



F R E E W I R E

FreeWire Technologies

Overview

Electrification Dilemma

How to meet the demand for charging



Electrical supply

Cost | Availability | Speed



Space

Street | Home | Parking lot

Charging demand

Cars | Time | Behavior



Necessary to optimize charge infrastructure and reduce impact on public assets

About FreeWire



History

Est. 2014 with a mission to bridge the gap between EVs and the grid



Products

Rapidly scalable infrastructure-light solutions for the grid edge



Customers

Fortune 500 companies and utilities across U.S. and internationally



Investors

Global market leaders including: BP, Volvo and Stanley Black and Decker

Strategy and Vision



Phase 1

Rapid Deployment

Mobi® enables customers to quickly scale their charging capacity and flexibility to adapt to the changing landscape of vehicle electrification



Phase 2

Scalable Ultrafast Charging

Boost Charger™ enables widespread deployment of ultrafast charging utilizing existing infrastructure



Phase 3

Grid Management

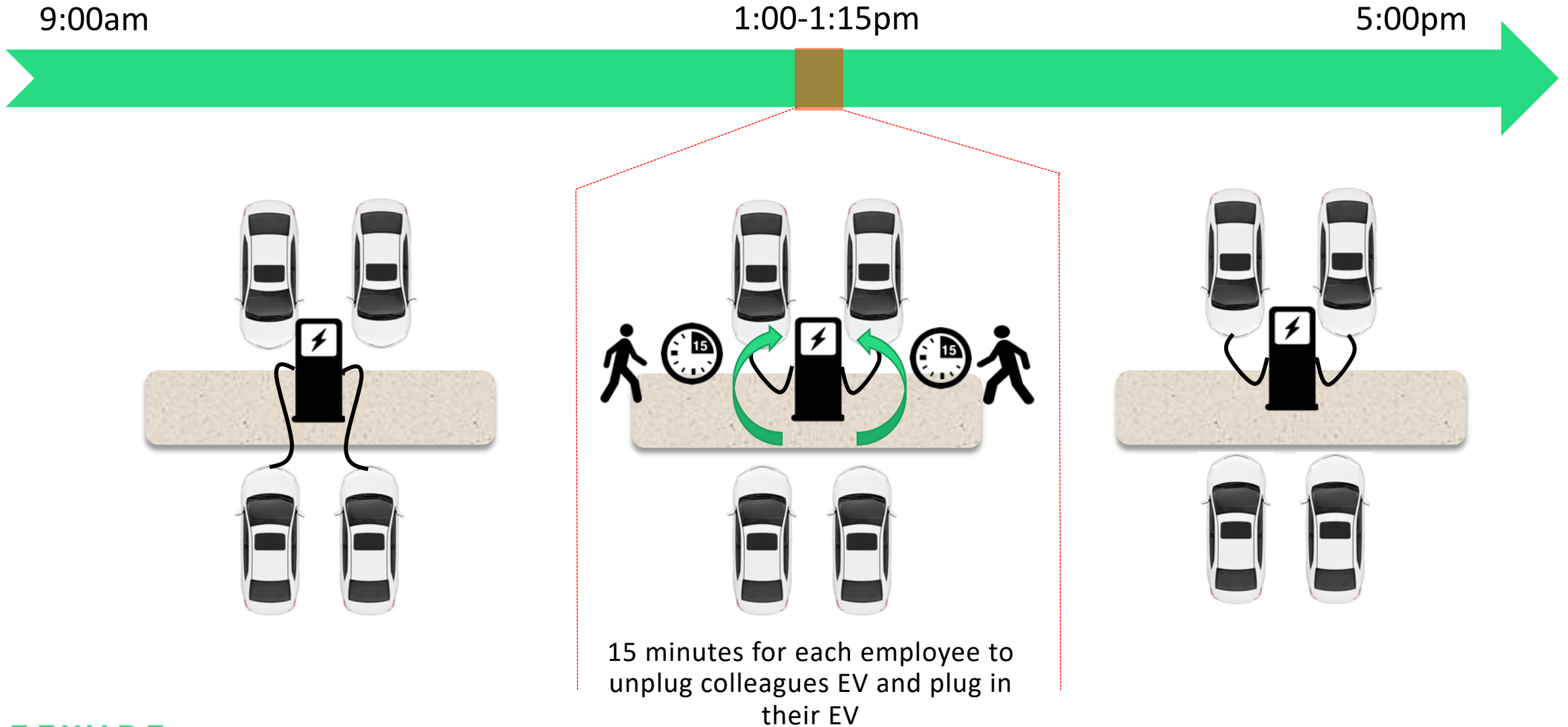
AMP™ leverages battery-backed FreeWire product data to create a controllable network of distributed energy resources

Electric Vehicle Charging



- Minimize infrastructure upgrades & demand charges
- Flexibility for operations, ownership
- Better user experience for drivers & increased productivity

