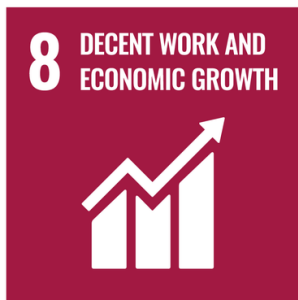




SUSTAINABLE DEVELOPMENT GOALS



It is an international carbon mitigation mechanism established under Article 6.4 of the Paris Agreement.

The Sustainable Development Mechanism (SDM) builds upon and expands the Clean Development Mechanism (CDM) of the Kyoto Protocol.

Renewable Energy

Utility-Scale
Solar Power Generation

Wind Power
Generation

Hydropower
(Small- and Medium-Scale)

Energy Efficiency Improvement

Energy Efficiency Upgrades
in Industrial Facilities

Building Energy
Efficiency Improvements

District Heating System
Optimization

Methane Capture and Utilization

Landfill Gas Recovery

Methane Capture from
Wastewater Treatment

Agricultural
Methane Management

Forestry and Land Use

Large-Scale Afforestation
and Reforestation

Forest Conservation
(REDD+)

Sustainable
Agricultural Practices

Transportation Sector

Expansion of
Public Transportation
Systems

Development of
Electric Vehicle (EV)
Infrastructure

Fuel Switching

Strengthening carbon emissions from two-wheeled transportation

Carbon Reduction Policies in Major Developed and Developed Emerging Countries **Will Be Strengthened**

Mandatory of ISG (Idle Stop and Go) Application



UNFCCC Methodology
[AMS-III.AP]

Improvement of transportation energy efficiency through the application of post-fit type idling prevention facilities

- ✓ Regulation in effect in Sep 2019. **Require all new cars and light commercial vehicles sold in the EU to be equipped with "ISG" by default**
- ✓ Specific emissions targets for new cars and vans with a goal of 95g of CO₂ per kilometer for cars and 147g of CO₂ per kilometer for vans by 2020

ICE Motorcycle Strengthening Carbon Emission Regulations for in each country in developing and emerging countries such as the EU, Southeast Asia, and the Mainland Southeast Asia.

* ICE : Internal Combustion Engine

Automotive exhaust reduction standards

ISG
(Idle Stop and Go)



Electric motorcycle energy saving standards

REGEN
POWERTRAIN



GRADUAL SPREAD OF EV USERS
Approximately '1 BILLION'
Internal Combustion Engine Motorcycles
Subject To Conversion



Global Policy-Driven EV Shift

1B Units

\$1.5
Trillion Market

**Transport contributes 17~19%
of total GHG emissions worldwide.**

Sustainable resource use and greenhouse gas reduction of existing internal combustion engine two-wheeled vehicles

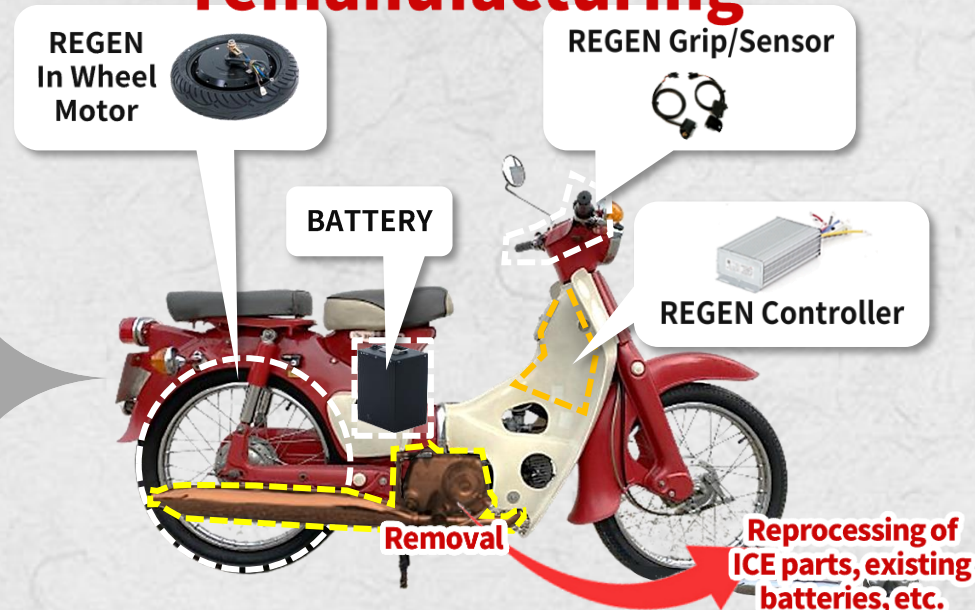
Old internal combustion engine two-wheeled vehicle

Approximately 1 billion units in Africa, China, India, Vietnam, Indonesia, the Philippines, etc.



Based on fuel efficiency of 3.34L/day
when driving 100km per day
Daily CO₂ emissions: **7.78kg CO₂eq**

REGEN POWERTRAIN remanufacturing



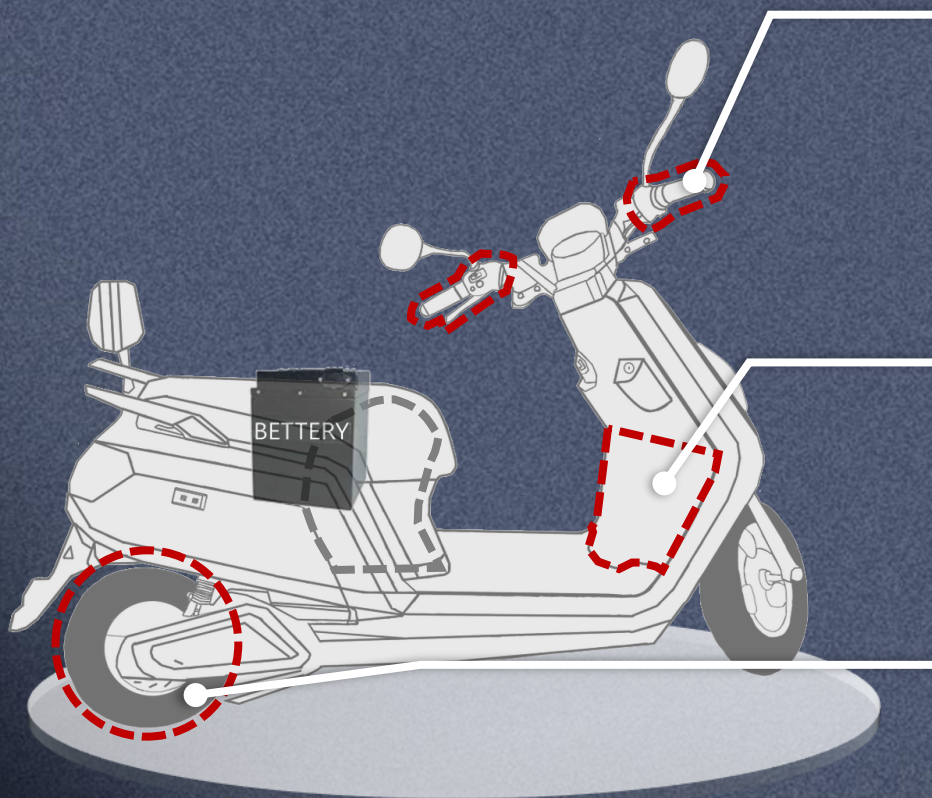
Based on 3.34kWh/day fuel consumption
for 100km per day
Daily CO₂ emissions: **1.56kg CO₂eq**

