SUMMARY

This summary aims to give you an overview of the information contained in this document and should be read in conjunction with the full text of this document. As it is a summary, it does not contain all the information that may be important to you. You should read the whole document, including our financial statements and the accompanying notes, before you decide to **[REDACTED]** *in the* **[REDACTED]**. *There are risks associated with any* **[REDACTED]**. *Some of the particular risks in* **[REDACTED]** *in the* **[REDACTED]** *are set out in "Risk Factors". You should read that section carefully before you decide to* **[REDACTED]** *in the* **[REDACTED]**.

OVERVIEW

Who We Are

We are a global company dedicated to providing outdoor leisure and electrified mobility solutions with a leading position in the low-speed electric vehicle ("**LSEV**") space. According to Frost & Sullivan, we ranked first globally in the LSEV industry in 2025 by revenue, with a market share of approximately 10.9%. Leveraging our leading position in the LSEV market and our diversified product portfolio across E-mobility products and powersports, we offer enjoyable and practical solutions. Our business spans two major segments: (1) E-mobility products, consisting of (i) LSEVs, addressing growth in community and on-site short-distance mobility, and (ii) electric two-wheelers, including electric bicycles, electric scooters and electric balance bikes, and (2) outdoor specialty vehicles, also known as powersports, including all-terrain vehicles ("**ATVs**") and off-road motorcycles. These products are widely used for short-distance travel within communities, recreational sports, intelligent mobility and specialized operations scenarios.

Our business has a strong international focus. In 2025, over 97% of our revenue was derived from overseas markets, with the United States as our largest export destination. Our development is guided by a clear strategic framework: to expand our product matrix, deepen our channel ecosystem, and promote brand value through innovation. Guided by this strategy, we strive to continuously refine our existing product portfolio and identify potential business opportunities for future development. Since we launched our LSEV products in 2022, our marketing network and diversified brand matrix have enabled this new business line to achieve a rapid growth. Within three years from the launch of our LSEV products, we have risen to the forefront of the U.S. market in terms of LSEV sales, demonstrating strong market penetration.

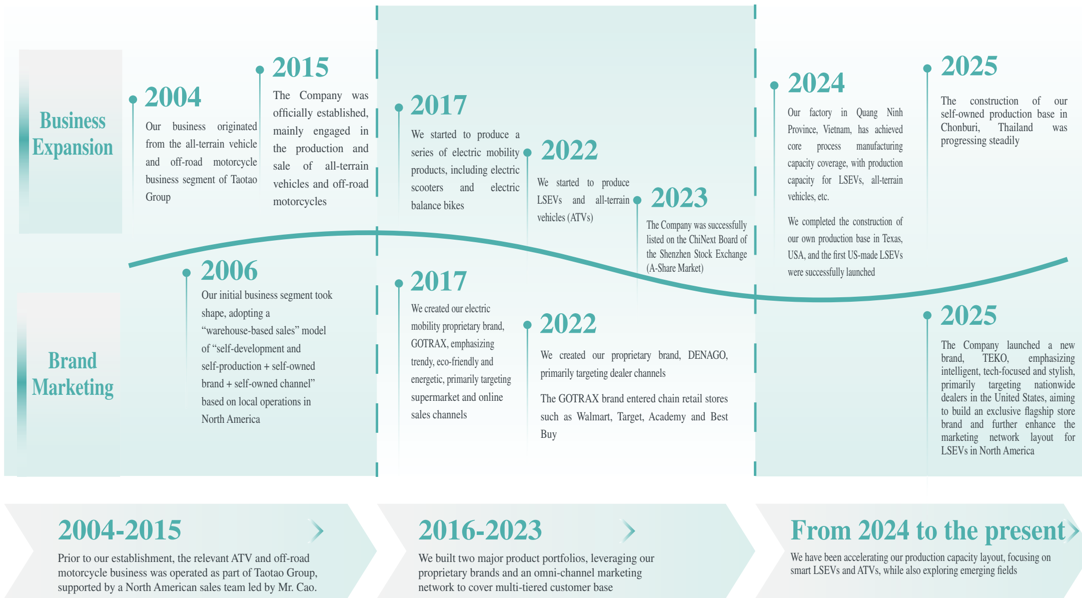
From our inception, we have been building a global operational network focused on the United States, with coverage across selected overseas markets. Drawing on more than two decades of international operating experience of our management, we have established a footprint across North America, Southeast Asia and China with localized production and sales networks in each region. This integrated "China + Southeast Asia + North America" coverage enables us to respond quickly to customer needs, adapt to local regulations and develop products tailored to regional demand, while providing high-quality services. These principles are ingrained in our corporate culture and reflect our spirit of forging ahead to lead the outdoor mobility trend.

Our Key Development Milestones

Our business origin can be traced back to 2004, when Taotao Group, our primary promoter, began operating business segments focused on ATVs and off-road vehicles. Leveraging the extensive operating experience of our founder and chairman, Mr. Cao, in the United States, the business established a foothold successfully in North America through proprietary brands and local sales channel expansion, with the incorporation of TAOTAO USA, Inc. in 2007, laying a solid foundation for our subsequent independent development. Our Company was established on September 24, 2015, and subsequently, acquired the relevant inventory and machinery equipment from Taotao Group in 2016.

We initially focused on the R&D, production and sales of ATVs and off-road motorcycles. In 2017, we strategically expanded our product portfolio and commenced mass production of electric scooters, electric balance bikes and electric bicycles to capture the emerging opportunities in electrified mobility. In 2022, we further broadened our E-mobility products by launching LSEV, which quickly achieved commercial success.

