



ELECTRIFIED TRANSPORTATION

IS NOT NEW TECHNOLOGY
ELECTRIC TROLLEY CARS
HAVE BEEN RUNNING SINCE
THE TURN OF THE 20TH
CENTURY



99
YEARS AGO
NEW YORK, NEW
YORK
1917



124
YEARS AGO
PORTLAND,
OREGON
1892





1910 1960 TODAY

Vancouver



Mexico



San Francisco





PROVEN

FOR OVER 100 YEARS





ELECTRIFIED TRANSPORTATION UNLEASHED





ELECTRIC DRIVE HISTOR

- ⑩ The Electric Drive Trolley Bus has been around since the late 1800's and is the most reliable form of transit in the world
- ⑩ If you've ever been on a New York Subway, the Chicago "L", BART in San Francisco or any of the dozens of people movers at airports around the world you've experienced this centuries old form of transportation
- ⑩ Safe, reliable and zero emission



ELECTRIC DRIVE HISTOR

⑩ So whats New?

⑩ Freeing this most reliable vehicle from an off-bus power supply

⑩ By unleashing the bus from the fixed overhead system and putting the power supply on board we have given the standard transit bus the same reliability as its steel wheeled counterparts at a fraction of their cost



SAY YES TO:

- TOTAL ROUTE FLEXIBILITY
- LOW FUEL COSTS
- ZERO TAILPIPE EMISSIONS
- ZERO SMOKESTACK EMISSIONS WHEN COMBINED WITH SOLAR GENERATION AND BATTERY STORAGE
- UNLEASHED ELECTRIFIED TRANSPORTATION



HOW READY IS THIS TECHNOLOGY HOW DO WE KNOW IT IS READY FOR BROAD ADOPTION?

- BYD Alone Has:
- Nearly 90 Million miles of Proven Revenue Service
- 6500+ E-Buses In Service Globally
- 7200+ E-Buses On Order Globally
- Low Cost Charging Infrastructure





