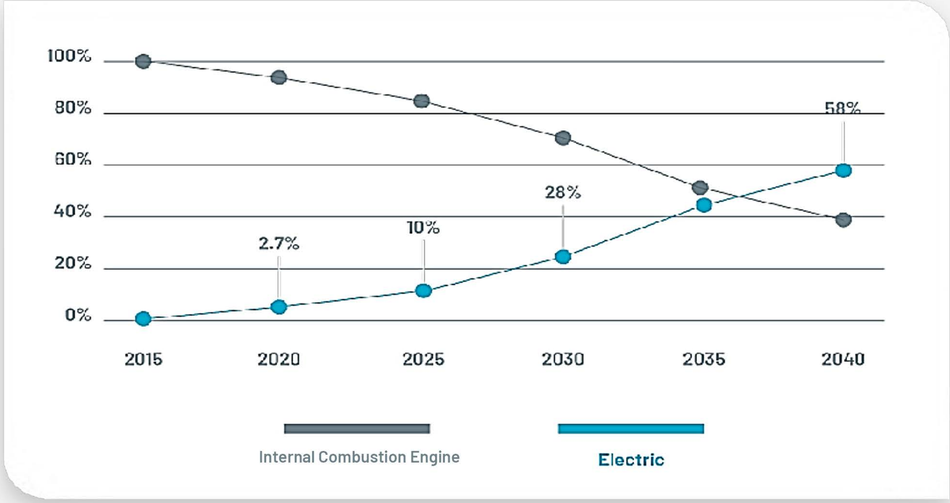
GET
GLOBAL ELECTRIC TRANSPORT

MOVING PEOPLE
TO A BETTER TOMORROW

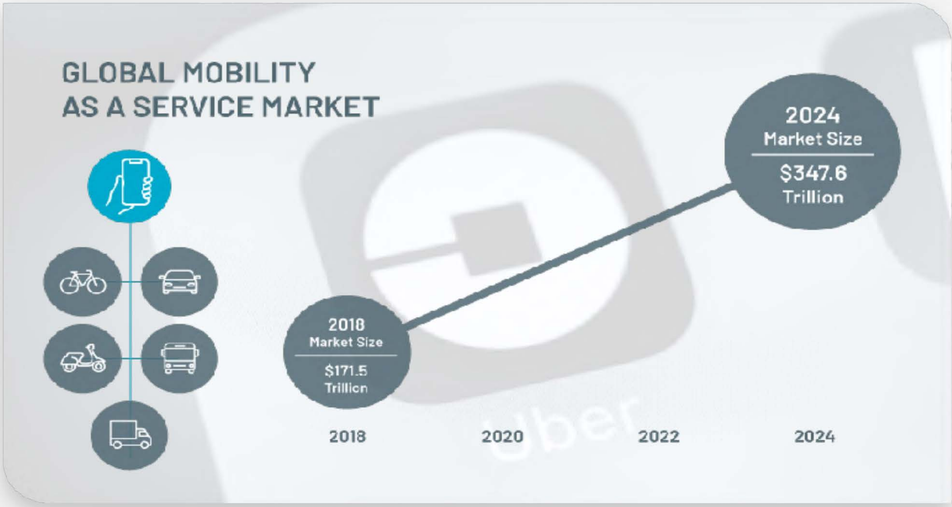
TECHNOLOGY

IS COMING TO THE RESCUE

The Development of the **Electric Vehicle** and the end of the **Internal Combustion Engine**



The Rise of the **Smartphone** as a **transport device**



WHILE MOST OF THE WORLD FOCUSES ON

HIGH SPEED, HIGH-PRICED ELECTRIC CARS

WE HAVE FOCUSED ON

MASS TRANSPORT IN DEVELOPING COUNTRIES

HERE'S THE ANSWER!

THE COMET

QEV TECHNOLOGIES

GET partnered with QEV Technologies, a race-car engineering firm from Spain, to create a world-class, zero-emission, thirty-passenger electric minibus.

WE USE OUR

FORMULA E ENGINEERING

to build an all electric,
zero-emission,
thirty-passenger
MINIBUS

=

WE PUT IN
WORLD CLASS FEATURES

IN A ***BUDGET PRICED VEHICLE***
for emerging markets

- Fully Electric 350V Nominal Voltage
- 70 kph Top Speed (Programmable)
- 54 kW CATL Lithium Iron Phosphate Battery
- Fast Charging 20% to 90% in 45 mins
- 100 km Vehicle Range
- Air-Conditioned
- PWD Accessible
- Community Wi-Fi Enabled
- GPS Tracked and Fleet Managed
- Zero-emission
- Roomy Interiors (6.3m L x 2.3m x 2.8m H)
- 30 passenger capacity

WE MAKE THE ENVIRONMENT BETTER FOR EVERYONE

1 COMET

50,000
KILOGRAMS OF CO_2
reduced per year

5
KILOGRAMS OF PARTICULATE MATTER
reduced per year

100,000
COMMUTERS
served per year

700
TREES
equivalent CO_2 absorption

BAGUIO TEST RUN

"If you can make it there,
you can make it anywhere"

WE DEPLOY
THE FAST CHARGER NETWORK

GET works with IMI, an AYALA company, to deploy the fast charger network.

