

PART VI APPENDICES

Appendix A

**STATE OF MAINE
GOVERNOR'S ENERGY OFFICE**

RESPONSE COVER PAGE

RFI#201608160

**DEPLOYMENT OF QUEBEC-MAINE ELECTRIC VEHICLE
CHARGING CORRIDOR**

Lead Point of Contact for Response - Name/Title: Donald E. Jarecki, VP-Mktg and Bus. Dev.	
Respondent's Organization Name (if applicable): BTCPower	
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City/State/Zip: Santa Ana, CA 92705	

PART II - INFORMATION SOUGHT

1) Are the specifications described above sufficient to meet the EV Task Force goals of interoperability, accessibility, and reliability? If not, what changes should be made (e.g., distance between stations, proximity to corridor; choice of DCFC technology)? Should there be minimum requirements in the infrastructure to ensure interoperability?

Yes, there should be more definitive definitions for the Charging Sites themselves, to incorporate number of units, type of units (i.e., two (2) DCFC and two (2) dual-port level 2 chargers per each charging “island”), infrastructure requirements, maximum distance between sites, minimum distance from the corridor highways.

Many public and private organizations are heading down the same path as the State of Maine, some further along and a good template to follow would be the California Energy Commission (CEC) grant program for corridor charging infrastructure. The grant, which was split into two has been closed for several months, but documentation can be found at their website <http://www.energy.ca.gov> under the program title:

GFO-15-603 - DC Fast Chargers for California's Interregional Corridors

2) Should the Department seek a vendor to oversee the entire project, including selection and installation of system components, or simply provide cost-share for any company installing electric vehicle charging infrastructure along this corridor? Could there be a combination of both options?

There are several components of an EVSE installation; Site preparation and installation, the hardware itself, Network Services (communication infrastructure), Software/Reporting and Payment Systems, and Maintenance.

You can bifurcate the project into the main elements such as site prep and install, EVSE hardware and software, then maintenance. It would be beneficial to split the site preparation from the install/hardware/software, as the company that is knowledgeable about site preparation may know nothing about commissioning a charging stations, especially a DC Fast Charger.

3) What should the Department and Task Force take into consideration when determining individual sites (e.g., cost, ownership, visibility, accessibility)? Should this initiative try to leverage potential hosts to purchase electric vehicles for use by their organization or others? Should that be a factor in the evaluation between competing host sites?

You need to consider the assessibility of a site host, and the distance from the target goal of minimum distance from the corridor.

I think the most important consideration is ownership of the program down to the EVSE and site control. There are several operating models being pursued in several states, grants to deployers, site host applicants, and ownership. The ability to control the entire program down to the EVSE itself will be paramount. Other items such as signage, safety, and access (payment and non-payment) will all play a role.

4) What should be the minimum/ideal technological specifications, such as DCFC, level 2, or both; number of chargers per station; reliability and speed of technology?

An ideal scenario is to plan for the future along with getting the program implemented now to service current needs, and foster EV acceptance by creating the infrastructure incentive. You want to make sure the site has the power requirements that can support future high-powered charging technologies. The EV's being introduced in the next two years will be focused on larger battery capacity so charging times will increase as these cars hit the road. 50kW DCFC will be a mandatory requirement, but the ability to upgrade to 150kW systems will be needed for future planning.

Each location should have a static set of requirements, a certain number of DCFC's, level 2's to deliver a consistent infrastructure experience at all "charging islands".

5) What are the pros and cons of the various hardware options and operational/maintenance models and technologies?

This is a question that has no easy answer, but could be served by a face-to-face meeting so the various options can be presented in a day long session. BTCPower would be glad to host this type of discussion at its facility in Santa Ana, CA so you can see the EVSE in operation, new product technologies being produced for future implantation and see how these technologies are evolving.

6) What are the various ownership models being used in other locations, and what are the pros and cons of each?

