	25495
Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles 76 FR 57106 September 15, 2011	57299
2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards 77 FR 62624 October 15, 2012	62896
Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles - Phase 2 81 FR 73478 October 25, 2016	73835
Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards 86 FR 74434 December 30, 2021	
NHTSA Corporate Average Fuel Economy Standards for Model Years 2024-2026 Passenger Cars and Light Trucks 87 FR 25710 May 2, 2022 Note that the less stringent Alternative 2.5 was finalized.	26000
Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles: Phase 3 89 FR 29440 April 22, 2024	
NHTSA Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks Model Years 2027 and beyond 89 FR 52540 June 24, 2024	52845

Reported Reductions in Critical Measurements Due to Rule					
CO2 Reduction ppm		Temperature Increase Reduction C		Sea Level Rise Reduction cm	
Min	Max	Min	Max	Min	Max
2.7	3.1	0.006	0.015	0.06	0.14
0.691	0.787	0.0017	0.0042	0.017	0.04
3.2	3.6	0.007	0.018	0.07	0.16
1.2	1.3	0.0027	0.0065	0.026	0.058
Not Reported					
0.78		0.003		0.07	
Not Reported					
0.1	0.67	0.001	0.003	0.01	0.08

California



The Road to Zero Emissions

CARB has put a roadmap in place to drastically reduce our dependence on petroleum in the transportation sector by 2045.

AB 32

Requires we cut GHGs. To reach goals, fuel use must be cut by 94%.

How cuts happen?
Zero emission cars, trucks and fuels.



ACT

ACC

ACF

CARB rules that make that possible:
Advanced Clean Trucks, Advanced Clean Cars, Advanced Clean Fleets

- ACT: Phases out sale of most fuel-powered trucks by 2035
- ACC: 100% ZEV sales requirement by 2035
- ACF: Requires that trucks in CA be zero emissions by 2045

LCFS

All together, these actions will help us build a cleaner, healthier California for current and future generations.

Governor Newsom creates new oversight committee to monitor oil companies



Makes fuel less polluting and encourages production of cleaner alternatives

How it works:

Dirty Fuel



PAY

Cleaner Fuel

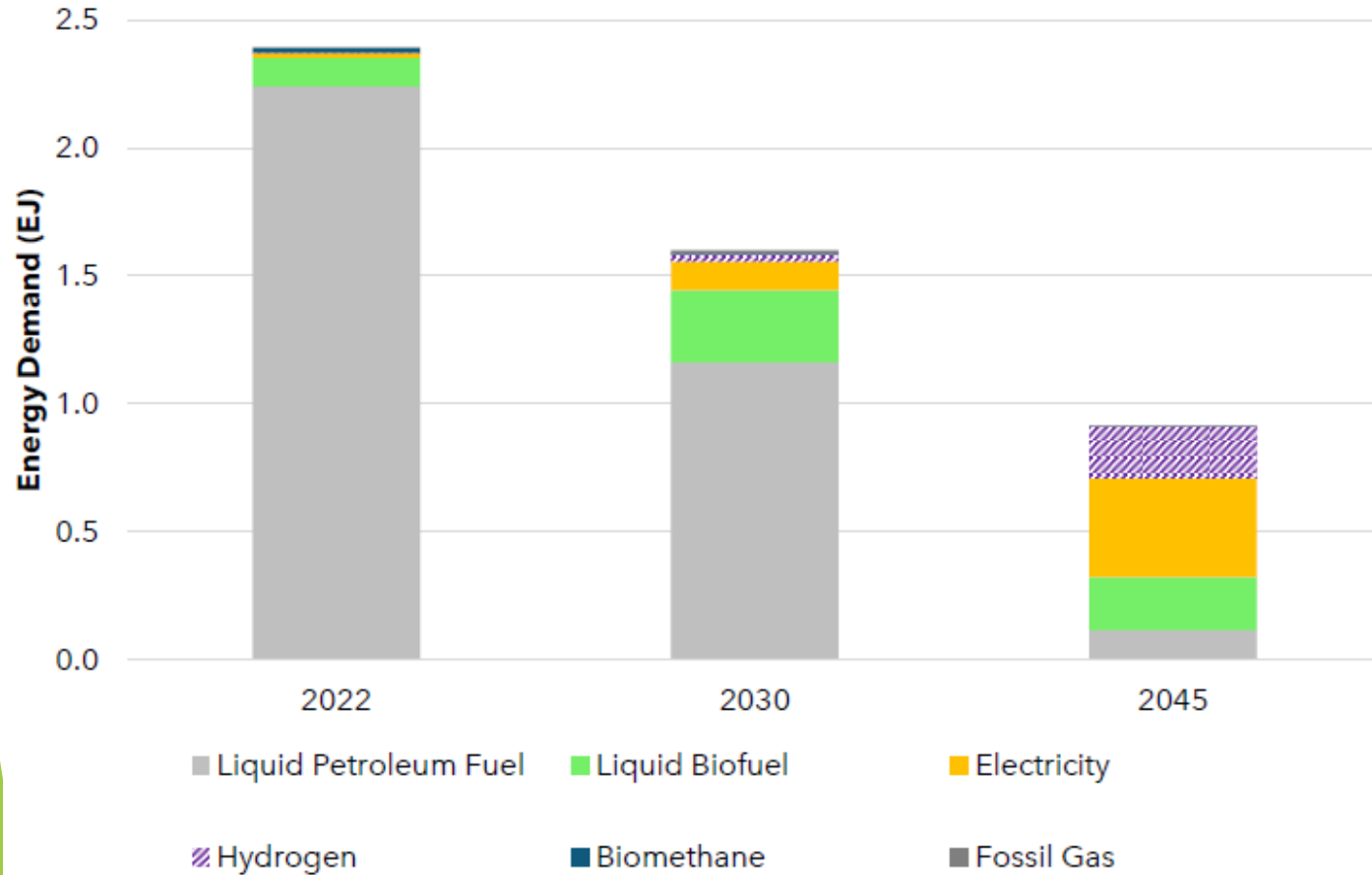


EARN



Transportation Fuel Mix, 2022 Scoping Plan

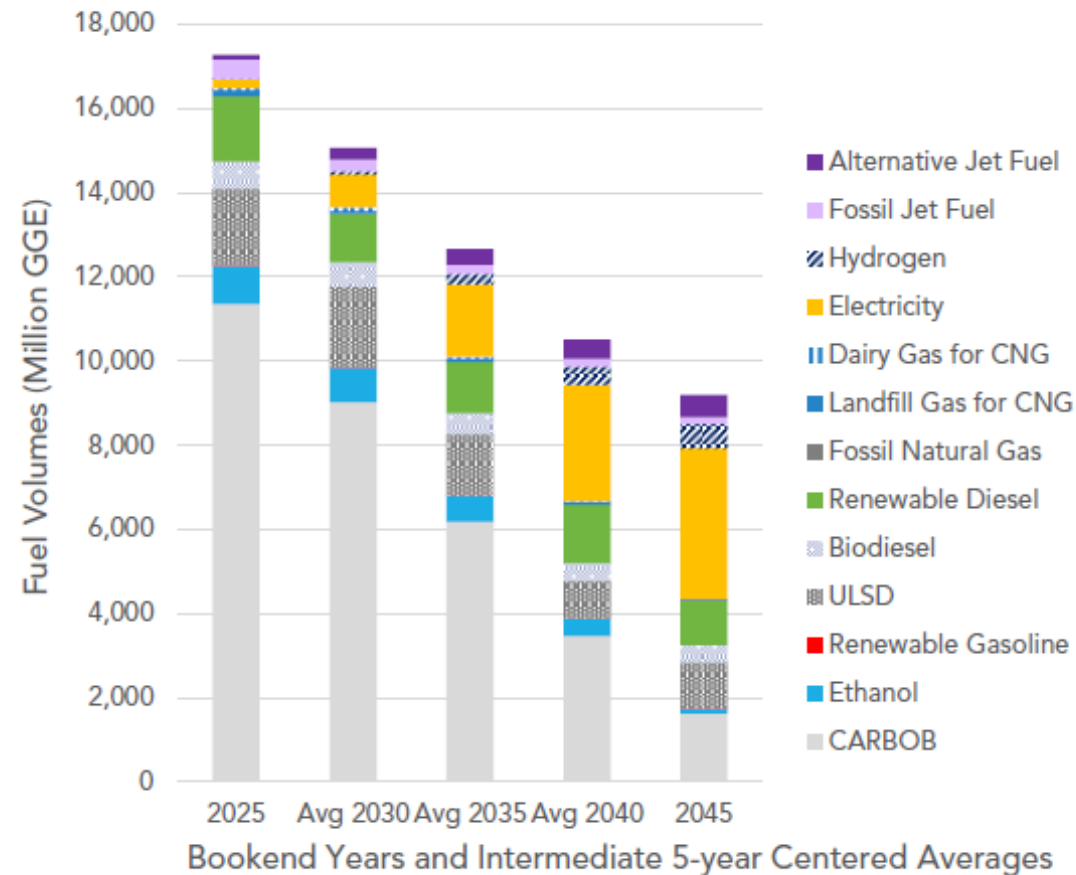
On-road transportation fuel mix, 2022 Scoping Plan



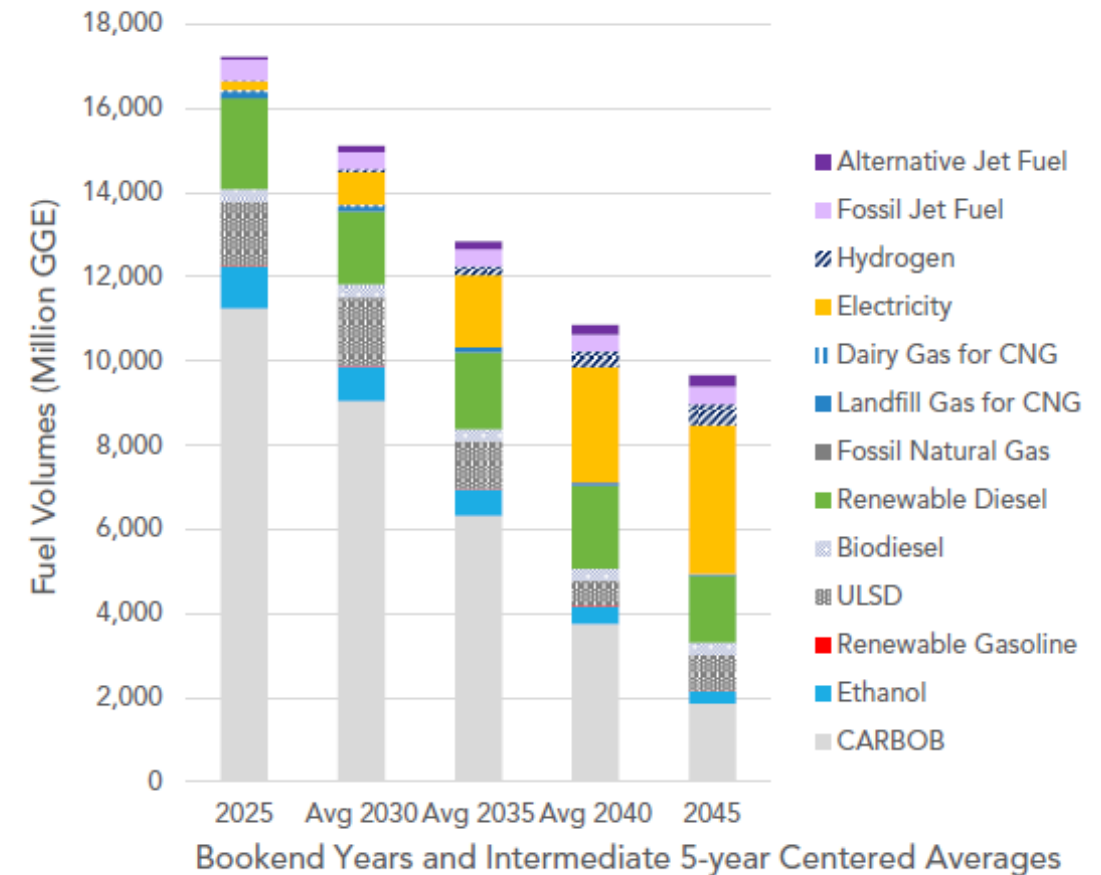
- Fuels transition in 2022 Scoping Plan mirrors the combustion vehicle phaseout in ZEV regulations
- Major transition to electricity and hydrogen, with smaller but persistent role for liquid alternative fuels

Updates to 45-Day Proposal

ISOR Proposed
5% Step Down and 30% in 2030



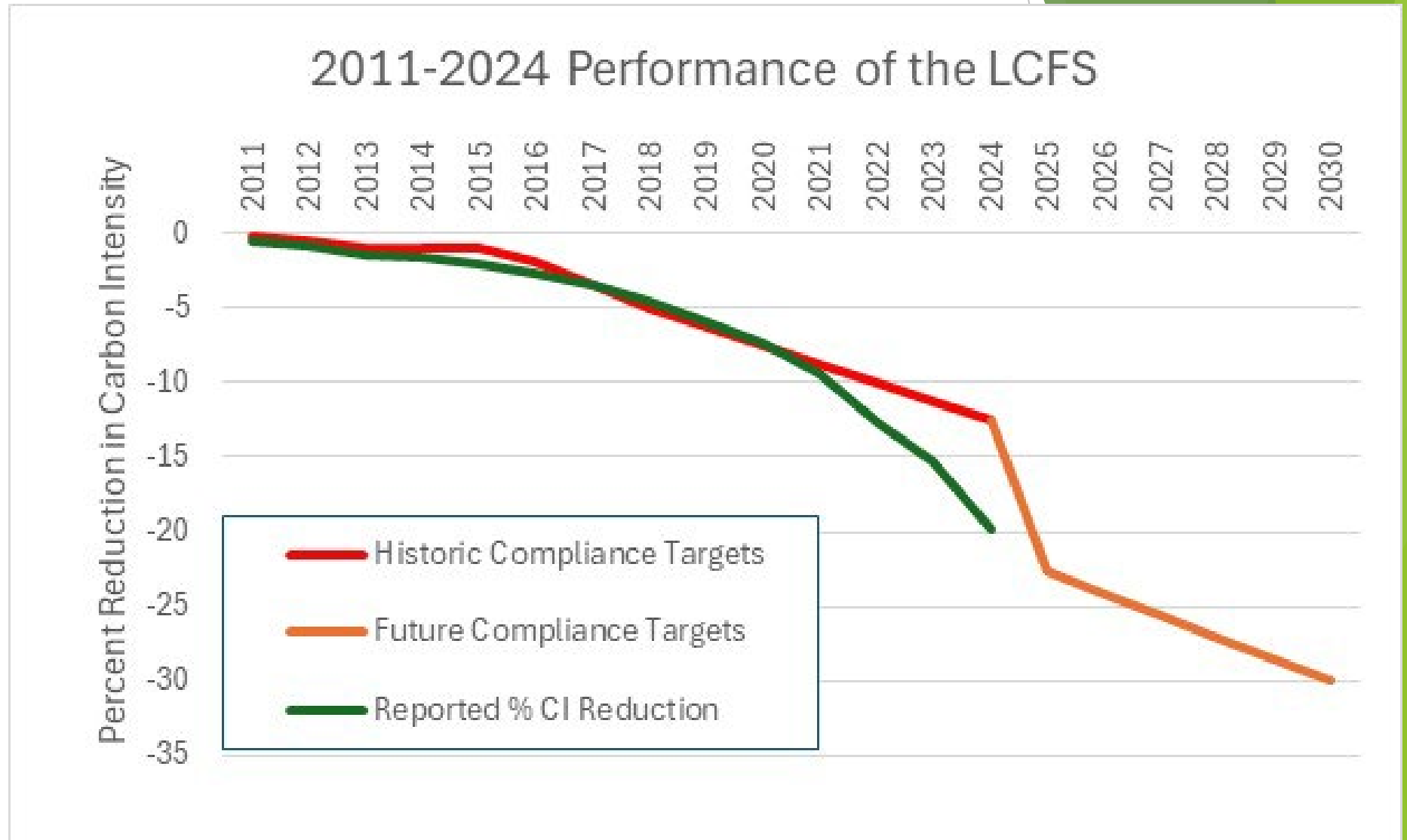
April 2024 Workshop
5% Step Down and 30% in 2030



