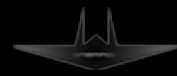


B R E M A C H



T-REX

THE EVERYTHING READY
ALL TERRAIN VEHICLE

BREMACH's Advanced Automotive Technology

The T-REX: A World-Class Extreme-Duty 4x4 Truck

BREMACH is committed to technical excellence. As a result, the BREMACH T-REX alternative-fuel truck line offers owners numerous Best-in-Class attributes.

The T-REX was designed and is built to ensure the vehicle's performance, utility, and long-term value is as attractive as its Italian-designed front fascia.

This vehicle is the culmination of BREMACH's 50+ year automotive history, America's traditionally strong powertrain engineering, and California-based technical innovation.



Whether propelled by CNG, Gasoline, or Lithium Ion Prismatic Batteries, every T-REX offers certain advanced features and high standards:

- High-end specialty components (eg, BREMBO brakes)
- A Heavy-Duty chassis (ie, 3.87TON payload rated)
- Military-grade suspension, 4x4 ability, and toughness
- Robust drivetrain (eg, GM 4L85E Transmission)
- Advanced gearing (eg, BREMACH's 16+ forward torque settings)
- Superior road visibility, maneuverability, and safety



The T-REX is absolutely unique. It is as attractive as it is versatile, and there is nothing else like it in the world. Here you have luxury car styling and aesthetics, extreme off-road performance and gearing, Class 4/5 “work truck” capability, and the handling and parking footprint of a passenger car. In its operations as an OEM, BREMACH develops, adopts, and deploys certain powertrain and general automotive technology that deservingly benefit T-REX buyers and compliment the existing range of detailed customization packages our diverse clientele expect. And as is further described in BREMACH’s online documents – but best shown during a test drive – here below are some of the T-REX’s automotive features and ownership benefits.

Best-in-Class: Braking System

Brakes are the frontline of safety. The T-REX has big brakes...Brembo brakes...Brembo Dual Piston disc brakes...at all four (4) wheels, with ABS on each.



Premier high-performance OEMs such as Ferrari, Porsche, and Aston Martin carry Brembo Brake Systems as standard issue – as does BREMACH. Installing the same name-brand brake components as are found on many supercar marques (Ford GT, Lamborghini, etc) is an important part of BREMACH's Best-in-Class braking system and offering.

Brakes disks dimensions:

Front: 290mm diameter, 26mm lining thickness, 2-piston calipers

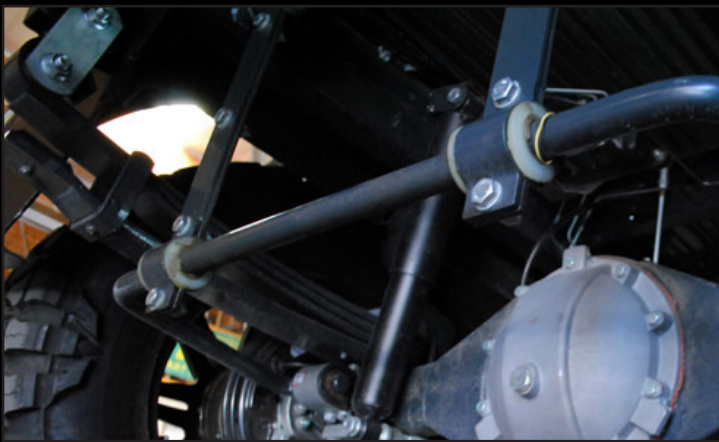
Rear: 306mm diameter, 33mm lining thickness, 2-piston calipers



Complementing this Brembo brake assembly is BREMACH's 4-Channel ABS, designed and developed in conjunction with Bosch, and another standard feature on your T-REX.



In addition to having this Bosch ABS system on all four (4) wheels (such trucks often only have rear ABS), the superior T-REX brake system architecture brings other benefits. Also to help ensure the shortest stopping distance – and overall performance and safety – is the attention paid to the truck's brake bias (ie, the balance of braking power between the front and rear brakes per various load and road conditions). The automatically adjusting "brake bite" is another related example of BREMACH's holistic and advanced engineering approach, which benefits every T-REX operator, across powertrains.

