DE TOMASO

UNIVIS Technology.

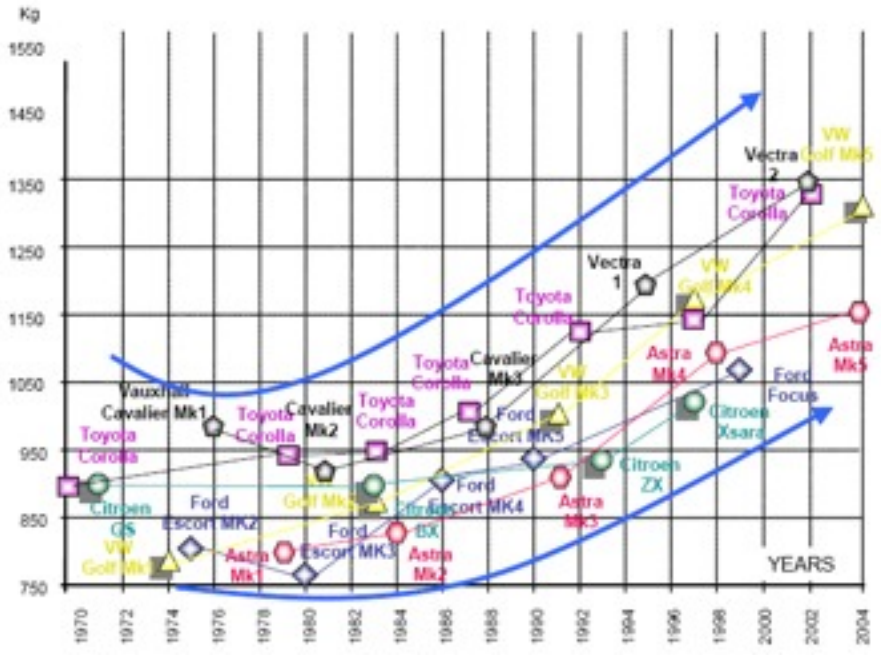
November 17, 2010

The History, the Present and the Future

- De Tomaso Modena SpA was an Italian car-manufacturing company. It was founded by the Argentinian-born Alejandro DeTomaso (1928-2003) in Modena in 1959.
- DeTomaso's first road-going production model was the Vallelunga, introduced in 1963. This striking mid-engined sports car.
- It featured an **aluminum backbone chassis, which was to become De Tomaso's technological trademark.**
- The first DeTomaso produced in anything like significant numbers, the Mangusta, introduced in 1966. The Mangusta DeTomaso was powered by a 4.7-litre iron-block V8 engine and with steel and aluminum coupé bodywork.
- The Mangusta was succeeded by the Pantera, the car that was to put DeTomaso on the map. It appeared in 1971 with a 5.8-litre Ford V8 and a low, wedge-shaped body designed by Ghia's Tom Tjaarda.

- DeTomaso Automobili S.p.A has been established on November 2009 following the acquisition of the brand “DeTomaso” by Gian Mario Rossignolo.
- De Tomaso Automobili S.p.A. on December 31, 2009 has signed a contract with Pininfarina S.p.A. for the purchase machinery, equipment and accessories currently located at the Grugliasco production facility and the existing contracts with 900 production employees.
- The first new DeTomaso shall be presented at the Geneva Motor Show in 2011.
- In 2012 and 2013 will be presented 2 new models according to the Business Plan, the Coupè and Limousine.
- Production of the first new model is expected to be around 3000 units, at full pace production in 2013 will reach 8000 units.

The Technological Innovation:
The “UNIVIS” System



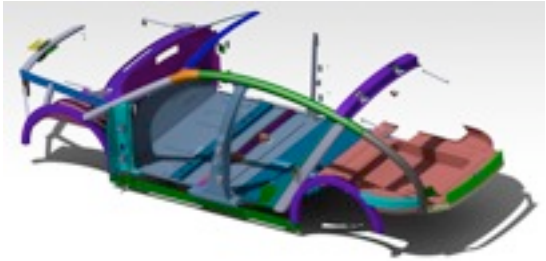
Evolution of weight in compact-class cars (1)

The vehicle are increasing their weight.

