This presentation (the “Presentation”) does not constitute an offer to sell to any person, or a general offer to the public of, or the general solicitation from the public of offers to subscribe or purchase, any of the securities of GreenPower Motor Company Inc. (“GreenPower” or the “Company”). Distribution or copying of the Presentation, in whole or in part in any medium, to any is prohibited without the prior written consent of the Company. The information contained in these slides, the presentation made to you verbally and any other information provided to you (in writing or otherwise) is in connection with the Company and its business (the “Presentation Materials”) is subject to updating, completion, revision, verification and amendment without notice which may result in material changes. Securities of the Company are a highly speculative investment and are not intended as a complete investment program.

The Presentation Materials are not intended to provide financial, tax, legal or accounting advice and do not purport to contain all of the information that a reader may require. Each reader should perform and rely on its own investigation and analysis of the Company, including the merits and risks involved and are advised to seek their own professional. All monetary figures are in Canadian dollars unless otherwise stated.

The Presentation Materials have been prepared by the Company. No securities commission or similar regulatory authority in Canada has reviewed or in any way passed upon the Presentation Materials, and any representation to the contrary is an offence. Neither the Company nor its agent makes any representation or warranty, express or implied, and assumes no responsibility for the accuracy or completeness of the information contained in the Presentation Materials or any other oral or written communication transmitted to readers, and nothing contained in this summary is, or shall be relied upon as, a promise or representation by the Company or its agent as to the past or future performance of the Company.

Certain information contained in the Presentation has been provided by third-party sources and has not been independently audited or verified, by the applicable parties. No representation or warranty, express or implied, is made by the Company as to the accuracy or completeness of the information contained in the Presentation Materials or any other oral or written communication transmitted to readers, and nothing contained in this summary is, or shall be relied upon as, a promise or representation by the Company.

The securities of the Company have not been and will not be registered under the United States Securities Act of 1933, as amended (the “U.S. Securities Act”), or any state securities laws and may not be offered or sold within the United States or to, or for the account or benefit of, “U.S. persons,” as such term is defined in Regulation S under the U.S. Securities Act, unless an exemption from such registration is available.

Certain statements contained in the Presentation constitute forward-looking statements. The use of any of the words “anticipate,” “believe,” “continue,” “could,” “estimate,” “expect,” “intend,” “may,” “will,” “plans,” “project,” “should,” “target” and similar expressions are intended to identify forward-looking statements. Such statements represent the Company’s internal projections, estimates or beliefs concerning, among other things, an outlook on revenues or other expectations, beliefs, plans, objectives, assumptions, intentions or statements about future events or performance. These statements involve known and unknown risks, uncertainties and other factors that may cause actual results or events to differ materially from those anticipated in such forward-looking statements. The Company believes the expectations reflected in those forward-looking statements are reasonable but no assurance can be given that these expectations will prove to be correct and such forward-looking statements included in, or incorporated by reference into, the Presentation should not be unduly relied upon. These statements speak only as of the date of the Presentation, which is March 11, 2017.

Forward-looking statements included in this Presentation include, but are not limited to, statements with respect to: the Company’s long-term vision to be a leading developer and manufacturer of electric powered vehicles for commercial markets; the Company’s belief that trend of declining cost of batteries will continue which will favorably impact the price of the GreenPower products compared to a traditional diesel bus; anticipation that GreenPower’s buses will generate annual fuel savings of up to US $35,000 compared to a diesel bus, not including maintenance savings; that the range is greater than 175 to 300 miles on a single charge; information related to BYD, Proterra, NovaBus, and New Flyer; the statement that GreenPower is poised for explosive growth; the Company’s revenue projections and EBITDA per share projections for the fiscal years ending March 31, 2018, March 31, 2019, and March 31, 2020; and future milestones of the Company including completion of the manufacturing facility, test drives and demonstrations with prospects for factory representatives, completion of the Altoona testing and expanding sales pipeline and order book.
DISCLAIMER & FORWARD LOOKING STATEMENTS