REGEN POWERTRAIN 6.22kg CO₂eq carbon emission credit conversion can be secured

REGEN TECHNOLOGY®

A new braking H/W and S/W technology that enables automatic regenerative charging when braking while driving without separate operation for regenerative braking.

- Capable of remanufacturing old internal combustion engine motorcycles by electrifying them (80% reduction in greenhouse gases compared to existing internal combustion engines)
- Possible to re-engineer low-efficiency electric motorcycles (30% reduction in greenhouse gases compared to existing)



REGENERation Grip Sensor

Patented



- ✓ **Two levels of braking are possible with the control of Grip Cognitive response**

- ➔ Level 1 : Braking by motor reverse rotation in power generation mode
- ➔ Level 2 : Brake disc operation braking mode
- ➔ Brake disc life extension
- ➔ Battery can be charged while driving
- ➔ Driving distance extension

REGENERation Controller

Patented



- ✓ **Precise control of all major components such as motor, regenerative braking, etc.**

- ➔ Precise control of motor rotation speed and output
- ➔ Optimized motor and battery control
- ➔ Regenerative braking-based mileage extension
- ➔ Electronic control to ensure safety

REGENERation In-wheel motor

Patented



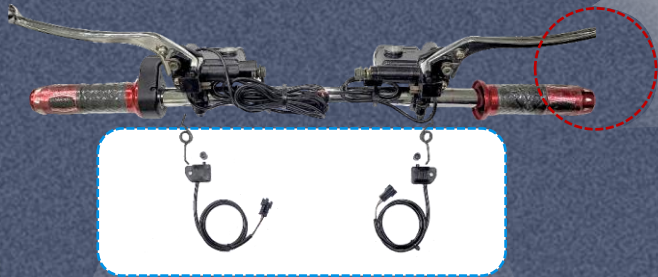
- ✓ **Use of high output BLDC motor with strong torque**

- ➔ Low noise and heat generation, long lifespan, high energy efficiency
- ➔ Low to high speed variable speed precise control
- ➔ Improved gradient climbing

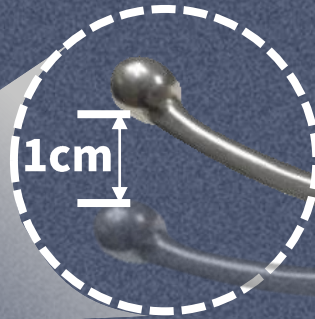
Cognitive Sensor **REGEN** TECHNOLOGY® “Miracle of 1cm”

- All-in-one grip design with little impact on performance and increased manufacturing costs, increasing price competitiveness
- High energy efficiency is possible when REGEN powertrain is applied to electric motorcycles where most of the city's roads are driven

Miracle of a 1cm Grip Brake



REGEN Chip = **REGEN**eration Chip



REGEN
Grip Sensor/Chip

“This is Magic Chip”

1. Innovative technology that dramatically recovers battery discharge energy by activating the grip brake within 1cm while driving
2. **25-50% increase** in Mileage per charge
3. **Over 78% recovery of discharged battery** by holding the Grip Brake
4. Save electricity used in **charging up to 50%**

Differentiated energy recovery technology of **REGEN POWERTRAIN** compared to existing electric two-wheeled vehicles

Regenerative braking for existing electric two-wheeled vehicles



- Selective regenerative braking using ON/OFF method
- Driving performance deteriorates due to regenerative braking intervention during driving (maneuverability decreases due to sudden decrease in speed)
- Difficult to fine-tune regenerative braking
- Energy recovery rate is within **0~20%**

REGEN POWERTRAIN patented technology



- Continuous regenerative braking activation **through cognitive response (patented)**
- **Lever and pedal methods can be applied**
- **No deterioration in driving performance due to regenerative braking through cognitive response while driving**
- **Energy recovery rate over 50%, disk dust reduction**

REGEN's Patented Sound-Controlled Electric Vehicle Technology

- ✓ Works with any electric vehicle
- ✓ Enables diverse sound playback
- ✓ Can be extended to advertising and multiple industries
- ✓ Supports custom music uploads
- ✓ Enhances driving safety

[Ad Example]



A Sound Controllable Electric Vehicle
Patented No. 2227542

The best competitiveness in carbon reduction of two-wheeled transportation

“**REGEN** AI CONTROLLER”

