

# Forward-Looking Statements

Mobileye's business outlook, guidance and other 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 information concerning possible or assumed future results of operations, including revenue and expense forecasts, our customer pipeline, industry and market forecasts, request-for-quote ("RFQ") order estimates, and 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 affect our actual financial results or results of operations and 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; inventory utilization by customers; our ability to effectively compete in the markets in which we operate; future products and technology, and the expected availability and benefits of such products and technology; changes in regulation and trade policy, including increased tariffs, in regions in which we operate, including the US, Europe and China; 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 estimated vehicle production and market opportunity, potential production volumes associated with design wins and other characterizations of future events or circumstances; effects of the COVID-19 pandemic and responses to future pandemics; adverse conditions in Israel, including as a result of war and geopolitical conflict, which may affect our operations and may limit our ability to produce and sell our solutions; any disruption in our operations by the obligations of our personnel to perform military service as a result of current or future military actions involving Israel; 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. 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 sales 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. Forward-looking statements reflect Mobileye's expectations, plans or forecasts of future events and views as of the date of this presentation. While Mobileye may elect to update these forward-looking statements at some point in the future, Mobileye specifically disclaims any obligation to do so. These forward-looking statements should not be relied upon as representing Mobileye's assessment as of any date subsequent to the date of this presentation. 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. 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 Annual Report on Form 10-K for the year ended December 30, 2023, particularly in the section entitled "Item 1A. Risk Factors". Copies of these filings may be obtained by visiting our Investor Relations website at [ir.mobileye.com](http://ir.mobileye.com) or the SEC's website at [www.sec.gov](http://www.sec.gov).

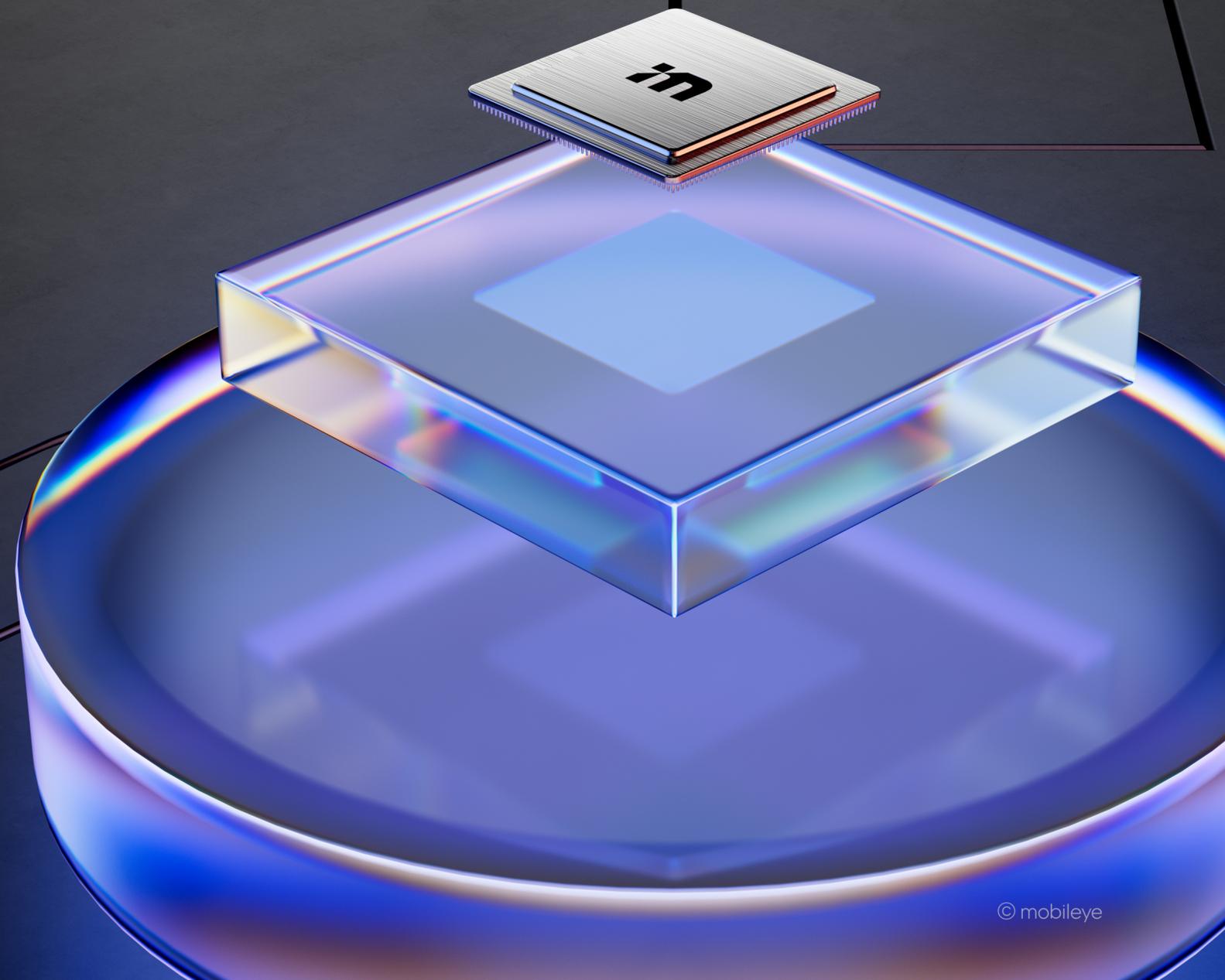
# Now. Next. Beyond.

Mobileye's Annual CES Press Conference



Prof. Amnon Shashua, CEO

# What Does it Take to Revolutionize Transportation?



# SuperVision (China)

# ID Buzz (Munich)



 mobileye™

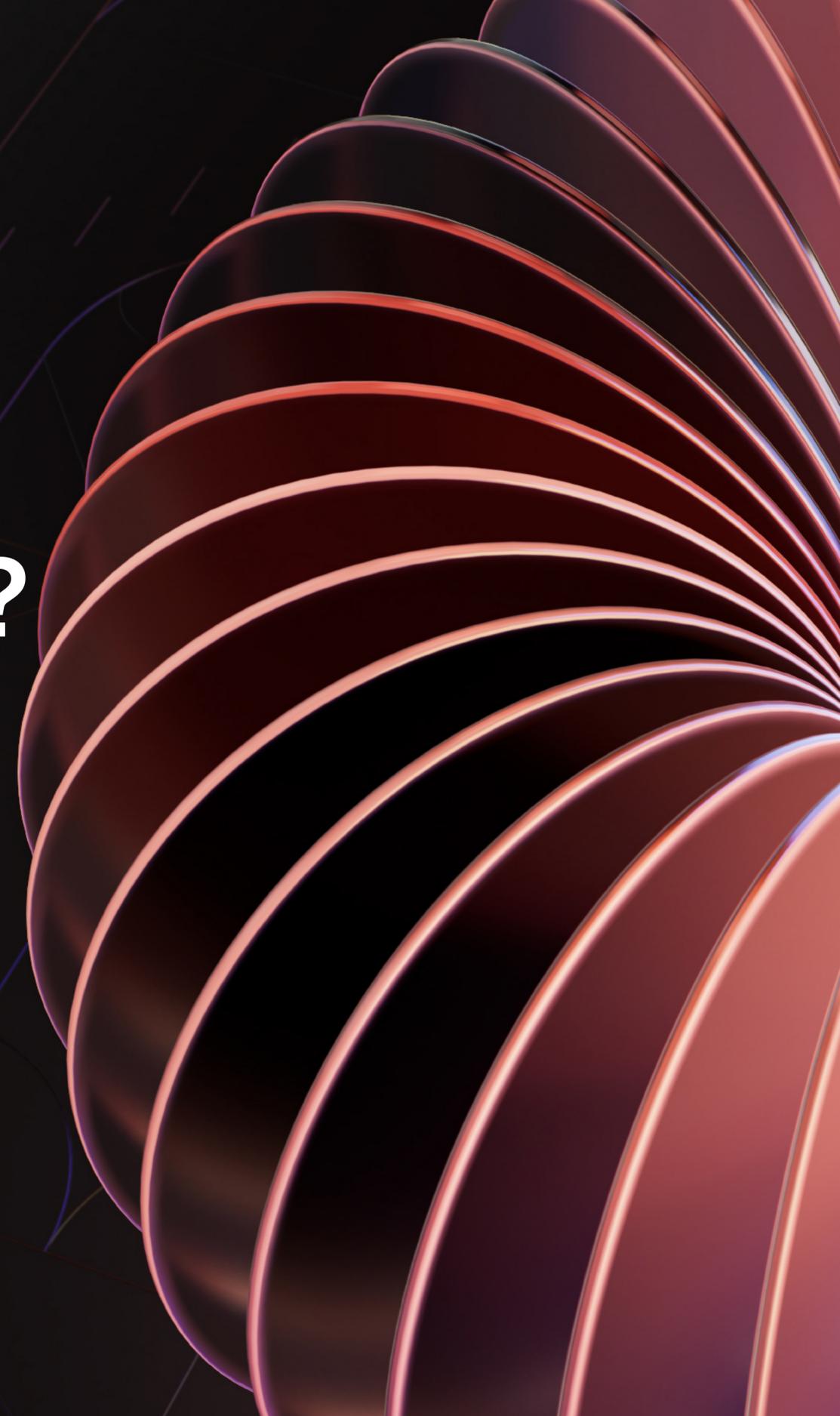
Volkswagen ID. Buzz  
powered by Mobileye Drive™

