



COMMERCIAL VEHICLES

FLEET SOLUTIONS

A STRONGER TOMORROW

BUILT FOR CONTRACTORS, ROUTE OWNERS, AND COMMERCIAL DELIVERY OPERATIONS

Pre-Owned 2024 BrightDrop Zevo 600 eAWD

A smarter route vehicle for parcel and last-mile delivery fleets

**A PROVEN PLATFORM
FOR A MORE EFFICIENT
TOMORROW**Minneapolis
St. Paul
Stronger
Together**ALL-ELECTRIC**
LOWER OPERATING
COSTS**BUILT FOR
BUSINESS**
SPACIOUS. CAPABLE.
EFFICIENT.**A CLEANER
TOMORROW**
QUIETER ROUTES.
STRONGER
COMMUNITIES.

Estimated Energy Cost Comparison

REAL NUMBERS. A BRIGHTER BOTTOM LINE.



Traditional Gas Delivery Van

Typical real-world MPG	12 – 15 MPG
U.S. average gas price	\$4.31 / gal
Cost per mile	\$0.29 – \$0.36
Annual fuel cost (25,000 miles)	\$7,250 – \$9,000



BrightDrop Zevo 600 eAWD

Energy efficiency	0.62 – 0.64 kWh/mile
Commercial electricity rate	12.3 – 13.5¢ / kWh
Cost per mile	\$0.08 – \$0.09
Annual electricity cost (25,000 miles)	\$1,950 – \$2,250

**Estimated savings: about \$5,000 – \$7,000 per vehicle per year on energy alone.**

Actual results vary by route, load, weather, electricity rates, driving style, and vehicle replaced.



Why it deserves a closer look

- Up to 286 miles GM-est. range
- 614.7 cu. ft. cargo volume
- Up to about 3,100+ lbs payload
- Dual-motor eAWD
- Quiet operation for residential routes
- No gasoline and lower routine maintenance
- Large side panels for fleet branding
- Overnight charging can support next-day route readiness



Best fit for routes like these

- Parcel and last-mile delivery
- Contractor and courier fleets
- Local and suburban route operations
- Routes where overnight charging makes sense
- Owners comparing gas or diesel operating costs

**Good fit for many
P500 / P700-type
route applications**

Fleet vehicles owners like you often run

- Ford E350 / E450 step van configurations
- Ford F59 P-series step vans
- Freightliner MT45 / MT55 step vans
- GMC Savana / cutaway delivery vans

The BrightDrop Zevo 600 eAWD can be a smart alternative for the right routes — with lower energy costs and a modern, all-electric platform.

Let's compare it to your current route vehicle.

Bring us the vehicle you're running now and we'll help compare fuel or diesel cost, route fit, charging practicality, and total cost of ownership.



EXPERIENCED COMMERCIAL TEAM



FLEET SOLUTIONS



REAL-WORLD INSIGHTS

**Together let's drive™**

Contact Tom Frazier Today

**Tom Frazier**
Sales Manager
Shakopee Chevrolet**Mobile: 612-385-3516****Desk: 952-215-0270****sales@shakopeechevrolet.com**Scan to View
Current BrightDrop
Inventory

shakchev.com/brightdrop

Common Route Vehicle Cost Comparison vs. BrightDrop Zevo 600 eAWD

Representative delivery vehicle types often found in contractor fleets. Estimated energy cost only. Based on 25,000 miles per year.

Vehicle Type	Fuel / Energy	Typical MPG / Efficiency	Energy Price Assumption	Cost per Mile	Annual Energy Cost (25,000 mi)	Potential Annual Energy Savings vs BrightDrop
 BrightDrop Zevo 600 eAWD	Electricity	0.62 – 0.64 kWh/mile	12.3 – 13.5¢/kWh	\$0.08 – \$0.09	\$1,950 – \$2,250	Benchmark
 GMC Savana / Cutaway Gas Delivery Van	Gasoline	10 – 13 MPG	\$4.31/gal	\$0.33 – \$0.43	\$8,300 – \$10,775	\$6,100 – \$8,800
 Ford E350 / E450 Gas Step Van	Gasoline	9 – 12 MPG	\$4.31/gal	\$0.36 – \$0.48	\$8,980 – \$11,975	\$6,700 – \$10,000
 Ford F59 P-Series Gas Step Van	Gasoline	7 – 10 MPG	\$4.31/gal	\$0.43 – \$0.62	\$10,775 – \$15,400	\$8,500 – \$13,400
 Freightliner MT45 Diesel Step Van	Diesel	8 – 10 MPG	\$6.23/gal	\$0.62 – \$0.78	\$15,575 – \$19,469	\$13,300 – \$17,500
 Freightliner MT55 Diesel Step Van	Diesel	6 – 8 MPG	\$6.23/gal	\$0.78 – \$1.04	\$19,469 – \$25,958	\$17,200 – \$24,000

Why this comparison matters



Helps route owners **compare likely gas and diesel vehicles against one electric route-van option.**



Shows **energy-only cost differences** using representative vehicle classes, not one single fleet unit.



Identifies where BrightDrop may make the **most financial sense** on the right routes.



REAL VEHICLES. REAL BUSINESS SOLUTIONS.
DRIVEN BY PEOPLE WHO KEEP BUSINESS MOVING.

