Forward-Looking Statements

Statements in this presentation that are not statements of historical fact, including statements about our beliefs and expectations, are forward-looking statements and should be evaluated as such. Forward-looking statements include descriptions of our business plan and strategies. These statements often include words such as "anticipate," "expect," "suggests," "plan," "believe," "intend," "estimates," "targets," "projects," "should," "could," "would," "may," "will," "forecast," or the negative of these terms, and other similar expressions, although not all forward-looking statements contain these words. We base these forward-looking statements or projections on our current expectations, plans and assumptions that we have made in light of our experience in the industry, as well as our perceptions of historical trends, current conditions, expected future developments and other factors we believe are appropriate under the circumstances and at such time. You should understand that these statements are not guarantees of performance or results. The forward-looking statements and projections are subject to and involve risks, uncertainties and assumptions and you should not place undue reliance on these forward-looking statements or projections. Although we believe that these forward-looking statements and projections are based on reasonable assumptions at the time they are made, you should be aware that many factors could cause actual results to differ materially from those expressed in the forward-looking statements and projections. Important factors that may materially affect such forward-looking statements and projections include the following: future business, social and environmental performance, goals and measures; our anticipated growth prospects and trends in markets and industries relevant to our business; business and investment plans; expectations about our ability to maintain or enhance our leadership position in the markets in which we participate; future consumer demand and behavior; future products and technology, and the expected availability and benefits of such products and technology; development of regulatory frameworks for current and future technology; projected cost and pricing trends; future production capacity and product supply; potential future benefits and competitive advantages associated with our technologies and architecture and the data we have accumulated; the future purchase, use and availability of products, components and services supplied by third parties, including third-party IP and manufacturing services; uncertain events or assumptions, including statements relating to our addressable markets, estimated vehicle production and market opportunity, potential production volumes associated with design wins and other characterizations of future events or circumstances; future responses to and effects of the COVID-19 pandemic; availability, uses, sufficiency and cost of capital and capital resources, including expected returns to stockholders such as dividends, and the expected timing of future dividends; tax- and accounting-related expectations. Detailed information regarding these and other factors that could affect Mobileye's business and results is included in Mobileye's SEC filings, including the company's Registration Statement (No. 333-267685) on Form S-1, particularly in the section entitled the "Risk Factors". Copies of these filings may be obtained by visiting our Investor Relations website at ir.mobileye.com or the SEC's website at www.sec.gov. Mobileye does not intend to provide any updates to information concerning its actual or anticipated future results of operations, including 2022 results or guidance for fiscal year 2023, in this presentation and investors should not infer from any statement made in this presentation any implications relating to Mobileye's results of operations or guidance for such periods. Mobileye we will not take questions on these matters.

Now. Next. Beyond.

Mobileye's Annual CES Press Conference

Prof. Amnon Shashua, CEO

Mobileye In Numbers

ADAS Revenue Pipeline

$17.3B

ADAS revenue pipeline through 2030 based on current design wins

$3.5B

SuperVision™ revenue pipeline based on current design wins

$6.7B

Revenue pipeline based on design wins in 2022

The estimates included herein are based on projections of future production volumes that were provided by our current and prospective OEMs at the time of sourcing the design wins for the models related to those design wins. For the purpose of these estimates we estimated sale prices based on our management's estimates for the applicable product bundles and periods. Achieving design wins is not a guarantee of revenue, and our sales may not correlate with the achievement of additional design wins. Moreover, our pricing estimates are made at the time of a request for quotation by an OEM (in the case of estimates related to contracted customers), so that worsening market or other conditions between the time of a request for quotation and an order for our solutions may require us to sell our solutions for a lower price than we initially expected. These estimates may deviate from actual production volumes and sale prices (which may be higher or lower than the estimates) and the amounts included for prospective but uncontracted production volumes may never be achieved. Accordingly, these estimations are subject to and involve risks, uncertainties and assumptions and you should not place undue reliance on these forward-looking statements or projections..

Mobileye In Numbers

Consumer AV and Autonomous MaaS Revenue Pipeline

$1.5B

Consumer AV line of sight revenue from a single program launching 2026 through 2030

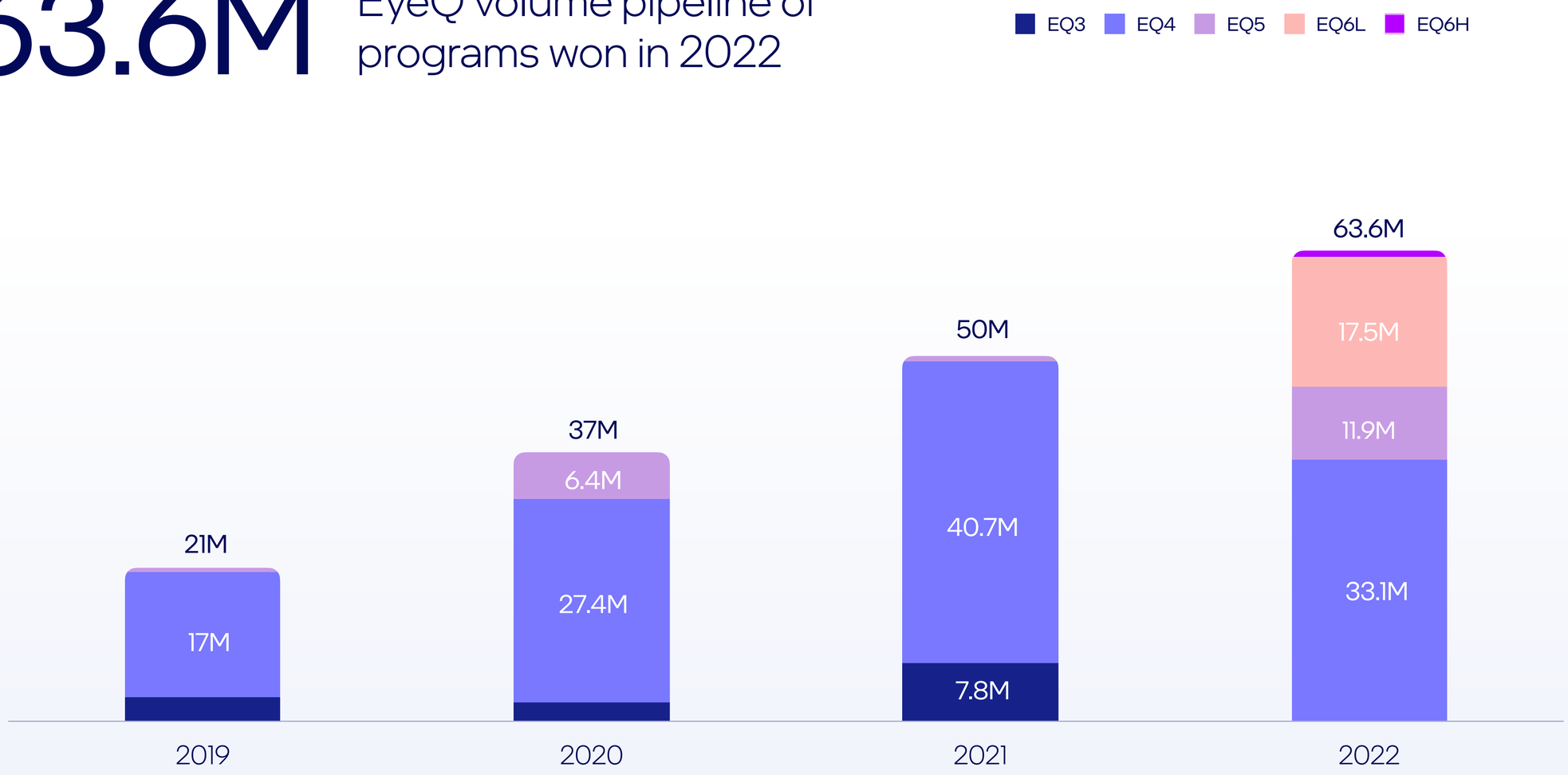
$3.5B

Autonomous MaaS revenue pipeline through **2028** from top 3 existing partnerships

The estimates included herein are based on projections of future production volumes that were provided by our current and prospective OEMs at the time of sourcing the design wins for the models related to those design wins. For the purpose of these estimates we estimated sale prices based on our management's estimates for the applicable product bundles and periods. Achieving design wins is not a guarantee of revenue, and our sales may not correlate with the achievement of additional design wins. Moreover, our pricing estimates are made at the time of a request for quotation by an OEM (in the case of estimates related to contracted customers), so that worsening market or other conditions between the time of a request for quotation and an order for our solutions may require us to sell our solutions for a lower price than we initially expected. These estimates may deviate from actual production volumes and sale prices (which may be higher or lower than the estimates) and the amounts included for prospective but uncontracted production volumes may never be achieved. Accordingly, these estimations are subject to and involve risks, uncertainties and assumptions and you should not place undue reliance on these forward-looking statements or projections..