**Technology Standardization with
Best Performance and
Competitiveness**

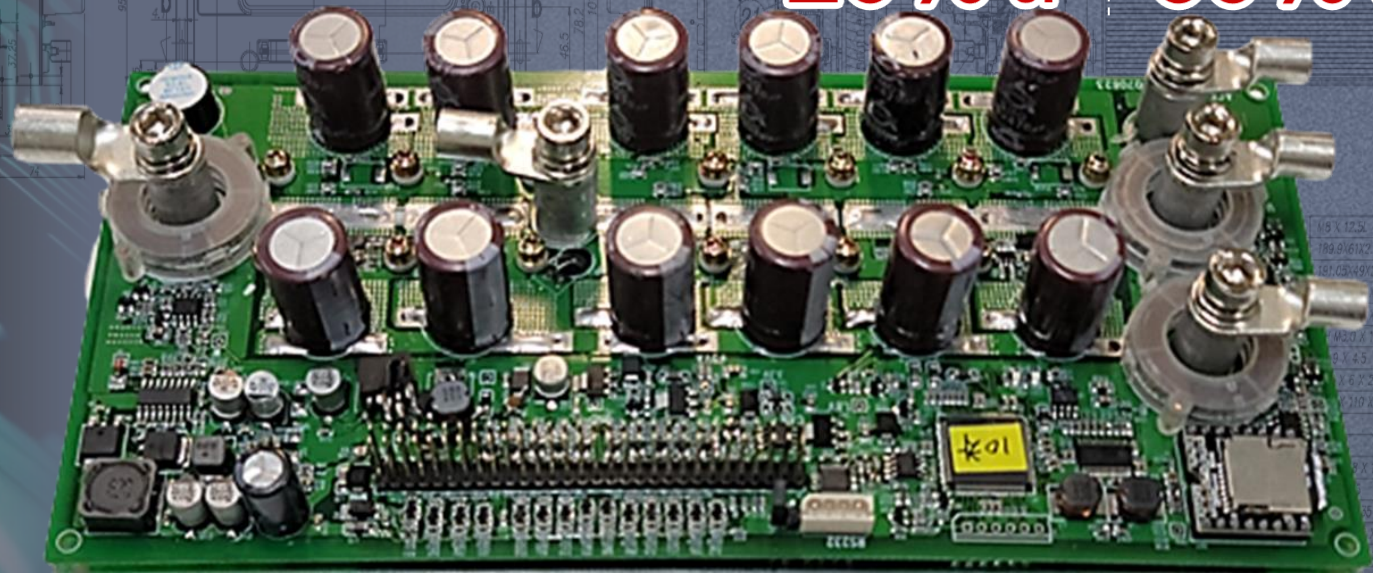
Compared to Existing Third-Party
Electric Motorcycle Controllers

