

VOL. 2 - FEB 22

THE DARC JOURNAL

UPDATE:
REAR RACK

UPDATE:
ROOF
RACK

UPDATE:
SNORKEL

IT'S FINALLY HERE!

EVERYTHING YOU NEED TO KNOW ABOUT OUR CABIN

VOLUME II

**SPEC YOUR
DARC MONO
AT OUR
SHOWROOM**

**OUR PLANS
FOR 2022:**

**NEW VEHICLES
NEW PARTS
NEW LOCATIONS**



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Last year was crazy. DARC started off as a simple idea, a vision to push innovation in an old established industry. Its purpose was to demonstrate our engineering & consulting skills, rather than build an independent company. But seeing the passion of all parties involved and the media attention after announcing our first concept vehicle made us understand the huge potential of this tiny automotive niche.

Quickly DARC became much more than just a business unit, it became our number one priority. And within less than 12 months we designed, developed and prototyped an industry-leading standalone product, the DARC MONO. Fast forward a few more months and pre-orders are almost sold out, while we are in the middle of putting the first customer vehicles on the road. We couldn't have done it without the endless support of our team, partners, suppliers and of course clients, who bought into our idea and are now witnessing the progress first-handedly.

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So what do we do from here? - We go even bigger! With new talent on board and new ideas to turn into reality, DARC will grow into more than just a production site for one truck. This year we will introduce additional expedition vehicles to our portfolio (you'll find a preview of one of them on page 17) and go international with a new sales region in the United States. Additionally DARC will launch a high volume and industrial quality production of some of the most sought after aftermarket parts in the overland industry, in order to make adventure traveling available to anyone.

Journal issue II shows you some behind-the-scenes content on the progress we've made on the MONO prototype, details around the inside and outside of our carbon cabin and a closer look into what's been going on at the DARC HQ for the past couple of months.

Enjoy.



DARC MONO



I CAME I SAW I CONFIGURED

DARC MONO SHOWROOM

The DARC MONO is not a just vehicle that gets you from A to B. It is an experience which lasts throughout your entire overland journey and becomes inseparable from the memory created from it.

To make sure this experience is unique to each client, a crucial part of the customer journey is the interior specification at the DARC HQ. For this, we built a real 1:1 DARC MONO interior for clients to feel the haptics, surface structures & life-size proportions of their future mobile home. With more than 250000 possible combinations, every vehicle is unique and built exactly to its future owner's preferences.

We use FENIX as the primary material on all large exposed surfaces. Its sturdiness, longevity and high-quality feel make it the perfect match for a design conscious expedition vehicle. It is applied on Multiplex wood, which is built robustly enough to withstand mobile use, yet as effectively as possible to keep weight down to a minimum. Weight is especially considered with large modules such as the lowerable bed, which consists of a FENIX clad aluminum frame. The entire bed unit is built in-house and will be available to purchase through our online store shortly.

The interior floors are covered with industrial grade caoutchouc, usually used in hospitals, due to its low m

maintenance and easy-to-clean surface. It comes in multiple different patterns, ranging from natural stone to solid unicolors.

For kitchen countertops clients can choose from either a variety of wood veneers or Corian in marble or stone looks. All hidden hardware such as hinges, locks and drawer rails are spec'ed to automotive grade to withstand vibrations and not wear out even after traveling hundreds of thousands of off-road kilometers.

As most exclusive vehicle manufacturers, we at DARC are happy to implement even extraordinary customer requests. Be it safe storage for special video gear, a smart solution for bulky sports equipment or a carbon-fiber countertop with a moulded-in sink... nothing is impossible and we can make it work! Reach out to discuss your ideas with us!