As outlined in the answer to Q3, there are several models being implemented, grants (CEC), hardware subsidies and site host ownership (Southern California Edison) and direct ownership (PG&E and SDG&E). This does not include those programs that are focused on cost recovery and for profit motives (NRG eVgo). Control of the program is main pro for ownership, which allows for the ability to serve the EV public as their needs and requirements change. A site host may not see this infant industry in the same light as a governmental entity. In addition, there have been too many instances of government money gone to waste when grants have been used to build infrastructure.

This is really a concept in its infancy. Several corridor projects are just now in the implementation phase in California, Washington and Oregon. Private endeavors such as Tesla Fast Charging Network, NRG eVgo fast charging implementation along with Nissan's program are proving that the OEM's need to be committed to the infrastructure in order to facilitate the sales of EV's. I believe you will see more automobile OEM's focus on delaying their own infrastructure (like Tesla), which will create significant value for a program like the State of Maine is contemplating. A very lucrative model would be to turn the program over to an OEM so they can give away charging to purchasers of their EV's, while operating the locations efficiently and competently.

7) Are there organizations/municipalities/businesses who would be interested in partnering with the state on this project? What might that partnership look like? Examples include, but are not limited to, additional infrastructure at charging locations; promotion of corridor; ongoing operations and maintenance; private or municipal ownership once completed. The form of local participation may be the subject of a future RFP.

It has been proved in the State of Washington's analysis of EVSE implementation that the cooperation of local businesses is crucial to mitigating the expense, but finding those businesses who will pledge long term support has been the difficult challenge. The most logical local business to get integrated into the process is the Utility, as they control the ability to impact infrastructure the most, and this is the key cost in implementation.

A partnership could involve turning over the EVSE program to a Utility once it can stand alone, allowing the State to recoup its costs.

8) How have other similar projects successfully promoted the existence and use of the facilities once installed?

You would have to take a look at the models being currently implemented nationwide, such as Tesla, eVgo, and Nissan “No Charge To Charge”. Most EV users will be drawn to the sites through signage and promotion on the popular location services such as Plugshare.com

9) Should data on the usage of the future charging infrastructure be collected? Are there privacy concerns related to the collection of data?

Data will be critical to analyze how to build the infrastructure, learn how EV drivers are using those facilities and what the needs of drivers will be as this industry evolves. You can collect usage data in a way to not violate privacy concerns, plus, you can have drivers “opt-in” for data tracking. The automobile OEM’s have the ability to collect an incredible amount of data through the cars themselves so partnering with those OEM’s will be beneficial.

There are software companies that have popped up on the scene that specialize in data management for the EVSE infrastructure and can assist in analytics. Data will be the key to a successful EVSE infrastructure program (again the State of Washington has some very useful data on how EV drivers use their existing infrastructure).

10) Please provide any additional information that may guide optimal design, purchase, installation, operation, maintenance, and ultimate use of the facilities.

The best way to assist in the above program details is to see how the same programs are being implemented in those states where half of all EV’s are sold, specifically California, Washington, and Oregon. All are implementing the exact type of effort that the State of Maine is considering, and most utilities in those markets are at the forefront, as are several Midwest and East Coast utilities (Ameren has specifically made recent press releases about doing the exact same program the State of Maine is considering).

Section I. State of Maine RFI#201608160 Organization Requirements

1. Complete Appendix A, cover page

BTCPower - Completed

2. Respondents Locations

BTCPower is headquartered in Santa Ana, California, our main facility address is:
1719 S. Grand Ave.
Santa Ana, CA, 92705

BTCPower services the Asia, North America, and South America including Canada, U.S., Mexico and Latin America.

3. Provide a brief description of Respondent's main products/services

BTCPower's Product Overview and Specifications are included in this RFI response as Attachment "A".

4. Provide a brief description of years in business

BTCPower's Company Background is included in the RFI response, but to summarize:

BTCPower was incorporated in 1999 and has been in operation without interruption since its incorporation. BTCPower is a privately held corporation that is self-funded through internal operations and carries no debt, nor has BTCPower ever had to approach the capital markets for operational funding as most of our major competitors have.