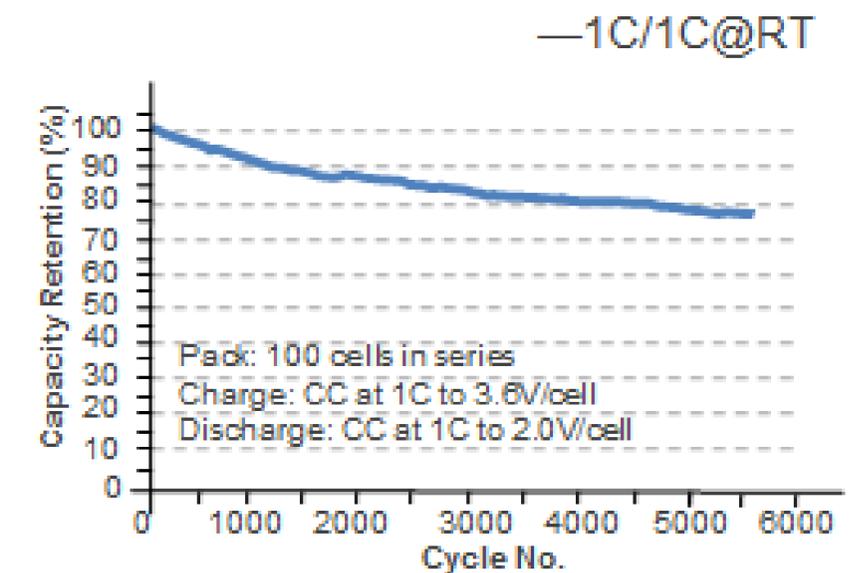
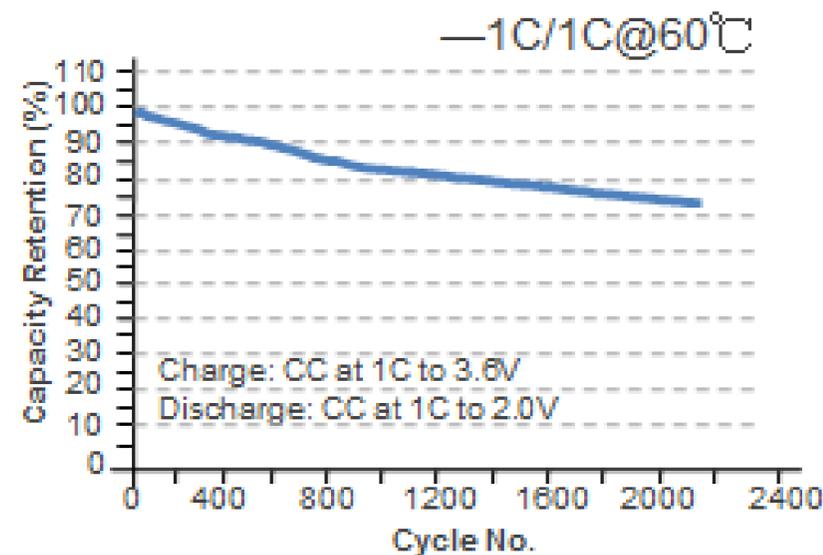
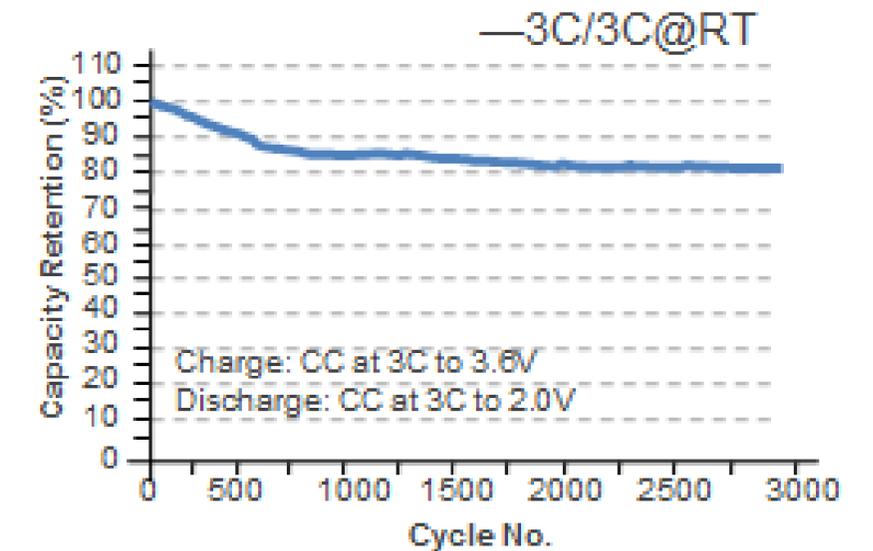
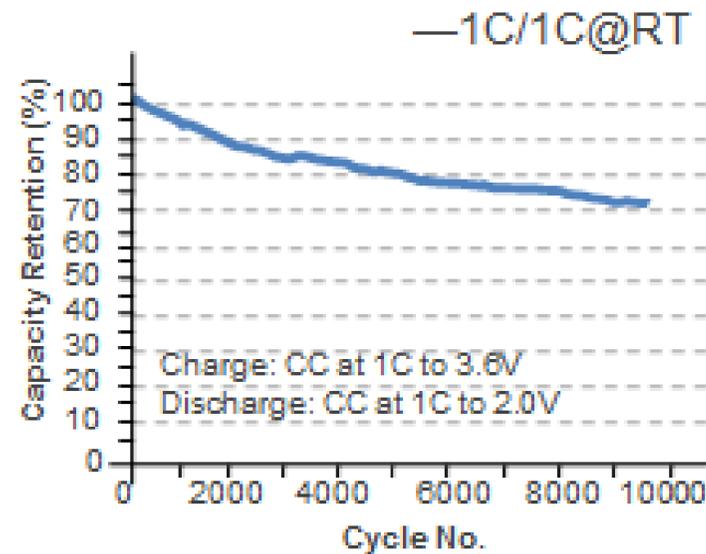
BREAK THURS IN BATTERY MAKE ELECTRIC TRANSIT A REALITY TODAY

SO WHATS CHANGED?