The California LCFS incentivizes the use of low carbon fuel

Recently fuel suppliers have been overachieving

There is a jump in requirements for 2025



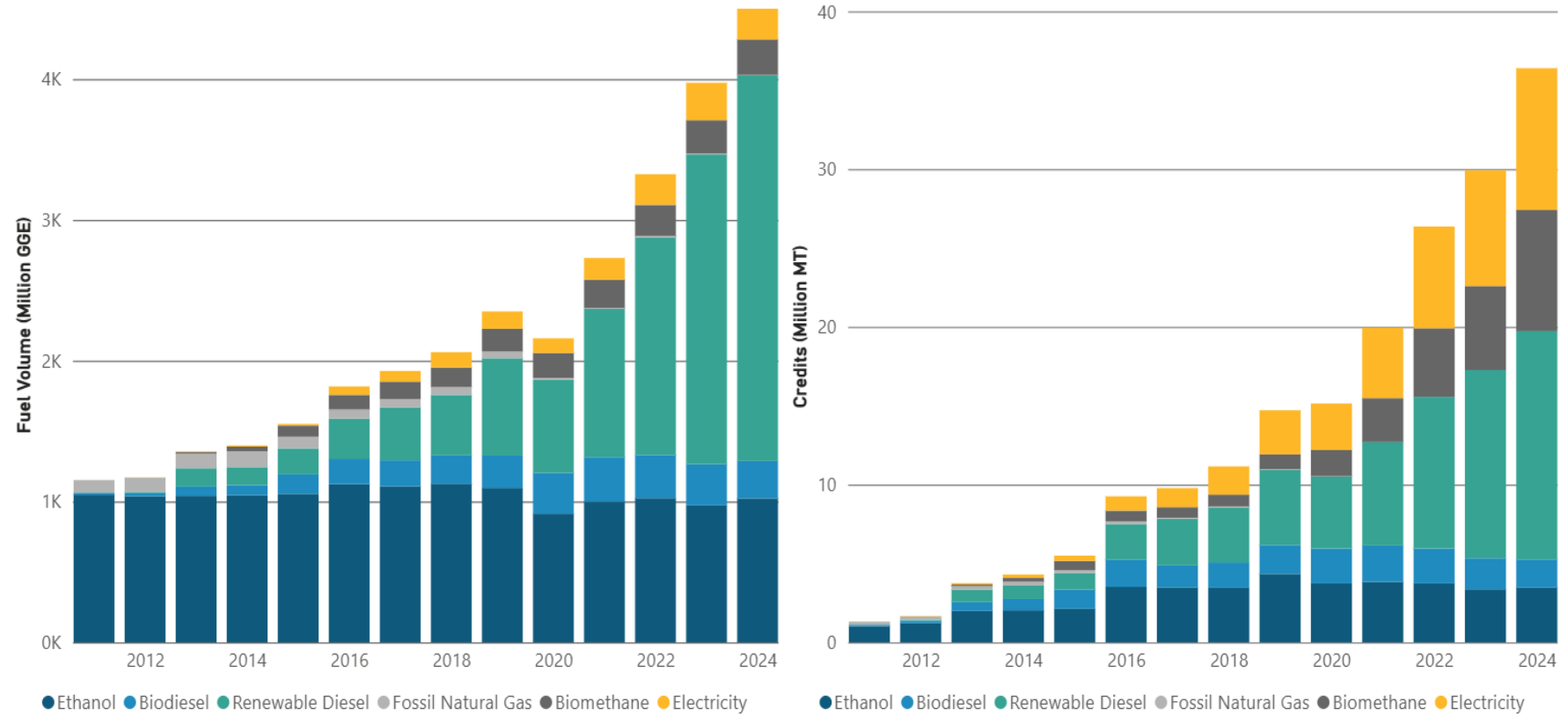
Early in the program ethanol was the primary low carbon fuel

Recently Renewable Diesel has been growing strongly

Long term, these fuels will have to become zero carbon

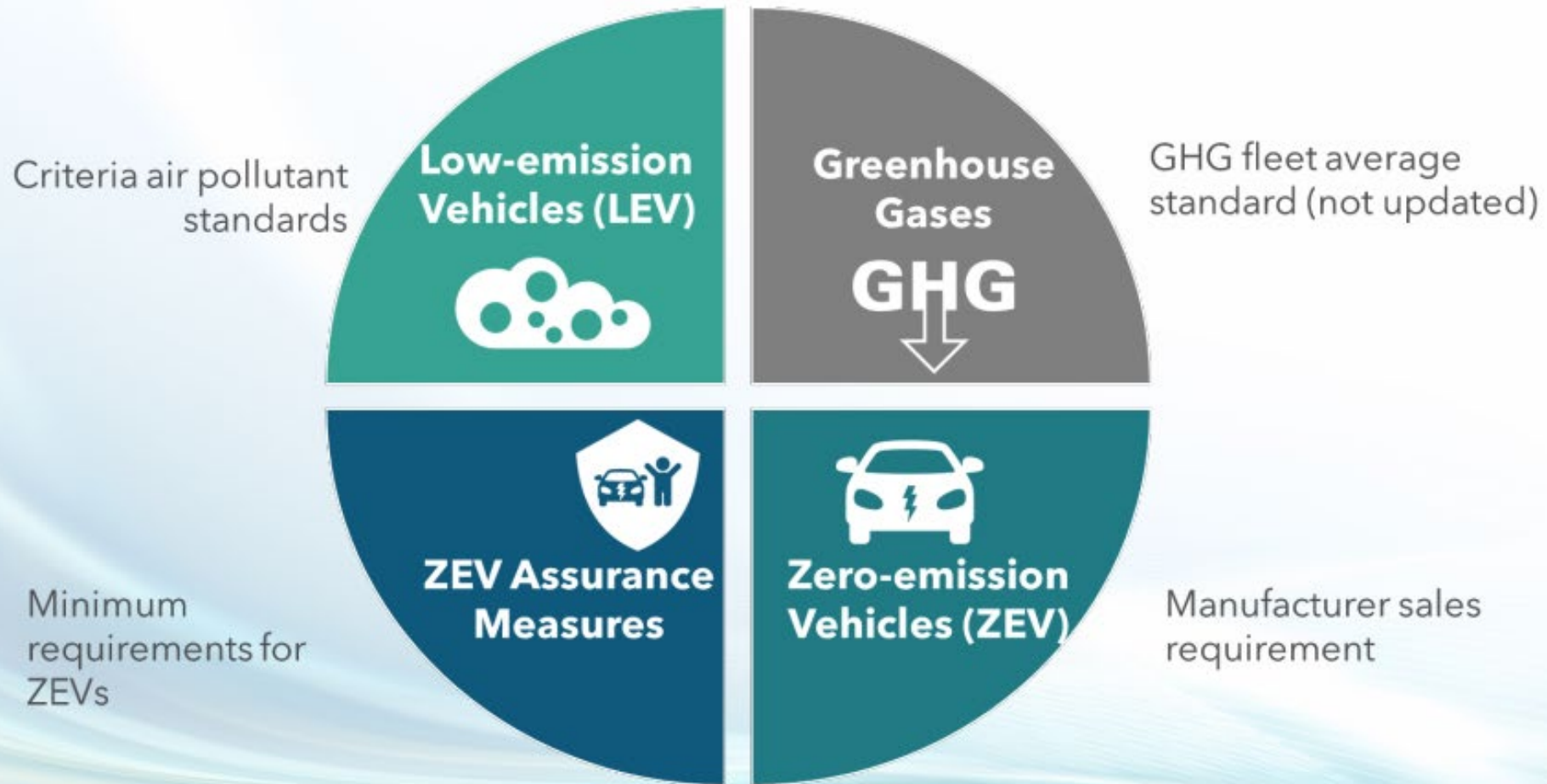
Alternative Fuel Volumes and Credit Generation

Figure 2



Advanced Clean Cars II

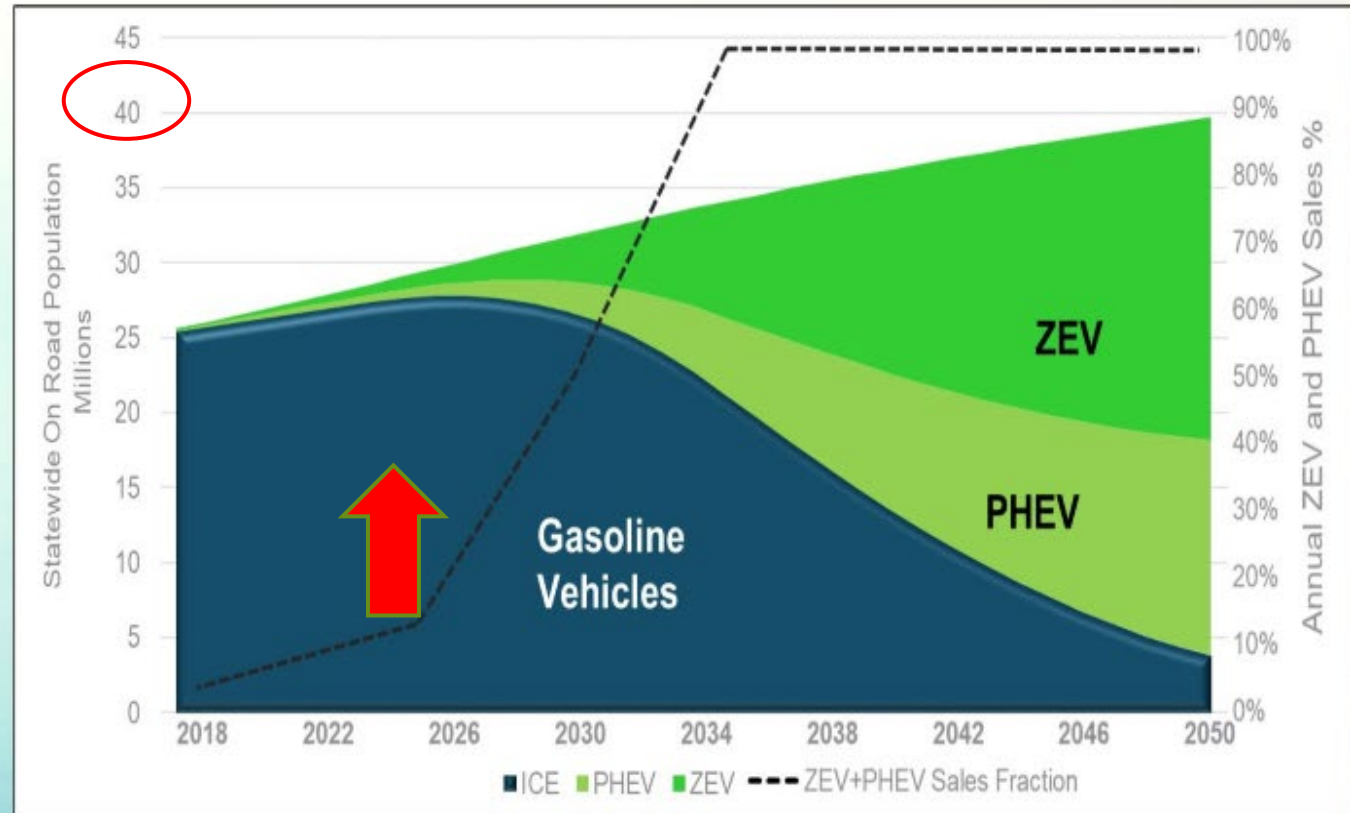
2026 - 2035 Model Years



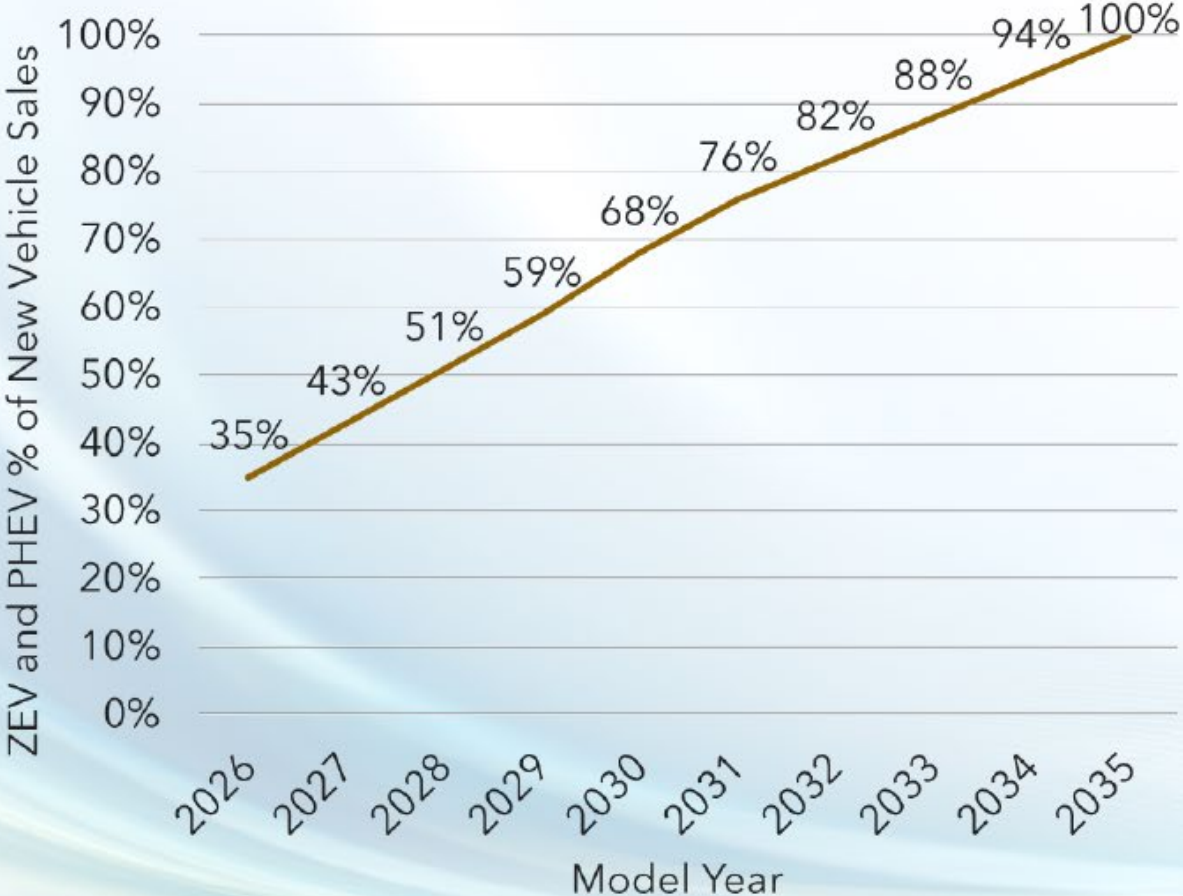
Increase Market Share of ZEVs

- Significantly increase ZEV reg requirements and GHG standards
- Limit ZEV credit life to increase certainty on future sales volumes