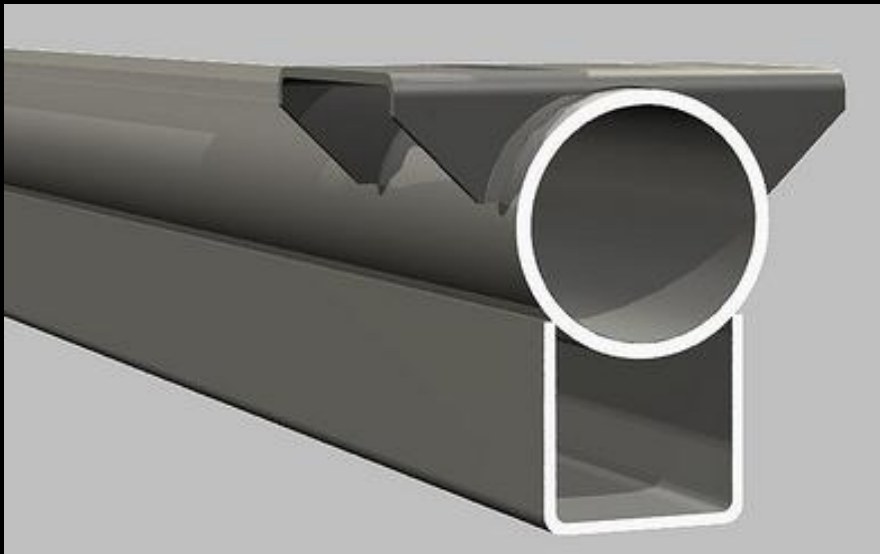


Best-in-Class: Payload & Frame Strength

The BREMACH T-REX can carry a massive 3.87 ton payload. This 7,740 pound rating is made possible by an adaptive modular space frame chassis architecture.



Such a structural design approach is typically only seen in aerospace engineering, but BREMACH incorporates technical best-practices whenever possible. This translates into a tubular steel section welded to an additional sub-section for rigidity and weight-strength properties. And this unique design results in an immensely strong chassis.



In an attempt to carry larger payloads, most truck manufactures simply increase to 6-7mm the thickness of their C-channel frame, but in actuality this standard frame design is used because it is easier to manufacture – not because it is structurally superior.

The BREMACH frame, however, with its more sophisticated engineering, allows the T-REX to safely handle workloads not even seen in higher high weight-class vehicles (the much heavier 14,001-16,000 GVWR Class-4 Ford F-450 Super Duty dual-tire truck, for example, can only carry some 3 tons).

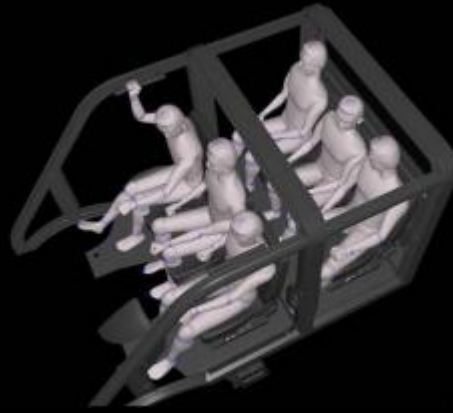
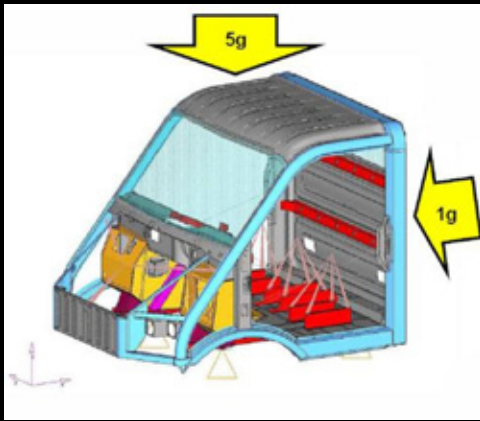
Complementing and safely securing this Best-in-Class payload feature are some of the T-REX's other related systems and components, such as, for example: GM's heavy-duty 4L85E performance transmission, the load-sensitive Brembo brakes, and BREMACH's strong suspension (ie, rigid axles with parabolic leaf-springs of 1250mm in length, telescopic double-acting shock-absorbers, and properly dimensioned front and rear stabilizing bars for easier driving on and off road with such heavy loads).

