



Converting Fuel Vehicles to Electric

A Win for the Nation and Its People —
Transforming mobility for a sustainable future.



Dr. Kevin WANG | CEO, Green Motor
Technology Group – China

Introduction

Today, we are facing a global paradox: We have 1.4 billion internal combustion vehicles on the road, yet the world is demanding net-zero emissions.

Scrapping them is an environmental and cultural tragedy. Building new EVs to replace them all is economically unfeasible.

So, what's the real solution? **Not replacement, but evolution.**

I will show you how converting existing fuel vehicles to electric isn't just a lab experiment—it's a proven, scalable, and profitable business model. It is, truly, a win for the nation and its people. "

2



The Global Challenge: What to do with 1.4 Billion Fuel Vehicles?

1.4B

Active fuel-powered vehicles currently in use worldwide, representing a massive logistical and environmental hurdle.



Sentimental & Cultural Value

A vast number are classic cars or family heirlooms, holding irreplaceable personal and historical significance—making outright scrapping socially unpalatable.



Stringent Emissions Regulations

Low-emission zones (LEZs) and national carbon neutrality goals are rapidly phasing out gas and diesel engines, leaving millions of vehicles stranded.



Environmental & Resource Waste

Scrapping destroys valuable materials and manufacturing energy invested in each vehicle, while the process itself generates significant toxic pollution.



Converting F2E - Why Now? Three Key Technological Drivers



Motor Efficiency

>90%

Mature and reliable technology delivering peak performance in diverse real-world scenarios, ensuring minimal energy loss during operation.



Battery Energy Density

+40%

Significant increase in stored energy, allowing extended driving range without expanding the physical battery footprint or weight.



Controller & BMS Cost

-70%

Dramatic reduction in core electronic component costs through mass manufacturing, making vehicle conversion financially accessible and scalable.

Conclusion: Conversion is no longer a lab project – it is a scalable business model enabled by these converging technological advancements.

The Meaning of "A Win for the Nation and Its People"

01. For the Nation



Less Oil Dependence

Strengthens national energy security by reducing reliance on imported fossil fuels and volatile global markets.



Lower CO₂ Emissions

Significantly cuts greenhouse gas output from transportation, aligning with national climate action goals.



New Green Industry

Spurs high-skill job growth in sustainable automotive tech, remanufacturing, and renewable energy sectors.



Avoid Forced Scrapping

Preserves existing manufacturing assets, reduces industrial waste, and maximizes the utility of built infrastructure.

02. For the People



Lower Fuel Costs

Electricity is far cheaper than gasoline per mile, easing the financial burden on everyday household budgets.



Keep Classics on Road

Enables cherished vintage and classic vehicles to remain operational and legal, against restrictive emissions rules.



Extend Vehicle Lifespan

EV conversions modernize older cars, replacing worn powertrains and making them reliable for decades longer.



Cultural & Emotional Value

Preserves personal memories, family heirlooms, and the historical heritage embedded in automotive culture.

CONTENTS

Part 1 Real Conversion Case Study

Analyze the practical transformation of the VW MK4 and Toyota Hilux, examining challenges, solutions, and real-world application outcomes.

Part 2 Technical Roadmap & Selection

Break down the strategic technical pathway and critical component choices to ensure optimal system compatibility and efficiency.

Part 3 Essential Post-Conversion Tests

Present rigorous test results, key performance indicators (KPIs), and data-driven insights to validate the system's effectiveness.

Part 4 Economic & Social Benefits

Evaluate the cost-effectiveness, environmental impact reduction, and societal value generated by the conversion technology.

Green Motor Tech's Conversion Workshop



Mission: To be the world's premier one-stop partner for electric vehicle conversions.

From Diesel to Electric - A 2000s VW Golf MK4 converted in 2024

Same chassis, same soul — reborn with zero tailpipe emissions, proving classic cars can lead the charge in sustainable mobility.