Over the course of our development, we have achieved a series of milestones in expanding our product portfolio, building our brand matrix and establishing a global operating network, as set out below:



Our Brands and Products

Our Brands

We operate a tiered proprietary brand matrix tailored to distinct user segments and channels, comprising DENAGO, GOTRAX, TEKO and TAO MOTOR. This matrix enables precise coverage of key consumer cohorts and supports brand synergy through differentiated positioning and operations.

- **DENAGO — Premium, Professional, High-Performance**. As one of our flagship brands, DENAGO is positioned for E-mobility and powersports through a dedicated dealer network. The brand embodies a commitment to high-quality products and design, serving consumer demand in key markets. We have elevated DENAGO's international profile through strategic partnerships with premier global sporting events and organizations, including the NBA, Dallas Open, MotoGP, and the PGA Show which has enabled DENAGO to achieve growth in a competitive market, earning market recognition. The brand also engages in cross-promotional collaborations with iconic consumer brands such as Jack Link's, enhancing brand recognition and customer loyalty.

- **GOTRAX — Trendy, Eco-Friendly, Energetic**. GOTRAX is a mass-market brand of ours, primarily distributed through large general merchandise stores and online channels. Its positioning around modern, eco-conscious, and energetic mobility has attracted a community of over one million E-mobility enthusiasts. GOTRAX electric scooters consistently rank among the top ten best-sellers on Amazon, have repeatedly earned "Amazon Best Seller" and "Amazon's Choice" designations, and were featured at the top of Walmart's annual toy list, demonstrating widespread consumer appeal.

- **TEKO — Intelligent, Tech-Focused, Stylish**. Launched in September 2025, TEKO is our youngest brand, strategically designed to complement our existing portfolio and deepen our North American market penetration. TEKO targets national chain dealers through a dedicated flagship store model, offering products that emphasize intelligent features, and fashionable design. This brand further refines our marketing network for LSEVs in North America.
- **TAO MOTOR — Practical, Fun, Dynamic**. As an earlier brand that traces back to our founding, TAO MOTOR is positioned around practicality, enjoyment, and dynamic performance. It serves the mass-consumer market with a range of powersports for daily commuting and outdoor leisure. TAO MOTOR was our first brand to pursue global market expansion and remains a practical choice for consumers seeking versatile and reliable mobility solutions.

Our Products

We have established a structured and dynamic product matrix built around two strategic dimensions: deepening our existing businesses while exploring emerging technologies. We currently operate two principal business segments: (1) E-mobility products, which consist of (i) LSEVs, which address growth in community and on-site short-distance mobility, (ii) electric two-wheelers, comprising electric bicycles, electric scooters and electric balance bikes; and (2) powersports, leveraging our profound experience in ATVs and off-road motorcycles. Our strategic focus in emerging fields is on technologies that are synergistic to our existing businesses.

Our Global Footprint

We have pursued internationalization from the outset, with a global vision embedded in our corporate development. Building on this foundation, we are establishing a multi-regional manufacturing system that features regionalized production and localized supply.

Our three principal manufacturing bases in North America, Southeast Asia and the PRC are positioned with distinct roles and complementary functions, enabling us to capture growth opportunities across diverse markets and to serve customers efficiently worldwide.

- Our Texas facility represents our commitment to localized production in the United States, reflecting our strategic objective to becoming a U.S. domestic producer, enabling the localization of key components and strengthening our brand image in the North American market.

- In Southeast Asia, our Vietnam plant has already mastered core processes such as frame forming, surface treatment and powertrain assembly, and is actively ramping up capacity to supply LSEVs and ATVs to overseas markets, while our Thailand plant, currently under construction, is expected to form a dual-hub with Vietnam to further enhance supply resilience and flexibility for exports to North America.
- Our PRC facilities function as our global technology and support center, where we have developed a replicable production model through streamlined processes, integrated systems testing and flexible team structures. In addition to supporting order fulfillment for our key overseas markets, our PRC base also exports proven technologies and management expertise to our overseas operations, ensuring consistency and efficiency across regions.

Market Opportunities

The market opportunities for our product portfolio are underpinned by global macro trends and diversified application scenarios. Demand is rising across both personal mobility and commercial-use cases, supported by consumer lifestyle changes, environmental awareness and technological innovation.

E-mobility

E-mobility is increasingly viewed as a desirable transportation tool with advantages such as low carbon emission, reduced cost of ownership and convenient parking. Among the sub-categories within the E-mobility, the LSEV market, particularly in the United States, is demonstrating robust and diversified growth.

LSEVs are a category of "micro-mobility" transports designed for specific scenarios such as short-distance community travel, commercial operations, and public services. These vehicles typically have a maximum speed not exceeding 25 miles per hour, comply with relevant U.S. low-speed vehicle regulations, and are permitted to operate legally on certain public roads.

The LSEV market, particularly in the United States, demonstrates strong and diversified growth potential. Market demand is driven by two core factors:

- Policy Support: A favorable regulatory environment has established the institutional foundation for the adoption of LSEVs, allowing their legal use on golf courses, in gated communities, and on select public roads.
- Shifting Consumer Trends: Faced with the high purchasing and operating costs of traditional automobiles, coupled with a growing demand for short-distance travel, the market for economical transportation alternatives is continuously expanding.

