



NASDAQ: WPRT / TSX: WPRT

The Transport Project's 2026 Industry Summit

July 2026

Westport's Journey in Natural Gas Mobility

Helping to shape the natural gas transportation market for more than two decades



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- **20+ years** advancing natural gas engine technology
 - **Cummins Westport** helped establish natural gas in transit, refuse, and heavy-duty applications
 - **Cespira's HPDI™** fuel system technology evolved from early innovation to proven OEM-validated technology
 - **Today's focus:** heavy-duty transportation and scalable lower-carbon fuels

Real-World Impact at Global Scale

HPDI is no longer a pilot, it is commercially deployed, backed by a global OEM and scaling across global fleets today.

GLOBAL DEPLOYMENT

11,800+
HPDI trucks on the
road

across 30+ countries

EXPANSION OPPORTUNITY

**Multi-
platform**
OEMs and fuel types

one proven HPDI
architecture ready to
scale across new OEM
platforms and fuels

MOMENTUM

Growing
global momentum
through Cespira, the
Westport – Volvo Group
joint venture

OEM VALIDATION

Volvo
Tier 1 OEM partner
Volvo development and
reliability standards

From Technology Validation to Commercial Scale

What Comes Next: Hydrogen HPDI and North America

HPDI extends across fuels, markets and OEM platforms, creating a practical pathway to heavy-duty decarbonization.

Fuel-flexible HPDI platform

Natural Gas / RNG

Hydrogen

Blends

Same core HPDI architecture. Diesel-like performance. Lower-carbon fuels.

Europe creates the market pull

- **2025** — 15% CO₂ reduction
- **2030** — 45% CO₂ reduction
- **2035** — 65% CO₂ reduction
- **2040** — 90–100% CO₂ reduction

Hydrogen HPDI can help OEMs meet zero-emission compliance targets in Europe.

North America launch opportunity

- CNG / RNG preferred fuel pathway
- Same core HPDI engine technology
- Built for heavy-duty fleet duty cycles

Transition to North American launch plan

HPDI is moving from proven commercial deployment to multi-fuel, multi-market growth.

A NEW CNG Truck for North America

MODEL

VOLVO VNL 300

ENGINE

VOLVO G13 500 HP - 1,850 LB/FT
TORQUE

FUEL SYSTEM

CESPIRA HIGH PRESSURE DIRECT
INJECTION

TRANSMISSION

VOLVO I-SHIFT 14 SPEED AMT

FUEL

CNG, RNG, LNG, BIOLNG, HYDROGEN

EFFICIENCY

UP TO 10 MPGe



Why HPDI Powered Engines?

Using CNG, RNG or Hydrogen (including blends)

Ultimate Flexibility

Enables **multiple fuels** with a single system approach

Maintains Diesel's Advantages

- Same as diesel **fuel efficiency**
- Full **power and torque**
- Proven **reliability and durability**
- Easy to **service**



HPDI = MAX COMMONALITY with the Diesel Platform



No Change To:

- Compression ratio
- Pistons
- Manifolds
- Power curve
- Torque curve
- Engine heat
- Engine braking

Engine

Same as diesel
*with HPDI fuel
injection
system*



Aftertreatment

Same as diesel



Transmission

Same as diesel



Axles

Same as diesel

- Easier to integrate the system on the engine and truck
- No change to cooling system
- Same engine oil as diesel
- Very similar maintenance schedule
- Fewer changed parts means easier to service and less specialized parts inventory

Proven and on the Road in 30+ Countries



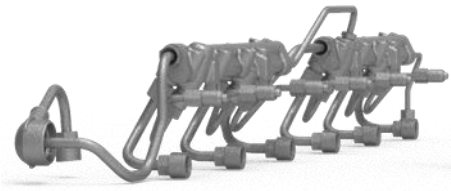
Volvo FH
Aero LNG

Over 11,800 Volvo LNG HPDI Trucks On The Road Globally

- Austria
- Belgium
- Bulgaria
- Chile
- Czech Republic
- Denmark
- Estonia
- Finland
- France
- Germany
- Greece
- Hungary
- India
- Italy
- Japan
- Lithuania
- Netherlands
- Norway
- Peru
- Poland
- Portugal
- Romania
- Slovakia
- Slovenia
- South Africa
- Spain
- Sweden
- Switzerland
- United Kingdom