Fixed Charging Productivity Loss



Mobile to Fixed Comparison

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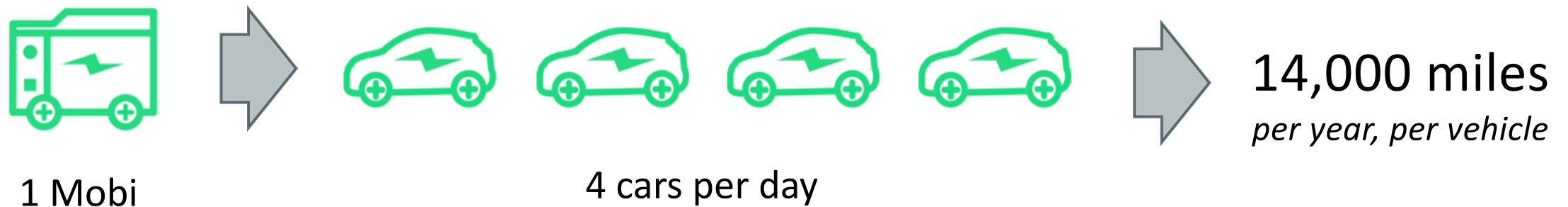
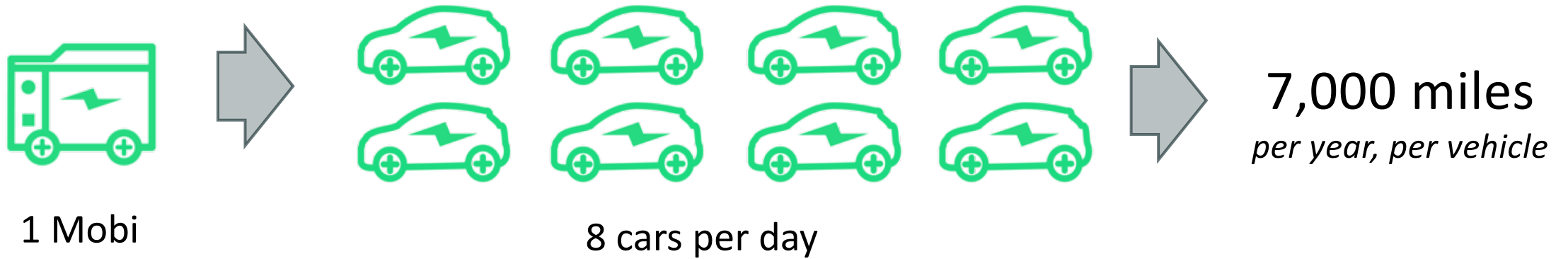
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	Mobi	2 Dual-Port Fixed Chargers
Vehicles Charged/Day	80	80
Unit Cost (Inc. Installation)	\$650,000	\$500,000
Energy Cost/month	\$2,503	\$13,325
Maintenance Cost/10yr	\$22,750	\$15,000
5yr Replacement	\$0	\$150,000
Productivity Loss/month	\$0	\$13,000
Valet Cost/month	\$4,300	0
10 Year TCO	\$1.48 M	\$3.82 M

Fleet Charging

Lack of charging cited as cause for EV fleets driven only 2,500 miles per year
-Center for Sustainable Energy Study