Part 1. Real Conversion Case Study - VW Golf MK4



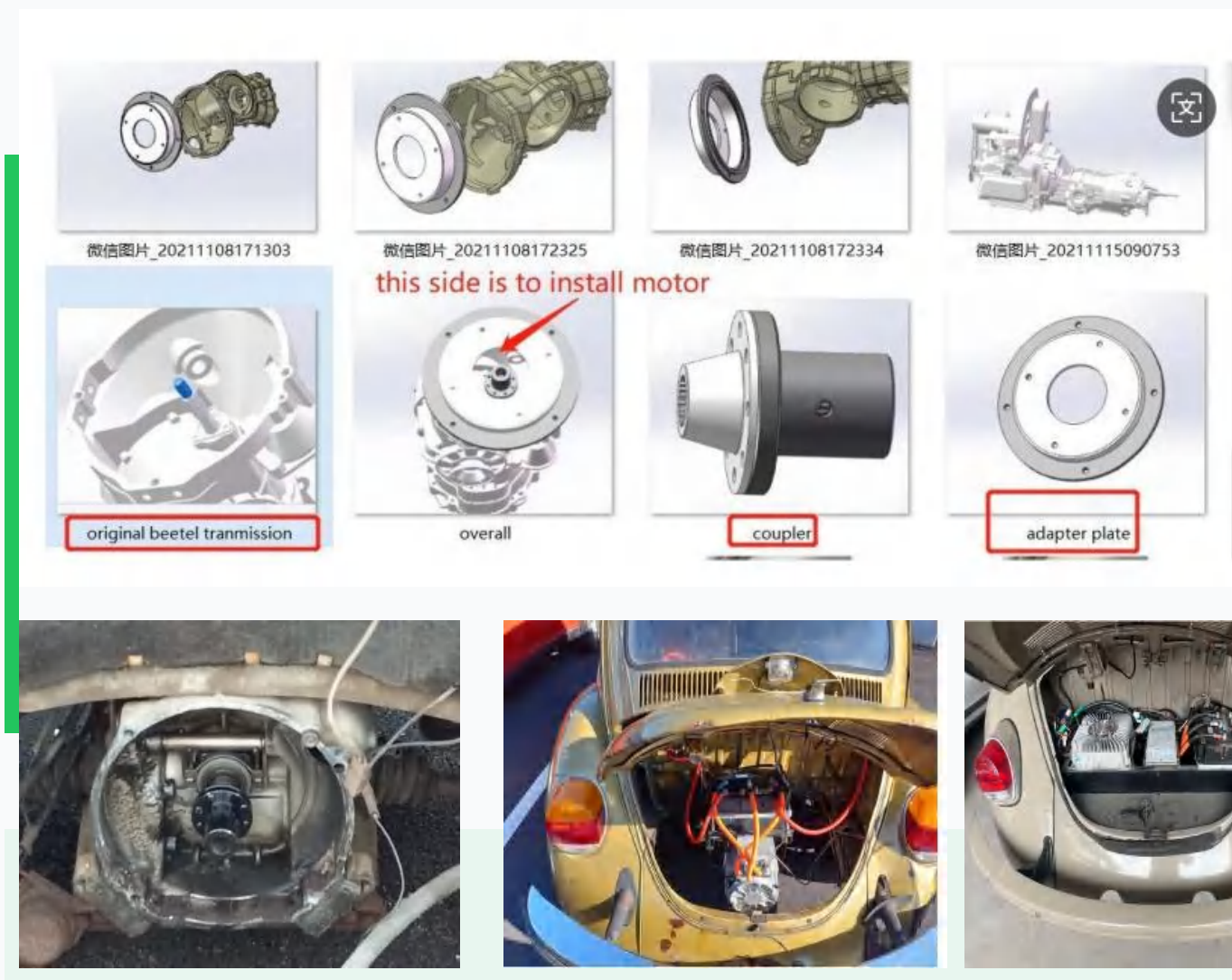
CMVTE Conversion Workshop Live Video



[Click to watch video](#)



Real Conversion Case Study -VW Beetle



Real Conversion Case Study -Fiat 500





Part 2. Technical Roadmap & Selection

Step 1: Assessing the Vehicle's Condition

A comprehensive pre-conversion evaluation process to identify viable donor vehicles by examining their physical integrity, mechanical systems, and spatial feasibility for electrification components. This foundational step ensures the vehicle can safely and effectively accommodate the transition to an electric powertrain.



Frame Rust Condition

The chassis must be structurally sound with no significant rust or corrosion, providing an uncompromised foundation for securely mounting new electric powertrain components and ensuring long-term durability.



Suspension & Steering Integrity

Components must be in good working order, free of accident-related damage or excessive wear, to guarantee safe handling dynamics and seamless integration with the new electric motor drivetrain system.



Brake System Health

Verify calipers, rotors, lines, and master cylinder condition to ensure reliable stopping power. A robust brake system is a non-negotiable safety prerequisite before any powertrain modification.



Battery Placement Feasibility

Evaluate engine bay, undercarriage, and interior space for optimal battery pack positioning, prioritizing balanced weight distribution to preserve vehicle handling and ensure no impact on structural safety.



Common Architecture of Conventional Cars



Front Compartment

Originally housing the combustion engine and gearbox, this space is repurposed for placing the electric traction motor and its power controller, utilizing existing structural mounting points for seamless integration.



Vehicle Underbody

The fossil fuel tank is removed, and the central tunnel and rear undercarriage are re-engineered to house high-voltage battery packs. This placement optimizes the vehicle's center of gravity and weight distribution for better handling.



Emission System Removal

The entire exhaust manifold, piping, and emissions control systems are eliminated, removing tailpipe emissions entirely. This frees up critical space for additional electrification components and reduces overall vehicle complexity.



KEY TAKEAWAY: This structural flexibility enables the development of modular, scalable electrification solutions that can be adapted across a wide range of conventional vehicle platforms, streamlining conversion processes and reducing engineering costs.



The 5 Basic Conversion Process

01

Remove

Remove the internal combustion engine, fuel tank, exhaust system, and all associated mechanical components from the vehicle.

02

Mount

Fit a high-efficiency AC electric motor, configured to drive either directly or through the vehicle's original gearbox for familiar handling.

03

Install

Position traction battery packs in strategic locations to achieve optimal weight balance, low center of gravity, and maximum safety.

04

Add

Integrate the motor controller, DC-DC converter for auxiliary power, and an onboard charger for convenient, fast battery charging.

05

Re-calibrate

Adjust the instrument cluster, brake booster, and power steering systems to seamlessly integrate with the new electric powertrain.



FINAL RESULT: A fully functional, road-legal, zero-emission electric vehicle with optimized weight distribution, responsive acceleration, and reliable performance—engineered for safe and sustainable everyday use.



Step 2. Define Core Electric Components for Conversion



Traction Motor

Utilizes advanced Permanent Magnet Synchronous Motor (PMSM) or induction motor designs, delivering high torque and efficiency for reliable propulsion.



Motor Controller (MCU)

Acts as the "brain" of the traction motor, precisely dictating its speed and torque based on driver inputs and system demands for optimal performance.



Traction Battery Pack

High-voltage Lithium-ion (Li-ion) pack using LFP or NCM cell chemistry, providing the primary power source for the electrified drivetrain.



Battery Management System (BMS)

Monitors and manages cell temperature, state of charge (SoC), and health to ensure real-time performance, operational safety, and long-term reliability.



On-board Charger & Power Distribution Unit (PDU)

The charger supports AC/DC fast charging for efficient replenishment, while the PDU intelligently distributes high-voltage power across all critical electrical components.



DC-DC Converter

Converts high-voltage DC power from the traction battery to low-voltage DC power, supplying essential auxiliary systems like lighting, infotainment, and climate control.



Component Function and Selection Criteria



01. Motor

FUNCTION

The vehicle's propulsion unit that converts electrical energy into mechanical power to turn the wheels efficiently.

KEY SPECS

Peak power (kW), maximum torque (Nm), and maximum operational speed (RPM) define performance limits.



02. Controller

FUNCTION

The powertrain's command center, regulating electricity flow from the battery to the motor to control speed and torque.

KEY SPECS

Voltage compatibility, peak current handling, and configurable settings for dynamic performance tuning.



03. Battery Pack

FUNCTION

The primary energy storage system that delivers high-voltage DC power to the electric motor and all vehicle systems.

KEY SPECS

Energy capacity (kWh) for driving range, cycle durability, and C-rate for charging/discharging efficiency.



04. BMS (Battery Management)

FUNCTION

Monitors and protects each battery cell, ensuring safe operation, optimized charging/discharging, and long-term health.