5. Provide a description of the management structure

KEY PERSONNEL

An important factor in BTCPower's product design and manufacturing capabilities are a result of hiring the most qualified and accomplished personnel in the power management/charging industry, providing BTCPower with an unmatched combination of expertise, creativity, market knowledge and experience. Listed below are BTCPower's key personnel instrumental in the delivery its EVSE product group.

Frank Meza***CEO & President***

Frank, principal and general manager of parent company Flexible Manufacturing LLC, holds a Mechanical Engineering Degree from the University of Arizona and an MBA from University of Southern California. He has over 25 years of experience in precision electronics manufacturing, having held a variety of management and executive positions at Procter & Gamble, Hughes Aircraft, and Smartflex Systems, Inc.

Carlos Cortes***EVP and Director of Engineering***

Carlos has worked in the microelectronics industry since 1992 when he joined Smartflex Systems as a Manufacturing Engineer. Carlos held multiple key positions at Smartflex Systems as well as Saturn Electronics and Engineering, including Sr Product Engineer, Sr Product Manager and Business Unit Manager (Latin American operations). In 2001 Carlos left Saturn Electronics & Engineering to help launch Flexible Manufacturing Inc. He has held several design as well as management rolls within that organization. In 2009 Carlos moved to BTCPower to support it as Business Unit Manager and now occupying the roll of Director of Engineering (EV Products). Carlos has an MSME degree from CSUF.

Anil Paryani***CTO, Chief Technical Officer******Battery Charging, Controls and Applications***

Anil, prior to joining BTCPower was formerly a senior Engineer at Tesla Motors. He has 18 years of electric vehicle experience. He specializes in developing software for battery charging and controls. Before joining BTCPower and Tesla Motors, Anil led Aerovironment's effort to develop battery management and charging systems for commercial vehicles and military applications. Prior to that, he was a Senior Engineer and Battery Test Lead at Honda R&D Americas. He has a BSEE of California State Polytechnic University, where he was a member of their Solar Car and Hybrid Electric Vehicle programs.

Jim Rosenberg***Director of Research & Development***

Jim has 25 years engineering experience in industrial, government laboratory and academic environments. He was co-founder of Wavestream Corporation, where he oversaw the development of a number of high-power amplifiers for use on military vehicles operating in challenging thermal and mechanical environments, and oversaw the startup and managed the MicroDevices Laboratory at NASA/JPL which has responsibility for supporting both basic electronic and micromechanical device research as well as providing advanced devices for flight hardware. Jim served on the faculty of Brown University and Harvey Mudd College, and on the research faculty of Caltech. He is

author of over 50 technical publications and holder of 10 patents, and received the Sc.B. in Engineering from Brown University, M.S.E.E. from U.C. Berkeley, and a Ph.D. in Electrical Engineering from Columbia University.

Gary Randall

Chief Architect, Power Systems

Gary Randall has 20 years of direct experience in the power supply and analog electronics industry. He has held positions of Design Engineer, Director of Engineering, Vice President of Engineering, and Division President at Martek Power Inc. (formerly Modular Devices Inc.) Gary has been directly involved in numerous power supply development programs involving a wide range of topologies and applications. Gary holds a BSEE (1988) and a MSEE with Control Systems Emphasis (1989), both from the University of California at Los Angeles, where he graduated with highest honors. He is also a member of IEEE.

Mike Peterson

Senior Firmware Engineer

Mike has a very broad skill set and wide experience with a focus on mechanical construction and embedded control hardware. He has held senior level engineering positions at Applied Minds, Sony Development, Walt Disney Imagineering, Cambridge Instruments, Fender Musical Instruments and National Technical Systems. Mike graduated with highest honors from UC San Diego and holds a Bachelor's degree in Applied Physics and Information Science.