Construction and Backup Power



Food Trucks, Concessions and Entertainment



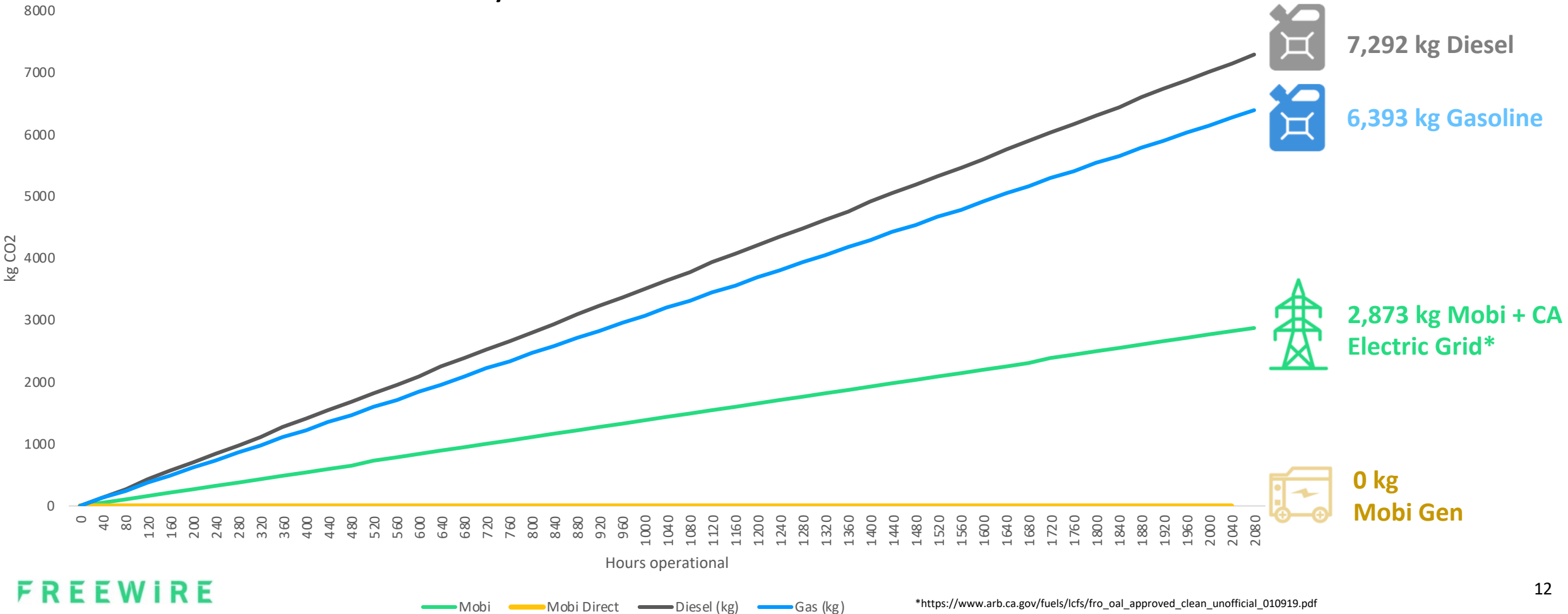
Mobi vs. Diesel Generator



	Mobi	Generator
Continuous Power Output	11 kW	11 kW
Portability	Self-propelled	No / Trailer mounted
Emissions	Zero	10.15 kg CO ₂ /gallon
Noise	38 dB	75-85 dB
Noise Equivalent	Quiet conversation	Garbage disposal
Frequency	50 Hz / 60 Hz	60 Hz
Cloud Connected	Included	No / Optional
Upfront Cost	\$\$\$	\$
Maintenance Cost	\$	\$\$\$
Fuel Cost	\$	\$\$
Indoor Safe	Yes	No

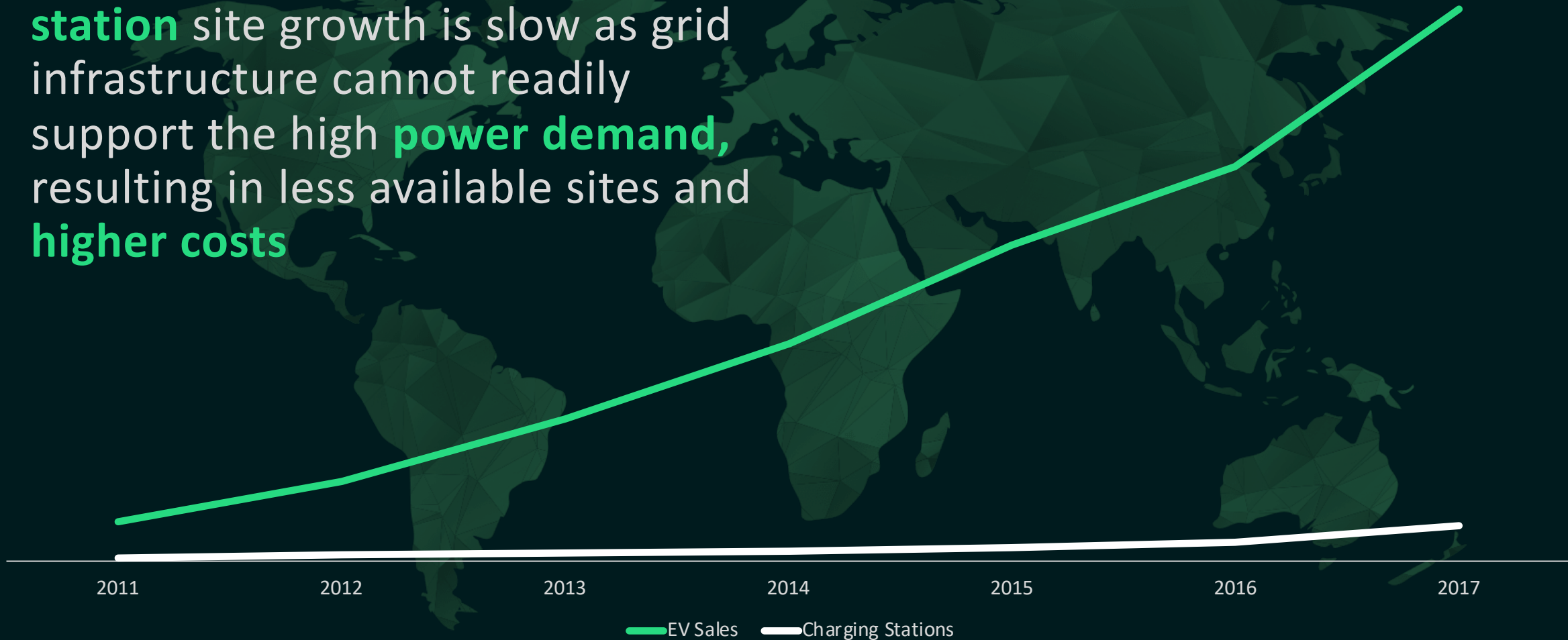
Carbon Emissions by Energy Source

- At **4 kW** equivalent, diesel generators emit **7.2 metric tons** of CO₂ per year when operating working hours (720 gallons of diesel)
- Mobi reduces emissions by **61-100%**



