



Invo

Closing the gaps in public transport

A ground-up, Level-4 autonomous vehicle purpose-built to make mobility work exactly where it stops working today.

www.invo-mobility.com

CONFIDENTIAL

Where the map turns grey

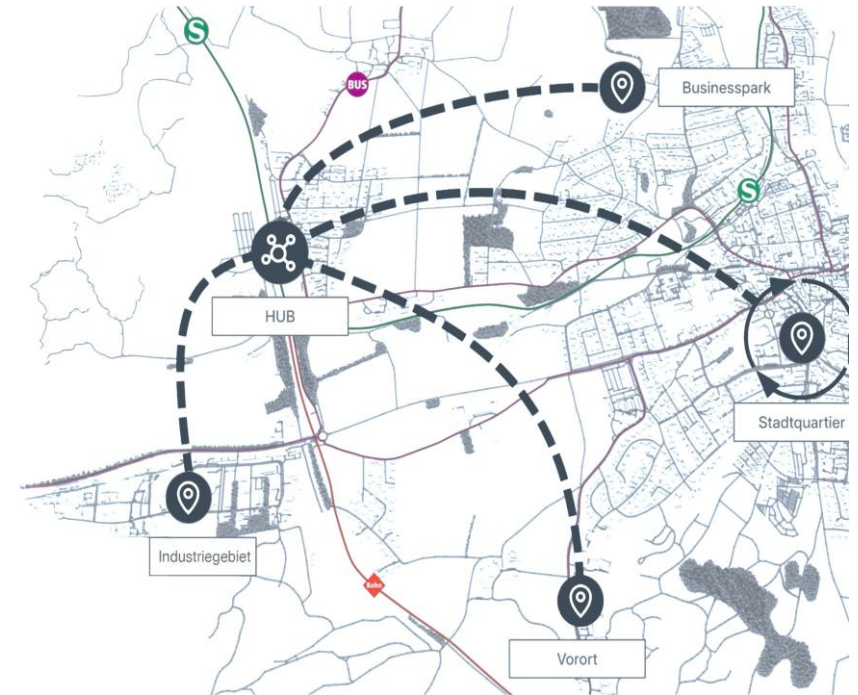
For millions of people, public transport almost works.

The bus runs but not to their street. The train arrives but the station is three kilometres away. Ride-hailing exists but at €2+ per kilometre it is never a daily option.

So, people fall back on the private car. And public transport loses exactly where it is needed most: **at low density, at the first and last mile.**



The problem isn't coverage on a map.
It's coverage that actually reaches your door.



This is not a niche. It is a structural failure in transport economics, and it is getting worse



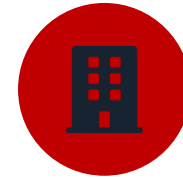
275,000

bus drivers Europe will be short of by 2028. The people who run today's transit are disappearing faster than they can be replaced.



Empty seats

Conventional transit economics collapse at low demand density. A 40-seat bus running near-empty simply doesn't add up.



Most towns

across Europe still lack any viable first-mile solution at all. The gap is the default state, not the exception.

Capacity belongs in the fleet not in the vehicle



For a century we met demand by building **bigger vehicles that mostly ran empty**. Autonomy inverts the equation: many small, right-sized units, dispatched on demand. No driver cost. No empty seats. **The economics finally work at the edge.**

Right-Sized: Why 4 seats are just right

Capacity belongs in the fleet, not in the vehicle.

The INYO Cab scales public transport to meet actual demand, rather than peak-hour demand.

20 %

Average occupancy rate of German public buses – has remained constant for years (Destatis)

< 2

Passengers per journey in real-world on-demand operations – 4 seats cover >90% of all bookings

275.000

Shortage of bus drivers in Europe by 2028. The shortage is due to a lack of staff, not a lack of demand (IRU)

40–65 %

Proportion of labour costs in bus operations (VDV) – Level 4 decouples vehicle size from cost-effectiveness



Demand-Fit

Actual on-demand bookings: 1–2 people. Every seat above that is dead capital that comes along for the ride.