Some of the risks and other factors which could cause results to differ materially from those expressed in the forward-looking statements contained in the Presentation include, but are not limited to:

- general economic conditions in Canada, the United States, China and globally; transportation industry conditions; demand for the Company’s products; potential delays or changes in plans with respect to deployment of services or capital expenditures; possibility that government policies or laws may change; availability of sufficient financial resources to pay for the development and costs of the Company’s products and services; ability to locate satisfactory industry partners; competition for, among other things, capital and skilled personnel; changes in economic and market conditions that could lead to reduced spending on green energy initiatives; competition in our target markets; potential capital needs; management of future growth and expansion; the development, implementation and execution of the Company’s strategic vision; risk of third-party claims of infringement; legal and/or regulatory risks relating to the Company’s business and strategic acquisitions; protection of proprietary information; the success of the Company’s brand development efforts; risks associated with strategic alliances; reliance on distribution channels; product concentration; our ability to hire and retain qualified employees and key management personnel.

Management believes that the expectations reflected in forward-looking statements will assist readers in determining the scope of the opportunity available to the Company and are based upon reasonable assumptions and information currently available which include, management’s current expectations, estimates and assumptions as approved by management on March 11, 2017 that: the proposed revenues for the fiscal years ending March 31, 2018, March 31, 2019, and March 31, 2020 reflect identified bus sales in the current sales pipeline and the minimum number of transit, double-decker, and the Synapse line of bus sales and an appropriate product type mix that Management believes is achievable given funding programs in place such as the VW Mitigation Trust; the proposed EBITDA per share reflects actual gross margins on buses in the sales pipeline and improving margins on sales in fiscal years 2019 and 2020; the non-production payroll and travel and related costs increases 3% per month from current levels; the employee payroll taxes and benefits remain consistent at 8% and 4% of total payroll respectively, the electric transit market in Canada and the United States ("US") will remain stable, the global economic environment will remain stable, the Canadian dollar exchange rate relative to the US dollar will not fluctuate significantly relative to current levels, and the Company’s business strategy, plans, outlook, projections, targets and operating costs will be consistent with the experience over the past 12 months, the Company will be able to deliver completed buses on time, the Company’s clients will not default on their purchase terms, governmental regulations and taxation will not change to adversely affect the Company’s business and financial results, and the Company will be able to obtain adequate insurance and financing; however, management can give no assurance that actual results will be consistent with these forward-looking statements. The presentation of EBITDA, a calculation of proposed earnings excluding interest, taxes, depreciation and amortization is a non-GAAP financial measure without a standardized meaning under the Company’s GAAP and may not be comparable to other measures presented by other issuers. Management believes EBITDA is a useful measure of proposed cashflows to be generated by the business. Management has not provided a reconciliation between EBITDA and earnings per share, a GAAP measure also presented.

These financial projections relate to future performance and reflect our views as at March 11, 2017 and are subject to known and unknown risks, uncertainties and assumptions that may cause future results, performance or achievements to differ materially from those expected. We believe the expectations reflected in these financial projections are reasonable but no assurance can be given that these expectations will prove to be correct and these financial projections should not be unduly relied upon. We cannot guarantee future results, level of activity, performance or achievements. Consequently, we make no representation that the actual results achieved will be the same in whole or in part as those set out in the financial projections.

Readers are cautioned that the foregoing lists of factors are not exhaustive. These forward-looking statements are made as of the date of the Presentation and the Company disclaims any intent or obligation to update publicly any forward-looking statements, whether as a result of new information, future events or results or otherwise, other than as required by applicable securities laws. Readers should consult all of the information set forth herein and should also refer to the risk factor disclosure outlined in the Company’s annual and interim reports filed from time-to-time with the British Columbia Securities Commission on SEDAR at www.sedar.com.