We have to rethink the car structure for reducing weight:

- **use alternative material**
- **use new body structure**

De Tomaso introduces a new **Aluminum** body structure: **UNIVIS**



(1) International Aluminium Institute (2007)
Improving Sustainability in the Transport Sector Through Weight Reduction and the Application of Aluminium

UNIVIS is an innovative, proprietary design and manufacturing technology that can be a revolution in the automotive industry.

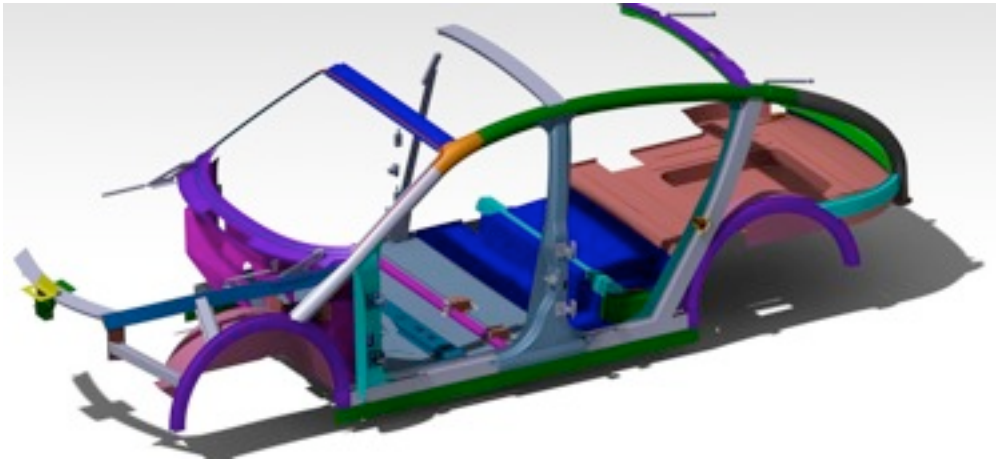
UNIVIS has key unique and proprietary benefits:

- Increasingly efficient and precise
- Reduce BIW weight
- Lower fixed production costs
- Increased production flexibility
- Increased eco-friendliness

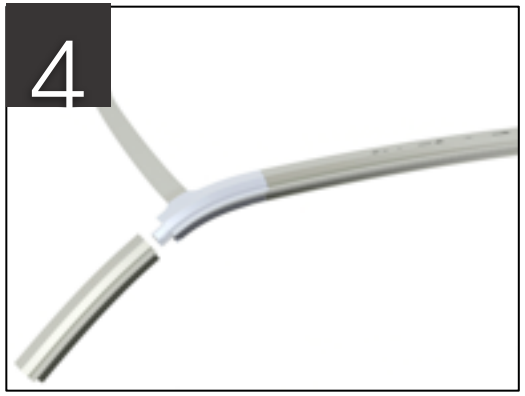
The technology:

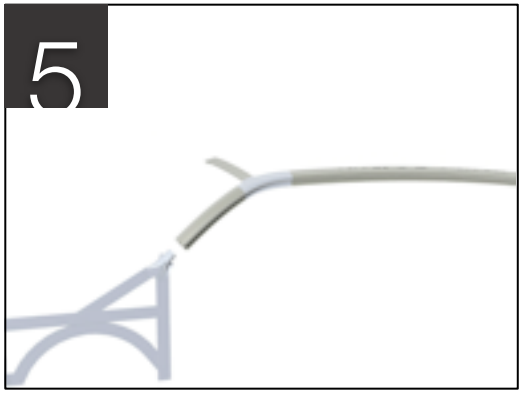
- Simplified the design process
- Reduces the initial investment required into the manufacturing process
- Decreases time to market for new vehicles
- Delivers unparalleled excellence in safety, design, construction and efficiency.