<https://www.youtube.com/watch?v=Om9XkS55aso>

<https://www.youtube.com/watch?v=INiF22akJEI>

Watch the full unedited drives on Mobileye's YouTube channel

**Is this an Example of  
Revolutionizing Transportation?**



# Precision and Recall in Autonomous Driving Systems

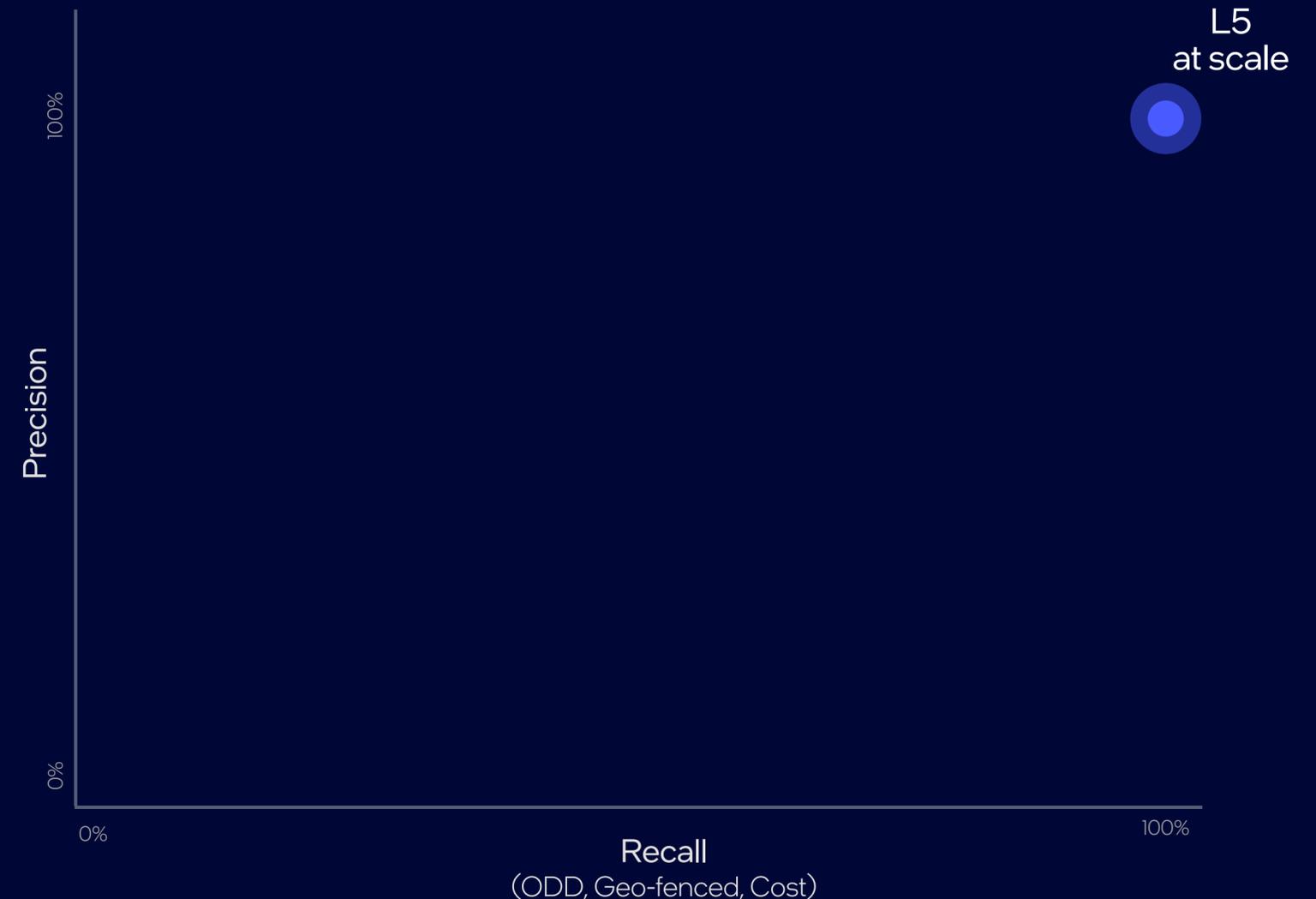
## Precision (safety)

- Mean-Time-Between-Failures (MTBF)
- Sufficient MTBF for eyes-off / no driver

## Recall (availability)

- **ODD:** Conditions where an autonomous vehicle can operate; broader ODDs lead to higher recall
- **Geographical scalability:** How good is out-of-the-box performance in a new location
- **Cost:** Lower cost (system, maintenance) leads to higher recall