The information in the Presentation is intended for use only by persons resident in jurisdictions where such use is lawful. Nothing in the Presentation constitutes, and under no circumstances is to be construed as, an offer or solicitation to purchase securities of, or advertisement for, securities of the Company.
• The long-term vision is to be a leading developer and manufacturer of electric powered vehicles for commercial markets.

• GreenPower’s current focus is the development and sale of all-electric buses for transit operators, shuttle operators, schools, universities and governments in the North American market.
• There are 69,950 transit buses available for service in the US and 15,604 transit buses available for service in Canada (Source: 2015 APTA Fact Book).

• In 2013, transit agencies in Canada and the United States received delivery of 5,083 new heavy duty buses, which represents a multibillion dollar annual market (Source: New Flyer).

• Until recently, batteries were too expensive and didn’t deliver the range on a single charge to economically support an all electric bus.

THE SCHOOL BUS INDUSTRY

• The most recent information for 2015 shows that school bus sales in the United States by type were as follows (Source: 2016 School Bus Fleet Fact Book).

<table>
<thead>
<tr>
<th>Type</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>A/B</td>
<td>6,560</td>
</tr>
<tr>
<td>C</td>
<td>24,830</td>
</tr>
<tr>
<td>D</td>
<td>4,103</td>
</tr>
<tr>
<td>Total</td>
<td>35,493</td>
</tr>
</tbody>
</table>
KEY GROWTH DRIVERS

• GreenPower believes that a significant portion of the $2.9 billion from the VW Mitigation Trust will be used to acquire new all-electric transit buses, shuttle buses and school buses.

• The Price per seated passenger of $10,500 for GreenPower’s double decker and $7,500 to $9,800 for GreenPower’s high floor Synapse buses provides operators with a significant competitive advantage compared to the over $20,000 per seated passenger with a traditional all-electric transit bus.

• The cost of batteries has declined significantly over the past five years and the capabilities of the batteries used by GreenPower have improved significantly over the past few years making the use of the GreenPower all-electric buses a viable alternative to a traditional diesel bus.

• It is anticipated that a GreenPower transit bus will generate estimated annual fuel savings of up to US$35,000 (calculated in late 2016) compared to a diesel bus, not including maintenance savings. A case study from a significant transit authority in the State of Washington determined that an electric transit bus is the best option based on cost of ownership.
FIRST PRODUCT: THE EV350 FORTY FOOT ALL-ELECTRIC BUS

- 185 Mile Range or More on a Single Charge
- 100% Electric Siemens Drive System
- Silent Drive
- Custom Chassis with Monocoque Body
- FlexPower Custom Power Settings
- Zero-Emission Vehicle
- 2 to 5 Hours Charge Time
# HEAVY DUTY BUS PRODUCT LINE SPECIFICATIONS