**REGEN
Not Applied**

**REGEN
Applied**

20% UP

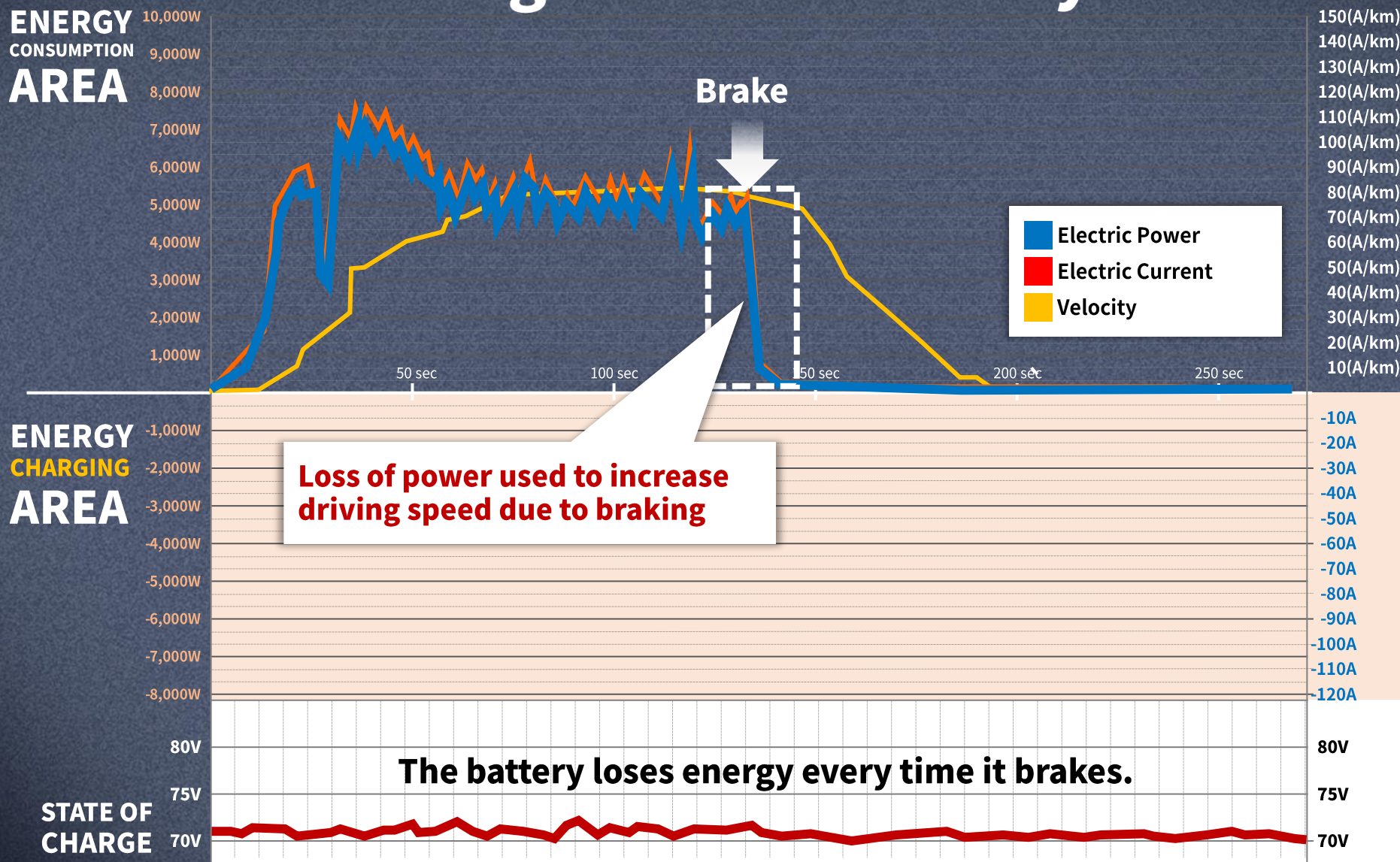
60% UP



MOLIT · Korea Auto Parts Association (KAPA) Component Certification

Certificate No. 20241114-1

Low-efficiency energy management of existing electric motorcycles



Differentiated technological competitiveness to recover energy loss

ENERGY
CONSUMPTION
AREA

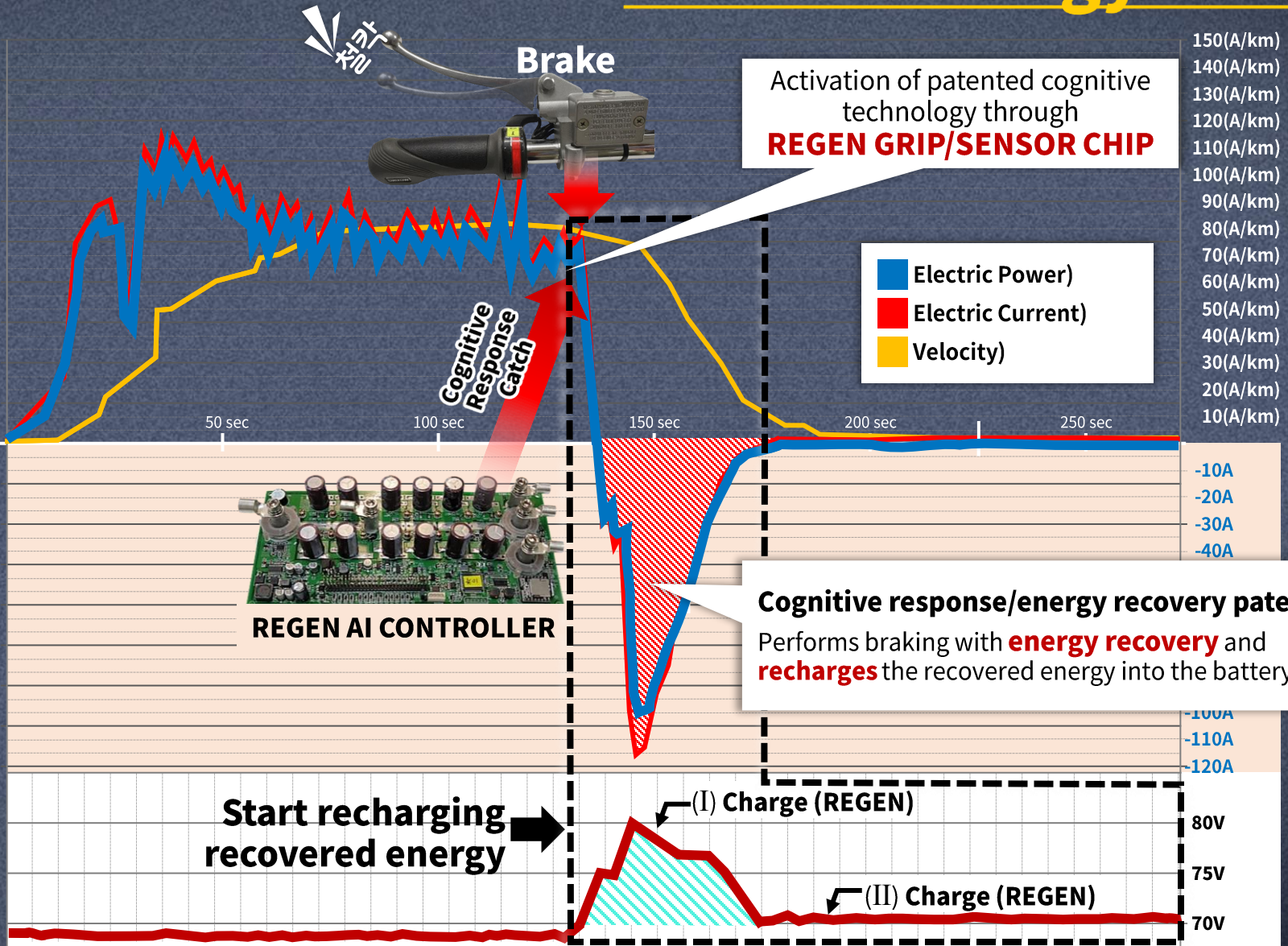
10,000W
9,000W
8,000W
7,000W
6,000W
5,000W
4,000W
3,000W
2,000W
1,000W

ENERGY
CHARGING
AREA

-1,000W
-2,000W
-3,000W
-4,000W
-5,000W
-6,000W
-7,000W
-8,000W

STATE OF
CHARGE

80V
75V
70V



Cognitive Response **REGEN POWERTRAIN** patented

Recovered energy and regenerative braking power are combined to recharge the battery.

Energy Efficiency **↑ 50~60%**

The patented
**Cognitive Response
Technology is activated**

Click

1



REGEN GRIP/SENSOR CHIP

REGEN CONTROLLER

2

3

1/10000 of a second

CATCH!!