SIMPLE: BATTERY TECHNOLOGY

- MULTIPLE CHEMESTRIES ARE NOW ON THE MARKET
- THE BYD FE BATTERY PROVIDES 7,000 Cycles OR ABOUT 19 YEARS OF SERVICE LIFE
- 12 YEAR WARRANTY

LIFE CYCLE TESTS



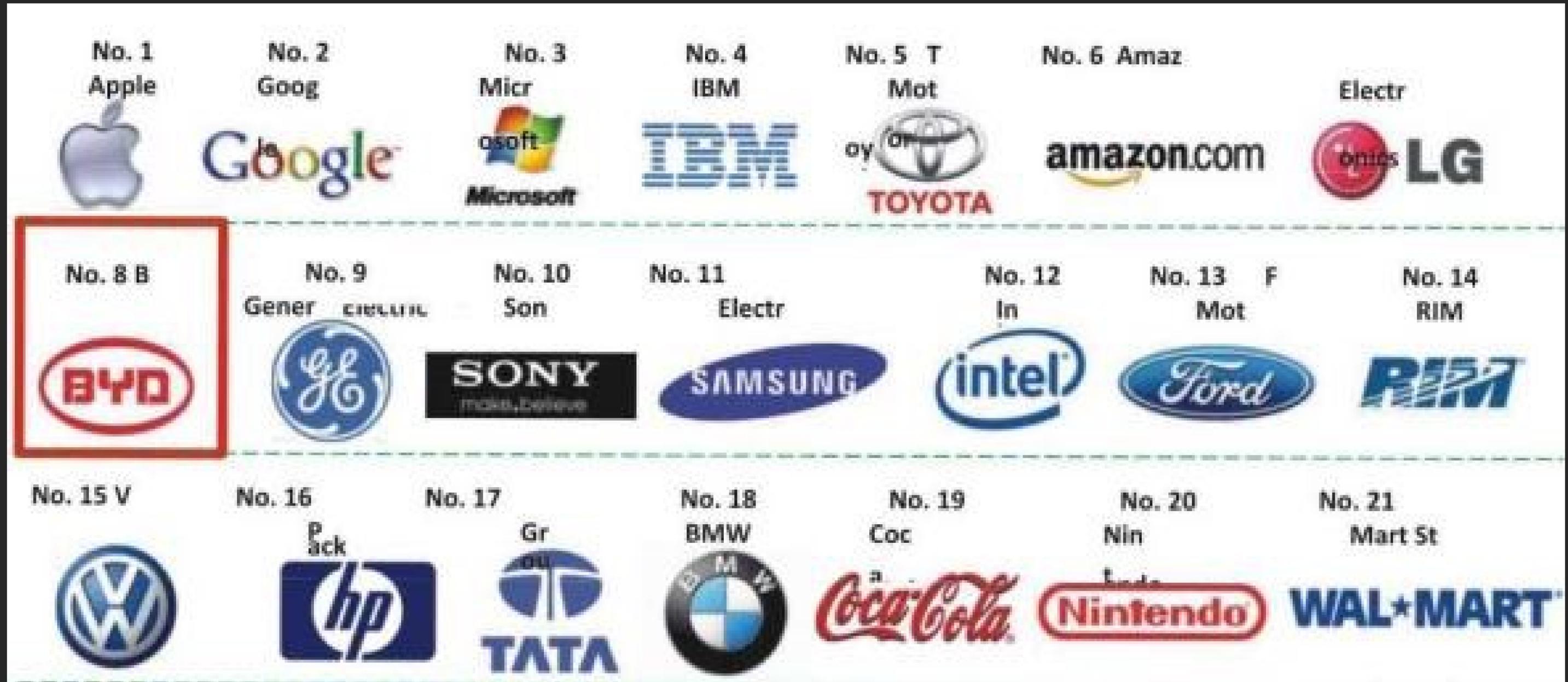


ALL ELECTRIC IS MOST COST EFFECTIVE OPTION

Annual Mileage: 45,000 Years in Service: 12	BYD	CNG	DIESEL
Fuel per mile	120 kWh/100km 19.8 MPGe \$0.2 USD/mi	112 L/100km 2.1 MPG \$1.0 USD/mi	45 L/100km 5.23 MPG \$1.0 USD/mi
Fuel Cost	\$153,905	\$459,410	\$392,605
Maintenance Cost	\$135,000	\$672,020	\$580,220
Environmental Cost	\$0	\$50,000	\$100,000
Initial Bus Cost	\$770,000	\$525,382	\$475,600
Lifetime Cost	\$1,058,906	\$1,706,812	\$1,548,425



WHO IS BYD? ARE THEY HERE FOR THE LONG TERM?