KEY SPECS

Cell balancing capability, advanced thermal management algorithms, and active balancing for consistent cell performance.



Green Motor Tech's (GMT) All Conversion Parts List and HS Code

GMT Essential EV Conversion Components

No.	Part Name	HS Code	No.	Part Name	HS Code
1	Motor	8501520090	10	DC-DC converter	8504409999
2	Controller	8537109090	11	A/C electric air compressor	8414309000
3	VCU	8537109090	12	OBC	8504409999
4	Key switch	8537109090	13	Charging gun and port	8536690000
5	Gear switch	8536500090	14	Battery pack with BMS	8507600090
6	Foot pedal	8537109090	15	Liquid cooling system for motor and controller	8419500090
7	Wiring harness	8544421900	16	Debug tool for controller and software	9031809090
8	Vacuum pump and tank	8414100090	17	Debug tool for VCU and software	9031809090
9	Dashboard	9029201000	18	Debug tool for battery pack and software	9031809090

GMT Optional EV Conversion Components

No.	Part Name	HS Code	No.	Part Name	HS Code
19	Gearbox	8483409090	24	EPS	8708949000
20	CV shaft	8483109090	25	EHPS	8413602290
21	Rear axle	8708507900	26	DC charging station	8504409999
22	Adapter plate	8479909090	27	Wall mounted AC charger	8504409999
23	Spline shaft	8413910000			



Step 3. Designing the Electric Powertrain to Match Original Performance



Core Design Philosophy

The central tenet is to match or exceed the original peak power and torque characteristics of the combustion engine. This engineering focus ensures a seamless, familiar driving experience for users while fully delivering the energy efficiency and environmental benefits of electrification, eliminating any compromise on performance.



Motor Power Spec

Selected motor output which is matching the original engine's peak power. This guarantees robust acceleration and performance parity for all real-world driving scenarios.



Battery Sizing

Calculated using the formula: **Range × Consumption** (0.2–0.25 kWh/km). This optimizes capacity for daily usability, ensuring reliable range with standard plug-in recharging cycles.

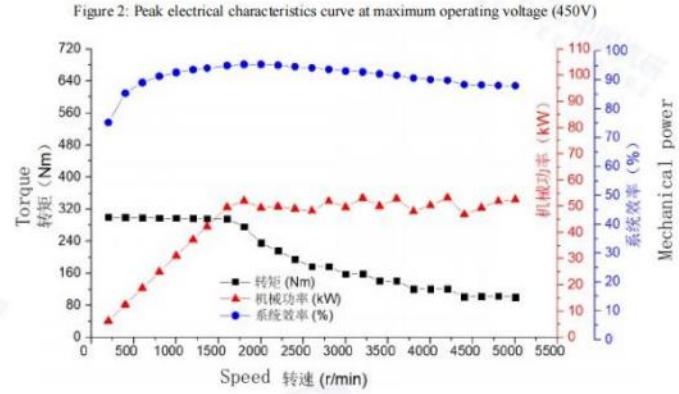
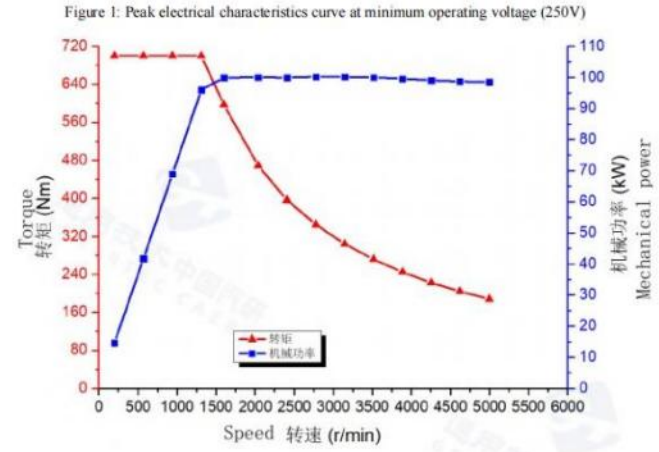
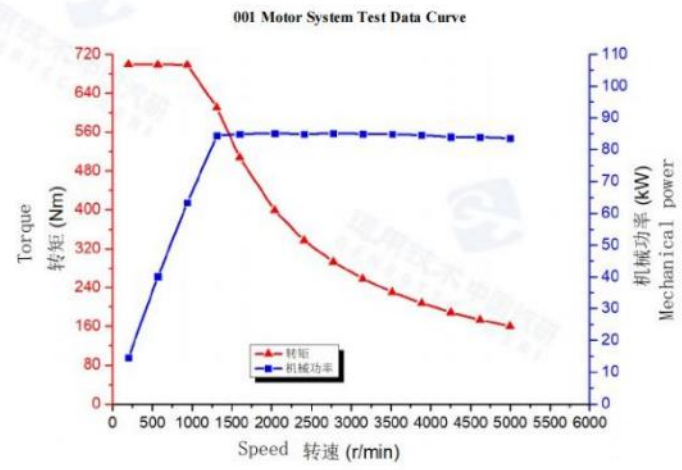


Key Takeaway: Performance parity is non-negotiable. The powertrain is engineered to meet and exceed user expectations for responsiveness, while the calculated battery capacity ensures practical, efficient daily use without range anxiety.



70KW Motor & Controller & Battery Pack Spec.

Item	Specification		Picture
Motor	Model	GLMP70LE /GEV1800MA	
	Rated Power	70kw	
	Peak Power	100kw	
	Rated Torque	280N.m	
	Peak Torque	700N.m	
	Rate speed	2388RPM	
	Max Working Speed	5000RPM	
	Insulation Class	H	
	Cooling	Water	
	Pole Pairs	2	
	Protection Class	IP67	
	weight	101kg	
	HS code	85015200	
Controller kit including key switch, stall switch, foot accelerator, harness, with contactor	Rated Input Voltage (battery voltage)	345V	
	Voltage range	260-460v	
	Cooling	Water cooling	
	Protection Class	IP67	
	Communication	CAN	
	Efficiency	95%	
	Size (L*W*H) (mm)	30*4288*149	
	Weight	15kg	
	HS code	85371090	
Lithium battery. 360V 105/210Ah	voltage	360V	
	Battery capacity(Ah)	105AH, 210AH etc	
	Type	3.2v LiFePO4 3.7v Li-NiCoMn	
	Size(mm)	customized	
	HS code	85072000	