In Production

Cespira HPDI Technology



Fuel Rails &
Pipes



HPDI Fuel
Injector



Gas Rail Control
Module



Diesel Rail
Control Module



HPDI Control
Software

The NEXT Steps: CNG and Hydrogen

CNG Opens the Door to the North America Market

Engine



HPDI Fuel Injector



Gas Rail Control Module



Diesel Rail Control Module



Fuel Rails & Pipes



HPDI Control Software



Hydrogen Opens the Door To The Future

Tank System



HPDI Tank Control Software

High-Pressure Fuel Pump



Integrated Gas Module



LNG Fuel Tank



Liquid

OR Gas

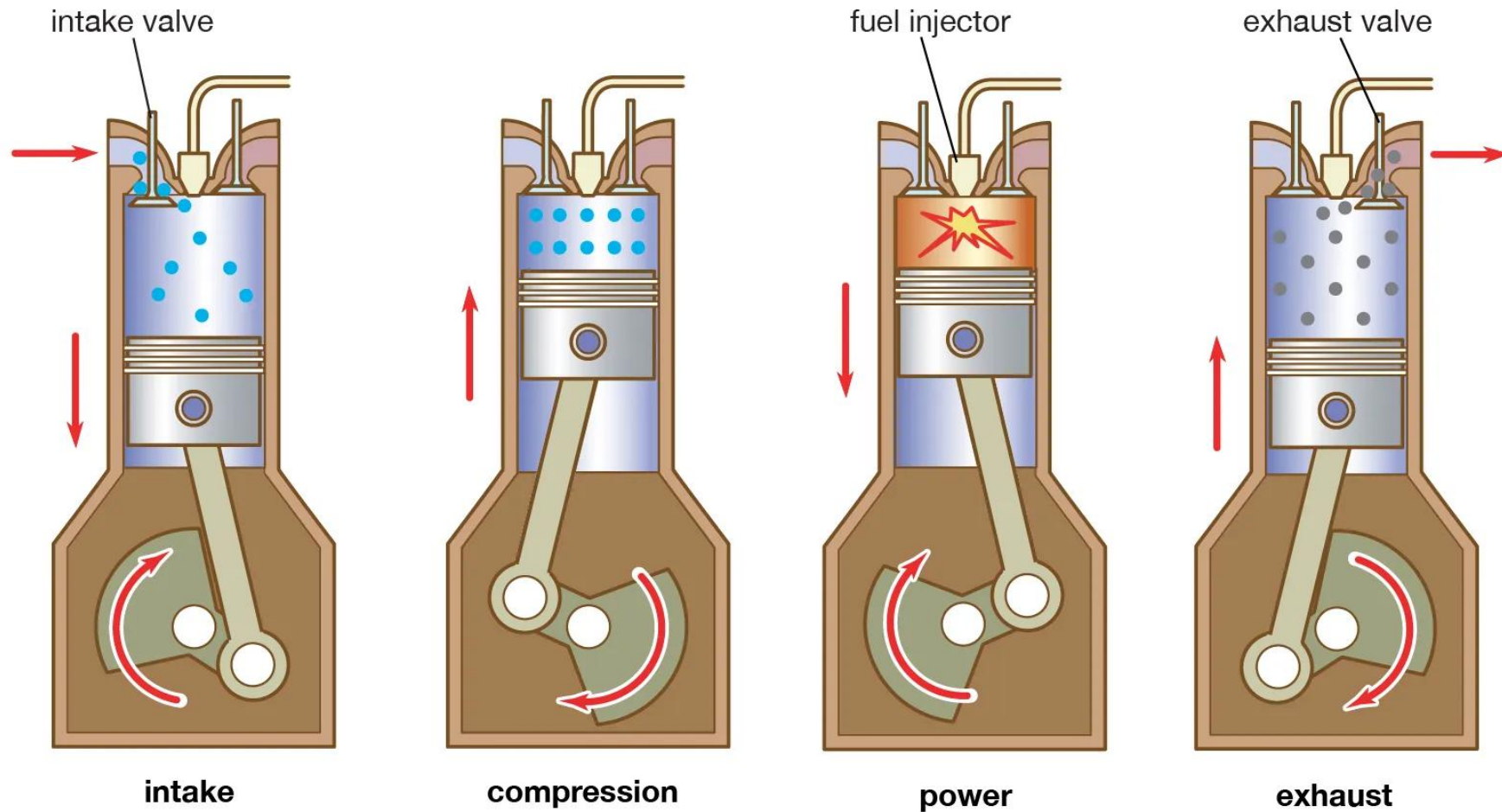


HPDI Tank Control Software



High Pressure Fuel Storage System

Diesel Engine Cycle



Autoignition temperature:

Cylinder air @18:1 ~650° F

Diesel fuel 410°

Natural gas 998°

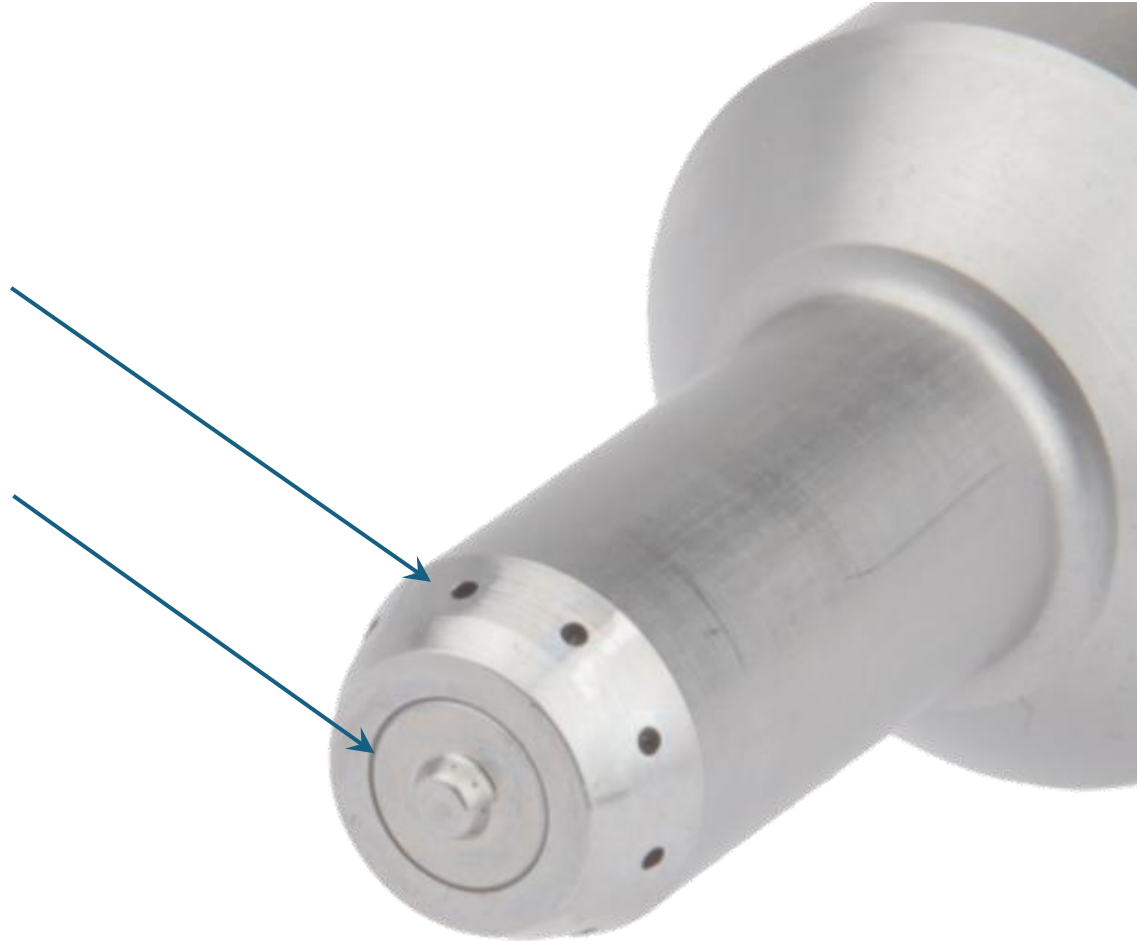
Hydrogen 995°

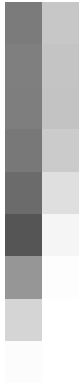
Unique HPDI Fuel Injector



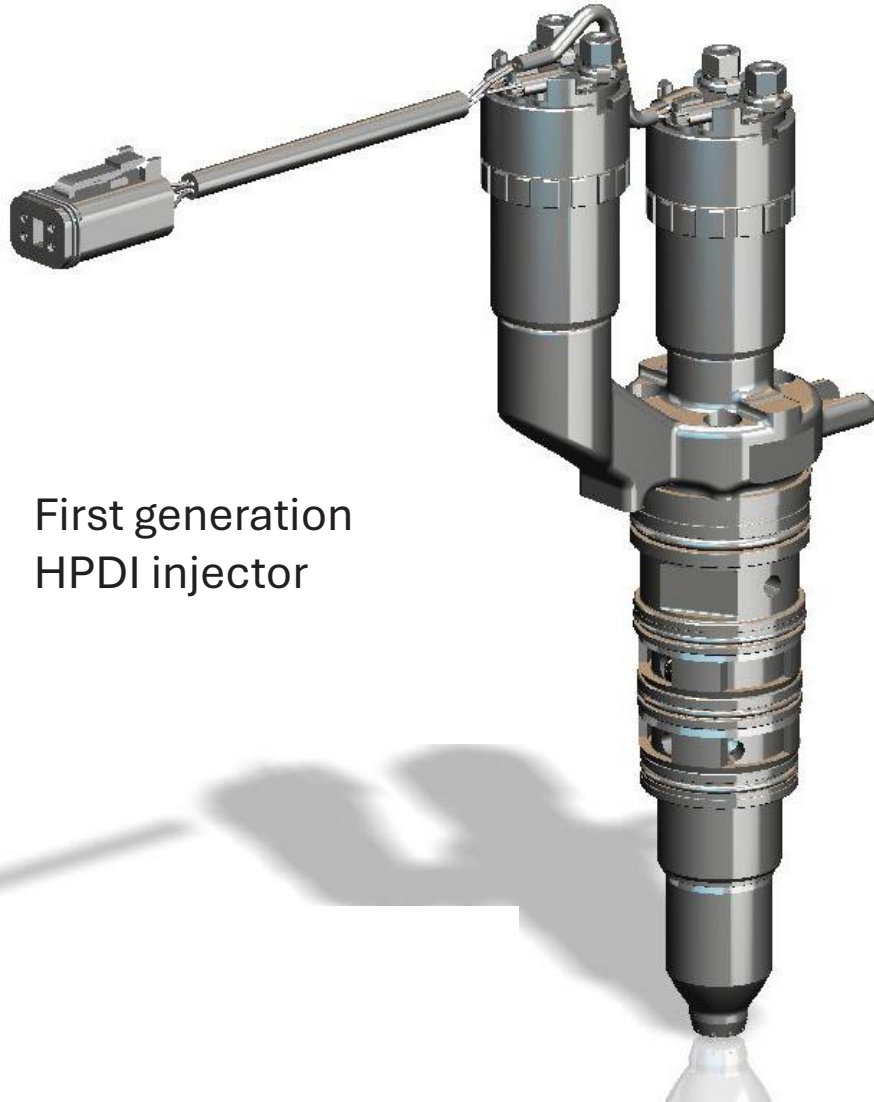
Main fuel nozzles

Pilot fuel nozzles





20 Years of Injector Development



First generation
