

UNITED STATES  
SECURITIES AND EXCHANGE COMMISSION  
Washington, D.C. 20549

FORM 8-K

CURRENT REPORT

Pursuant to Section 13 or 15(d) of the Securities Exchange Act of 1934

Date of Report (Date of earliest event reported): February 22, 2022

**CYNGN INC.**

(Exact name of registrant as specified in charter)

**Delaware**

(State or other jurisdiction  
of incorporation)

**001-40932**

(Commission  
File Number)

**46-2007094**

(IRS Employer  
Identification No.)

**1015 O'Brien Dr.**

**Menlo Park, CA 94025**

(Address of principal executive offices) (Zip Code)

**(650) 924-5905**

(Registrant's telephone number, including area code)

**Not Applicable**

(Former name or former address, if changed since last report)

Check the appropriate box below if the Form 8-K filing is intended to simultaneously satisfy the filing obligation of the registrant under any of the following provisions (see General Instruction A.2. below):

- ☐ Written communications pursuant to Rule 425 under the Securities Act (17 CFR 230.425)
- ☐ Soliciting material pursuant to Rule 14a-12 under the Exchange Act (17 CFR 240.14a-12)
- ☐ Pre-commencement communications pursuant to Rule 14d-2(b) under the Exchange Act (17 CFR 240.14d-2(b))
- ☐ Pre-commencement communications pursuant to Rule 13e-4(c) under the Exchange Act (17 CFR 240.13e-4(c))

Securities registered pursuant to Section 12(b) of the Act:

Title of each class	Trading Symbol(s)	Name of each exchange on which registered
Common Stock	CYN	The Nasdaq Stock Market LLC (The Nasdaq Capital Market)

Indicate by check mark whether the registrant is an emerging growth company as defined in Rule 405 of the Securities Act of 1933 (§230.405 of this chapter) or Rule 12b-2 of the Securities Exchange Act of 1934 (§ 240.12b-2 of this chapter).

Emerging growth company ☒

If an emerging growth company, indicate by check mark if the registrant has elected not to use the extended transition period for complying with any new or revised financial accounting standards provided pursuant to Section 13(a) of the Exchange Act. ☐

**Item 7.01 Regulation FD Disclosure.**

On February 22, 2022, Cyngn Inc. (the “Company”) updated its corporate presentation. Representatives of the Company intend to present some of or all of the information in the corporate presentation at investor conferences to current and prospective investors. A copy of the investor presentation is furnished as Exhibit 99.1 to this Current Report on Form 8-K and is posted on the Company’s website.

The investor presentation shall not be deemed “filed” for any purpose, including for the purposes of Section 18 of the Securities Exchange Act of 1934, as amended (the “Exchange Act”), or otherwise subject to the liabilities of that Section. The information in this Item 7.01, as well as Exhibit 99.1, shall not be deemed incorporated by reference into any filing under the Securities Act of 1933, as amended, or the Exchange Act regardless of any general incorporation language in such filing.

This Current Report on Form 8-K and Exhibit 99.1, may include statements regarding the intent, belief or current expectations of the Company and members of its management team, as well as the assumptions on which such statements are based, and generally are identified by the use of words such as “may,” “will,” “seeks,” “strives,” “anticipates,” “believes,” “estimates,” “expects,” “plans,” “intends,” “should” or similar expressions. Actual results may differ materially from those contemplated by such forward-looking statements, including as a result of those factors set forth in the Risk Factors section of the Company’s most recent Quarterly Report on Form 10-Q for the nine months ended September 30, 2021 or any of the risks described in the Prospectus for the Company’s initial public offering filed with the SEC on October 21, 2021. Forward-looking statements speak only as of the date they are made, and the Company undertakes no obligation to update or revise forward-looking statements to reflect changed assumptions, the occurrence of unanticipated events or changes to future operating results over time, unless required by law.

**ITEM 9.01 Exhibits****Exhibit**

<b>No.</b>	<b>Description</b>
<b>99.1</b>	<a href="#">Investor Presentation</a>
104	Cover Page Interactive Data File (embedded within the Inline XBRL document)

**SIGNATURE**

Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned hereunto duly authorized.