LSEVs are characterized by relatively low acquisition and maintenance costs, ease of operation, and environmental friendliness. These product characteristics align strongly with modern consumer trends, attracting a diverse user base that includes America's new middle-class and senior community residents. They are widely used for daily activities such as family commutes, shopping, leisure, transporting children, and neighborhood outings, making them an ideal choice as a light mobility product for households. Furthermore, LSEVs have extensive applications in commercial and public service sectors, including tourist attractions, large campuses, golf courses, and security patrols, meeting a variety of operational needs.

Powersports

The global powersports market increased from US$22.9 billion in 2021 to US$29.3 billion in 2025 at a CAGR of 6.4%, and is expected to reach US$38.2 billion in 2030, representing a CAGR of 5.4% from 2025 to 2030, according to Frost & Sullivan. Such robust growth is supported by dual demand drivers. Recreationally, consumers are increasingly drawn to outdoor leisure, off-road sports and nature exploration. Functionally, powersports such as ATVs are used in agriculture, animal husbandry, emergency response and other specialty operations. The combination of entertainment and utility creates a broad and sustained growth trajectory for the industry. Furthermore, the trend toward electrification is injecting new vitality into both segments. For recreational users, the zero-emission and low-noise characteristics of electric ATVs can make the outdoor experience more pleasant and enjoyable. For functional applications, the instantaneous torque and intelligent control of electric motors offer efficiency and precision.

Our Financial Highlights

During the Track Record Period, we achieved consistent growth in both revenue and profitability. Our revenue increased from RMB2,144.2 million in 2023 to RMB3,941.4 million in 2025, representing a CAGR of 35.6%. Our net profit amounted to RMB280.5 million, RMB431.3 million and RMB816.3 million in 2023, 2024 and 2025, respectively, representing a CAGR of 70.6%. Over the same years, our net profit margin remained above 10%. This track record demonstrates our ability to expand scale while maintaining healthy margins and delivering sustainable earnings growth.

COMPETITIVE STRENGTHS

We believe that the following competitive strengths contribute to our success and differentiate us from our competitors.

- A global company dedicated to providing outdoor leisure and electrified mobility solutions
- Extensive network supporting global market penetration
- Integrated synergies creating structural cost advantages
- Globalized production footprint supporting deepened operations in core markets
- Precise market insight driving continuous product upgrades
- Forward-looking technology innovation driving value creation
- Experienced management team with a global perspective

GROWTH STRATEGIES

We intend to pursue the following strategies to further grow our business:

- Expand and upgrade our product portfolio
- Deepen our channel ecosystem
- Elevate brand value
- Strengthen manufacturing footprint and deepen supply chain localization
- Drive forward-looking technology innovation

OUR SALES NETWORK

We have established a broad sales network for our products, comprising (i) our distribution network, which includes key account customers, dealers and wholesale customers, and (ii) direct sales through our self-operated direct-to-consumer ("**DTC**") websites and our original design manufacturing ("**ODM**") business. Our sales network is characterized by our focus on the build-to-stock ("**BTS**") model and a multi-channel marketing strategy.

The following table sets forth a breakdown of our revenue by sales channels for the relevant periods indicated.

	Year ended December 31,					
	2023		2024		2025	
	RMB'000	*%*	*RMB'000*	*%*	*RMB'000*	*%*
Distribution Network:						
Key Account Customers[1]	748,004	34.9	837,075	28.1	652,030	16.5
Dealers[2]	262,482	12.2	711,528	23.9	1,847,925	46.9
Wholesale customers[3]	29,897	1.4	75,373	2.6	114,720	2.9
Direct Sales:						
ODM	782,106	36.5	1,104,605	37.1	1,032,963	26.2
DTC Websites[4]	321,757	15.0	248,048	8.3	293,792	7.5
Total	**2,144,246**	**100.0**	**2,976,629**	**100.0**	**3,941,430**	**100.0**

Notes:

(1) Our key account customers primarily include (i) GMS and (ii) third-party e-commerce platforms.

(2) Our dealers primarily comprise distributors with whom we have entered into distribution agreements.

(3) Our wholesale customers primarily comprise customers who place bulk purchase orders with us on a one-off basis, and we have not entered into any distribution agreements with them.

(4) DTC websites refer to our self-operated online stores.

PRODUCTION

We adhere to our strategic positioning as a manufacturer with a multi-regional footprint, leveraging a coordinated production capacity layout across China, Southeast Asia, and North America to actively integrate into the global supply chain system. By seamlessly integrating the entire industrial chain with a modular manufacturing system, we have established a three-dimensional framework encompassing (i) independent R&D and design, (ii) self-produced core components, and (iii) global supply chain management, thereby achieving vertical integration across the entire industrial chain.

RESEARCH AND DEVELOPMENT

In 2023, 2024 and 2025, our research and development expenses amounted to RMB87.7 million, RMB125.5 million and RMB123.4 million, respectively. Our research and development philosophy is to create technologies to promote the development of our products, providing a better driving experience. Our product development strategy involves research and development on, E-mobility products and powersports based on customer demands and technological developments. Our in-house research and development team conducts initiatives to expand the available functionalities and application scenarios of our products.

OUR CUSTOMERS

Over the years, we have built up a broad and geographically diverse customer base globally, spreading across over 75 countries and regions. In 2023, 2024 and 2025, our aggregate revenue from the five largest customers in each year during the Track Record Period was RMB1,065.4 million, RMB1,454.9 million and RMB1,370.4 million, respectively, accounting for 49.7%, 48.9% and 34.8% of our total revenue, respectively. In the same years, our revenue from the single largest customer in each year during the Track Record Period amounted to RMB327.3 million, RMB489.6 million and RMB520.9 million, accounting for 15.3%, 16.5% and 13.2% of our total revenue, respectively.