## Precision vs. Recall



# Precision and Recall in Autonomous Driving Systems

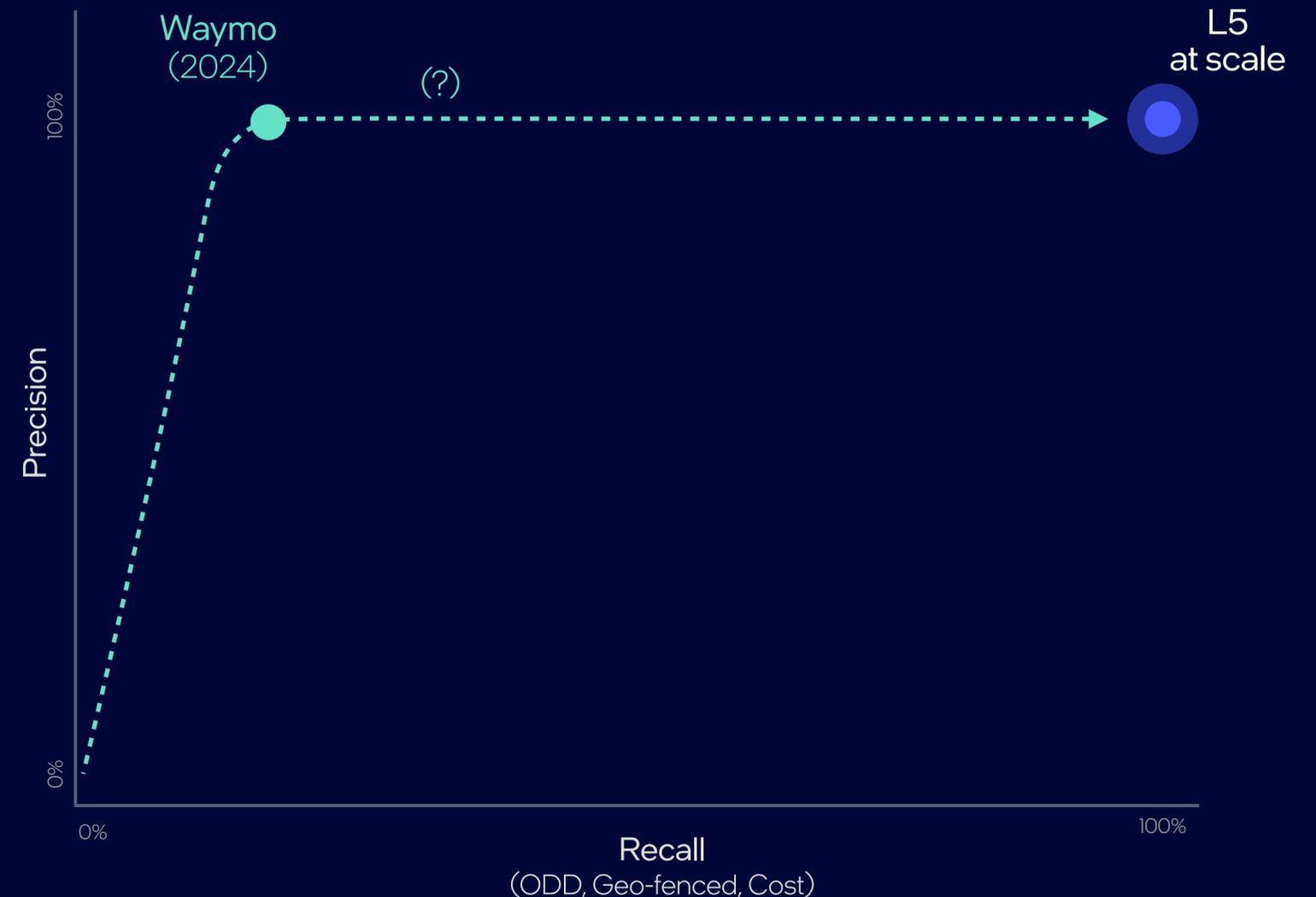
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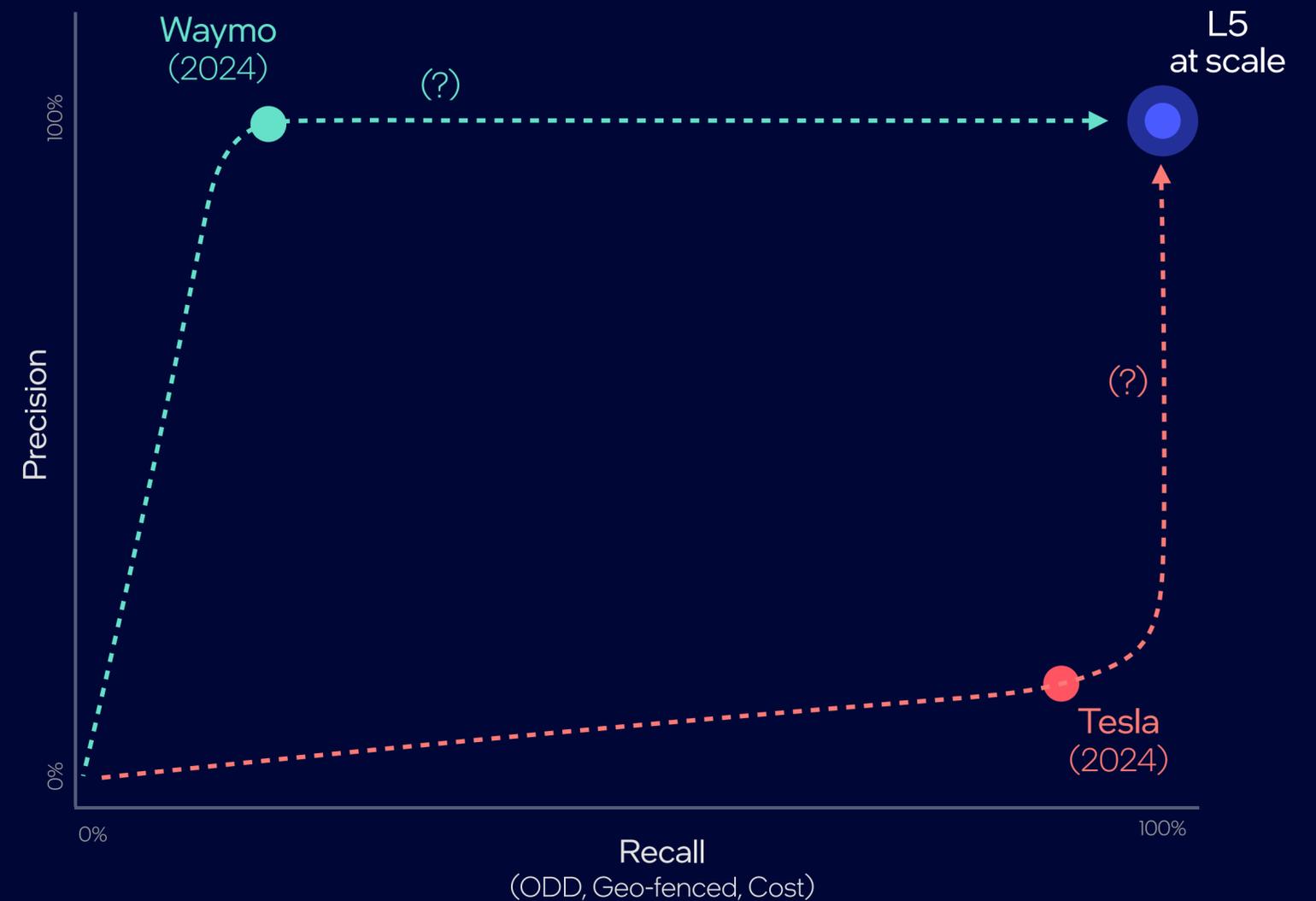
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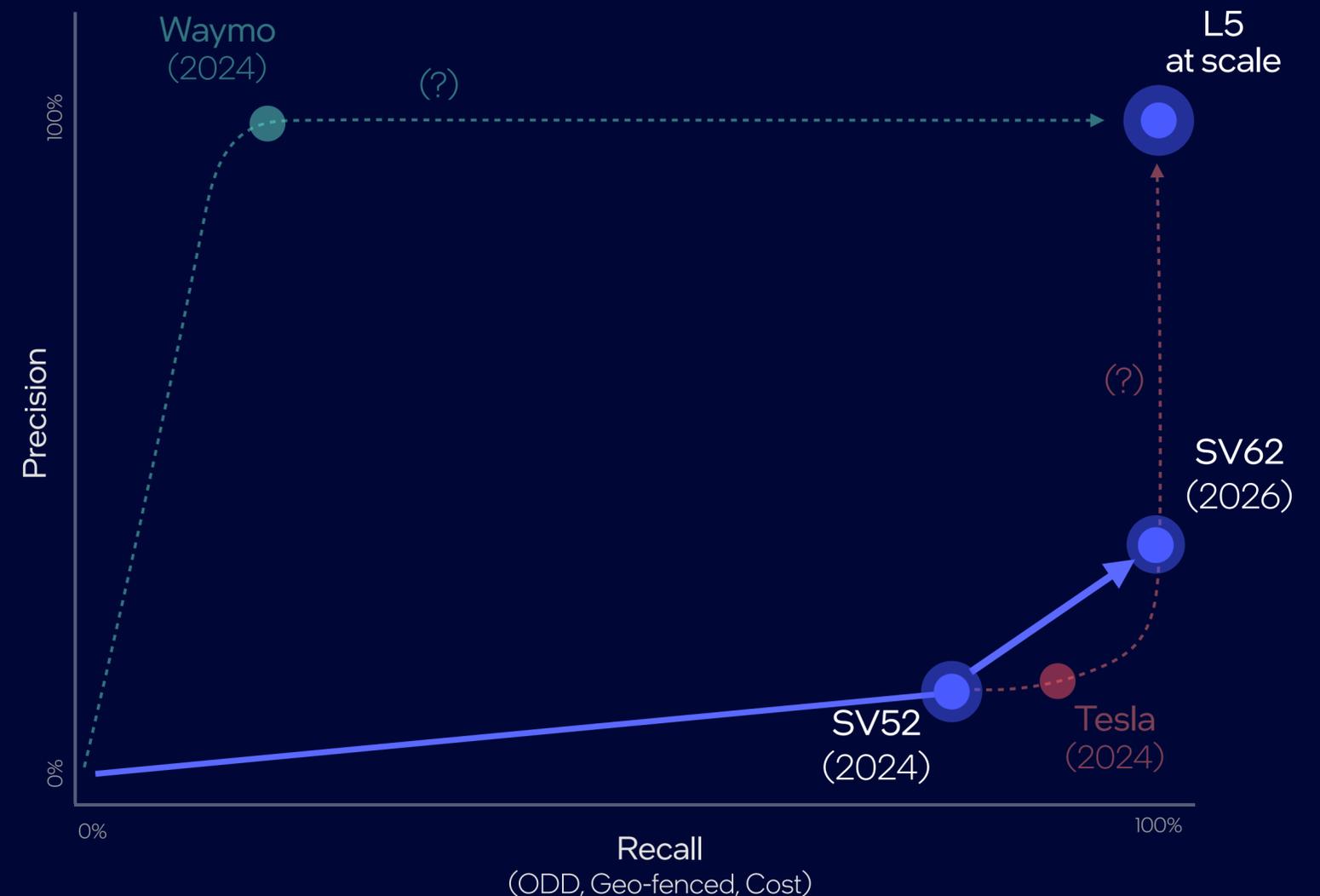
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## Precision vs. Recall



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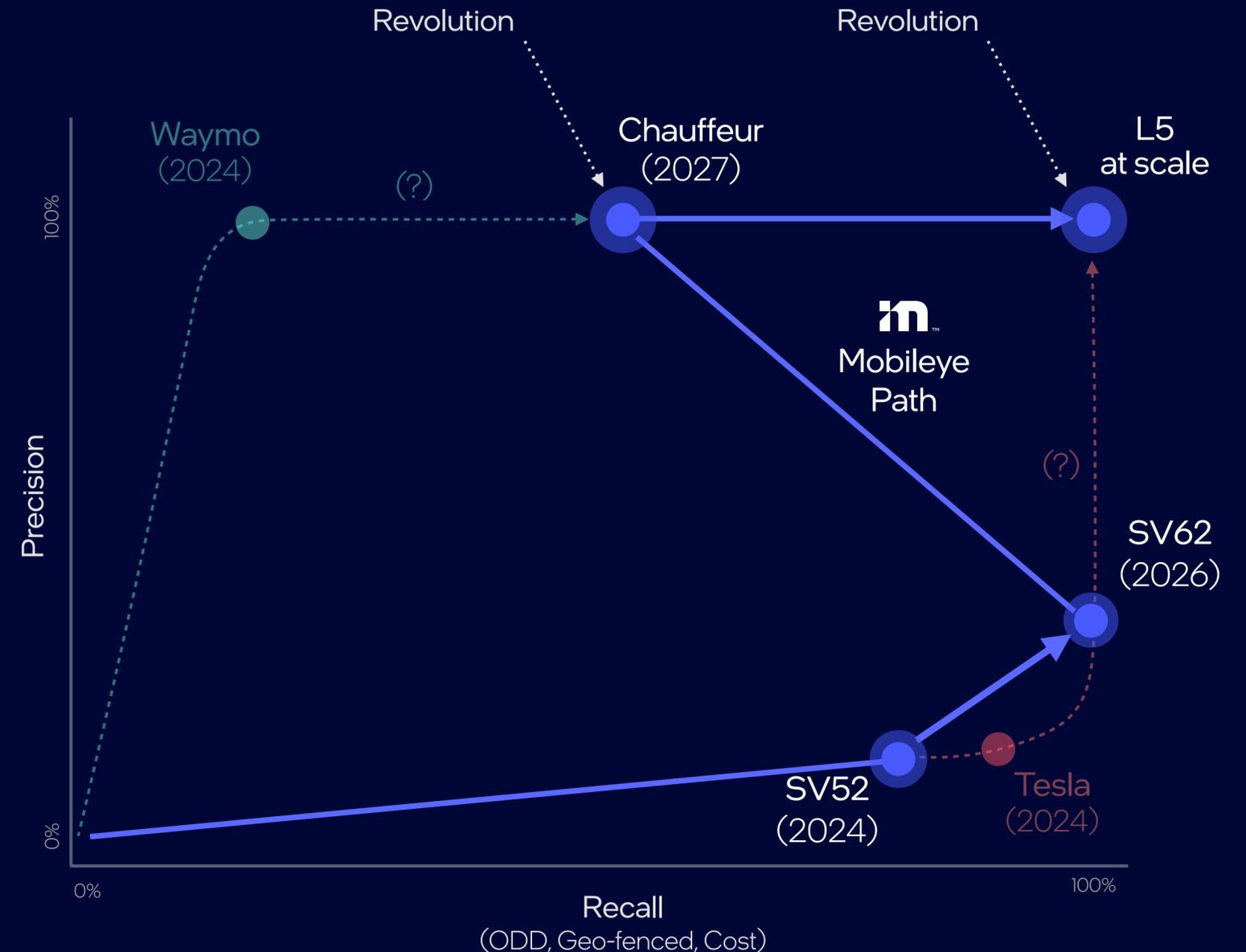
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## Precision vs. Recall



