

FOR RELEASE July 27, 2017 7:00 PM ET

Bollinger Motors Reveals B1 - World's First All-Electric Sport Utility Truck

- The Classic Car Club of Manhattan hosts the world premiere of the new Bollinger B1
- The Bollinger B1 is a no nonsense back-to-basics all-electric sport utility truck (SUT) with exceptional off road capability
- The world's first all-electric, all-wheel drive, off/ on road sport utility truck
- This environmentally-friendly project is a showcase for American ingenuity and a model for clean energy enterprise and innovation designed, engineered and manufactured in the US
- For full product information, click here for images and technical specifications:
<http://bollingermototr.com/pressroom>

July 27, 2017 7:00 pm ET (New York, NY) – Today, Bollinger Motors revealed the all-electric B1 sport utility truck to a global audience during a media event at the Classic Car Club of Manhattan.

Created from a clean sheet using a lightweight aluminum architecture, the Bollinger B1 is innovating the truck category by building the world's first fully working prototype of an all-electric sport utility truck. The B1 is painted in a special "Gunhouse" Grey, which is a nod to the road where the development work was completed, with black accents and a black satin wheel finish to complete the exterior appearance. The vehicle incorporates a rugged, heavy-duty truck design with a classic, 3-box look that will resonate with contemporary and traditional off-road vehicle enthusiasts. At an overall length of 150 (in), a width of 76.5 (in) and a height 73.5 (in) the B1 has an impressive stance and a perfect 50/50 weight balance front to back and side to side. The dual-motor powertrain provides full-time all-wheel drive, with best in class horsepower, torque and ground clearance distinguishing it from every other truck currently on the market.

"We are so thrilled to be able to finally take the wraps off of our Bollinger B1 SUT," said Bollinger Motors' founder and CEO, Robert Bollinger. "This is the culmination of what has been a 40-year-long boyhood dream of mine and I couldn't be more pleased with the vehicle and the incredible team who worked so hard to create it."

CHASSIS

The B1 employs an advanced chassis structure to underpin the vehicle and house its battery system and provide support for its off roading components.

The all-aluminum chassis with a high-strength, low-alloy (HSLA) steel rollover structure is designed for optimal off road vehicle proportions. It sports a wheelbase of 105 inches, front and rear track of 68 inches, an approach angle of 56 degrees, departure angle of 53 degrees, and break over angle of 33 degrees. The chassis by itself weighs just 295 pounds while not sacrificing structural or torsional rigidity. The base ride height provides for 15.5 inches of ground clearance but will be adjustable using a self-

leveling, 4-wheel independent, hydro-pneumatic suspension within the 10 inches of wheel travel. Disconnectable anti-roll bars allow traction enhancing, full suspension articulation during off-road maneuvers.

“Because the entire drivetrain and battery storage system is located between the chassis rails, the B1 has abundant and unique storage areas and a very low center of gravity providing for unsurpassed stability,” said Karl Hacken, Bollinger Motors’ lead engineer. “The hydraulically-assisted steering rack was designed in-house allowing us the ability to fine tune the driving dynamics to our exact specifications.”

The chassis rides on Mud Terrain LT285/70/R17 tires with high offset aluminum wheels for go anywhere traction and performance. The wheels are attached with eight lugs to knuckle-housed, geared axle hubs, which allow the entire suspension system to be raised on the chassis giving it the ability to clear a multitude of off-road obstructions. The regenerative braking system consists of 11.75 inch vented inboard discs and four-piston calipers.

PERFORMANCE

While the Bollinger B1 sports serious off-roading credentials, the vehicle also has impressive performance statistics generating 360 horsepower and a massive 472 lb-ft of torque. And with the instant torque provided courtesy of the electric drivetrain, the B1 has a noteworthy 0-60 time of just 4.5 seconds and a top speed of 127 miles per hour. The B1 weighs in at just 3,900 lbs giving it a 10.8 power to weight ratio. With a payload capacity of 6,100 lbs, the gross vehicle weight rating (GVWR) checks in at just over 10,001 lbs.

"The B1 combines Bollinger Motors’ advanced all-wheel-drive system with our all-electric powertrain to produce best-in-class horsepower, torque and ground clearance," said CJ Winegar, Bollinger Motors engineer. “This vehicle signifies a huge leap above what is currently on the market. There's nothing like it out there.”

