



ROAM TRANSIT

The future of public transport is here



BORN IN SWEDEN | DESIGNED IN AFRICA

FEEDER BUS

Through deep research into the bus market on the African continent, focussing on usage patterns and implementation. Roam has developed a feeder bus that combines the robustness required for the harsh usage conditions and comfort levels required.

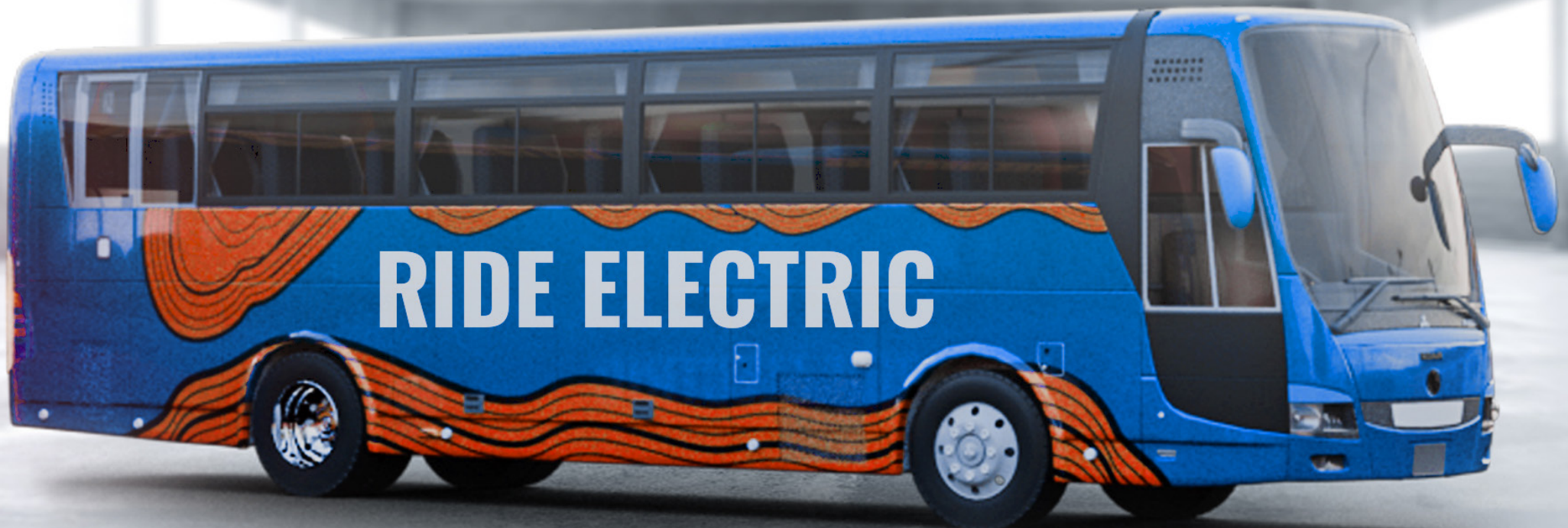
This means that we combine the traditional robust functional design with a modern aesthetic and state-of-the-art powertrain aimed to ensure smooth operations without compromise on performance.

This unique approach means we can lower cost without trading off on safety or reliability.

Roam's feeder bus is aimed at the Matatu market and has a superior performance and efficiency compared to any product found on the market today while also eliminating emissions in operations. Creating a more comfortable experience for commuters to enjoy while also completely removing local emissions and noise pollution, making our cities more livable.

With various charging options available for our vehicles, Roam can ensure minimal down time and sound operations while also cutting your running cost in half.

To ensure longevity in our products we offer different service and maintenance options to meet every clients needs. Therefore offering a complete solution to run your operation smoothly, with flexibility in function and range, at a competitive price.



MASS TRANSIT BUS

Our electric mass transit bus reduces both cost and emissions from day one while having a similar initial price to current diesel bus options. Our competitive price is achieved through localization as well as close collaboration with each and every end user to ensure the correct bus for their needs. As the bus is fully electric we eliminate all tailpipe emissions while also reducing noise pollution in cities.

Without dependency on fuel our electric vehicles can either be charged by a solar system or directly from grid electricity with chargers supplied from Roam or any public charging option. The electric bus also needs far less servicing, lubrication or maintenance than a traditional diesel bus, making sure uptime is maximized and maintenance cost kept to a minimum. Roam always ensures that each solution is delivered as a end-to-end system with reliable charging, service and maintenance options.

