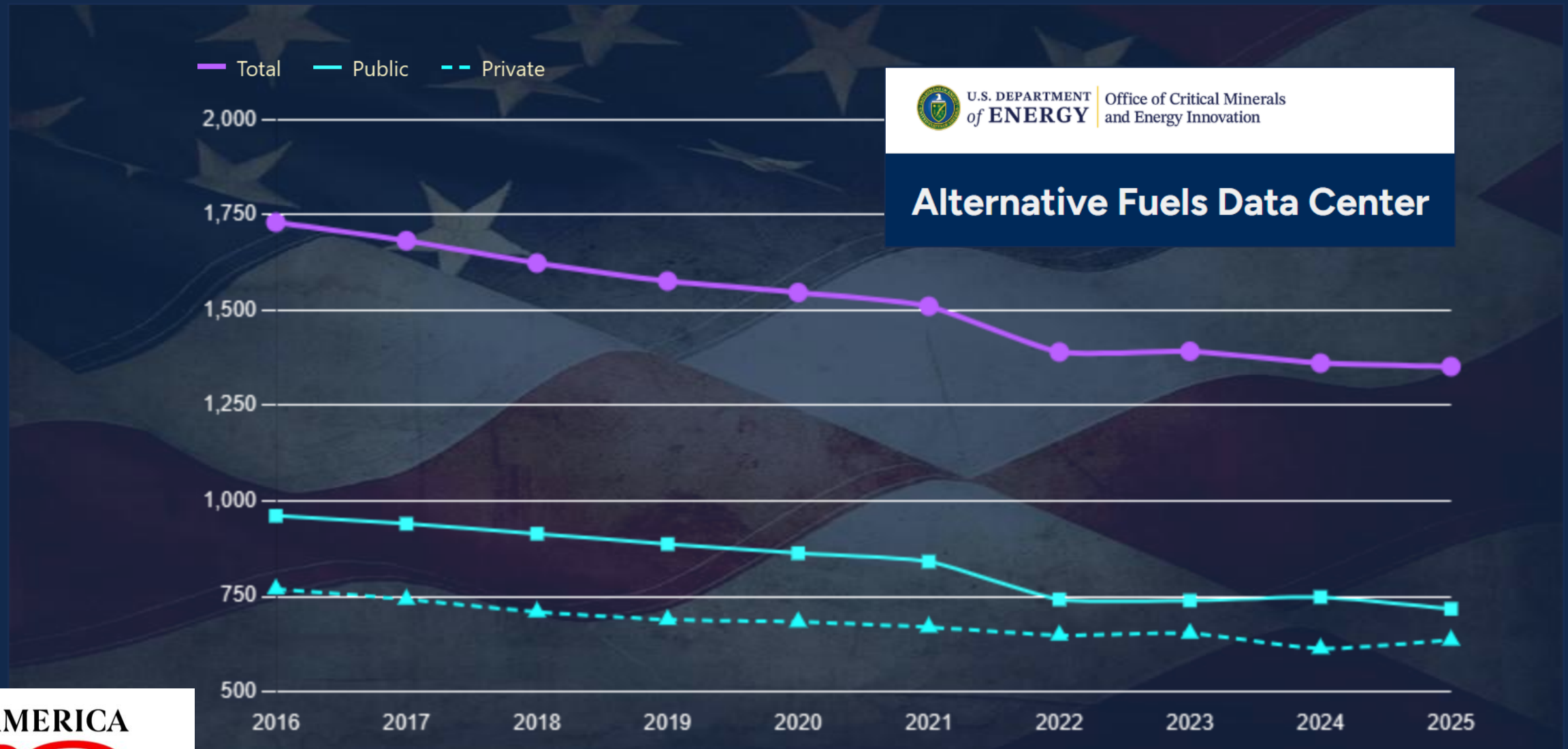


The not so good news!

AFDC Data: Decline in CNG Stations – Due to Underutilization!



Natural gas: “Abundant, Affordable and American” – T. Boone Pickens

and now, the good news!
(and we are a part of it)

Two barriers **had** kept **\$1.50** per gallon equivalent fueling and transportation out of medium-duty fleets. **No more!**

RANGE

1 "No Range Anxiety" bi-fuel Two tanks – Two fuels

CNG / RNG for the routine duty cycle, gasoline always in reserve. The truck is never stranded on a single tank. Automatic switching.



FUELING

2 Rapid-deploy, on-site, low-cost

Natural gas fueling at your own location from day one — no permanent infrastructure build required.

RNG BOX

- delivered and set on-site
- 592 GGE storage
- 10 GGE/hr compressor



1

Where “No Range Anxiety” Bi-fuel fits

One work truck for every 33 Americans



THE INSTALLED BASE

10 million+ work trucks

Over **10 million** service trucks, utility trucks, box trucks, dump trucks, wreckers, stake beds, delivery trucks and other straight trucks are working across America today.



THE DUTY CYCLE

Back to base every night

Most return to a depot every night. That's exactly where on-site natural gas fueling delivers the greatest savings.