Barriers to EV Charger Growth (Public Stations)

Electric vehicle (EV) **charging station** site growth is slow as grid infrastructure cannot readily support the high **power demand**, resulting in less available sites and **higher costs**



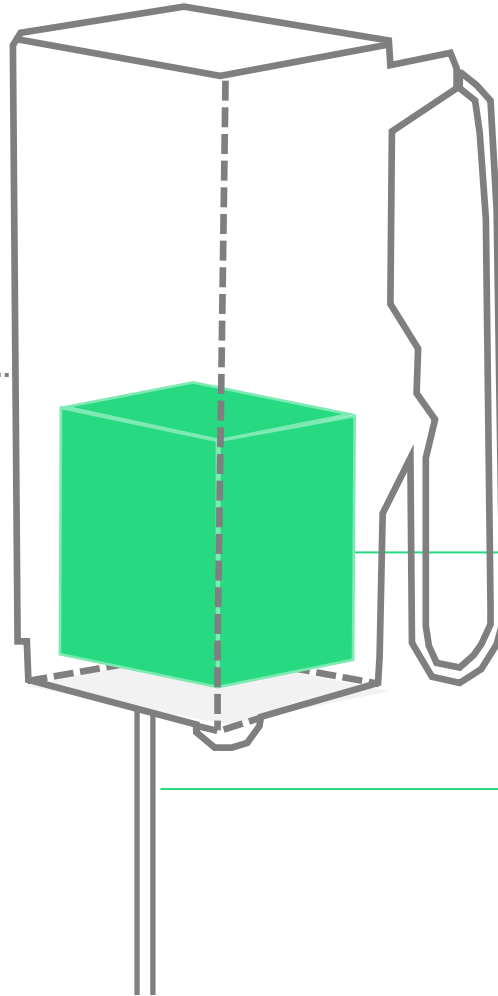
The Solution

Imagine you could rapidly expand ultrafast EV charging stations to previously incompatible locations

without
significant
investment or
strain on the grid



Fast Charging Made Simple

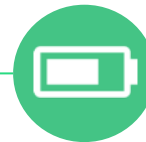


Boost Charger features integrated energy storage technology that significantly reduces installation & ongoing costs



120 kW fast charging

connectors compatible with all EVs



160 kWh lithium ion energy storage boosts power from the grid to EVs



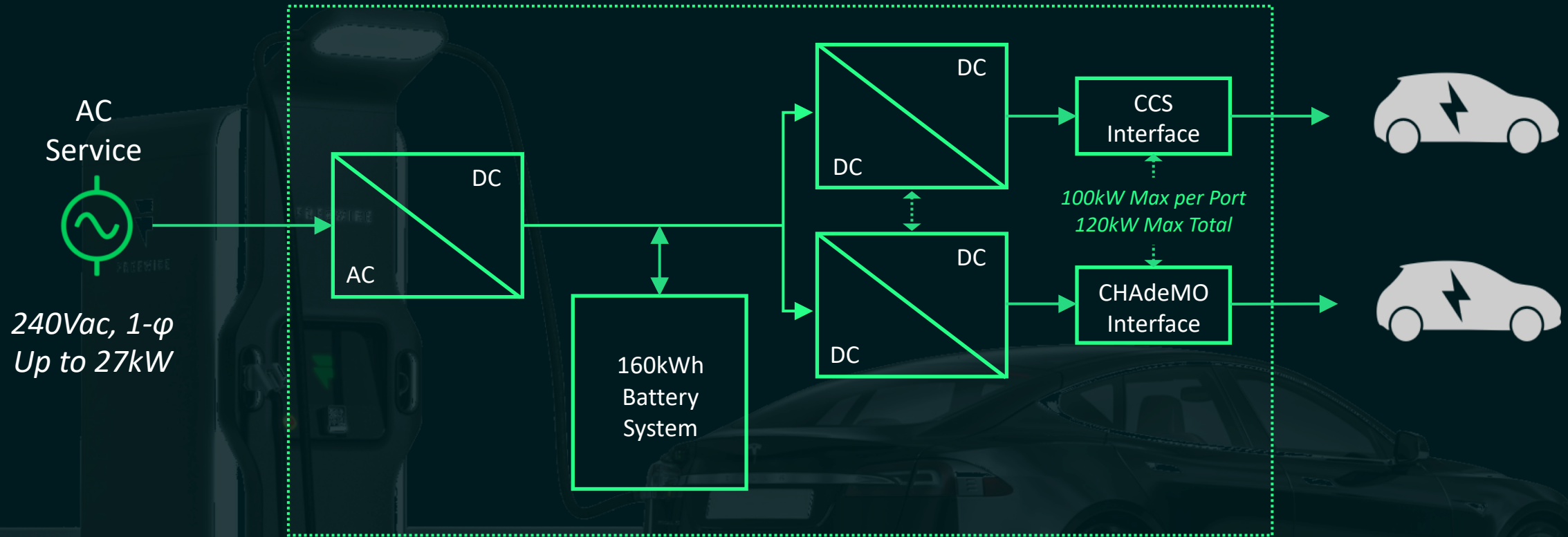
Low-voltage grid connection requiring no infrastructure upgrades