Mobileye In Numbers

63.6M EyeQ volume pipeline of programs won in 2022



Models Launched With EyeQ® Inside In 2022

Notable Product Launches in 2022

ID.4 ID.3 ID.Buzz ID.5 Passat Tiguan Touareg

Jeep WS Jeep WL Citroen C4 Peugeot 2008 Peugeot 408 Alfa Romeo Tonale

XM X6 X5 X1 i7

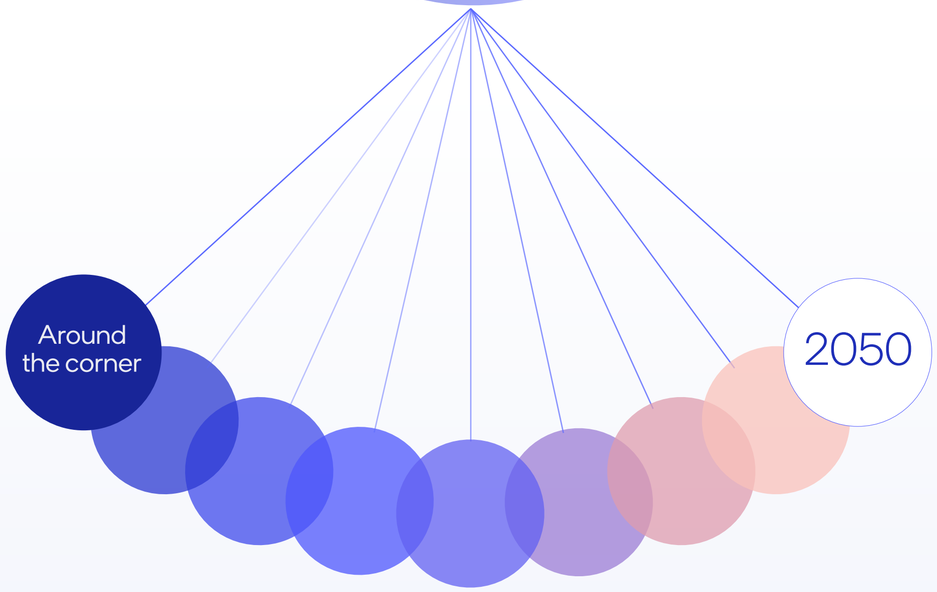
Sportage Tuscon Kona Genesis G90 Elantra

Ariya Altima Teana Rogue Qashqai

Cadillac CT5 Cadillac CT4 T1 Electric Hummer

Megane E-Tech Kadjar Kangoo

The AV Sentiment Pendulum



Despite significant progress, market/ media sentiment on AVs has swung towards 2050 time-frame

Mobileye's approach paves a viable path to scale-up of both consumer autonomy and robotaxi in the near future

Autonomy is extremely relevant and important also for the near future

The Industry Landscape

Robotaxi

Full ODD in geo-fenced areas

In deployment

The challenge of robotaxi today:

Mostly business-related, i.e. how to scale while making a profit

Public trust and acceptance

Consumer AV

Limited ODD “everywhere”

Not yet in mass deployment

The challenge of Consumer AV today:

Very limited, non-useful use case (highway-only, < 60 kph)

How to introduce a useful and scalable ODD

* ODD- Operational Design Domain

Industry discourse has focused on robotaxi, even though the challenges are different

Mobileye product portfolio contains both consumer and robotaxi in an incremental, modular way

The Industry Landscape

The different nature of Robotaxi and Consumer AV makes it extremely difficult to scale down from Robotaxi to Consumer AV

The correct path is to scale Consumer AV incrementally rather than in a series of moonshots

In today's talk we define Mobileye's methodology for scaling Consumer AV and Robotaxi

Guiding Principles for a Product-Oriented Taxonomy

Customer definition	Eyes-on Hands-on	Eyes-on Hands-off	Eyes-off Hands-off	No driver (Robotaxi)
	Driver Present			Tele-Operations
Safety MRM	Based on driver	Based on driver Driver Monitoring System needed	Full MRM capability is mandatory - Stopping safely on the shoulder of the road - Stop-in-lane is not safe enough	
Non-safety MRM (deadlocks)	Based on driver			Tele-Operations

* MRM- Minimum Risk Maneuver

The Value of Scaling From **Eyes-On to Eyes-Off**

The value of Hands-off Eyes-on

Human + machine increases safety, just like in aviation

Proper DMS is required

Redefining the driving experience- stress-free, relaxed, enjoyable

The value of Eyes-off

Giving back time to the driver!

Continually increasing safety above human levels

Truly revolutionizing transportation (together with Robotaxi)

The Eyes-Off Blades

The Eyes-off possible ODDs (has to be “**everywhere**”):

ODD 1	ODD 2	ODD 3	ODD 4	ODD 5	Full ODD
Highways only Up to 60 kph In-lane	**Highways only** Up to 130 kph	**Highways** On-ramp/off-ramp	**Arterial** Including junctions and traffic lights	**Rural** Non-divided Non-signalized junctions	**Urban**

A range of ODDs that drives a range of sensor configurations and compute strength

The Eyes-Off Blades

The Eyes-off possible ODDs (has to be "**everywhere**"):

Usefulness tipping point

ODD 1	ODD 2	ODD 3	ODD 4	ODD 5	Full ODD
Highways only Up to 60 kph In-lane	**Highways only** Up to 130 kph	**Highways** On-ramp/off-ramp	**Arterial** Including junctions and traffic lights	**Rural** Non-divided Non-signalized junctions	**Urban**

A range of ODDs that drives a range of sensor configurations and compute strength

A useful solution:

The Properties of a Good Eyes-Off Solution

01

Useful – In / out ODD is not frequent

Example: <60 kph, highway only is not useful

02

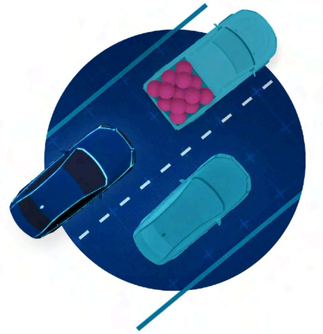
No reproducible errors

Failure by design (Example: in-lane highway cannot support emergency maneuver)