David Hymel

Senior Power Engineer

David has over 20 years of electronic product design working with Motorola and Smartflex Systems Inc. in Orange County, CA. David has had a significant amount of hardware design experience. David joined BTCPower as a Senior Power Electronics designer over 8 years ago and continues to be a critical design engineer at BTCPower.

6. Describe any licensure required for any services described in the “Information Sought” section

Normally, any publicly assessable EVSE must be certified by a Nationally Recognized Testing Laboratory (Underwriters Laboratory (“UL”) or Intertek (“ETL”). In addition, electricians that are performing site preparation work are required to be certified within the state they operate. Personnel performing maintenance activities on BTCPower EVSE, are required to be certified by BTCPower if we are not performing the maintenance on the hardware.

7. Provide clients that are using comparable products or services (including contact information).

CLIENT: NRG eVgo, U.S. Based

- Relationship is on-going
- Product: DC Fast Chargers and Level 2 Manufacturing and Deployment
- BTCPower has manufactured and sold of over 350 DC Fast Chargers and 400+ Level 2 Charging stations to the largest deployer of EVSE in the U.S.

CONTACT:

Paul M. Glenny, VP-New Products and Services

(310) 954-2916

Paul.Glenney@nrg.com

CLIENT: The Irvine Company - California

- Relationship is on-going
- BTCPower is in the process of installing several hundred EV Charging Stations for The Irvine Company. The scope of work includes manufacturing, networking, payment and reporting, device networking, site construction, charger installation and on going maintenance.

CONTACT:

Mr. Mike Banich

(949) 720-3445

mbanich@irvinecompany.com

CLIENT: The State of California – Department of General Services

- Relationship is on-going
- BTCPower was awarded the State of CA contract to provide EVSE for all State Agencies and local municipalities in the State of California. The scope of work includes EVSE manufacturing, networking, payment systems and reporting, device networking, site construction, charger installation and on-going maintenance. BTCPower is only EVSE manufacturer chosen to provide all types of EVSE models to the State of CA, both Base and Smart Chargers, Level 2 and Level 3 (DCFC).

CONTACT:

Dion Campos

DGS | PD | CMU

707 Third Street, Second Floor

West Sacramento, CA 95605

dion.campos@dgs.ca.gov

Ph: 916/375-4478



8. Describe skills pertinent to the specific work described in the RFI.

In order to partner successfully for a statewide rollout of EVSE, you need to partner with a company that not only is the direct manufacturer of the hardware, but also has the experience in site preparation, installation, maintenance/servicing, remote diagnostics, payment systems, software, reporting systems, driver applications, and device management. BTCPower is the only EVSE manufacturer that uses its own in-house field service technicians and has the payment systems experience of managing over 7,000 remote kiosks (including EVSE) in the U.S.

BTCPower is unique in the EVSE marketplace in that it designs, manufactures, installs and maintains its own EVSE products (under the EV Pump® brand) and includes a full product array: Level 2, Dual-Port Level 2's, and its flexible and unique Level 3 DC Fast Chargers product line, which includes 50kW DCFC and upcoming 100kW, 150kW and 200kW DCFC systems. BTCPower has manufacturing capabilities in both California and Asia for high output and volume delivery and Mexicali, Mexico for high volume assembly. Presently, all commercial EVSE related products are manufactured and assembled at the BTCPower facility in Santa Ana, CA.

BTCPower is uniquely qualified to provide the State of Maine a fully integrated, all-in-one EVSE company that is able to deliver any EVSE hardware model required, plus all phases of product implementation. From custom design, manufacturing, installation, maintenance, repair and warranty servicing, everything is internalized at BTC Power. When choosing a supplier for your EVSE program, it is important to deal directly with the EVSE OEM and not to incorporate third-party distributors or resellers.

