



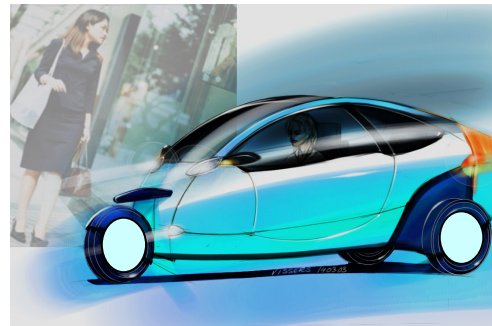
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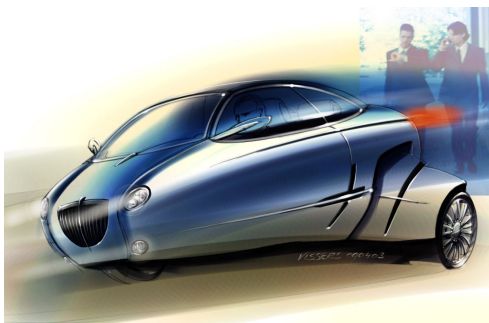
**SLENDER COMFORT VEHICLES WITH DVC™
a new opportunity to the automotive industry**



Light vehicle



Compact vehicle



Luxury

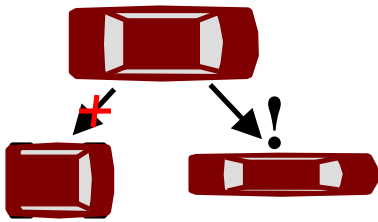


Sports



Introduction

For the past thirteen years Brink Dynamics, an engineering firm in the Netherlands, has developed a new class of **tilting three wheel vehicles**, which they have named SCV “Slender Comfort Vehicles”. ATLC, an affiliate of Brink Dynamics and owner of the intellectual property, has launched a licensing program offering the associated technology to both automotive parts manufacturers and OEM automakers.

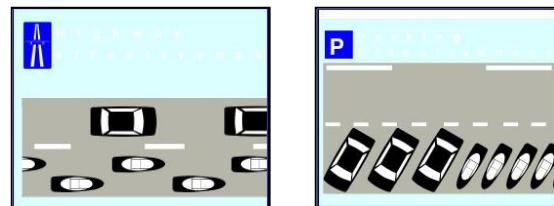


SCV advantages



Being **slender and comfortable**, SCVs combine the positive characteristics of a car (high safety, comfort & luxury) with the positive characteristics of a motorcycle (low weight & dynamic driving performance). These vehicles have been proven to show an excellent and inspiring driving behavior and outperform most cars in agility and curving, while easily beating motorcycles on comfort and safety. The tilting behavior, which is essential to keep the narrow vehicle in balance, also adds an **extra dimension to its driving behavior**, which is appreciated by many customers.



With approximately half the frontal projected area and half the weight of an equivalent "double wide" vehicle, it would use only half as much fuel and floor space **reducing parking space and traffic burdens**.



Being enclosed SCVs can incorporate most of the **comfort features** found in modern autos, such as bucket seats, air conditioning and electronic devices. They also may contain solid safety features including a body cage with roll bars, in addition to air bags and seat belts. Due to their slenderness and low weight they are **extremely fuel efficient** and **have low emissions**, thus providing a useful and already proven alternative to other low emission concepts, such as hybrid vehicles and electric vehicles.

Energy loss due to drag: $0.5 r v^2 C_w A$		
Energy for acceleration: $0.5 m v^2$		
Frontal area (A)	3 m ²	1.5 m ²
Mass (m)	1000 kg	500 kg
Fuel consumption	100%	<u>50%</u>
Emissions	100%	<u>50%</u>

The CARVER

Many of the comfort features are incorporated in the latest models that are being produced by a separate affiliate of the proprietors (VandenBrink B.V.), and which bear the name **CARVER™**. With its relative high power to weight ratio the Carver type can be regarded as a “Sports SCV” version.



Carvers are not simple prototypes anymore. They have passed all official tests and are certified to operate on roads throughout the European Union. To date, they have traveled over 300,000 km with full safety, and this total is steadily increasing. They perform excellently in urban traffic and are also well suited for longer trips, since the tilting mechanism eases back strain in curves. On curvy roads, like in the mountains, they outperform most conventional cars. Most people experience real pleasure from driving these three wheel cars. The fleet of Carvers is currently rapidly expanding, especially in the Benelux, the UK and France.