Millions of work trucks, home to base every night — the exact profile "No Range Anxiety" bi-fuel is built for: low-cost natural gas on the daily cycle, gasoline always in reserve.

2

Where Rapid-deploy fits

Complements large permanent fueling facilities — it doesn't replace them.



THE ON-RAMP

Start fueling now

Not ready for a permanent station? For a fraction of the capital, fleets can be fueling on-site — running on low-cost natural gas from day one. Prove the economics, then scale to fixed infrastructure when volume justifies it.



THE GAP-FILLER

Reach the sites it can't

Already have a large facility at your hub? WiNG extends the same low-cost fuel to the locations it can't reach — remote, new, temporary, and expanding sites.

Large facilities deliver high throughput at high capital cost. **WiNG gets fleets onto the same low-cost fuel for a fraction of the spend** — fast, flexible, and redeployable.

Who we are

Making natural gas practical for the fleets long priced out of it — support, service, parcel and last-mile delivery, utilities, municipalities, and commercial operators running gasoline and diesel platforms today.



20+

Years of CNG experience

20M+

Miles of CNG operation

100K+

CNG builds, services & upgrades

EVERYTHING A FLEET NEEDS TO RUN ON NATURAL GAS — FROM A SINGLE PARTNER.



EPA-certified bi-fuel conversions

RNG / CNG / gasoline for Class 2–7 work trucks
Ford · Chevrolet · Isuzu · Freightliner



RNG ON WHEELS & RNG BOX

Rapid-deploy, redeployable on-site fueling



Renewable natural gas supply

Low-carbon RNG fuel sourcing



Truck sales, rentals & leasing

Acquisition models to match any capital structure



Nationwide parts & service

Support and upgrades across the country

[Wingfuelsystems.com](https://wingfuelsystems.com)

214-231-1450

Sales@wingfuelsystems.com

You produce it? You supply it? You champion it?

Does your own service fleet run on it?

Our industry's own service vans, field trucks, and support vehicles are still largely gasoline and diesel — the exact Class 2–7 vehicles which can run on CNG/RNG.

What Message are you sending?

Lead by example

Run on the fuel you champion



Turnkey conversion

bi-fuel, EPA-certified



On-site fueling

rapid-deploy, day one



No compromise

no build, no range loss, no waiting



CERTARUS

The Mobile Gas Solutions Leader



SOURCING & COMPRESSION



TRANSPORTATION



DECOMPRESSION



MONITORING & LOGISTICS

896
Largest CNG Trailer Fleet

230M+ DGE
2025 Volume Delivered

19.9M+
2025 Miles Driven

24
Strategic Facilities

Largest Supply & RNG Network



Certarus Owned RNG-Fueled Fleets

Strong Performance Improvement

- Significant performance upgrade compared to previous 12-liter CNG engines.
- Drivers report excellent power, acceleration, and overall drivability.
- Trucks consistently keep pace with diesel-powered units, meeting operational expectations.

Fuel Range

- Achieving approximately 400–500 miles per fill, providing strong operational flexibility (of course the range is based on our job scope that is very different than these trucks being used on highway for freight, where mileage would be higher)
- Range supports long-haul and regional applications effectively.
- Refueling strategy is straightforward and aligns well with fleet operations.

Certarus Existing Fleet

- 40 CNG units currently
- 8 X15N currently, 20 on order this year
- 235 diesel heavies



Mobile CNG Fleet Fueling™

COMPRESSION & SUPPLY

Gas sourced from Certarus supply hubs or partner RNG producers. Compressed to 4,000 psig.

TRANSPORT & DISPATCH

AI-managed logistics route trailers to the fleet yard from the nearest supply point.

ON-SITE DISPENSING

Fast-fill performance comparable to a permanent station, delivered at the customer's yard.





FreedomTM

ALTERNATIVE FUEL
INFRASTRUCTURE

July 2026

Leading Alternative Fueling Solutions Provider

Overview

Proven Experience

- ~15 years of owning and operating over 20 stations:
 - 11 public stations
 - 10+ spoke stations
- Dispensed ~7.0 million GGE in 2025