OUR SUPPLIERS

Our suppliers primarily consist of providers of raw materials, hardware and accessories for the production of our E-mobility products and powersports. The purchase from our top five suppliers in 2023, 2024 and 2025, was RMB172.9 million, RMB785.5 million and RMB514.1 million, respectively, representing 13.5%, 27.1% and 20.9% of our aggregate purchase amount in the same years, respectively. The purchases from our largest supplier in 2023, 2024 and 2025, was RMB44.7 million, RMB389.6 million and RMB171.9 million, respectively, representing 3.5%, 13.4% and 7.0% of our total purchase amount in the same years, respectively.

SUMMARY HISTORICAL FINANCIAL INFORMATION

The following tables set forth summary financial data from our financial information for the Track Record Period, extracted from the Accountants' Report set out in Appendix I to this document.

Summary of Our Statements of Profit or Loss and Other Comprehensive Income

	Year ended December 31,					
	2023		2024		2025	
	RMB'000	*%*	*RMB'000*	*%*	*RMB'000*	*%*
Revenue	2,144,246	100.0	2,976,629	100.0	3,941,430	100.0
Cost of sales	(1,344,740)	(62.7)	(1,944,650)	(65.3)	(2,315,223)	(58.7)
Gross profit	**799,506**	**37.3**	**1,031,979**	**34.7**	**1,626,207**	**41.3**
General and administrative expenses	(109,041)	(5.1)	(152,873)	(5.1)	(179,804)	(4.6)
Selling and marketing expenses	(314,924)	(14.6)	(313,398)	(10.6)	(351,981)	(8.9)
Research and development expenses	(87,654)	(4.1)	(125,467)	(4.2)	(123,371)	(3.1)
Net impairment losses on financial assets	(16,786)	(0.8)	(4,766)	(0.2)	(24,952)	(0.6)
Other income	19,026	0.9	23,888	0.8	26,971	0.7
Other gains, net	13,626	0.6	32,786	1.1	(39,361)	(1.0)
Operating profit	**303,753**	**14.2**	**492,149**	**16.5**	**933,709**	**23.7**
Finance income	42,959	2.0	44,147	1.5	40,893	1.0
Finance costs	(12,263)	(0.6)	(23,070)	(0.8)	(27,347)	(0.7)
Finance (costs)/ income, net	30,696	1.4	21,077	0.7	13,546	0.3
Profit before income tax	**334,449**	**15.6**	**513,226**	**17.2**	**947,255**	**24.0**
Income tax expense	(53,971)	(2.5)	(81,964)	(2.7)	(130,932)	(3.3)
Profit for the year	**280,478**	**13.1**	**431,262**	**14.5**	**816,323**	**20.7**
Attributable to:						
— Owners of the Company	280,478	13.1	431,263	14.5	816,323	20.7
— Non-controlling interests	—	—	(1)	(0.0)	—	—
Other comprehensive income/(expenses)						
Items that may be reclassified to profit or loss in subsequent periods, net of tax:						
Currency translation differences of foreign operations	(386)	(0.0)	10,836	0.4	(26,178)	(0.7)
Total comprehensive income for the year	**280,092**	**13.1**	**442,098**	**14.9**	**790,145**	**20.0**

Revenue

During the Track Record Period, we generated our revenue from (i) E-mobility products, (ii) powersports, and (iii) others. Our revenue amounted to RMB2,144.2 million, RMB2,976.6 million and RMB3,941.4 million in 2023, 2024 and 2025, respectively.

Revenue by Product

The following table sets forth our revenue by products for the years indicated:

	Year ended December 31,					
	2023		2024		2025	
	RMB'000	%	*RMB'000*	%	*RMB'000*	%
E-mobility products:						
LSEV	78,500	3.7	812,304	27.3	1,957,465	49.8
Electric bicycles	164,833	7.7	231,052	7.8	123,875	3.1
Electric scooters	718,092	33.4	600,884	20.1	474,318	12.0
Electric balance bikes	295,658	13.8	199,012	6.7	178,416	4.5
Other E-mobility[1]	21,519	1.0	44,571	1.5	53,185	1.3
Subtotal	**1,278,602**	**59.6**	**1,887,823**	**63.4**	**2,787,259**	**70.7**
Powersports:						
ATV	620,427	29.0	737,818	24.8	754,722	19.1
Off-road motorcycles	122,560	5.7	186,796	6.3	187,881	4.8
Subtotal	**742,987**	**34.7**	**924,614**	**31.1**	**942,603**	**23.9**
Others[2]	122,657	5.7	164,192	5.5	211,568	5.4
Total	**2,144,246**	**100.0**	**2,976,629**	**100.0**	**3,941,430**	**100.0**

Notes:

(1) Other E-mobility mainly included electric ATVs and electric off-road motorcycles, such as GOTRAX K2 ELECTRIC DIRT BIKE and GOTRAX EVEREST ELECTRIC DIRT BIKE.