**Energy
recovery from
braking losses**

Recharging

6

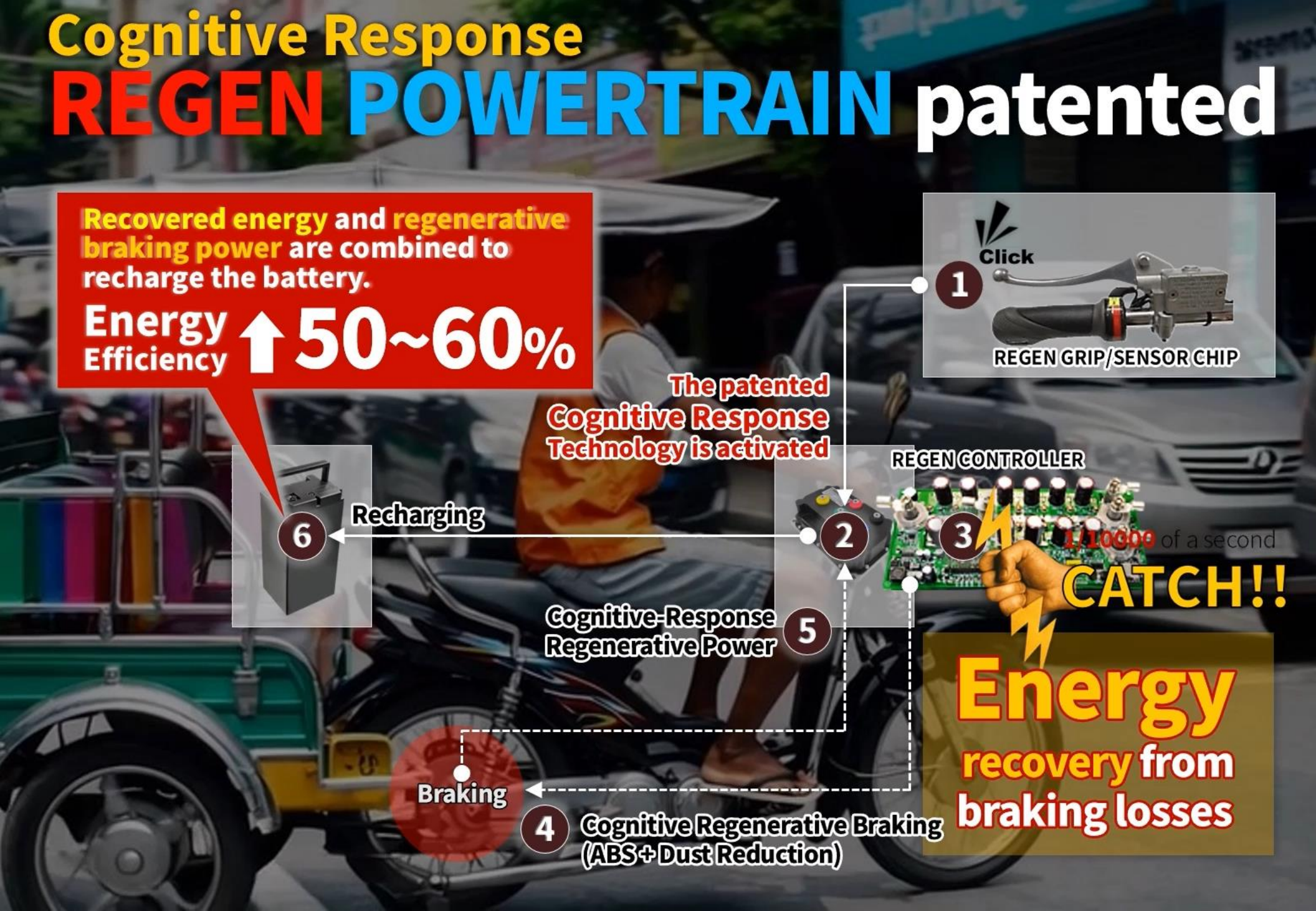
Cognitive-Response
Regenerative Power

5

Braking

4

Cognitive Regenerative Braking
(ABS+Dust Reduction)



REGEN POWERTRAIN Official test report

KIAPPI 지능형자동차부품진흥원 REGEN Controller Comparison before and after application

Korea Intelligent Automotive Parts Promotion Institute

[별지 제2호 서식] <개정 2024. 3. 4.>

시험 성적서

KIAPPI

(우)43011 대구광역시 달성군 구지면 국가산업도로 201
Tel. 053-670-7800 Fax. 053-615-0201 http://www.kiapi.or.kr

시험 결과

3. 시험결과

3.1 시험환경

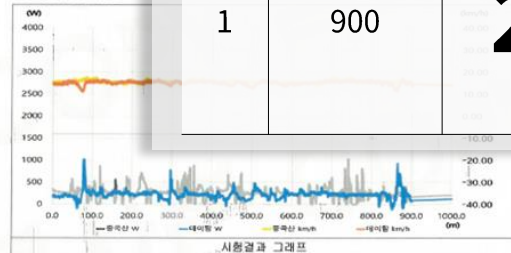
시험환경	기온
	시험도

3.2 시험결과

No.	대이동거리 (m)
1	900

• 와트 평균 편차 비율 계산식: $(\frac{X - \bar{X}}{\bar{X}}) \times 100$

3.3 시험결과 그래프



Report No.(2024-TR-1-076)

page 5 of 6

[별지 제2호 서식] <개정 2024. 3. 4.>

시험 성적서

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시험 결과

시험항목	시험결과	시험조건
대이동거리	900m	시험도
대이동거리	900m	시험도

[별지 제2호 서식] <개정 2024. 3. 4.>

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시험 성적서

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대이동거리	900m	시험도

No.	DATAM KOREA REGEN controller		Chinese-made controller		Watt Division
	Distance Traveled	Watt Average	Distance Traveled	Watt Average	
1	900	219	900	268	22%

인정부품증서

본 증서는 2024년 11월 14일
한국자동차부품진흥원 / (주)KIAPPI에서
시험결과를 검증한 후 발급된 것으로
유효기간은 3년입니다.
증서번호: REGEN Powertrain 인증부품증서-24-18

유효기간: 발급일로부터 3년

본 증서는 '한국자동차부품진흥원'에 인정받은 제품입니다.

2024년 11월 14일

KIAPPI 한국자동차부품진흥원

REGEN POWERTRAIN Official Certification

 MOLIT · Korea Automobile Parts Association Parts Certification

인정부품증서

인증번호 : 제 20241114-1호

상 호 : (주)데이탐코리아 / (주)나노엔지니어링

주 소 : 서울특별시 강남구 테헤란로 77길 17(승광빌딩 3층)06159

성 명 : 이창덕

부 품 명 (품번) : REGEN Powertrain 회생제동(REGEN-24-B)

유효기간: 발급일로 3년

본 부품은 「한국자동차부품협회 인정부품에 대한 업무규정」 따른
품질인정부품입니다.



2024년 11월 14일



사단
법인

한국자동차부품협회
Korea Automobile Parts Association



CERTIFICATE

Certification Number : NO. 20241114-1

Company Name : DATAM Korea Co., Ltd.

Address : 3rd Floor 17, Teheran-ro 77-gil, Gangnam, 06159,
Seoul, Republic of Korea.

Manufacturer Name : Nano Engineering

Representative Name : Lee-Chang Deok

Part name (Part Number) : REGEN Powertrain Regenerative
Breaking (REGEN-24-B)

Valid date : 3 Years Since Issued Date

This part is certified according to Regulation of
Standard Duty about certified part.



14th of November. 2024



사단
법인

한국자동차부품협회
Korea Automobile Parts Association



Verification of 56.7% energy saving efficiency completed at the 2022 G20 side event

G20 2022 SIDE EVENT



 				
Electric Energy Efficiency Measurement Test				
Date: Sep 17 - 18, 2022				
Site: Sep 17 - 18, 2022				
Item	2022 G20 2022 G20	2022 G20 2022 G20	2022 G20 2022 G20	2022 G20 2022 G20
Driving distance (km)	5.320	9.233	7.138	8.031
Max. speed (km/h)	28.8	33.8	35.1	33.1
Ave. speed (km/h)	10.30	23.08	14.77	13.77
Battery	Departure	Voltage(V)	79.0	77.9
	Power(Wh)	3,318.0	3,250.8	
Arrival	Voltage(V)	76.9	75.5	
	Power(Wh)	3,229.8	3,171.0	
Power consumption(Wh)	88.2	58.8	138.6	100.8
Energy efficiency(km/kWh)	60.32	90.48	66.62	91.60
Energy economy improvement(%)	50.00	37.50	68.75	70.59
ReGen effects	Energy recovery(Wh)	29.4	37.8	46.2
	Carbon reduction(gCO ₂ /eq.)	23.020	29.597	36.175