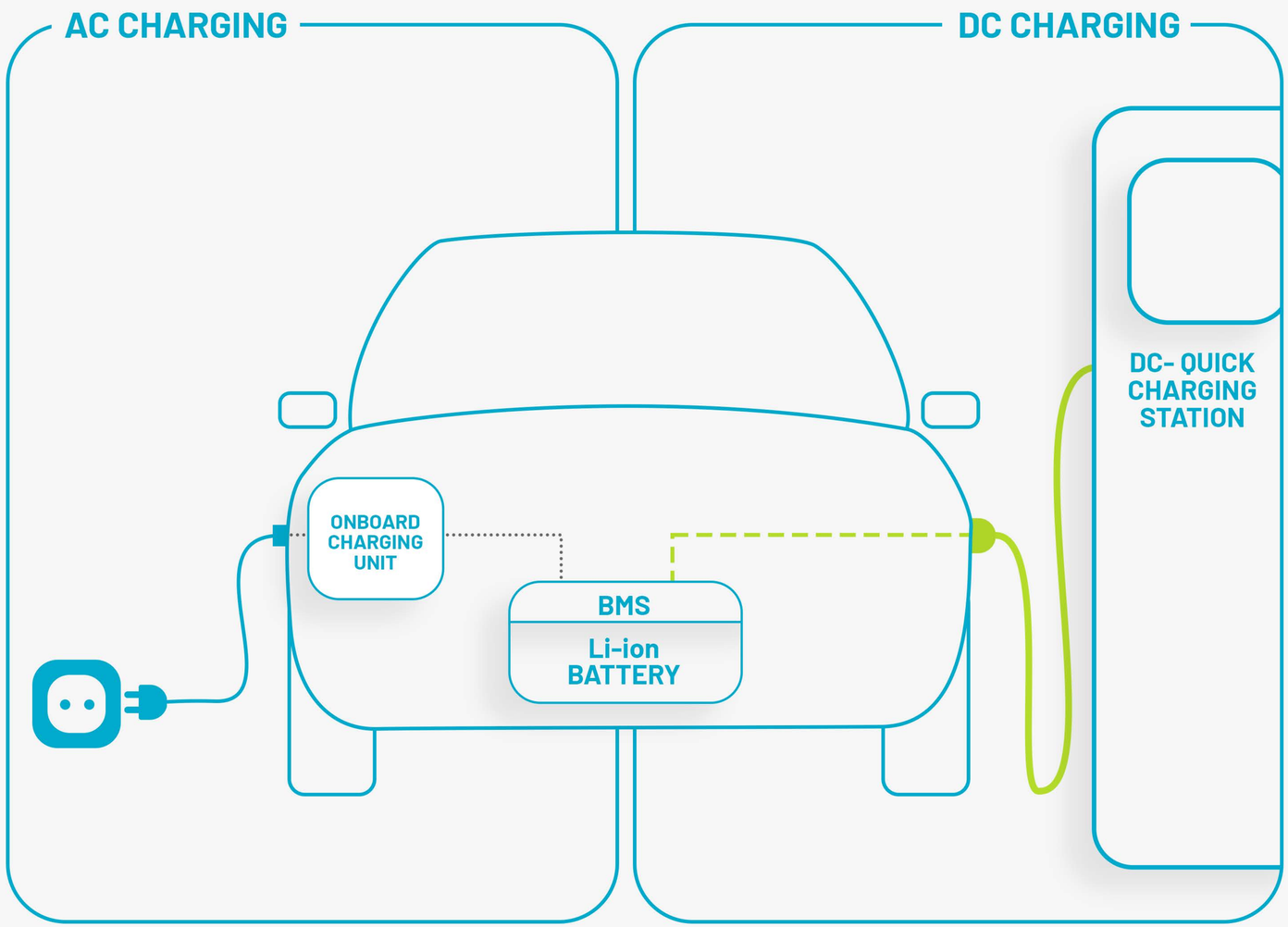
This does away with long charge times and makes the electric vehicle competitive with their internal combustion counterparts

A member of AC Industrials

BASICS OF EV CHARGING INFRASTRUCTURE

There are two main types: AC charging stations and DC charging stations. Batteries can only be charged with direct current (DC) electric power, while most electricity is delivered from the power grid as alternating current (AC). For this reason, most electric vehicles have a built-in AC-to-DC converter, commonly known as the "onboard charger".