The Boost Charger Advantage

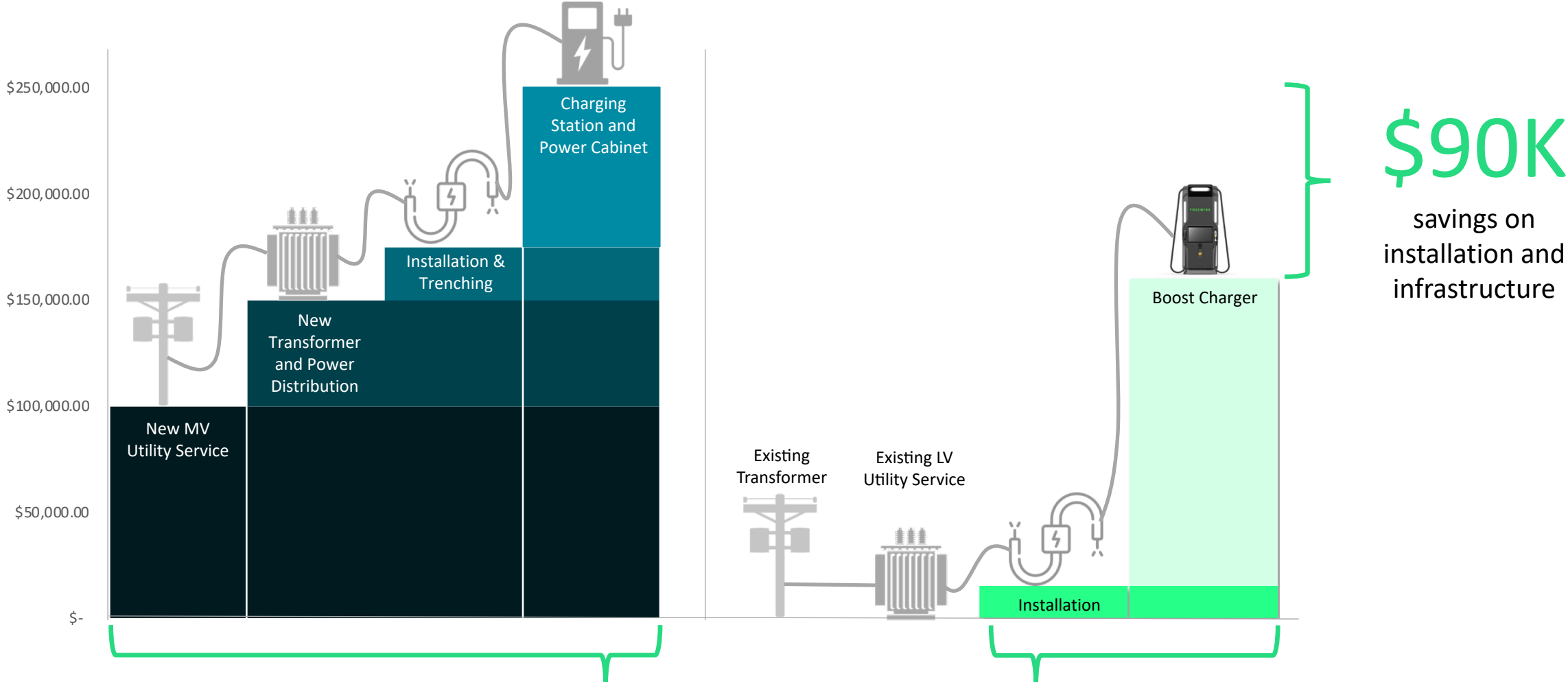
1. Low, Predictable Costs
2. Small Footprint
3. Simple, Flexible Installation