Bloomberg List: 25 Most Innovative Companies 2010



WHO IS BYD?

No. 1
Vodafone



No. 2
Google



No. 3
Toyota



No. 4
Walmart



No. 5
Enel



No. 6
GSK



No. 7
Jain Irrigation



No. 8
CISCO Systems



No. 9
Novartis



No. 10
Facebook



No. 11
MasterCard



No. 12
Grameen Bank



No. 13
Alibaba



No. 14
Danone



No. 15
BYD



No. 16
CEMEX



No. 17
Discovery Ltd.



No. 18
Novo Nordisk



No. 19
SABMiller



No. 20
IBM



Fortune Magazine Top Companies Changing the World 2015



PROFILE & HISTORY

- In 2015 Fortune Magazine rated BYD No. 15 of 50 Companies that are "Changing the World"
- In 2014, Sustainia Award named us one of the top 10 global innovators in clean tech
- In 2010, Bloomberg named us top global technology company
- 60% of our public shares are owned by American investors. That's a higher percentage than General Motors shareholders
- Warren Buffet's Berkshire Hathaway Owns 9.9%



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BYD IS FULLY COMMITTED TO THE ELECTRIFICATION OF TRANSPORTATION

Government &
Corporate Fleet Vehicles



Passenger Cars



Delivery & Shipping
Vehicles



Port Drayage
Trucks



Industrial Forklifts
& Tractors



WITHOUT ARB WHERE WOULD CALIFORNIA AIR QUALITY BE TODAY?

In 1959 Regulators focused first on reducing unburned hydrocarbon emissions from engine crankcases, the source of one-third of total vehicular emissions, according to Arie J. Haagen-Smit, a Cal Tech professor who discovered the composition of smog.

The board required that starting with the 1963 model year, new cars be equipped with a device that routed crankcase "blowby" gases to the manifold, where they were re-burned, rather than venting them to the atmosphere.



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The technology worked, but a requirement to retrofit crankcase devices on 1950-1963 model year cars did not fare as well. When widespread -- and unfounded -- rumors charged that the retrofit devices caused engine damage, the Legislature temporarily rescinded the retrofit program and later re-adopted it only for the state's smoggiest areas.

Source SCAQMD 50 years of clean air



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In the late 1960s, California imposed initial regulations reducing cars' tailpipe emissions. The most significant pollution control device -- the catalytic converter -- was not required until the 1975 model year.

"Clearly, catalysts were the top measure," said Stuart, executive officer of AQMD from 1976 to 1986. "Without that, we'd still be choking all over the place."

Although catalysts were proposed and tested in the early 1960s, auto manufacturers strongly resisted their introduction, according to air pollution officials.



WITHOUT ARB WHERE WOULD CALIFORNIA AIR QUALITY BE TODAY?

"In the beginning, they said it could not be done," said Jim Boyd, executive officer of the California Air Resources Board from 1981 to 1996. "They said the technology was impossible. That it was incredibly expensive."

The catalytic converter requirement was one of the state's first "technology-forcing" regulations, compelling industry to develop a new pollution control capability by a set deadline.



WITHOUT ARB WHERE
WOULD CALIFORNIA AIR
QUALITY BE TODAY?

"Air quality has improved because of government regulation pushing a reluctant industry to comply with each issue," said Gladys Meade, one of the region's most prominent and longtime clean air activists, and a former board member of both CARB and AQMD.

Source: SCAQMD 50 years of clean air



ELECTRIFIED TRANSPORTATION UNLEASHED