<table>
<thead>
<tr>
<th>Model</th>
<th>EV250</th>
<th>EV300</th>
<th>EV350</th>
<th>EV400</th>
<th>EV450</th>
<th>EV500</th>
<th>EV550</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>30ft</td>
<td>35ft</td>
<td>40ft</td>
<td>45ft</td>
<td>60ft</td>
<td>45ft Coach</td>
<td>45ft Double Decker</td>
</tr>
<tr>
<td>Width</td>
<td>102 Inches</td>
<td>102 Inches</td>
<td>102 Inches</td>
<td>102 Inches</td>
<td>102 Inches</td>
<td>102 Inches</td>
<td>102 Inches</td>
</tr>
<tr>
<td>Height</td>
<td>10.5ft</td>
<td>10.7ft</td>
<td>10.7ft</td>
<td>10.7ft</td>
<td>10.7ft</td>
<td>10.9ft</td>
<td>14ft</td>
</tr>
<tr>
<td>Seats</td>
<td>28+Standees</td>
<td>34+Standees</td>
<td>40+Standees</td>
<td>44+Standees</td>
<td>60+Standees</td>
<td>55</td>
<td>100+Standees</td>
</tr>
<tr>
<td>Doors</td>
<td>1 or 2</td>
<td>1 or 2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Battery Size</td>
<td>210 kWh</td>
<td>260 kWh</td>
<td>320 kWh</td>
<td>320 kWh</td>
<td>400 kWh</td>
<td>400 kWh</td>
<td>478 kWh</td>
</tr>
<tr>
<td>Range</td>
<td>&gt;175 Miles (280 km)</td>
<td>&gt;175 Miles (280 km)</td>
<td>&gt;185 Miles (300 km)</td>
<td>&gt;185 Miles (300 km)</td>
<td>&gt;185 Miles (300 km)</td>
<td>&gt;185 Miles (300 km)</td>
<td>300 Miles (385 km)</td>
</tr>
<tr>
<td>Drive Motor</td>
<td>Siemens</td>
<td>Siemens</td>
<td>Siemens</td>
<td>Siemens</td>
<td>Siemens</td>
<td>Siemens</td>
<td>Siemens</td>
</tr>
<tr>
<td>Battery System &amp; BMS</td>
<td>J.D. Power LiFePO4</td>
<td>J.D. Power LiFePO4</td>
<td>J.D. Power LiFePO4</td>
<td>J.D. Power LiFePO4</td>
<td>J.D. Power LiFePO4</td>
<td>J.D. Power LiFePO4</td>
<td>GPB621</td>
</tr>
<tr>
<td>Life Cycle</td>
<td>12+ Years</td>
<td>12+ Years</td>
<td>12+ Years</td>
<td>12+ Years</td>
<td>12+ Years</td>
<td>12+ Years</td>
<td>12+ Years</td>
</tr>
</tbody>
</table>

**For All Models:** Eaton or ZF-Axles; Neway/Knorr-Suspension; Parker or Wabco-ECAS; Knorr/Bendix-Brakes-; Actia or Parker-Driver Panel; ThermoKing/Electric- HVAC
## SCHOOL / SHUTTLE BUS PRODUCT LINE SPECIFICATIONS

<table>
<thead>
<tr>
<th></th>
<th>30-Foot School Bus</th>
<th>36.5-Foot School Bus</th>
<th>30-Foot Shuttle Bus</th>
<th>36.5-Foot Shuttle Bus</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Seating</strong></td>
<td>Up to 39</td>
<td>Up to 72</td>
<td>Up to 32</td>
<td>Up to 44</td>
</tr>
<tr>
<td><strong>Doors</strong></td>
<td>1 + Emergency Exits</td>
<td>1 + Emergency Exits</td>
<td>1 + Emergency Exits</td>
<td>1 + Emergency Exits</td>
</tr>
<tr>
<td><strong>Battery Size</strong></td>
<td>100-200 kWh</td>
<td>100-200 kWh</td>
<td>100-200 kWh</td>
<td>100-200 kWh</td>
</tr>
<tr>
<td><strong>Range</strong></td>
<td>80-160 miles (130-260 km)</td>
<td>80-160 miles (130-260 km)</td>
<td>80-160 miles (130-260 km)</td>
<td>80-160 miles (130-260 km)</td>
</tr>
<tr>
<td><strong>Drive Motor</strong></td>
<td>In-Wheel</td>
<td>In-Wheel</td>
<td>In-Wheel</td>
<td>In-Wheel</td>
</tr>
<tr>
<td><strong>HVAC</strong></td>
<td>Thermo King All-Electric</td>
<td>Thermo King All-Electric</td>
<td>Thermo King All-Electric</td>
<td>Thermo King All-Electric</td>
</tr>
<tr>
<td><strong>Life Cycle</strong></td>
<td>15 Years</td>
<td>15 Years</td>
<td>15 Years</td>
<td>15 Years</td>
</tr>
</tbody>
</table>
GreenPower is an original equipment manufacturer (OEM) and integrates components designed specifically for its buses from leading global companies into the Company’s proprietary design and chassis.

