



From Gas to Clean Electricity: Zero Emission Power Train Technology

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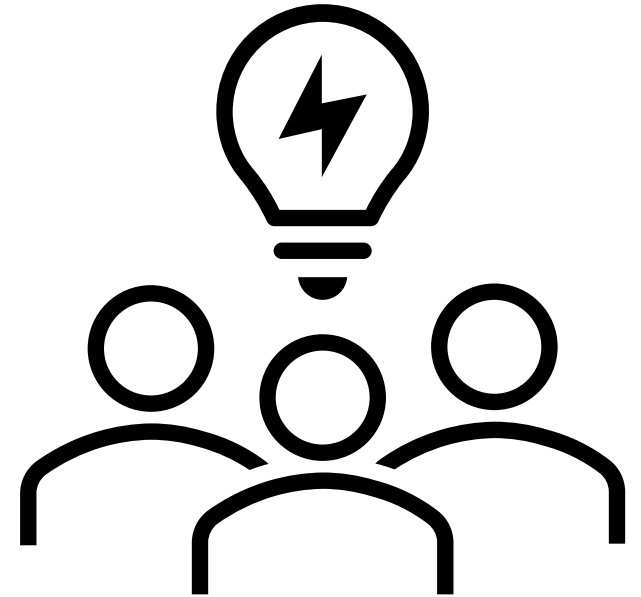
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Metryon at a Glance



- **Metryon Technologies Ltd** is a hydrogen powertrain company.
- With a **vision** to develop and market zero emission self charging electric vehicles.
- And a **mission** to accelerate the transition to clean and efficient vehicles based on hydrogen powertrain that integrate with today's fuel infrastructure.
- Based out of Israel, with a global team of top scientists and proven technology leaders, **we are solving today's renewable energy challenges for tomorrow.**



The Challenge

Electric vehicle (EV) is good

Environment

- no harmful emissions

Economy

- energy efficiency
- low operation cost

Performance

- superior acceleration
- smooth driving experience
- low noise

Design Simplicity

- no complex internal combustion engine
- no gears
- no transmission

However, battery electric vehicle (BEV):



Needs heavy battery



Long charging time



Problematic (if any) battery recycling: highly toxic materials

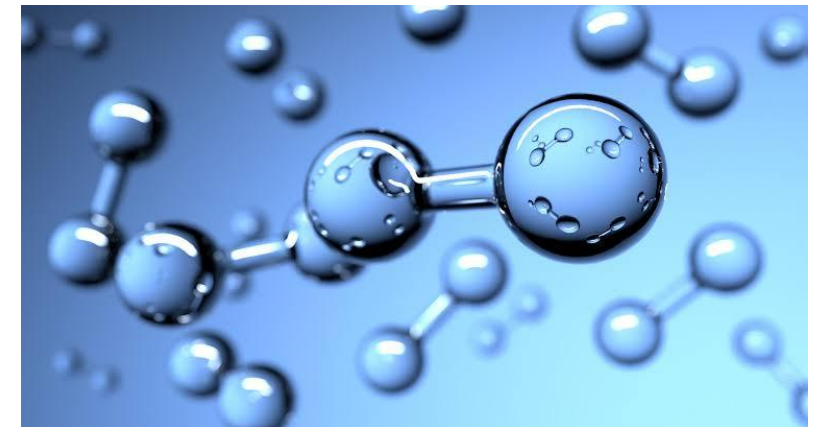
Solution:
HYDROGEN
as a fuel

Hydrogen Challenges

Hydrogen is regarded as **the fuel of tomorrow**, but without addressing its barriers to adoption it will always be a niche product.

Barriers to Adoption:

- **Hydrogen fueling infrastructure** isn't setup for rapid growth
- Hydrogen **doesn't exist in nature** in a freely accessible form
- Requires special **highly expensive pipelines**
- Highly **flammable**
- **Low energy density**: extremely challenging to store on board a vehicle

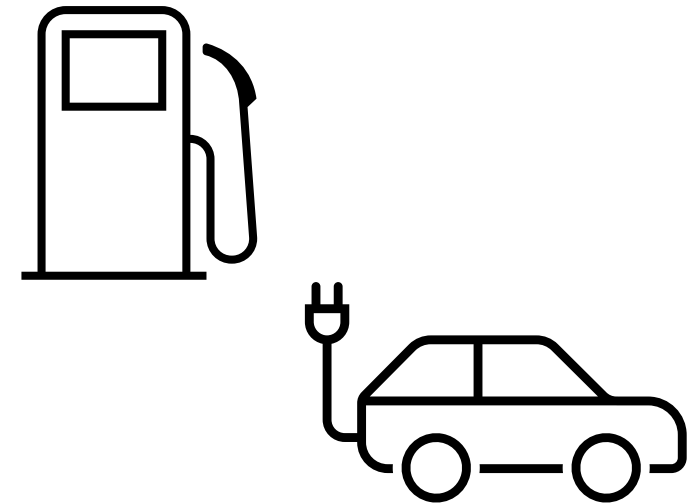


Mertyon Solution: Self-Charging EV

Hydrogen powertrain that integrates with existing fuel cell technology.