Date: February 22, 2022

**CYNGN INC.**

By: /s/ Donald Alvarez  
*Donald Alvarez*  
Chief Financial Officer



Autonomous vehicle software  
for industrial and commercial enterprises



## CAUTIONARY NOTE ON FORWARD-LOOKING STATEMENTS

This presentation of Cyngn, Inc. ("the Company") contains "forward-looking statements" within the meaning of the Private Securities Litigation Reform Act and other securities law. Words such as "expects," "intends," "plans," "believes," "seeks," "estimates," and similar expressions or variations of such words are intended to identify forward looking statements. For example, the Company is using forward looking statements when it discusses its vision, the potential of its product, its strategy, market potential for its product(s), its paradigm, commercialization of its product(s), the benefits and use of its product(s), its product roadmap and anticipated adoption of its solutions by customers, anticipated pricing, the development of its solutions and product(s) in the manner and schedule anticipated by management, its ability to generate revenue, its ability to attract and retain customers, competition and its future growth. Forward-looking statements are not historical facts, and are based upon management's current expectations, beliefs and projections, many of which, by their nature, are inherently uncertain. Such expectations, beliefs and projections are expressed in good faith.

However, there can be no assurance that management's expectations, beliefs and projections will be achieved, and actual results may differ materially from what is expressed or indicated by the forward-looking statements. Forward-looking statements are subject to risks and uncertainties that could cause actual performance or results to differ materially from those expressed in the forward-looking statements. For a more detailed description of the risks and uncertainties affecting the Company, reference is made to the Company's reports filed from time to time with the Securities and Exchange Commission (the "SEC"), including, but not limited to, the risks detailed in the Company's preliminary prospectus dated September 30, 2021, filed with the SEC as part of the Company's Registration Statement on Form S-1 (File No. 333-259278), and documents incorporated by reference therein. Forward-looking statements speak only as of the date the statements are made. The Company undertakes no obligation to update forward-looking statements to reflect actual results, subsequent events or circumstances, changes in assumptions or changes in other factors affecting forward-looking information except to the extent required by applicable securities laws.



## COMPANY OVERVIEW

Cyngn is an autonomous vehicle technology company focused on addressing industrial uses for autonomous vehicles.



• TICKER:	NASDAQ: CYN
• RECENT STOCK PRICE:	\$1.58 (as of 1/31/2022)
• SHARES OUTSTANDING:	26.4 million (as of 11/17/2021)
• MARKET CAP:	\$41.7 million
• HEADQUARTERS:	Menlo Park, Calif.
• EMPLOYEES:	33 (as of 10/21/2021)
• WEBSITE:	<a href="http://www.cyngn.com">www.cyngn.com</a>



## OUR MISSION AND VISION

Our mission is to develop and deploy **autonomous driving software**, built to serve a broad spectrum of industrial applications, from logistics to mining.

Our solutions will give our customers a **competitive advantage** in the race to efficiency, safety, and productivity.

Our vision is to be the leading advanced autonomy software solution for **Industrial and commercial** enterprises.

**We are applied autonomy.**



# INVESTMENT HIGHLIGHTS



## Proprietary software for operating industrial autonomous vehicles

- Cyngn's Enterprise Autonomy Suite (EAS) is a proprietary, full-stack software solution for operating fleets of autonomous vehicles in various industrial applications (Beta stage).
- Cyngn's technology is capable of operating a wide range of vehicle types, creating unique opportunities for productivity and scalability across sites.



## Large market opportunity fueled by the need to increase productivity

- 883,000 units shipped by the top 10 material handling vehicle manufacturers in 2019.<sup>1</sup> The labor cost to drive these vehicles for two shifts per day is >\$119B.<sup>2</sup>
- Cyngn has developed the fundamental building blocks that enable autonomous operation across diverse vehicles, which could open additional market opportunities in the future.



## Experienced leadership supported by global partnerships

- The executive team has 20+ years of combined experience in AI/ML and mobility at companies such as Facebook, Baidu, and Maxim Integrated, including leadership roles at startups acquired by Tesla and Facebook.
- Renowned partners include Columbia Vehicle Group, First Transit, Here Maps, Formel D, and more.