(2) Others mainly included sales of accessories, helmets, and scrap materials and lease income

Gross Profit and Gross Profit Margin

In 2023, 2024 and 2025, our gross profit amounted to RMB799.5 million, RMB1,032.0 million and RMB1,626.2 million, and our gross profit margin amounted to 37.3%, 34.7% and 41.3%, respectively. The following table sets forth a breakdown of our gross profit and gross profit margin by product for the years indicated:

	Year ended December 31,					
	2023		2024		2025	
	Gross Profit	Gross Profit Margin	Gross Profit	Gross Profit Margin	Gross Profit	Gross Profit Margin
	RMB'000	%	*RMB'000*	%	*RMB'000*	%
E-mobility products[1]	503,454	39.4	676,015	35.8	1,278,418	45.9
Powersports[2]	253,626	34.1	303,815	32.9	300,567	31.9
Others[3]	42,426	34.6	52,149	31.8	47,222	22.3
Total	**799,506**	**37.3**	**1,031,979**	**34.7**	**1,626,207**	**41.3**

Notes:

(1) Our E-mobility products primarily comprise LSEVs, electric scooters, electric balance bikes and electric bicycles, whose gross profit margins ranged from approximately 30% to 50%, 30% to 40%, 25% to 35% and 35% to 45%, respectively, during the Track Record Period.

(2) Our powersports primarily comprise ATVs and off-road motorcycles, whose gross profit margins ranged from approximately 30% to 35% and 35% to 40%, respectively, during the Track Record Period.

(3) Others mainly included sales of accessories, helmets, and scrap materials and lease income

Profit for the Year

In 2023, 2024 and 2025, our profit amounted to RMB280.5 million, RMB431.3 million and RMB816.3 million, respectively.

Summary of Our Statements of Financial Position

	As of December 31,		
	2023	**2024**	**2025**
	RMB'000	*RMB'000*	*RMB'000*
Total non-current assets	605,195	1,381,423	2,013,031
Total current assets	3,182,289	3,157,166	3,893,206
Total non-current liabilities	64,424	58,726	145,311
Total current liabilities	781,228	1,353,353	2,140,348
Net current assets	2,401,061	1,803,813	1,752,858
Net assets	2,941,832	3,126,510	3,620,578

Net current assets

Our net current assets decreased by 24.9% from RMB2,401.1 million as of December 31, 2023 to RMB1,803.8 million as of December 31, 2024, primarily due to (i) the decrease in cash and cash equivalents of RMB808.3 million, and (ii) the increase in trade and notes payables of RMB271.4 million; partially offset by (i) the increase in inventories of RMB491.3 million, and (ii) the increase in current borrowings of RMB204.9 million. Our net current assets remain relatively stable at RMB1,803.8 million, RMB1,752.9 million and RMB1,891.0 million, as of December 31, 2024 and 2025 and March 31, 2026, respectively.

Net assets

Our net assets increased significantly from RMB953.7 million as of January 1, 2023 to RMB2,941.8 million as of December 31, 2023, primarily due to (i) profit for the year of RMB280.5 million, (ii) the issue of ordinary shares of RMB1,865.2 million, and (iii) share-based compensation expenses of RMB6.8 million recognized in other reserves; partially offset by dividends of RMB164.0 million. Our net assets increased by 6.3% from RMB2,941.8 million as of January 1, 2024 to RMB3,126.5 million as of December 31, 2024, primarily due to (i) profit for the year of RMB431.3 million and other comprehensive income of RMB10.8 million, and (ii) share-based compensation expenses of RMB14.1 million and the exercise of share options of RMB9.9 million; partially offset by (i) repurchases of shares under share schemes of RMB63.8 million, and (ii) dividends of RMB217.7 million. Our net assets increased by 15.8% from RMB3,126.5 million as of January 1, 2025 to RMB3,620.6 million as of December 31, 2025, primarily due to (i) profit for the year of RMB816.3 million and (ii) share-based compensation expenses of RMB7.5 million recognized in other reserves, partially offset by (i) other comprehensive expenses of RMB26.2 million and (ii) dividends of RMB326.5 million.

Summary of Our Statements of Cash Flows

The table below sets forth selected cash flow statement information from our consolidated cash flow statements for the periods indicated:

	Year ended December 31,		
	2023	2024	2025
	RMB'000	*RMB'000*	*RMB'000*
Net cash generated from operating activities	173,694	206,907	750,822
Net cash used in investing activities	(219,369)	(768,817)	(174,079)
Net cash generated from/(used in) financing activities	1,543,629	(264,492)	(454,612)
Net increase/(decrease) in cash and cash equivalents	1,497,954	(826,402)	122,131
Cash and cash equivalents at beginning of the year	142,706	1,649,015	840,755
Effects of exchange rate changes on cash and cash equivalents	8,355	18,142	(680)
Cash and cash equivalents at the end of the year	1,649,015	840,755	962,206

RISK FACTORS

Our operations and the **[REDACTED]** involve certain risks and uncertainties, including (i) risks related to our business, (ii) risks relating to doing business in the jurisdictions where we operate, and (iii) risks related to the **[REDACTED]**, which are set out in the section headed "Risk Factors". You should read that section in its entirety carefully before you decide to **[REDACTED]** in the **[REDACTED]**. Some of the major risks we face include, but are not limited to: (i) Our success is dependent on our continued innovation and successful launches of new products, and we may not be able to anticipate or make timely responses to changes in the preferences of consumers; (ii) We may face intense competition in the E-mobility products and powersports industry; (iii) We are exposed to risks and uncertainties associated with operating, investing and expanding internationally; (iv) Our business could be adversely affected by global trade tensions, the imposition of anti-dumping ("**AD**") and countervailing duty ("**CVD**") investigations, and elevated trade tariffs; (v) We face exposure to foreign currency risks; (vi) We may not be able to sustain our rapid growth, effectively manage our expansion, or implement our business strategies, which could adversely impact our operating performance, financial condition and results of operations; and (vii) We rely heavily on third-party dealers for sales and distribution of our products, which is crucial for our overall success.