Preliminary Updated VISION Scenarios



ACC II ZEV Regulation Overview



ZEV Assurance Measures

Range



Durability



Warranties



Repair Information



Improved Charging



Standardized Data



OEM

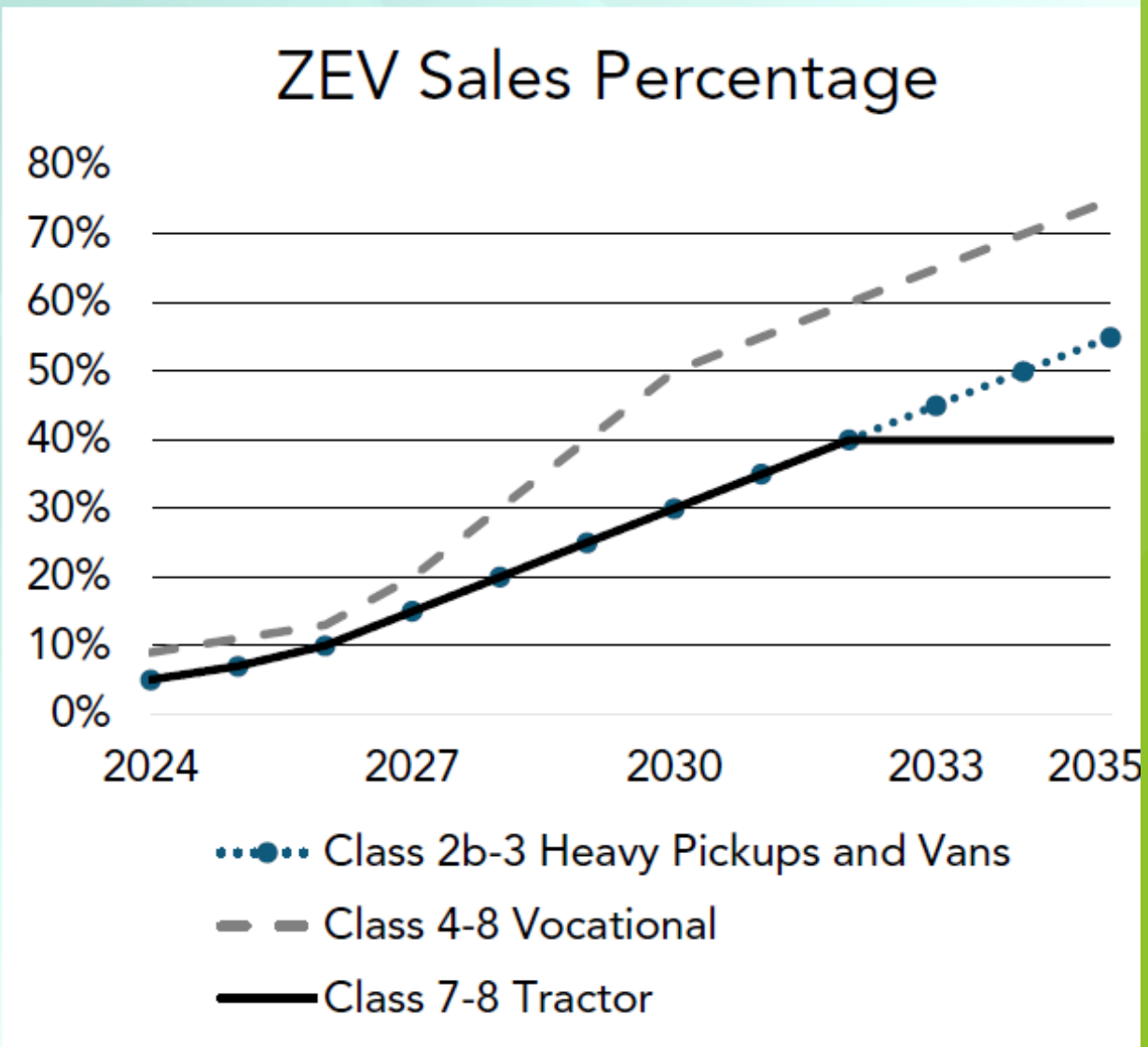


Chemistry: NCA
Rated: 1000 cycles @ 200A
Specifications: 28.8V
Composition: (8 x 3.65V / 56.3Ah)

Battery Labeling

Advanced Clean Trucks Regulation

- Manufacturers to sell ZEVs in all vehicle classes as a percentage of total sales
- 320,000 ZE trucks to California by 2035
- Adopted 2020



California Advanced Clean Trucks

- Applies to manufacturers with >500 annual California sales
- Percent of California sales must be zero-emission
- Use Zero-Emission Powertrain Certification starting with 2024 MY
- Early action credits with 2021 MY
- Partial credit for near-zero emission vehicles (NZEV)

Model Year (MY)	Class 2b-3	Class 4-8	Class 7-8 Tractors
2024	5%	9%	5%
2025	7%	11%	7%
2026	7% 10%	13%	7% 10%
2027	9% 15%	13% 20%	9% 15%
2028	11% 20%	24% 30%	11% 20%
2029	13% 25%	37% 40%	13% 25%
2030	15% 30%	50%	15% 30%
2031	35%	55%	35%
2032	40%	60%	40%
2033	45%	65%	40%
2034	50%	70%	40%
2035 and beyond	55%	75%	40%

Advanced Clean Fleets

High Priority Fleets

High Priority and Federal Fleets

Affected businesses

Fleets with 50+ vehicles, including common ownership and control

Fleets with >\$50 million in annual revenue

Federal government fleets

Entities that hire or dispatch fleets

Affected vehicles

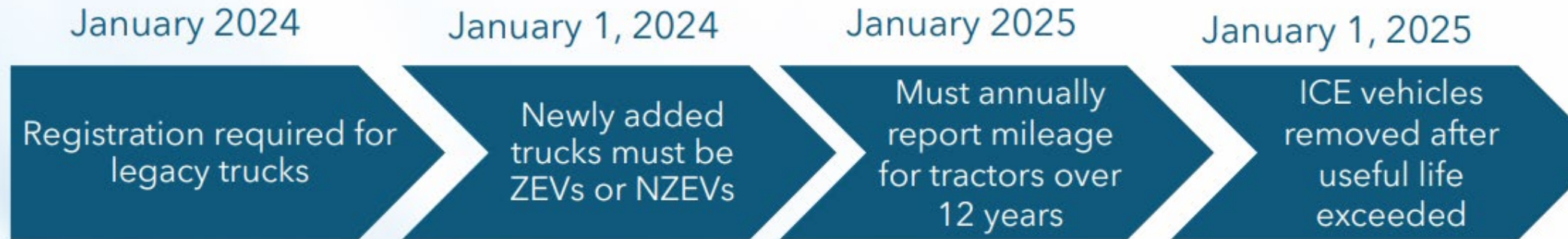
Class 2b-8 vehicles

Off-road yard tractors

Light-duty delivery vehicles



Model Year Schedule Summary

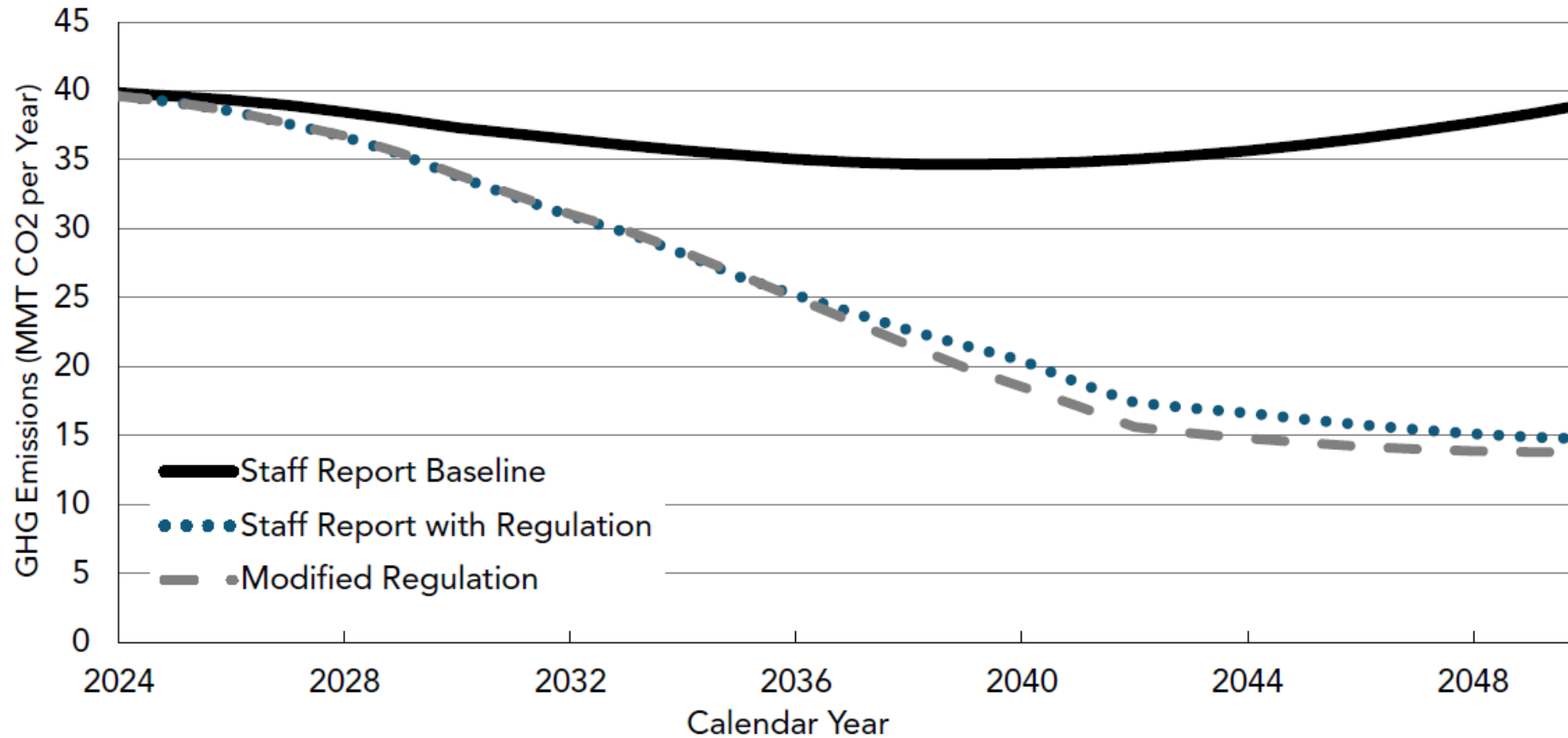


- Legacy trucks may operate until the end of their useful life
- May use certain exemptions and extensions
- Internal combustion engine (ICE) vehicle removals begin January 2025



Advanced Clean Fleets

GHG Emission Results



California is not Alone

Section 177 of the Clean Air Act allows states to adopt California motor vehicle standards

Adopted ZEV Regulations



Advanced Clean Cars - 12 states

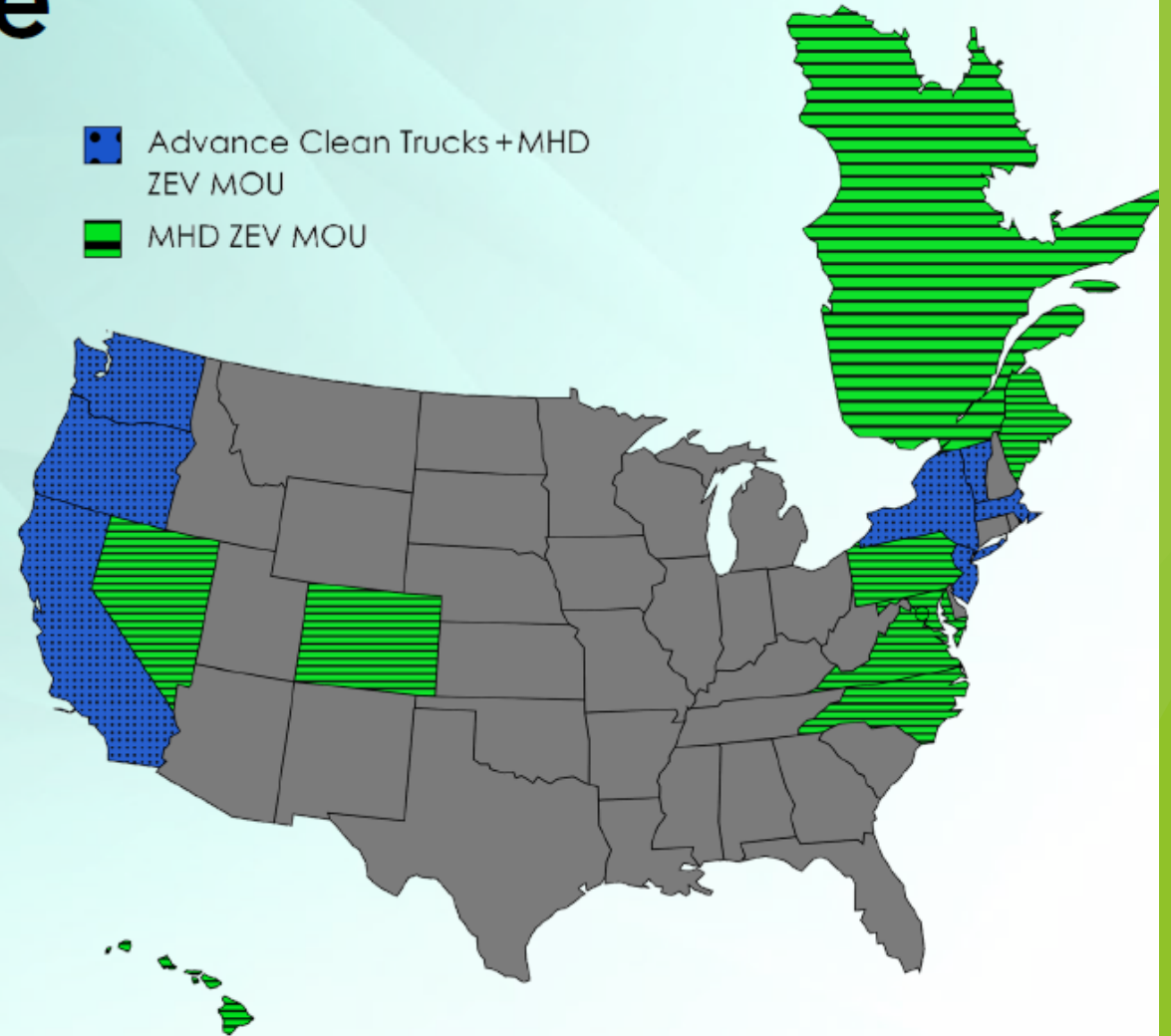
Advanced Clean Trucks - 7 states

Medium- and Heavy-duty ZEV Commitments

17 states and DC

Province of Quebec, Canada

-  Advance Clean Trucks + MHD ZEV MOU
-  MHD ZEV MOU



California/177 Vehicle GHG Regulations

- ▶ By 2025 states were backing away from implementing Advanced Clean Cars II (ACC II) and Advanced Clean Trucks (ACT)
 - ▶ “Enforcement Discretion”
- ▶ OEMs were declining to take orders for HD diesel trucks as ZEV truck sales were disappointing
- ▶ Conventional LD car shortages were looming as ZEV sales were unlikely to hit targets
- ▶ Congressional Review Acts reversed waivers for ACC II, ACT and Omnibus Low NOx standards
- ▶ In response to lawsuits CARB agreed to remove interstate portions of ACF
- ▶ EMA won a federal injunction against enforcement of Clean Truck Partnership
- ▶ US DOT/DOJ is suing CARB for continuing to enforce un-waived regulations
- ▶ Every action is being heavily litigated

How to Certify?

- ▶ We used to have an organized world with NHTSA, EPA and CARB regs somewhat aligned and the certification process clearly defined.
 - ▶ In many cases the regulators accepted each other's paper
- ▶ Now EPA GHG regs are gone (Criteria remains), CARB regs are largely gone and NHTSA regs are likely redone
- ▶ On-Board Diagnostics (OBD)
 - ▶ The Heavy Duty CRA canceled out enforcement of 2022 California OBD regs
 - ▶ EPA requires compliance with these CARB regs. The previous regs are from 2013
 - ▶ Do my modern OBD systems comply with the ancient 2013 regs
 - ▶ CARB has the knowhow and staff to do OBD but only have 2013 or nothing to enforce
 - ▶ EPA has authority but has historically relied on CARB certification and has no know how
 - ▶ Many states require California certification. But California regs are not enforceable, have sunset or are obsolete. States that relied on California do not have their own capabilities
- ▶ How do fleet averages work with California and 177 states now being federal

How to Certify?

