



LANDIRENZO®
U S A

Fueling American Energy Independence

Corporate Overview



Landi Renzo Group – Highlights



- Founded in **1954** by Renzo Landi; **60+ Years!!**
- **World leader** in alternative fuel systems for CNG & LPG
- **35 %** Market Share
- **1.5 Million systems** sold every year
- **5 % of revenues** invested yearly in R&D
- Listed in **Milan Stock Exchange**
- Worldwide Distribution Network **more than 50 countries**
- **14 branches** + **12 installation facilities** in 12 Countries
- Two main distribution channels:
 - **After Market** (installers and distributors)
 - **OEMs** (Number one supplier of all the major car manufacturers)

Complete System (CNG / LPG)



Components

CNG Regulators



Electronic Control Unit



LPG Regulators



LPG / CNG Injectors



Global Footprint



#1 OEM Supplier for Alternative Fuel Systems



Landi Renzo USA



- Incorporated in January 2010
- Located in Torrance, California
- R&D + Conversion Center
- Ford QVM certified facility

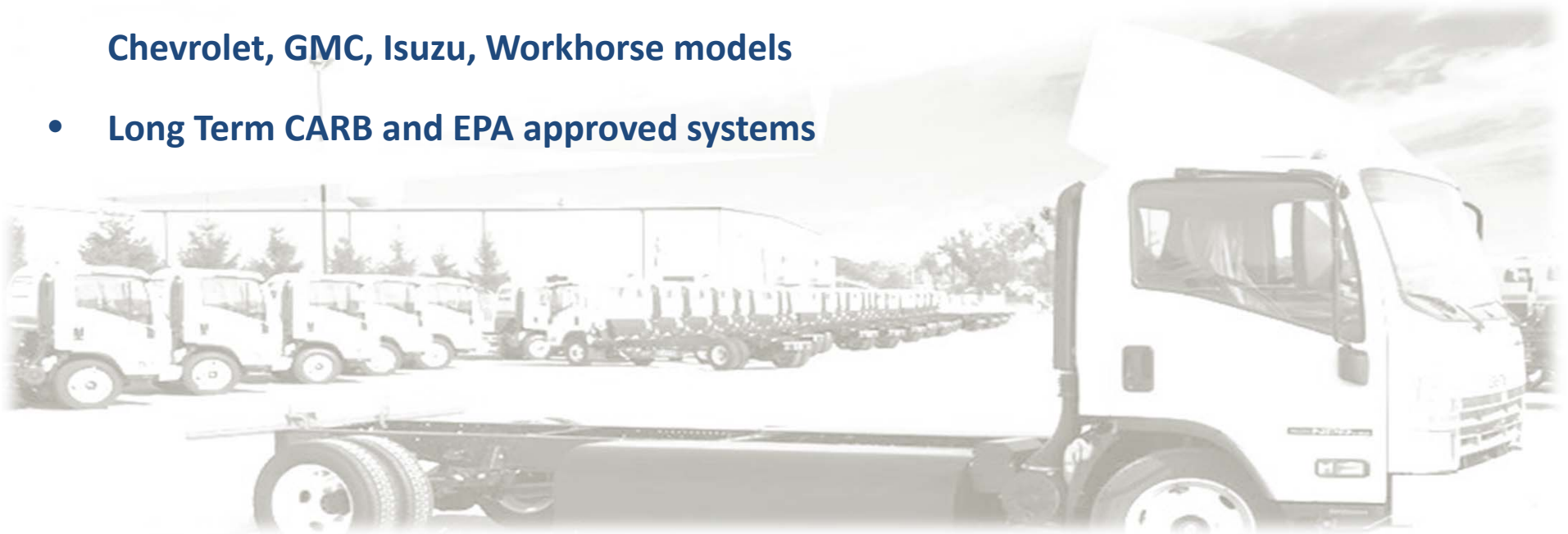


Baytech Corporation



BAYTECH BY LANDIRENZO

- Acquired by Landi Renzo USA in 2010
- Pioneer in Alternative Fuel Systems in US – since 1991
- Earned reputation as leader in high performance CNG fuel injection systems for Chevrolet, GMC, Isuzu, Workhorse models
- Long Term CARB and EPA approved systems



