XENO

# The electric scooter, redesigned for European cities

Red Dot award-winning design. Our own rider OS. Built to launch in Europe.

Pre-seed investor presentation · 2026 · Confidential

THE PROBLEM

# City scooters went electric, but the experience barely changed

01

### Same shape for a decade

A popular moped from 2015 and one from today look almost the same. Electric drivetrains were dropped into old designs.

02

### Fragmented, dumb electronics

Riders juggle a phone mount, a basic dash and separate apps. Little safety feedback, little customisation.

03

### Cheap or premium, nothing between

Buyers choose between generic imports and expensive legacy brands. Few options are both well designed and fairly priced.

THE SOLUTION

# XENO Ceres

A design-led electric scooter with its own rider operating system, XenOS. Built around how people actually ride in the city.

- Distinctive, award-winning industrial design
- Intuitive controls that keep eyes on the road
- Modular electronics that can be upgraded

PRODUCT · EU SPECIFICATION

# Built for real commutes

**150 km**
Extended true range

**72 km/h**
Top speed (110 km/h unlocked)

**5 kW**
Motor · 72 V 30 Ah battery

**128 kg**
Kerb weight

Target retail price: €3,000–4,000 · EU category: [L3e-A1, to confirm]

PRODUCT · XENOS

# Our own rider operating system

### Eyes-free control

Scroll and rotary tactile button, precise without looking down.

### Haptic safety

Colour and vibration warn of speed limits without distraction.

### Sensor fusion

Adapts to temperature and flags system faults early.

### Modular hardware

XenDOCK swappable display, XenVision camera, dot-matrix eHMI to talk to the street.

reddot design award

# Winner, Red Dot Design Award 2026

One of the world's most selective design prizes, won by a bootstrapped team on its first vehicle.

Red Dot category: Cars and Motorcycles · Also: **Gold, French Design Award**

MARKET

# Europe is going electric on two wheels

**$22.7B**

European electric scooter market in 2025, including mopeds and motorcycles

**16.7%**

Forecast annual growth to $127B by 2036

**~1.0M**

Motorcycles registered in 2025 in France, Germany, Italy, Spain and the UK

**Why now:** low-emission zones in cities like London, Paris and Milan push riders off petrol scooters.

**Italy first:** SAM €690M (197,043 scooters sold in 2025 × €3,500) · SOM €1.75M (500 Ceres by year 3)

Sources: Meticulous Research (2026); ACEM and ANCMA registrations, 2025. Priced at the €3,500 midpoint of a €3,000–4,000 range.

BUSINESS MODEL

# Asset-light: we own design and software, partners build

| Revenue line | How | Unit economics |
|---|---|---|
| Vehicle sales (B2C) | Online direct plus selected dealers | €3,000–4,000 · GM [__%] |
| Fleet sales (B2B) | Delivery, sharing and corporate fleets | Price [€__] · GM [__%] |
| Service and parts | After-sales service and spare parts via partners | [__%] of revenue |
| XenOS and modules | Upgrades, subscriptions, licensing to other makers | [€__ per vehicle / year] |

Contract manufacturing keeps capital needs low: design, engineering IP and software stay with XENO.

GO-TO-MARKET

# Launch in Europe, one city cluster at a time

PHASE 1

### Test and certify

Prototype V2 road testing with real riders. EU type approval.

PHASE 2

### Launch market

Pre-orders and first deliveries in [country / cities]. B2B fleet pilots.

PHASE 3

### Scale across EU

Dealer partners in neighbouring markets. Service network via partners.

**Demand engine:** design credibility (Red Dot, Milan Design Week, EICMA) drives earned media and a pre-order waitlist before the first unit ships.

HOW WE OPERATE

# European company, Shenzhen speed

## XENO · in-house

The whole vehicle and XenOS designed and engineered by our own team. European base in Turin, Italy, for homologation, sales and customers.

## China · Shenzhen

Prototype builds through a partner, close to the EV supply chain. They build to our designs.

A fresh start in 2026: new European entity

TRACTION

# Built on about €50K, without outside equity

- Fully working prototype, version 1
- Vehicle and XenOS designed and engineered in-house
- Showcased at Milan Design Week and EICMA 2025
- Red Dot 2026 winner and French Design Award Gold
- Prototype V2, the launch version, in progress

About €50,000 invested to date, from the founder and loans.
[Waitlist / LOIs: __]

FOUNDER

# Fahim Hossain

- Professor, Transportation Design Master's, IAAD Turin
- Ex-FAW Jilin Automobile, JETX Aerospace, Titan Air Mobility, DORODESIGN
- Based in Piedmont, Italy ·

ROADMAP

# From award-winning prototype to European roads

## [Q_ 2026]

Close €1.1M pre-seed. Finish Prototype V2.

## [Q_ 2027]

Rider testing. EU type approval. Unit cost locked. Pre-order list.

## [Q_ 2027]

€5M seed. Tooling, first batch, launch market.

## 2028

Electric sports bike for the European market.

Green: funded by this round · Grey: next round

THE ASK

# Raising €1.1M pre-seed

To finish, test and certify our launch vehicle and build demand before market entry.

**Next: €5M seed** for production tooling, first batch and launch, once we hit a type-approved vehicle, a confirmed unit cost and a pre-order list.

Instrument: [SAFE / equity] · Runway: 15–18 months · Grants and pre-order deposits reduce dilution

| | |
|---|---|
| Team: in-house engineering and EU hires | 35% |
| Prototype V2 builds and rider testing | 30% |
| EU type approval and battery certification | 15% |
| Pre-orders, waitlist and launch prep | 10% |
| Legal, IP filings, European setup, buffer | 10% |

XENO

reddot winner 2026

# Ride the next decade with us

FAHIM HOSSAIN · fahim@xenoev.com
· xenoev.com