GreenPower’s buses are made in partnership with suppliers such as:

- Siemens
- Koil
- ZF
- Parker
- Thermo King
- Tongda
- Sunhold
- Alcoa Wheels

The foregoing list of suppliers is intended for reference and general information purposes only. GreenPower does not purport to own the foregoing trademarks, trade names, logos and images.
## COMPETITIVE ANALYSIS

### 40-Foot Electric Buses

<table>
<thead>
<tr>
<th>Category</th>
<th>Long-Range</th>
<th>Short-Range (En-Route Charge)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Company Model</td>
<td>GreenPower EV350</td>
<td>BYD K9</td>
</tr>
<tr>
<td>Curb Weight</td>
<td>31,320 lbs</td>
<td>31,967 lbs</td>
</tr>
<tr>
<td>Battery Size (kWh)</td>
<td>320 kWh</td>
<td>324 kWh</td>
</tr>
<tr>
<td>Range-single charge</td>
<td>&gt;300 km</td>
<td>&gt;250 km</td>
</tr>
<tr>
<td>Drive System</td>
<td>Siemens ELFA (Axle)</td>
<td>BYD (In-Wheel)</td>
</tr>
<tr>
<td>Estimated Price—Before Options</td>
<td>US $788,688</td>
<td>US $779,000</td>
</tr>
<tr>
<td>Charging Station</td>
<td>US $50,000</td>
<td>US $50,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

GreenPower has obtained information on BYD and Proterra from their respective websites, press releases and other information available in the public domain. Such information has not been independently audited or verified by GreenPower and no representation or warranty, express or implied, is made by GreenPower as to the accuracy or completeness of such information.
ORDERS AND DEPLOYMENTS

-10 EV350 40 Foot Buses
-11 Charging Stations

-1 36.5 Foot School Bus
-1 30 Foot School Bus

-1 EV250 30 Foot Bus
-1 Charging Station

-1 EV550 Double Decker Bus
-1 Charging Station

-1 EV550 Double Decker Bus
-1 Charging Station
On December 7th, 2016, GreenPower announced that the City of Porterville, California, has been awarded US $9.5 Million by the California Air Resources Board (CARB) to deploy the following products:

• 10 GreenPower EV350 All-Electric 40-Foot Transit Buses
• 11 Charging Stations
• These funds were granted from the highly competitive CARB Zero-Emission Truck and Bus Pilot Program.
At the end of 2016, GreenPower deployed its first all electric double decker bus for a pilot project with CVS Tours and the GVHA in Victoria, Canada.

The pilot program will evaluate the feasibility for a fully electric bus transportation system for GVHA’s cruise ship terminal.

GVHA currently operates 60 buses, a portion of which are double decker transit buses.

The City of Victoria and the GVHA have a mandate to reduce noise levels and GHG emissions for operators at the cruise ship terminal.
STATE OF WASHINGTON ELECTRIC BUS CONTRACT

• On November 4, 2014, The State of Washington issued the first bid by a state which included all-electric buses. Contract 
  #09214 for Heavy duty buses which included Electric plug-in, Electric en-route, Diesel, CNG, and Hybrid Electric was awarded 
  on July 24, 2015.

• GreenPower was successfully awarded six categories:
  • 30 Footer Plug-In Electric
  • 35 Footer Plug-In Electric
  • 40 Footer Plug-In Electric
  • 45 Footer Plug-In Electric
  • 60 Footer Plug-In Electric
  • 45 Footer High Floor Electric

• The original solicitation for Bid #09214 states that over the term of the contract for all 32 categories including the 6 above. 
  According to the State of Washington, it is estimated that the contract could reach up to 800 buses at approximately $480 
  million dollars.