Baytech Product Overview



BAYTECH BY LANDIRENZO



Isuzu NPR HD
Chassis Cab

6.0L

Dedicated



50 State



Freightliner MT45/55
Stripped Chassis

6.0L

Dedicated



50 State



GMC Savana
Chevrolet Express
Cutaway

6.0L

Dedicated



50 State



GMC Sierra
Chevrolet Silverado
Chassis Cab

6.0L

Dedicated



50 State

Nearly 1,000 Baytech Systems by LRUSA installed on UPS Step Vans



- Stripped chassis built by Freightliner Custom Chassis Corp
 - MT45 = class 5
 - MT55 = Class 6
 - Utilizing GM's 6.0L V8 Engine
- Step-van body built by Morgan Olson bodies.
- 98% Reliability rate
- 25 year tanks



#1 CNG Dedicated CNG Fuel System Provider for the Gas Utility Sector for GM 6.0L 2500HD/3500HD



Southern California Gas Company

- 21.3 Million Consumers
- Fleet of 4,400 over the road vehicles
 - 1,100 NGVs or 25% saturation
 - 350 of which are Landi Renzo 6.0L systems
- Embarking on a fleet strategy to saturate the fleet to 51% NGVs (additional 1,122) by 2018

Ford Product Overview



F-250/350
Pickup

6.2L

Bi-Fuel
Dedicated



EPA
50 State



F-350
Chassis Cab

6.2L

Bi-Fuel
Dedicated



EPA
50 State



F-450/550
Chassis Cab

6.8L

Bi-Fuel
Dedicated



EPA
50 State



F-650
Chassis Cab

6.8L

Dedicated



50 State



E-450
Cutaway

6.8L

Dedicated



50 State



F-53/59
Stripped Chassis

6.8L

Dedicated



50 State



Diesel Dual Fuel (DDF)



Detroit Diesel S60 12.7L engine.

Technology

- Average Fuel Displacement up to 60%
- Noise reduction up to 40%
- Particulate Matter reduction from 40%
- CO2 reduction up to 14%
- Smoke reduction up to 50%



Benefits

- Performance comparable to the original engine in terms of torque/power and drivability
- Maintaining/Improving the emission levels of original engine
- Flexibility for adaptation to different Diesel engines
- Ability to switch back to original full Diesel if needed
- Requires Less CNG storage compared to a Dedicated CNG vehicles
- Extended range compared to original Diesel system

Certifications



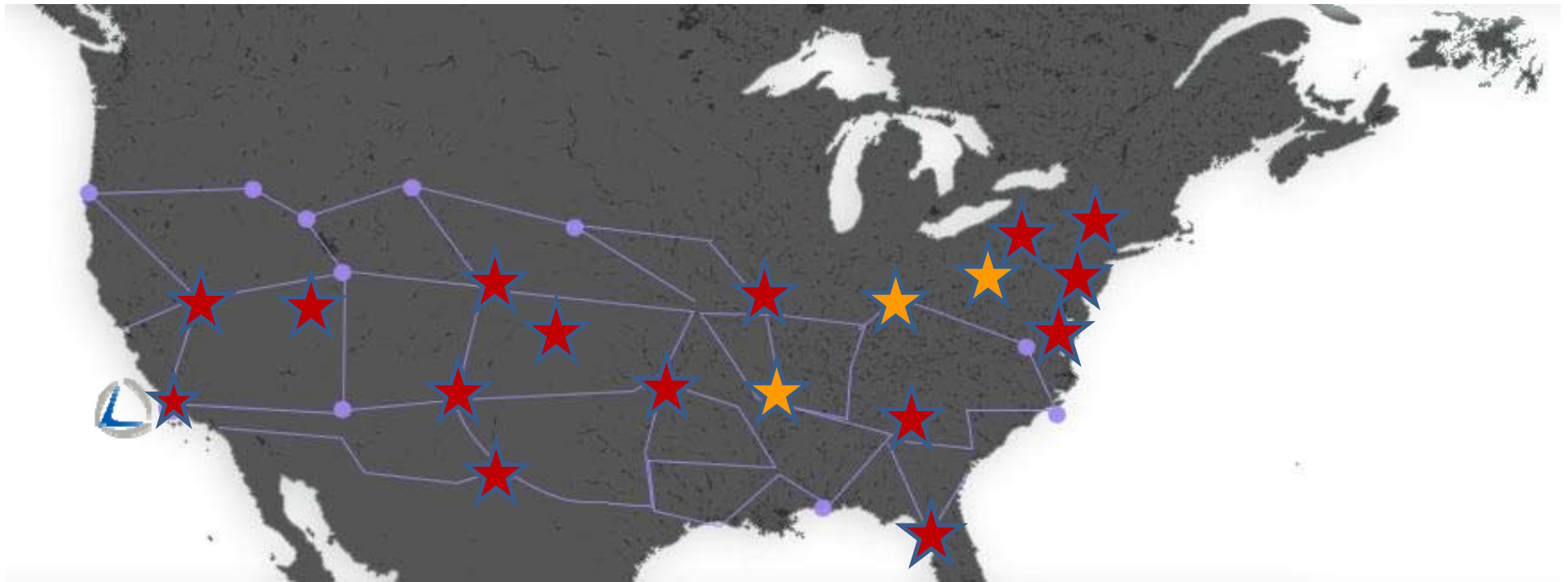
Over 200+ CARB/EPA CNG & LPG Certifications since 1998