MTBF – cannot hide behind statistics

System ODD > customer ODD

Example:
falling object from lead vehicle

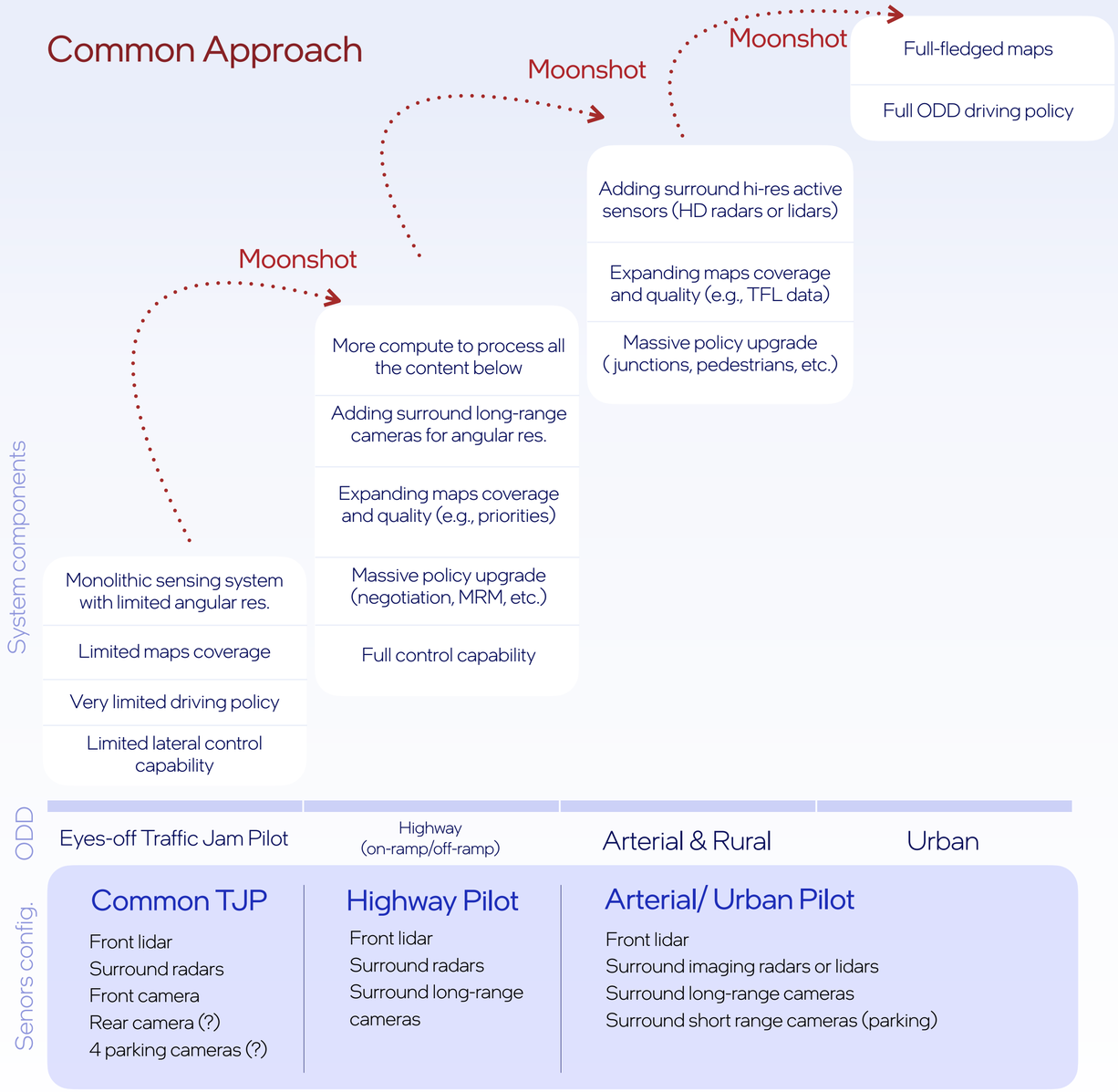


03

Expansion of ODD

Modular & incremental (as opposed to moonshots) perspective of develop & validation

How to Properly Scale To Consumer Autonomy



How to Properly Scale To Consumer Autonomy

Common Approach

	Moonshot	Moonshot	Moonshot
System components	Monolithic sensing system with limited angular res. Limited maps coverage Very limited driving policy Limited lateral control capability	More compute to process all the below content Adding surround long-range cameras for angular res. Expanding maps coverage and quality (e.g., priorities) Massive policy upgrade (negotiation, MRM, etc.) Full control capability	Adding surround hi-res active sensors (HD radars or lidars) Expanding maps coverage and quality (e.g., TFL data) Massive policy upgrade (junctions, pedestrians, etc.)	Full-fledged maps Full ODD driving policy
ODD	Eyes-off Traffic Jam Pilot	Highway (on-ramp/off-ramp)	Arterial & Rural	Urban
Senors config.	**Common TJP** Front lidar Surround radars Front camera Rear camera (?) 4 parking cameras (?)	**Highway Pilot** Front lidar Surround radars Surround long-range cameras	**Arterial/ Urban Pilot** Front lidar Surround imaging radars or lidars Surround long-range cameras Surround short range cameras (parking)	

Mobileye's Approach

	Increment	Increment	Increment
System components	Full-resolution surround sensing (at below eyes-off MTBF) AV maps "everywhere" Full ODD driving policy Full control capability (lat. + long.)	More compute for FOP Secondary Active sensors subsystem for eyes-off MTBF	Imaging radars for greater redundancy	More compute for enhanced algorithmic robustness
ODD	Eyes-on Full ODD	Highway (on-ramp/off-ramp)	Arterial & Rural	Urban
Senors config.	**SuperVision™** 11 surround cams Optional radars 2 x EyeQ5/6H	**Chauffeur™** 11 surround cams **Front Lidar** **Surround radars** **3** x EyeQ6H	**Chauffeur™** 11 surround cams Front Lidar Surround **imaging** radars 3 x EyeQ6H	**Chauffeur™** 11 surround cams Front Lidar Surround imaging radars **4** x EyeQ6H
	SuperVision Eyes-on baseline	Eyes-off blades		

Mobileye's Product Portfolio

Operational Design Domain (ODD)

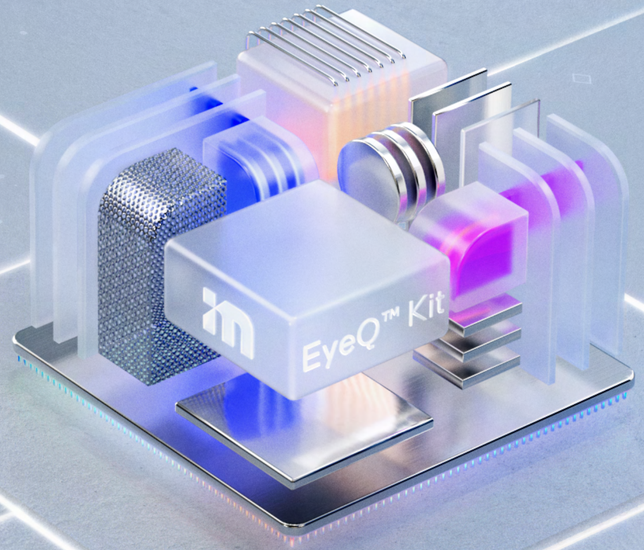
Base/ enhanced ADAS	Highway only	Full ODD	Highway (on-ramp/off-ramp)	Arterial & Rural	Urban	Geo-fenced Full ODD
Front camera Cloud enhancements	**SuperVision™ Lite** Front + rear camera 4 parking cameras 5 radars	**SuperVision™** 11 surround cams Optional radars	**Chauffeur™** 11 surround cams Front Lidar Surround radars	**Chauffeur™** 11 surround cams Front Lidar Surround **imaging** radars	**Chauffeur™** 11 surround cams Front Lidar Surround **imaging** radars	**Drive™** 11 surround cams Front Lidar Surround **imaging** radars
						
1 x EyeQ4/5/6L	SV61 1 x EyeQ6H	SV52/62 2 x EyeQ5/6H	CH63 3 x EyeQ6H	CH63 3 x EyeQ6H	CH64 4x EyeQ6H	DR64 4x EyeQ6H