- ▶ CARB published Emergency Regs that clarifies LEVIII (part of ACC I) and pre-Omnibus regulations still in effect
 - ▶ “LEV IV (part of ACC II) and Omnibus regulations will be in effect to the extent allowed by law”
 - ▶ Regulated parties may follow either ACC I or ACC II (or EPA)
 - ▶ “Regulated parties, however, assume the risk if they choose to certify only to the antecedent provisions, and the congressional resolutions disapproving the waivers of federal preemption under the Clean Air Act are declared invalid.”
- ▶ The US DOJ is suing California for attempting this type of back-door regulation
 - ▶ DOJ to DTNA: “In short, because CARB’s regulations are preempted, the Clean Truck Partnership is preempted and unlawful. You must therefore immediately cease and desist your compliance with both the Clean Truck Partnership and its preempted state vehicle emission regulations.”
- ▶ The lawyers may want all this to be unworkable to support their positions in court

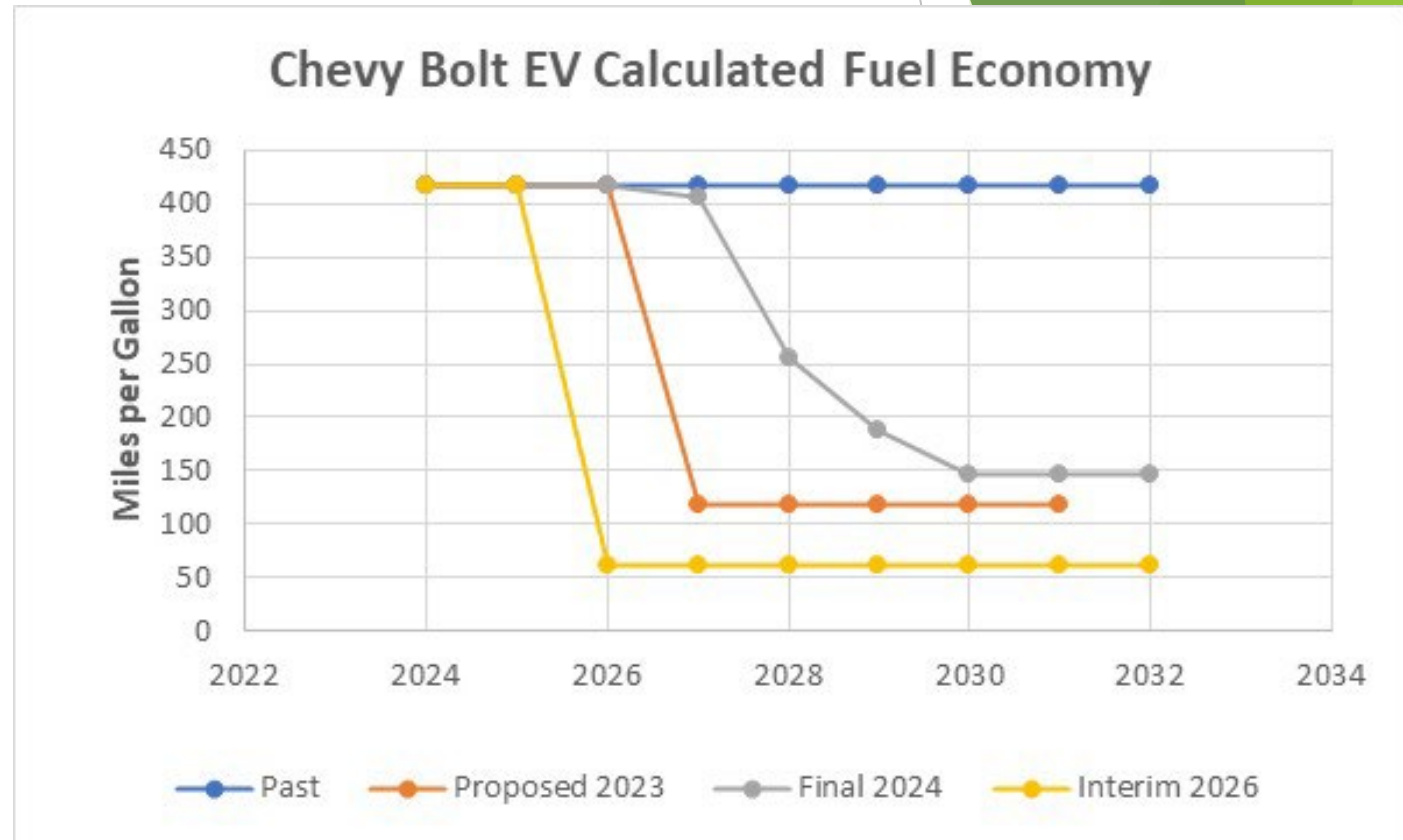
Department of Energy

- ▶ DOE Determines Petroleum Equivalency Factor (PEF) for Electric Vehicles



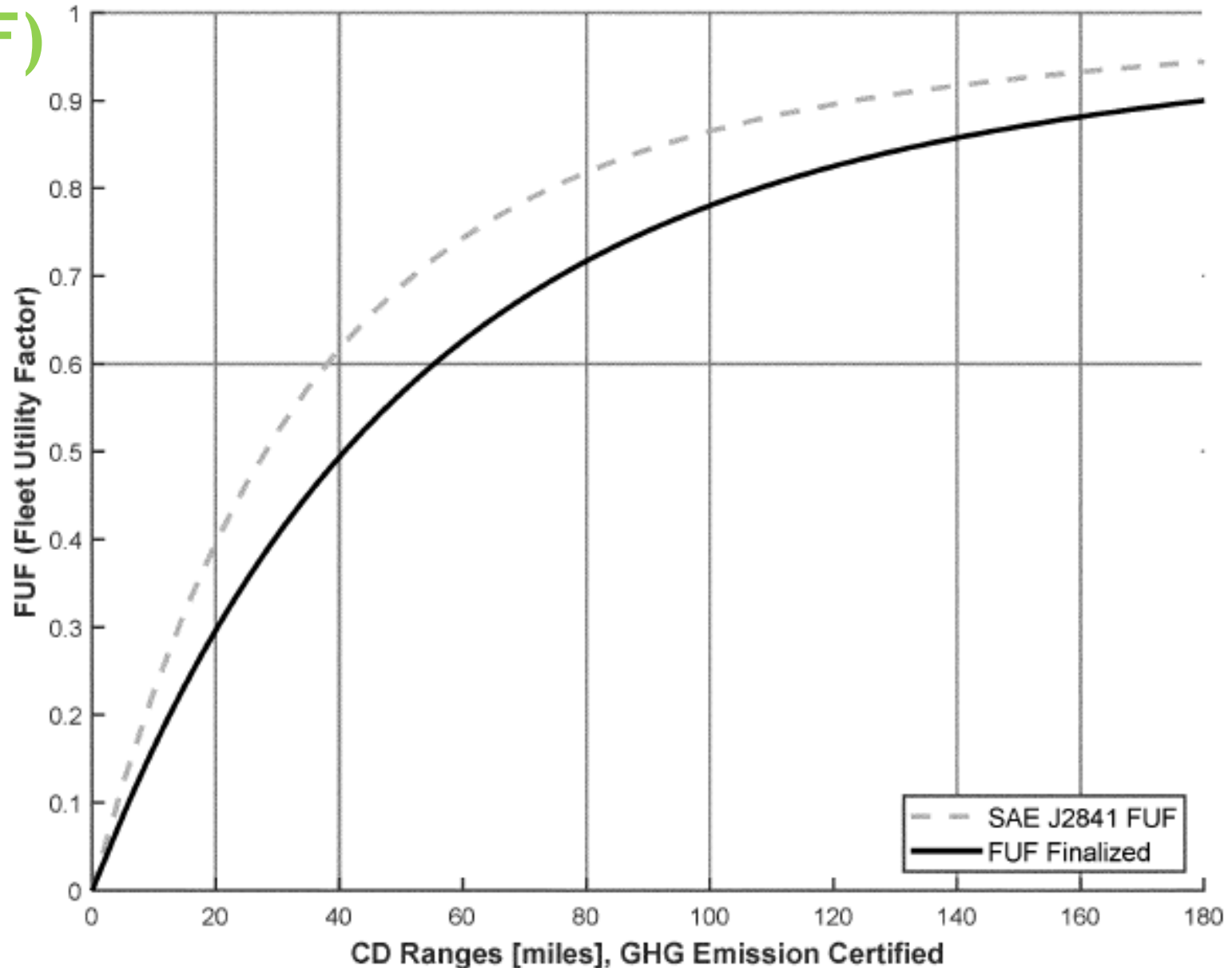
Petroleum Equivalency Factor (PEF)

- ▶ Electricity, CNG and alcohol fueled vehicles have benefited from the use of a Fuel Content Factor (FCF) in the calculation of their fuel economy.
- ▶ The factor is a 0.15 divisor that effectively increases calculated fuel economy by a factor of 6.7
- ▶ At the urging of NRDC and the Sierra Club DOE recently revised their Petroleum Equivalency Factor (PEF) calculation to dispense with the FCF and update the life cycle efficiency of BEVs and PHEVs
- ▶ This resulted in a significant drop in calculated BEV and PHEV fuel economy and reduces the benefit of building BEVs for fuel economy compliance



Fleet Utility Factor (FUF)

- Plug Hybrid Electric Vehicles (PHEV) use a Fleet Utility Factor (FUF) in their fuel economy calculation
- The FUF determines the amount of zero CO2 battery miles a PHEV can use in the FE or GHG calculation
- EPA determined that PHEV drivers were less diligent than anticipated in plugging their PHEVs in, resulting in fewer EV miles (note that these conclusions are disputed)
- The calculation change reduces the benefits of building PHEVs





Lawsuits

- ▶ Everything is being litigated
 - ▶ There are approximately 21 lawsuits for or against CARB/State of California
 - ▶ ACC I
 - ▶ ACC II
 - ▶ ACT
 - ▶ ACF
 - ▶ Omnibus Low NOx
 - ▶ Clean Truck Partnership
 - ▶ There are approximately 11 Lawsuits for or against NHTSA/EPA/DOJ
 - ▶ EPA GHG
 - ▶ NHTSA FE
 - ▶ EPA Criteria

How do OEMs Meet this Myriad of Goals and Targets?

- ▶ Purchase credits from other producers
- ▶ Increase proportion of electric vehicles
- ▶ Reduce sales of conventional vehicles



Credit Banks are Declining

Automakers have achieved the standards only once since 2015

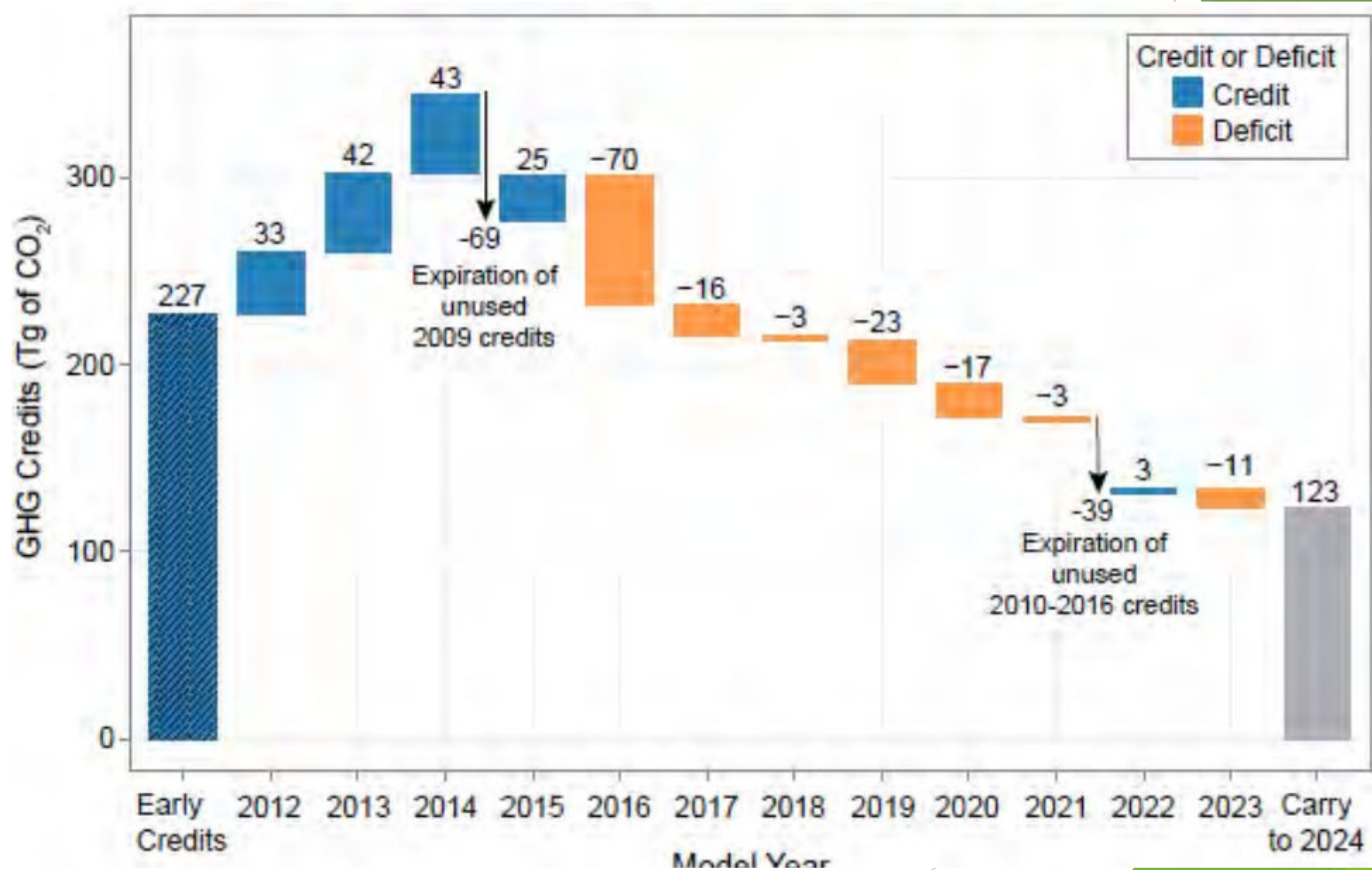
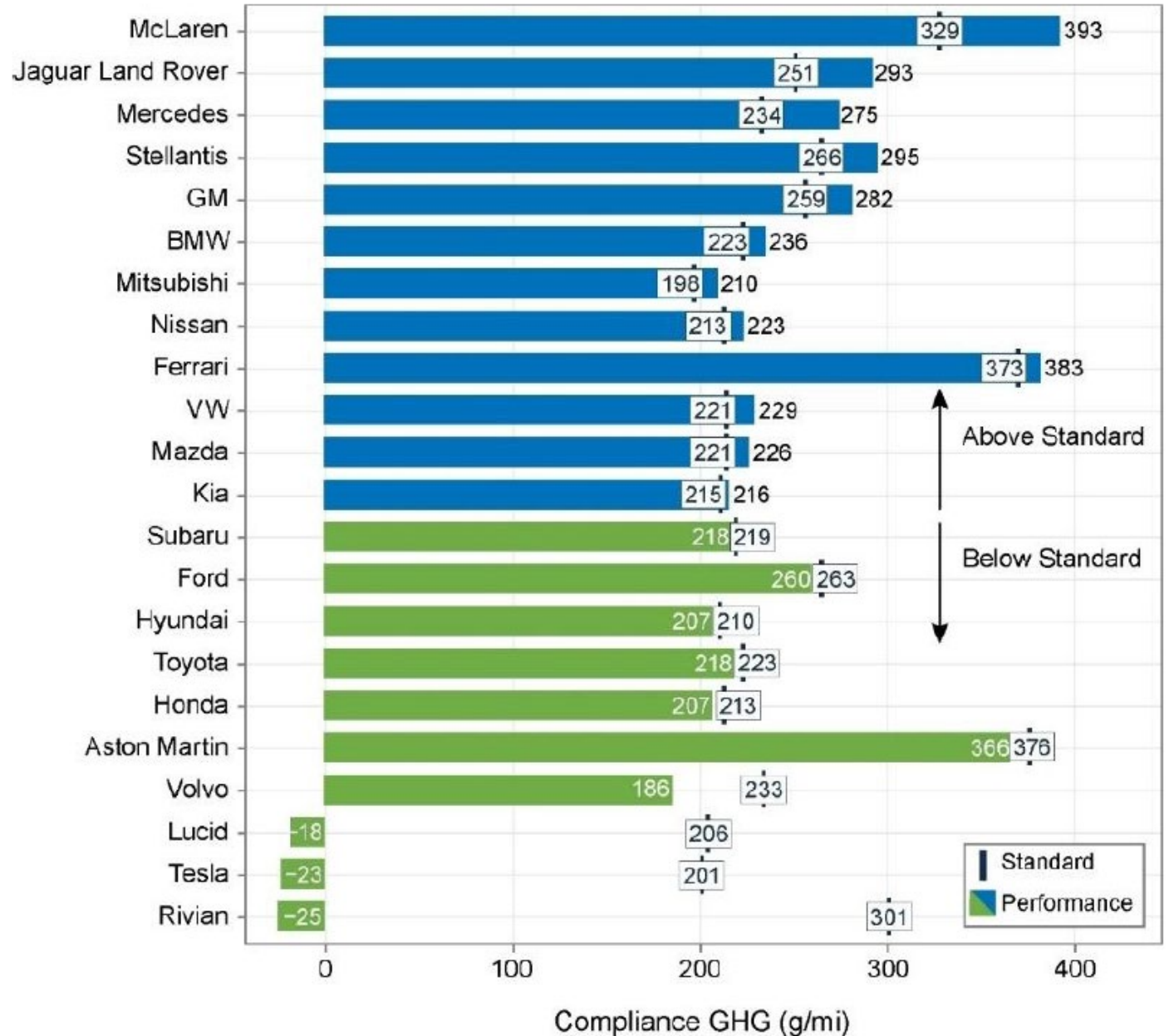