• On February 26, 2016, GreenPower announced its first sale under this contract being an EV250 all-electric transit bus to 
  Twin Transit Agency, a public transportation provider in the State of Washington. Twin Transit is looking at acquiring up to 
  four all-electric transit buses over the next few years.
FACTORY DIRECT REPRESENTATIVES

- **ADOMANI**
  - California

- **EVP**
  - Arizona
  - Colorado
  - Nevada

- **AMC TRANSPORTATION**
  - Florida

- **CITYVIEW**
  - Ontario
  - Quebec
  - Maritime Provinces
On December 15, 2016, CARB announced the 2017 model year EV550 was eligible for its Hybrid and Zero Emission Truck and Bus Voucher Incentive Program (“HVIP”) worth $95,000 for each unit sold in California, with an additional $15,000 when deployed in disadvantaged communities.

On January 21, 2016, the 2016 model year of GreenPower’s EV350 became eligible under CARB’s (HVIP) for a Voucher Amount of $95,000.
VW MITIGATION TRUST

• $2.9 billion Mitigation Trust is part of the overall VW settlement to resolve the cheating scandal for the NOx emissions from VW Passat and Jetta’s equipped with diesel engines.

• One of the primary Mitigation Actions is to provide funding for the acquisition of new all-electric transit buses, shuttle buses and school buses.

• Government and schools can receive funding of up to 100% and non-government can receive funding of up to 75% to acquire a new all-electric bus. The funds have been allocated, to the 50 states, District of Columbia, Puerto Rico, and native tribes.
## PRICE PER SEATED PASSENGER

<table>
<thead>
<tr>
<th>Bus</th>
<th>Seating</th>
<th>Price</th>
<th>Price Per Seat</th>
</tr>
</thead>
<tbody>
<tr>
<td>EV550 Double Decker</td>
<td>100</td>
<td>$1,050,000</td>
<td>$10,500</td>
</tr>
<tr>
<td>Synapse Shuttle 200 kwh</td>
<td>40</td>
<td>$389,500</td>
<td>$9,737</td>
</tr>
<tr>
<td>Synapse Shuttle 100 kwh</td>
<td>40</td>
<td>$299,500</td>
<td>$7,487</td>
</tr>
<tr>
<td>40-Foot All-Electric Low-Floor Transit</td>
<td>40 to 41</td>
<td>$815,000 to $850,000</td>
<td>$20,000 to $21,250</td>
</tr>
</tbody>
</table>

GreenPower’s double-decker and Synapse buses offer a significant price advantage measured by the price per seated passenger compared to the 40 foot all-electric low floor transit buses offered by BYD, Proterra and even GreenPower:
POISED FOR GROWTH

With the competitive price per seat offered by GreenPower’s double decker and Synapse buses along with the opportunities from the VW Mitigation Trust, incentive programs and the Company’s pipeline, GreenPower is poised for growth as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenue (USD)</th>
<th>EBITDA per share</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>$12 to $15 million</td>
<td>$0.00+</td>
</tr>
<tr>
<td>2019</td>
<td>$28 to $32 million</td>
<td>$0.04 to $0.05</td>
</tr>
<tr>
<td>2020</td>
<td>$70 to $80 million</td>
<td>$0.13 to $0.15</td>
</tr>
</tbody>
</table>

Note: Please refer to the Disclaimer and Forward Looking Statements pertaining to financial projections, which among other things states that these financial projections relate to future performance and reflect our views as at the date of this presentation and are subject to known and unknown risks, uncertainties and assumptions that may cause future results, performance or achievements to differ materially from those expected.
On May 25, 2016, GreenPower entered into an agreement with the city of Porterville in California to acquire a 9.3 acre property.

GreenPower has submitted the site and floor plans and is working on the permit application to the City of Porterville for a manufacturing facility for its all-electric buses.