Driver | Tele-Operations

Eyes-on Hands-on | Eyes-on Hands-off | Eyes-off Hands-off | No driver

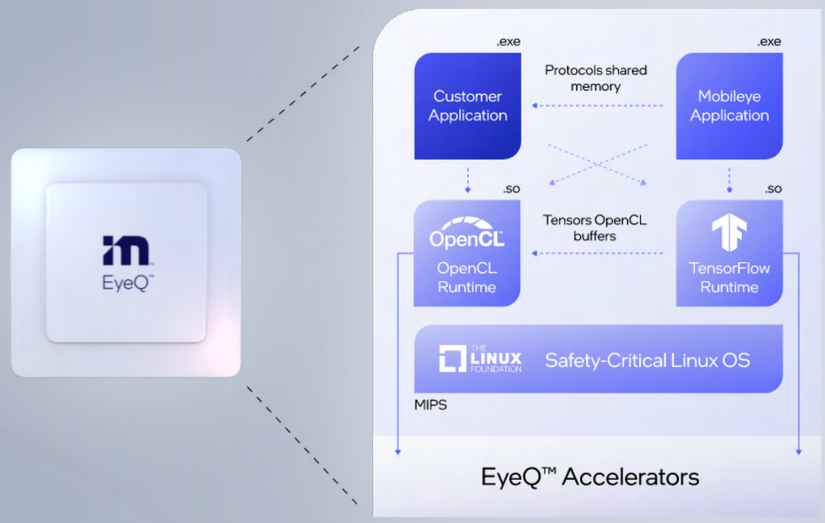
The EyeQ Kit™

Enabled by EyeQ® 6th Generation

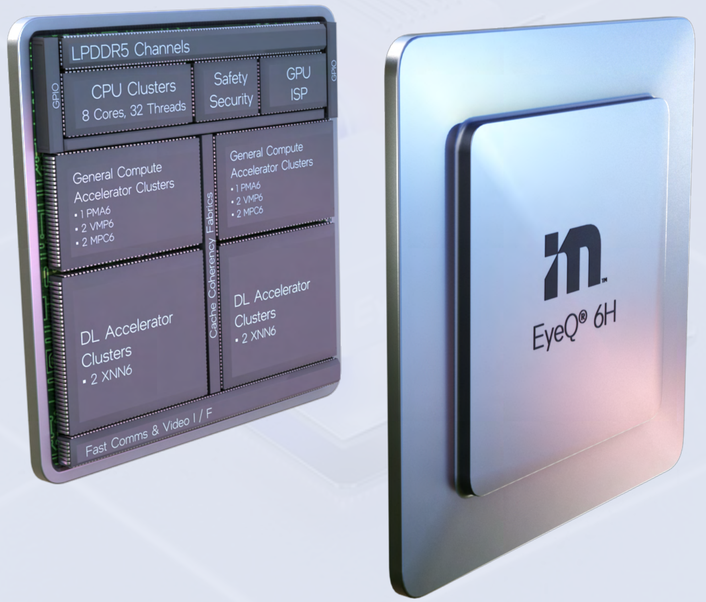


The EyeQ Kit™ Enabled by EyeQ® 6th Generation

An end-to-end software solution for developing and deploying differentiating features on top of the EyeQ™ chip, alongside Mobileye's cutting-edge algorithmic capabilities

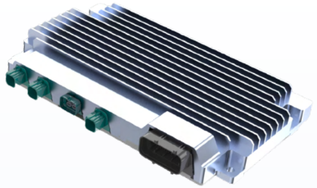


- All EyeQ accelerators accessible for programming
- OpenCL and TensorFlow support portability across compute platforms
- Safety Critical Linux OS enables integration with a wide range of standard and proprietary SW
- Convenient X86-based environment with unique bit-exact emulation tools



Modular HW Design

SV61

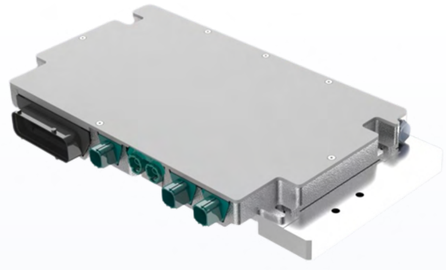


65W (peak)

Passive cooling

3rd party programable,
DMS & parking on EyeQ

SV62



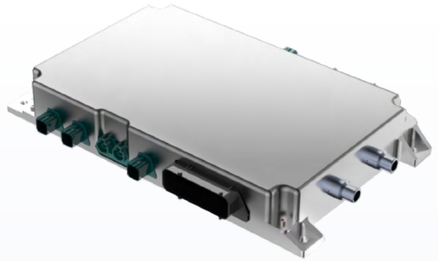
165W (peak)

Liquid

3rd party programable,
DMS & parking on EyeQ

CH63

SV62 + SV61



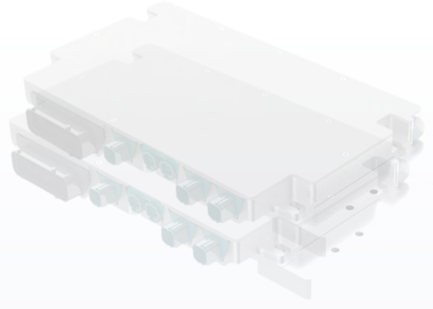
275W (peak)

Liquid

3rd party programable,
DMS & parking on EyeQ

CH64 / DR64

2 X SV62



350W (peak)

