EXHIBIT 2

ENGINE INNOVATION AND EFFICIENCY MILESTONES

Motorcoach Engine Efficiency & Sustainability Advancements

(2000–Present)

Meeting with NYC DEP and Bus Coalitions

August 22, 2025

Engine Innovation and Efficiency Milestones

2004

- New emission standards for heavy-duty engines take effect.
- First major cut to oxides of nitrogen (NOx) and particulate matter (PM), setting the stage for stricter controls in 2007.

2006–2010: Fuel Transition

- Ultra-Low Sulfur Diesel (ULSD, 15 parts per million sulfur) replaces higher-sulfur diesel.
- ULSD enables use of advanced emission controls without fouling the systems.

2007

- Diesel Particulate Filters (DPFs) become standard to meet new PM limits.
- A phase-in of tougher NOx limits begins (50% of new engines must comply by 2009).

2010

- Full comptiance required for 0.2 grams per brake horsepower-hour (g/bhp-hr) NOx standard.
- Most engines adopt Selective Catalytic Reduction (SCR) with Diesel Exhaust Fluid (DEF) to cut NOx while preserving fuel economy.

2014–2018: Greenhouse Gas (GHG) & Fuel-Efficiency Phase 1

- First joint Environmental Protection Agency (EPA) and National Highway Traf Administration (NHTSA) standards.
- Set limits for carbon dioxide (CO_2) emissions and fuel consumption for heav vehicles, including buses.

2021–2027: GHG Phase 2

- Tightens CO_2 and fuel-efficiency requirements.
- Applies to both engines and whole vehicles (e.g., aerodynamics, tires, transr

2025

- ABA Foundation Study finds motorcoach travel is the most sustainable form transportation in the United States.

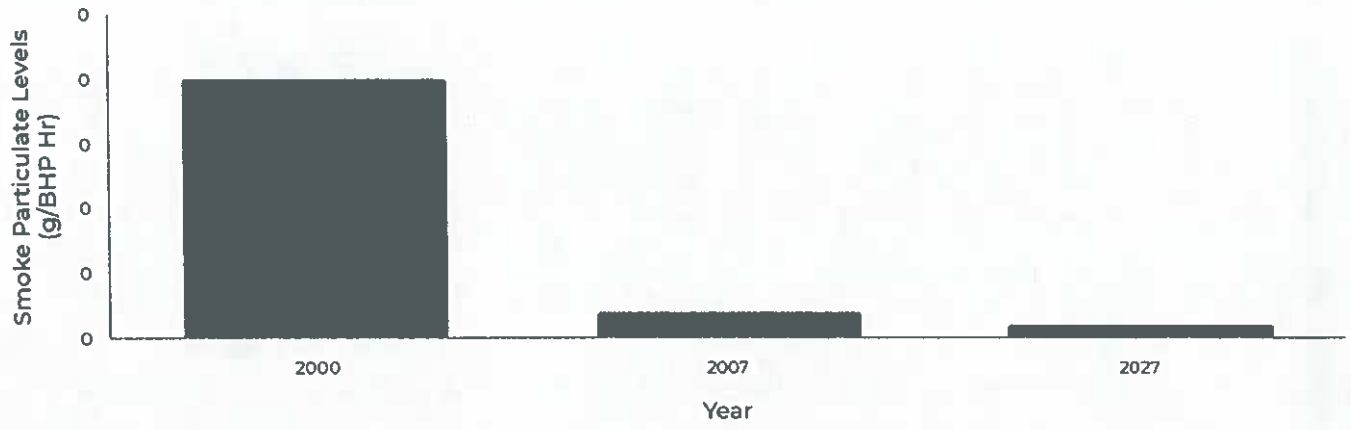
2027: Low-NOx Rule

- Much lower NOx emission standards (~0.035 g/bhp-hr).
- Longer warranty and useful life requirements for emission systems.
- New testing standards focus on low-load and idling conditions, important fo

2027–2032: GHG Phase 3

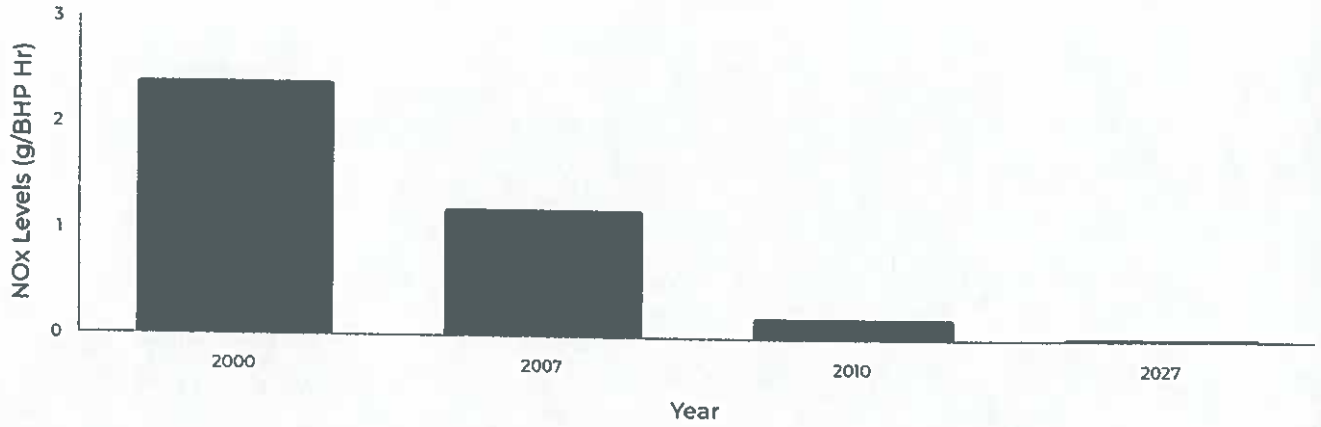
- Builds on Phase 2 with stricter CO_2 and fuel-efficiency standards.
- Designed to keep cutting emissions through the early 2030s.

Smoke Particulate Analysis



The chart shows a significant reduction in Smoke emissions over time, with levels dropping from .10 in 2000 to a projected 0.05 g/BHP Hr by 2027.

Smog Analysis



The chart shows a significant reduction in NOx emissions over time, with levels dropping from 2.4 in 2000 to a projected 0.035 g/BHP Hr by 2027.