POWERING BETTER YARD OPERATIONS: THE BUSINESS CASE FOR ELECTRIC TERMINAL TRUCKS:





SUSTAINABILITY STARTS THE DISCUSSION.

PERFORMANCE DRIVES ADOPTION.

WHY ELECTRIFICATION STARTS WITH THE YARD

IT'S PROVEN IN THE REAL WORLD

Electric terminal trucks are moving beyond early adoption and into demanding, real-world yard operations across North America.

TERMINAL TRUCKS ARE A NATURAL FIT

Predictable duty cycles, repeatable routes and controlled yard environments create a practical opportunity to introduce electrification.

THE NORTH AMERICAN COUNCIL FOR FREIGHT EFFICIENCY RESEARCH

KEY ADVANTAGES IDENTIFIED BY NACFE



76%

OF FLEETS SEE REAL OPERATING COST SAVINGS

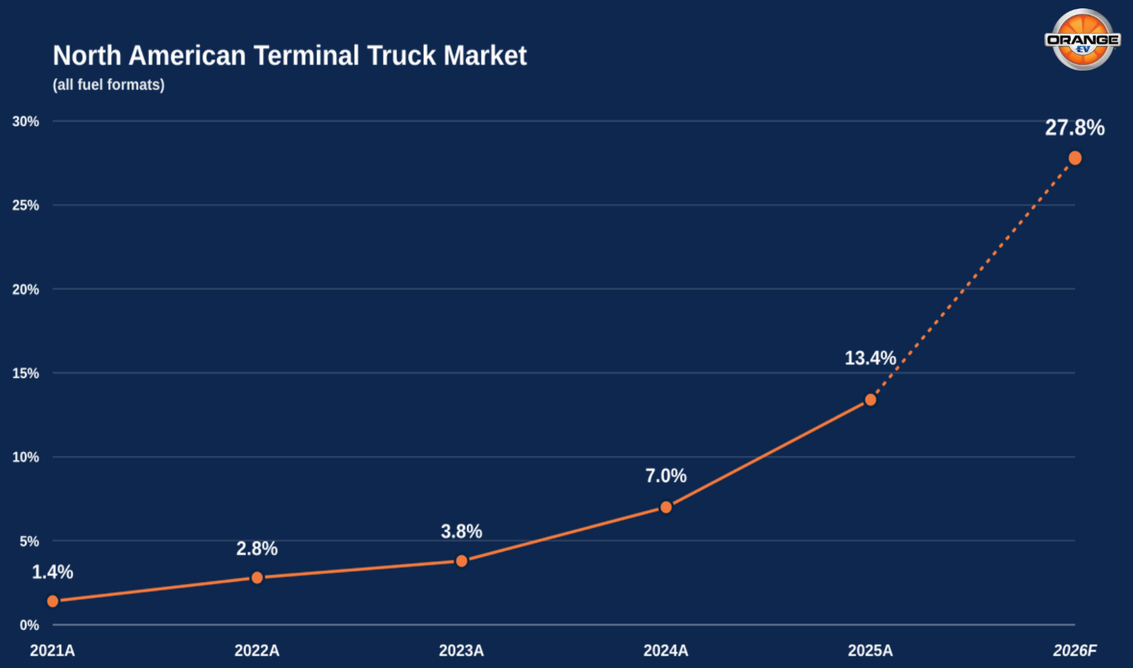
Electric terminal tractors are delivering measurable operating cost savings compared with diesel models

54%

OF FLEETS ARE MOVING BEYOND THE PILOT STAGE

More than half of surveyed fleets are moving toward partial or full standardization of electric terminal tractors.

ORANGE EV: *PROVEN PERFORMANCE*



2000 + Trucks Deployed

Orange EV electric terminal trucks operating across a wide range of demanding yard environments.

12M+ KEY-ON HOURS

Millions of hours of real-world operating experience across customer fleets.

53M+ KM DRIVEN

More than 53 million kilometers driven by electric terminal trucks in real-world operations.