Liquid

3rd party programable,
DMS & parking on EyeQ

SuperVision™ Rollout In China With Zeekr

70,000 Vehicles already on-road

Expansion to Europe in 2023

Continuous ODD and performance upgrades via OTA updates

SuperVision™ Rollout In China With Zeekr

70,000 Vehicles already on-road

Expansion to Europe in 2023

Continuous ODD and performance upgrades via OTA updates


עטרות
ATAROT


עטרות
ATAROT

Strengthening Mobileye and Geely Holding Group Collaboration

With Additional 3 Global Brands To Adopt SuperVision™, Starting This Year

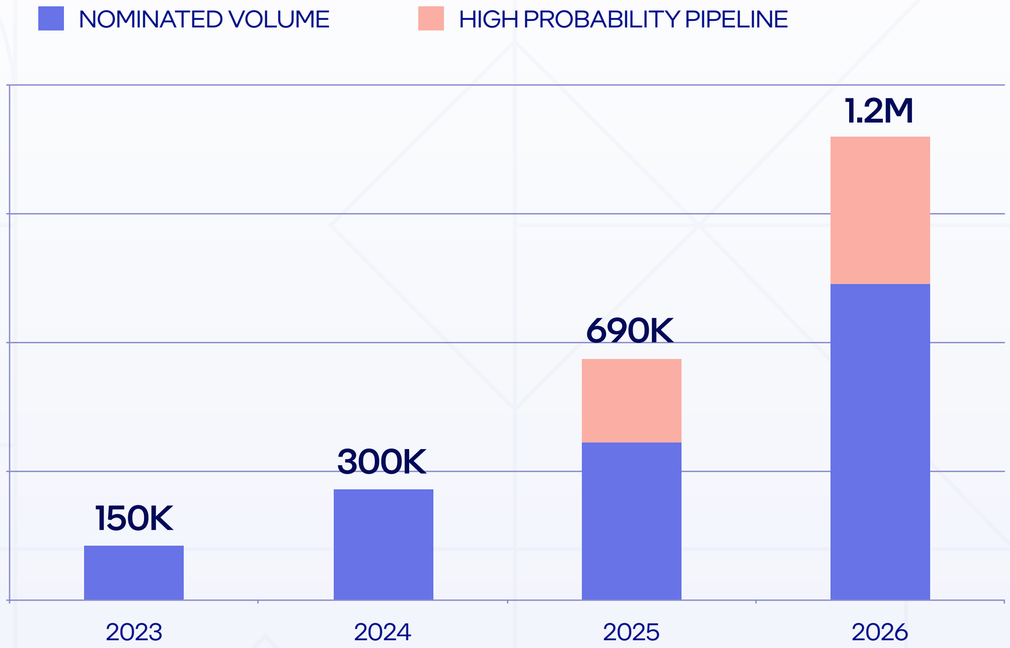
mobileye™ | GEELY

SuperVision™ Proliferation

SuperVision™ sets the standard for premium driver-monitored hands-free driving

9 car models from 6 brands are to be equipped with SuperVision™ by 2026

SuperVision Expected Volumes

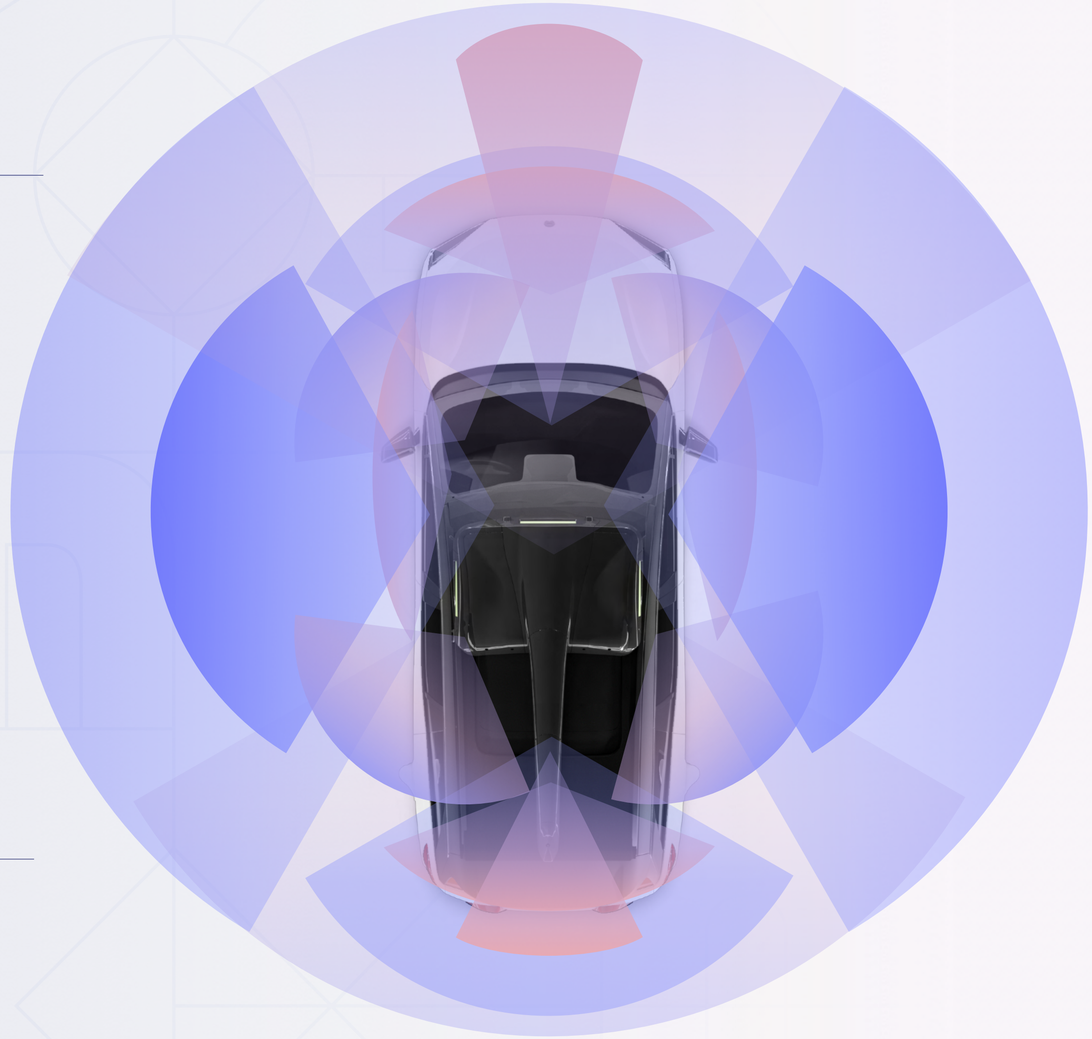


Mobileye Chauffeur™ 63

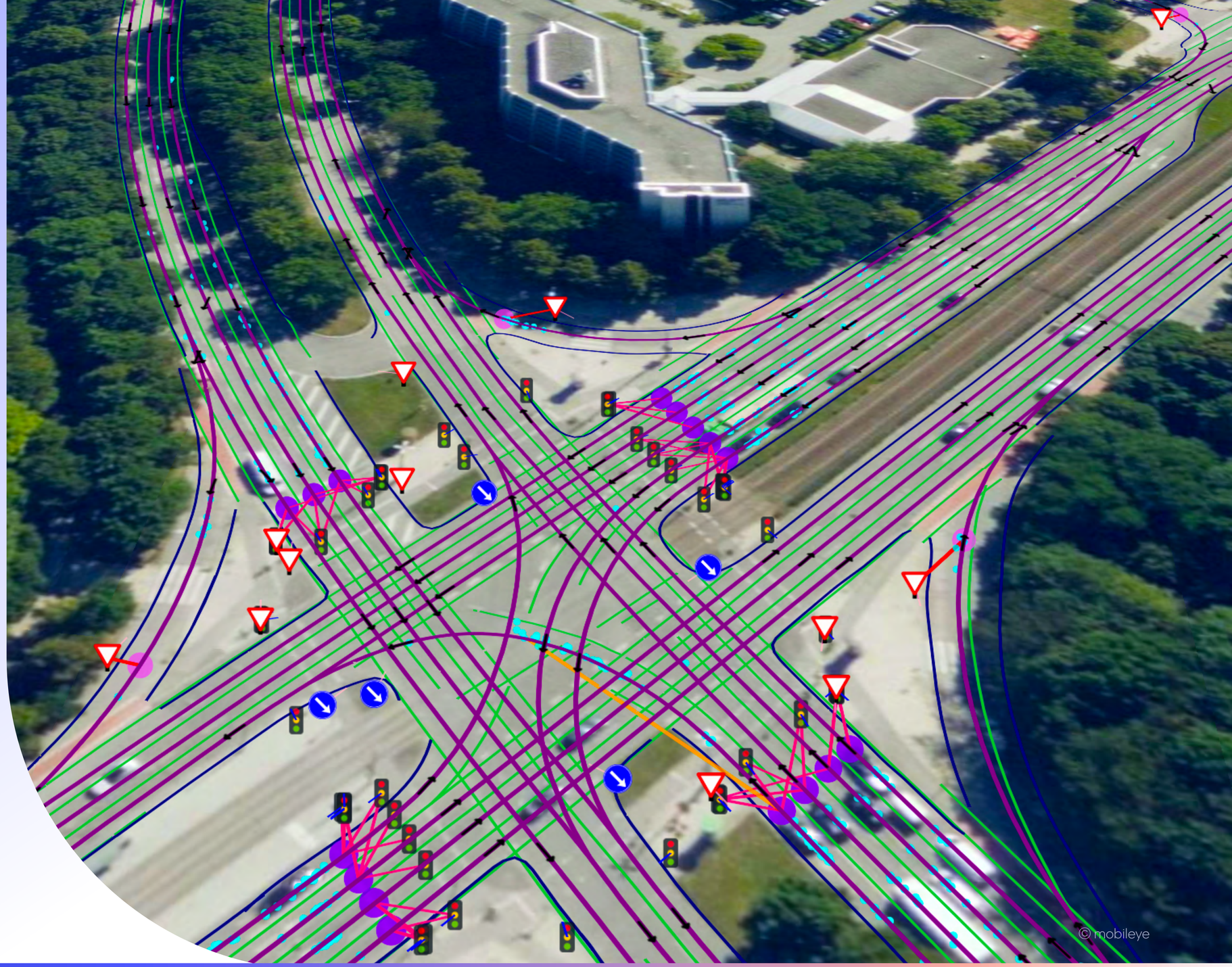
Line of sight for productization with a major premium brand

Eyes-off on Highways

Start of Production 2026



REM™ Mapping



REM™ Crowdsourced Mapping

Scalability

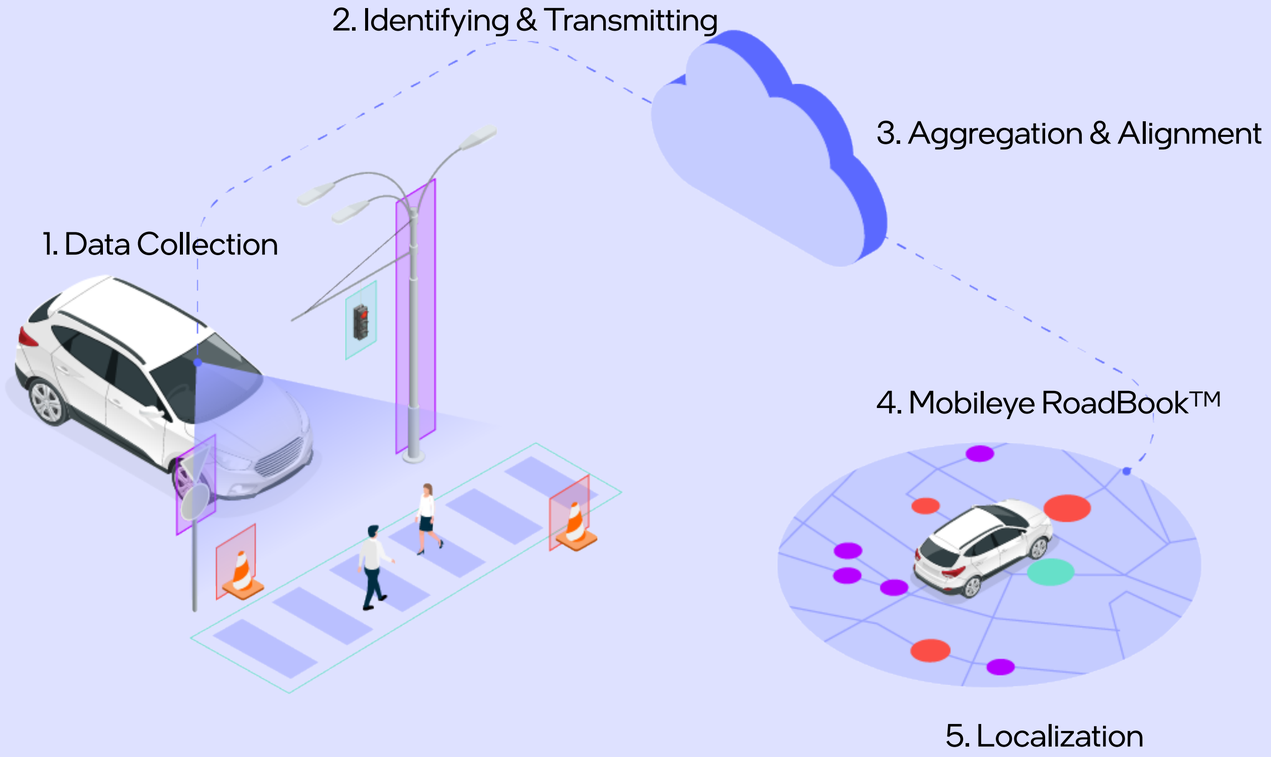
Unlock millions of “mapping agents” in every relevant region