<sup>1</sup> ABI Research PEI, paper: "Trends in Supporting and Scaling Modern Automation"

<sup>2</sup> Bureau of Labor Statistics, "Employer Costs for Employee Compensation - June 2021", and management estimates

## RECENT MILESTONES



### SUCCESSFUL PILOT

Successful deployment of EAS at Global Logistics and Fulfillment's Las Vegas facility ([link](#)).



### BUILDING WITH AN OEM

Columbia Vehicle Group announces it is building a fleet of autonomous industrial vehicles that use Cyngn's AV technology ([link](#)).



### INVENTION OF DRIVEMOD KIT

Cyngn files for patent of a sensor module that streamlines deployment of DriveMod's self-driving technology at scale ([link](#)).



### EXPANDING TO FORKLIFTS

Greenland Technologies chooses Cyngn to provide AV technology to their electric forklifts ([link](#)).



## THE PROBLEM: HUMAN ERROR

### HUMANS ARE CREATIVE

People are great at handling unpredictable situations and performing tasks requiring **creativity**.

But people get bored, tired, and distracted when given tasks that require **repetitive accuracy** over an extended time.

People make mistakes.

**IT'S HUMAN NATURE.**



### BUT COMPANIES NEED CONSISTENCY

Industrial tasks involve **repetitive physical activities** that require **accuracy at high rates**.

This applies to a wide range of industries, including warehouse logistics, manufacturing and assembly, construction, mining, and air/seaports.

Vehicles such as tuggers, stock chasers, forklifts, haulers, and various utility vehicles are the tools used to execute these industrial tasks.



# HIGH COSTS ASSOCIATED WITH HUMAN LABOR

## Massive workforce

- 900,000 material handlers, stock pickers, and industrial vehicle drivers in the United States.<sup>1</sup>
- Estimated **\$140 billion** spent on human labor across 20,000 warehouses in the US alone.<sup>2</sup>

## Widespread labor shortages<sup>3</sup>

- Over 50% of supply chain & manufacturing leaders rated hiring and employee retention as their biggest challenge.
- 73% said it takes 30+ days to fill open positions.
- By 2030, the impact of unfilled manufacturing jobs could cost the US economy more than **\$1 trillion**.

## Significant losses due to accidents

- An industrial vehicle accident, on average, costs \$42,000 not including cost due to lost production.<sup>4</sup>
- The average American warehouse experiences 9 accidents per year.<sup>5</sup>
- The total cost of preventable workplace injuries in the US in 2019 was **\$171 billion**.<sup>4</sup>

<sup>1</sup> Bureau of Labor Statistics: "Employer Costs For Employee Compensation - June 2021"  
<sup>2</sup> Statista: "Number of Warehouses in U.S."

<sup>3</sup> MHI Deloitte Industry Report

<sup>4</sup> National Safety Council: "Work Injury Costs - Injury Facts"  
<sup>5</sup> Bureau of Labor Statistics: "Warehousing and Storage - NAICS 493"



## THE SOLUTION IS AUTOMATION

FORWARD-LOOKING ENTERPRISES THAT  
HARNESS AUTOMATION BENEFIT FROM:



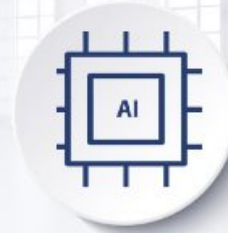
**INCREASED  
PRODUCTIVITY**



**INCREASED  
SAFETY**



**LOWER COST  
OF LABOR**



**REDUCED  
DEPENDENCE  
ON LABOR**

Automation enables new forms of competitive advantage  
**EVOLVE OR BE DISRUPTED**



# AUTONOMOUS VEHICLES DRIVE ESG IMPACT



## SUSTAINABILITY

- Our fleet is comprised of all electric vehicles
- Autonomous vehicles can be programmed to drive with more conservative throttling and braking



## PRODUCTIVITY

Centre of economic performance study found:

- Investment in robots contributed 10% of growth in GDP per capita in OECD countries from 1993 to 2016.<sup>1</sup>
- The impact of adding robots to industrial productivity is assessed to be higher than introducing steam technology was in the 19th century.<sup>2</sup>