UNIVIS technology is scalable and compatible to every type of automotive model.



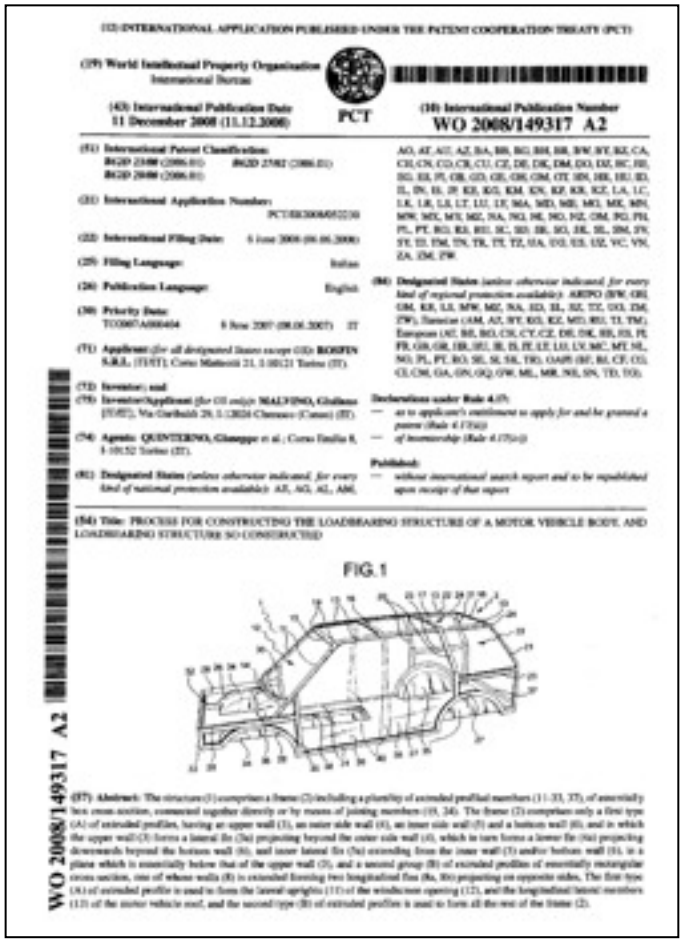
UNIVIS AS A UNIQUE AND PROPRIETARY TECHNOLOGY TRANSFORMS THE AUTOMAKING PROCESS





THE GROUND-BREAKING UNIVIS FRAMES ARE SCALABLE AND COMPATIBLE WITH ANY AND ALL CAR MODELS

THE INNOVATIVE THINKING BEHIND UNIVIS HAS BEEN PATENTED



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(54) Title: PROCESS FOR CONSTRUCTING THE LOADBEARING STRUCTURE OF A MOTOR VEHICLE BODY, AND LOADBEARING STRUCTURE SO CONSTRUCTED

FIG.1

(57) Abstract: The structure (1) comprises a frame (2) including a plurality of extruded profiled members (11-33, 37), of essentially box cross-section, connected together directly or by means of joining members (19, 34). The frame (2) comprises only a first type (A) of extruded profiles, having an upper wall (3), an outer side wall (4), an inner side wall (5) and a bottom wall (6), and in which the upper wall (3) forms a lateral fin (3a) projecting beyond the outer side wall (4), which in turn forms a lower fin (4a) projecting downwards beyond the bottom wall (6), and inner lateral fin (5a) extending from the inner wall (5) and/or bottom wall (6), in a plane which is essentially below that of the upper wall (3), and a second group (B) of extruded profiles of essentially rectangular cross section, one of whose walls (8) is extended forming two longitudinal fins (8a, 8b) projecting on opposite sides. The first type (A) of extruded profile is used to form the lateral uprights (11) of the windscreen opening (12), and the longitudinal lateral members (13) of the motor vehicle roof, and the second type (B) of extruded profiles is used to form all the rest of the frame (2).

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