**What Does it Take to Achieve  
High Precision and Sufficient Recall?**



# The Key is Solving the Generalization Problem

## Challenges of generalization

- Many edge cases
- Out of distribution when scaling geographically

## Two approaches to obtain generalization

- Collect sufficiently diverse data
- And/or inject abstractions that transforms “out-of-distribution” and edge-cases to typical, in-distribution, case

## Example: reverse-truck edge case

- Collect data to cover for the edge-case
- Or use an abstraction that makes this edge-case become a typical case

## Mobileye design principles

- Leveraging ADAS data (285 PB currently)
- REM (56.6B miles harvested)
- Using redundant systems where each relies on a different abstraction



# The Building Blocks to Revolutionize Transportation

01

Safety

**Eyes-on:** human serves as the safety driver

**Eyes-off:** the vehicle is responsible for driving (within the ODD)\*

02

Technology Stack

CAIS

Architecture

EyeQ™ 6H

Imaging Radar

Etc.

03

Scalability

Geographic and ODD

04

Productization / Execution

Getting from demo to real product

05

Cost

Solving autonomy while controlling system (compute, sensors...) and development costs

# Safety: High Precision and Absence of Unreasonable Risk

Is a self-driving system with Human-level MTBF sufficient on its own?

## **Answer**

We argue that it is not

## **Why?**

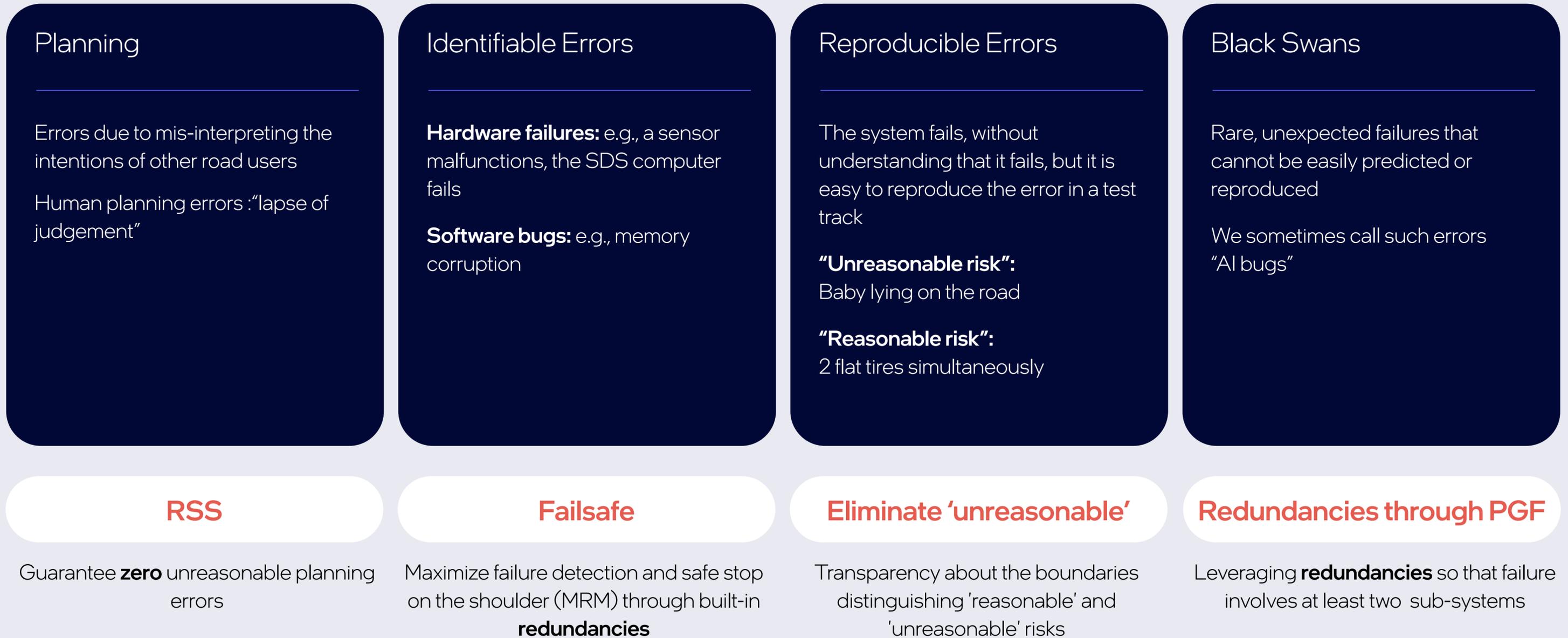
- Humans are expected to properly respond to events even when those are extremely rare (e.g., baby lying on the road)
- Human driving statistics are heavily influenced by illegal or irresponsible behaviors (e.g., driving under the influence, texting while driving)

## **Self-driving system safety goals**

- Absence of “unreasonable risks”, with a transparent definition of the boundary between reasonable and “unreasonable risks”
- The overall MTBF of the system should be better than human statistics

# Safety: Mobileye Safety Architecture to Meet Safety Goals

Absence of “unreasonable risks”, with a transparent definition of the boundary between reasonable and “unreasonable risks”



# The Fusion Problem

## Redundancy

- Key for identifiable errors and black swans
- Boosts precision through design, rather than data-driven iteration
- Supports a system where failure only occurs if 2 or 3 subsystems fail at the same time
- Obtained by building multiple subsystems
- Mobileye builds several types of **redundant** sub-systems

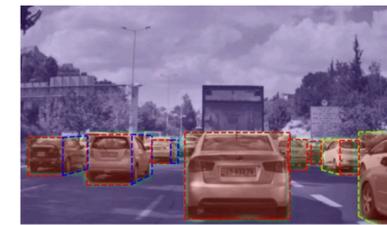
## Challenge

How to arbitrate and fuse multiple sub-systems?

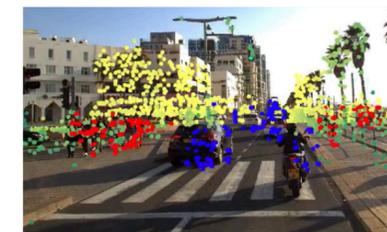
## Redundancies in Mobileye Architecture



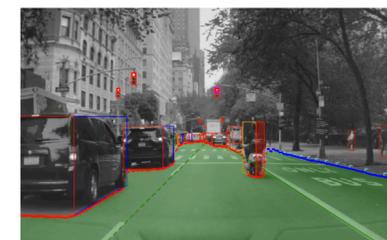
Camera



Appearance-based



Learning



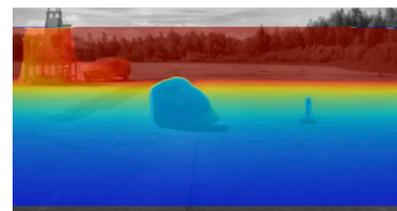
Decomposable

### SENSORS



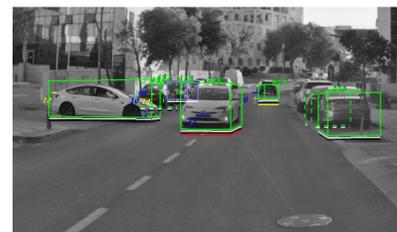
Radar/ Lidar

### CV ALGORITHMS



Geometry-based

### SENSING ALGORITHMS (CV+R/L)



Model-based

### SENSING ARCHITECTURE



End-to-end

# The Primary-Guardian-Fallback (PGF) Fusion Methodology

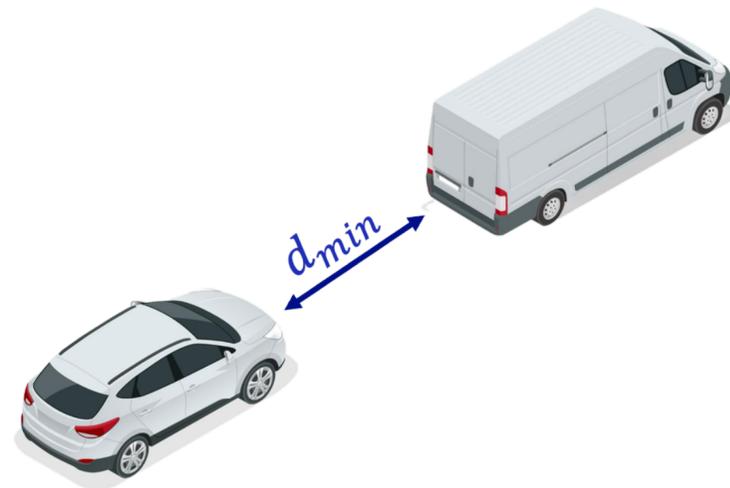
## Consider a simple case

We are following a lead vehicle, and we have 3 sensors

Camera

Radar

Lidar



If there are contradictions between the sensors, where some dictate a strong braking while others not, what should we do?