370+ FLEETS

Electric terminal trucks deployed across diverse industries and operating environments.

RETHINKING THE COMMON BARRIERS

Typical Barrier	Orange EV Electric Shunt Truck
High upfront purchase price	Government incentives such as CleanBC and Écocamionnage, combined with lower fuel and maintenance costs, bring down the total cost of ownership over the truck's life.
Range and charging concerns for 24/7 yards	A purpose-built battery and fast-charging system are engineered to keep up with continuous, heavy-duty yard cycles.
Unproven technology, reliability worries	Orange EV brought the first pure electric terminal truck to market in 2015, and now has more than 2,000 trucks running across 370+ fleets in North America.
High ongoing maintenance costs	With no engine oil, DEF, or exhaust system to manage, there are dramatically fewer moving parts to service.
Limited service and parts support	A dedicated service and support network covers fleets across Canada and the United States.

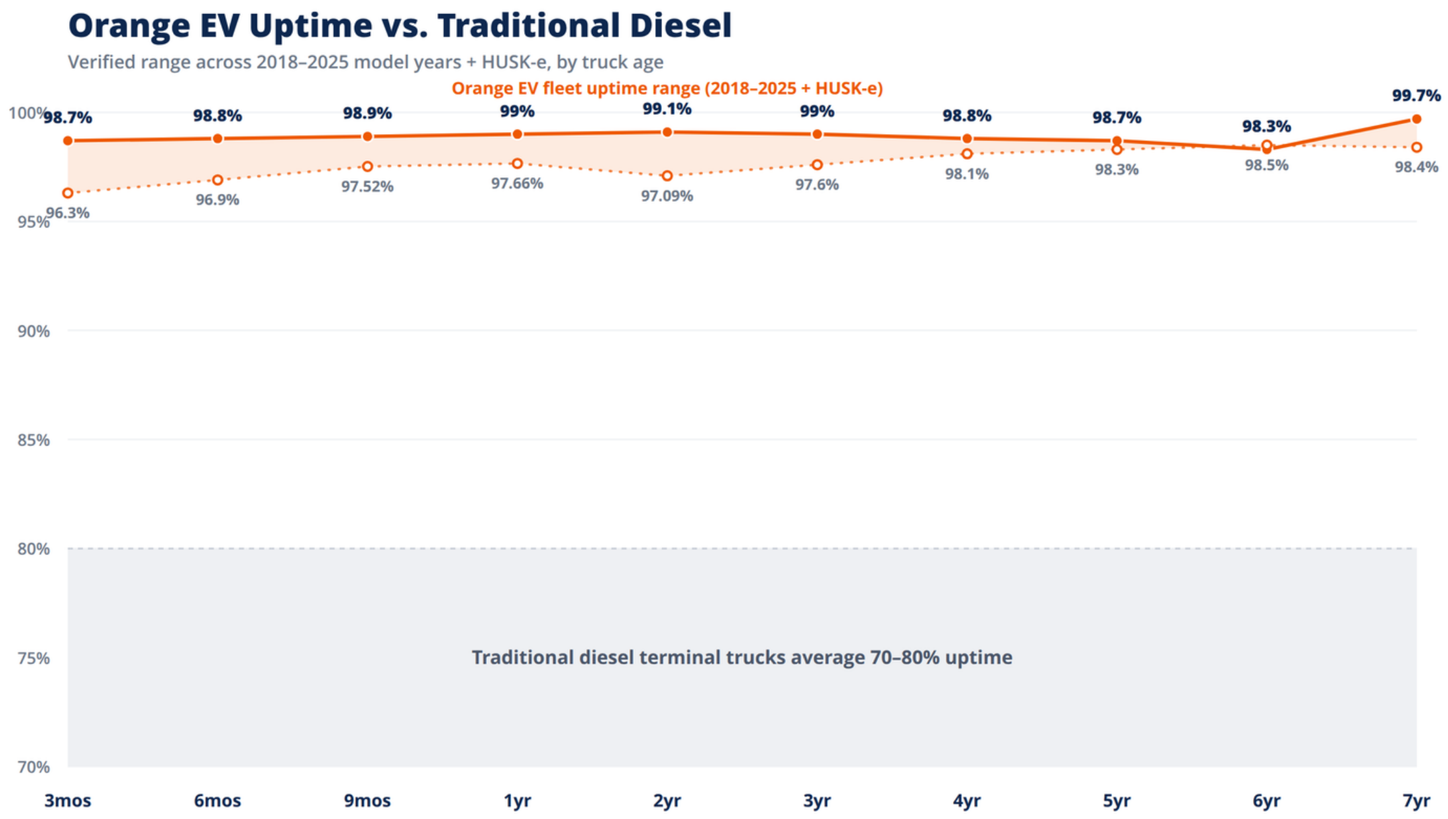
LOOK AT THE OPERATION, NOT THE ASSUMPTION