Roam has tailored a fully electric mass transit bus to ensure reliability and accessibility to large scale transit systems across the african continent. Through developing and designing the powertrain and body of the bus to fit the needs of each and every customer we can meet the performance and capacity required at the most competitive price. In short, the best choice for any large scale implementation of low floor, high capacity transit solutions.



SPECIFICATIONS FOR MASS TRANSIT BUS



GENERAL SPECIFICATIONS

| | |
|------------------------|---|
| Bus Type | Right or left hand drive, 12m low floor bus * |
| Dimensions (L x W x H) | 12500x2550x3300 mm |
| Wheel base | 6395 mm |
| Seats | 36 seating, 41-54 standing * |
| Doors | Standard design with 1 door front left, 2 doors mid-right * |
| Max GVW | 18 000 kg |
| Tyres | 70R22.5 tubeless tire |

CHARGING SYSTEM

| | |
|-------------------|----------------------------------|
| Charger Type | Plug-in DC Charger |
| Charging Power | Up to 250 kW |
| Charging Protocol | CCS2 |
| Charging time | Fastest Charging Time: 1.5 hours |
| Auxilliary System | 24V 100A |

WARRANTY

| | |
|------------|------------------------|
| Body | 2 year / 100 000 km * |
| Powertrain | 5 years / 200 000 km * |

CHASSIS

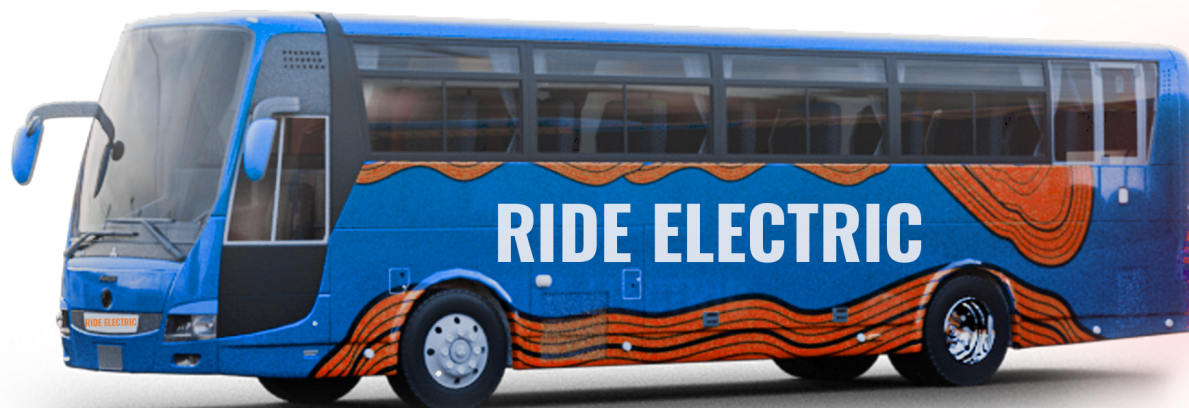
| | |
|-----------------|--|
| Steering system | Hydraulic power steering |
| Braking system | Dual-circuit air system + ABS + Regenerative braking |
| Suspension | Air suspension |

POWERTRAIN

| | |
|-------------------------|---|
| Range | >320 km fully loaded on a single charge * |
| Battery type (Capacity) | Lithium Iron Phosphate / 384 kWh * |
| Motor Power (nom/max) | 120/240 kW |
| Max Speed* (Governed) | 70 km/h |
| Max Gradeability | ≥18% |
| Transmission | Single speed direct drive. No clutch. |