International Offices



Mobile Onsite Fueling



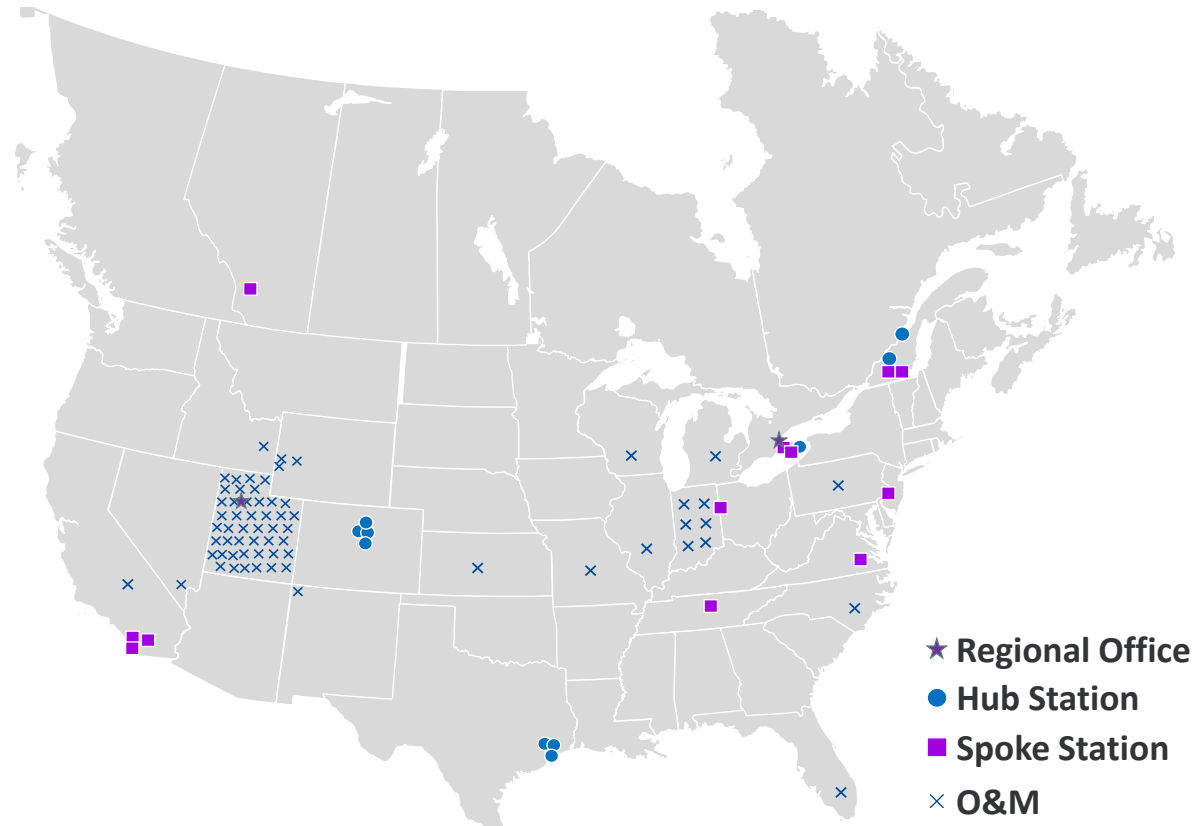
Blue-Chip Customers



Premier Financial Sponsor

APOLLO

Significant Scale Across the Country





Freedom RNG Spoke Dispensing Stations

Speed of deployment, standardized, modular, and scalable



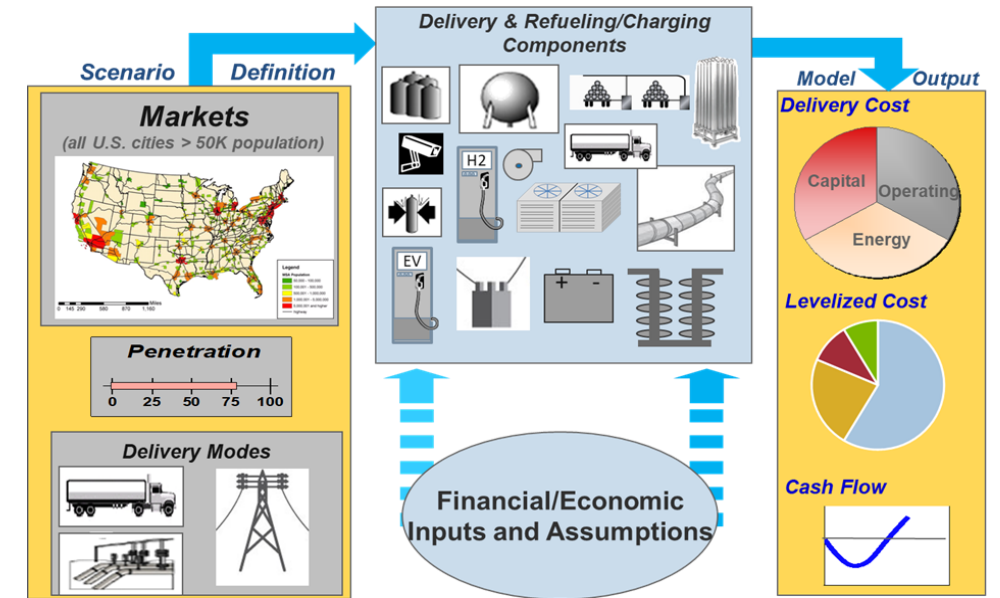
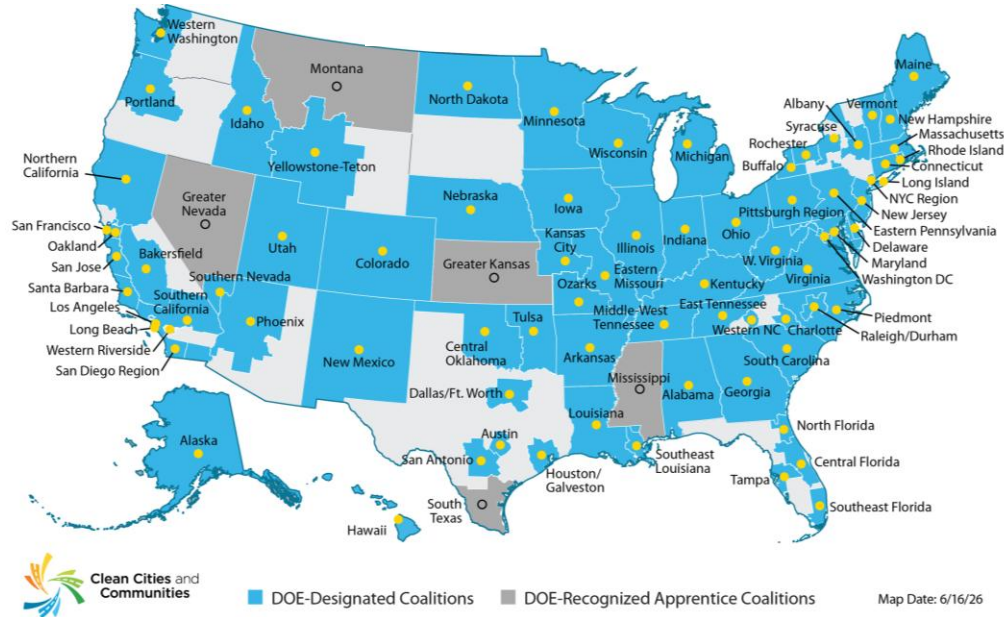
MAN ACHIEVED HERE
THE FIRST SELF-SUSTAINING CHAIN REACTION
AND THEREBY INITIATED THE
CONTROLLED RELEASE OF NUCLEAR ENERGY