<sup>1</sup> Information Technology & Innovation Foundation, "Productivity and the Future of Production and Work"  
<sup>2</sup> Center for Economic Performance, "Robots at Work"



# DISRUPTIVE ENTERPRISES ARE SURGING AHEAD

Announced plans to replace 1.2M human workforce with 1m robots.<sup>2</sup>

2011

## CASE STUDY: FOXCONN

Reduced human workforce at iPhone 6 plant by 501% (110k to 50k).<sup>3</sup>

2016

Foxconn market cap ~\$55B, 50%+ higher than 2011. Two closest competitors (Jabil & Flex) each <\$10B.

2021



4,000,000

commercial robots estimated to be working in 50,000 warehouses globally by 2025.<sup>1</sup>

<sup>1</sup>ABI Research - "50,000 Warehouses to Use Robots by 2025 as Barriers to Entry Fall and AI Innovation Accelerates"  
<sup>2</sup>IEEE Spectrum - "Foxconn To Replace 4m Workers With One of 'Hundred Robots'"  
<sup>3</sup>Statista - "iPhone Maker Foxconn has reduced more than half its workforce with robots since iPhone 6 launch"



## CYNGN'S OPPORTUNITY TODAY

# \$119+ BILLION<sup>1</sup>

annual driver labor costs for material handling vehicles



**883,000**

units shipped in 2019 by the top 10 material handling vehicle manufacturers<sup>2</sup>



**\$32**

average cost per hour for transportation and material moving employees in the US<sup>3</sup>



**4,174**

hours a vehicle is used per year, based on typical two-shift per day operation



**"EVERYTHING THAT  
MOVES WILL BECOME  
AUTONOMOUS"**

— Nvidia CEO, Jensen Huang

<sup>1</sup> HANDBOOK: Vehicles in 2019, Bureau of Economic Analysis, \$119K  
<sup>2</sup> I&E Research Whitepaper, "Forecast of Supporting and Related Market Extensions"  
<sup>3</sup> Bureau of Labor Statistics, "Employer Costs for Employee Compensation - June 2019"

## WIDE ADOPTION OF AUTONOMOUS VEHICLES STARTS WITH INDUSTRIAL APPLICATIONS

Compared to Passenger Vehicles,  
Industrial Vehicles Offer:



**MORE  
STRUCTURED  
OPERATION**



**LOWER SPEED  
REQUIREMENTS**



**LOWER  
REGULATORY  
HURDLES**



**PREDICTABLE  
WORKFLOWS**



**LESS COMPLEX  
ROUTES**



**MORE  
COMMONALITY  
FROM SITE TO  
SITE**



**CONTROLLED  
INTERACTIONS  
WITH TRAINED  
HUMANS**



# CYNGN'S ENTERPRISE AUTONOMY SUITE (EAS)\*

## CUSTOMER-FACING PRODUCTS



### DRIVEMOD

Full-Stack  
Autonomous Driving  
Software System



Successfully tested on 9 different  
vehicle types



### CYNGN INSIGHT

Intelligent  
Control Center

- Fleet management system
- Human-machine interfaces:  
web, mobile, on-vehicle
- Operational analytics
- Teleoperation
- Real-time diagnostics



### CYNGN EVOLVE

Data Optimization  
Tools

- Data pipeline
- Performance analytics
- Simulation
- Machine learning  
infrastructure



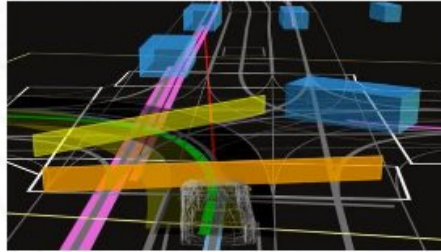
\*EAS is currently available as a private beta release to select customers

## DRIVEMOD

### Robotaxi Brain in an Industrial Vehicle

The result is superhuman capability:

- 360° perception around the vehicle
- detect 1,000+ objects/obstacles per second
- 1,000+ candidate paths per second
- navigate optimal detailed path



## SEE

- Multi-modal sensor fusion
- AI/ML powered perception
- Existence-based virtual bumper
- High-definition semantic maps
- Laser-accurate localization

## DECIDE

- Abstracted behavioral decision framework
- Context-aware prediction
- Thousands of candidate paths proposed per second
- Dynamic routing and motion planning system

## ACT

Adaptive, intelligent control that is capable of operating a wide range of vehicle types and sizes.