#DATAN

 				
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#DATAN

Energy economy improvement **56.71%**

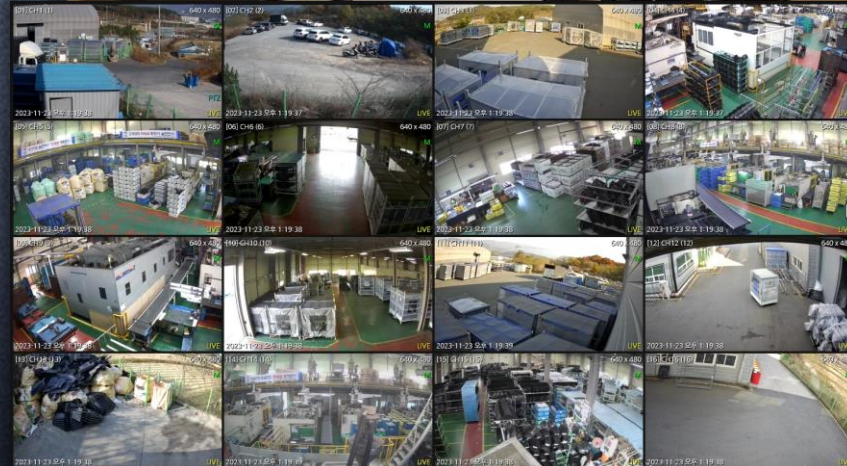
Test Conditions

- Test Motorcycle : Honda Benly 110 Pro 2015 remanufactured as an electric motorcycle
- Battery : 72V/42Ah
- Motor : DATAM in wheel type / 3kW

Test Results

Item		1 st Test		2 nd Test		3 rd Test		4 th Test		Average	
		Non-ReGen	ReGen	Non-ReGen	ReGen	Non-ReGen	ReGen	Non-ReGen	ReGen		
Driving distance(km)		5.320		9.233		7.138		8.031			
Max. speed(km/h)		28.8		33.8		35.1		33.1			
Ave. speed(km/h)		10.30		23.08		14.77		13.77			
Battery	Departure	Voltage(V)	79.0	77.4	77.9	73.9	75.4	72.0	74.0	72.2	
		Power(Wh)	3,318.0	3,318.0	3,250.8	3,271.8	3,103.8	3,166.8	3,024.0	3,108.0	3,032.4
	Arrival	Voltage(V)	76.9	77.6	74.1	75.5	71.2	73.8	69.1	72.3	70.9
		Power(Wh)	3,229.8	3,259.2	3,112.2	3,171.0	2,990.4	3,099.6	2,902.2	3,036.6	2,977.8
Power consumption(Wh)		88.2	58.8	138.6	100.8	113.4	67.2	121.8	71.4	54.6	
Energy efficiency(km/kWh)		60.32	90.48	66.62	91.60	62.95	106.22	65.94	112.48	89.05	
ReGen effects	Energy economy improvement(%)	50.00		37.50		68.75		70.59		56.71	
	Energy recovery(Wh)	29.4		37.8		46.2		50.4		40.95	
	Carbon reduction(gCO ₂ /eq.)	23.020		29.597		36.175		39.463		32.06	

REGEN POWERTRAIN CLIMATE DATA CENTER



REGEN POWERTRAIN Actual operation monitoring



geoid	Distance	Regen Data	kWh	SoC (kWh)	Voltage (V)	Current (A)	Temp. (°C)
22.600000	8.199155	1,595	0.1595	77.00	74.40	9.60	26.00
22.600000	7.725468	1,594	0.1594	77.10	4.60	0.00	

REGEN POWERTRAIN Carbon reduction	
REGEN energy recovery	1.595 kWh
State of Charge	77.00kWh
Voltage	74.40V
Electric Current	9.60A
Battery temperature	26.00°C
Driving time	1시간55분38초
Driving distance	37.07km
Carbon reduction	0.7433 kg CO₂e



Carbon reduction results

based on global energy generation unit price

Brake
Click!



REGEN per time

Estimated number of brakes per km

Estimated driving distance per day

Energy recovery per day

Global **1kWh** power generation amount

Energy savings per unit

15 million units REGEN POWERTRAIN(day)

※ Based on 1 month (20 days) : \$ 120 million (1,600억원)

1 Wh ~ 3 Wh

per 5 times / km

100 km / day

0.5 kWh / day

\$ 0.08 100원

\$ 0.04 50원

\$ 6 million 80억원

Annual energy savings **\$ 1.44 ~ 4.32 billion**

2조~5조원

Carbon reduction results

After traveling 37 km, 1.595 kWh of energy was recovered, resulting in electricity cost savings of approximately KRW 239 (USD 0.16). In addition, a carbon reduction of 0.7433 kg CO₂e was achieved.

eriClimate

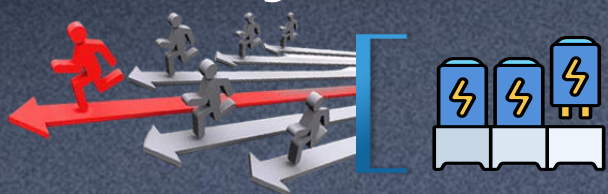
Mining (Complete) | PCRM

Search Option

Filter:

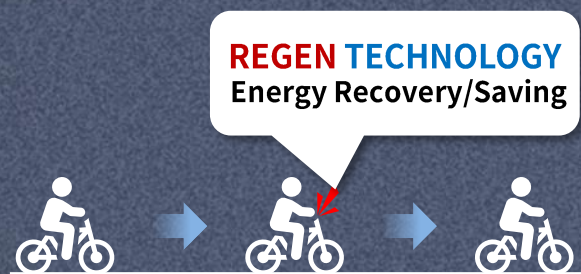
REGEN DATE	REGEN TRACKING	CUSTOMER ID	REGEN Recovery kWh	Energy Recovery Revenue	Carbon Reduction		As of 2026/02/08 Carbon Credit				Cumulative Reward (POINT)	Distance Total (Km)	Operation Time (hh:mm:ss)	Route View			Detail	
					KOREA (kg/CO ₂ e)	CHINA (kg/CO ₂ e)	Price (KRW/EU)	Result (KRW/EU)	Price (KRW/CNY)	Result (KRW/CNY)				VIEW	PLAY	REGEN	DETAIL	MRV
2024-08-21 06:00:08	95 (403)	0000000000002	0.2490	₩ 37.35 0.18 元	0.1160	0.1545	₩ 135,381.87 € 78.40	₩ 15.71 € 0.009	₩ 16,586.50 78.74 元	₩ 1.92 0.012 元	359.0844	15.057	01:42:20	VIEW	PLAY	REGEN	DETAIL	MRV
2025-11-09 02:53:43	239 (1,484)	0000000000002	0.9990	₩ 149.85 0.71 元	0.4655	0.6199	₩ 135,381.87 € 78.40	₩ 63.02 € 0.036	₩ 16,586.50 78.74 元	₩ 7.72 0.049 元	359.3178	12.714	00:49:00	VIEW	PLAY	REGEN	DETAIL	MRV
2025-11-09 01:42:07	1,015 (3,531)	0000000000002	1.5950	₩ 239.25 1.14 元	0.7433	0.9897	₩ 135,381.87 € 78.40	₩ 100.63 € 0.058	₩ 16,586.50 78.74 元	₩ 12.33 0.078 元	359.1300	37.072	01:55:38	VIEW	PLAY	REGEN	DETAIL	MRV
2024-08-20 21:38:37	65 (268)	0000000000002	0.1815	₩ 26.72 0.13 元	0.0813	0.1103	₩ 135,381.87 € 78.40	₩ 11.42 € 0.007	₩ 16,586.50 78.74 元	₩ 1.40 0.009 元	357.7278	9.303	00:19:23	VIEW	PLAY	REGEN	DETAIL	MRV
2024-08-22 02:07:47	178 (698)	0000000000002	0.2490	₩ 37.35 0.18 元	0.1160	0.1545	₩ 135,381.87 € 78.40	₩ 28.71 € 0.017	₩ 16,586.50 78.74 元	₩ 3.52 0.022 元	357.7712	10.892	00:45:47	VIEW	PLAY	REGEN	DETAIL	MRV
2024-08-20 21:10:41	73 (282)	0000000000002	0.2490	₩ 37.35 0.18 元	0.1160	0.1545	₩ 135,381.87 € 78.40	₩ 12.87 € 0.007	₩ 16,586.50 78.74 元	₩ 1.58 0.010 元	357.4422	8.540	00:28:15	VIEW	PLAY	REGEN	DETAIL	MRV
2023-11-10 10:13:52	150 (635)	0000000000002	1.5950	₩ 239.25 1.14 元	0.7433	0.9897	₩ 135,381.87 € 78.40	₩ 22.27 € 0.013	₩ 16,586.50 78.74 元	₩ 2.73 0.017 元	357.4165	8.137	00:21:01	VIEW	PLAY	REGEN	DETAIL	MRV
2023-11-10 09:47:03	121 (345)	0000000000002	0.2490	₩ 37.35 0.18 元	0.1160	0.1545	₩ 135,381.87 € 78.40	₩ 16.15 € 0.009	₩ 16,586.50 78.74 元	₩ 1.98 0.013 元	357.2068	5.257	00:11:24	VIEW	PLAY	REGEN	DETAIL	MRV
2023-11-09 18:20:57	126 (424)	0000000000002	0.2760	₩ 41.40 0.20 元	0.1286	0.1713	₩ 135,381.87 € 78.40	₩ 17.41 € 0.010	₩ 16,586.50 78.74 元	₩ 2.13 0.013 元	357.0969	4.710	00:14:05	VIEW	PLAY	REGEN	DETAIL	MRV
2023-11-09 16:43:43	117 (350)	0000000000002	0.2210	₩ 33.15 0.16 元	0.1030	0.1371	₩ 135,381.87 € 78.40	₩ 13.94 € 0.008	₩ 16,586.50 78.74 元	₩ 1.71 0.011 元	356.9426	3.915	00:11:36	VIEW	PLAY	REGEN	DETAIL	MRV

Major Features of **REGEN TECHNOLOGY**®



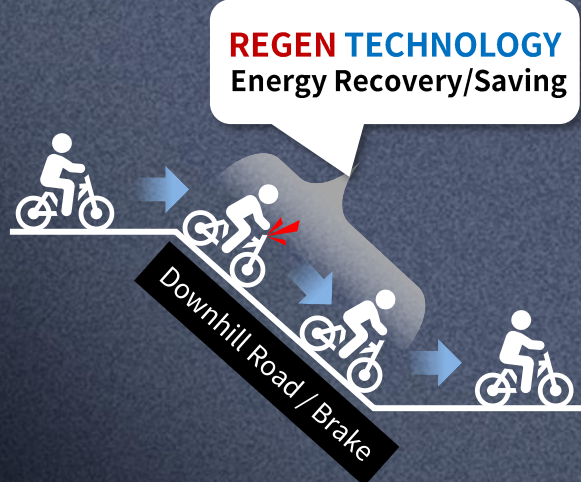
Increase price competitiveness by reducing the cost of purchasing batteries, which is a major factor in price increase due to efficiency improvement

GHG reduction by 80% compared to internal combustion engines and 30% compared to existing EV motorcycles



Brake

Over 78% recovery of discharged battery by holding the Grip Brake



Downhill Road / Brake

Increase single charge distance by more than 50% with the same battery capacity



Less Battery Consumption

- Retrieve and charge energy during elastic driving and braking
- Increased mileage according to frequent braking