001 Motor System Test Data Curve (Continued)

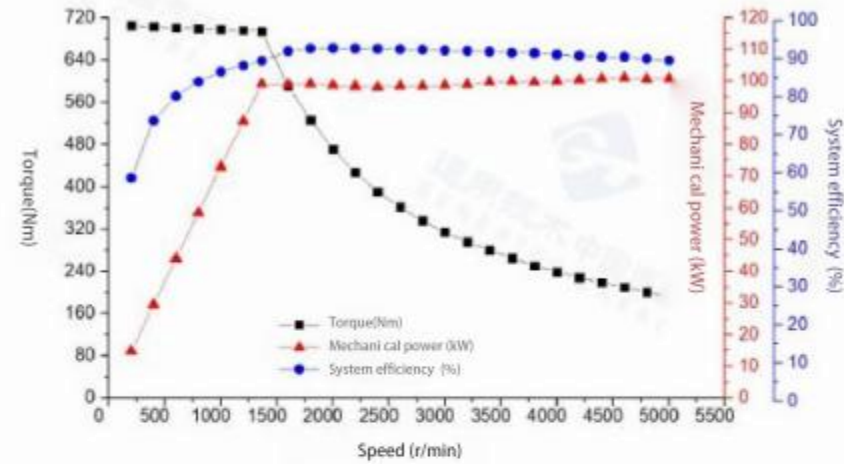


Figure 4: Peak Electric Characteristics Curve

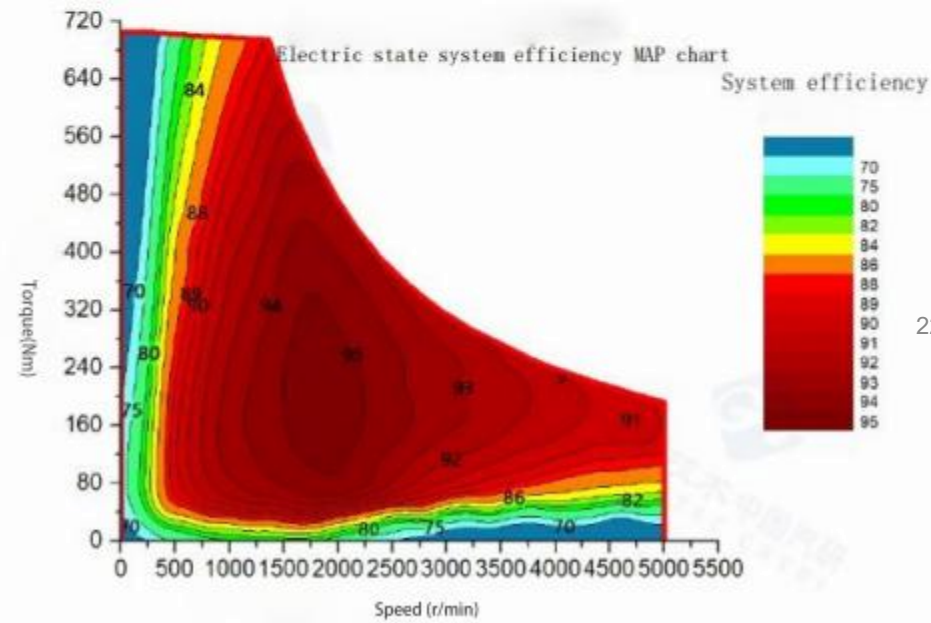


Figure 5: Electric Mode System Efficiency Map



001 Motor System Test Data Curve (Continued)

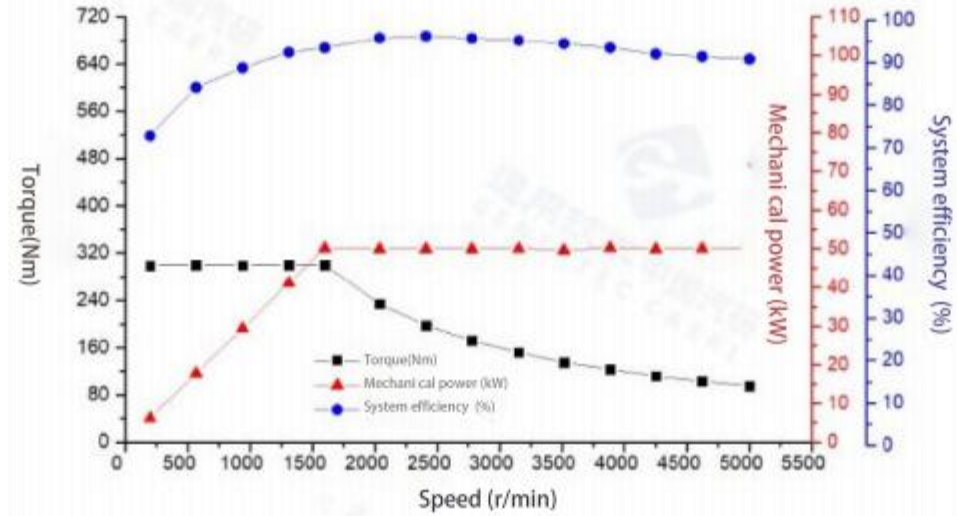


Figure 6: Rated power supply characteristic curve

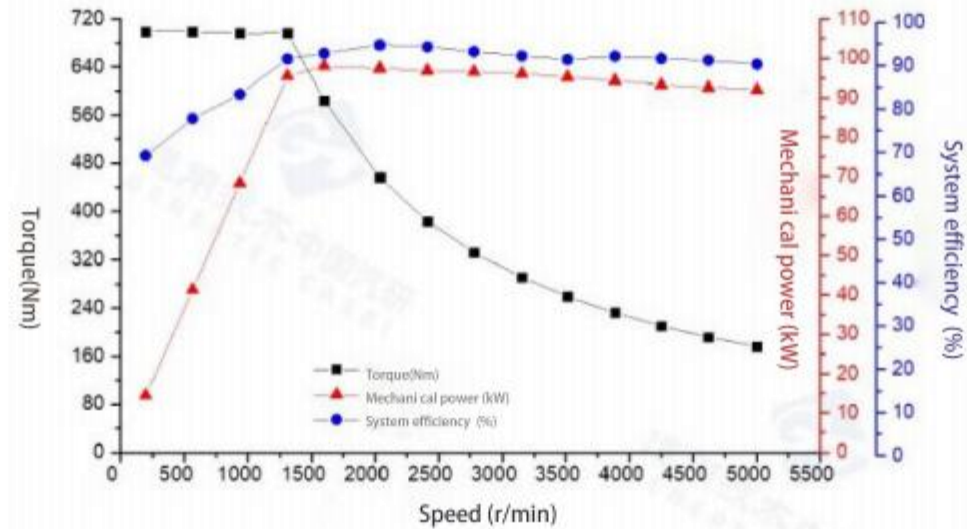


Figure 7: Peak Power Supply Characteristic Curve



Type	PMSM MOTOR	Model Number	TZ260XSC52
Cooling method	Liquid cooling	Manufacturing enterprise	Foshan Shunde GreenMotor Technology Co., Ltd.
Continuous power (kW)	50	Peak power(kw)	100
Continuous torque (Nm)	300.0	Rated speed (r/min)	1600
Peak torque (Nm)	700	Peak speed (r/min)	5000
Stall torque (Nm)	700	Insulation class	H
Rated voltage (VAC)	226	Protection level	IP67
Duty	S9	Stator winding cold-state DC phase resistance and tolerance (mΩ)	26.2±0.2
Weight and Tolerance (kg)	118±2	Dimensions and Tolerances (mm)	(φ326×365) ±2
Name	Drive Motor Controller	Model Specifications	KTZ32X40SL4K
Manufacturing enterprise	Foshan Shunde GreenMotor Technology Co., Ltd.	Cooling method	Liquid cooling
Rated capacity (kVA)	100.0	Maximum capacity (kVA)	200.0
Rated input voltage (VDC)	320	Continuous operating current (A)	200 (time ≥ 60 min)
Maximum operating voltage (VDC)	450	Short-time operating current (A)	400 (time ≥ 60s)
Minimum operating voltage (VDC)	250	Maximum operating current (A)	400 (time ≥ 60s)
Control Power (VDC)	12	Control method	☒ Speed control ☒ Torque control
Level	IP67	Output frequency range (Hz)	0~800
Weight and Tolerance (kg)	10.5±1	Dimensions and Tolerances (mm)	(400×311×90) ±2
Overvoltage Protection (V)	490	Undervoltage Protection (V)	220
Overcurrent Protection (A)	495	Overheat Protection (°C)	95
Speed control accuracy (±)%	1.00	Speed response time ≤ (s)	0.50@1600 rpm
Torque control accuracy (±)%	3.00@1365 rpm	Torque response time ≤ (s)	0.20@300Nm
System electric mode maximum efficiency	≥ 96%	Drive motor system high-efficiency operating range ≥ (%)	85.0
Maximum efficiency under regenerative	≥ 96%	Trademark	—



Vehicle Powertrain Torque Calculation Formula