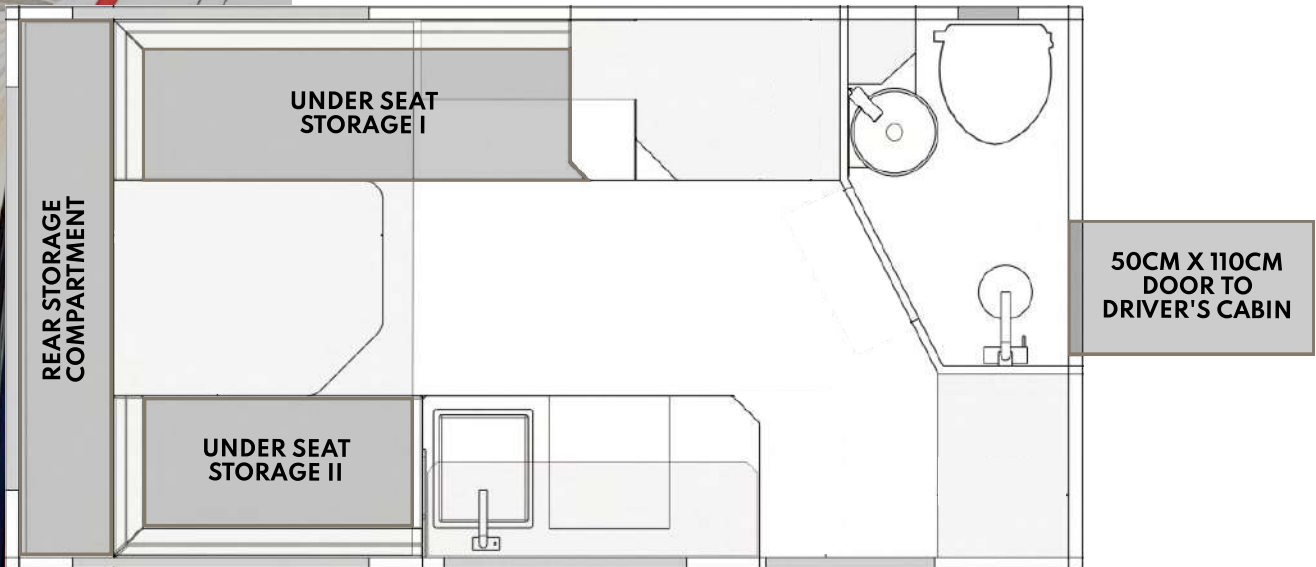
Now that most client configurations have taken place, the DARC Showroom is open for private viewings. If you are interested in the DARC MONO or would simply like to see what's going on at the HQ, contact us to schedule a personal meeting.



LEFT: The main interior storage utilizes the full cabin height and includes double doors as well as drawers, both with flush lock mechanisms. All open shelves facing the office area can be designed shut if requested or have a built-in security net.



RIGHT: The bathroom includes a Natures Head toilet and Corian countertop with a half-globe sink molded seamlessly into it. With the entire wet room floor acting as the shower tray with drains at each corner, water can run off at all angles.



LEFT: The kitchen isle has plenty of designated storage space and is equipped with a Thetford Triplex stove and oven, which can be upgraded to an induction unit if requested.



RIGHT: The cabin entry area features coat hangers and shoe racks. Next to is the Dometic RC 10.4T 90L fridge with a built-in freezer and two large storage containers below. Above you find the control panel monitoring water and energy capacities.



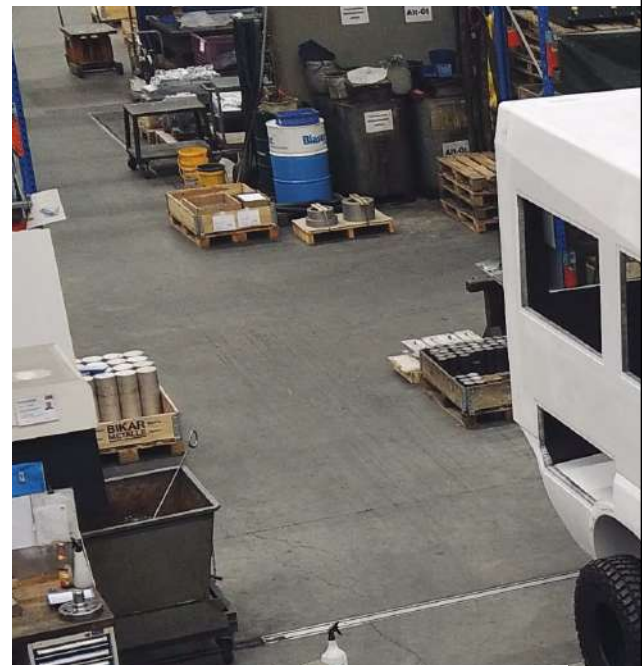
**JUST THE R
FOR YOUR A**



**RIGHT SIZE
ADVENTURE**

A PIECE OF CAKE

THE
FIRST-EVER
INDUSTRIAL-GRADE
CARBON-FIBER
MONOCOQUE
IN THE INDUSTRY
IS FINISHED.



WEIGH-IN

After 15 months of tireless development and prototyping, the first ever DARC MONO cabin rolls off the production line. What sounded like a tough undertaking to begin with proved to be even more challenging in the actual process.