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- | | | |
|-----------|-----------|-----------|
| • 5.7L V8 | • 4.3L V6 | • 5.4L V8 |
| • 6.0L V8 | • 4.8L V8 | • 6.2L V8 |
| • 8.1L V8 | • 5.3L V8 | • 6.8L V8 |
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- | | |
|---|-----------------|
| • G2500/3500 Express Cargo/Passenger Van | • E-150/250/350 |
| • G2500/3500 Savana Cargo/Passenger Van | • F-250/350 |
| • G4500 Cutaway | • F-450/550 |
| • Silverado C2500/3500 Cab Chassis/Bed Delete | • F-650 |
| • Sierra K2500/3500 Cab Chassis/Bed Delete | • F-59 |
| • Kodiak C4500/5500 | • E-450 |
| • Topkick C4500/5500 | |



Distribution & Service Channels



FMVSS 303 / NFPA 52



Crash Testing Specifics



- Conducted four vehicle barrier tests
 - 30MPH 0 degree frontal
 - 30MPH 30 degree offset frontal
 - 50MPH side moving deformable barrier
 - 55MPH rear 70% overlap moving deformable barrier
- Conducted two tank component tests
 - Blunt object impact to tank at valve end (simulates side pole impact)
 - Sled test impact to tank and cover assembly (simulates moving objects in the bed)



Ship-thru



- Dealer orders chassis
- Selects options for Knapheide upfit based on chassis and body available
- OEM manufactures the truck
- Transported to Knapheide facility (Quincy or KC) for CNG and body upfit
- Placed back into OEM transportation
- Delivered to any US dealer

Drop Ship



- Dealer orders chassis
- Selects drop ship code for upfitter
- OEM manufactures the truck or van
- Transported to upfitter facility for CNG and body upfit
- Chassis is then transported to final destination

Multiple Customer Support Layers



1.) Installation partner service technicians can often provide immediate tips/recommendations on how to handle most issues. (24 Installation Centers and 50+ Service Centers)



2.) Visit any dealership certified to work on CNG vehicles.



3.) Landi Renzo offers training to end users who have their own maintenance facility.



Fleet Successes Stories



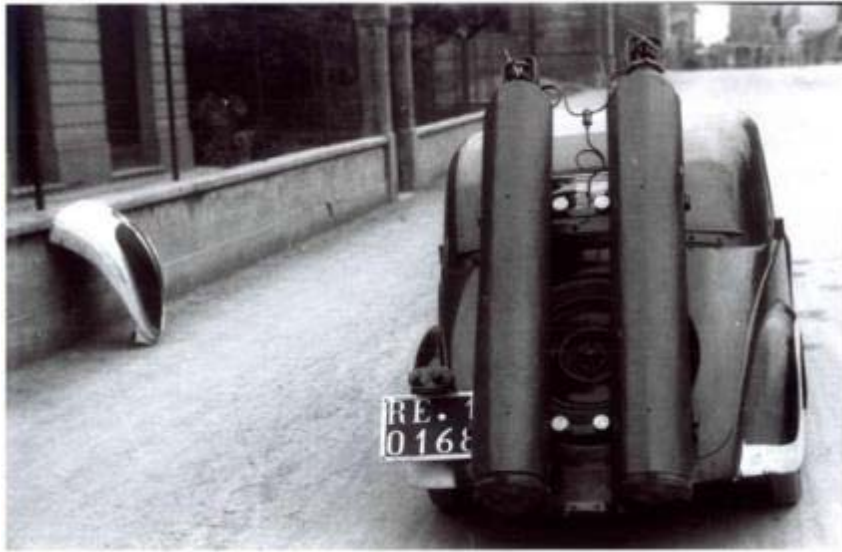
Los Angeles
World Airports



1954

Moving Forward!

2016



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