## Option 1: 'Worst-case'

If any of the sensors indicate the need to brake, we should brake

The probability of unnecessary braking increases by a factor of 3

## Option 2: Majority vote

To deal with both mis-detections and false alarms we can follow a majority vote: 2 out of 3 (2oo3)

Error probability  $O(\epsilon^2)$

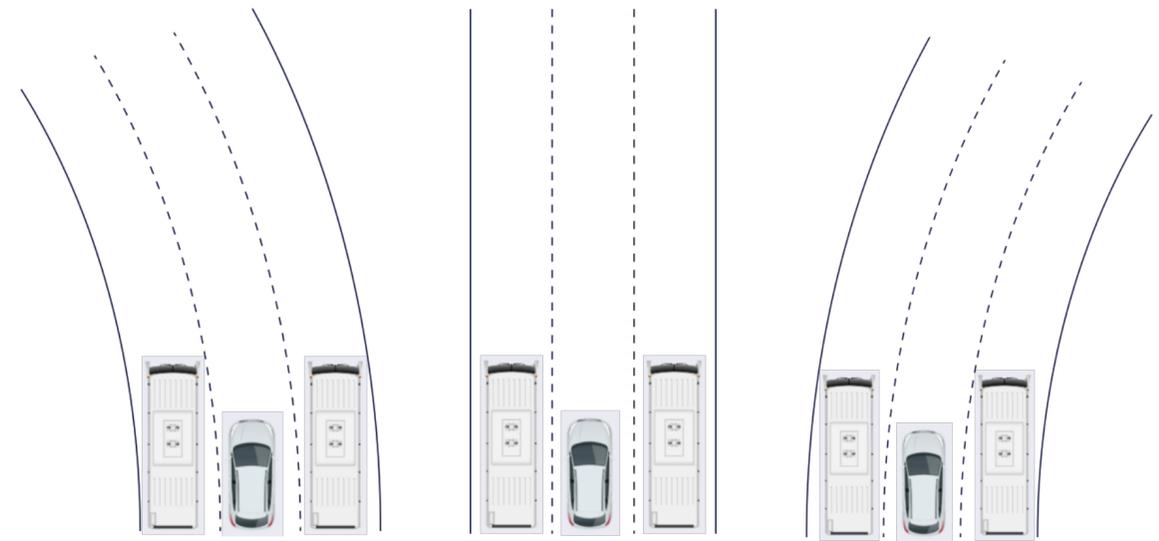
Assuming error probability of at most  $\epsilon$  for each modality and errors are independent

**Either option compromises comfort in favor of safety, and it does not cover non-binary decisions**

# Fusion Done Right by PGF

Consider 3 systems, each one predicts where our lane is

Majority is not defined for non-binary decisions, **so what can be done?**



**We propose an approach for generalizing the majority rule to non-binary decisions**

We build 3 systems

- **Primary (P):** Predicts where the lane is
- **Guardian (G):** Checks if the prediction of the primary system is valid or not
- **Fallback (F):** Predicts where the lane is

> **Fusion:**

- If Guardian dictates Primary is valid, choose valid
- Otherwise, choose Fallback

**Claim**

- Exactly like with majority vote, PGF fails if ,and only if, at least 2 sub-systems fail

## A Safety Architecture for Self-Driving Systems

Shai Shalev-Shwartz, Moran Molnar, Ilai Granot, Almog Shany, Amnon Shashua

Mobileye, 2024

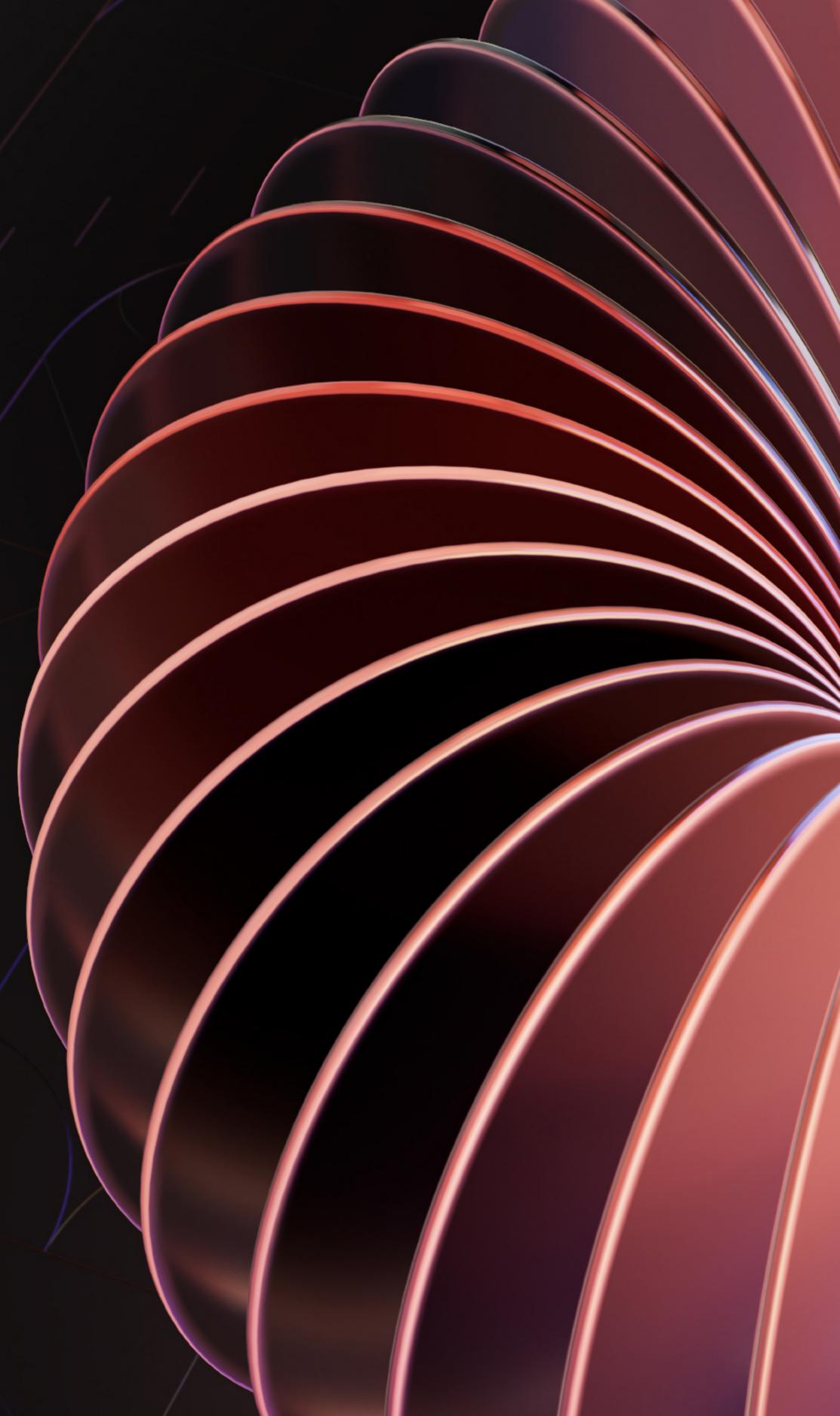
### Abstract

With the increasing presence of autonomous vehicles on the road and the imminent commercialization of fully autonomous systems at scale, the need for transparency regarding the robust safety architectures underpinning these systems has become paramount. Mobileye is advancing self-driving technologies across a spectrum of autonomy levels, including Driver Assistance, Eyes-off, and fully No-driver systems. This paper describes our architecture for Eyes-off and No-driver Self-Driving Systems (SDSs), with a strong emphasis on adherence to critical safety principles. We advocate two primary safety goals. The first is the elimination of *unreasonable risk*, with an emphasis on *transparency* about the boundaries distinguishing reasonable and unreasonable risks. We provide crisp definitions for these boundaries by addressing lapses of judgment in planning, identifiable hardware failures, the elimination of reproducible errors, and leveraging redundancy to mitigate ‘black swan’ events. The second goal focuses on the ‘greater good’: self-driving cars must reduce overall harm compared to the status quo of human-driven vehicles.