LISTING ON THE CHINEXT BOARD OF THE SHENZHEN STOCK EXCHANGE

Since March 2023, the A Shares of our Company have been listed on ChiNext Board of the Shenzhen Stock Exchange. As of the Latest Practicable Date, our Directors confirmed that we had no instances of non compliance with the rules of ChiNext Board of the Shenzhen Stock Exchange and other applicable securities laws and regulations of the PRC in any material respects, and, to the best knowledge of our Directors having made all reasonable enquiries, there was no material matter that should be brought to the **[REDACTED]** attention in relation to our compliance record on ChiNext Board of the Shenzhen Stock Exchange. Our Directors confirmed and our PRC Legal Advisors advised us that during the Track Record Period and up to the Latest Practicable Date, we have not been subject to any material administrative penalties or regulatory measures imposed by PRC securities regulatory authorities and we have complied with the relevant laws and regulations on A Share listings applicable to us in all material respects. Based on the independent due diligence conducted by the Sole Sponsor, nothing has come to the Sole Sponsor's attention that would cause them to cast doubt on our Directors' confirmation with regard to the compliance records of our Company on ChiNext Board of the Shenzhen Stock Exchange.

KEY FINANCIAL RATIOS

The following table sets forth our key financial ratios for the periods or as of the dates indicated:

	Year ended/As of December 31,		
	2023	2024	2025
Rates of return			
Return on assets	10.2%	10.4%	15.6%
Return on equity	14.4%	14.2%	24.2%
Liquidity ratios			
Current ratio	4.07	2.33	1.82
Quick ratio	3.16	1.44	1.02
Gearing ratio	10.2%	16.0%	28.6%

OUR CONTROLLING SHAREHOLDERS

As of the Latest Practicable Date, Mr. Cao was interested in approximately 67.41% of our total issued share capital, comprising (i) approximately 41.27% by Zhongtao Investment wholly-owned by him and (ii) approximately 26.14% of our total issued share capital directly held by him. Ms. Cao, the sister of Mr. Cao, was interested in approximately 5.6% of our total issued share capital, comprising (i) approximately 3.53% of our total issued share capital controlled by Ms. Cao in her capacity as the sole general partner of our employee shareholding platform Zhongjiu Investment, (ii) approximately 1.38% of our total issued share capital directly held by her, and (iii) approximately 0.69% of our total issued share capital controlled by Ms. Cao in her capacity as the sole general partner of our employee shareholding platform Zhongbang Investment. Accordingly, Mr. Cao, Zhongtao Investment, Ms. Cao, Zhongjiu Investment and Zhongbang Investment constitute a group of Controlling Shareholders before the **[REDACTED]**. For details of the relationship among the group of our Controlling Shareholders and their shareholding in our Company, see the sections headed "History, Development and Corporate Structure" and "Substantial Shareholders."

Immediately following the completion of the **[REDACTED]** (assuming (i) the **[REDACTED]** is not exercised, (ii) no new Shares are issued under our 2023 Restricted Share Incentive Plan and (iii) no other changes are made to the issued share capital of our Company between the Latest Practicable Date and **[REDACTED]**), Mr. Cao and Ms. Cao will continue to control, directly and indirectly (through Zhongtao Investment, Zhongjiu Investment and Zhongbang Investment), the exercise of approximately **[REDACTED]** voting rights of the enlarged issued share capital of our Company. Therefore, Mr. Cao, Zhongtao Investment, Ms. Cao, Zhongjiu Investment and Zhongbang Investment will remain as a group of Controlling Shareholders of our Company upon **[REDACTED]**.

[REDACTED]

[REDACTED]

USE OF [REDACTED]

We estimate that the net **[REDACTED]** of the **[REDACTED]**, after deducting the estimated **[REDACTED]** and other fees and expenses payable by us in connection with the **[REDACTED]**, will be approximately **[REDACTED]**, assuming an **[REDACTED]** of **[REDACTED]** per H Share (being the mid-point of the indicative range of the **[REDACTED]** of **[REDACTED]** to **[REDACTED]** per H Share), without the exercise of the **[REDACTED]**.

We currently intend to use the net **[REDACTED]** from the **[REDACTED]** for the purposes and in the amounts as set out below:

- Approximately **[REDACTED]** of the net **[REDACTED]**, or **[REDACTED]**, will be used to expand our production capacity and enhance the intelligence, efficiency, and global coverage of our manufacturing infrastructure;
- Approximately **[REDACTED]** of the net **[REDACTED]**, or **[REDACTED]**, will be used to enrich and expand our product and service portfolio and apply product-related intelligent technologies to our products;
- Approximately **[REDACTED]** of the net **[REDACTED]**, or **[REDACTED]**, will be used to expand our global sales and service network, with a focus on strengthening our brand influence, customer loyalty, and regional channel capabilities;
- Approximately **[REDACTED]** of the net **[REDACTED]**, or **[REDACTED]**, will be used to repay a portion of our bank loans; and
- Approximately **[REDACTED]** of the net **[REDACTED]**, or **[REDACTED]**, for working capital and other general corporate purposes.

See "Future Plans and Use of **[REDACTED]**."