## CYNGN INSIGHT

Fleet monitoring and management to maximize asset utilization: operate, observe, and analyze



Remote Support  
and Teleoperation



Business and  
Operational Insight

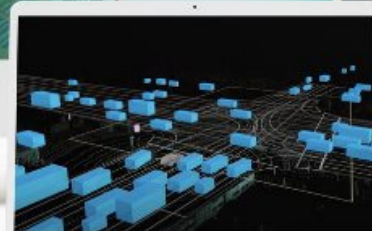


Fleet Management  
and Diagnostics



# CYNGN EVOLVE

How Cyngn expands  
its autonomous  
vehicle capabilities



Hybrid Simulation & Automatic  
Grading Frameworks



Machine Learning  
Infrastructure & Data Pipeline



Autonomous Vehicle  
Performance Analytics



# THE COMPETITIVE LANDSCAPE

## A FRAGMENTED SOLUTION SPACE



### BASIC AUTOMATION

- Single-frame, record and rerun or free-space navigation robotic systems.
- Existence-based obstacle avoidance
- Limited or no situational awareness and prediction.
- Produces slow systems with minimal ability to react to real-time changes.



### SINGLE APPLICATION

- Supports a single use case, but industrial customers have diverse vehicle fleets.
- Narrow focus limits opportunity for data collection to advance and expand AI and V2V capabilities.
- Results in duplicate bring up and support cost to the customer.



### VERTICALLY INTEGRATED

- Doesn't integrate with existing vehicles. Requires customers to purchase a brand new fleet.
- Carry the burden of both hardware and software development.
- Difficult to compete with incumbent players across cost, reliability, and service.



## OUR COMPETITIVE ADVANTAGE



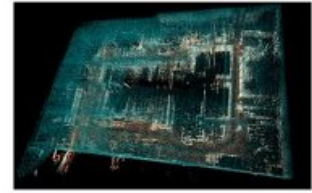
### ADVANCED AUTONOMY

- Developed for robotaxi capability by using leading technology like AI, sensor fusion, and abstract decision making.
- Takes advantage of sensor and compute advancements that are driven by high-volume, high-quality automotive industry.



### MULTIPLE APPLICATIONS

- DriveMod can be deployed on a wide range of vehicles, creating a unique offering to support multiple applications across sites.
- EAS collects data that can expand capabilities within the application and grow into adjacent applications.



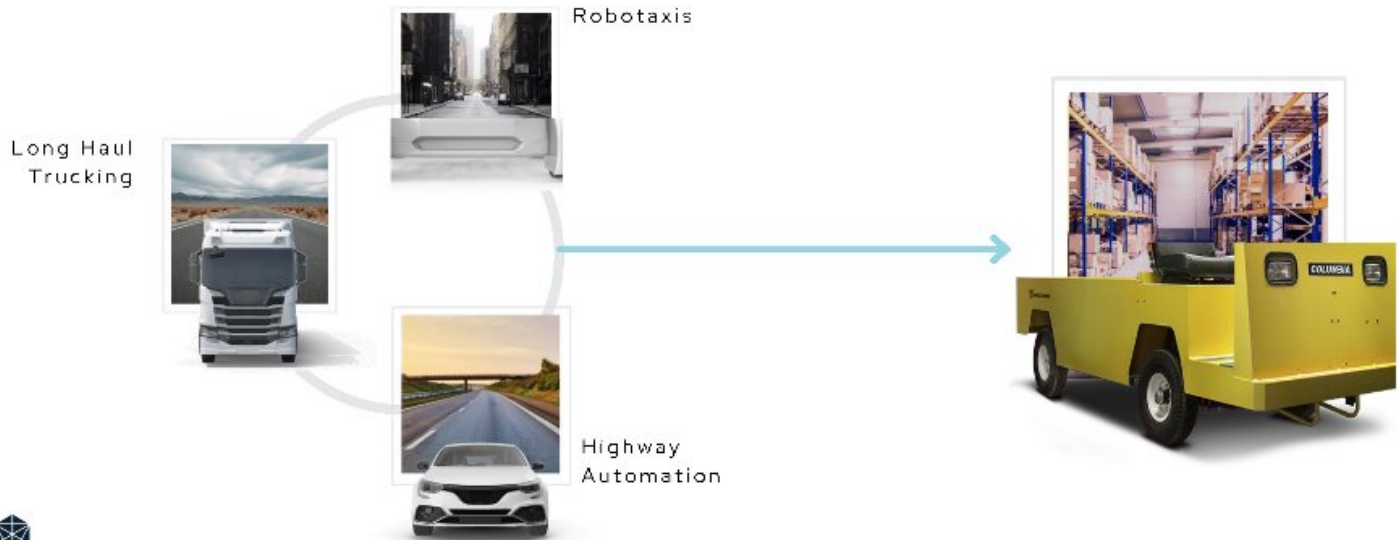
### YOUR VEHICLE POWERED BY OUR SOFTWARE

