

MDI PRODUCTS

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Considering the very enthusiastic reception and the success of the AirPod, and the natural multiplication of new models - generating a real range of AirPods – MDI felt the necessity to modify and reorganize the structure of their motorcars licenses within the frame of the MDI concept, because the "natural" appearance of 6 AirPod models makes it impossible to manufacture "AirOnes" and AirPods in the same factory, as initially foreseen.

That reorganization is about the splitting of the automobile sector in 5 distinct licenses:

License 1 : AIRPod (less than 3 m)

License 2 : AIROne / AIRCity (from 3 to 4 m)

License 3 : AIRFamily (over 4m)

License 4 : AIRVan / Small truck

License 5 : AIRMulti Bus

License 6 : Generator sets

License 7 : Engines for trucks/buses

License 8 : Industrial tractors

License 9 : Engines for agricultural vehicles

License 10: Marine engines

License 11: Aeronautical engines

Except for the licenses 5, 6, 7, 8, 9,10,11, each micro factory will be established in a zone of 100- to 110,000 registrations of new cars (all makes). In developing countries, the specificities of each country will be taken into consideration: present registrations, duties and taxes on importations, growth, presence of traditional cars manufacturers...

AIRPod



The AirPod is the outcome of MDI's studies on pollution and urban mobility.

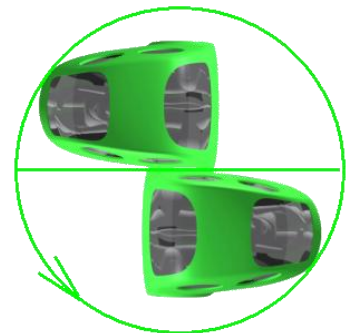
With its reduced size, an attractive price, a totally nil pollution in urban use, a playful and futuristic design, the AIRPod is a turning point in the range of urban vehicles, while renewing the concept of automobile and transport.

Adapted to the new constraints of urban mobility, the AirPod range covers a wide variety of uses. Typically urban and suburban, the AirPod dodges in and out of the traffic.

The AirPod range can be equipped with the dual energy mode 2. The vehicles are steered by a joystick and the driver instantaneously gets adapted to the steering. Tests were made with a large number of persons aged 11 to 88 years, right-handed or left-handed. All of them unanimously appreciated the ease of driving and had no adaptation difficulty...

The AirPod parks facing (or back to) the kerb to use little room. Two AirPods can be parked within the space of a standard urban car, and 3 AirPods within the space of a saloon car. Moreover, the driver or the passengers get out of the car directly to the pavement.

The AirPod turns round on itself; it has the smallest known turning circle.



Autolib (public city cars renting in France) – car sharing – renting per hour – clean delivery – personal urban vehicle – short distance taxi – "on arrival" vehicle – golf buggy – transport on own site (airports, railway stations, condominiums, industries) – military base – etc.

The first AirPods have gone successfully through the homologation tests

The first AirPods were delivered to KLM and are already running at KLM's Schiphol Amsterdam



The standard version is intended to the transport of persons, with four seats (3 adults and a child) and space for the luggage. The AirPod is dedicated to multiple purposes, both in the private- and public sectors. Airports, railway stations and municipalities also need cheap, non-polluting vehicles with a great mobility.

AIRPod Standard

Number of seats	3	-
Length	2.07	m
Width	1.6	m
Weight	220	Kg
Range in urban cycle	140/200	Km
Top speed	80	Km/h
Price incl. of tax	6 000 to 7 000	€



The Baby versions, even shorter and easier to handle, offer two front seats and a vast boot of more than 500 liters. This is far more than most of the classic tourers. It is the ideal car for private individuals who want to "drive clean" and in a practical way; to go to their jobs, to do shopping, to drive in town and in the suburbs at a lower cost.

AIRPod Baby

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Number of seats	2	2	-
Length	1.95	1.95	m
Width	1.6	1.6	m
Boot volume	500	500	dm ³
Weight	200	200	Kg
Range in urban cycle	140/210	120/200	Km
Top speed	45	80	Km/h
Price incl. of tax	6 000 to 7 000	6 000 to 8 000	€



The Cargo versions, with one or two seats and more than a cubic meter load capacity (Mini Cargo), and almost 3 M³ for the Maxi, greatly facilitate deliveries in cities. Intended to couriers, parcel services as well as to craftsmen and communities, the AIRPod Cargo introduces the zero pollution into institutions. Post offices, industrial handling and neighbourhood deliveries are favorite markets for the AIRPod Cargo.

Caterers, butchers, fishmongers can benefit from a refrigerator version of the AirPod Maxi Cargo.

AIRPod Mini Cargo

Number of seats	1	-
Length	2.07	m
Width	1.6	m
Boot volume	1 000	dm ³
Live load	210	Kg
Empty weight	250	Kg
Range in urban cycle	120/200	Km
Top speed	80	Km/h
Price incl. of tax	5 500 to 6 500	€



AIRPod Maxi Cargo

Number of seats	1	-
Length	2.7	m
Width	1.6	m
Boot volume	3 500	dm ³
Empty weight	290	Kg
Range in urban cycle	120/200	Km
Top speed	80	Km/h
Price incl. of tax	7 500 to 8 500	€

Based on the extended Baby version, the AirPod Pickup will offer two front seats and a load surface of 1.3 x1.4 metres.

AIRPod Pickup

Number of seats	1	-
Length	2.7	m
Width	1.6	m
Pickup size	1.3 x 1.4	m
Weight	240	Kg
Range in urban cycle	120/200	Km
Top speed	80	Km/h
Price incl. of tax	7 500 to 8 500	€



AirPod Golf cars, economic version that will satisfy not only the golfers, but that will be used for the transport of persons in closed sites, such as airports, railway stations and other public places.