The B1 employs a dual-motor powertrain configuration using front- and rear- mounted synchronous electric motors driving all four wheels, delivering up to 270 kW (360 hp) power. The production B1 will offer two lithium ion battery pack options: 60 kWh or 100 kWh, producing either 120 miles or 200 miles in range.

“At either a 120 or 200 mile estimated range, the Bollinger B1 will have more range than most electric vehicles on the road today," said John Hutchison, Bollinger Motors engineer. “The average US driver travels less than 36 miles per day, so the B1 has plenty of charge for anything you throw at it. I think we found the right combination of utility, off-road capability and range options.”

The B1 has a J1772 universal connector for conventional 110V and 220V charging while Level 3 “DC Fast” charging is completed through a CHAdeMO protocol charge port on the vehicle’s fender. The battery pack compartments are encased in four layers of protection between metal casings and water tight seals which are engineered to withstand submersion under 3.3ft of water for 30 minutes, which is the industry standard for EVs.

INTERIOR

The Gunhouse Grey color and black accents are carried through to the interior with black leather seats. As this is a vehicle designed with the rugged outdoorsman in mind, the Bollinger SUT seats up to four occupants wrapped in a steel passenger safety cage. For ease of cleanup the interior can be fully hosed down as all of the instruments have rubber seals and gaskets and polyurethane-coated floor pans.

The interior is minimalist by design providing only the necessary controls to operate the vehicle both on and off road. The vehicle's generous use of aluminum continues into the occupant cabin and is featured along the instrument panel (IP). The IP has four prominent circular gauges including a digital readout for ready status, range updates, charging status and all FMVSS warning signals. A mechanical speedometer is employed with an odometer inset; a battery level indicator; turn signals; and there's also a unique mechanical tachometer which displays the average of the two motor's revolutions per minute. All of the gauges have chrome bezels, black backgrounds and white numbering and lettering giving the IP a clean and classic look.

The steering column is a traditional 3-spoke, leather-wrapped wheel with stalks on the left side of the column for the turning indicator and tilt wheel. On the right side of the column the driver has a "three on the tree" style PRNDL which controls the vehicle's gear shift positions.

On the lower left side of the dash there are controls for lights, windshield wipers, air suspension and the built-in winch. On the lower right side, there are controls for front differential lock, rear differential lock, fan speed and climate control.

The HVAC system employs an industry first 3-section roller system which sits atop the dashboard and runs the length of the interior from the driver to passenger side of the vehicle. Occupants can choose to open and close the vents and they also have the ability to turn the roller toward or away from them for varying degrees of air flow. This also allows for a quick and direct manual defrosting or defogging of the front windscreen when necessary.

The center section of the dash also incorporates a unique 13 inch by 14 inch passthrough door. The compartment allows for easy access into the frunk and can accommodate up to 24 2X4 boards for either professional contractors or the do-it-yourselfer working on a weekend project. With unobstructed space between the closed front and rear liftgates, 12 foot boards can be fully stored within the enclosed truck. When the rear liftgate is down, boards up to 16 feet can easily be transported.

Above the passthrough sits a gauge-style, marine radio stereo receiver. The in-dash waterproof receiver has Bluetooth capability with AM/FM Radio, AUX Input for iPod/MP3 Players and SD/USB Flash Readers. Sound from the unit is directed to four speakers inside the cabin. To the right side of the passthrough are twin 110 volt power outlets which allow occupants the ability to hook up their electronic devices, camping equipment, power tools or whatever the adventure calls for.

"Since the B1 is an all-electric truck, it's really a portable energy source," Says Bollinger. "So we put 100 volt plugs throughout the truck so you can use it to power any equipment and tools you might need out in the field. USB and 12 volt plugs are also integrated into the dash to cover all power needs."

"The interior follows the strong and straight-line design of the exterior using simplicity and straight-forwardness as the main design language," said Ross Compton, who assisted Bollinger with the design of the B1. "We also wanted to give the vehicle a feel of openness and spaciousness so you can use the vehicle in a variety of different ways."

