

GLOSSARY OF TECHNICAL TERMS

Unless the context otherwise requires, explanations and definitions of certain terms used in this Document in connection with our Group and our business shall have the meanings set out below. The terms and their meanings may not correspond to standard industry meaning or usage of these terms.

A-SPICE	Automotive SPICE A process assessment model for evaluating and improving software development in the automotive industry
ADAS	Advanced driver-assistance systems that support driving tasks (e.g., lane-keeping, emergency braking)
Agentic AI	AI capable of proactively making decisions, taking actions, and adapting to achieve specific objectives without constant human input
AI Agent	Software agent powered by AI that performs tasks and makes decisions within the in-car environment
AI-native	Designed and developed with artificial intelligence as a foundational element, where core functions and user experience are built around AI capabilities rather than adding AI as an afterthought; for example, an “AI-native app” means an application built from the start with AI as a core part of its design and functionality, where essential features rely on AI rather than using it only as a supplementary tool
AOS	The automotive operating system that we develop in-house
ASIL-D	The highest Automotive Safety Integrity Level under ISO 26262 for functional safety
automotive operating system	Specialized system software for vehicles that manages and coordinates computing resources, hardware components, and application execution across multiple automotive domains
Banma Hypervisor	A bare-metal (Type 1) hypervisor which runs directly on hardware and allows concurrent operation of two or more operating systems on a single SoC
Cloud-based voice assistant	Voice assistant whose speech processing runs primarily in the cloud rather than entirely on the vehicle
CMMI	Capability Maturity Model Integration, a process improvement standard for software development organizations
Content and service provider (CSP)	Third-party partner providing content or services within the in-car ecosystem
Design-win	Selection by an OEM of a supplier’s solution for integration into a vehicle program and mass production

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Driver monitoring system (DMS)	A vehicle safety system that tracks the driver’s attention and alertness, typically using cameras and sensors, to detect drowsiness, distraction, or inattention and issue warnings or take safety actions
Dual-AOS architecture	A vehicle computing design in which two independent operating systems run concurrently on the same hardware platform, typically separated and managed through virtualization or hypervisor technology
Head-up display (HUD)	A feature that projects key driving information (e.g., speed, navigation) onto the windshield or a transparent display in the driver’s line of sight
Human-machine interface (HMI)	The user-facing layers through which occupants interact with vehicle systems (screens, voice, inputs)
Infotainment	A combination of information and entertainment systems in the vehicle, such as navigation, music, and smartphone integration
ISO 26262	Functional safety standard for road vehicles covering development of safety-related systems
ISO/IEC 27001	International standard for information security management systems (ISMS)
ISO/SAE 21434	Road vehicles cybersecurity engineering standard covering processes and technical requirements
KPI	Key performance indicator; a quantifiable metric used to measure operational or financial performance
Large language model (LLM)	A deep learning model trained on vast amounts of textual data, enabling it to generate natural language text or understand the meaning of language text
Mini app (mini-program)	Lightweight in-car application delivered through the cockpit platform’s app framework
Multimodal AI	AI that processes and understands multiple input types (e.g., voice, vision, text) for better context
Network service package	Connectivity/data plan sold to OEMs or car owners to enable connected features and services
Neural Processing Unit (NPU)	Specialized processor optimized for AI inference workloads in the vehicle
Occupant monitoring system (OMS)	System that monitors passenger status and behaviors for safety and comfort

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operating system	System software that manages and coordinates computing resources, hardware and application software
Original Equipment Manufacturers (OEMs)	In the automotive industry, OEMs are typically automakers that integrate components and systems — often supplied by third parties — into finished vehicles for sale to consumers
Over-the-Air (OTA)	The wireless delivery of software updates and patches to vehicles without the need for physical access
Real-time operating system (RTOS)	OS designed to guarantee predictable, low-latency responses for time-critical tasks
System Agent	Orchestration software that coordinates apps, services, and devices across the cockpit
System-on-Chip (SoC)	Semiconductor solutions designed for managing specific electronic domains in vehicles, integrating processing power, memory, and connectivity functions to support advanced domain control features
Tier-1 supplier	A company that supplies components or systems directly to an OEM for vehicle production
Usage-based insurance (UBI)	Auto insurance priced based on driving behavior and usage data collected from the vehicle
Vehicle-phone connectivity	Integration that links car systems with smartphone functions for apps, media, and control
Voice UI	Voice-based user interface for controlling vehicle functions and services

As used in this Document, unless otherwise indicated:

- “Recurring Revenue” refers to revenue that we expect to generate on a regular and ongoing basis from existing customer relationships, typically under multi-year contracts or arrangements. Our “Recurring Revenue” consists of (i) revenue from licensing, and (ii) revenue from all of our ecosystem value-added services excluding training services, because these revenues are generally contractual and license- or usage-based and are expected to continue over the term of customer engagement. By contrast, (i) revenue from technical development services; and (ii) training services (offered as part of our ecosystem value-added services), are excluded because these revenues are typically one-off, project-based, or non-recurring in nature and are not expected to repeat on a predictable basis. We believe the amount of Recurring Revenue and Recurring Revenue as a percentage of our total revenue are among our key operating metrics because they provide a clear measure of the stability, predictability, and scalability of our business model, as well as our long-term monetization potential.