Representative vehicle classes only. Fleet mixes vary by owner. Gas based on \$4.31/gal regular. Diesel based on \$6.23/gal. BrightDrop based on 0.62 – 0.64 kWh/mi and 12.3 – 13.5¢/kWh. Energy only; maintenance not included. Actual results vary by route, load, weather, utility rates, driving style, and vehicle spec.

Is Your Route a Good BrightDrop Fit?

A practical screen for deciding which routes deserve a closer cost and charging review.



Use this as a working screen - not a technical qualification.

The more boxes you can check, the stronger the case for running the actual numbers.

☐

Route mileage is predictable

You know the approximate daily miles and major detours are uncommon.

☐

Vehicle returns to the same location

Overnight parking at a consistent home base makes charging easier to plan.

☐

There is meaningful overnight dwell time

The vehicle is parked long enough between routes to recover the energy used that day.

☐

Cargo and payload needs fit the vehicle

The route does not routinely exceed the BrightDrop's space or payload requirements.

☐

The route is local or suburban

Frequent stops and repeatable service areas are easier to evaluate than highly variable long-distance work.

☐

Quiet operation matters

Residential delivery, early starts, or late returns may benefit from reduced engine noise.

☐

You can estimate electricity cost

A utility bill, commercial rate, or facility manager can provide the rate needed for comparison.

☐

Charging at the parking location is realistic

The site has a practical place to park, run power, and protect charging equipment.

QUICK READ

Few checks

More homework before you model the route.

Most checks

A stronger candidate for a route-by-route cost comparison.



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Charging & Operational Readiness

A route can look good on paper and still need the right parking, power and operating routine.

1 SITE & POWER

- ☐ Where will the vehicle park every night?
- ☐ Is the parking position close enough to a practical electrical source?
- ☐ Who controls the property and can approve electrical work?
- ☐ What utility rate applies during the likely charging window?
- ☐ Will charging need to support one vehicle or a future group of vehicles?
- ☐ Who will be responsible for plugging in, unplugging and checking charge status?

2 ROUTE & OPERATIONS

- ☐ How many miles does the route usually run?
- ☐ How much time is available between the end of one route and the start of the next?
- ☐ Does the vehicle return with a consistent state of charge, or does daily mileage swing widely?
- ☐ Are there seasonal loads, trailers, weather conditions or detours that change energy use?
- ☐ Who will notice and respond if a vehicle is not charging overnight?
- ☐ Is there a backup vehicle or operating plan if charging is interrupted?

BEFORE INSTALLING CHARGING, GET ANSWERS TO THESE FOUR QUESTIONS

- 01 How much energy will this route actually use in a normal day?
- 02 How many hours are realistically available to put that energy back?
- 03 What does electricity cost at the location and at the time you expect to charge?
- 04 What changes if the fleet grows from one EV to several?



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Run the Numbers on One of Your Own Routes

Use your actual annual miles, fuel price and electricity rate instead of relying only on averages.



REFERENCE ASSUMPTIONS USED ELSEWHERE IN THIS GUIDE

25,000 miles/year | Gas \$4.31/gal | Diesel \$6.23/gal | Electricity 12.3-13.5¢/kWh | BrightDrop 0.62-0.64 kWh/mile

YOUR CURRENT ROUTE VEHICLE

Annual route miles	_____ miles
Fuel type	Gasoline / Diesel
Fuel price	\$_____ per gallon
Typical real-world MPG	_____ MPG

BRIGHTDROP INPUTS

Annual route miles	_____ miles
Energy use	0.62 - 0.64 kWh/mile
Electricity rate	_____ ¢/kWh
Charging losses / site factors	Add if known

CALCULATE THE ENERGY-ONLY DIFFERENCE

Current vehicle annual fuel cost	= Annual miles ÷ MPG × fuel price
BrightDrop annual electricity cost	= Annual miles × kWh/mile × electricity price per kWh
Potential annual energy-cost difference	= Current annual fuel cost - BrightDrop annual electricity cost

YOUR ESTIMATED ANNUAL ENERGY-COST DIFFERENCE: \$ _____

Energy only. This does not include vehicle acquisition cost, maintenance, charging equipment, insurance, taxes, incentives or downtime.



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30-Day Route Pilot Planner

If a route looks promising, track the details that will tell you whether the vehicle actually works in your operation.

BEFORE DAY ONE

- ☐ Choose one repeatable route and one primary driver.
- ☐ Record the current vehicle's normal fuel use and route mileage.
- ☐ Confirm where and when the BrightDrop will charge.
- ☐ Decide who will record mileage, energy use and driver notes.

WEEKLY TRACKING

Week	Route Miles	kWh Used	Charge Start / End	Load / Weather Notes	Driver / Issue Notes
1					
2					
3					
4					

AFTER 30 DAYS, ANSWER THESE

- ☐ Did the vehicle complete the route without disrupting operations?
- ☐ Was overnight charging reliable and easy to manage?
- ☐ How did actual energy use compare with the estimate?
- ☐ Did cargo, payload and driver workflow fit the job?
- ☐ What would need to change before adding another route?

READY TO COMPARE A ROUTE?

Bring us the vehicle you are running now. We will compare:

- fuel or diesel cost
- route fit
- charging practicality

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