MANUFACTURING AND RETAIL

Bollinger Motors has a design, engineering and development center in Hobart, New York and the company is in talks with third-party independent vehicle manufacturers in the US who are conducting feasibility studies and financial estimates. Using an established manufacturer brings with it an inherent knowledge of the build process and also helps to control and mitigate costs. Bollinger is also engaged with the state of New York and reviewing options for potential future build facilities.

"While we'll be announcing pricing and manufacturing targets later this year, the business case for the B1 makes sense at a very realistic and modest production number and at a price point of a nicely equipped sport utility vehicle," said Bollinger. "When you factor in this vehicle's superiority over the other choices on today's market, we think we have a winning combination."

Once manufacturing is finalized, B1 deliveries are targeted to start within 19 months. Initially a direct-to-consumer sales model will be employed for the B1 and , in the future, Bollinger will also look to open company and retail stores in major cities across the US. For now, the B1 will be available through bollingermotors.com and interested individuals can reserve a spot simply by signing up online with no money down. In early 2018 reservation holders will be able to order their B1 with a \$1,000 down payment.

BOLLINGER B1 SPECIFICATIONS

Item	Specification
Passengers	4
Seat Material and Color	Black Leather
Drive	AWD
0-60 (sec)	4.5
Top Speed (mph)	127
Horsepower	360
Torque (lb-ft)	472
Total Vehicle Weight (lbs)	3,900
Chassis Weight (lbs)	295
Power / Weight Ratio	10.8
Energy Storage (kWh)	60 or 100
Range (mi)	120 or 200
Motor	Dual Front/ Rear
MPGe (est)	67.4
Wheelbase (in)	105
Length (in)	150
Width (in)	76.5
Height (in)	73.5
Rear Track	68
Ground Clearance (in)	Adjustable between 10 - 20
Approach/ Breakover / Departure	56/33/53
Payload Capacity (lbs)	6,100
Total Cargo Capacity w rear seats removed including the	

frunk and passthrough area (cu ft)	95
Storage Capacity Frunk (cu ft)	14
Towing Capacity (lbs)	6,100
How many sticks of 2x4s can fit through the passthrough	24
Length from front to rear liftgates with liftgates closed (ft)	12
Length from front to rear liftgates with liftgates open (ft)	15' 4"
Number of 1/2" sheets of 4x8 drywall stacked bottom to top on the rear cargo area	72
Wheel Size Front/Rear	LT285/70/R17
Wheel Color	Black Satin
GVWR (lbs)	10,001
Charging Ports	J1772 (110 & 220) & CHAdeMO (DC Fast)
Brakes	11.75 inch vented; regenerative; 4-wheel anti-lock inboard discs
Width/ height of the pass-thru (in)	13" wide x 14" high
Charge Time 60 kWh (From fully depleted)	Level 2 (220v): 7.3 hours DC Fast: 45 min
Charge Time 100kWh (From fully depleted)	Level 2 (220v): 12.1 hours DC Fast: 75 min
Weight Balance	50/50
Skid Plate Thickness	1/4 inch ribbed aluminum
Exterior Color	Gunhouse Grey with Black Accents

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About Bollinger Motors

Started in 2014, Bollinger Motors is a US-based company headquartered in New York State. We're revolutionizing truck and SUV design by creating the B1 - the world's first all-electric, on-and-off-road sport utility truck (SUT). This medium-duty SUT is truly innovative -- engineered from the ground up with an all-electric powertrain, unique storage options, all-aluminum chassis, adjustable suspension, and convertible cab panels. It's second to none off-road, and the perfect work truck for ranchers, builders, do-it-yourselfers, or anyone looking for an electric vehicle with unparalleled traction, torque, and ground clearance. This project is a showcase for American ingenuity and a model for clean energy enterprise and innovation based here in the United States.

Reserve your truck at www.bollingermotors.com/reserve and follow our journey at [bollingermotors.com/blog](http://www.bollingermotors.com/blog), and on social media at [facebook.com/bollingermotors](https://www.facebook.com/bollingermotors), [@bollingermotors](https://www.instagram.com/bollingermotors), [LinkedIn/in/BollingerMotors](https://www.linkedin.com/company/bollingermotors), [instagram.com/bollingermotors](https://www.instagram.com/bollingermotors), <http://bit.ly/2gGV6VQ> and [linkedin.com/company/bollingermotors](https://www.linkedin.com/company/bollingermotors).

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