Cost-effectiveness

A fraction of the capital expenditure, maintenance and energy costs per person. Compared with the People Mover (~€250,000) and the electric bus.



Network & Resilience

Granular fleet: scalable to meet demand, resilient to disruptions, with pooling and individual journeys managed within the same system.



Fine-scale development

Large vehicles cannot access narrow neighborhoods and town centers, The last mile ends at the front door.

Quellen: Destatis (Auslastung ÖPNV) · IRU Driver Shortage Report · BDO/VDV (Fahremangel, Kostenstruktur) · KIT/TUM-Begleitforschung Ridepooling · Transformations-Hub MIAMY (Shuttle-Preise)

Meet the INYO CAB

A ground-up autonomous vehicle platform, engineered from scratch for public transport not a retrofitted car, not a shrunk-down bus.



Purpose-built for transit

A compact four-seater with a barrier-free, low-floor design made to slot into scheduled and DRT networks.



Modular architecture

One versatile platform, multiple cabin configurations, adapting to each operational need.



Resource-efficient (L7e)

Lightweight construction delivers up to 40% lower cost per kilometre than a conventional minibuss.



Ecosystem & AD-agnostic

An open platform that integrates with any mobility-management system or autonomous-driving stack.



For the passenger, it feels as convenient as using their own car.

Engineered around the passenger and the operator

70 km/h

TOP SPEED

> 100 km

RANGE

$3.35 \times 1.5 = 5$

FOOTPRINT (M²)

up to 4

SEATS

L7e

LIGHTWEIGHT CLASS

L2+ → L4

AUTONOMY



Barrier-free, low-floor, Signalling.

A cabin anyone can step into: stroller, wheelchair or luggage.

INYO CAB designed for Public Transport



Easy access with low steps and broad door



Extended load capacity for luggage, pushchairs, etc.

Modular architecture: One platform. Many cabins.

The same autonomous base carries whatever the route needs. Reconfigured, not rebuilt.



Four-seat DRT

Right-sized for real-world demand across neighbourhoods and rural corridors.



Fully accessible

- Flexible layout for goods, deliveries or mixed-use micro-transit.
- Low-floor, wheelchair-ready configuration for inclusive transport.



Safety Driver when needed

For L2 to L4 certification. A safety driver on board is possible

Five advantages, engineered in from day one



01

Sustainability by design

- Lightweight construction cuts resource and energy use in production and operation.
- Sustainable materials
- Minimal urban footprint.



02

Smart fleet networking

- Connected dispatch cuts empty running and the CO2 footprint that comes with it.
- Replaces large, often-empty buses on low-demand routes.



03

Built to last, built to scale

- Durable core platform with easily swappable modules the CAB stays current for years.
- Modular and AD-stack-agnostic; passenger and cargo transport, even mixed.



04

Accessible by default

- Barrier-free boarding (including visual impairment), luggage space, easy cleaning.
- Open charging standard, right-sized for off-peak and low-density routes.



05

A cabin passengers actually enjoy

- Modular, personalisable HMI with built-in services and direct passenger engagement.
- Generous sense of space, face-to-face seating, panoramic glazing.

Built for a wide range of real-world deployments

From dense city centers to quiet resort roads, one CAB adapts to every context.



Urban & City

A compact shuttle that plugs into on-demand transit within the city.



Regional & Rural

Extends coverage to areas beyond fixed bus and rail lines.



Business Parks & Airports

First- and last-mile connections for commercial and industrial hubs.



Resorts & Residencies

Guest and resident mobility within resorts and residential communities.