A PROUD HISTORY

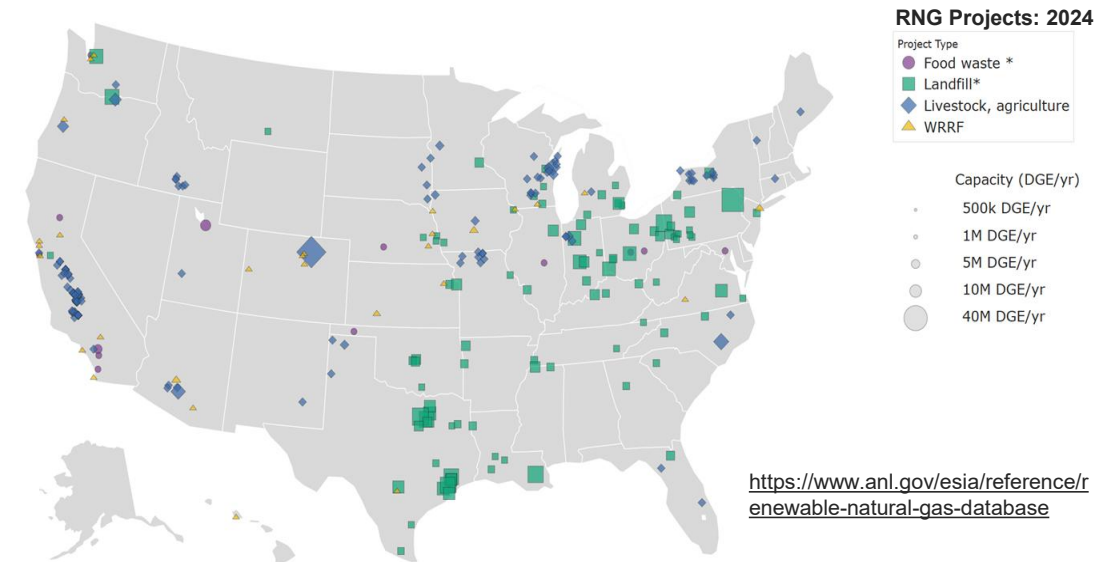


Argonne was established in 1946 as a science and technology laboratory to develop peaceful uses for a revolutionary new source of energy: nuclear power.