Product Overview



Upfront Savings Comparison



\$90K

savings on installation and infrastructure

Reduce Time and Complexity

More Power in Less Space



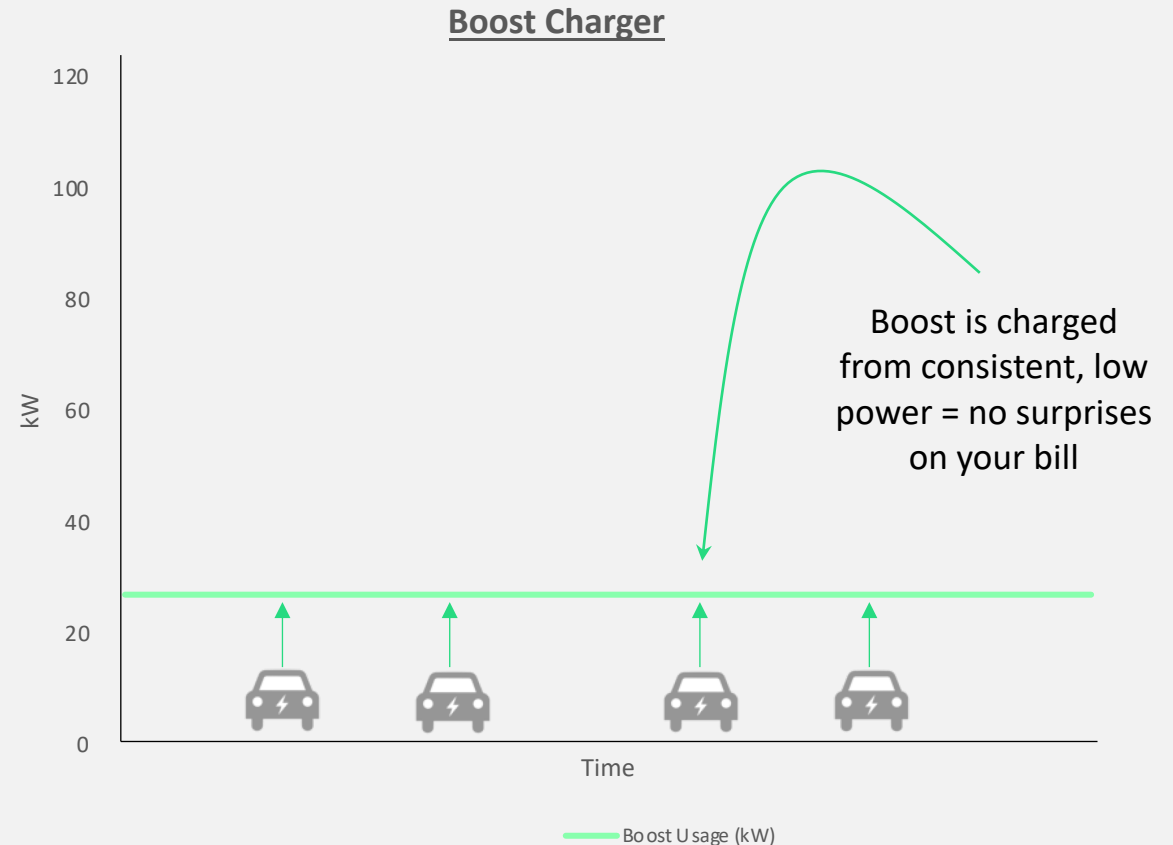
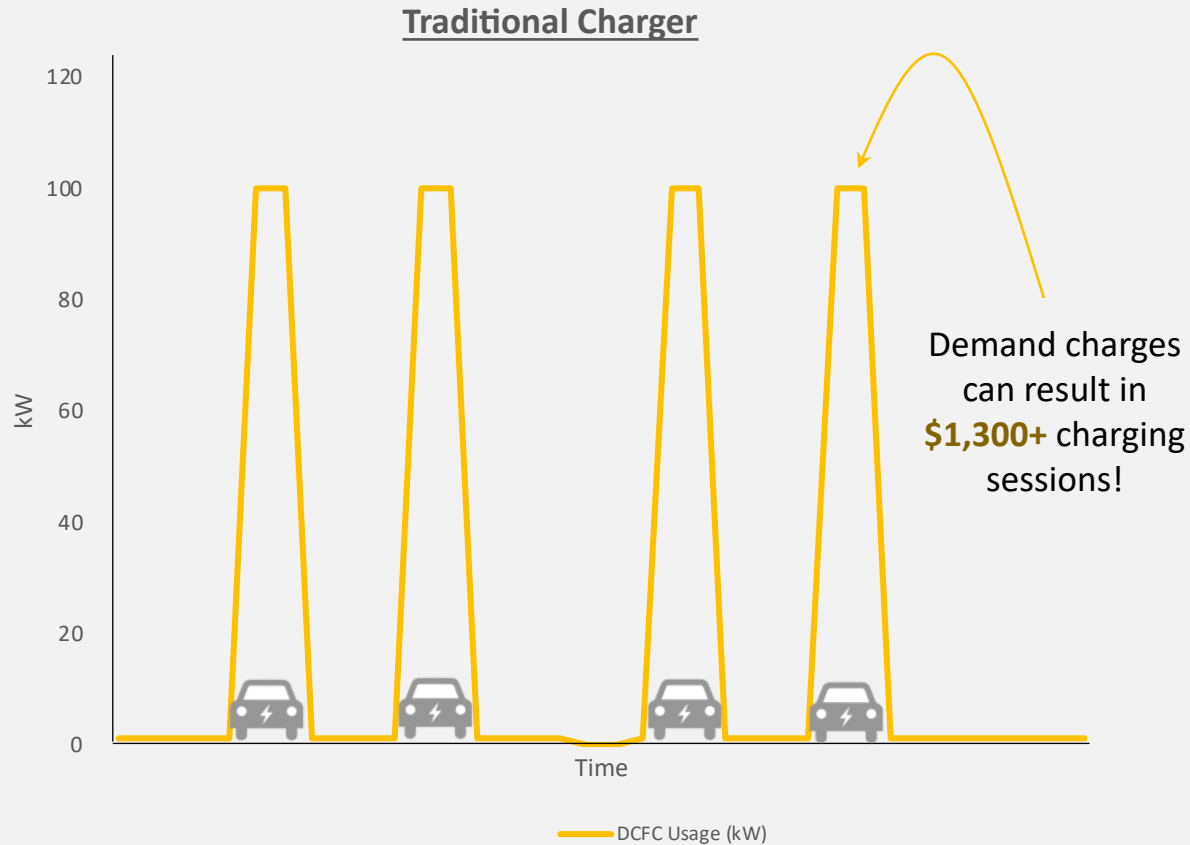
18x
More space efficient