AIRPod Golf

Number of seats	3-4	-
Length	2.2	m
Width	1.6	M
Weight	190	Kg
Range in urban cycle	120/200	Km
Top speed	45	Km/h
Price incl. of tax	5 500 to 6 500	€



AIROne / AIRCity

Within the framework of the emergence of markets in countries that have a strong growth, the need for a low-cost car appeared as an evidence. Sort of «Mehari» of the modern ages, the AirOne is a rustic and light car, easy to service. Ideal at the country side, it also finds a place in cities. It will be equipped with dual energy engines mode 2 and/or 3.



AIROne

Number of seats	3 to 5	-
Length	3.40	m
Width	1.65	m
Weight	380	Kg
Range in urban cycle	97-135	Km
Range dual energy mode 2	291-405	Km
Top speed	98	Km/h
Price incl. of tax	3 500 to 5 500	€



Derived from the former AirMini, the AirCity is a 3.30 m long urban car with 3 or 5 seats. It will be equipped with dual energy engines mode 2 and/or mode 3. It can thus travel on long distances. AirOne and AirCity will be developed in the course of 2011.



AIRCity

Number of seats	3 to 5	-
Length	3.30	m
Width	1.62	m
Weight	600	Kg
Range in urban cycle	91-127	Km
Range dual energy mode 2	273-381	Km
Top speed	130	Km/h
Price incl. of tax	7 800 to 9 500	€

AIRFamily

The studies of style, ergonomics and exploiting of the volumes that were performed for the conception of the AirCity, have been partly applied to the AirFamily.

The AirFamily will be equipped with dual energy engines, mode 2 and 3.

The AirFamily is a utility and comfortable tourer. Thanks to its length of 4.10 m, as also its range of 100 km in "zero pollution" in town, it will run quite at ease in the urban traffic.

The AirFamily will be able to refill air underway, with a reduced fuel consumption (in dual energy mode) and reasonable emissions under 50 gr CO₂ per km.

AIRFamily

Number of seats	3 to 6	-
Length	4.1	m
Width	1.80	m
Boot volume	1 000	dm ³
Weight	800	Kg
Range in urban cycle	119 à 165	Km
Range dual energy mode 2	357 - 495	Km
Range dual energy mode 3	+ de 1 000	Km
Top speed	131	Km/h
Price incl. of tax	13 000 to 16 000	€



It will come in numerous versions, thanks to a modular concept that allows producing multiple models using an identical body-molding base:

pick-up – monospace – multi volume saloon – station wagon – small van – taxi...

The AirFamily resumes the idea of the central steering and offers 6 wide seats in its saloon version.

The AirFamily will be equipped with 4 and 6 cylinders engines, and be brought in production one year after the AirCity.

The concept of modularity of the AirFamily, combined with the MDI concept of manufacturing, is particularly suited to the realization of specific cars such as taxis, office cars and other special models on request.



AIRVan

Further to a consulting for the US Post Service, MDI has started the preliminary study of a van.

The development of those utilitarian vehicles will begin in 2012, and the first deliveries will take place in 2013.

That range of vehicles will be the subject of a separate license. The vans and LUV (light utility veh.) will be produced at the rate of a unit per hour in a specific factory, following the MDI concept.

The AirVan will run in zero pollution in town, and in dual energy (modes 2 and 3) outside cities. Versions in several lengths, as also a pickup will be available.

AIRVan

Number of seats	3	-
Length	4.60	m
Width	1.90	m
Weight	800	Kg
Range in urban cycle	153-214	Km
Range dual energy mode 2	459-642	Km
Top speed	113	Km/h
Price incl. of tax	18 000 to 27 000	€



AIRMulti

The AirMultibus is a concept of public urban transport that has the shape of a train on wheels, composed of several modules comprising a driving module and one or several transport modules.

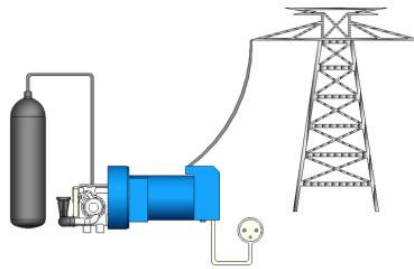
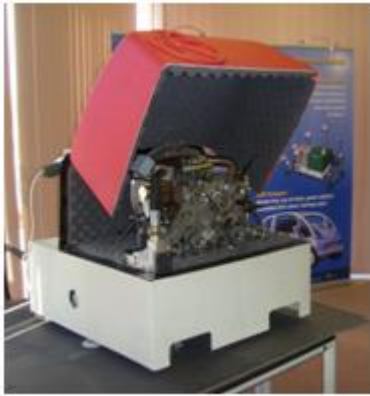
AIRMulti

Number of seats	25/module	-
Length	4.00/module	m
Width	2.20/module	m
Weight	1 150/module	Kg
Range in urban cycle	200	Km
Range dual energy mode 2	-	Km
Top speed	80	Km/h
Price incl. of tax	-	€



Generator sets

Based on engine technology, MDI develops emergency generators mono energy without fuel and electricity generators using dual energy. These products will be available in 20/12/2013.



Industrial tractors

A prototype tractor capable to pull 5 tons was produced and tested. The development of these types of products will be scheduled as opportunities arise.



Truck Engines

Engines for Agricultural

Marine Engines

Aeronautical Engines

The licenses above will be activated and developed subsequently.