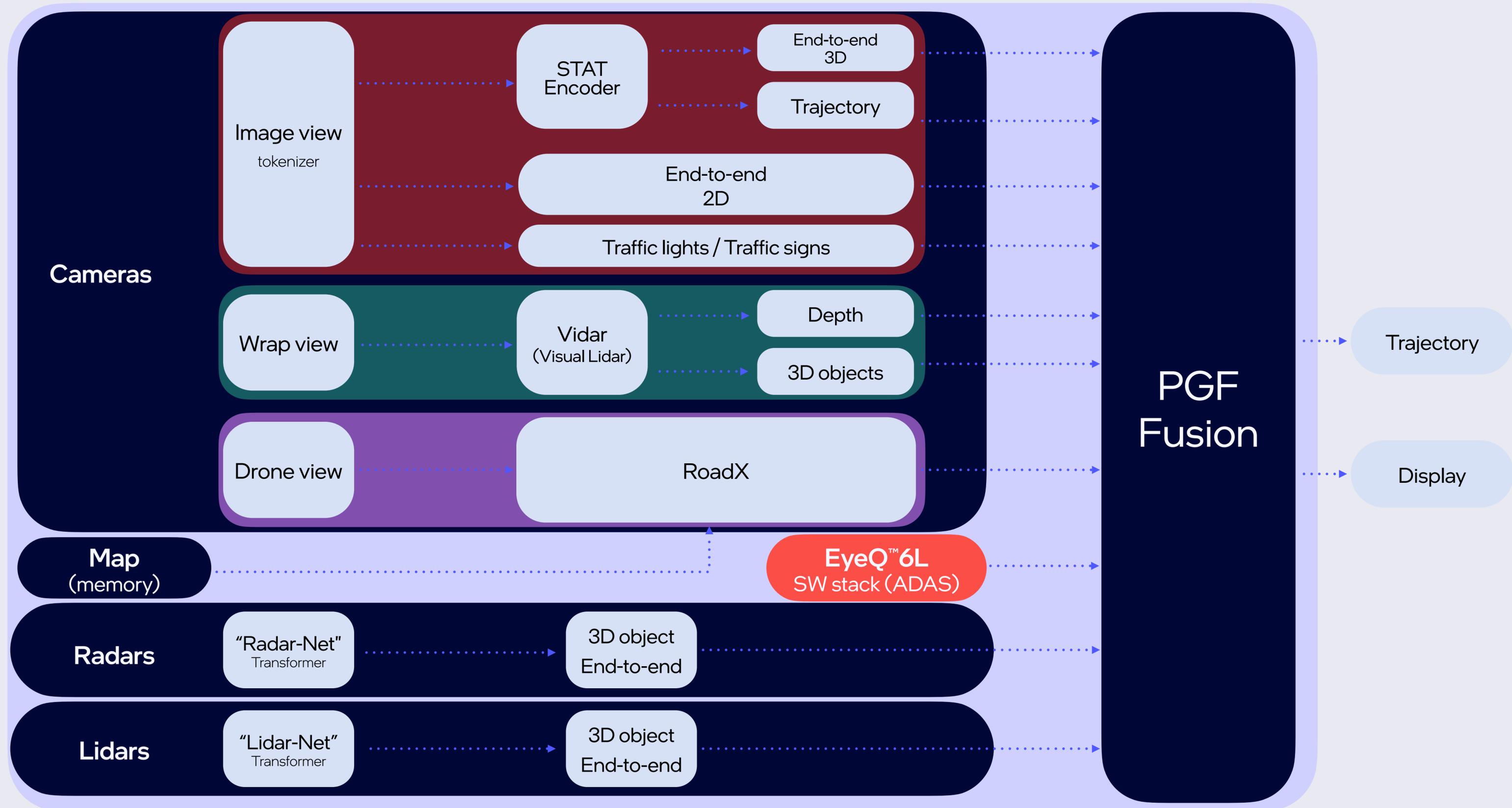
### Contents

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1.2	What can go wrong? . . . . .	2
<b>2</b>	<b>Safety requirements</b>	<b>3</b>

# Mobileye Architecture and the Use of PGF



# Mobileye EyeQ™ 6 Architecture: ADAS, SuperVision, Chauffeur, Drive



# Using PGF as Part of Mobileye Architecture

## Physical objects

**Primary** - Graph Neural Network (GNN) fusion (of all sub-systems)

**Guardian** - Checks RSS with each sensor individually, and follows 2003

**Fallback** - If according to 2003 sensors we violate RSS, apply minimal braking, else apply end-to-end

## Lane Semantic System

**Primary** - 'RoadX' fusion

**Guardian** - 'Lane validator', discriminative DNN

**Fallback** - End-to-end lane trajectory

## Traffic Lights

**Primary** - Decomposable

**Guardian** - "Stop or go" discriminative network

**Fallback** - End-to-end deep network

## Engines

GNN

RSS™-based Policy

E2E Sensing State

....

REM™

RoadX

Lane validator

....

REM™

Stop or go

Decomposable

....

## Sensors

Camera

Radar

Lidar

Camera

Camera

And more: ego motion, view-range, policy, etc.

# End-to-End, From Pixels to Control Commands

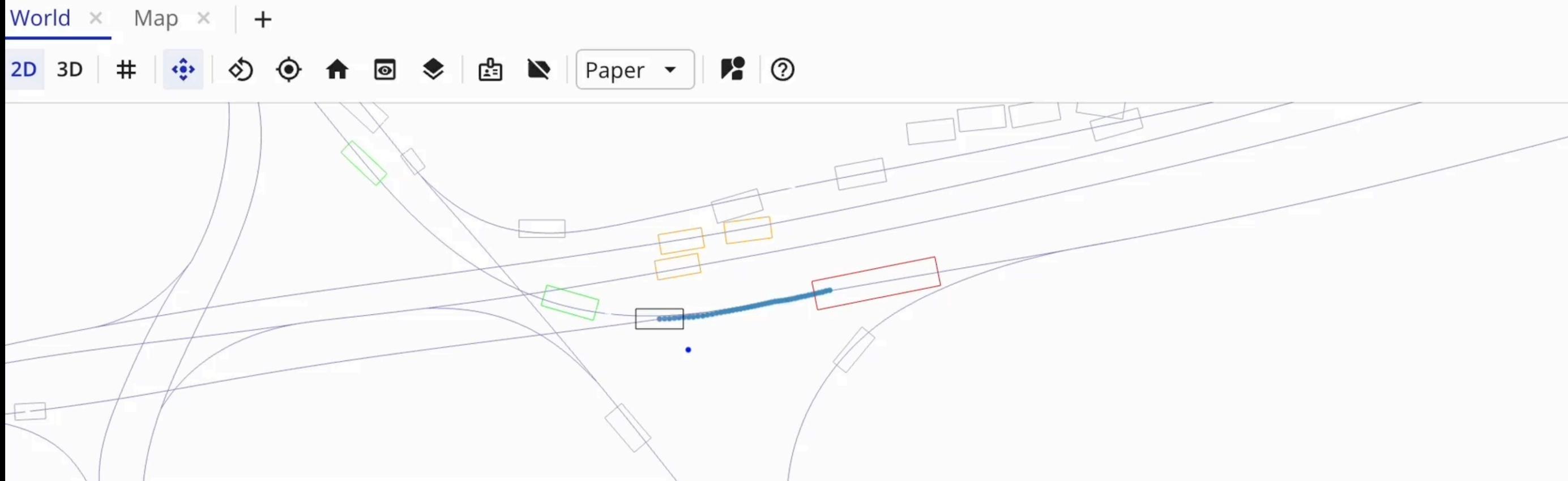
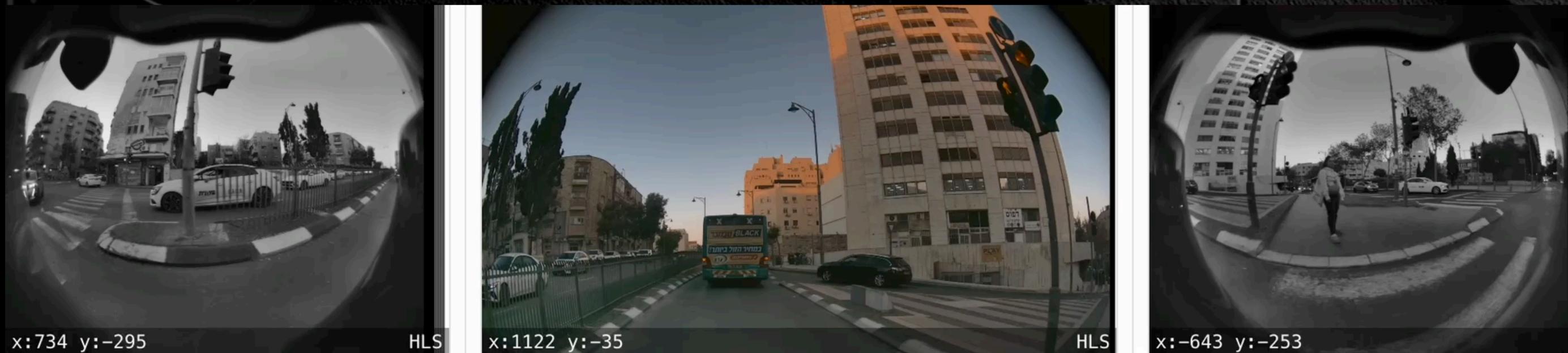
Input: images