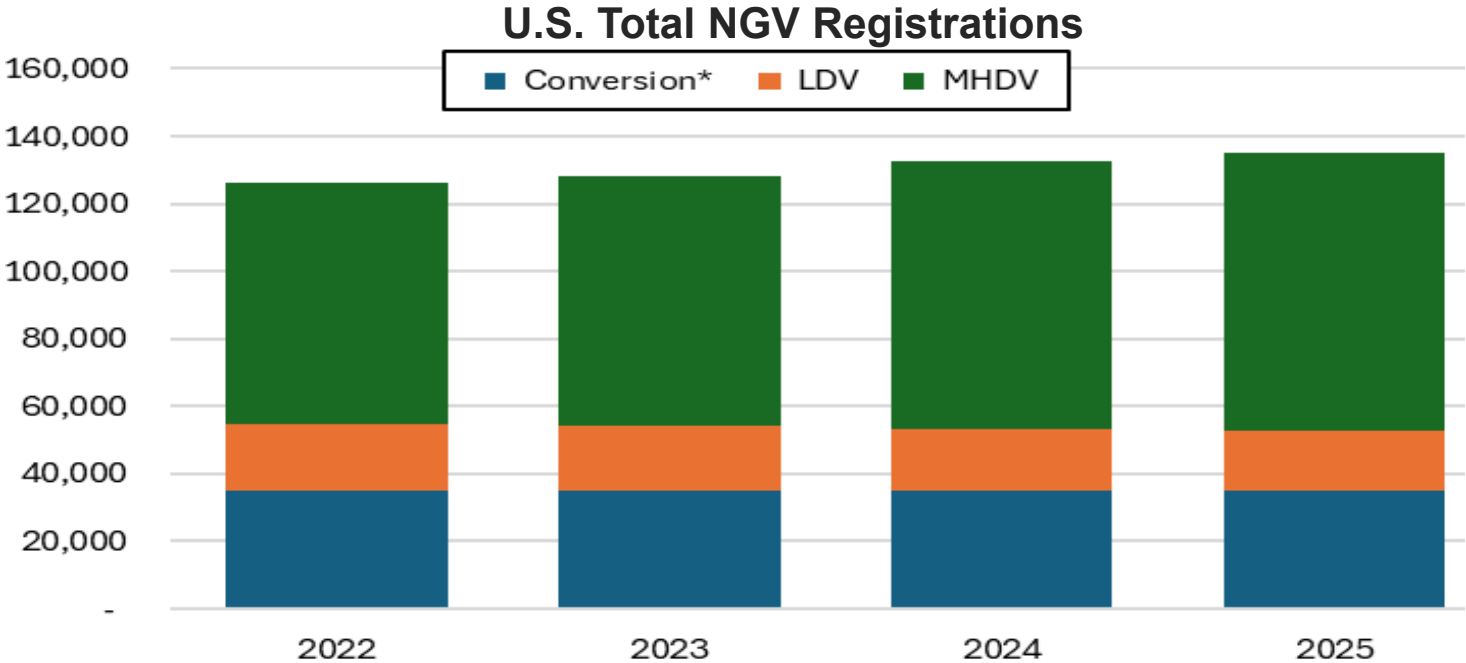
ARGONNE SUPPORTS U.S. DOE'S OFFICE OF CRITICAL MINERALS AND ENERGY INNOVATION



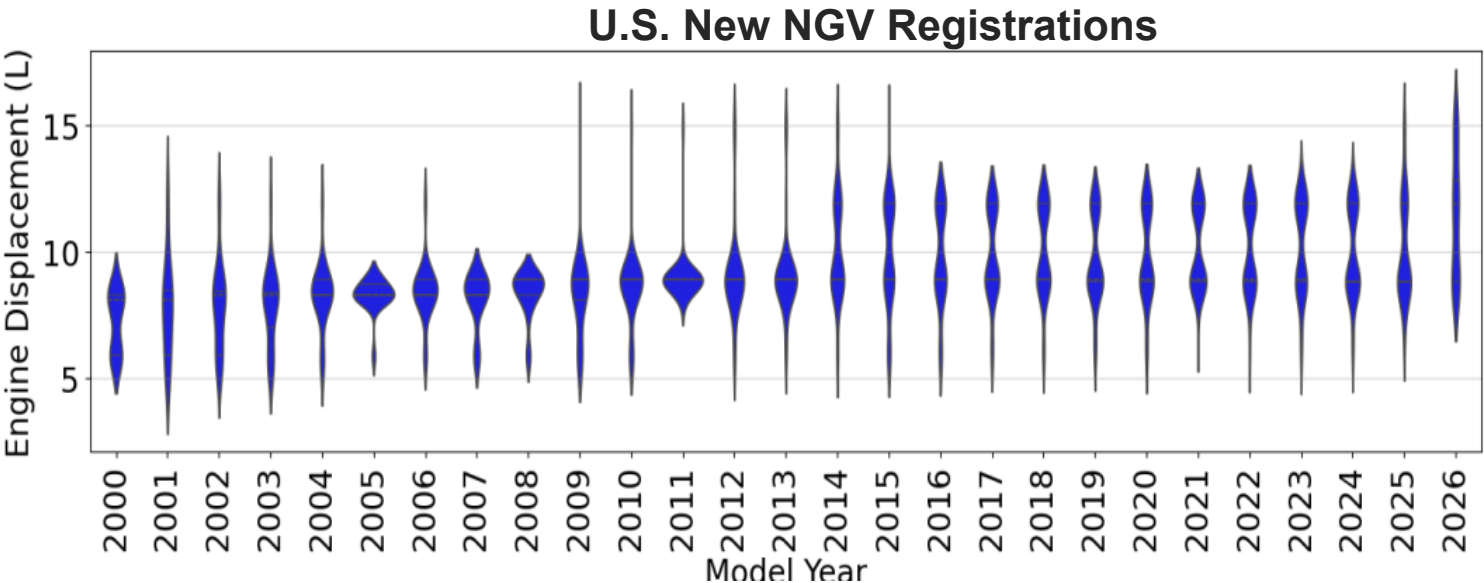
- Mapping/suitability/impacts
 - RNG project database and Clean Cities and Communities RNG Working Group
 - Geospatial Energy Mapper: demographics, resources, environment, infrastructure, etc.
 - Infrastructure, supply, affordability analysis
- Economic and pathway modeling
 - JOBS models: employment, earnings, value added
 - Supply chain, critical materials analysis
 - Technoeconomic analysis (AFLEET, HDRSAM)
 - GREET model: processes, pollutants, GHGs
- Workforce development