Every yard is different. Understanding the duty cycle, operating hours and daily workflow helps identify where electric terminal trucks can deliver the greatest value.

BUILD THE RIGHT SOLUTION

A successful transition brings the truck, charging strategy, infrastructure and support together. The goal is to create an electrification plan that fits naturally into the way the yard already operates.

97% UPTIME BY DESIGN



ON-SITE SERVICE

North American network of factory-trained techs

7.5 YEARS WARRANTY

Industry leading warranty covers non-traction motors, controllers, harnesses, etc

SAFER, HEALTHIER TRUCKS

Superior Truck Control

Regenerative braking provides finer, single-foot vehicle control, smooth no-shift deceleration, shorter stopping distance and stopping time.

Stable Battery Chemistry

OEV trucks use **Lithium Iron Phosphate (LFP)** batteries which do NOT require complex cooling systems for safety and battery longevity. In > 8.9 million operating hours, no OEV truck has experienced thermal runaway.

Better for Drivers

The electric powertrain eliminates the hazards of inhaled diesel emissions. Much lower truck vibration, heat, and noise reduce driver fatigue, health costs, safety incidents, and driver turnover.

Safer than Diesel

EVs generate less heat than diesels, have fewer hot surfaces, and don't carry a tank of fuel that can ignite in an accident. And with no diesel fuel, motor oil, or glycol, the common causes of slips & injury are eliminated.

CLEANBC GO ELECTRIC REBATES PROGRAM

CUSTOMER

- B.C. Based business, indigenous organization, local government or non-profit
- Licensed to operate in B.C.
- Operating for at least two years, unless the program approves an exception
- Business BCeID or a valid B.C. business license, if applicable

VEHICLE

- New vehicle on the program eligible vehicle list
- Class 2B to Class 8 zero-emission vehicle
- Purchased or leased in B.C.
- Registered and operated in B.C. for at least 48 months

CLASS 8 INCENTIVES

$ 130, 000

Base rebate for a class 8 vehicle

$ 156, 000

WITH THE ELIGIBLE 20% TOP UP

Top up applies only to indigenous organizations, local governments and non-profits

Annual limit: 5 vehicles for businesses and 10 for other eligible organizations

Leases under 48 months receive a prorated rebate

ECOCAMIONNAGE PROGRAM

CUSTOMER

- **Applicants must be a business, individual, municipality, nonprofit, or cooperative operating in Québec.**
- **Must have a head office or establishment in Québec and be legally constituted**

VEHICLE

- **Vehicles must meet program definitions and be on the List of Technologies Eligible for Funding**
- **Vehicles must be acquired from a supplier, dealer, or manufacturer located in Québec; if none exists in Québec for the targeted vehicle or technology, the purchase may be made elsewhere in Canada**
- **Vehicles must remain in use for 4 years (new) or 3 years (used)**

CLASS 8 INCENTIVES

$ 150, 000

Used trucks (2-6 yrs old) may be eligible for up to 20% of eligible costs

Applicants acquiring all-electric vehicles may receive up 3 million CAD total per year



READY TO EXPLORE ELECTRIFICATION?

800 465 1681

salescanada@orangeev.ca

orangeev.ca