*Can be customized

SPECIFICATIONS FOR FEEDER BUS



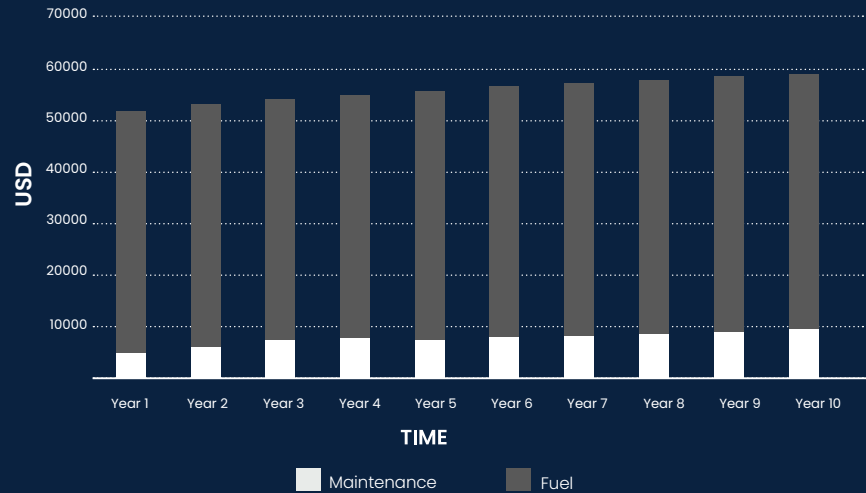
| POWERTRAIN | |
|-------------------------|---|
| Range | >200 km fully loaded * Top-up charging recommended |
| Battery type (Capacity) | Lithium Iron Phosphate / 213 kWh * |
| Motor Power (nom/max) | 141/253 kW |
| Max Speed* (Governed) | 80 km/h |
| Max Gradeability | ≥20% |
| Transmission | Single speed direct drive. No clutch. |

*Can be customized

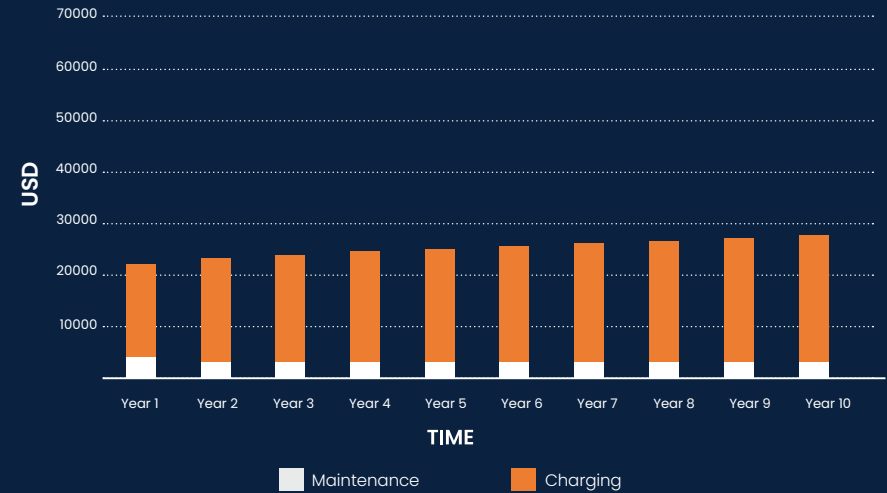
| GENERAL SPECIFICATIONS | |
|------------------------|---|
| Bus Type | Right- or left hand drive, 12m low floor bus * |
| Dimensions (L x W x H) | 9500x2500x3200 mm |
| Wheel base | 5000 mm |
| Seats | 51 seats 3x2 seat, 41 seats 2x2 seat configuration |
| Doors | 1 main passenger door + driver door |
| Max GVW | 13 500 kg |
| Tyres | 22.5 tyre* |
| CHARGING SYSTEM | |
| Charger Type | Plug-in DC Charger |
| Charging Power | Up to 200kW |
| Charging Protocol | CCS2 |
| Charging time | Fastest Charging Time: 1 hour |
| Auxiliary System | 24V 100A |
| WARRANTY | |
| Body | 1 year / 100 000 km * |
| Powertrain | 3 years / 100 000 km * |
| CHASSIS | |
| Steering system | Hydraulic power steering |
| Braking system | Dual-circuit air system + Regenerative braking |
| Suspension | Leaf spring |