- Boost's simple install process results in a smaller footprint
- Don't sacrifice valuable customer parking space for infrastructure

Predictable Power Consumption

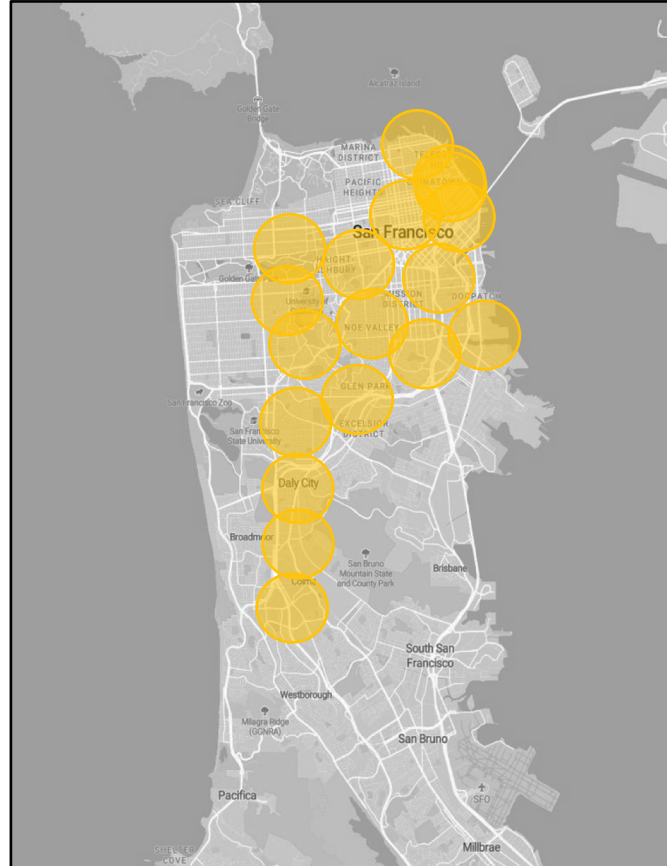
- Other chargers can significantly impact your energy bill. Boost Charger has **predictable power consumption**, resulting in lower peak demand and associated energy costs

Charger electricity consumption

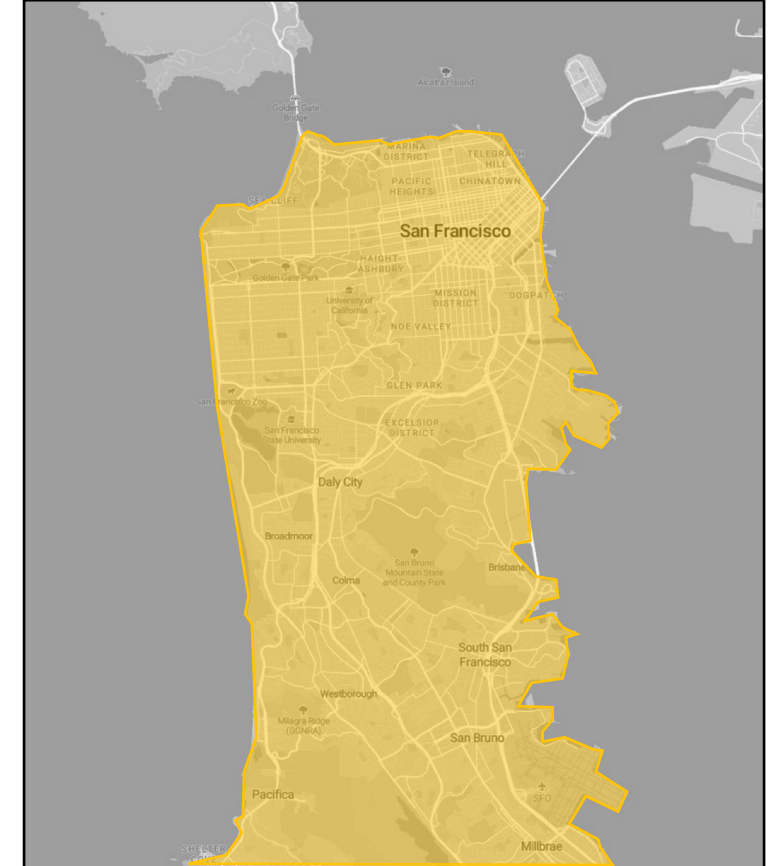


Place Chargers Anywhere and Scale Rapidly

- **Single phase** input compatible
- **6x** installation capacity
 - Install six Boost Chargers in locations that would otherwise support only one ultrafast charger
- **Easily upgrade** your L2 chargers with ultrafast chargers
- **Unlock ultrafast charging potential anywhere**