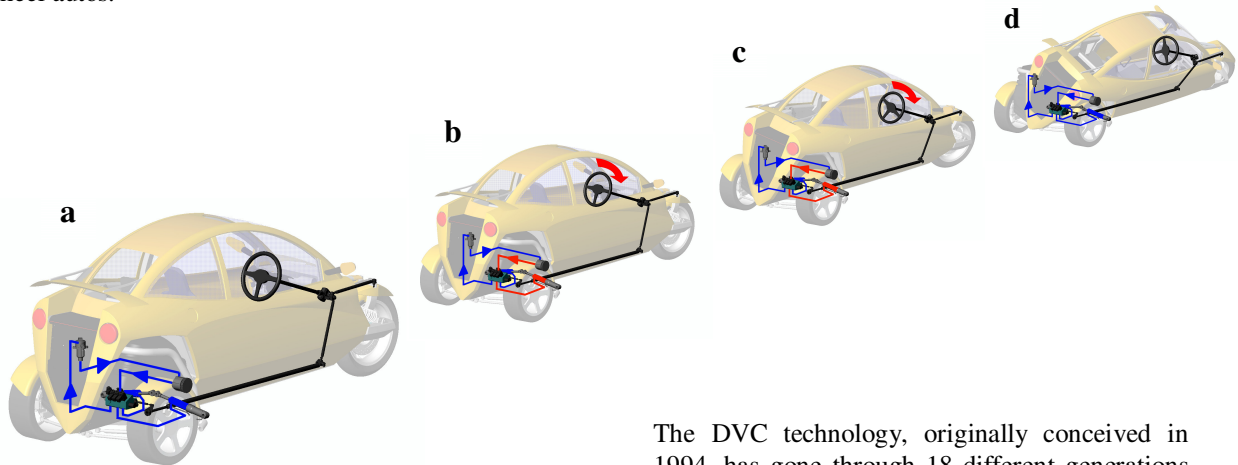
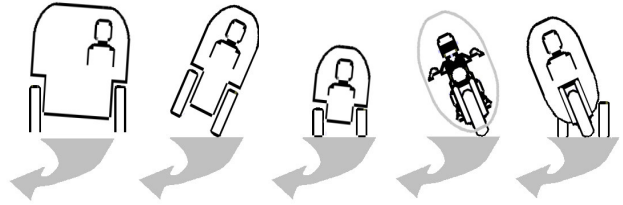


The Carver has received considerable favorable publicity in magazines (> 300 articles), newspapers and television program (>30 broadcasts). Also numerous WEB sites (> 100 references) refer to the Carver in a positive way. In a recent broadcast of TopGear (BBC, UK) the Carver was referred to as being **more fun than any existing car**. Various movie production firms are in contact with Vandenbrink to discuss the possibilities to have the Carver featuring in one of their films. One of these firms is Eon Productions, the maker of the James Bond movie.