EXECUTIVE SUMMARY

Broadband TelCom Power, Inc. (d/b/a BTCPower) is a manufacturer of Level 1, Level 2 and Level 3 DC Fast Chargers that incorporates a turnkey merchant processing truly *open* POS payment system, industry compliant OCPP software, and a highly flexible operating and reporting software, and optional maintenance support programs. BTCPower is unique in the EVSE marketplace because of the following advantages:

- **Established Manufacturer for a Major Utility** – BTCPower is manufacturing and supplying 25kW and 50kW, dual-connector DC Fast Chargers complete with turnkey payment systems for NRG Energy and its eVGo charging station network.
- **DC Fast Charging Products Delivered by an Expert in Fast Charging Solutions** – BTCPower has more experience in manufacturing fast charging solutions than anyone in the EVSE market through its 11+ years of manufacturing fast chargers for the industrial materials handling market (forklifts). BTCPower has manufactured and implemented over 8,000 industrial DC fast chargers worldwide. Our commercial DC fast chargers for Electric Vehicles are highly regarded and installed at Honda Motors, Chrysler, General Motors, BMW, Hyundai and the prestigious Argonne National Laboratory.
- **Industry Unique DCFC 208VAC (3-phase) Input Calibration Option** – BTCPower is the only DC Fast Charger manufacturer to offer the option of a 208VAC, 3-phase input for a DCFC.
- **Comprehensive Back-end Software** – A fully integrated software systems that is OCPP compliant with detailed transaction reporting, settlement information for reconciliation, remote monitoring and software updates, along with maintenance dispatch capabilities. In addition, BTCPower’s software features the most flexible rate setting capability for fee implementation. Set usage fees by hour, by kW, by session, or even provide fee free charging for a certain time period and let fees kick in after that grace period.
- **Payment System Options – Turnkey Open Payment System** – Our payment system is PCI and OCPP compliant and is a true open system, accepting all major credit and debit cards for payment. No memberships or special credit cards needed.
- **NRG eVGo and Nissan Customer Users** - BTCPower can also bring the EV user bases from NRG eVGo and Nissan’s “No Charge To Charge” programs since we are the only EVSE manufacturer to have integrated with both these user payment programs.

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- **BTCPower EVSE** can be integrated with other cloud based software/payment systems such as Greenlots, EV Connect and its newest partner, DRIIVZ.
 - **Comprehensive warranty repair and hardware maintenance** – Unlike any other EVSE supplier, all maintenance and warranty repair work is serviced internally by BTCPower’s own trained staff of field service technicians. The maintenance service plan covers all labor, service calls and system maintenance.
 - **Access control** - All BTCPower’s EV charging systems can include proprietary access control and detailed reporting systems. For example, BTCPower is the only EVSE manufacturer that allows charger initialization based on a PIN-based code access methodology that can be incorporated into the system.

BTCPOWER ADVANTAGES

BTCPower has a thorough understanding of the technical specification requirements in the Ameren RFP and is uniquely qualified to deliver all aspects of the RFP as outlined in the bid proposal response in Appendix C of this response.

BTCPower is the best possible EVSE partner for Ameren not only because we are an expert at EV battery charging and have been for over 11 years through both our DC fast charging products in the industrial material handling market and commercial battery charging product lines, both DCFC and L2. **Importantly**, BTCPower is the best possible choice for Ameren because we are primarily a new product development company who is consistently innovating in the battery charging and power management marketplace. BTCPower is not just another supplier of EV charging station hardware, but a complete technology partner for Ameren when the time is right to advance charging station implementation to the next level, including:

- Implementation of an Energy Management System (EMS)
- Building system integration
- Demand Response Strategy for efficient charging
- Microgrid Integration

In addition, there are several other factors that differentiate BTCPower from its competitors, specifically:

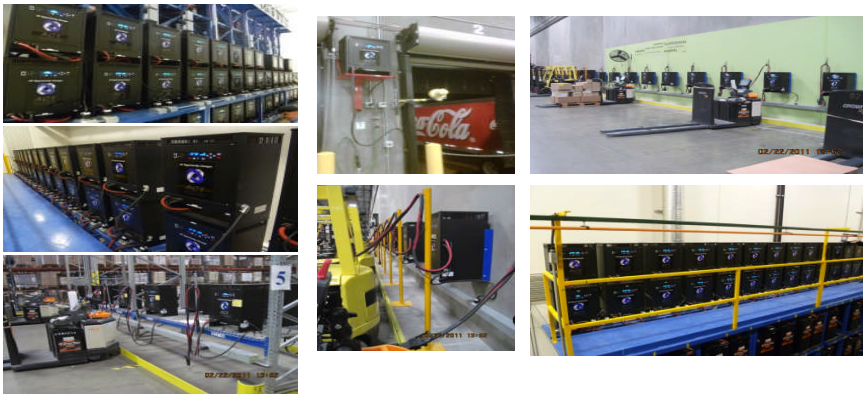
- 1) **Innovation** - BTCPower has developed a comprehensive EVSE platform including, Level 2, and Level 3 charging systems supporting both Chademo and SAE protocols. BTCPower has been planning for the future by preparing all of its EVSE's for the smart grid by provisioning its systems with SEPI.x, as well as SEP2.0, utilizing both Zigbee and Wi-Fi physical media.
- 2) **All-Inclusive ESVE Manufacturer-Supplier** – BTCPower is one of the few companies in the industry that can deliver a complete EV charging operation, from design, manufacturing, installation, maintenance, warranty repair/servicing, monitor, dispatch and POS payment systems and merchant processing. Our customer support group (CSG) specializes in maintenance and support in the Western U.S. Region with its own field service technician group.
- 3) **Quality, Reliability and Experience** - BTCPower is not a newcomer to the EV charging industry and has over 11 years of proven market presence with over 8,000 fast chargers for the materials handling industrial sector, specifically for charging fork lift batteries. These high frequency, variable switching converters and their proven reliability is major reason for our success.
- 4) **DC Fast Charger Supplier for a Major U.S. Utility Company** – The largest deployer of DC Fast Charging equipment, NRG Energy, has decided to move forward with BTCPower as a supplier and partner for its future DC Fast Charger rollouts.

COMPANY HISTORY AND INFORMATION

Broadband TelCom Power, Inc. (d/b/a BTCPower, Inc.)

BTCPower is a Southern California based company specializing in battery charging, EVSE manufacturing, power supply converter and inverters, as well as related systems. BTCPower was originally founded in 1999 to commercialize its proprietary Flat Matrix Transformer Technology (FMTXR) by developing power supplies and converters for the telecom and internet infrastructure market. In 2004, BTCPower's strategy was revised to focus on battery charging solutions instead of highly competitive standardized products, and to focus on markets where the Company's technology can offer a true competitive advantage, particularly markets for high current industrial applications such as forklift battery fast chargers. By 2011, BTCPower decided to leverage its successful forklift fast chargers and officially entered the Electric Vehicle market by designing its first commercially available EV AC level 2 charging system. BTCPower has obtained patents in a wide portfolio of power conversion technologies and gained significant experience prior to its entry in the on-road EV charging marketplace through the development of battery fast charging products for industrial materials handling market in which BTCPower North America market leader.

As illustrated in the photos below, our industrial market DC fast charging installations around the country are substantial, and are being used by Fortune 50 companies in the U.S. and abroad.



BTCPower's roster of customers includes; IKEA, Coca Cola, Sketchers, Wal-Mart, Price Smart, Rite Way, Ocean Spray, and Sunny Delight. A typical installation can range from ten units, to several hundred charge stations within a single warehouse building.