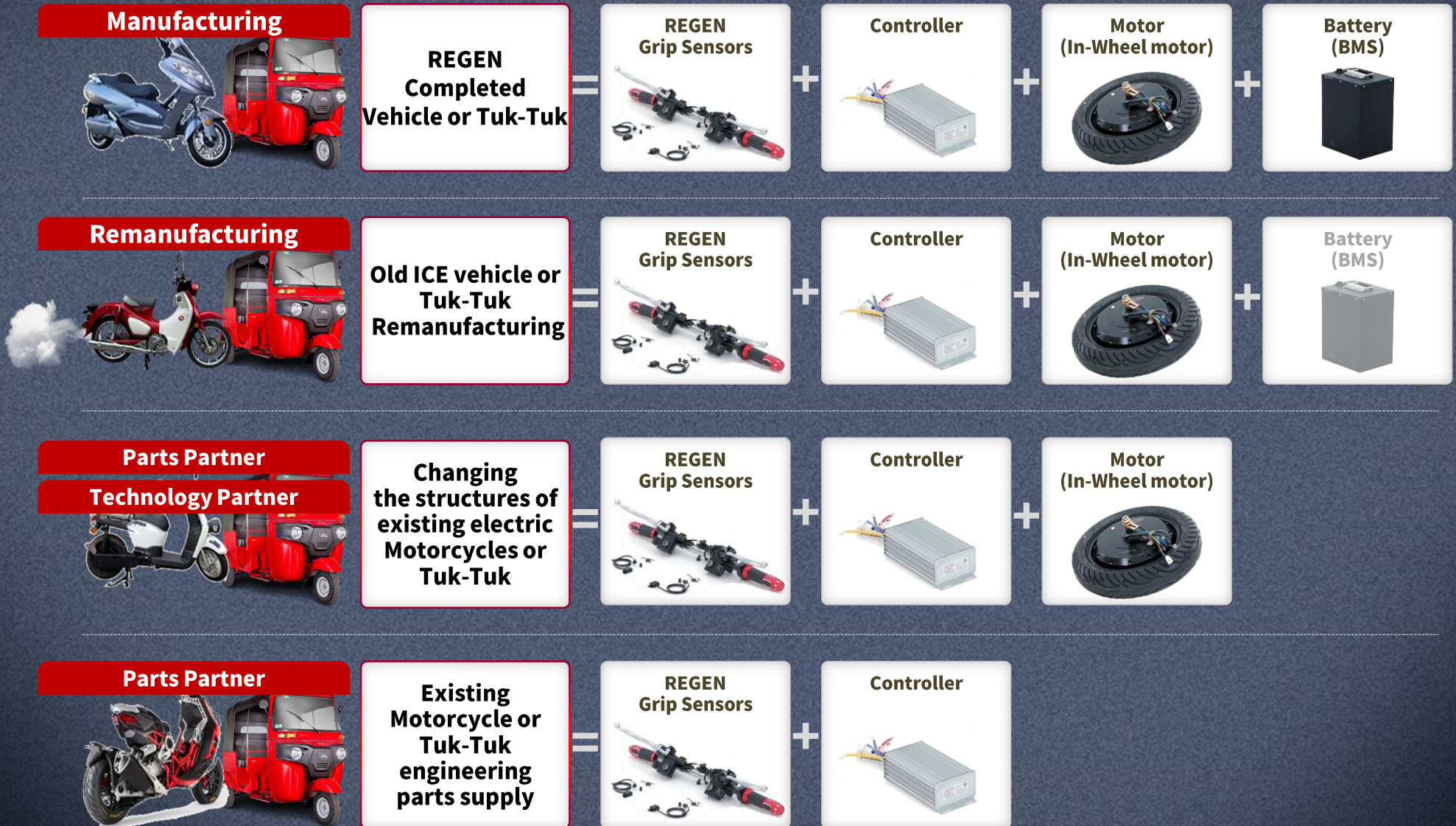
Further Driving Distance

- Reduce battery energy, recycle, increase efficiency

Stronger and Faster Torque

- Increase the peak torque by more than 5 times
- Excellent climbing ability

Business model optimized for UNFCCC SDM methodology (sustainable, leave no one behind)



REGEN POWERTRAIN

Global standardization of transport mode conversion

- The competitiveness of the Datam project is a fusion with the inaccessible carbon reduction sector, and the transportation sector carbon reduction project must comply with the CDM (SDM) methodology registered with UNFCCC.
- There are a total of 23 SDM (CDM) methodologies registered with the UNFCCC, of which two-thirds of them are transportation conversion projects to energy-efficient transportation systems.
- Most of the projects under way correspond to **UNFCCC methodologies**, so the possibility of obtaining CERS is clear and competitive

SDM(CDM) Methodology	SDM(CDM) Methodology	Type	Number of Project Registered	
AM0090	수상, 선로 및 도로운송에서 화물운송의 수단전환 (Modal shift)	에너지효율		
AM0031	BRT Project	Energy Efficiency	10	 Vietnam E-BUS BRT Public Transport System
ACM0016	MRTs(Mass Rapid Transit) Project	Energy Efficiency	9	 Vietnam E-BUS BRT Public Transport System
AM0101	고속승객철도시스템	에너지효율		
AMS-III.U.	MRT(Mass Rapid Transit) 시스템을 위한 케이블카	에너지효율	1	
AM0110	수단전환(Modal shift)에서 액체연료의 운송	에너지효율		
AM0116	항공기에서 e-taxi시스템의 시행과 운영	에너지효율		
AMS-III.AA.	개조기술을 이용한 수송에너지 효율 활동	에너지효율		
AMS-III.AP.	Improvement of transportation energy efficiency through the application of post-foot type idling prevention facilities	Energy Efficiency		 Eco Drive, REGEN Powertrain
AMS-III.BM	경량의 2륜 및 3륜 자전거	에너지효율		
AMS-III.BN	대중 교통의 효율적인 운영	에너지효율		
AMS-III.BO	화물 운송의 장비 개선을 통한 여행 기피	에너지효율		
AMS-III.AT.	수송수단에 디지털속도계 시스템 또는 유사장비 설치를 통한 수송에너지 효율 활동	연료전환	1	
AMS-III.C.	Reduced emissions from electricity and hybrid vehicles	Fuel Transition	6	 Vietnam: E-BUS BRT Public Transport System  Laos: E-Tuk Tuk Taxi  Vietnam, Indonesia, Philippines: E-BIKE & Remanufacturing
AMS-III.S.	상업적 단체차량에 저배출 차량/기술 도입	연료전환		
AMS-III.AY.	기존 및 신규버스 노선에 LNG 도입	연료전환		
AMS-III.BC.	차량의 효율성 증대를 통한 배출 감소	연료전환		
AMS-III.BP.	해안측 전력 공급 시스템에 의한 배출 감축	연료전환		
ACM0017	연료로 사용될 바이오디젤의 생산	신재생에너지		
AMS- I .M.	공항에서 항공기의 게이트 작동을 위한 전기에너지를 태양광 발전을 통해 전력생산	신재생에너지		
AMS-III.T.	운송장비를 위한 식물오일 생산과 사용	신재생에너지	1	
AMS-III.AK.	수송분야 적용을 위한 바이오디젤 생산과 사용	신재생에너지		
AMS-III.AQ.	교통수단에 바이오-CNG의 도입	신재생에너지	2	

주요 사업 현황
