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New Mexico Environmental Improvement Board  
1190 St. Francis Dr, Ste N4050  
Santa Fe, NM 87505

Dear Members of the New Mexico Environmental Improvement Board,

My intention is to voice concerns about the proposed Advanced Clean Cars and Advanced Clean Trucks Rules being considered in New Mexico. While the environmental goals of these rules are commendable, I believe they pose several challenges and potential unintended consequences for our industry, especially in dealership operations.

Firstly, as a detailer, my role involves the maintenance of vehicle aesthetics and cleanliness, which can vary significantly between traditional and advanced clean vehicles. The shift to clean vehicles, such as electric and hybrid models, may require new techniques, products, and equipment for proper care. This transition would necessitate additional training and resources, which could be a significant financial burden for our dealership.

Moreover, I am concerned about the customer reception of these new vehicle types. Our clientele has diverse preferences and needs, and a sudden shift to advanced clean vehicles could limit their options. If customers are reluctant to switch to these new models due to cost, maintenance concerns, or lack of familiarity, it could adversely affect our dealership's sales and, subsequently, its service operations.

Another point of consideration is the readiness of the supporting infrastructure for advanced clean vehicles in New Mexico. Adequate charging stations, repair shops specialized in these vehicles, and accessible maintenance facilities are crucial for the successful adoption of this initiative. Without this infrastructure in place, customers might be hesitant to purchase these vehicles, impacting our business directly.

While I support the initiative to move towards more environmentally friendly transportation, I believe that a balanced approach is necessary. It is essential to consider the impact on all stakeholders, including dealership employees like myself, and to ensure that the transition is feasible and does not place an undue burden on any single group.

I urge you and your colleagues to consider these factors in your deliberations on the proposed rules. A collaborative approach involving feedback from industry professionals could lead to more practical and inclusive regulations.

Thank you for taking the time to consider my perspective. I am open to further discussions on this matter and hope for a resolution that balances environmental benefits with the practical needs of the automotive industry.

Sincerely,

Dean Antonio  
AutoMax Truck and Car Center