HPDI injector



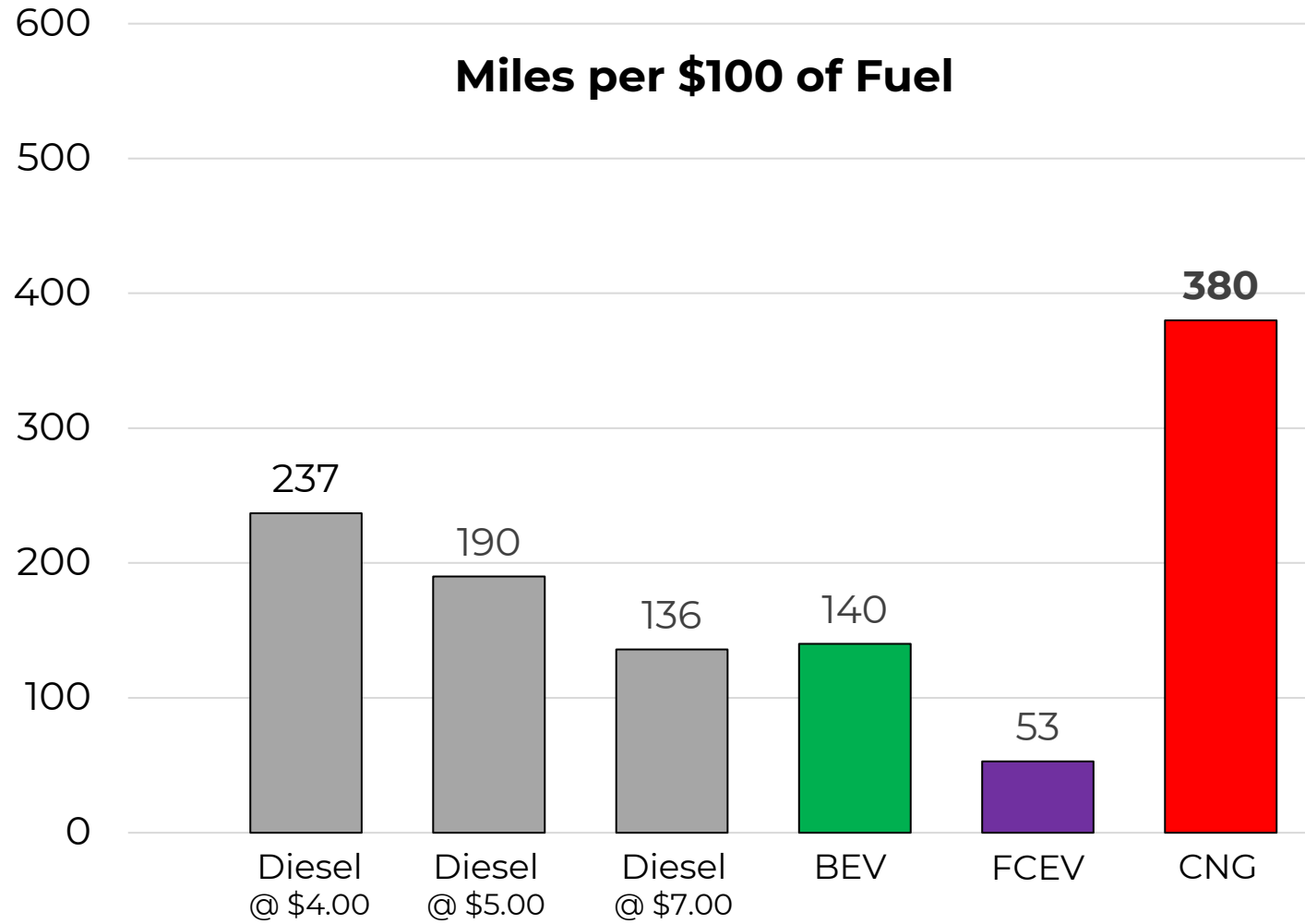
Current generation
HPDI injector

Why is HPDI so Efficient?

1. Combustion ignition
2. High compression ratio
3. High fuel pressure
4. Accurate fuel delivery



Range Comparison



Evolution of Heavy-Duty Natural Gas Engines in North America



2007
WESTPORT
GX HPDI



2010
CUMMINS WESTPORT
ISL-G



2013
CUMMINS WESTPORT
ISX12G



2018
CUMMINS WESTPORT
ISX12N



2024
CUMMINS
X15N

	2007 WESTPORT GX HPDI	2010 CUMMINS WESTPORT ISL-G	2013 CUMMINS WESTPORT ISX12G	2018 CUMMINS WESTPORT ISX12N	2024 CUMMINS X15N
Horsepower	●	●	●	●	●
Torque	●	●	●	●	●
Efficiency	●	●	●	●	●
Reliability	●	●	●	●	●
Fuel choice*	●	●	●	●	●