Flexibly to your destination



Convenient on-demand connections for the first and last mile



Stay safe out and about, even when the city is already asleep



Active and independent at every stage of life



Supports you on every step of the way

Up to 40% lower cost per kilometer before you even remove the driver

Lightweight L7e construction structurally undercuts a conventional minibus on energy, maintenance and capital roughly 40% lower per km before the driver is even considered. Remove the driver, and the gap widens to about two-thirds.

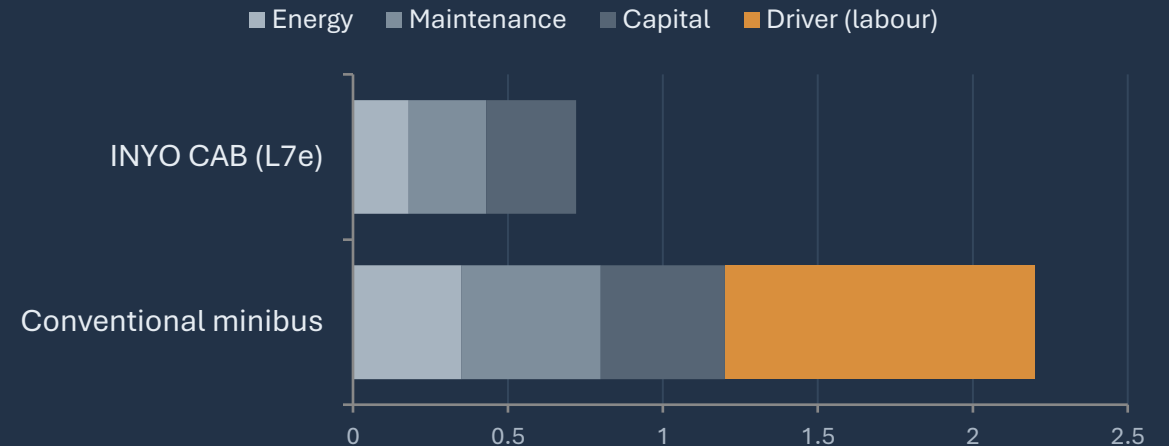
€0.72 / km

INYO CAB · L7e, driverless

€2.20 / km

Conventional DRT minibus

COST STRUCTURE · €/VEHICLE-KM

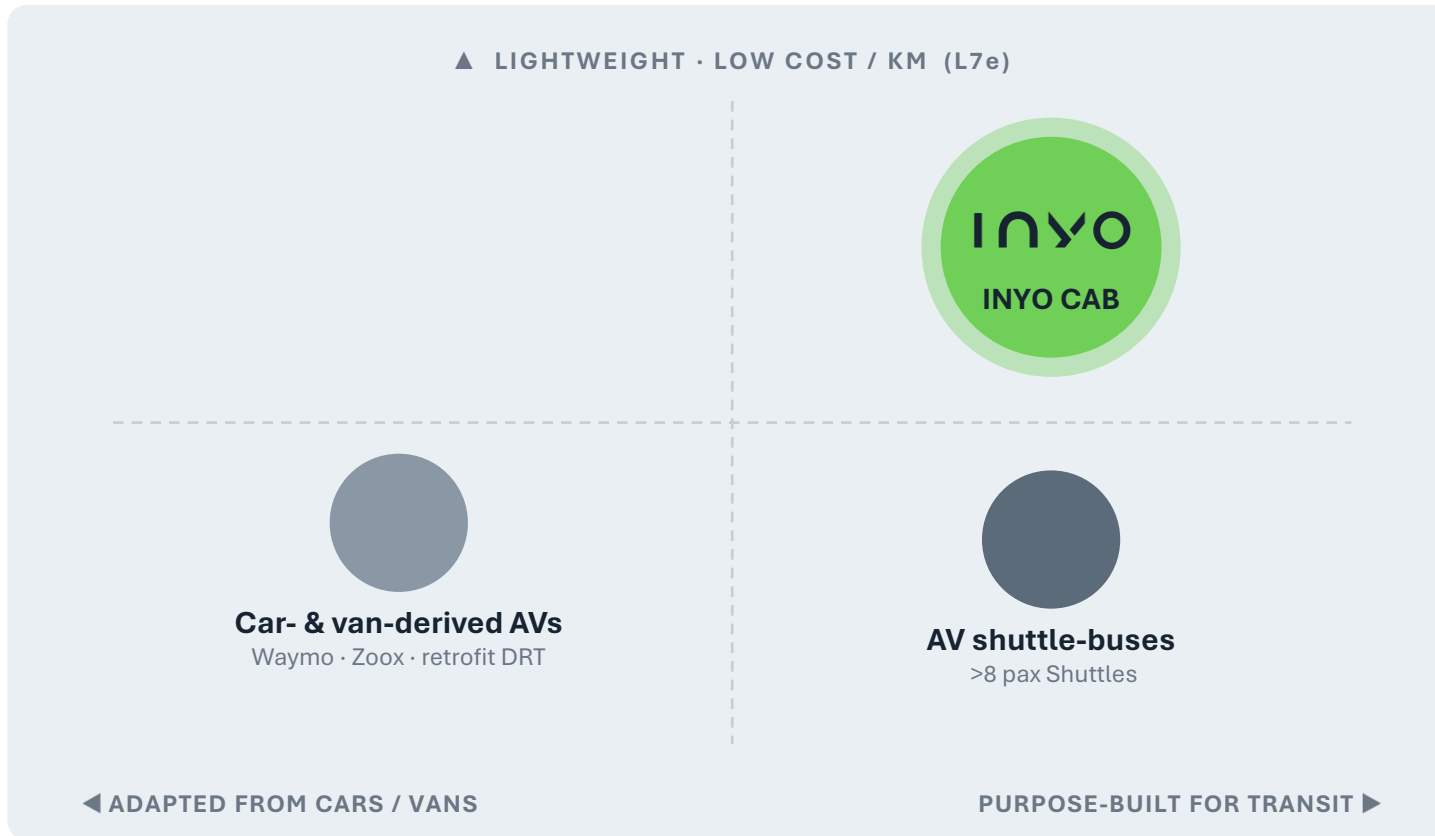


Vehicle cost -40% before driver · -67% once the driver is removed.

Illustrative €/vehicle-km cost structure.

The competition is the platform not the driving stack

We are AD-agnostic — robotaxi stacks (including our partner **Pony.ai**) are inputs, not rivals. We compete on the vehicle platform and the operating model — and there, we sit alone.



ONLY INYO COMBINES

- ✓ **Purpose-built L7e platform**
up to 40% lower cost per km
- ✓ **Right-sized four-seater**
matched to real-world demand, not empty capacity
- ✓ **AD-agnostic & open**
no lock-in to any single driving stack
- ✓ **Integrated fleet-SaaS**
a recurring operating model, not just a vehicle

We are not starting from zero

2023

NeMo.bil project

Consortium leader of the flagship autonomous-mobility research programme.

2024

Ecosystem Mobility 4.0

Selected funding partner in the federal mobility initiative.

2025

IAA Mobility

Showcased the INYO CAB at the world's leading mobility fair.

2026

Allianz — strategic partnership

A tier-1 insurer alongside us on the road to Level-4 operation.

2026

Testbed Munich

Public-road testing underway in Munich and Grafting.

2026

Serial AD-stack partner

Nominating core suppliers; integrating an industrialised driving stack.

70+ vehicles in the current pipeline — orders, letters of intent and inbound inquiries.

Technology Roadmap (overview): From proof of concept to volume production.



Milestone: three lighthouse projects starting in 2027 — today's pipeline already holds four to five.



THE VISION

Mobility for everyone.

We complete public transport rather than replace it — and for the passenger, it finally feels as convenient as their own car.

Let's close the gaps together.

Marcus Zwick · Founder & CEO

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