- DriveMod can be retrofitted onto existing vehicles to accelerate adoption, and vehicles can still be driven manually.
- We partner with vehicle manufacturers that are trusted incumbents.
- Customers can take advantage of established distribution and support networks.



# WE BRING THE BEST OF AUTONOMOUS DRIVING TECHNOLOGY TO INDUSTRIAL APPLICATIONS

Billions of dollars in funding and long years of research have focused on robotaxis, trucking, and highway automation, which are not being built to address industrial needs. We apply best practices and domain knowledge from public road solutions, and bring advanced autonomy to industrial vehicles and applications.



## INDUSTRY PEERS



CYNGN



tu simple

Aurora

EMBARK

NASDAQ Ticker	CYN	TSP	AUR	EMBK
Market Cap	\$41.7 M	\$4.0 B	\$5.5 B	\$1.4 B
Business	An autonomous vehicle technology company focused on addressing industrial uses for autonomous vehicles	A global autonomous driving technology company developing a commercial-ready, fully autonomous driving solution for long-haul heavy-duty trucks	Develops and delivers self-driving technology, offers a platform that autonomously operates passenger vehicles, commercial vehicles and heavy-duty trucks	An autonomous vehicle company offering cloud-based autonomous fleet management solutions
2020 Revenue	--	\$1.8 M	--	--



Source: Bloomberg

# TRAIN HARD, DRIVE EASY

STRESS TESTED UNDER EXTREME CONDITIONS TO ENSURE COMMERCIAL READINESS



**2016**

Began developing AV solutions in complex mixed traffic to overshoot the requirements of industrial sites.



**2017**

Autonomous electric utility vehicles at an International Container Terminals Services (ICTSI) container port in the Philippines.



**2019**

Autonomous electric shuttle busses at the Loblaw corporate headquarters in Canada.



## COLLABORATIVE GO-TO-MARKET APPROACH

An ecosystem designed to support scaled,  
high-quality autonomous fleet deployments