* Choice of CNG or LNG

Evolution of Heavy-Duty Natural Gas Engines in North America



2007
WESTPORT
GX
HPDI



2010
CUMMINS WESTPORT
ISL-G



2013
CUMMINS WESTPORT
ISX12G



2018
CUMMINS WESTPORT
ISX12N



2024
CUMMINS
X15N



202x
VOLVO
G13
CESPIRA HPDI

	2007 WESTPORT GX HPDI	2010 CUMMINS WESTPORT ISL-G	2013 CUMMINS WESTPORT ISX12G	2018 CUMMINS WESTPORT ISX12N	2024 CUMMINS X15N	202x VOLVO G13 CESPIRA HPDI
Horsepower	●	●	●	●	●	●
Torque	●	●	●	●	●	●
Efficiency	●	●	●	●	●	●
Reliability	●	●	●	●	●	●
Fuel choice*	●	●	●	●	●	●
Cycle	Diesel	Otto	Otto	Otto	Otto	Diesel

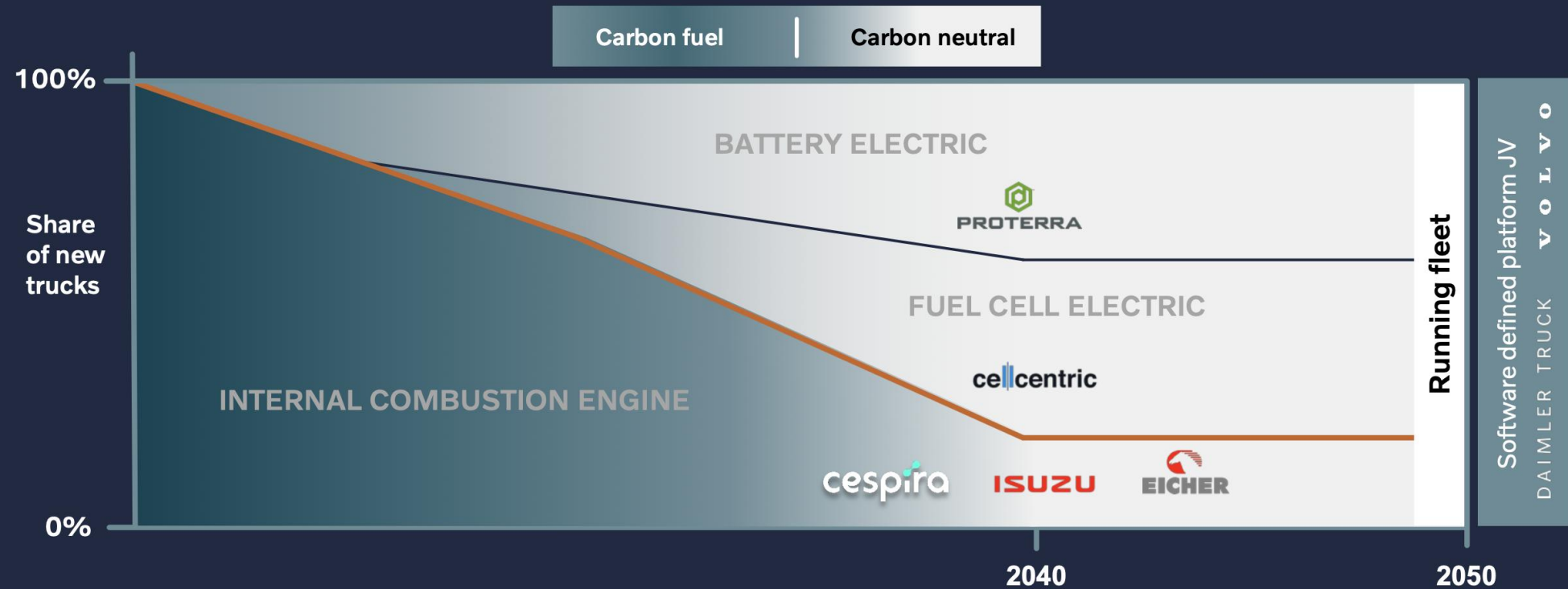
* Choice of CNG or LNG

Today, the latest generation of engines are truly able to meet diesel on capability and beat diesel on economics

HPDI is Now a Long-Term Part of Volvo's Product Plan



Strong partnerships to accelerate the transition



New Tank System to Enable HPDI with CNG



- 700 bar* type 4 storage tanks
 - Provides the required high fuel pressure to the HPDI injectors
 - Increases fuel storage density
 - Compatible with hydrogen pressure
- Westport smart valves and tank control unit
 - Intelligent tank pressure management to improve performance and extend range
 - GPS and telematics capability
- Capable of storing CNG, compressed hydrogen, or blends of these two fuels