NG MARKET SHIFTED FROM LIGHT TO MEDIUM/HEAVY-DUTY



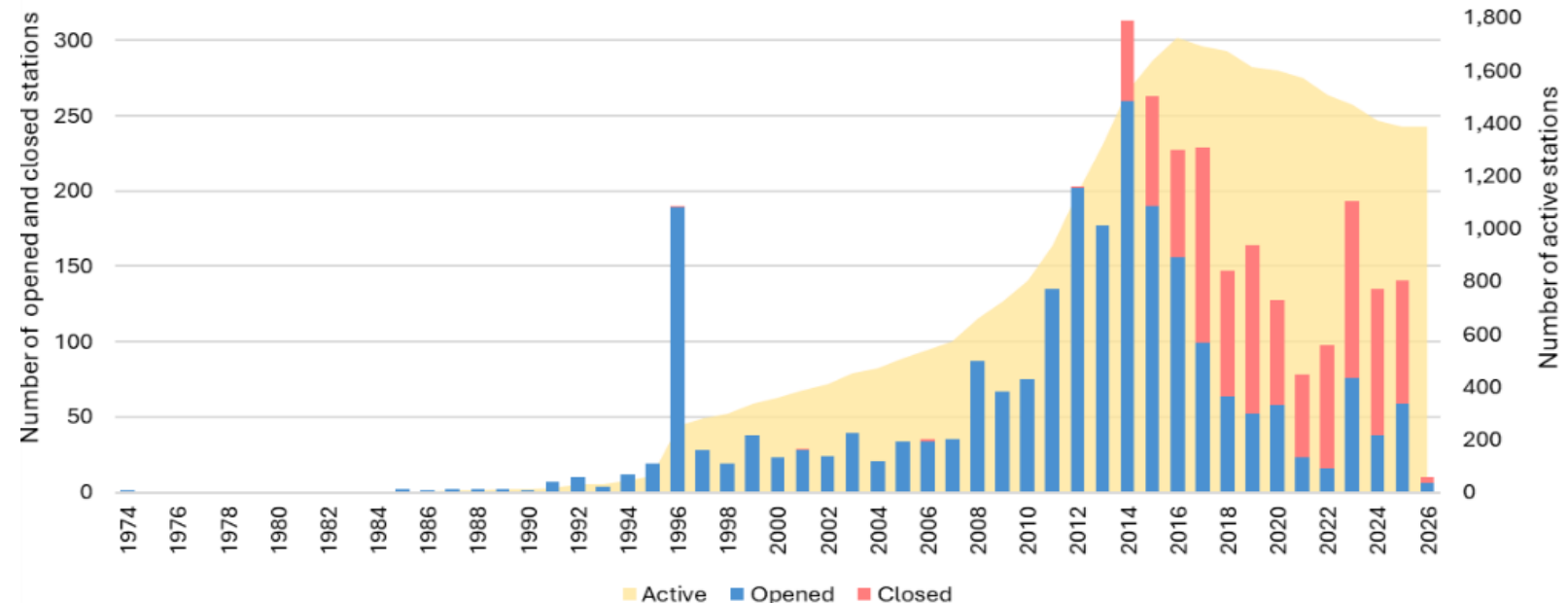
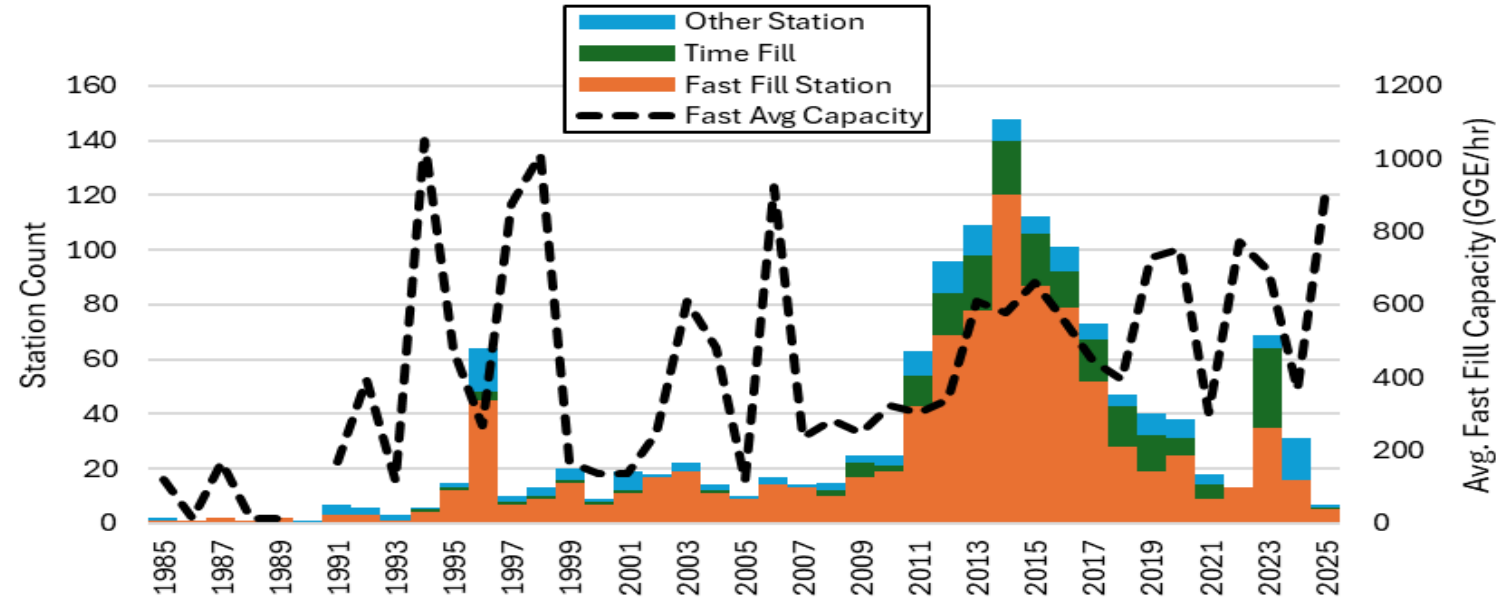
Source: Experian, The Transport Project



