



WattEV

Accelerating the Transition to Electric Heavy Duty Trucking



Our Vision & Mission

We believe the transition to Zero Emission (ZE) will change the fabric of heavy duty trucking demanding efficiency in workflow and energy supply and consumption

Our mission is to bring about that efficiency through creation of innovative data-driven workflow with supporting infrastructure

What We Do

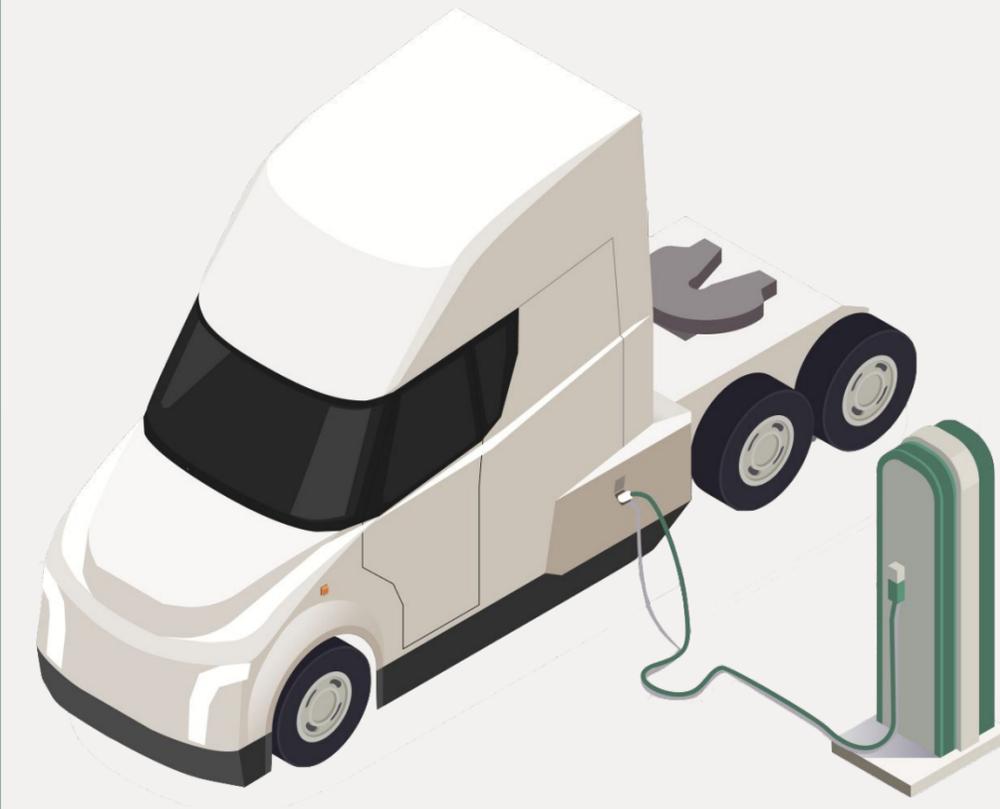
01

Build a charging network for HD electric trucks with megawatt capability and competitive energy cost.

02

Deploy a growing fleet of HD ZE trucks offered as a service to transporters.

1GW of capacity and **12,000** Trucks by 2030





First three sites operational by October 2022

Bakersfield, San Bernardino, and Gardena

Mega-watt charging with Solar Power in Bakersfield

Phase 1:

5 MW solar power, 4 MW Grid plus 4.5MWH storage

Full Scale:

40MW solar capacity

3 Types of Stations:

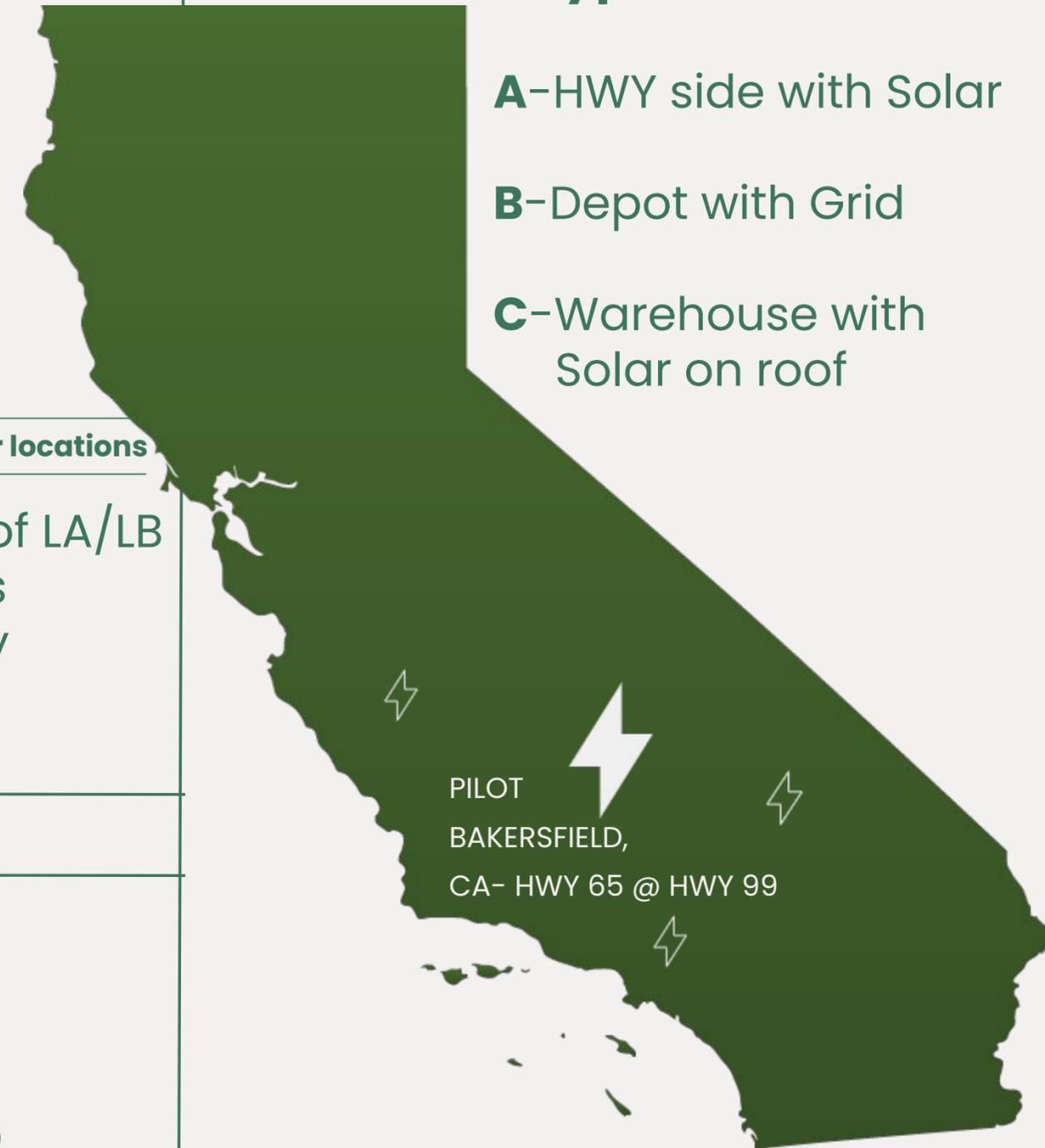
A-HWY side with Solar

B-Depot with Grid

C-Warehouse with Solar on roof

⚡ Other locations

Port of LA/LB
Perris
Tracy



Unfair Advantages

01

<1 mile from Amazon

<10 miles from Wonderful Industrial Park

02

Approved by CEC for \$5m in grants

03

Support from CARB & AQMD



Our Current Locations





Bakersfield





Gardena Site





San Bernardino Site



San Bernardino Fwy

RIGHT
TURN
ONLY



Truck as a Service “TaaS”

An all-inclusive model operated on a software platform based on usage



01

Eliminates uncertainty of downtime from maintenance, availability of charging, and cost of charging

02

Providing transporters the best model based on routes and average daily range

03

Guaranteed availability of charged trucks, to swap, at WattEV depots



The Fleet

BYD



Quantity: **24**

Delivery: Oct 2022

Charging:
CCS-185KW

Charge Time: 2.5hr

Volvo



Quantity: **30**

Delivery: Dec 2022

Charging:
CCS-250KW

Charge Time: 1.8hr

Tesla



Quantity: **50**

Delivery: 2024

Charging:
MCS-1,000KW

Charge Time: 28m

Tender



Quantity: **1,000**

Delivery: 2025

Charging:
MCS-1,250KW

Charge Time: 20m



What Industry Leaders are Saying

- **Shippers**

- “We have more demand for ZE than your Bakersfield facility can supply”