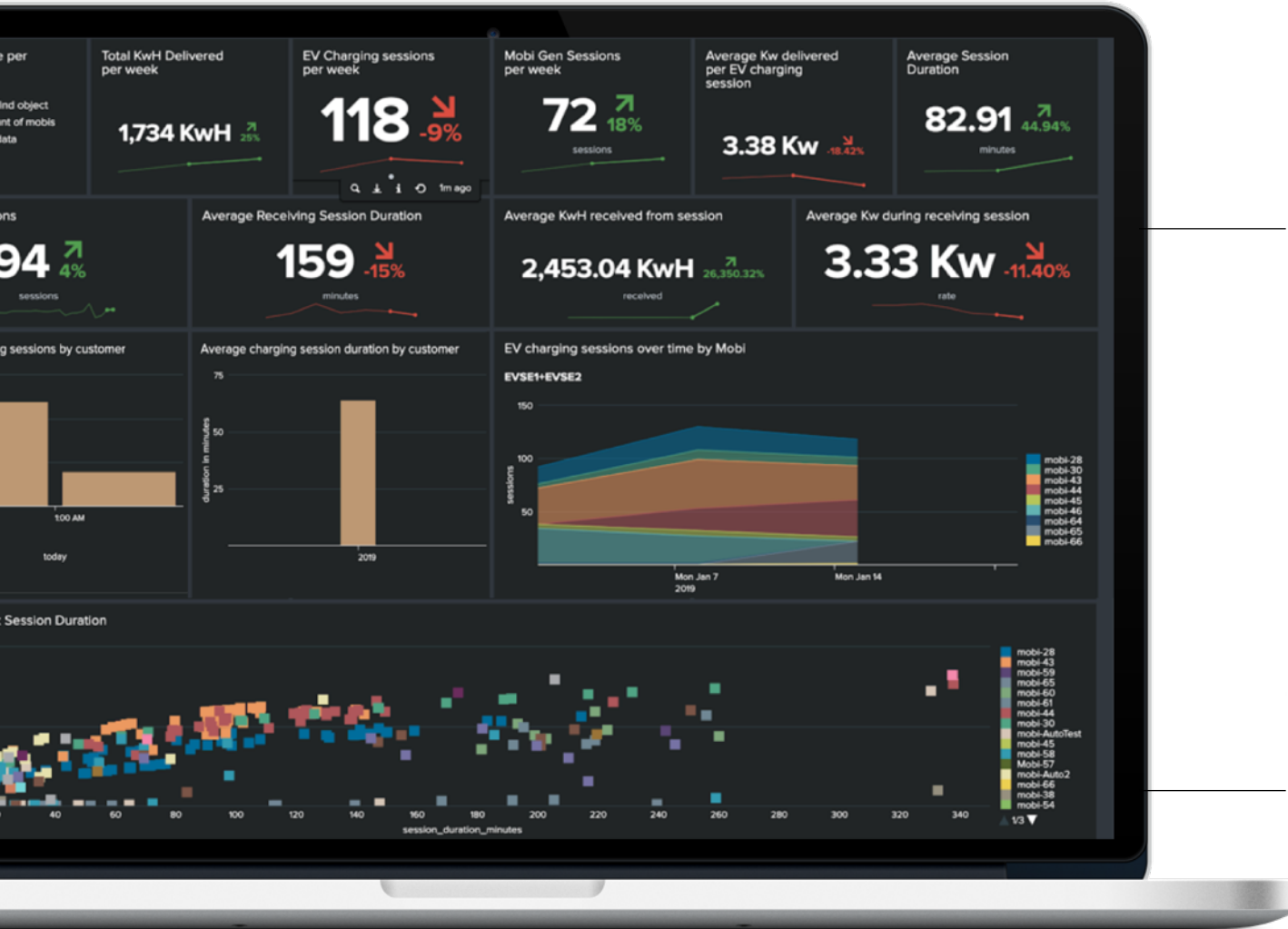


Current transformer capacity at possible fast charging sites in San Francisco



Available site locations for Boost Charger

AMP Asset & Energy Management



AMP is a backend data platform designed to work with FreeWire's own customer-facing EV charging network or third-party networks (EVgo) via an API. When working with third-party networks, FreeWire maintains control of the Boost Charger to capture value through grid management.

Option 1: FreeWire EV Charging Network



Option 2 (Preferred): Partner EV Charging Network



Thank you

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F R E E W I R E

Daily Operating Analysis

Operating Assumptions

Charger Max Power: 120kW

Charger Average Power: 100kW

Available Grid Power: 20kW

Energy Delivered Per Vehicle: 25kWh

Operating Hours: 4am – 10pm

19

Charging Sessions Per Day

System is designed to support 15 to 25 charging sessions per day under most operating assumptions.

100%

Utilization of grid infrastructure, for a predictable load profile

Your utility will thank you.