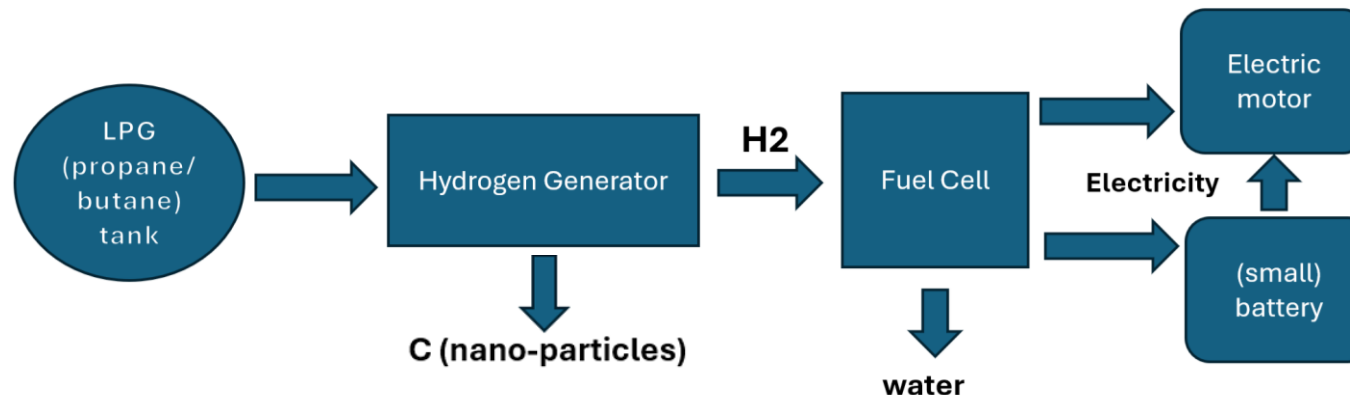
Producing hydrogen on-board, while creating a carbon nano-particle output.

Utilizing existing fuel infrastructure and creating unprecedented efficiency.



Metryon Solution (cont)

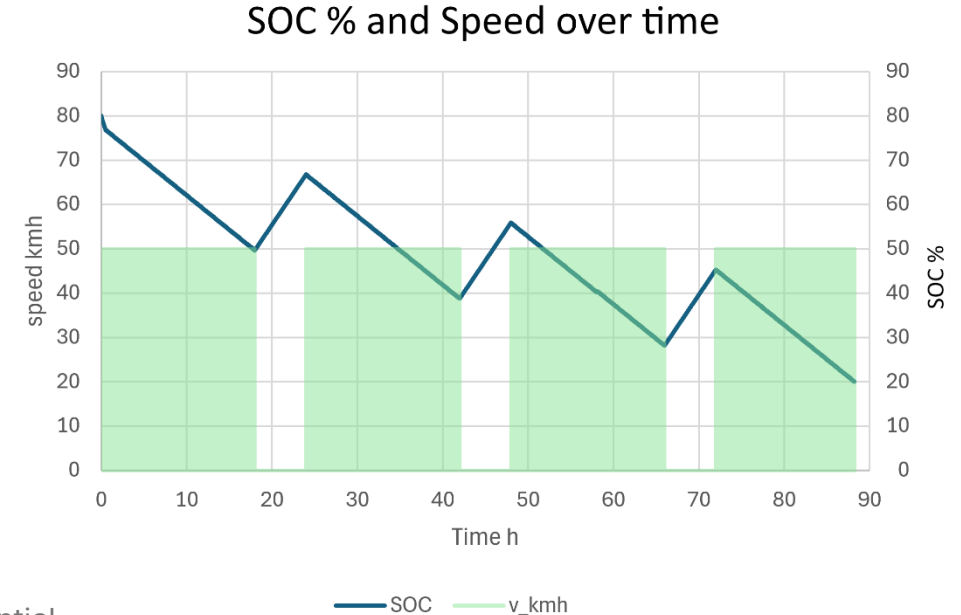
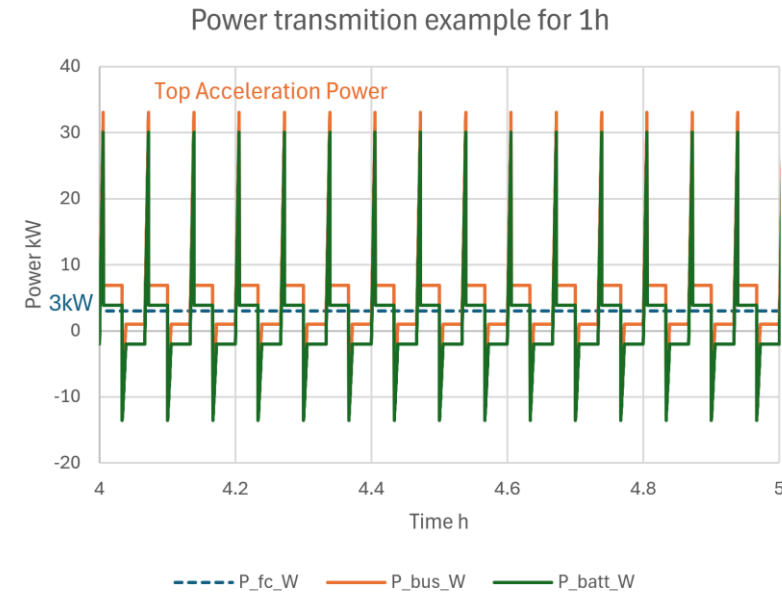
- **Hydrogen is produced on board a vehicle** from hydrocarbons (methane, propane, butane, gasoline, diesel), thus utilizing **existing fueling infrastructure**
- Generated hydrogen is supplied to a **fuel cell** that produces electricity to power the vehicle (EV)
- **Metryon** technology is **highly efficient** and produces **little or no harmful emissions**
- **Metryon** is developing a pyrolysis-based zero-emission hydrogen generator, that will also produce **nano particles of carbon (graphene structures)** offering an additional valuable product and **source of income**