Prototype unit shown

* 700 bar = 10,000 psi

cespira

High Pressure Direct Injection™
system

11,800 trucks on the road



55% Westport / 45% Volvo

High Pressure Controls

Leading supplier of hydrogen
components and control systems

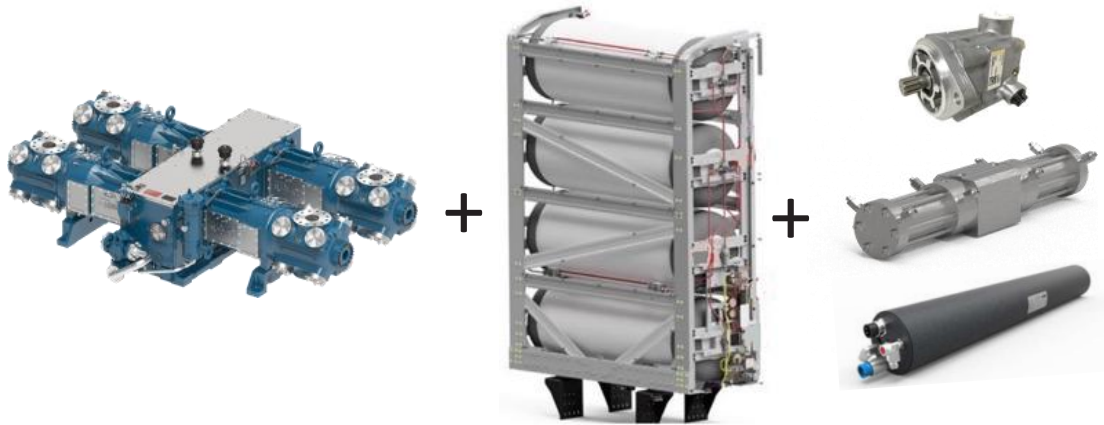


High Pressure Fuel Storage Systems

Newly developed for natural gas
and hydrogen storage



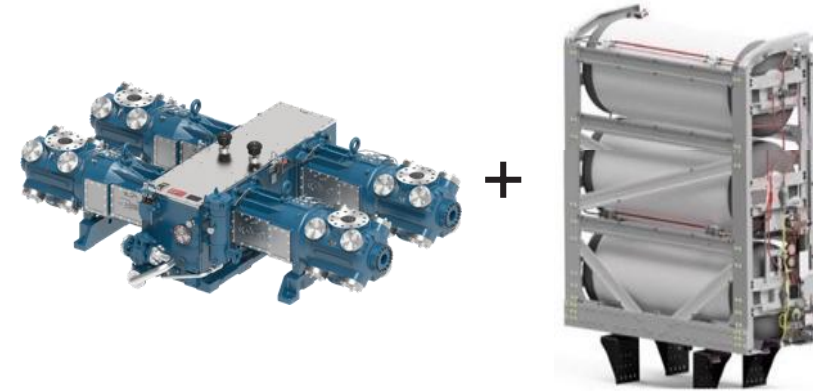
Two Pathways for HPDI CNG...



**Fuel Station
Compression**
3,600 psi

CNG Tank
3,600 psi

**Compressor
System**



**Fuel Station
Compression**
10,000 psi

H2 Tank
10,000 psi

Full
@ 10,000 psi
↓
“Empty”
@ ~2,000 psi

- Simpler
- More reliable
- Less expensive
- More efficient
- Hydrogen compatible

700 Bar Fueling at Westport



Hydra-Pack booster compressor with 250 cfm capacity.

First Volvo VNL HPDI Truck



ACT Expo Launch



- Drove from Vancouver BC to Boise ID (624 miles) on single tank of fuel
- Vancouver to Las Vegas (1,244 miles) on \$260 of CNG

Current Testing Program



- Range and fuel efficiency testing
- Range optimization
- Fleet demonstrations
- Production tank system design
- Codes and standards

Next Steps



- Next 4 demo trucks on order
- Building mobile fueling stations
- Fleet demonstrations and tank system validation through 2027



Thank you