Figure 5.10. Performance and Standards by Manufacturer, Model Year 2022

Some Automakers Do Better Than Others

- ▶ EV Companies overachieve by a wide margin
- ▶ EV Companies typically have credits to sell



Some Automakers Do Better Than Others

Figure 5.11. Performance and Standards by Manufacturer, Model Year 2023

- ▶ Standards continue to tighten
- ▶ Ford, Subaru, Hyundai, Toyota, and Honda met the 2022 standards but did not meet the 2023 standards

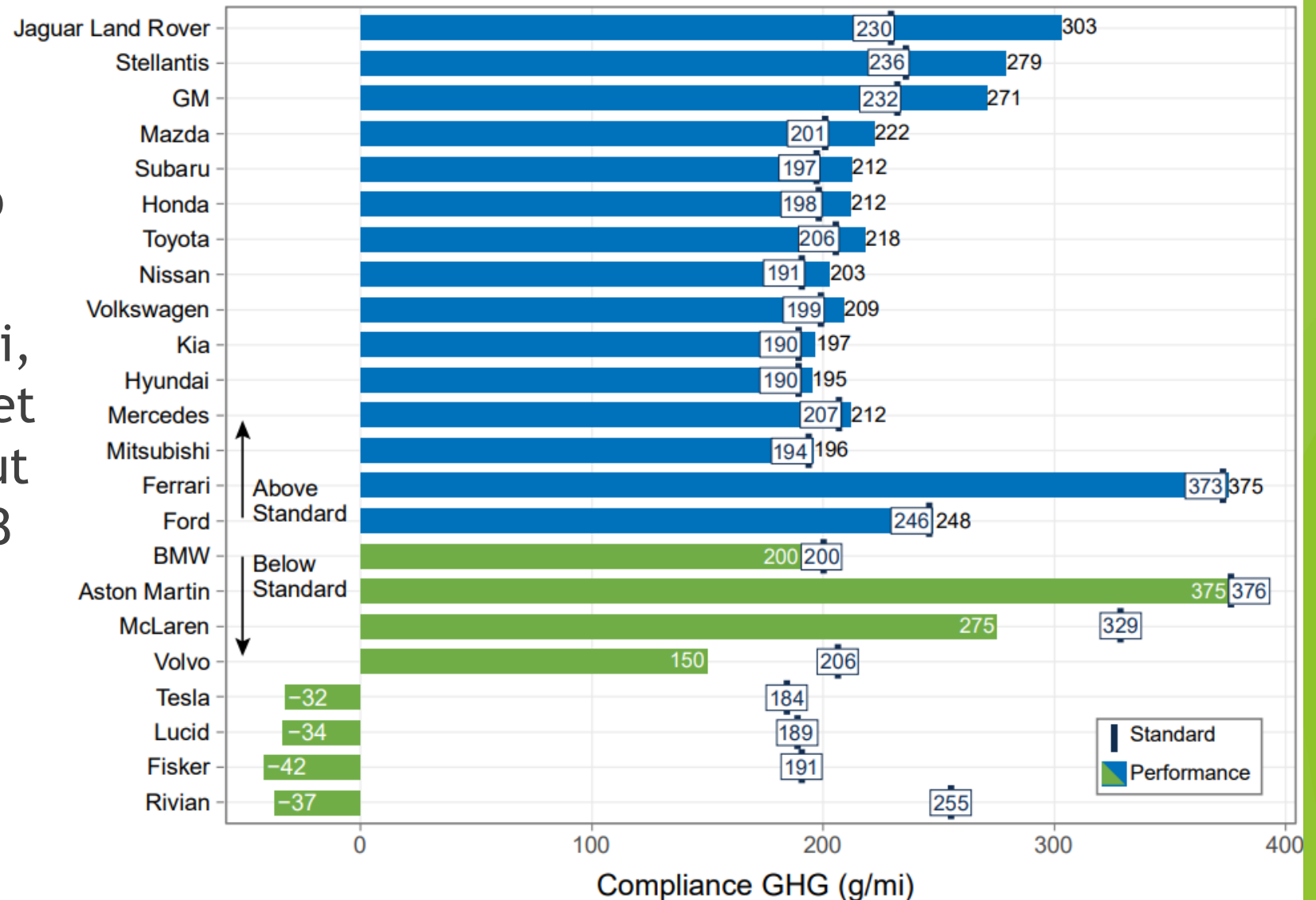


Figure 5.13. Total Credits Transactions

- ▶ Honda and Toyota sold a lot of expiring credits
- ▶ Tesla sold a lot of future credits

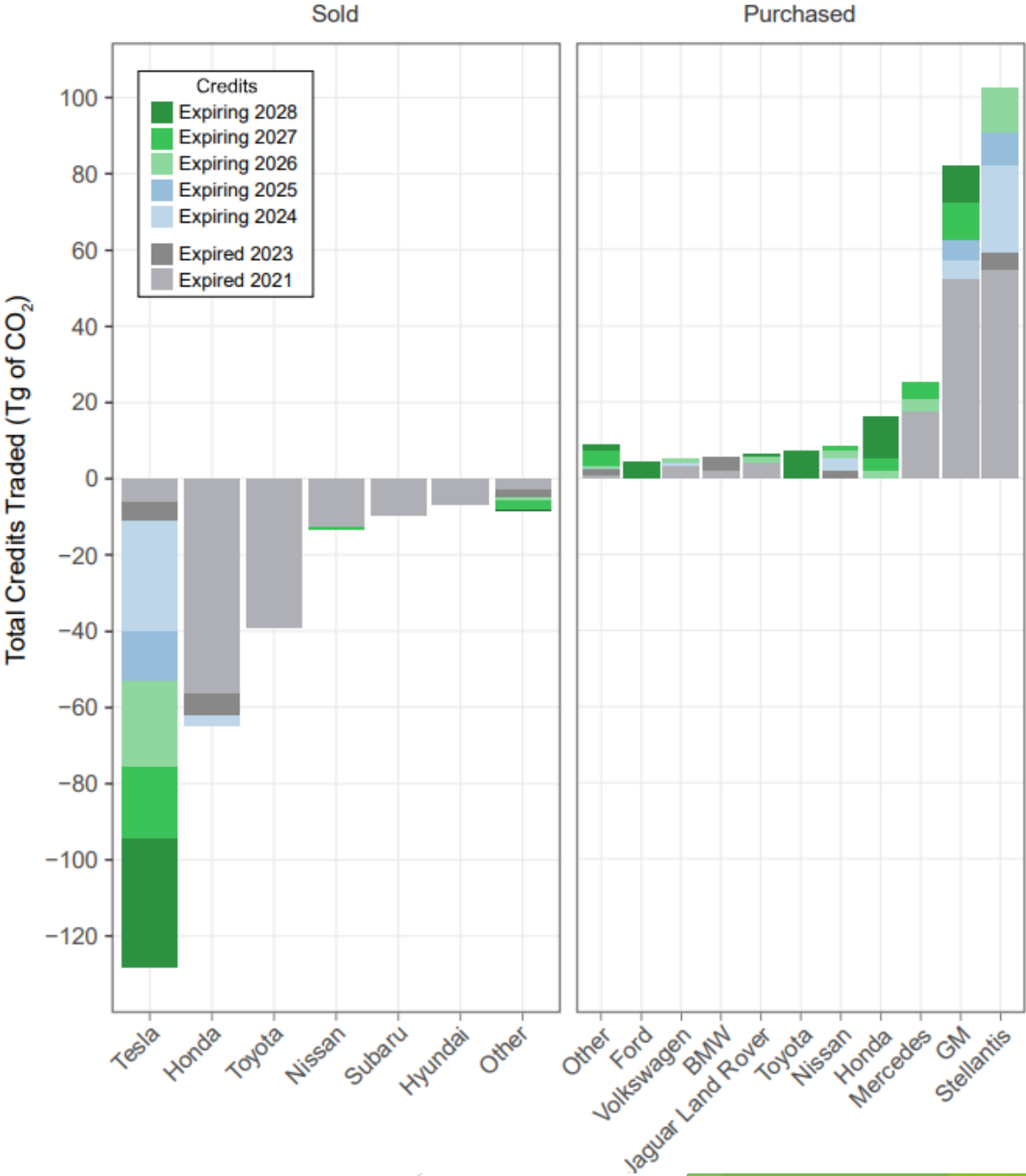
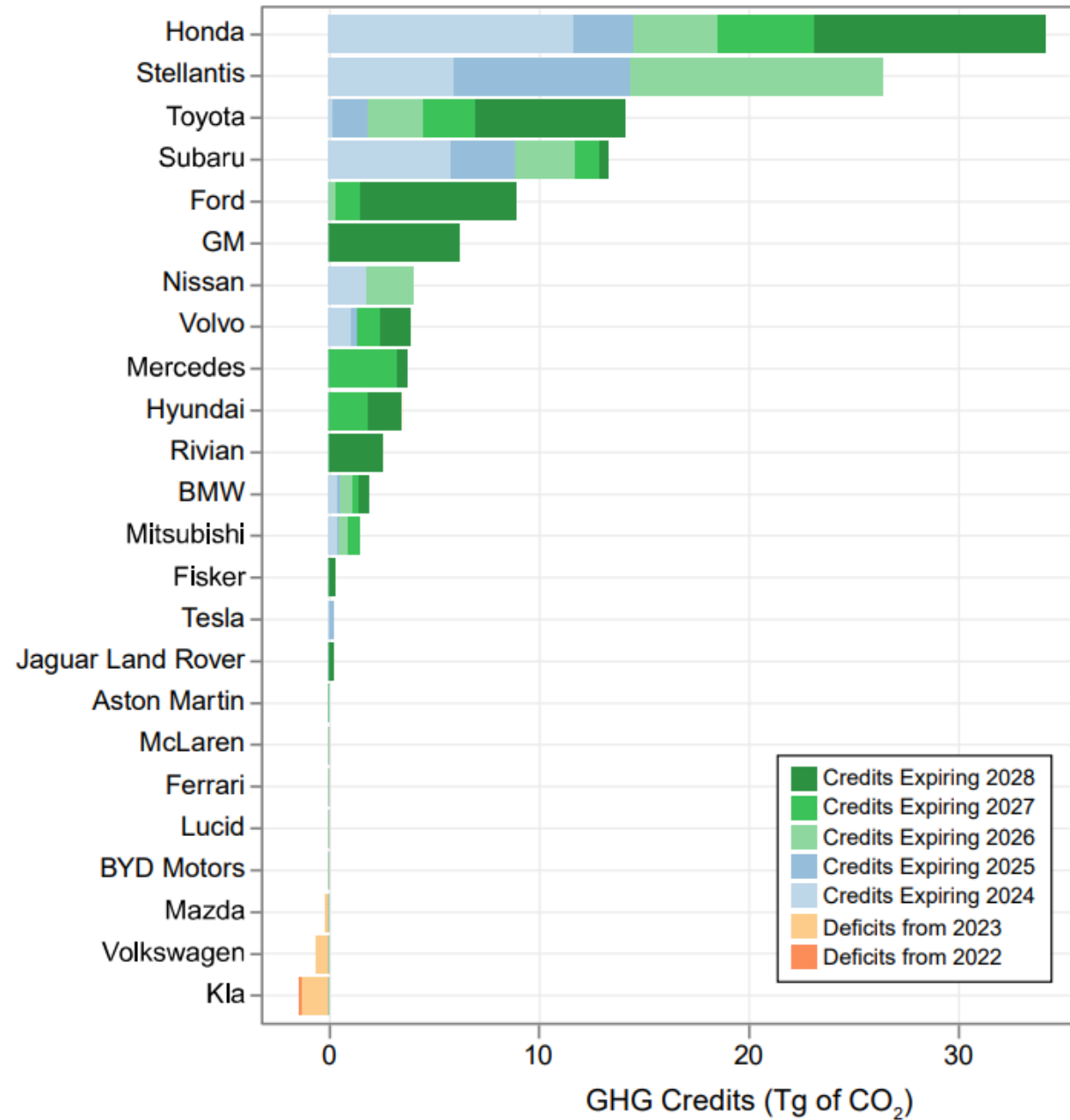