The preliminary plans are for a U-shaped manufacturing facility for approximately 150,000 square feet including office space.
Our Milestones:

- Manufacture 2016 model year EV350 all-electric buses
- Obtain sales orders for the EV550 double decker, transit buses and school buses
- Respond to select transit agency RFP’s
- Demonstration tours across the United States and Canada
- EV350 approved by the California Air Resources Board (CARB)
- EV350 approved by California HVIP for a voucher amount of $95,000
- Obtain the property in California for the US based manufacturing facility
- Complete the manufacturing facility
- Conduct test drives and demonstrations with prospects for factory representatives
- Complete the Altoona testing
- Expand sales pipeline and order book
GreenPower Motor Company Inc. ("GreenPower") is listed on the TSX Venture Exchange under the symbol GPV and on the OTCQX under the symbol GPVRF.

At the end of 2014, GreenPower completed an amalgamation, completed a concurrent financing for over CDN $3 Million, obtained shareholder and regulatory approvals, and commenced trading on the TSX Venture Exchange.

In December 2015, GreenPower completed an oversubscribed non-brokered private placement for CDN $2,170,596 in share units and CDN $777,000 in convertible debentures for total proceeds of CDN $2,947,596.

In 2016, GreenPower completed a private placement for gross proceeds of CDN $300,000 with a strategic investor and a private placement for total proceeds of CDN $513,406. GreenPower also received over CDN $2 Million from exercised options and warrants.

### Capital Structure

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Issued Shares 1,2</td>
<td>91,042,453</td>
</tr>
<tr>
<td>Stock Options 3</td>
<td>8,757,217</td>
</tr>
<tr>
<td>Warrants 4</td>
<td>896,448</td>
</tr>
<tr>
<td>Conversion of Debentures 5</td>
<td>1,892,500</td>
</tr>
<tr>
<td>Fully Diluted Shares</td>
<td>102,588,618</td>
</tr>
</tbody>
</table>

**Notes: As of March 11, 2017**

1. Includes 32,615,266 shares from SEDI filings for the directors
2. Includes 15,154,197 shares held in escrow as of February 28, 2017
3. Exercisable from $0.25 - $0.82 per share
4. Exercisable from $0.25 - $1.50 per share
5. Conversion of debenture at $0.40 per share
6. All per share amounts in Canadian dollars
MANAGEMENT

Brendan Riley  
President

Fraser Atkinson  
Executive Chairman/Director

Phillip W. Oldridge  
CEO/Director

Peter Lo  
International Development Engineering, & Manufacturing

Wendell White  
Product Manager

Tara Sweder  
Manager of International Operations

Mark Achtemichuk  
CFO/Director

Air Commodore (R)  
Zakir H Khan  
Chief Engineer

Steven Shih  
Senior Systems Engineer

Bacon Xu  
Electrical Engineer

Mark Quinlan  
Executive Vice President Sales West Coast

Matthew Jewell  
Controller

Colby Richardson  
Business Development Management

Jonathan Chavez  
Procurement Manager

Yanyan Zhang  
Project Manager

Brendan Riley  
President

Fraser Atkinson  
Executive Chairman/Director

Phillip W. Oldridge  
CEO/Director

Peter Lo  
International Development Engineering, & Manufacturing

Wendell White  
Product Manager

Tara Sweder  
Manager of International Operations

Mark Achtemichuk  
CFO/Director

Air Commodore (R)  
Zakir H Khan  
Chief Engineer

Steven Shih  
Senior Systems Engineer

Bacon Xu  
Electrical Engineer

Mark Quinlan  
Executive Vice President Sales West Coast

Matthew Jewell  
Controller

Colby Richardson  
Business Development Management

Jonathan Chavez  
Procurement Manager

Yanyan Zhang  
Project Manager
BOARD OF DIRECTORS

Fraser Atkinson
Executive
Chairman/Director

Phillip W. Oldridge
CEO/Director

Mark Achtemichuk
CFO/Director

Malcolm Clay
Director

David Richardson
Director
THANK YOU!

• CONTACT DETAILS:

Fraser Atkinson  (604) 220-8048

For additional information on GreenPower, go to our website at www.GreenPowerBus.com
For company filings go to www.sedar.com