But the final result exceeds our own expectations in structural strength, rigidity and surface finish. So much that our engineering team is confident to bring the weight of the following cabins down another 100kg to roughly 550kg overall.

LOOK OUTSIDE

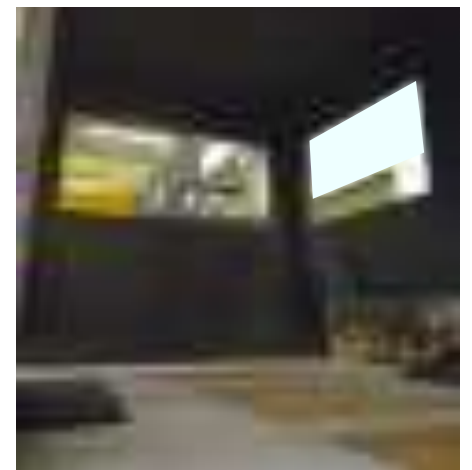
The cabin includes seven double-glazed glass windows: One over the kitchen counter, three around the dining area, one in the bathroom and two in the roof (one of them being openable and one being fixed). All windows are of advanced automotive-grade quality and sit flush with both the cabin interior and exterior, installed into built-in carbon-fiber window frames. The window glass itself remains frameless

for a clean and modern design. On the inside of the cabin interior, each window has a bug mesh and blackout shade, which also functions as the screen for the HD projector.

EXTERIOR ACCESS

The hatches behind the rear axle lead to the interior storage compartments located below the dining area seats. Both can be accessed from the inside and the outside and are fully insulated.

The left side of the carbon cabin will have access points to three separate gas tanks and an exterior storage





FORM AND FUNCTION: The stock IVECO body lines are incorporated into the exterior of the carbon cabin. This way we combine a consistent visual outside appearance with lots of smart storage functionality within the vehicle's module space.



compartment sitting symmetrical behind the rear axle from both sides. The right side of the cabin features expandable stainless steel stairs tucked in below the main door, access to the AdBlue tank as well as a slide-out drawer with the outside BBQ grill.

NEXT STEPS

From here the last steps towards completion of the cabin exterior are installing the rear light panel in its laminate housing and all remaining design features such as the rear spoiler lip, roof rails and rear over fenders. Lastly the team cuts out the remaining holes for the two roof windows as well as walkthrough hatch to the driver's cabin.

WHAT'S INSIDE

The inside of the living cabin is finished in raw carbon fiber and will be sanded, prepared and painted before the assembly and mounting of the interior modules. The inside floor has a false bottom, which is fully insulated and holds the lithium-ion battery pack as well as water filter system in a separate compartment, both easily accessible through their respective hatch and blending into the floor seamlessly.



HOLISTIC DESIGN: Even add-on parts such as the roof rack are tied into the overall design of the vehicle. Its mousing tubes blend seamlessly into the same angles as the monocoque cabin.

DESIGN IDEAS

During the conception phase of the exterior our designers paid particular attention to the visual interaction and congruence of all exterior components. This is especially visible with the body line details which are carried over from the IVECO donor chassis onto the laminate cabin. Add-on components such as the roof rack and rear rack are designed to flow with the proportions of the overall vehicle, combining storage, accessibility and looks all into one. Further prominent design features

include the chamfer on the top edge of the cabin, which gives the DARC MONO a much slimmer profile without losing significant module space from the inside. The carbon-fiber rear spoiler lip is not only a homage to Rallye Dakar trucks, which were a major inspiration for this project, but also function as a rigid protection for the exterior lights, which are discretely placed below it.

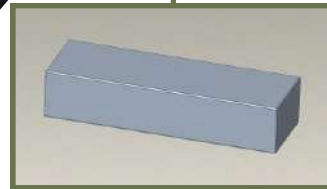
STORAGE SPACE INSIGHTS FOLLOW ON PAGES 14 & 15.



LET'S PLAY

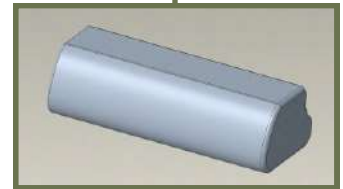
CABIN ROOF RACK

The base plate of the front end roof rack is again made entirely out of carbon fiber, to reduce weight to a minimum. It includes flush airline rails to mount a variety of things like military boxes or spare tires. The protect the cargo, stainless steel tubes run around the module space of the rack. The entire unit is attached to the driver's cab roof through CNC-milled aluminum connectors, which distribute the stress on the sheet metal evenly over its full length. The three steps of the milling process can be seen below:



**40L
GAS TANK**

The smaller of the two additional gas tanks sits upfront underneath the driver's cab. It will be covered by carbon fiber underbody protection and has a separate gas pump, which gets fuel into the main tank when needed.