Figure 5.14. Manufacturer Credit Balance After Model Year 2023

► Some Automakers are preparing for lean times



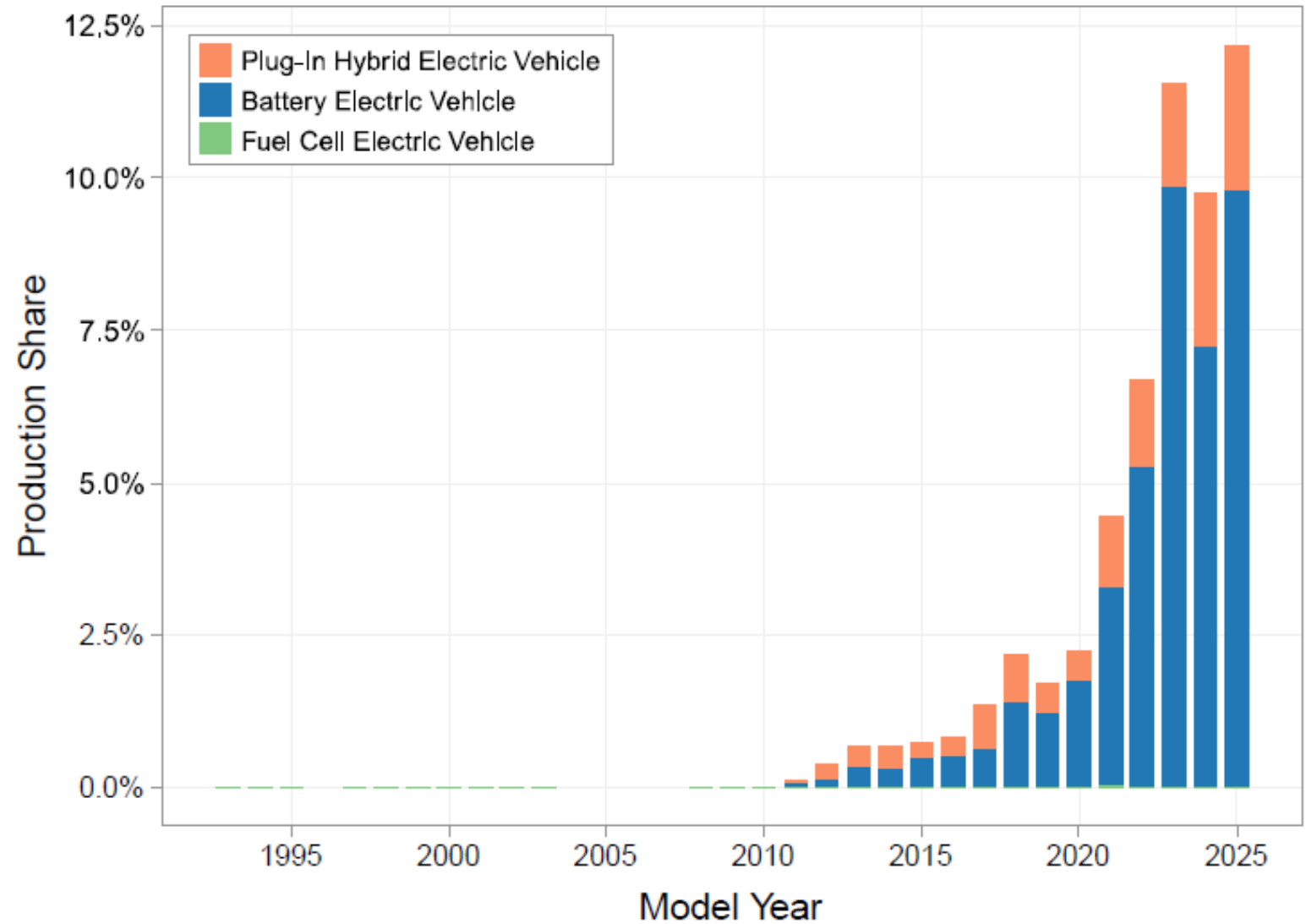
Electrification



US Vehicle Electrification Continues

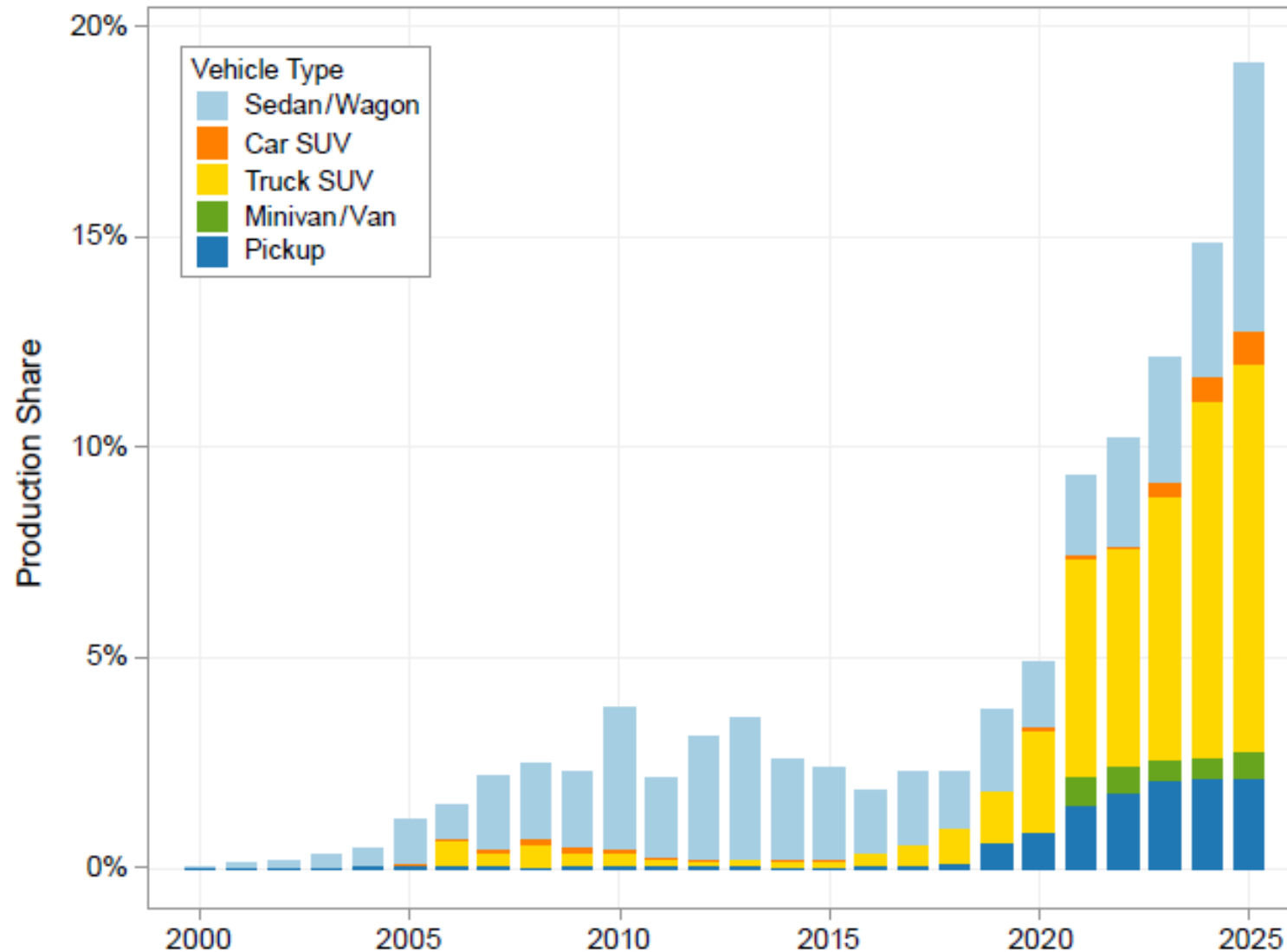
The pace has declined

Figure 4.15. Production Share of BEVs, PHEVs, and FCEVs¹⁸



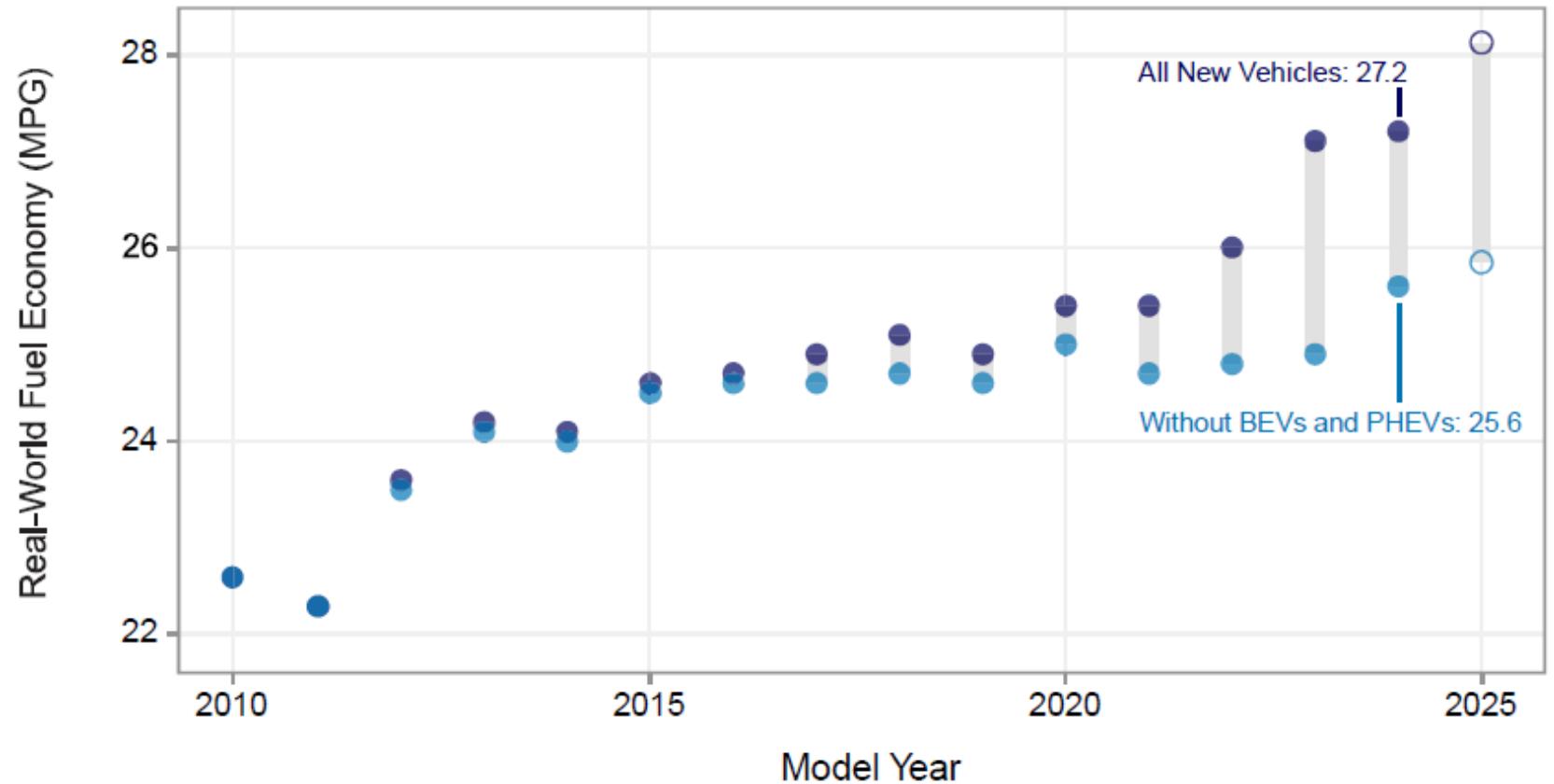
US Hybrid Penetration Increases Continue

Figure 4.12. Gasoline Hybrid Engine Production Share by Vehicle Type



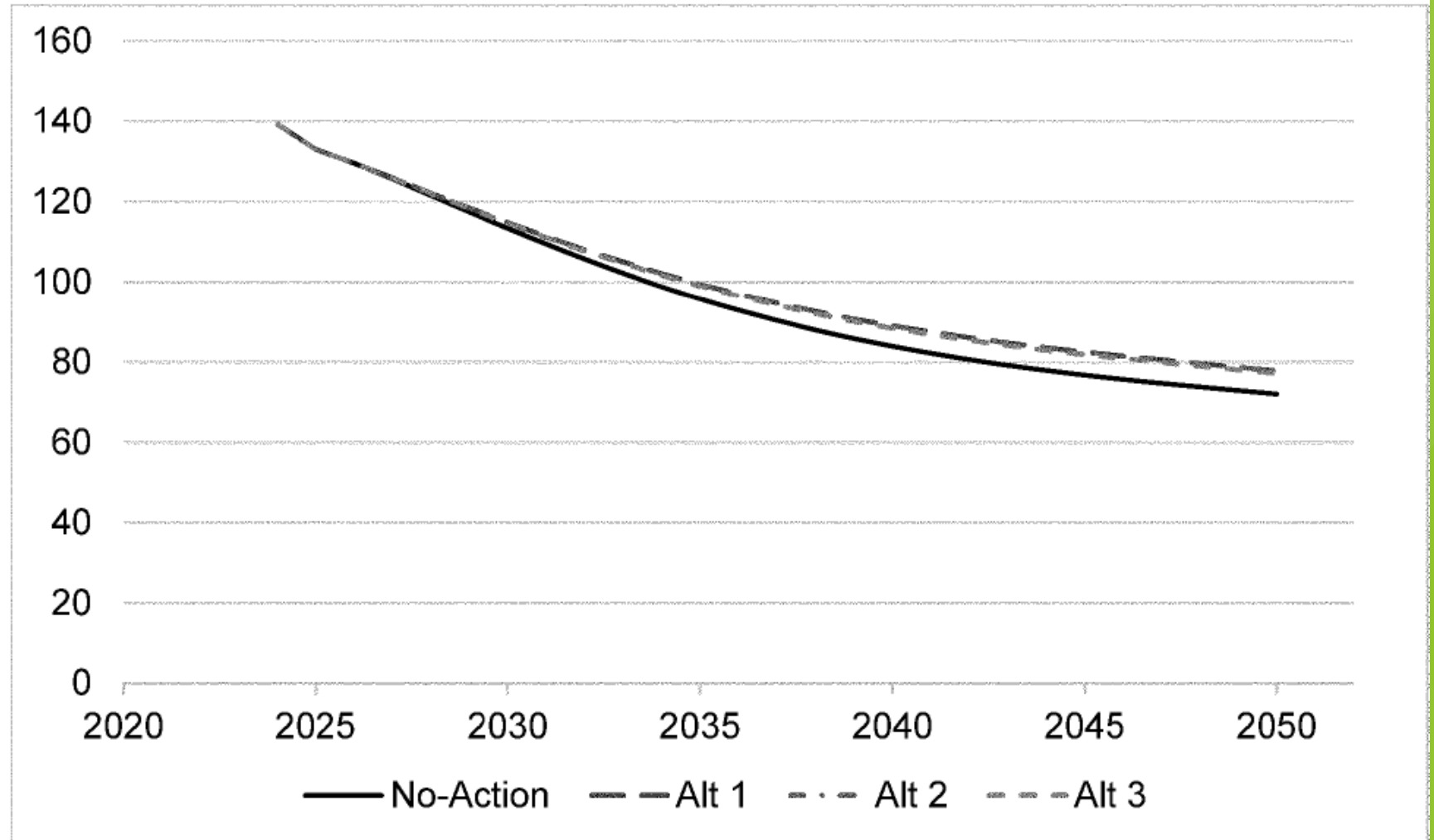
- Until recently Improvements in fleet performance since 2015 have largely been driven by increases in BEVs and PHEVs

Figure 4.16. Impact of BEVs and PHEVs



NHTSA forecasts falling gasoline consumption with or without their standard

Figure IV-3: Gasoline Consumption by Calendar Year and Alternative (Billions of Gallons)





04 05 06 07 08 09 TOYOTA Prius Hybrid Battery

Brand: Toyota

2.8  8 ratings

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From 2024

AliExpress




New Ni-mh Replacement Hybrid Car Batteries Pack For Prius C 2012 2013 2014 2015 Hybrid Battery Cells

by [Airow Car Accessorie...](#) (104 sold)

\$1,676.08

Import charges included

 \$40.68 off over \$813.68



Product sellpoints

- **Ease of Maintenance:** Easy to maintain with a comprehensive maintenance guide, ensuring your hybrid battery lasts longer.
- **Prius Battery 2012|Prius Battery Pack|Nominal Voltage & Capacity:** 14.4V, 6.5Ah high-capacity Ni-Mh cells ensure stable power for your 2012-2016 Prius C.
- **Quality & Performance:** High Performance Ni-Mh cells deliver reliable and consistent performance for your hybrid vehicle.
- **Compatibility & Versatility:** Designed for Toyota Prius C, Axio, Aqua, Fielder, and Yaris, this battery is a versatile fit.
- **Ready-to-Ship & Sample Availability:** Stocked and ready to ship, with a quick sample turnaround for testing and quality assurance.