The T-REX's frame strength also extends to the cab configuration and architecture.

The advanced engineering approach incorporated into the cabin design provides enhanced passenger protection. No other truck provides a compartment with this much structural integrity and impact resistance. Using high-tensile-strength pressed steel, the unique T-REX exoskeleton system offers dramatic safety benefits and protection:

The cab design can withstand a mechanical (or physical) vertical shock / impact of $5 g_n$ (most such vehicles are $2 g_n$, with $3 g_n$ being on the "extreme" side).





MADE TO WITHSTAND TO 6 G



VERTICAL
DECELERATION = 5G
LATERAL = 1G
TWIST = 0.7 G
= 220 NM





Environmentally-Friendly “Green” Fluids / Lubricants

BREMACH has replaced many traditional petroleum-based automotive lubricants with specialized advanced and better performing organic substitutes. The BREMACH T-REX uses a unique oil and lubricant product line called SynLube, which, uniquely, is not made from oil.

Even 100% electric vehicles, for example, have a need for and benefit from certain protections against metal-on-metal wear and friction (eg, gearbox, rear differential, etc).

Long known in certain circles (such as NASA and select GM engineers), SynLube’s proprietary formula is able to retain its protective properties far longer than conventional oil-based brands. The SynLube chemistry is as well tested as it is advanced. Whether the PARIS-DAKAR Rally or (literally) the moon, in a market dominated by multinational corporations SynLube has cut a name for itself by performing in climates ranging from -70°F to +525°F (-56°C to +275°C).

In addition to better mechanical protection performance and being non-petroleum-based, SynLube also saves the T-REX owner time and money: Vehicles running SynLube typically only need oil changes every 100,000 miles.



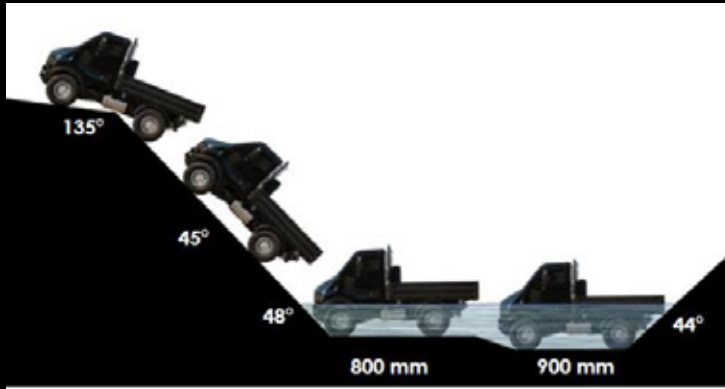
Best-in-Class: Overall Utility

The BREMACH T-REX is the truck of the future...mechanically advanced, robust, beautiful, loaded with state-of-the-art technology, and surprisingly agile.

This truck performs well almost anywhere. It is a daily driver in the morning, an extreme-duty 4x4 in the afternoon, and an event showpiece vehicle later in the day. It can fit in a standard parking spot on Rodeo Drive and later endure a Paris-Dakar Rally caliber cross-country expedition. It is as useful at the construction worksite as it is appropriate for black-tie event transport and arrival.

And whether used for a weekend getaway, or to do the job two (2) standard dual-tire trucks could not, BREMACH is focused on the user experience...including passenger safety (eg, braking system, cabin strength, etc) and passenger comfort (eg, cab sound-proofing – we install sound-absorbent and thermo-acoustic panels in the cab and engine compartment work towards a more pleasant driving experience).