Customer Vehicle	Full loading Kg	Motor Efficiency	Max Speed Km/h	Drag Coefficient	Windward Area m ²	Coefficient of rolling friction	Tire rolling radius (m)	Rear axle ratio	Differential Ratio		Max Climbing ability	Climbing Speed (Km/h)	Max vehicle Speed versus Power (Kw)	Max speed versus RPM (r/min)	(NM) Vehicle speed versus Torque	(NM) Max Climbing torque	(r/min) Max Climbing versus RPM	(Kw) Max Climbing versus Power needed
									No. of Stalls	Ratio								
	2300	0.9	120	0.391	2.66	0.0109	0.35	7.065	\	1	0.2	20	35.33	6425	52.51	258	1071	28.89
	1800	0.9	80	0.391	2.66	0.0109	0.23	7	\	1	0.25	15	12.52	6458	18.51	163	1211	20.72
	1870	0.9	20	0.4	2.5	0.0107	0.336	4.313	1	3.583	0.25	20	1.33	2440	5.19	112	2440	28.72
	1870	0.9	40	0.4	2.5	0.0107	0.336	4.313	2	2.053	0.25	20	3.35	2796	11.46	196	1398	28.72
	1870	0.9	60	0.4	2.5	0.0107	0.336	4.313	3	1.379	0.25	20	6.78	2817	22.99	292	939	28.72
	1870	0.9	80	0.4	2.5	0.0107	0.336	4.313	4	1.03	0.25	20	12.31	2806	41.91	391	701	28.72
	1870	0.9	100	0.4	2.5	0.0107	0.336	4.313	5	0.821	0.25	20	20.65	2795	70.53	491	559	28.72
	1870	0.9	120	0.4	2.5	0.0107	0.336	7.065		1	0.2	20	32.48	6693	46.34	201	1115	23.49
	1870	0.9	10	0.4	2.5	0.0107	0.336	4.313	R	3.417	0.25	20	0.62	1163	5.09	118	2327	28.72



Component Removal and Replacement List

Removed: Legacy Powertrain & Systems



Internal Combustion Engine (ICE)

Core fossil-fuel burning power source, replaced entirely by electric propulsion.



Liquid Fuel Tank & Exhaust System

Gasoline/diesel storage and complex emission control hardware eliminated.



Mechanical Auxiliary Components

Engine-driven alternator, starter motor, and air conditioning compressor are removed, as the electric platform provides more efficient electrical alternatives.

Added: Electric & Efficient Systems



Traction Motor & Lithium-Ion Battery Pack

High-efficiency electric motor paired with a dense, high-voltage battery as the new energy core.



Power Management & Zero Tailpipe Emissions

Integrated DC-DC converter optimizes power flow, achieving complete elimination of exhaust emissions.



Optimized Electric Auxiliary Systems

Electrically driven HVAC compressor for independent climate control, improving efficiency by decoupling from engine load and enabling precise energy management.