1 - 24 of 51 results for Hybrid/EV Battery Pack

Compare



Representative Image

ATK Hybrid Battery - HB00102N

Part #: HB00102N Line: ATK

☆☆☆☆☆ 0.0 (0)

[Check Vehicle Fit](#)

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[3 Year Limited Warranty](#)

Compare



Representative Image

ATK Hybrid Battery - HB00103H

Part #: HB00103H Line: ATK

☆☆☆☆☆ 0.0 (0)

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[1 Year Limited Warranty](#)



Representative Image

ATK Hybrid Battery - HB00106N

Part #: HB00106N Line: ATK

☆☆☆☆☆ 0.0 (0)

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[3 Year Limited Warranty](#)

Length (in): 14 Inch

Width (in): 14 Inch

Hardware Included: No

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Representative Image

ATK Hybrid Battery - HB00109H

Part #: HB00109H Line: ATK

☆☆☆☆☆ 0.0 (0)

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[1 Year Limited Warranty](#)

Length (in): 18 Inch

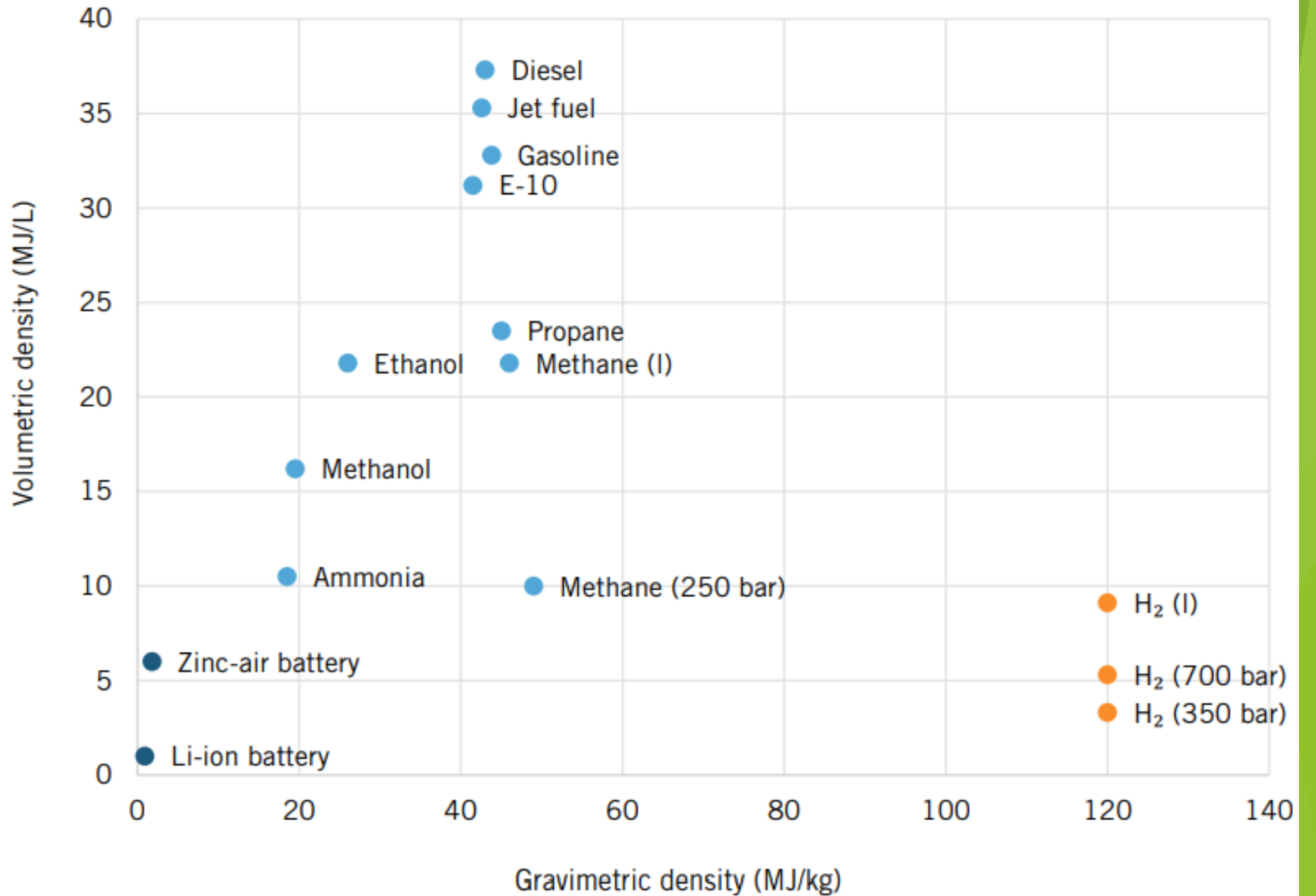
Width (in): 18 Inch

Hardware Included: No

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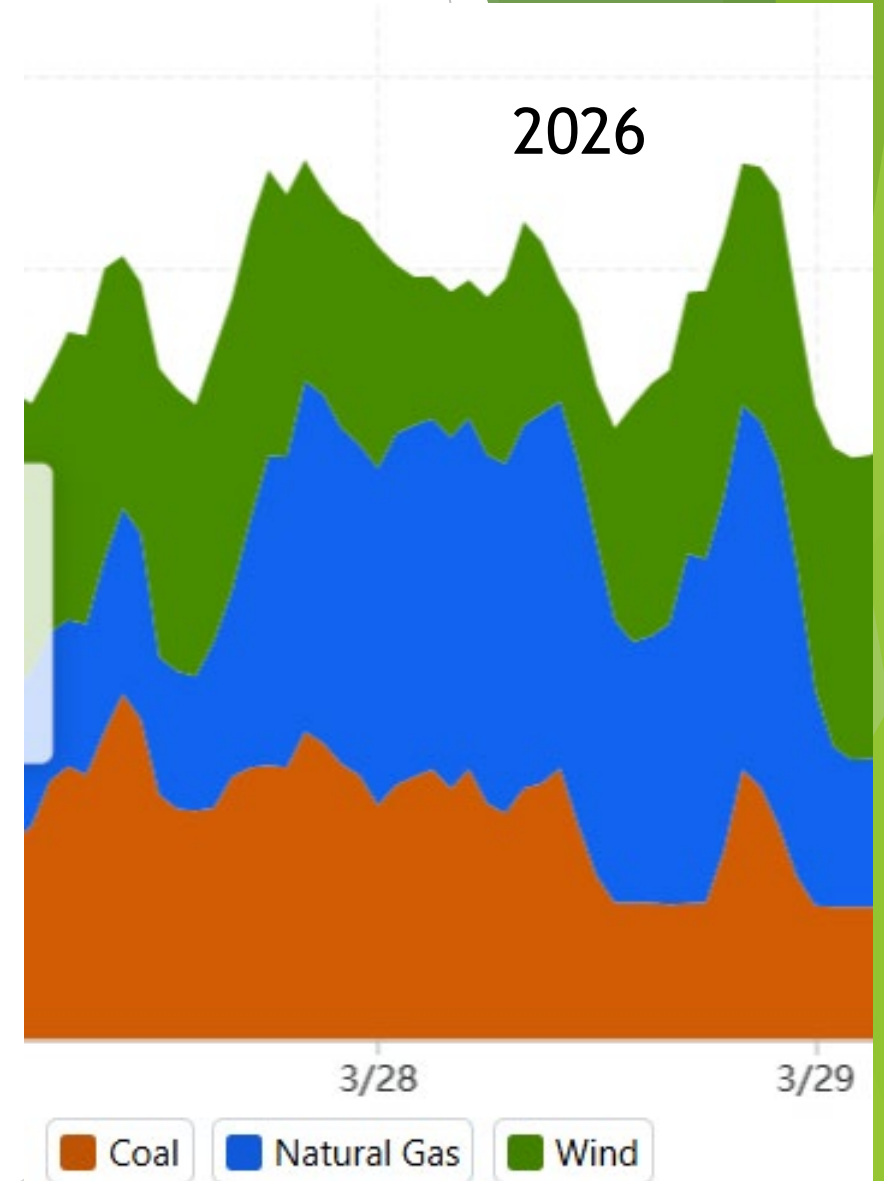
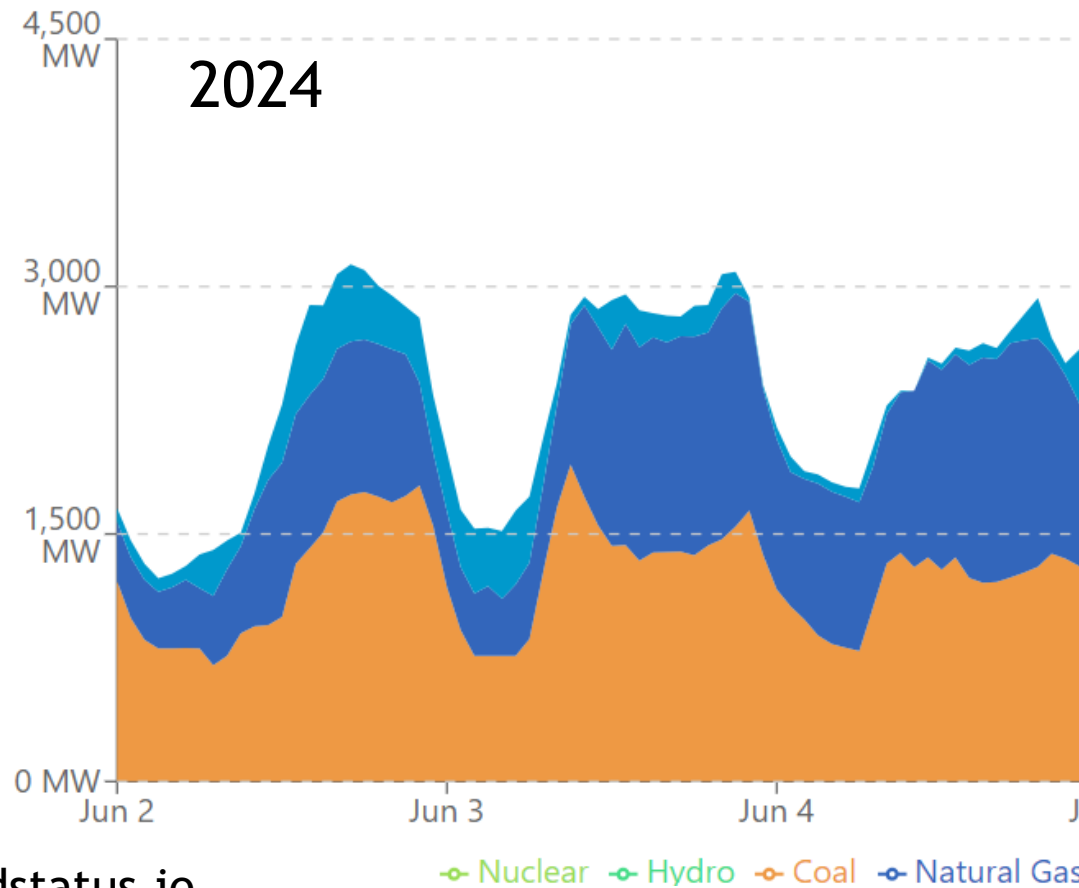
Energy density will always be a challenge

The size and mass of the compressed gas tanks themselves can be important



If you are Missouri your EV is still likely charging on coal or coal and natural gas

Fuel Mix - Associated Electric Cooperative, Inc.

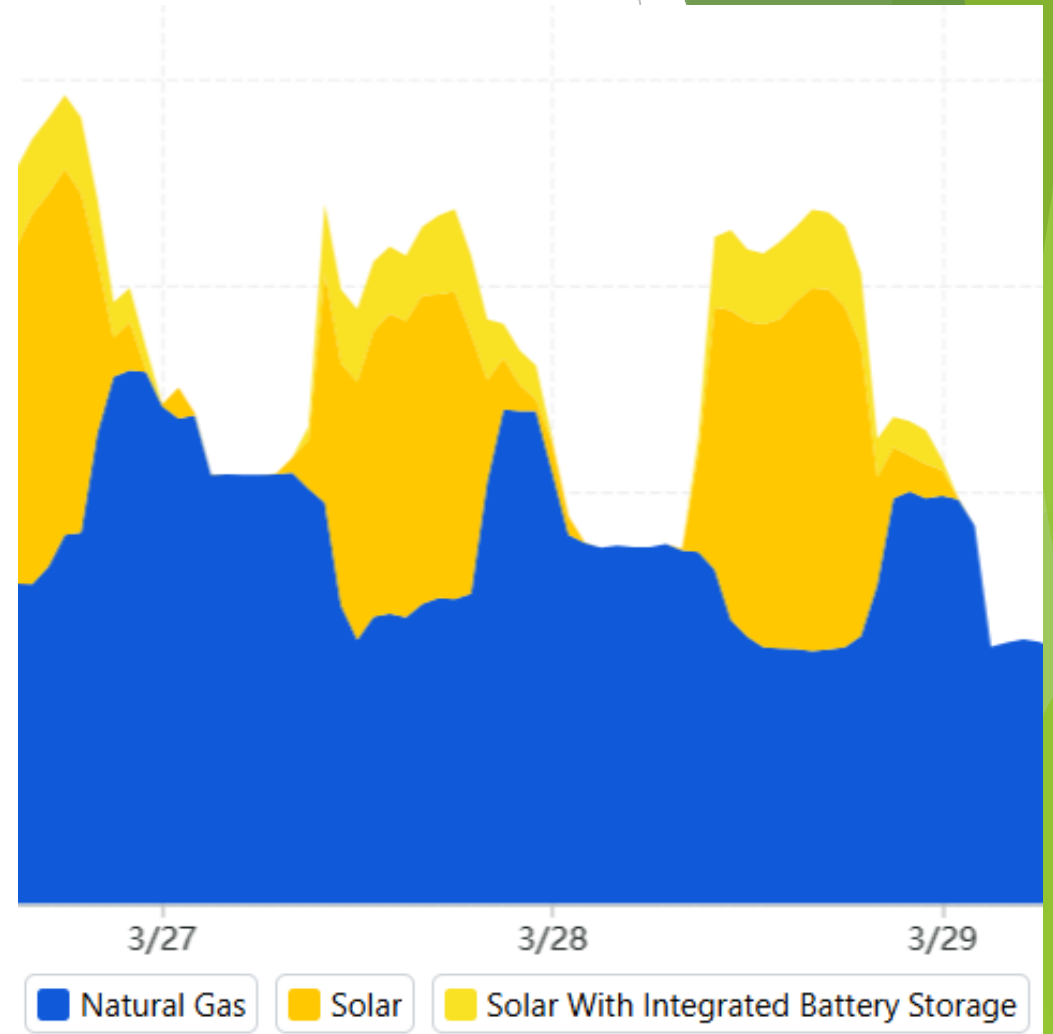
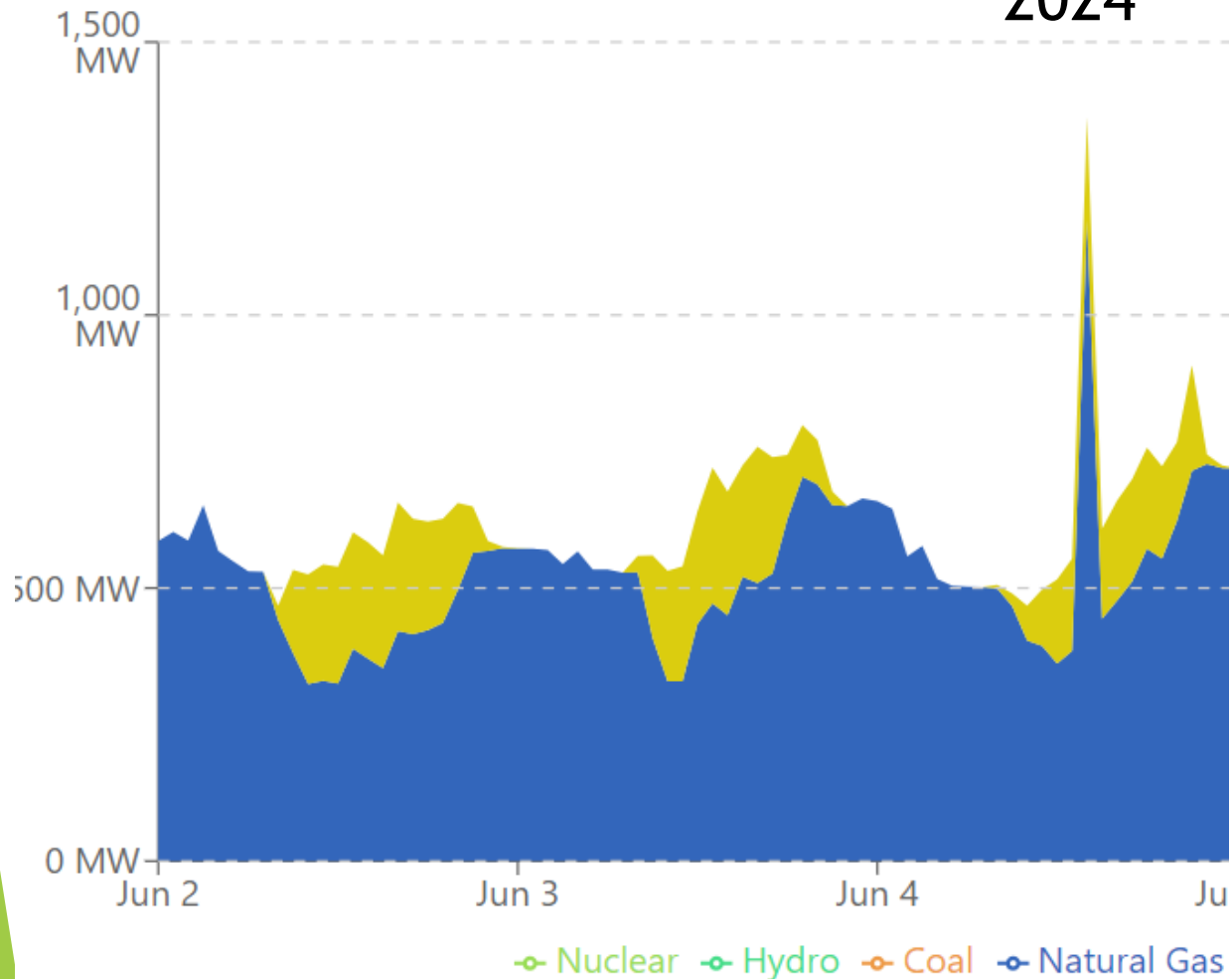