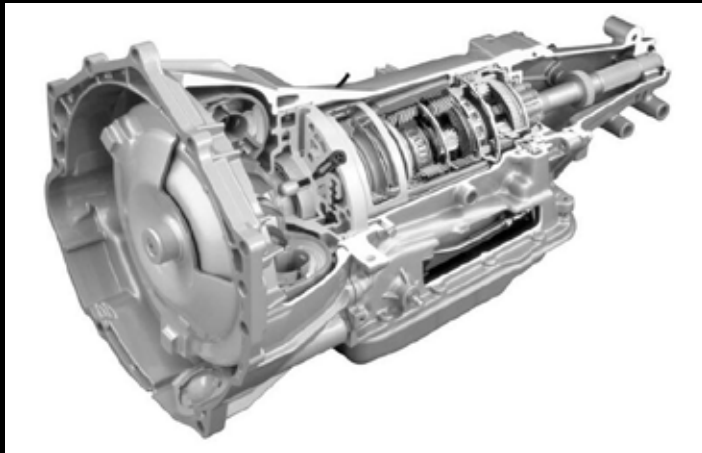
Best-in-Class: 4x4 Off-Road



Here are the highlights of the BREMACH T-REX 4x4 credentials:

- Permanent four-wheel-drive
- Impressive approach, departure and breakover angles
- Advanced and optimum gearings
 - 16 forward and four (4) reverse total torque settings

- Heavy-Duty GM Performance 4-speed automatic transmission
- 4:1 transfer case – Two (2) high and two (2) low settings...ie, two (2) “on-road” and two (2) “off-road” gear settings
- Electric locking transfer case (aka reduction box) changes the 33%-front-axle / 67%-rear-axle torque distribution to continuous 50-50 setting across axels
- Automatic electric locking rear differential (front locking is optional)
- Differential locks and transfer box are hydraulically controlled



- Cab frame is linked to the chassis with flexible but with high-strength bushings which reduce mechanical and other vibrations
- Fully weatherized – the Galvanized sheet steel frame is fully treated with “cataphoresis” to protect against rust and corrosion (the cataphoresic method of paint deposition is considered to belong among the most contemporary technologies of metal products surface treatments)

- Extremely strong, durable, and compact rigid ladder-frame chassis design
 - Superior torsional and bending resistance
 - Built for repeated operation over rough terrain at high(er) speeds
 - Galvanized sheet steel frame
- High stability, low overall center of gravity, but high clearance (11.4 inches)
- Great water fording depth capability
- Single-rear-wheel, narrow vehicle profile

If you want the best and what it offers, we invite you to schedule a BREMACH T-REX test drive today.

Daily Driver
Construction
Recreation
Utility
Military

4x4 Off-Road
Sanitation
Delivery
Agriculture
Border Patrol

EMS
Police
Forestry
Security
Fire

T-REX VERSATILITY FOR THE FUTURE

Fire | Utility | 4x4 Off-Road | EMS | Police | Forestry | Construction | Sanitation
 Recreation | Delivery | Agriculture | Security | Military | Border Patrol | Daily Driver



BREMACH FUEL TYPES



GASOLINE
 323 HP
 6.0 LITER



HYBRID
 40KW LHON
 SERIES-HYBRID

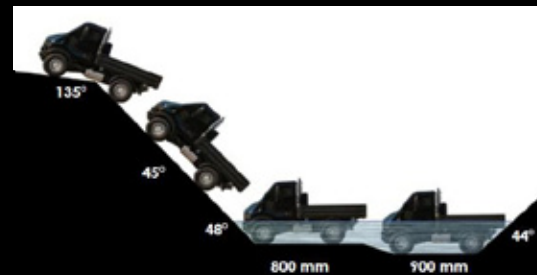


ELECTRIC
 100KW LHON
 BEV ELECTRIC



NATURAL GAS
 CNG
 PROPANE

BREMACH has developed the most advanced, economical, and intelligently built electric powertrain in the United States. The T-REX Class-3 truck line offers numerous Best-in-Class attributes, including: Fuel Economy, 4x4 Capability, and Payload (3.5+TONS). You are invited to schedule a T-REX test-drive and see firsthand this California OEM and truck model punch above their weight class.





T-REX 4x4 Truck Line by BREMACH, A California OEM

Latitude: 33°58'3.51"N Longitude: 117°40'49.38"W

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