## CYNGN EAS WILL BE OFFERED AS SAAS VIA ANNUAL LICENSE PER VEHICLE

### Pricing Factors:

- Target Vehicle
- End Application
- Utilization
- Number of Vehicles

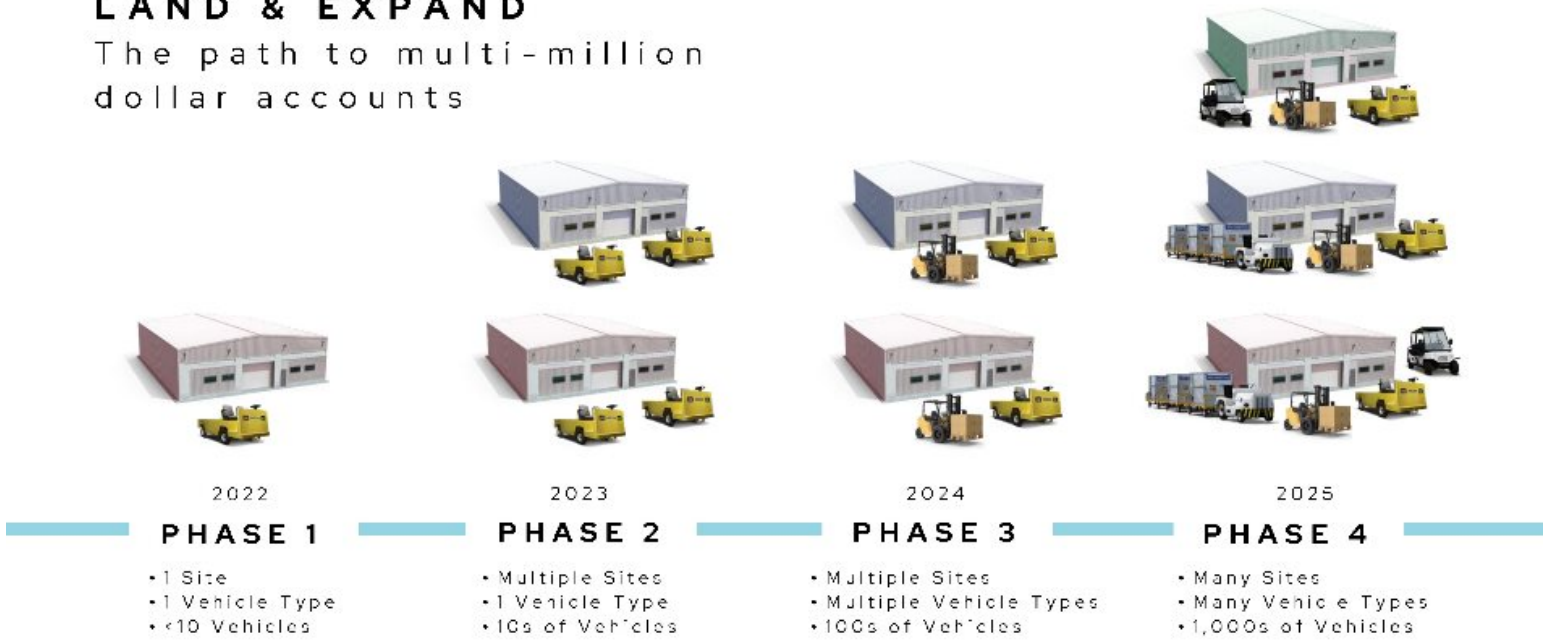


**Remember:** the top 10 material handling manufacturers shipped 883,000 units in 2019.



## LAND & EXPAND

The path to multi-million dollar accounts



**Real-world Example:** One of our potential customers, a building solutions company, has 400+ sites that use 20+ different forklift models from 5 different manufacturers, as well as front loaders and yard sweepers.

## BALANCE SHEET HIGHLIGHTS

Following the completion of its IPO in October 2021, Cyngn is well capitalized with \$25.0 million in cash and cash equivalents on the balance sheet.

	12.31.20	9.30.21	9.30.21 Pro Forma Includes IPO Proceeds
Cash & Cash Equivalents (including restricted cash)	\$6.5m	\$1.7m	\$25.0m
Working Capital	\$6.1m	\$1.5m	\$24.8m
Total Stockholder's Equity	\$5.6m	\$0.03m	\$23.3m

# MATERIAL HANDLING IS JUST THE BEGINNING

Industrial and commercial autonomous applications share fundamental technological building blocks.

Cyngn developed these building blocks and integrate them across diverse autonomous driving solutions.

Our current focus

**\$119B<sup>1</sup>**



annual driver costs for vehicles sold by the top 10 material handling OEMs



Our technology already applies to additional industrial applications



In the future, we can expand our offering to public roadway:



<sup>1</sup> Management estimate from Bureau of Labor Statistics data. See slide 11.