Natural Gas is the Marginal Source in El Paso

2026

Fuel Mix - El Paso Electric Company

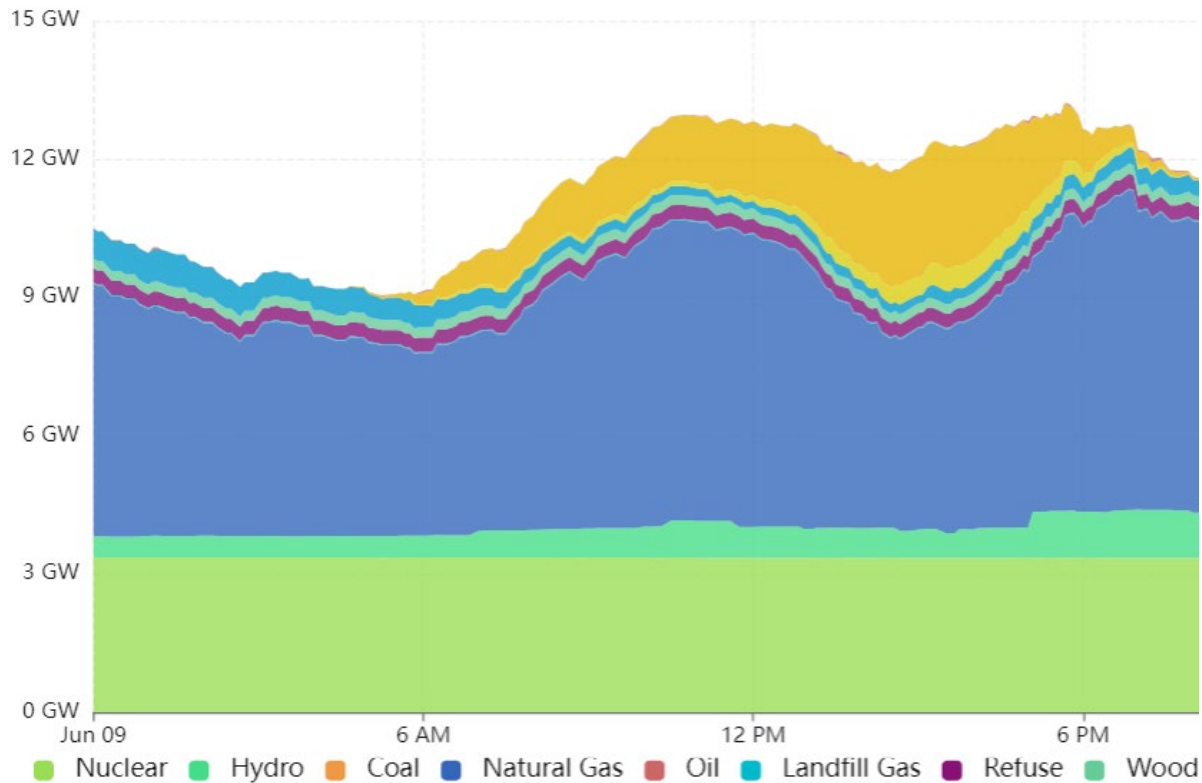
2024



gridstatus.io

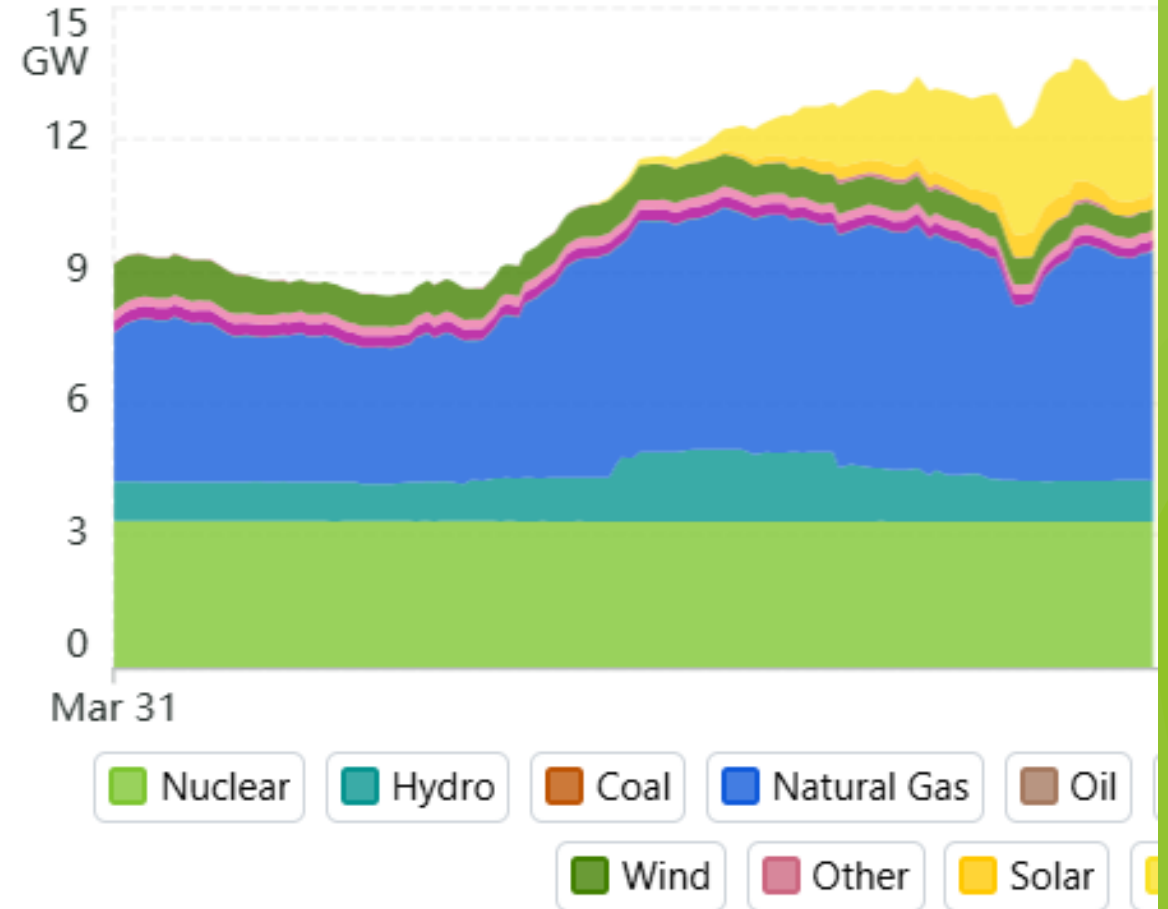
Natural Gas is the Marginal Source in New England

Fuel Mix - ISONE



Fuel Mix - ISONE

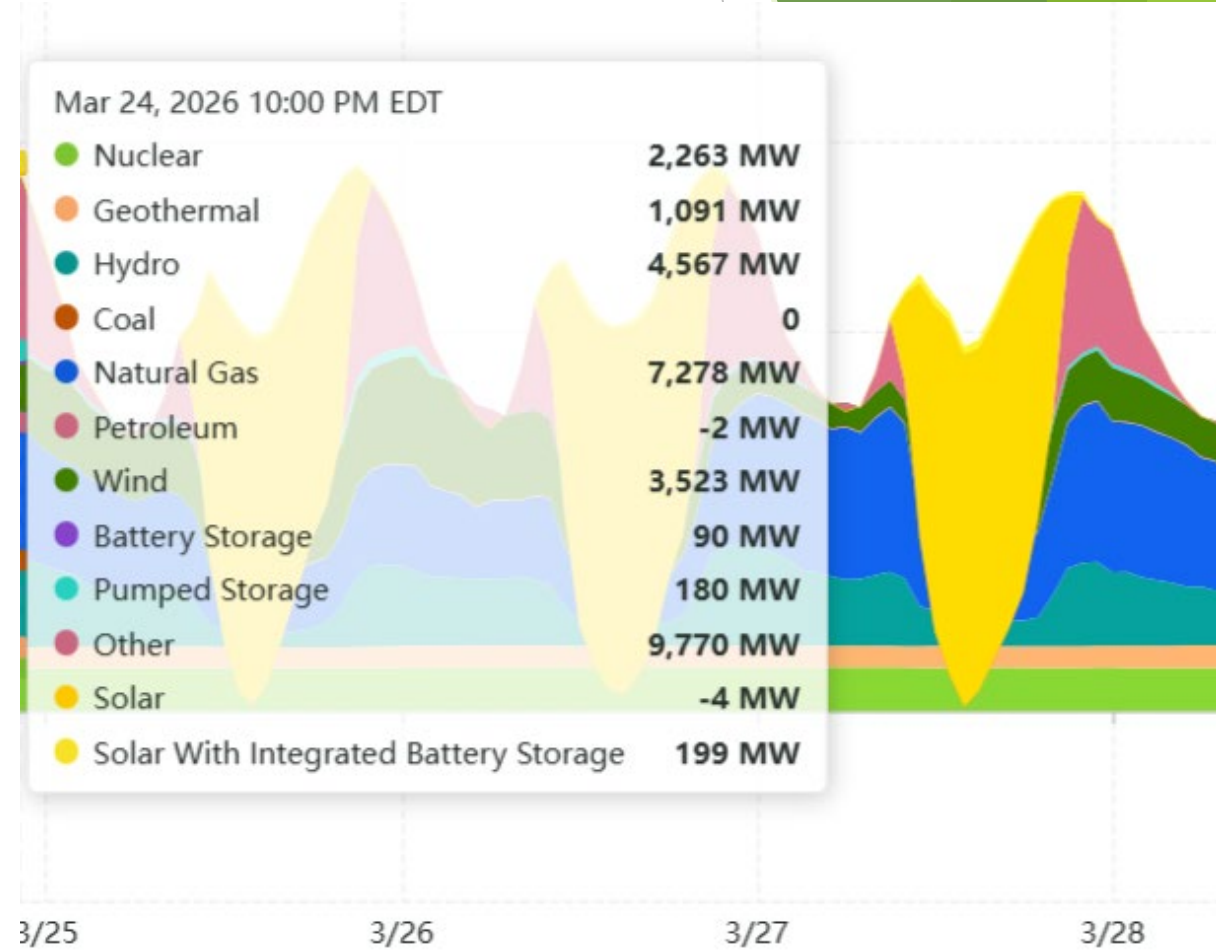
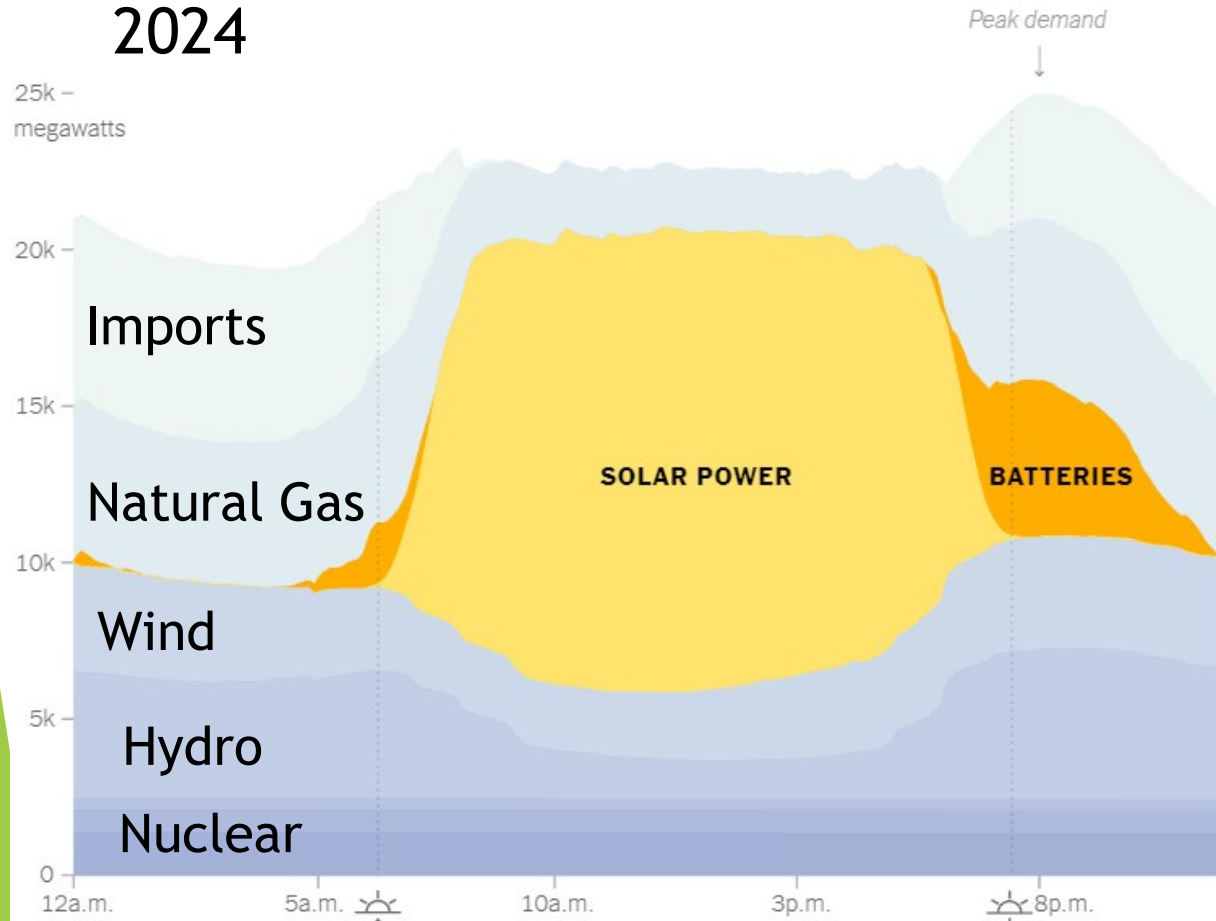
2026



California Electricity Generation Fuel Mix

2026

2024



- ▶ **Plant Name:** Intermountain Power Project
- ▶ **Plant Code:** 6481
- ▶ **Utility Name:** Los Angeles Department of Water & Power
- ▶ **Utility ID:** 11208
- ▶ **City:** Delta
- ▶ **County:** Millard
- ▶ **State:** Utah
- ▶ **Sector:** Electric Utility
- ▶ **Technology:** Conventional Steam Coal
- ▶ **Data Period:** 202311
- ▶ **Primary Fuel:** Coal
- ▶ **Total Nameplate Capacity:** 1,640.0 MW
- ▶ **Total Net Summer Capacity:** 1,800.0 MW

Mothballed

The background features a series of overlapping, semi-transparent green geometric shapes, primarily triangles and quadrilaterals, that create a dynamic, layered effect. The colors range from light, pale greens to deep, forest greens. The shapes are positioned on the right side of the frame, extending towards the center, while the left side remains mostly white.

Questions?