Retain vs Remove Original Gearbox

Aspect	Retain Original Manual Gearbox	Remove Original Gearbox
Pros	Lower cost,easier install, better climbing retains original driving feel More suitable for manual transmission platform	Simple structure,higher efficiency, less maintenance,better EV integration, smoother driving
Cons	More custom work(Spline shaft and Adapter plate) ,complex maintenance,drivetrain loss	Higher motor requirement,more chassis work,possible gear ratio limits
Best for	Pickups,off-road,heavy loads,mountain roads, low-budget,manual shifting lovers	Passenger cars,fleets ²⁷ ,vans/logistics, standardized projects,smart platforms, modern EV experience seekers



Case: Toyota Hilux: Original Fuel Performance

MAXIMUM POWER

100kW

PEAK TORQUE

350Nm

FUEL
CONSUMPTION

~10L/100 km

ESTIMATED
RANGE

~400km



Payload Capacity

Maintain the robust load-bearing capability essential for commercial and industrial material transport, ensuring no compromise on work efficiency.



Climbing Ability

Preserve low-end torque delivery to ensure reliable traction and superior performance on steep, uneven terrain typical of rugged worksites.



Worksite Durability

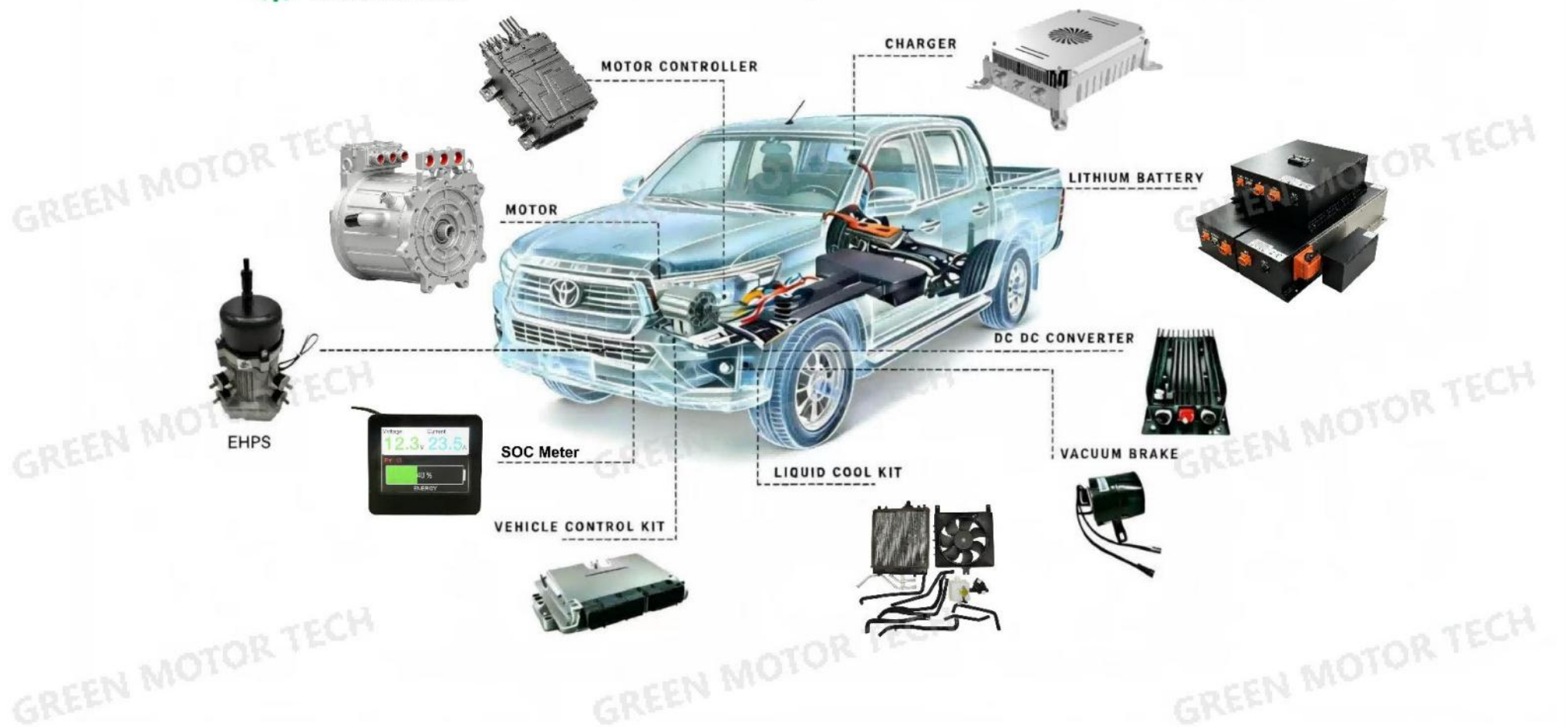
Ensure the converted vehicle uses reinforced components and heavy-duty axles to handle harsh operational environments with utmost robustness.







Convert your pickup to electric now!



Watch our Toyota Hilux EV conversion diary video:

https://www.youtube.com/playlist?list=PLH_S-bVz1dh8

Toyota Hilux: Performance Comparison After Conversion

Peak Power Maximum Output	Original Diesel 100 kW	Converted EV 100–120 kW	Range (Est.) Per Charge / Tank	Original Diesel ~400 km	Converted EV 180–220 km
Peak Torque Rotational Force	Original Diesel 350 Nm	Converted EV 300–400 Nm	0–60 km/h Acceleration Time	Original Diesel ~6.0 sec	Converted EV ~5.0 sec



Key Insight: While the electric range is reduced compared to diesel, it is fully sufficient for typical daily urban or worksite duties. The electric powertrain delivers instant torque for a noticeably smoother, more responsive driving experience—ideal for frequent stop-and-go environments like construction zones or city logistics routes.

Examples of Converted Vehicle Types



Small Sedan

Example: VW MK4

A common family car from the early 2000s, demonstrating how our technology can breathe new life into older models, cutting running costs while retaining efficiency for urban driving.



Pickup / Utility

Example: Toyota Hilux

A robust workhorse like the Toyota Hilux is ideal for conversion. We preserve its payload capacity while delivering reliable, low-cost operation for work sites.



Classic Car

Example: VW Beetle

Iconic models such as the VW Beetle gain a new lease on life. The conversion preserves its classic appearance while upgrading it with modern, eco-friendly powertrain technology.

Today's Focus: The Toyota Hilux, a globally popular and extremely robust utility vehicle, showcases how our conversion process maintains its legendary durability and payload capabilities while transitioning to efficient, sustainable power.