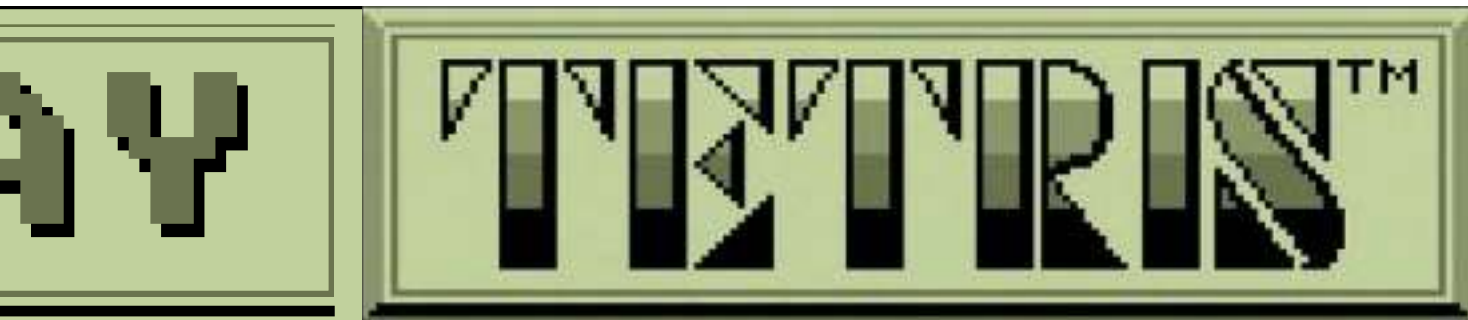


**STANDARD
GAS TANK**

In order to have the full functionality of the gas float gauge and internal gas pump, we keep the stock unit in place. When needed, the driver can start pumping gas from the two additional tanks into the main by the press of a button in the cockpit.

**WANT TO SEE MORE
INSIGHTS?
FOLLOW US ON
SOCIAL MEDIA**



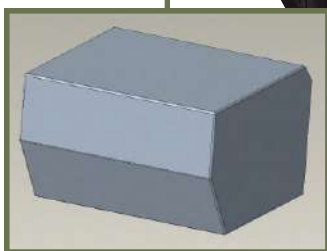


DINING AREA WINDOW

[1100x600mm]

The dining area is surrounded with 270° of window surface: Two 1100x600mm windows installed across from each other and one massive 1500x600mm rear facing window in the back. Each window sits flush with the cabin surface and has no visible frames, letting an unprecedented amount of natural light into the cabin interior.

As always we pay special attention to detail, such as CNC-milling our own DARC handles from billet aluminum. Not only do these look and feel great, we also bypass the risk of damage under heavy stress as often seen with plastic units.



80L GAS TANK

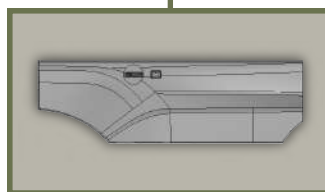
The 80L gas tank is of our own in-house production and protected by the cabin. Access points will be cut into the carbon-fiber sidewall to gain access to the filler neck. The inside of the tank is separated into multiple sections, to avoid fuel splashing around during transit.



EXTERIOR STORAGE

[500x280x430mm]

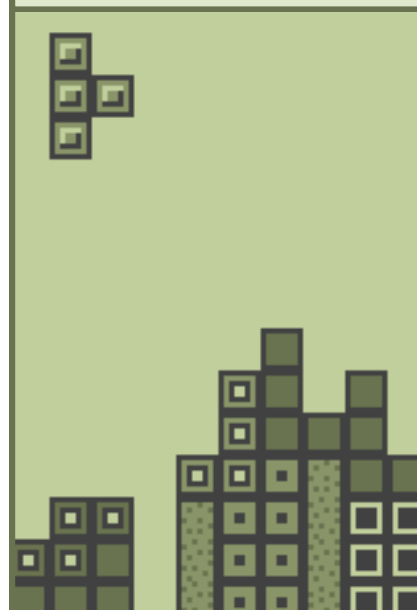
The rear storage compartment can be used for any gear that is not temperature sensitive. The hatch is fully dust and water proof and locks in a 90° position, in order to function as a shelf space when opened.