- **Transporters**

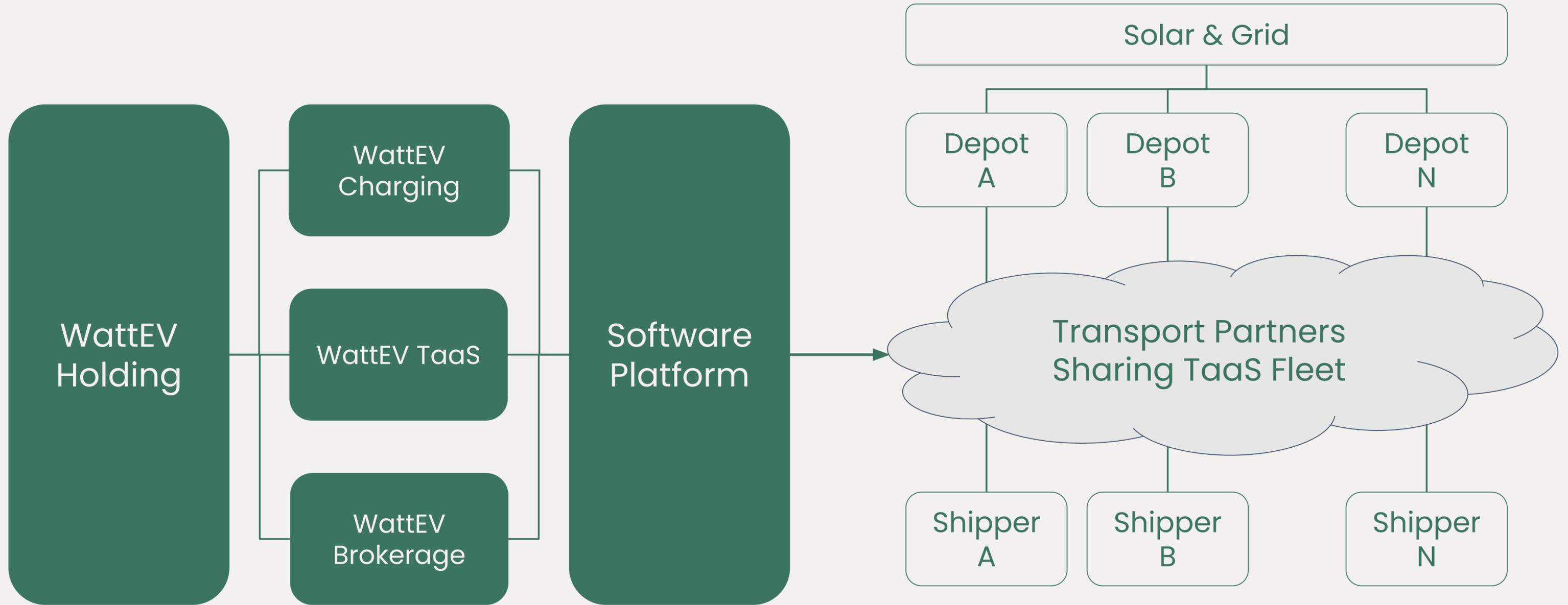
- “Purchase or traditional lease is not necessarily the best model for ZE”

- **California Energy Commission**

- “WattEV’s Bakersfield site is an ideal project when it comes to medium and heavy duty electrification”



Business Model - Initially Serving California Middle Mile





Who it's for

- Shippers: To meet their sustainability goals
- Fleets: To make the transition to electric transportation
- Warehouses: To support zero emission and comply with indirect source rule

01

Middle-mile and last-mile fleets drive enough miles to make the numbers work

02

Own and operate the infrastructure for fleets that want depots at their facility to reduce their Capex

03

Gradually migrate to support smaller fleets as infrastructure and routes expand



Timeline

Startup Stage

2020 – 2021

- Research
- Grant Application
- Team Buildup
- Concept Development
- Software Architecture
- Transport Partners
- Shipper's support

Development Stage

2022

- Build Depots
- Purchase Trucks
- Develop Software
- Staff Up
- Site Acquisition

Validation Stage

2023

- 50 Trucks
- CCS Charging
- Software Debug
- Transport Partners
- Marketing
- Shippers offtake

Scale Up

2024+

- MCS Charging
- 500 Trucks 2025
- 12,000 Trucks 2030



Summary

Meet sustainability goals without the hassle!

01

Handle all the permits, installation, and grant applications, making the electrification easy

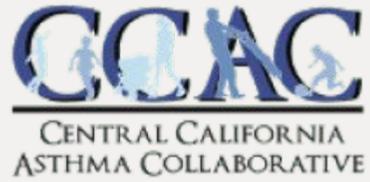
02

Offer Trucks-as-a-Service (TaaS) to make the trucks more accessible to fleets of all sizes at a fixed price



Partners

Our Partners





WattEV