Accuracy

Use novel state-of-the-art algorithms to achieve high accuracy levels where it matters

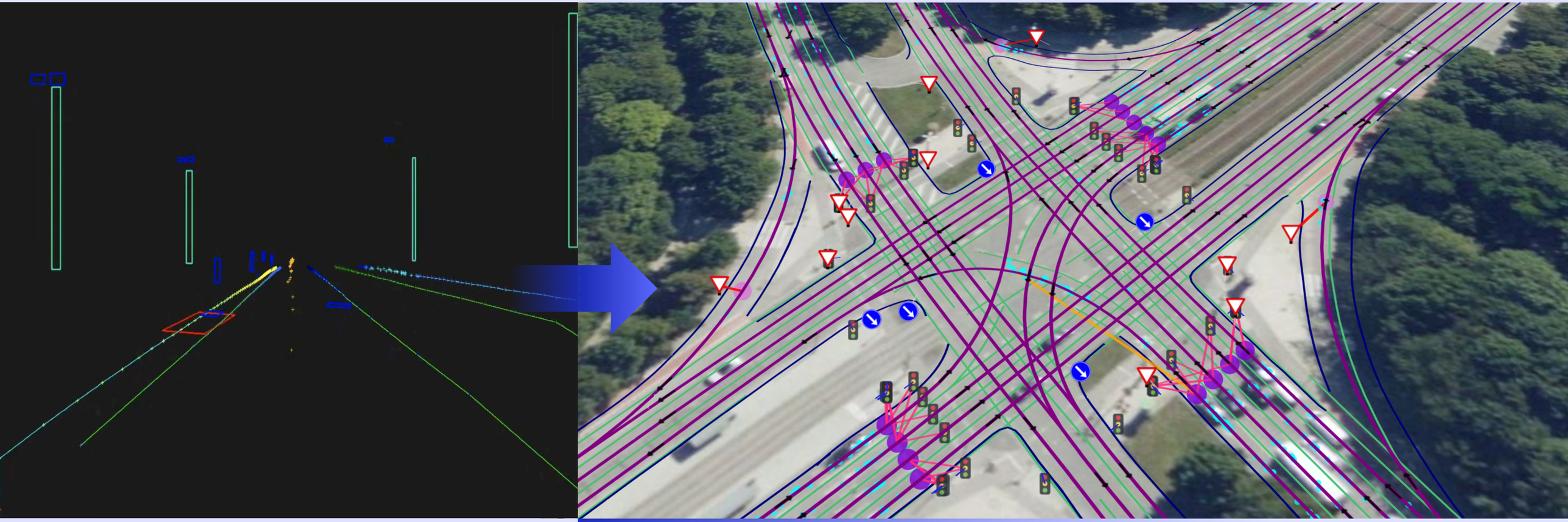
Detailed Semantic Featured

Use explicit attributes and crowdsourced data to generalize traffic rules and driving culture