INTERIOR STORAGE

[1150x613x414mm]

This hatch gives access to the storage space located under the dining area seats. It is accessible from both the inside and outside and therefore fully insulated. It can be separated into multiple compartments.



AWNING

Clients can order the optional, partially integrated awning to be installed on the right hand side below the windows. Our model of choice is the Thule Omnistor, as it can be operated electrically as well as manually when needed and fits our module space perfectly. The headroom below the awning is just about 200cm (6'7"), which is enough to stand comfortably but also be shielded from sunlight during most of sunrise and sunset.

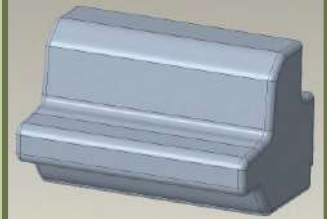
KITCHEN WINDOW

[900x600mm]

The kitchen window is only the third largest in the cabin, but still offers more than half a square meter of glass surface. As with all windows it has floating hinges which allow clients to choose the height of the closing apex. This way the window can open up completely out of the field of vision or be lowered for better access to clean its outside surface.

ADBLUE TANK

The AdBlue tank remains in the same position as stock with an access point in the cabin body. We utilize the maximum module space with 20L of liquid capacity.

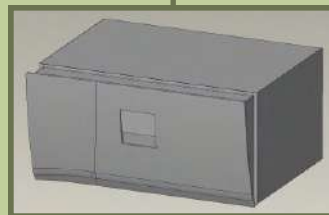


CABIN REAR RACK

The DARC MONO rear rack is fully electric and can be used for heavy loads such as a motorcycle or additional cargo.

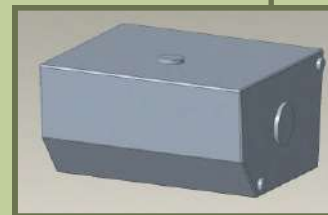
Our prototype will hold an electric dirtbike and bottom mounted spare wheel and tire. It can be lowered entirely into the ground for maximum safety when handling heavy equipment.

The rear rack is attached to the subframe and moves independently from the cabin, to ensure full flexibility and off-road performance even under challenging conditions. During transit it can be locked into place in the "UP" position.



OUTSIDE BBQ

Right next to the steps and thus close to the kitchen and fridge is the BBQ pull-out drawer. We use the Enders Urban Pro gas grill hooked up to the onboard gas system. In case clients choose not to use a BBQ grill, the compartment is used for additional storage.




GRAY WATER TANK

The grey water tank holds 60L which is more than sufficient even during longer trips. With the NaturesHead separating toilette in stock configuration, the DARC MONO has no black water tank.




STAIRS

The stainless steel stairs fold up neatly into the space below the cabin. They are purely mechanical to remain operational even in the unlikely case of electrical failure.