## EXECUTIVE TEAM



**Lior Tal**

CFO SINCE 2018

Previously: Director of international growth and partnerships at Facebook; co-founder and VP of business development at Shapify (acquired by Facebook); partner at Barzani, Tal, Lerer Attorneys at Law and Paton, Atkinson; held leadership roles at Activision (acquired by NCF), DiskSides (acquired by FVC), Odigo (acquired by Converse).



**Biao Ma**

VP OF ENGINEERING SINCE 2017

Previously: Software architect for autonomous driving and senior software engineer ataidu, software engineer at Carnegie Mellon University, MS Computer Science at Carnegie Mellon.



**Marc Brown**

VP OF HR

Previously: Executive Vice President and Chief People Officer at ZOWO, Head of People, Corporate Communications, and Facilities at Provide Commerce, Key Operational Leadership roles at Petco, Lincoln Capital Group, United Healthcare, Best Buy, and Honeywell.



**Donald Alvarez**

CFO SINCE 2021

Previously: VP of Finance of the International Council of Shopping Centers, VP of Finance of Oryza Pharma, Inc., National managing partner, COO and CFO of Tatum, a Rensselaer Company. Has held several other senior financial and operations roles in both private and public companies.



**Ben Landen**

VP OF BUSINESS DEVELOPMENT SINCE 2019

Previously: Company's Senior Director of Product & Partnerships, Head of Product & BD at DeepScale (acquired by Tesla), managed NVIDIA automotive semiconductor product line as Senior Business Manager of Maxim Integrated, MBA at UC Berkeley's Haas School of Business, and BS Electrical Engineering at California Polytechnic University SLO.



## BOARD OF DIRECTORS



**Colleen Cunningham**

INDEPENDENT DIRECTOR

Previously: Member of board of A CPA, SVP-Controller of Zoetis, Inc., Global Managing Director R&D, CEO of Financial Executives International, CFO of Vas Advertising, Chief Accounting Officer AT&T. Prior member of FASB Advisory Council, Inc. (FASAC) and IASB Advisory Committee (IASAC).



**Jim McDonnell**

INDEPENDENT DIRECTOR

Currently: SVP of Sales & Marketing at Vispero. Previously: VP of sales and sales M&M and Commercial Excellence for HPE at Honeywell, SVP Global Sales & Marketing at Interneer, and held several senior roles at Hewlett Packard over more than 25 years. Prior member of Astak's board.



**Karen MacLeod**

INDEPENDENT DIRECTOR

Currently: Market Leader – Interim Solutions of Kern Ferry. Previously: CEO of the Arena Group. Board member FWA of New York, member and chair of Track Group, Inc.'s audit committee. President of Latus, Randstad Holdings NV Company, president of Resources Connection, Inc. North America, SVP member Resources Connection, Inc. audit committee of FWA.



**Mitch Lasky**

DIRECTOR

Currently: Partner of Benchmark Capital, co-owner of LA Football Club. Serves on BOB of various companies including: Discord, Maricore Games Inc., Ubisoft's Inc., that game company. Previously: EVP, Mobile & Online of Electronic Arts, CEO and the member of the board of JAMDAT Mobile, Inc. Member of board Snap, Inc., Inc., PlayFab, Inc., Engine Yard, etc.



**Lior Tal**

DIRECTOR & CHAIRMAN OF THE BOARD

Previously: Director of international growth and partnerships at Facebook, co-founder and VP of business development at Snap, (acquired by Facebook), partner at Barzani, Inc., senior attorneys at Law and Patent Attorneys, led leadership roles at Admittra (acquired by NICE), DiskSides (acquired by EMC), Origo (acquired by Comcast).



## KEY TAKEAWAYS

### \$119 Billion Market

An opportunity to invest in a company focused on **practical applications in the growing automation market** that addresses the very real problem of dependence on a human workforce, particularly in an ongoing pandemic environment.

### Advanced Autonomy

**Proprietary, innovative technologies** for operating various industrial vehicles autonomously within a flexible, scalable framework.

### Key Strategic Partnerships

Product and go-to-market strategies supported by **partnerships with reputable global firms** in mobility, logistics, and industrial markets.

### Winning Team

Experienced leadership backed by **best-in-class R&D team**.



THANK YOU



**IR CONTACTS**

**At Cyngn**

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**At The Equity Group**

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