Source: Argonne National Lab for
USDOE Quarterly Analysis Review
– Q1 2026, VTO Analysis and
JOET, Feb. 10, 2026.

CNG/RNG FUELING INFRASTRUCTURE ALSO SHIFTED

CNG Station Population By Open Date and Fast Fill



Source: Argonne National Laboratory analysis of Alternative Fuels Data Center (AFDC) data.

U.S. NETWORK OF CNG CORRIDORS HAS SIGNIFICANT GAPS



JULY 8, 2026

THE TRANSPORT PROJECT TTP26: GFV INDUSTRY SUMMIT

UNIQUE SOLUTIONS TO CNG/RNG FUELING INFRASTRUCTURE



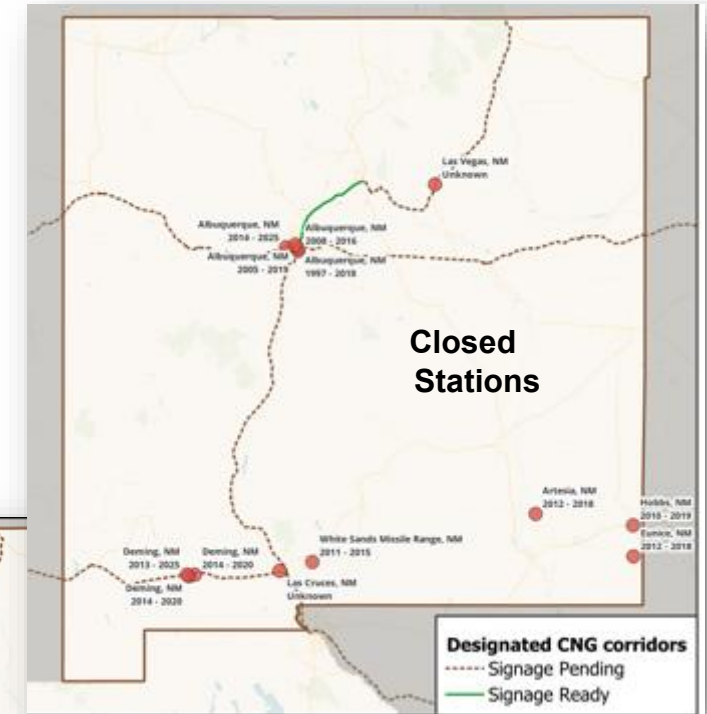
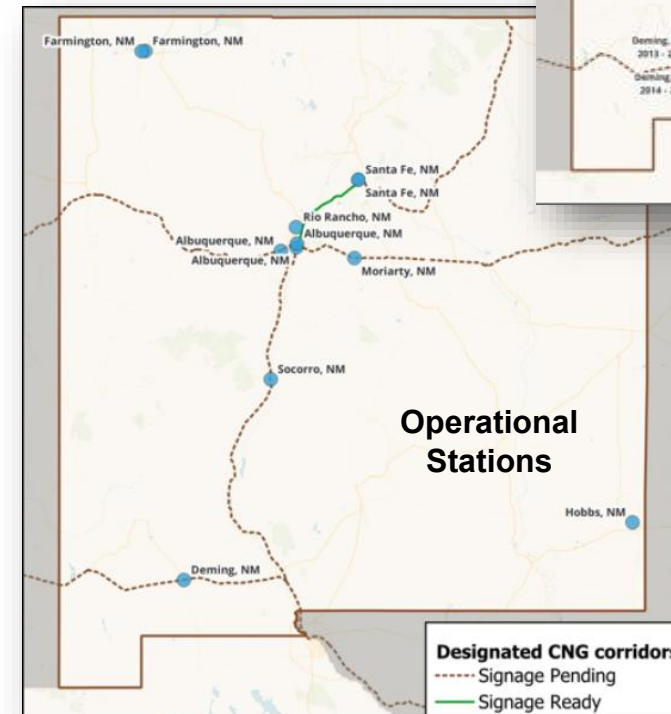
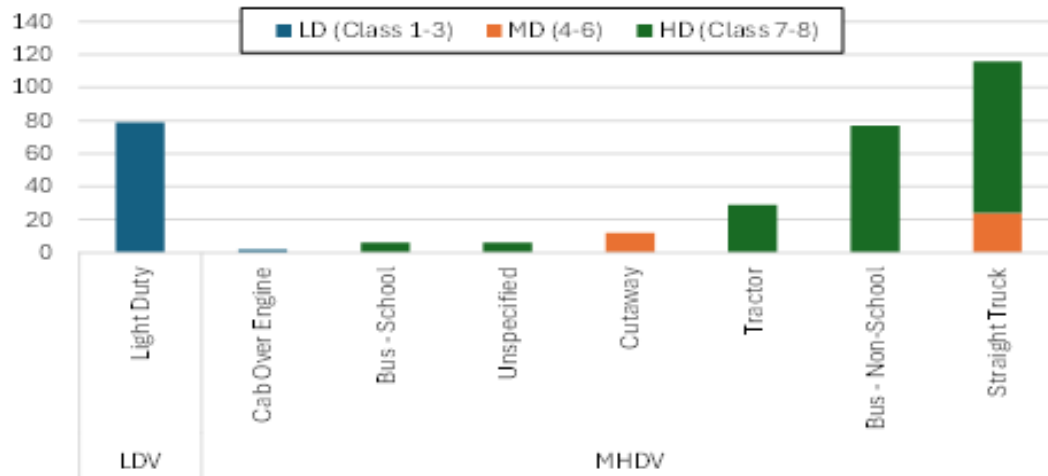
Marianne Mintz