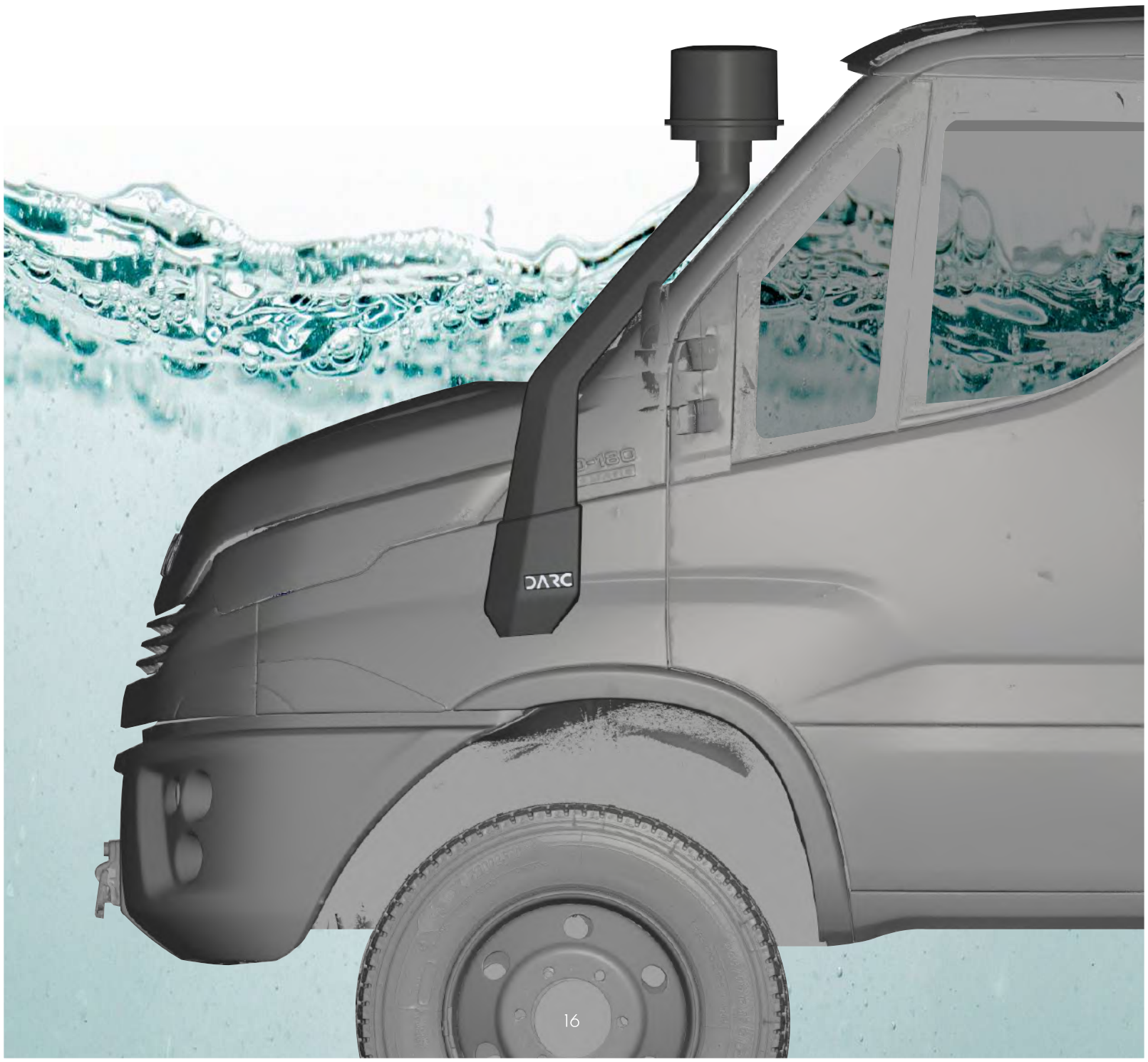
Using a laminate monocoque instead of piecing together individual parts of sandwich sheets, allows us to implement design features and blend the cabin into the rest of the vehicle seamlessly.



The massive 1500mm x 600mm frameless window is one of the DARC MONO's key features. It allows natural light to fill the dining area and helps ventilation through multiple levels of opening and adjustment.

DEEP DIVE

The new DARC MONO air intake snorkel makes any Iveco Daily 4x4 even more versatile. Made from 100% carbon fiber it is rigid, light and designed to flow with the rest of the body lines effortlessly. It offers enough clearance for the cab door and does not limit the driver's field of vision. Customers can choose between a cyclone separator or regular cobra-head end piece. Fully TÜV approved.



2022 is only DARC's second year of operation, yet we are planning to tackle multiple milestones within the next couple of months. Mostly to make our business operation run smoother and cope with the demand for our vehicles.

While taking commissions for the first sets of DARC MONOs we soon identified the bottleneck for our production: it was not our own supply, but in fact the availability of donor chassis from IVECO. Thus it became clear quickly that we needed another parallel product line, which we can produce in higher quantities at multiple locations, without cannibalizing the DARC MONO. The only sensible option was to work with a high volume OEM manufacturer,

specifically Daimler and its Sprinter 4x4 line. Currently our research and development team is well underway putting together another DARC expedition vehicle, based on this exact chassis. Each Sprinter will be equipped with an OEM quality carbon-fiber roof rack, snorkel, four overfenders, front bumper, a set of 17" wheels with off-road tires, adjustable lifted suspension and our own production windows.

The interior seats and sleeps up to four people comfortably, including a kitchen, shower, toilette and plenty of smart storage.

Additionally, all parts will be sold individually through our online shop, so clients can choose to either have their rig built with us or do it themselves with our supplied equipment. More information will follow on our social channels.



PROJECT PREVIEW

THANKS FOR READING ISSUE 2 OF

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