- ***AC Chargers:*** AC chargers are slow chargers which takes almost 6-8 hours to charge an EV to full capacity.
- ***DC Chargers:*** DC chargers are fast chargers which charge an EV in less than an hour.



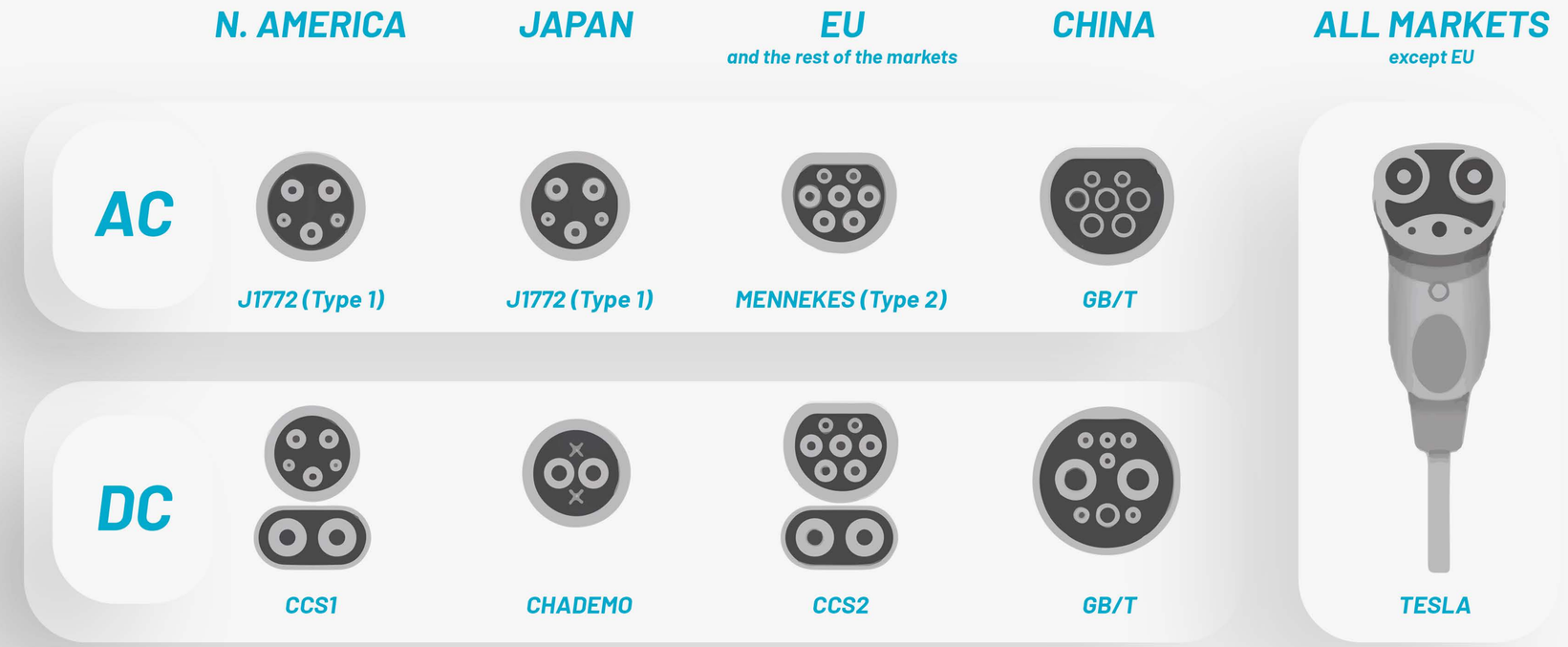
Home Charging: 6-8 hours charging time.

Each vehicle carries their own onboard charging unit

DC - Quick Charging Station: 15-30 minutes charging time.