Fiat 500 Original Gearbox
Housing and Flywheel







Part 3. Essential Post-Conversion Tests



01. Performance

Quantitative assessment of acceleration metrics and gradeability (climbing ability) to ensure the converted powertrain delivers sufficient dynamic performance for real-world utility.



02. Economy

Measurement of energy consumption in kWh per 100 km under diverse real-world driving conditions to validate the economic viability of the conversion for everyday use.



03. Safety & Compliance

Rigorous testing of insulation resistance, high-voltage interlock functionality, and thermal runaway prevention systems to meet strict automotive safety standards.



04. Braking System Integration

Validation of seamless interaction between regenerative and hydraulic braking systems across various loads, ensuring reliable deceleration in emergency and repeated scenarios.



05. Long-Term Reliability & Durability

Evaluation of component endurance via accelerated life testing—including highway runs, charge-discharge cycling, and adverse weather trials—guaranteeing operational dependability for the vehicle's full lifecycle.



Ideal Use Cases for Converted EVs



Urban Commuting

Perfect for predictable short-to-medium daily city travel, with convenient overnight charging available at home or workplace locations.



Campus / Industrial Logistics

Ideal for enclosed environments like university campuses or factories with fixed daily routes, easily recharged at a central depot overnight.



Classic Car Preservation

Great for car shows and local cruising, avoiding the need for frequent long trips and costly vintage engine maintenance.



Low Emission Zone (LEZ) Access

A cost-effective upgrade to gain unrestricted access to city centers with strict emissions controls, avoiding daily charges.



Less Ideal: Long Distance

Not recommended for journeys requiring a range of 400+ km, especially in regions with sparse or underdeveloped public charging infrastructure.

Range anxiety and extended charging stops create significant practical limitations for users needing frequent long trips.

Key Points of Vehicle Integration and Installation



Motor Placement

The traction motor is directly mounted to the original gearbox housing using custom-engineered adapters, leveraging existing powertrain mounting points to maintain structural integrity and minimize modification complexity.



Battery Distribution Strategy

Battery packs are distributed low within the vehicle floorpan, which lowers the center of gravity to enhance handling and stability. This placement also maximizes impact protection and optimizes front-to-rear weight balance for safe and predictable performance.



Power Electronics Integration

The motor controller and onboard charger are neatly arranged within the available engine bay space. This configuration ensures robust thermal management for peak efficiency, while also maintaining easy service accessibility for maintenance and diagnostics.



Dashboard & User Interface

The original dashboard is retained for driver familiarity. A discreet add-on display provides critical EV data: State of Charge (SoC), real-time power flow, and regenerative braking status, keeping the driver informed without overwhelming the interface.

Critical Checks for Commissioning and Acceptance



HV Insulation Test

Conducted to ensure no risk of electric shock. It verifies high-voltage system integrity, confirming safe operation and insulation across all EV systems and components.



CAN Communication Validation

Verifies seamless data exchange between existing EV components and original vehicle systems (e.g., speedometer, ABS), with an independent, dual-bus architecture for robust CAN bus networks.



Brake System Validation

Tests the electric vacuum pump for brake assist, ensuring reliable and consistent brake performance under all operational conditions for driver safety.



Steering System Conversion Check

For hydraulic-to-electric conversions, we test the new EPS pump for smooth, responsive power integration with the vehicle's steering rack and control module.



Dual-Mode Charging Functionality

Validates full charging cycles for AC J1772 and DC fast charging (CCS), confirming the vehicle correctly manages power input, adheres to safety protocols, and maintains battery health during all charge modes.

Real-World Driving Experience and Data



Driving Feel

Delivers a consistently smooth and quiet ride, with the immediate torque characteristic of electric powertrains eliminating lag and enhancing overall driving comfort for daily commutes and long journeys alike.



Energy Cost Efficiency

Operational costs are drastically reduced, at approximately **\$0.015/km** for electricity, compared to **\$0.10–0.15/km** for traditional fossil-fuel powered vehicles, resulting in substantial long-term savings.



Simplified Maintenance

The electric drivetrain eliminates the need for oil changes, spark plug replacements, and other engine-related services, leading to fewer service intervals and significantly lower long-term vehicle upkeep costs.