BTCPower is a subsidiary of Flexible Manufacturing, Inc. (FMI), which was founded as a contract manufacturer for high tech electronic assemblies and is primarily a new product development company. FMI is best known for its pioneering self-service payment kiosk innovation at ARCO fueling stations, the Payment Island Cashier (PIC). The PIC allows pump activation and cash and debit fuel payment by consumers at self-service kiosk technology. If you live in California and have purchased gas at an ARCO station, you have used FMI's technology. FMI not only manufactures the PIC, but provides complete turnkey installation and maintenance services for over 5,000 PIC's through its internal business unit, Convenience Service Group (CSG). CSG has met stringent certification standards by British Petroleum to integrate the PIC into the complex operational and user environments within the retail fueling station industry. As a result, BTCPower has acquired significant expertise in POS payments systems integration, remote device monitoring, dispatch and management, maintenance and warranty repair.

BTCPower is unique in the EVSE marketplace in that it designs, manufactures, installs and maintains its own EVSE products (under the EV Pump® brand) and includes a full product array: Level 2, Dual-Port Level 2's, and its flexible and unique Level 3 DC Fast Chargers. BTCPower has manufacturing capabilities in both California and Asia for high output and volume delivery and Mexicali, Mexico for high volume assembly. Presently, all commercial EVSE related products are manufactured and assembled at the BTCPower facility in Santa Ana, CA.

BTCPower is uniquely qualified to provide clients with a fully integrated, all-in-one EVSE company that is able to deliver any EVSE hardware model required, plus all phases of product implementation with in-house resources. From custom design, manufacturing, installation, maintenance, repair and warranty servicing, everything is internalized at BTC Power.

BTCPower is a minority owned business enterprise (MBE) in the State of California, a Veteran Owned business and qualifies as a Small Business Enterprise in the State of CA.

COMPANY QUALIFICATIONS

BTCPower and its parent company Flexible Manufacturing are primarily new product development companies with a dedicated team of electrical and mechanical engineers who have pioneered energy management, power supply converter, inverter development, EVSE manufacturing (and related systems development), and battery charging innovations since 2004.

BTCPower has manufactured and installed over 9,000 DC fork lift charging stations around the country with many of the installations reaching their 8 year mark of installation without issue.

Most importantly, BTCPower is the largest U. S. based deployer of DC Fast Chargers with over 400 installations throughout the U.S. It is factors such as these; experience, quality, reliability an unmatched knowledge base to stand behind every product that is enabling BTCPower to be the preferred provider of EVSE for both State governments and investor-owned electrical utilities. For example:

State of California Smart EVSE Award

BTCPower was awarded the State of California Department of General Services RFP to supply Smart Level 2 and Level 3 chargers to the State, its Affiliated Agencies, and any other California municipalities or governmental entities. BTCPower was the only company that was awarded this State contract across all three contract groups and is the sole turnkey supplier of EVSE services.

The Irvine Company®

BTCPower is the exclusive provider of all types of EVSE to the Irvine Company, including Level 2 and Level 3 fast chargers. The Irvine Company is one of the largest CA based diversified, privately held real-estate investment company and master-planner. The Irvine Company develops suburban master-planned communities throughout central and southern Orange County, in addition to residential buildings in Santa Monica, Silicon Valley, and San Diego. The company also owns and manages retail shopping centers and office buildings in Milpitas, San Jose, Sunnyvale, Downtown San Diego, Mission Valley, San Diego, La Jolla Village/University City, Sorrento Mesa, Del Mar Heights, Newport Center, UCI locations, West Los Angeles, Pasadena, and Chicago.

Argonne National Laboratory Partner

BTC Power has been asked to supply its DC Fast Charger units to Argonne National Laboratory to assist in the research and development of enhanced battery performance and quick charging product development.

OEM Fast Charger Supplier-Integration Testing

For over three years, BTCPower has been supplying its DC fast charger technology to General Motors, BMW, Nissan, Hyundai, Volkswagen, and Chrysler Corporation for the purpose of testing and certification for their highly anticipate full-line of all electric vehicles.

ATTACHMENT “A”

**Broadband Telecom Power,
Inc.**

**Product Overview
2016**