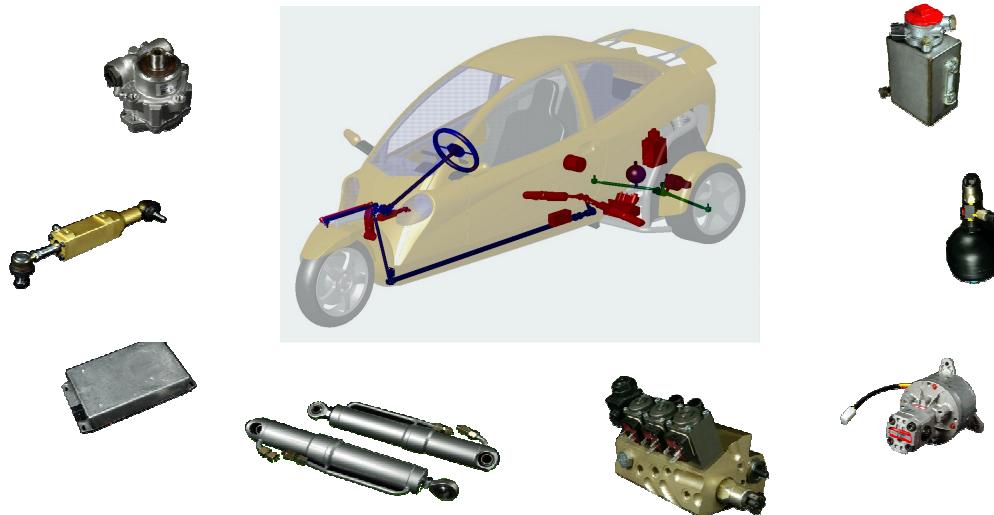
The DVC™ technology

The core technology that distinguishes these products is called **DVC™** (Dynamic Vehicle Control). This system enables the body to **tilt automatically** to the optimum banking angle as the driver turns the steering wheel to take a curve. While the body is tilting, all three wheels stay solidly attached to the road keeping optimal grip. The vehicle will not tip over in virtually every driving condition normally encountered by four wheel autos.



When mass produced the DVC hardware will cost less than € 600, and will weigh less than 20 kg. The complexity and reliability will be comparable to that of conventional hydraulic power steering systems.

The DVC technology, originally conceived in 1994, has gone through 18 different generations and is now essentially perfected. It is based on a **hydraulic-mechanical mechanism** including a backup system, to insure **full reliability**. For optimal tilting comfort extra functions have been added to this system. A strong and expanding patent portfolio exists with registrations and pending applications in every important industrial country in the world.









Market for SCV

The tilting behavior of SCVs adds a new dimension to passenger transportation and provides the driver a continual positive driving experience. This, amongst several practical plusses, is one of the main selling attributes of this new class of vehicles.

In the past decades the auto market has changed to a narrow margin commodity business, in which the traditional market differentiators such as performance, number-of-defects and safety have been overtaken by other less rational selling attributes. Consumers are focusing more on more emotional and representative product attributes, for example, whether the car is fun to drive, well designed, stylish and whether it reflects the right lifestyle. **SCVs are efficient, attractive and fun to drive**; when marketed correctly they are likely to appeal to a large number and variety of people. Below are impressions of four typical examples of envisaged SCV classes, each serving recognized target groups and lifestyles.

Sophisticated market research recently performed indicates that very significant volumes of SCVs can be sold when targeting the various latent market sectors. Rational calculations indicated a total SCV market potential in the order of **several million vehicles per annum on a worldwide scale**. On the basis of this market survey our company believes that SCVs will become an important new class of vehicles, similar to the successful introductions of minivans and SUVs. The full market survey, including the supporting software can be made available to licensees and optionees.

Turnover Vehicles/year	Cars	Motorcycles	Light SCV	Compact SCV	Luxury SCV	Sport SCV	SCV total
Region			 € 9.000	 € 12.000	 € 20.000	 € 35.000	
Europe	20.000.000	600.000	550.000	2.700.000	650.000	40.000	3.940.000
North-America	14.000.000	300.000	1.000.000	5.400.000	1.300.000	80.000	7.780.000
Asia	21.000.000	1.100.000	300.000	1.600.000	400.000	30.000	2.330.000
Total (incl rest of world)	62.000.000	2.300.000	1.910.000	10.000.000	2.420.000	160.000	14.490.000

Unique tilting technology

In the past several respected automakers have attempted to develop their own versions of tilting three wheel vehicles, however without success. In that context we think that our technology is unique and should be considered a technological breakthrough. The patents, in which the technology is claimed, contain broad and conceptual claims. Therefore we believe that it will be difficult to design around our patents.

In addition to this patent portfolio Brink Dynamics has developed considerable pertinent know-how, being maintained as trade secrets, which will only be revealed under license.

Partnerships

ATLC currently offers various ways to collaborate.

A document describing various collaboration suggestions can be made available on request. The document offers useful guidelines to OEM companies to find useful modus operandi that meet their particular interest and ambition.

The ultimate collaboration is a licensing partnership, wherein ATLC offers the DVC technology to a limited number of interested licensing partners.

Licensing partners of ATLC are free to design and develop their own version of SCVs, adopted to their own brand and marketing strategy. These SCVs may adopt the latest packaging and technology as currently available for nowadays cars. ATLC and Brink Dynamics will offer all their experience in SCV specific design challenges.

Conclusion

Based on the extremely positive responses of the public and the media we strongly believe that this new vehicle technology will create many interesting market opportunities not limited to only a few companies, and would therefore like to welcome you to join the growing group of engaged companies.

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