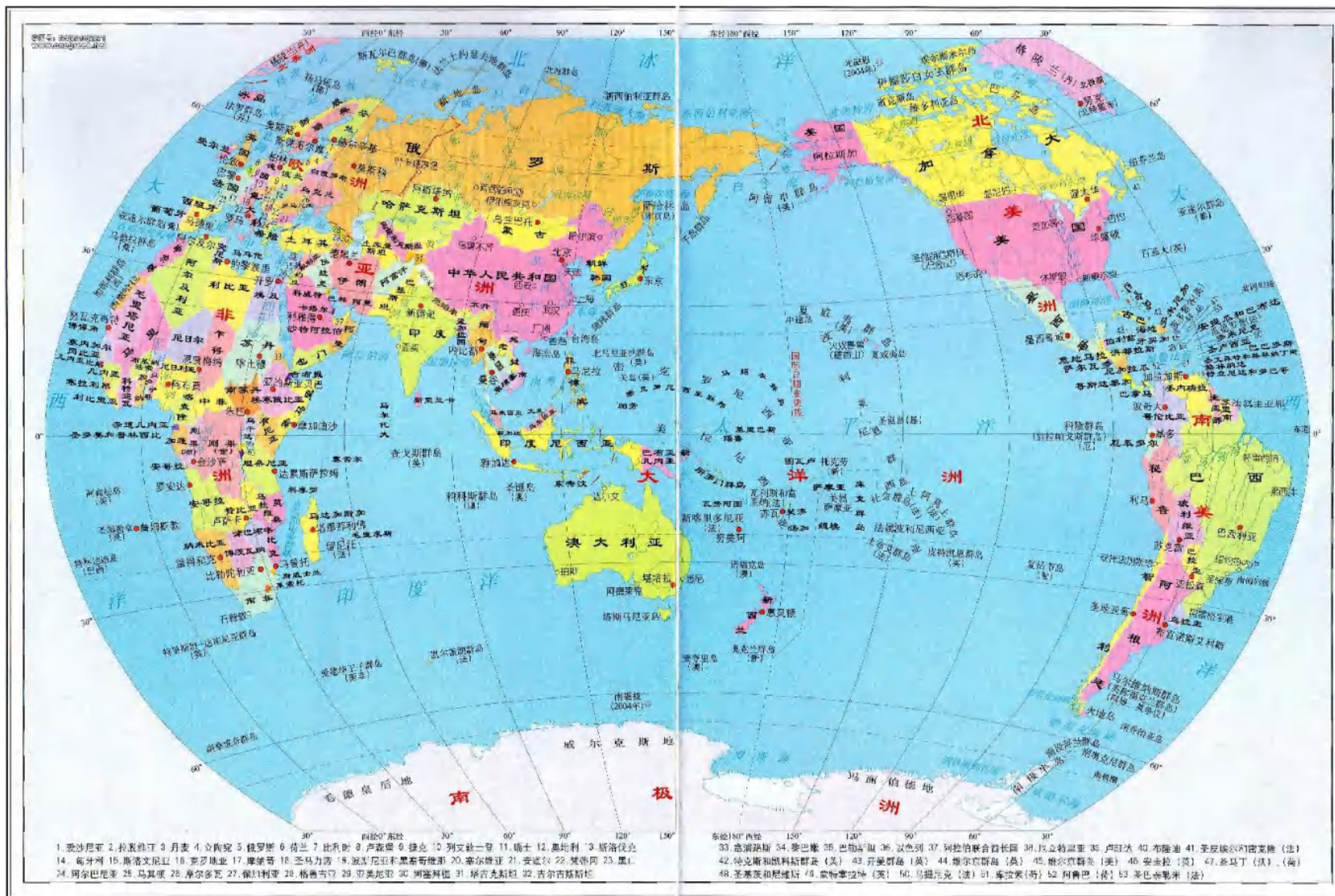


Owner Satisfaction

Internal post-conversion surveys show an approval rating of over 90%, with owners consistently praising the unbeatable combination of responsive performance, significant cost savings, and effortless usability.



Our Global Retrofit References





Italy



India



Philippines & Germany



Panama





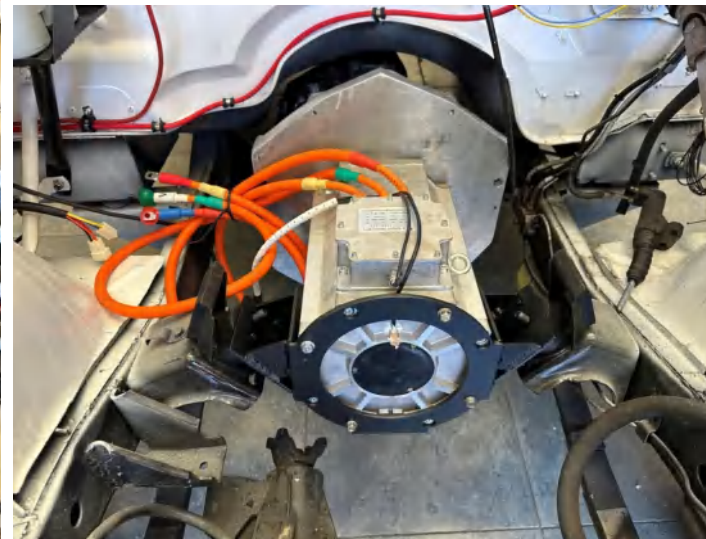
Britain



France



Netherlands



USA



Ethiopia

Part 4. National & Economic Benefits

National-Level Benefits (Globally Applicable)

Based on an average annual driving distance of 15,000 km, vehicle conversion delivers far-reaching societal, economic, and environmental advantages at a national scale.



CO₂ Emission Reduction

Each converted vehicle saves 2 – 4 tons of CO₂ annually, drastically lowering the carbon footprint of national transportation fleets and supporting climate action goals.



Reduced Fossil Fuel Dependence

Equivalent to saving ~1.5 barrels of oil per vehicle each year, this reduces reliance on imported petroleum, strengthens national energy security, and stabilizes fuel expenditure.



Green Industry & Job Creation

Stimulates the development of a specialized green remanufacturing sector, generating high-skill jobs in vehicle conversion, battery technology, and sustainable engineering.



Seamless Policy & Zone Compliance

Enables full adherence to strict "low-emission zone" (LEZ) regulations without forced vehicle scrapping, preserving existing automotive assets and reducing waste.

Personal Benefits for Vehicle Owners (Payback Calculation)



Conversion Cost

\$8k – 15k

Approximate investment for a full conversion, which represents a worthwhile long-term financial gain for vehicle owners.



Annual Fuel Savings

\$2k

Estimated annual saving based on 20,000 km driven, calculated from current fuel-to-electric energy cost differentials.



Payback Period

3 – 4 Years

The initial conversion investment can be fully recouped in just 3–4 years, not including further long-term maintenance benefits.



Priceless Emotional Value

Preserve a beloved classic car and breathe new life into it, creating a lasting legacy with a modern, sustainable heart.



Original Identity Retention

Keep the original license plates, exterior look, and unique character intact, avoiding the loss of the car's authentic identity.



Lower Long-term Maintenance

Eliminate oil changes, tune-ups, and complex engine servicing, leading to drastically reduced repair costs over the vehicle's life.

A Globally Replicable Business Model



Emerging Markets

In Southeast Asia, Africa, and South America, the prevalence of imported used cars paired with relatively cheap electricity makes conversion a highly attractive and accessible solution for a sustainable mobility industry.



Mature Markets

Europe and North America benefit from a strong classic car culture, generous government EV incentives, and emissions regulations, creating significant demand for preserving cherished heritage vehicles through electrification.



China's Supply Chain Edge

Leveraging the world's most complete EV supply chain, we can produce and distribute conversion kits and components at the lowest global costs, scaling the model efficiently for international markets.

CORE VALUE: By combining regional market insights with China's manufacturing prowess, the model delivers tailored, cost-effective solutions for diverse global markets.

Thank you

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GREENMOTORTECH
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LEADER OF LSV & DRIVE SYSTEMS

Why Choose the Green Motor Technology(GMT)

- ★ Less cost, more mileage
- ★ Unbeatable engine, 10 years lifespan, 2 years warranty
- ★ Leading one-stop EV drive system solutions provider for the world
- ★ 27 years motor manufacturing, 12 years EV conversion supply experience
- ★ 800+ clients across 130+ countries
- ★ 300+ customers on-site visit, 10+ years Alibaba international membership

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