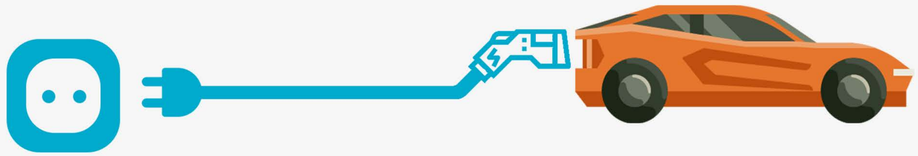
THERE ARE VARIOUS CONNECTOR STANDARDSDEPENDING ON THE ORIGIN OF THE VEHICLE (OR THE SELECTED STANDARD OF THE CAR OEM)

- Combo2 Charging Systems (CCS2) conform to the provisions and requirements of IEC62196-2 2016 2-IIb, it can charge all EV manufactured in Europe and USA, correctly and effectively with high compatibility
- CHAdeMO (abbreviation for CHArge de MOve) on the other hand, is the official standard in Japan. Unlike CCS, it does not share parts with the AC connector and requires an additional, specific inlet for CHAdeMO. However, CHAdeMO is losing the race as just about every other EV maker has agreed to the CCS standard.
- GBT is Chinese standard for connector



DIFFERENT MODES OF CHARGING

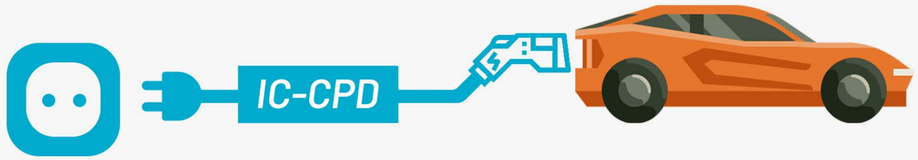
MODE 1



- *AC Charging*
- *Regular household outlet*
- *Un-safe - Not recommended to use*

Household Outlet (230V)

MODE 2



- *AC Charging*
- *In-cable control and protection (IC-CPD)*
- *Limited to 3.7kW (16A) in residential use or 7.4kW (32A) for industrial*

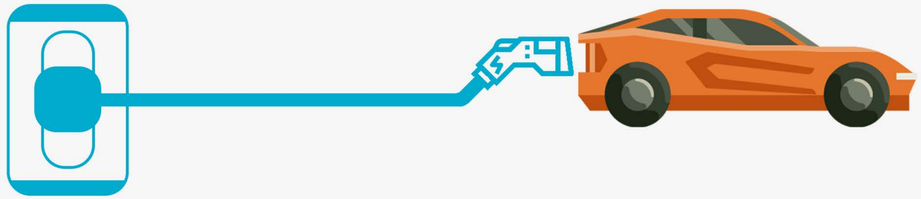
Household Outlet (230V)

Mode 1 is the simplest mode that does without any safety devices in between the EV and charge point. This is highly discouraged as it risks tripping the circuit breaker if power consumption exceeds the protection limit or worse, risks fire due to non-compliance of electrical installation. Because of this, this mode is prohibited in some countries.

Mode 2 also refers to charging from household outlet like Mode 1, but there's a control and safety device called the in-cable control and protection device. This is commonly seen bundled with plug-in hybrids. It adds a layer of protection against excessive current or temperature over Mode 1. However, charging capacity is limited to the max rating of the outlet, which is up to 3.7 KW depending on region and country.

DIFFERENT MODES OF CHARGING

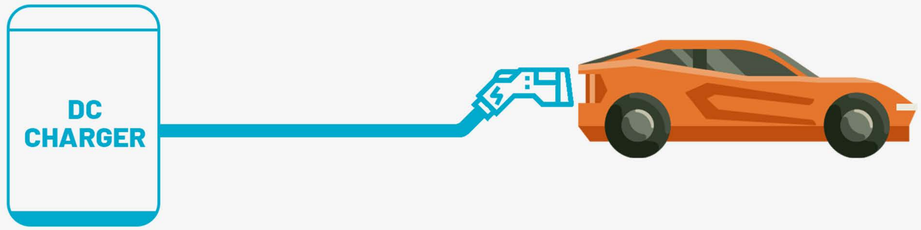
MODE 3



- *AC Charging*
- *Control, communications and protection function incorporated in the chare point (EVSE)*
- *Wide range of charging: 3.7KW to 43KW*

Dedicated EVSE

MODE 4



- *DC Charging*
- *Option to either CHAdeMO or CCS*
- *For public and commercial charging applications*
- *Wide range of charging capabilities - over 150kW*

DC Charger

Mode 3 uses a dedicated charger, commonly referred to as a charging station (also called EV charger or EVSE - electric vehicle supply equipment) that is permanently connected to the electrical grid, with control and protection functions. Charging power is higher than Mode 2, ranging from 3.7 kW to 43 kW.

In ***Mode 4***, the AC to DC conversion happens at the charging station, which means it's the only mode that refers to DC charging. As mentioned earlier, it can provide a much higher power output, exceeding 150 kW. For this mode, there are two prominent charging standards – CHAdeMO and CCS combo.

Our goal was not just to build
a better vehicle

Our mission has always been to help build a better world

www.globalelectrictransport.com