OWNERSHIP MODEL - MASS TRANSIT BUS

DIESEL BUS



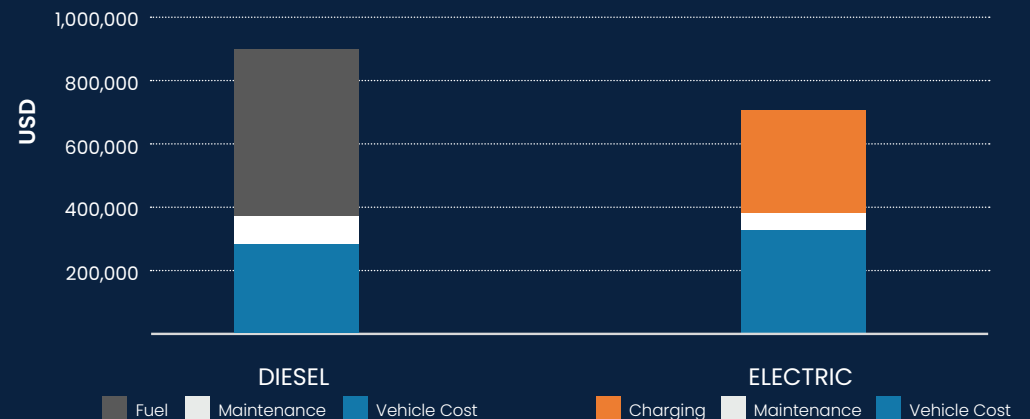
ELECTRIC BUS



Our model enables the initial investment for the electric bus to be equivalent to the diesel bus investment. The vehicle owner can then use the operational savings to pay off the remaining of the cost in less than four years without extracting money from current profits. This model is flexible and can be tailored to fit any request from clients.

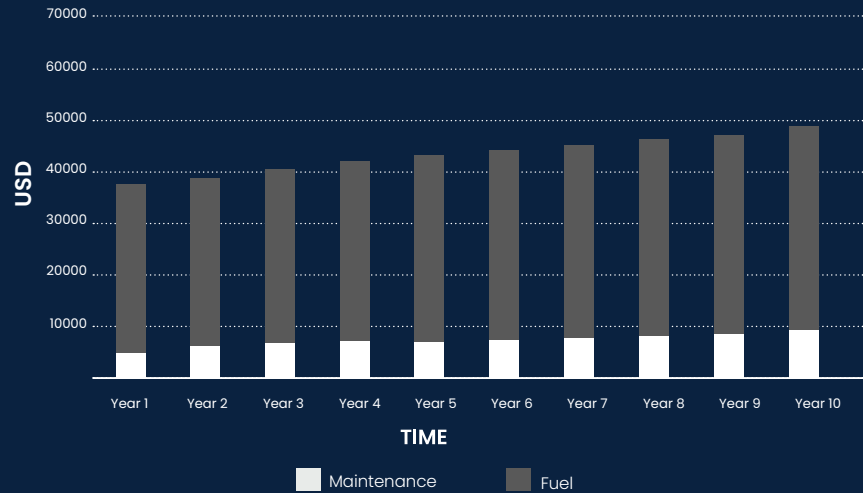
The 10 years ownership graph includes the operational costs as well as the approximated investment cost. This highlights the financial benefits with an electric bus.

TOTAL COST OF OWNERSHIP 10 YEARS

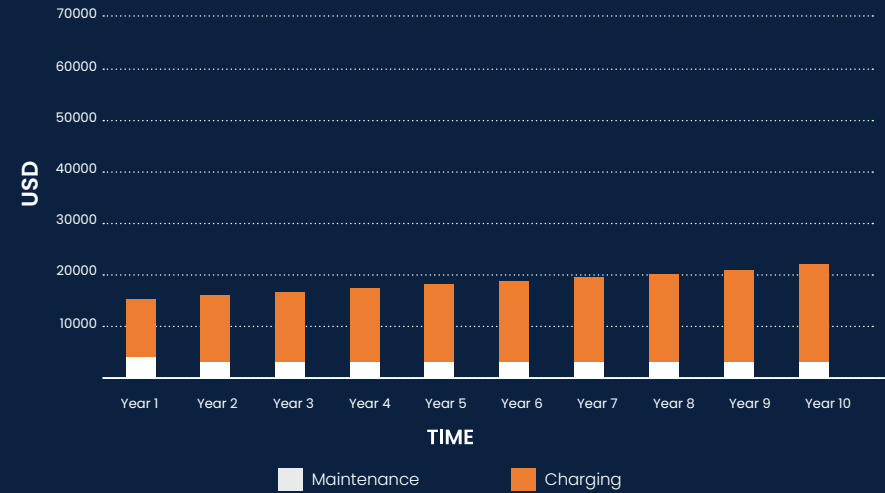


OWNERSHIP MODEL - FEEDER BUS

DIESEL BUS



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