The Richness of REM™ AV Maps

From Sparse, Anonymized, Ultra-Lightweight Data to Full AV Map



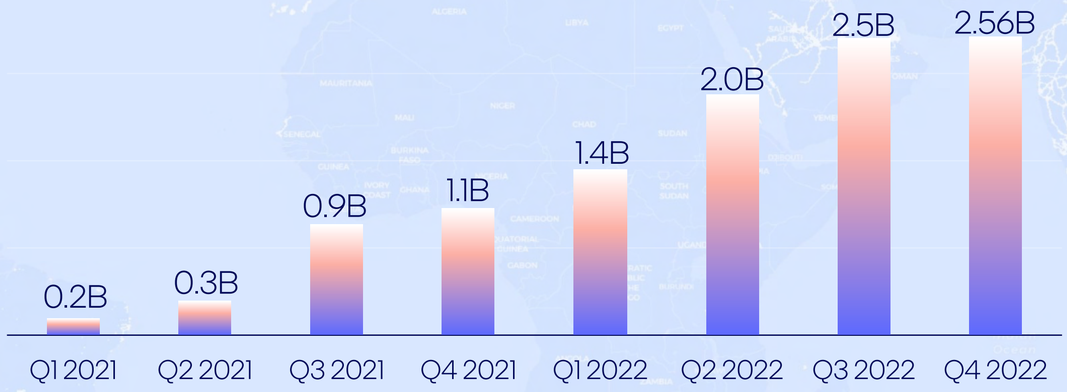
REM™ in Numbers

12.1B
Total miles harvested so far

8.6B
Miles harvested in 2022

29M
Miles collected daily

Miles harvested in 2021-22

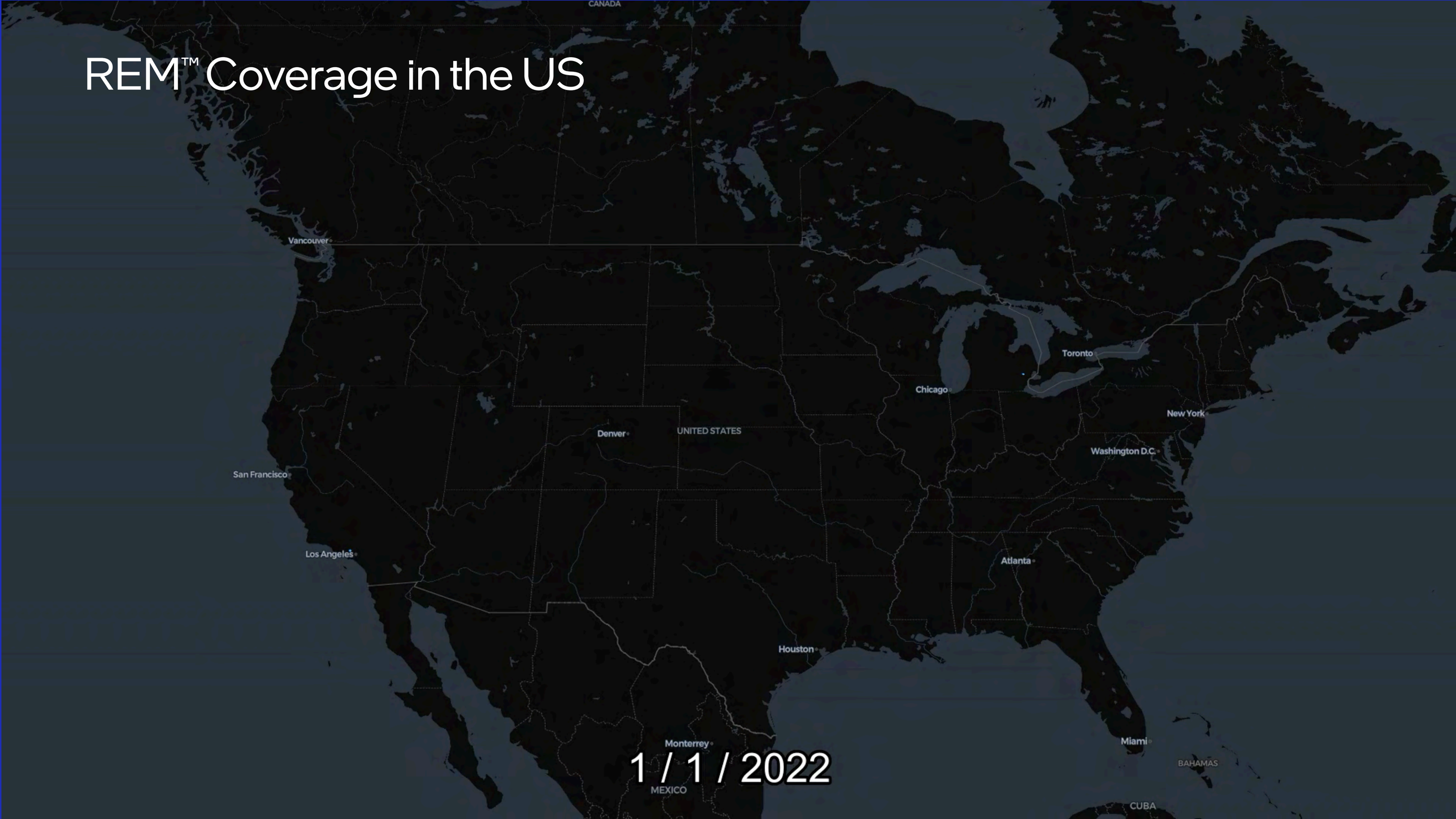


Added Two More OEMs to our RoadBook™ Customer Base During 2022

REM™ Partners and Customers Base Consist of **17 Brands**

REM™ Coverage in Europe

REM™ Coverage in the US



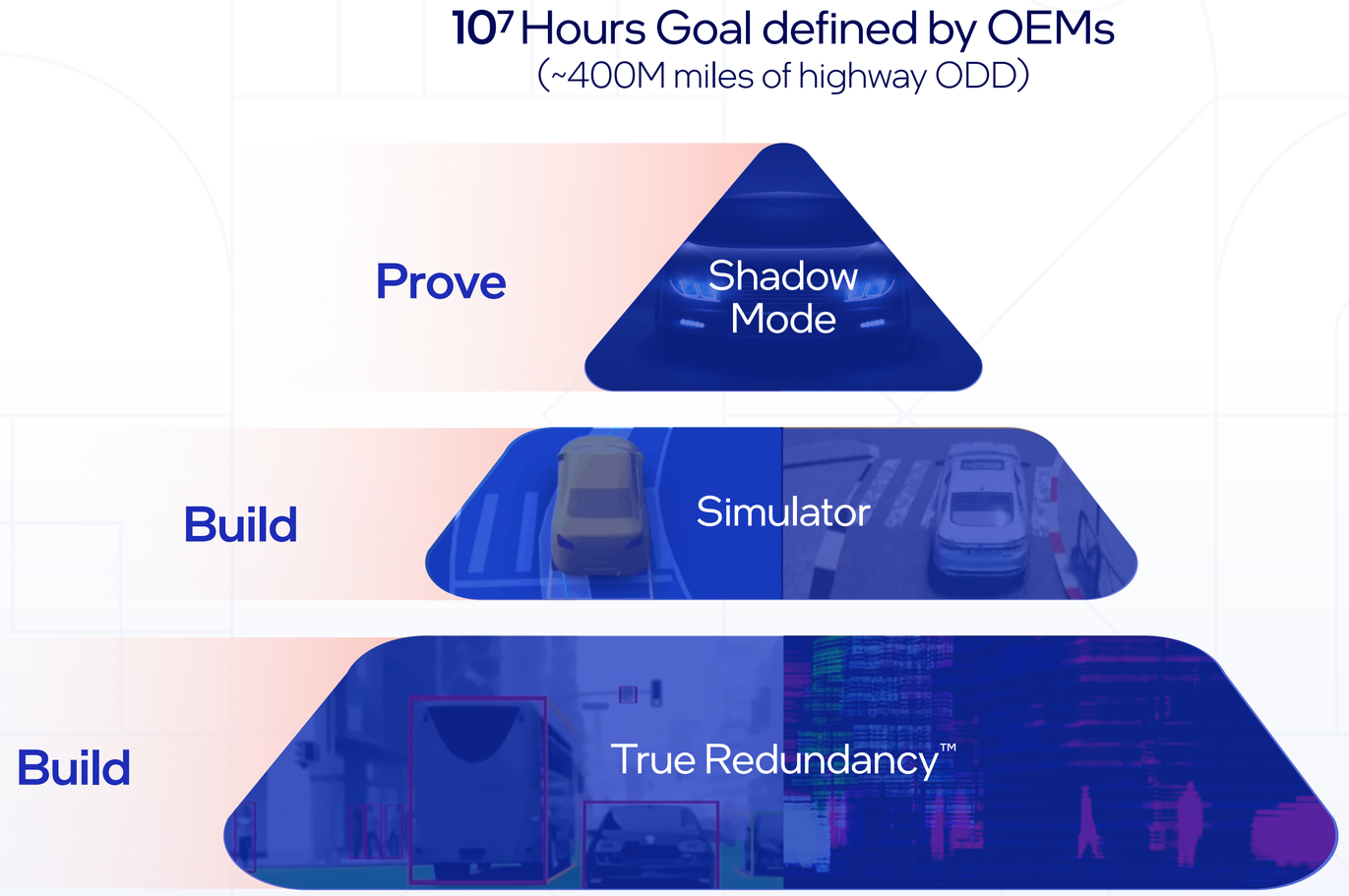
Mobileye's Three-Layer Deployment Approach

Key challenges:

01 How to **build** an AI system with:

- No reproducible errors
- 99.9999999% accuracy per hour of driving

02 How to **prove** (to regulators and the public) that you have reached this accuracy?



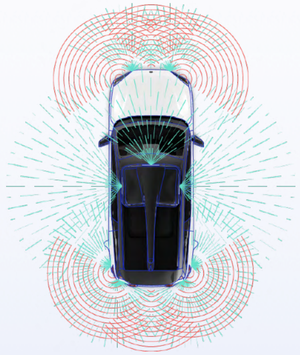
True Redundancy™

Unique Sensor Fusion Architecture that gives redundancy based on feasibly collectible real-world data

Two separate perception systems:

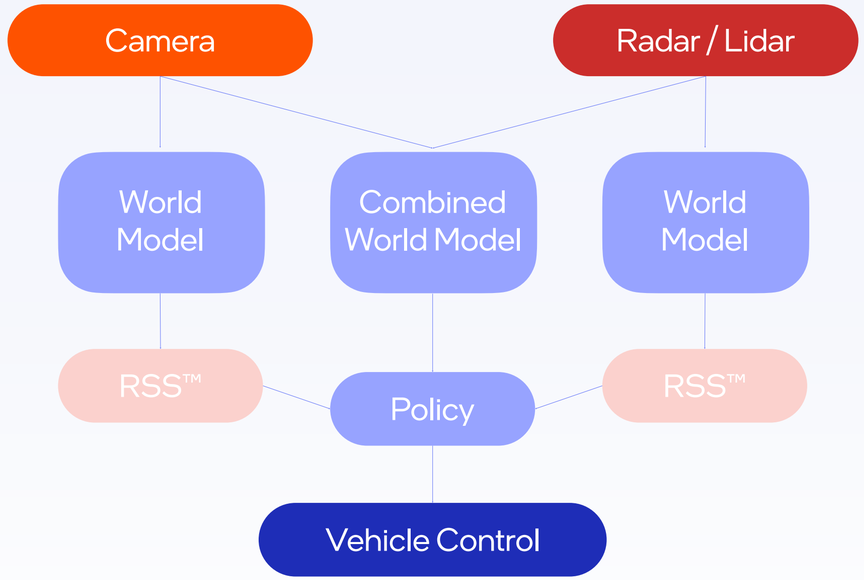
Primary subsystem
cameras alone

10^4 Hours
of real-world driving



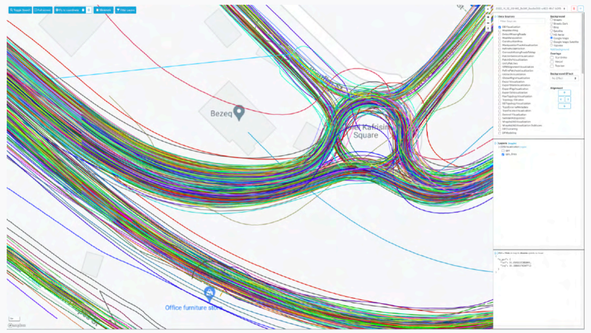
Secondary subsystem
radar/lidar alone

10^3 Hours
of real-world driving

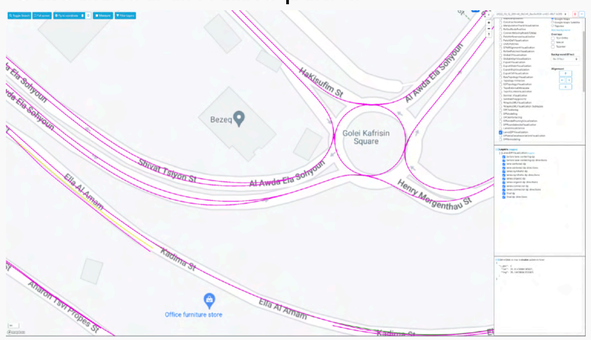


Mobileye's Simulator- Scene Reconstruction From REM™ Maps

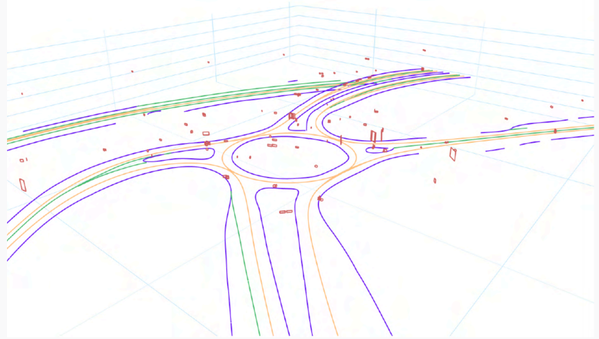
Drives



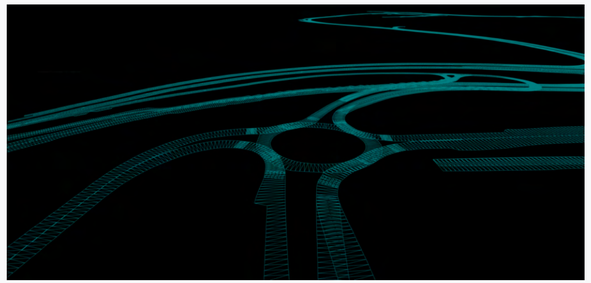
Calculated drivable paths



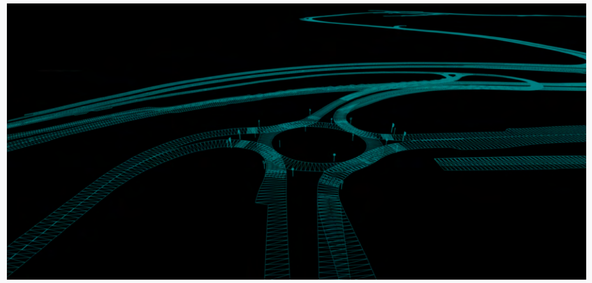
Roadbook



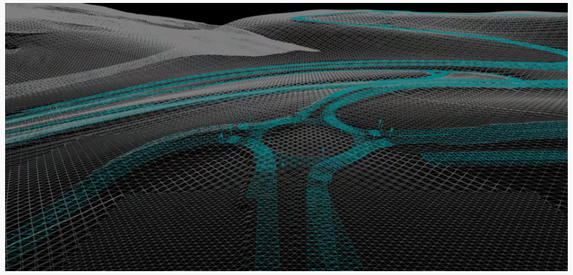
Reconstructed road geometry



Reconstructed TSR & TFL



Reconstructed elevation map



Recreated lanes & road markings

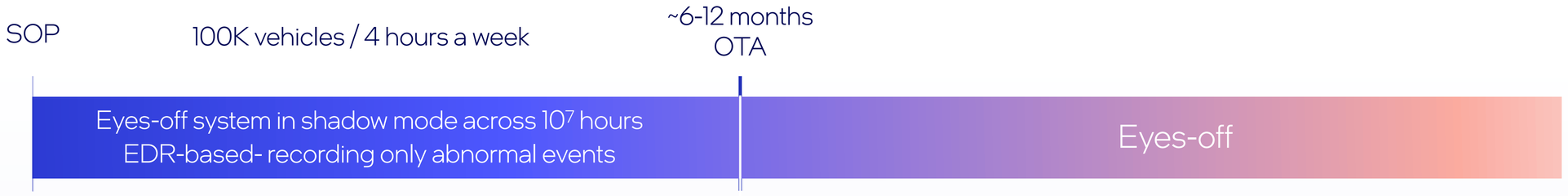
Recreated roads & ground

Recreated TSR, TFL, buildings, vegetation


001420
frontCornerLeft
main
frontCornerRight
rearCornerLeft
rear
rearCornerRight
parking left
parking rear
TopView
parking front
parking right

Eyes-off Validation: Shadow Mode

The concept: Initial hands-off eyes-on deployment of the eyes-off system



Shadow mode is being used solely for **Validation** and not for **Development**:

The OEM must be convinced that reaching the goal is feasible **before** deploying the system: customers need a clear time horizon for the eyes-off system.

Mobileye
Autonomous MaaS

The Mobileye **Robotaxi** (Reference)

All Powered by 8 EyeQ5H
80 DL TOPS (int8)
Power Consumption -

Autonomous MaaS Go-To-Market

The challenge of robotaxi today is mainly business-related — how to scale up while maintaining a healthy business

Mobileye's approach is to scale through partnerships on both ends of the robotaxi value chain

Self-driving platform
Partnerships with OEMs

Demand generation
Partnerships with PTOs/TNCs

Creating an ecosystem based on Mobileye Dive™ is enabled by:

- Seamless integration across a wide variety of platforms and vehicle applications
- Geographic and economic scalability (REM™, generalized driving policy, lean compute, etc.)

Autonomous MaaS Go-To-Market
Scaling Through Partnerships

$3.5B

Autonomous MaaS revenue pipeline through **2028** from top 3 existing partnerships

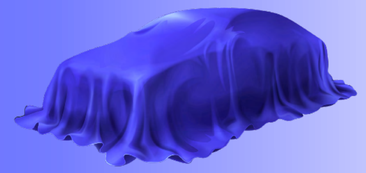
SCHAEFFLER

BENTELER

HOLON

beep

Undisclosed Leading European OEM



The estimates included herein are based on projections of future production volumes that were provided by our current and prospective OEMs at the time of sourcing the design wins for the models related to those design wins. For the purpose of these estimates we estimated sale prices based on our management's estimates for the applicable product bundles and periods. Achieving design wins is not a guarantee of revenue, and our sales may not correlate with the achievement of additional design wins. Moreover, our pricing estimates are made at the time of a request for quotation by an OEM (in the case of estimates related to contracted customers), so that worsening market or other conditions between the time of a request for quotation and an order for our solutions may require us to sell our solutions for a lower price than we initially expected. These estimates may deviate from actual production volumes and sale prices (which may be higher or lower than the estimates) and the amounts included for prospective but uncontracted production volumes may never be achieved. Accordingly, these estimations are subject to and involve risks, uncertainties and assumptions and you should not place undue reliance on these forward-looking statements or projections..

The Holon Mover Driven by Mobileye

The shuttle is scheduled to go into production in the United States starting in 2025

mobileye™ | HOLON | BENTELER makes it happen

Autonomous MaaS Go-To-Market
Scaling Through Partnerships

Takeaways

01 Mobileye's SuperVision™, ultimate evolution of ADAS with hands-free/eyes-on, strong traction which has significantly fueled our growth pipeline

02 With Mobileye SuperVision™ as a baseline, safe and useful eyes-off systems can be introduced incrementally, rather than in a series of moonshots that may never scale

03 We introduce a clear, transparent and scalable three-layer deployment approach for building and validating eyes-off systems with Mobileye Chauffeur™

04 Scaling robotaxi through synergetic partnerships — building an ecosystem based on Mobileye Drive™

Thank you!

mobileye™