LEGAL PROCEEDINGS

As of the Latest Practicable Date, save as disclosed below, we were not subject to any litigation, arbitration or administrative proceedings pending or threatened against our Company or any Director which could have a material adverse effect on our financial condition or results of operations. For details, see "Business — Legal Proceedings and Compliance — Legal Proceedings".

- ***Dispute in connection with AD/CVD deposit demand.*** Following the imposition of U.S. AD/CVD orders on certain PRC-origin low-speed personal transportation vehicles, CBP demanded estimated AD/CVD deposits totaling approximately US$9.0 million and subsequently issued claims for liquidated damages in the same amount in connection with certain imports by Tao Motor, Inc. ("**Tao Motor**") during the relevant "critical circumstances" retroactive period. Tao Motor has petitioned for remission and filed a lawsuit in the United States Court of International Trade challenging the U.S. International Trade Commission (the "**ITC**") affirmative injury and critical circumstances determinations, and we believe we are not under an immediate obligation to pay the demanded deposits.

- ***Tariff classification dispute.*** Golabs challenged CBP's reclassification of certain hoverboards from "toys" to "other motor vehicles," which gave rise to assessed duties and Section 301 tariffs of approximately US$1.73 million. This matter was formally concluded pursuant to a stipulated judgment entered on March 9, 2026, following which CBP reliquidated the relevant entry, with no further outstanding, ongoing or contingent implications on our Group arising from the matter.

- ***Patent infringement claim.*** In January 2025, Razor USA LLC filed a Section 337 complaint with the ITC against multiple respondents, including Golabs, alleging that certain GOTRAX branded electric self-balance bikes infringed certain U.S. utility and design patents. The ITC proceeding does not seek monetary damages but seeks trade remedies; Golabs is defending the proceeding, the design patent allegations were withdrawn in December 2025, and as of the Latest Practicable Date, the settlement conference was not held and the case remains under review by commission.

DIVIDEND

Pursuant to PRC laws and regulations, including the PRC Company Law (《中華人民共和國公司法》) and the No. 3 Guideline for the Supervision of Listed Companies — Cash Dividend Distribution of Listed Companies (2025 Revision) (《上市公司監管指引第3號－上市公司現金分紅(2025年修訂)》) and Articles of Association, within any three consecutive years, our distributed cumulative profits in cash shall not be less than 30% of the average distributable profits realized in the latest three years. We did not have pre-determined dividend payout ratio during the Track Record Period and up to the Latest Practicable Date. The specific dividend ratios shall be determined by our Board according to relevant regulations and our operating conditions and shall be considered and resolved at our general meeting. Our Board shall take into account the general industry conditions, stage of development, business model, profitability and whether we have any major capital expenditure arrangements. Pursuant to our Articles of Association, where cash dividends are distributed, the proportion of cash dividends in the relevant profit distribution shall generally be not less than 80% if we are at a mature stage of development with no major capital expenditure arrangement, not less than 40% if we are at a mature stage of development stage with major capital expenditure arrangements, and not less than 20% if we are at a growth stage with major capital expenditure arrangements. In 2023, 2024 and 2025, We declared dividends to our Shareholders of RMB164.0 million, RMB217.7 million and RMB326.5 million, respectively. In April 2026, we declared dividends of RMB163.6 million, which were fully paid in May 2026.

Future profit distributions may be conducted in the form of cash dividends or stock dividends or a combination of cash dividends and stock dividends. Any proposed distribution of dividends is subject to the discretion of our Board and the approval at our Shareholders' meetings. Our Board may recommend a distribution of dividends in the future after taking into account our results of operations, financial condition, operating requirements, capital requirements, shareholders' interests and any other conditions that our Board may deem relevant. As advised by our PRC Legal Advisor, under applicable PRC laws and our Articles of Association, any future net profit shall first be applied to make up for accumulated losses, if any, after which we are required to allocate 10% of our after-tax profit to our statutory reserve fund until such fund has reached 50% or more of our registered capital. Accordingly, we will only be able to declare dividends after our accumulated losses, if any, have been made up for and the required allocation to our statutory reserve fund has been made. There is no assurance that dividends of any amount will be declared or distributed in any year.

[REDACTED] EXPENSES

[REDACTED] expenses represent professional fees, **[REDACTED]** and other fees incurred in connection with the **[REDACTED]**. Assuming the **[REDACTED]** is not exercised and based on the **[REDACTED]** of **[REDACTED]** per **[REDACTED]** (being the mid-point of the indicative **[REDACTED]**), **[REDACTED]** expenses to be borne by us are estimated to be approximately **[REDACTED]** (**[REDACTED]**), comprising: (i) **[REDACTED]** fees of **[REDACTED]** (**[REDACTED]**); and (ii) **[REDACTED]** expenses of **[REDACTED]** (**[REDACTED]**), which are further categorized into: (a) fees and expenses of legal advisors and accountants of **[REDACTED]** (**[REDACTED]**); and (b) other fees and expenses of **[REDACTED]** (**[REDACTED]**), approximately **[REDACTED]** (**[REDACTED]**) of which was charged or is expected to be charged to our consolidated statements of profit or loss, and approximately **[REDACTED]** (**[REDACTED]**) of which is expected to be deducted from equity upon the completion of the **[REDACTED]**. During the Track Record Period, we incurred **[REDACTED]** expenses of **[REDACTED]** (**[REDACTED]**), among which **[REDACTED]** (**[REDACTED]**) was recognized in our consolidated statement of profit or loss, and **[REDACTED]** (**[REDACTED]**) was attributable to the **[REDACTED]** of **[REDACTED]** and will be deducted from equity upon **[REDACTED]**. The **[REDACTED]** expenses are expected to represent approximately **[REDACTED]** of the gross **[REDACTED]** of the **[REDACTED]**, assuming an **[REDACTED]** of **[REDACTED]** per **[REDACTED]** (being the mid-point of the indicative **[REDACTED]**) and that the **[REDACTED]** is not exercised. The **[REDACTED]** expenses above are the latest practicable estimate for reference only, and the actual amount may differ from this estimate.