Transportation and Power Systems Division
Argonne National Laboratory

This work is supported by the U.S. Department of Energy's Office of Critical Minerals and Energy Innovation under contract DE-AC02-06CH11357.

NEW MEXICO: SMALL BASE NGV POPULATION AND NO “CNG-READY” CORRIDORS

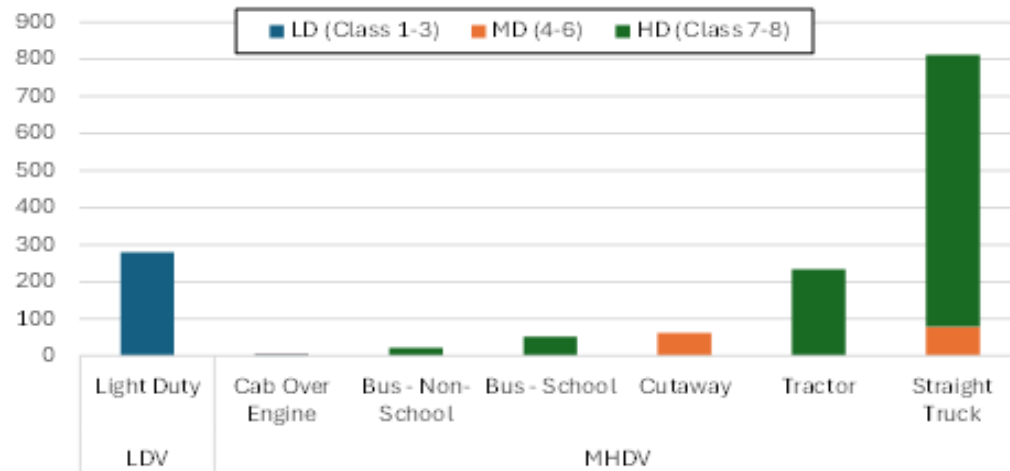
- Two-thirds of registered NGVs are M/HDVs; 35% buses
- No “CNG ready” corridors
- Significant fueling gaps on I-25 (Albuquerque-Denver) and I-10 (Deming-Midland, TX)
- Significant cross-country traffic, especially NGV deliveries
- Nearly half of CNG stations now closed
- Fleets often share front- and behind-fence fueling



Source: Argonne National Laboratory analysis of AFDC data and Land of Enchantment Clean Cities.

WISCONSIN: LARGER BASE NGV POPULATION, ROBUST BUT AGING FUEL INFRASTRUCTURE

- 89% of registered NGVs are M/HDVs; <5% buses
- Like NM, many stations closed in last decade
- Many current stations near end-of-life and require major upgrades
- Funding is a major issue
- Most funding sources (NEVI, DERA, CMAQ) have excluded NG infrastructure or are siloed within state government
- Large well-resourced fleets vs. small or siloed fleets



Source: Argonne National Laboratory analysis of AFDC data.