Simulation Results

The simulation models a small **2.5-ton truck** working as a **city delivery vehicle**

- Each 24-hour cycle includes a city driving phase (**18h shift**) followed by an idle phase (**6h sleep**)
- **Battery size is 100kWh**, and the truck always draws an auxiliary load of 1kw when operating. Fuel cell size is **3kW**
- The model outputs total distance traveled **1754 km**, total fuel used **45.7 kg**, and overall fuel efficiency **38.4 km/kg**.



Proprietary Knowledge & IP Foundation

We have developed — and are continuing to advance — over **nine patentable innovations** that form the backbone of our technology platform. These align with our processes, features, and system designs, creating the basis for long-term competitive advantage.

Key Areas of Innovation:

- **Energy Generation Efficiency** – Novel methods for producing and managing onboard energy.
- **System Integration** – Proprietary approaches for embedding advanced systems into vehicle platforms.
- **Flexibility & Scalability** – Architectures that adapt to multiple use cases and market needs.
- **Smart Control & Predictive Intelligence** – Optimization tools for performance, reliability, and uptime.
- **Materials & Durability** – Advanced methods that strengthen longevity and enable commercialization.

Metryon Powertrains vs The Competition

Technology	Pro	Contra	Fuel Efficiency (for 100 -200 HP vehicle in gasoline liters)	Environmental Impact
ICE	Well established tech and infrastructure	- Low efficiency - High emissions	10 km/l	- High carbon footprint - Toxic emissions
ICE hybrid	Well established tech and infrastructure	Limited efficiency due to ICE	15 km/l hybrid	Lower than regular ICE
H2 storage on board (ICE or PEM)	Partially commercially available	- Virtually nonexistent and very expensive fueling infrastructure - Requires highly purified H2 (PEM)	30 km/l PEM 10 km/l ICE	No
BEV	No emissions Established tech	- A very large and heavy battery (400 kg) - Long charging time - Short range - Heavy load on the grid	∞ km/l 250Wh/km ~370 km range 150 to 270 Wh/kg	No
MetryonReactor	<i>Existing fueling infrastructure</i>	<i>R&D stage</i>	<i>35 km/l</i>	<i>Very low or no</i>

The Team



LEV ZAIDENBERG: Expert in alternative energy and AI. International entrepreneur, founder & manager of numerous startups. Over 12 patents



VOLODIA VORONEL: Bus Dev and fund raising for deep-tech startups. Former co-founder, VP BD & CFO in hydrox.earth – “re-inventing hydrogen”



HAIM ROSENBAUM: Top manager in chemical and petrochemical business. Former CEO of the largest Israeli hydrogen production company



Dr. HAGAY HAYUN: An expert in Solid Oxid Fuel Cells, electrochemistry, ceramic materials, high temperature applications, 12 peer-reviewed publications



Dr. GENNADI FINKELSHTAIN: Inventor and technology leader. Co-founder, VP R&D and CTO of public fuel cell companies in Israel and US. Over 50 patents