RECENT DEVELOPMENT

U.S. Tariff Developments

On February 20, 2026, the U.S. Supreme Court held in Learning Resources, Inc. v. Trump that the International Emergency Economic Powers Act, or IEEPA, did not authorize the Trump administration to impose broad-based tariffs, including the reciprocal tariffs and certain drug-trafficking-related tariffs challenged in that litigation. Following that decision, on March 4, 2026, the U.S. Court of International Trade, in Atmus Filtration, Inc. v. United States, ordered U.S. Customs and Border Protection, or CBP, to liquidate relevant entries without assessing IEEPA-based tariffs and to refund previously collected tariffs; on March 6, 2026, the court amended that order to remove the requirement of immediate compliance while CBP developed a refund process. Accordingly, we may apply for refunds of the relevant IEEPA-based tariffs paid in 2025, subject to applicable procedures and the final implementation of the relevant refund process.

Summary of Unaudited Financial Information for the Three Months Ended 31 March 2026

We are a public company listed on the Shenzhen Stock Exchange and have disclosed unaudited financial information as of and for the three months ended March 31, 2026 pursuant to the relevant PRC securities laws and regulations. Our unaudited interim condensed consolidated financial information has been reviewed by our reporting accountant, see "Appendix IA — Unaudited Interim Condensed Consolidated Financial Information."

Revenue

Our revenue increased by 65.7% from RMB639.3 million for the three months ended March 31, 2025 to RMB1,059.0 million for the three months ended March 31, 2026, respectively, primarily due to an increase in revenue from the U.S. of RMB273.0 million, mainly driven by the continued business expansion of our E-mobility products, in particular LSEVs, as we further broadened our brand coverage of our existing DENAGO brand through the launch of the TEKO brand and expanded our product offerings with new models, such as TEKO TRIUMPH in January 2026 and TEKO Turbo Lite in March 2026.

Gross Profit and Gross Profit Margin

Our gross profit increased by 82.9% from RMB235.6 million to RMB430.9 million for the three months ended March 31, 2025 and 2026 respectively. Our gross profit margin increased from 36.9% to 40.7% during the same periods, primarily due to (i) changes in product mix resulting from the continued expansion of our LSEV products with higher gross profit margin, and (ii) our ongoing efforts to optimize our production capabilities by advancing our manufacturing base in Vietnam and the United States.

Net Profit

Our net profit increased by 104.5% from RMB86.2 million to RMB176.3 million for the three months ended March 31, 2025 and 2026, respectively.

Total Assets and Total Liabilities

Our total assets remained relatively stable at RMB5,906.2 million and RMB6,018.7 million as of December 31, 2025 and March 31, 2026, respectively. Our total liabilities remained relatively stable at RMB2,285.7 million and RMB2,239.9 million as of December 31, 2025 and March 31, 2026, respectively.

Net Cash Flows from Operating Activities

In the three months ended March 31, 2026, we had net cash generated from operating activities of RMB250.8 million, which primarily represents profit before income tax of RMB211.8 million, adjusted by (i) non-cash and non-operating items, which primarily consisted of (a) depreciation and amortization of RMB43.2 million, (b) net foreign exchange losses of RMB28.9 million, (c) finance costs of RMB20.5 million; partially offset by interest income of RMB4.7 million and net gains on disposal of derivative financial instruments of RMB1.2 million; and (ii) changes in working capital, which primarily consisted of a decrease in receivables of RMB82.4 million, partially offset by an increase in inventories of RMB128.3 million.

NO MATERIAL ADVERSE CHANGE

Our Directors confirm that, up to the date of this document, there has been no material adverse change in our financial or trading position since December 31, 2025 and there is no event since December 31, 2025 which would materially affect the information shown in our financial statements included in the Accountants' Report in Appendix I to this document.

BUSINESS ACTIVITIES IN REGIONS SUBJECT TO INTERNATIONAL SANCTIONS

Our business operations overseas are subject to the jurisdiction of international sanctions administered by various authorities, including those of the Relevant Jurisdictions. That said, as advised by our International Sanction Legal Advisor, during the Track Record Period, we did not conduct any Primary Sanctioned Activities or Secondary Sanctionable Activities, and neither we nor any of our subsidiaries has been designated as a Sanctioned Target or could be deemed a Sanctioned Trader.

We recorded sales to certain customers located in Russia during the Track Record Period. All such customers were screened and confirmed not to be listed on any applicable sanctions lists, nor were they owned or controlled by Sanctioned Targets. During the Track Record Period, our sales to customers located in Russia amounted to approximately RMB112.9 million, RMB100.3 million and RMB46.6 million in 2023, 2024 and 2025, respectively, representing approximately 5.3%, 3.4% and 1.2% of our total revenue for the corresponding years. We sold product to 10, 10 and 11 customers located in Russia during the Track Record Period. Such sales did not constitute a material portion of our revenue, and substantially all of such sales were order-based transactions, rather than recurring or long-term contractual arrangements.