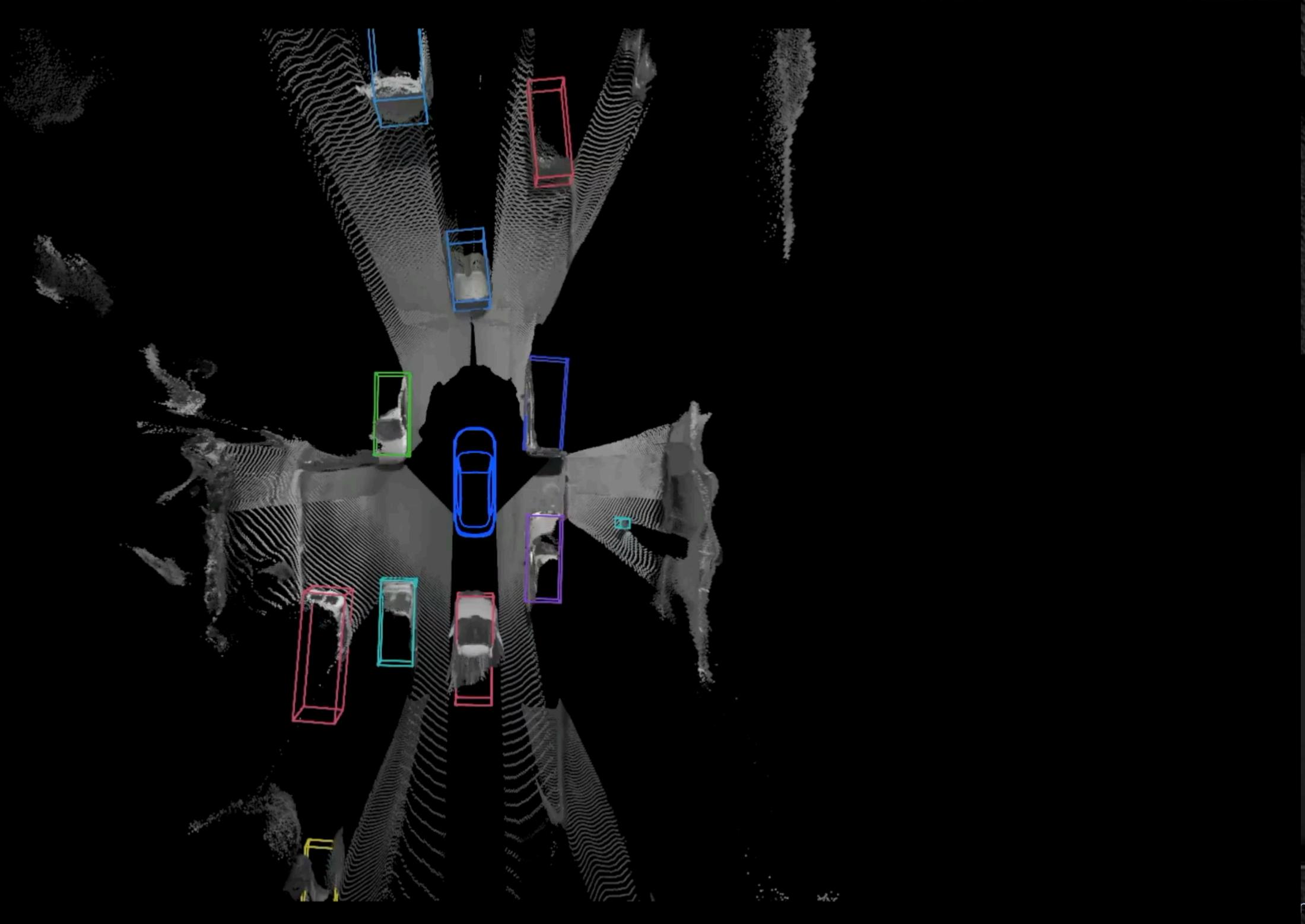
Output: Control commands



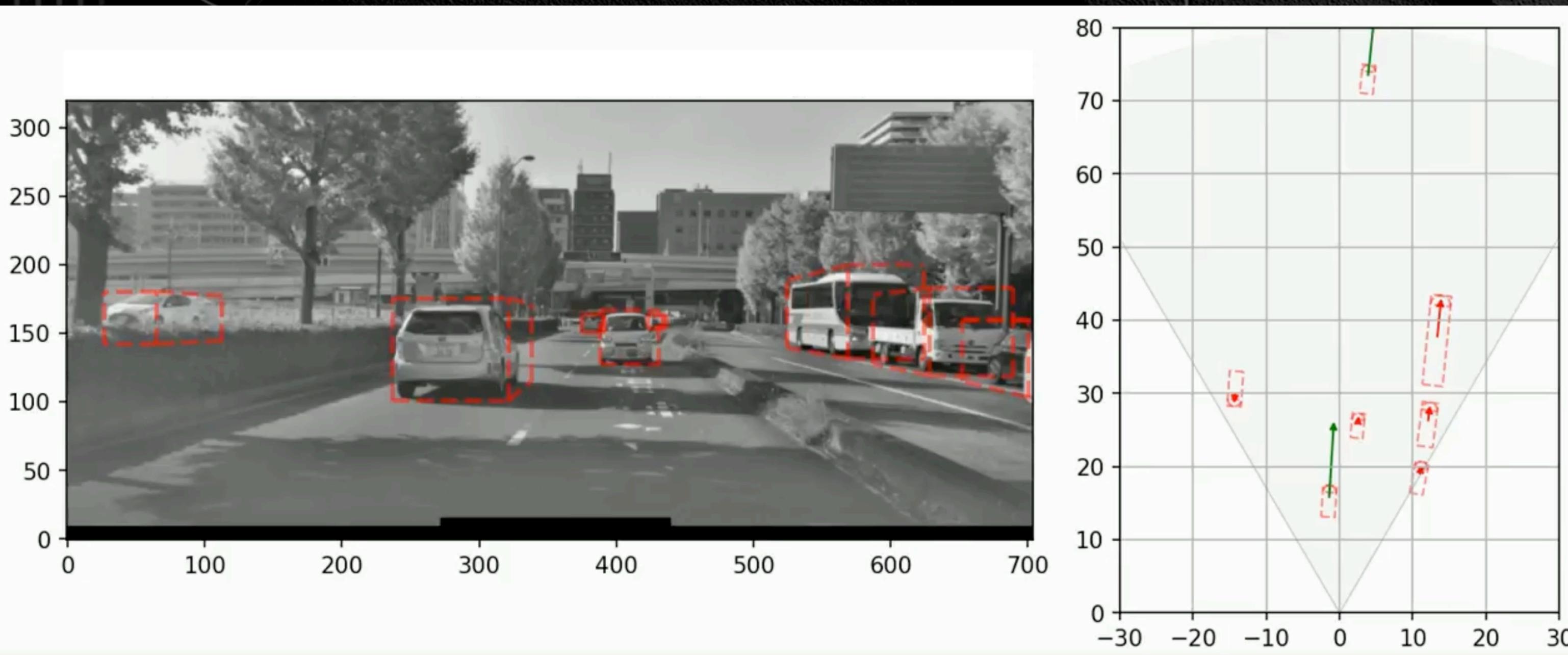
# End-to-End, From Pixels to Control Commands



# Vidar - Visual Lidar



# Vidar - Visual Lidar



# Transformer Net for Drivable Path and More (“RoadX”)

## Generative transformer

- Low level fusion between map and camera
- All road types

### Input:

- Drone view image
- REM (if available)
- SD map (if available)

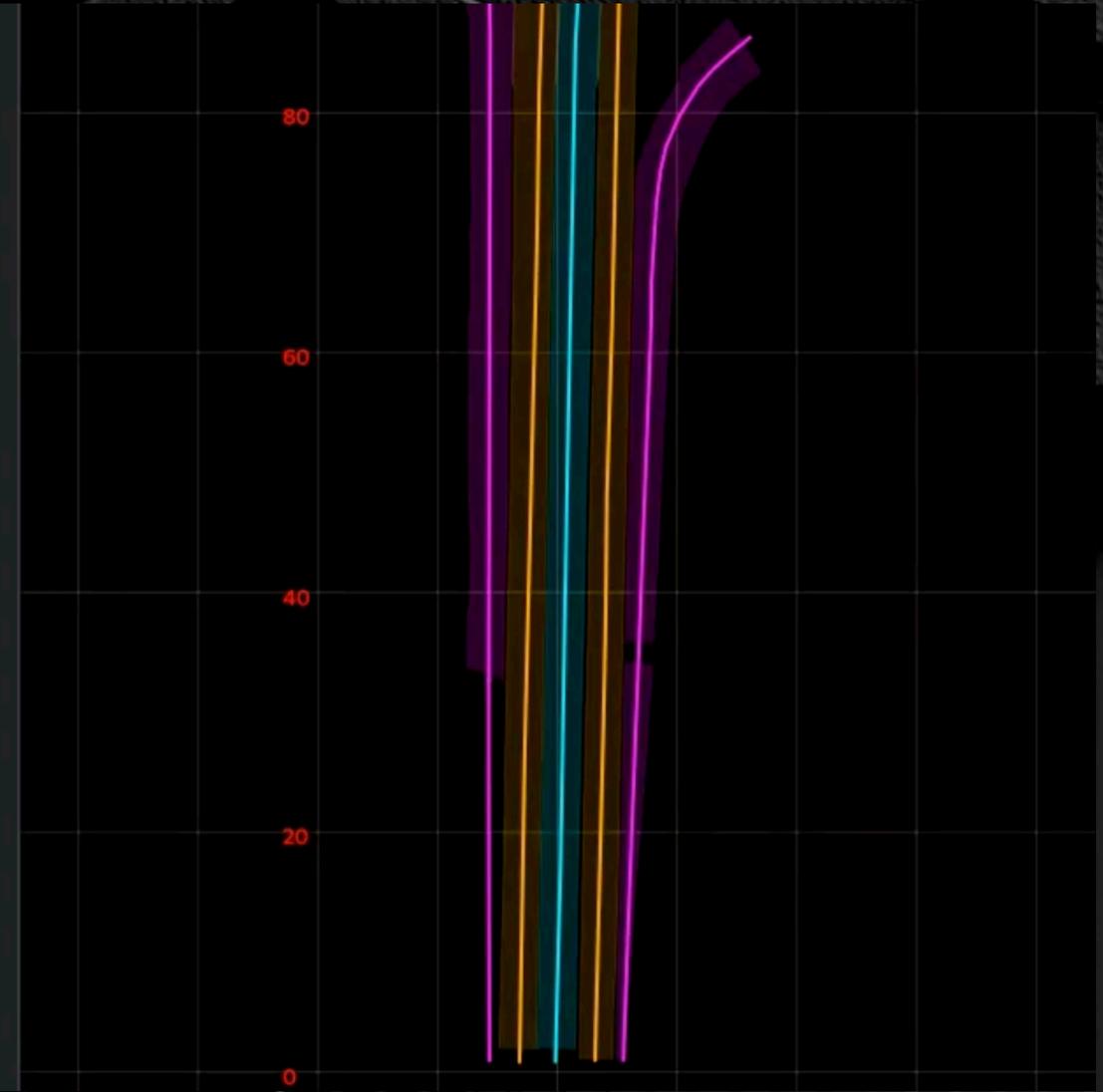
### Output:

- Drivable paths
- Boundaries – lane marks and road edges
- Semantics – split / merge /right / left
- Attributes – HOV, traffic direction, bicycle lane

**Can work mapless (without REM map available)**



# RoadX: Transformer Net for Drivable Path and More



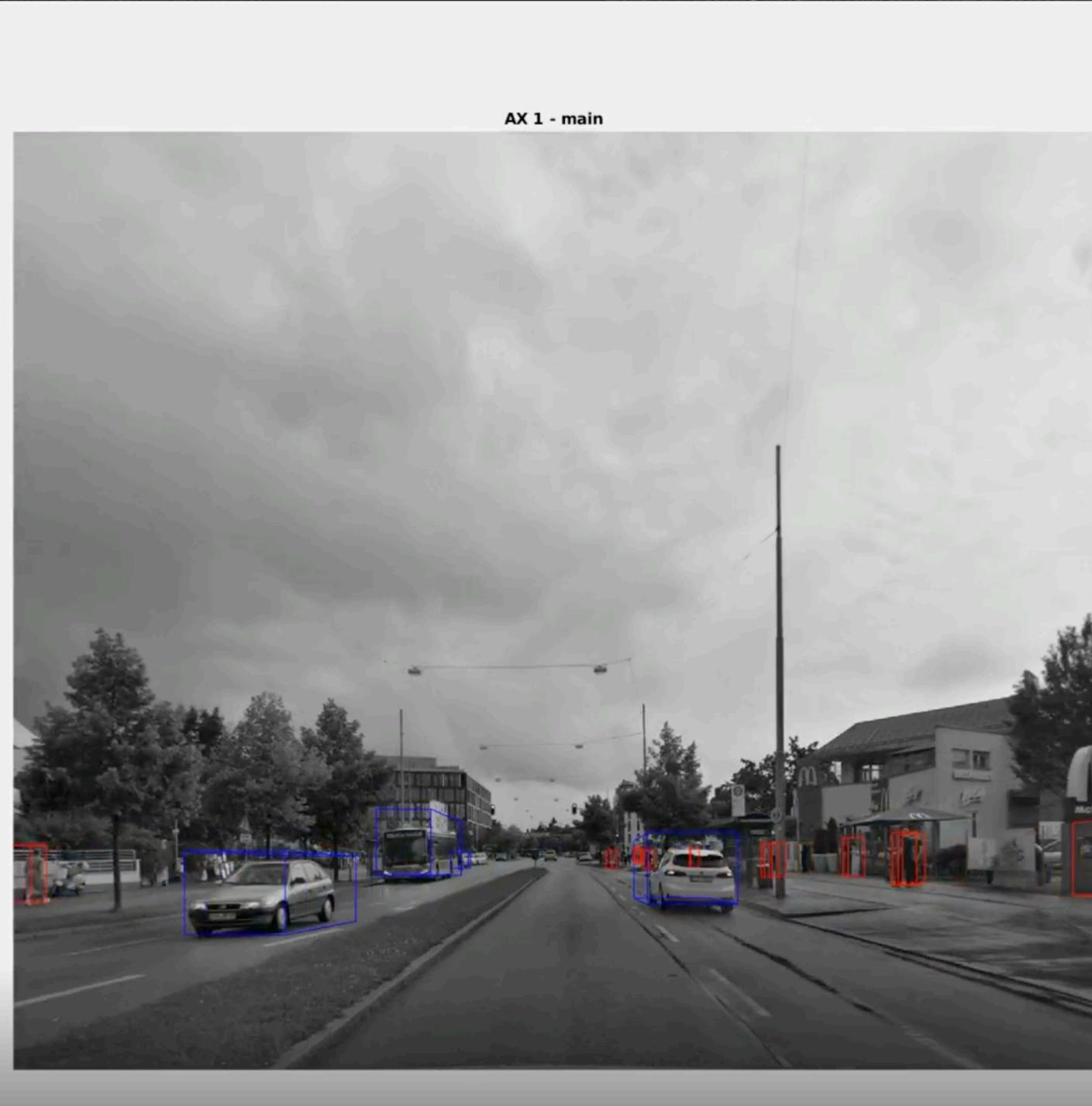
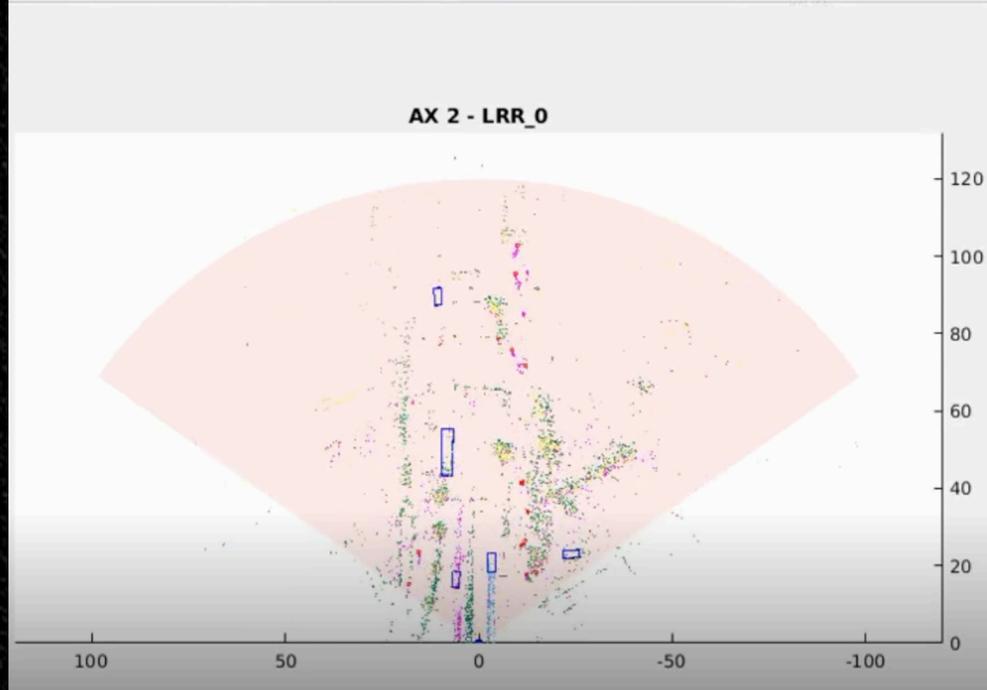
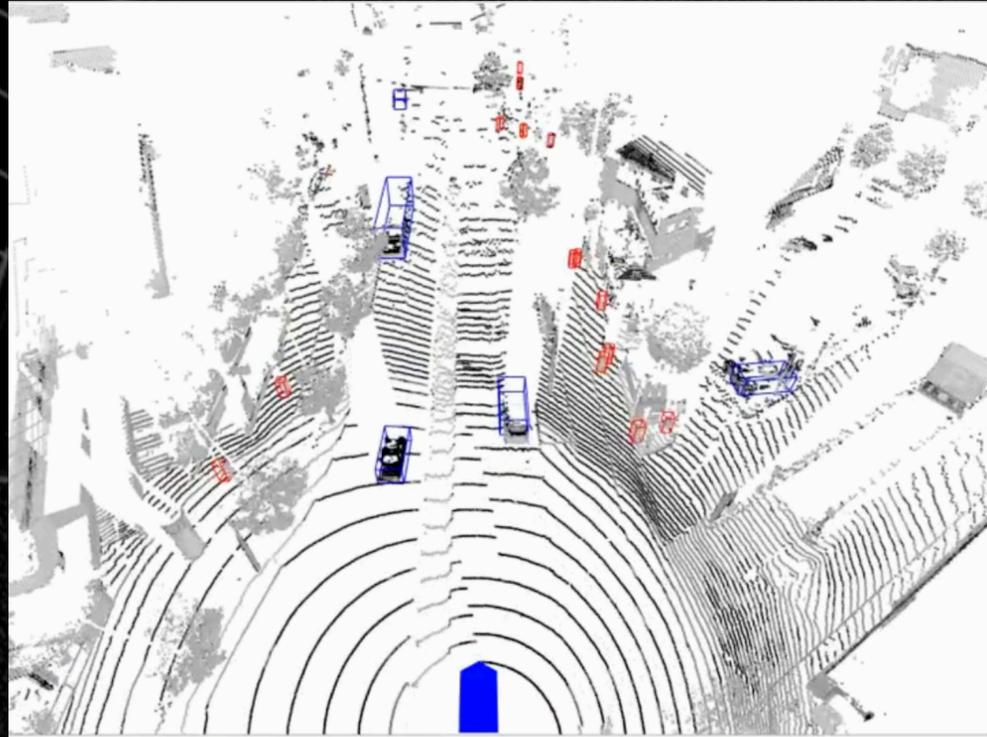
● Neighbor lane

● Current lane

● Other lanes

# “Radar-Net”: Imaging Radar BEV-DNN

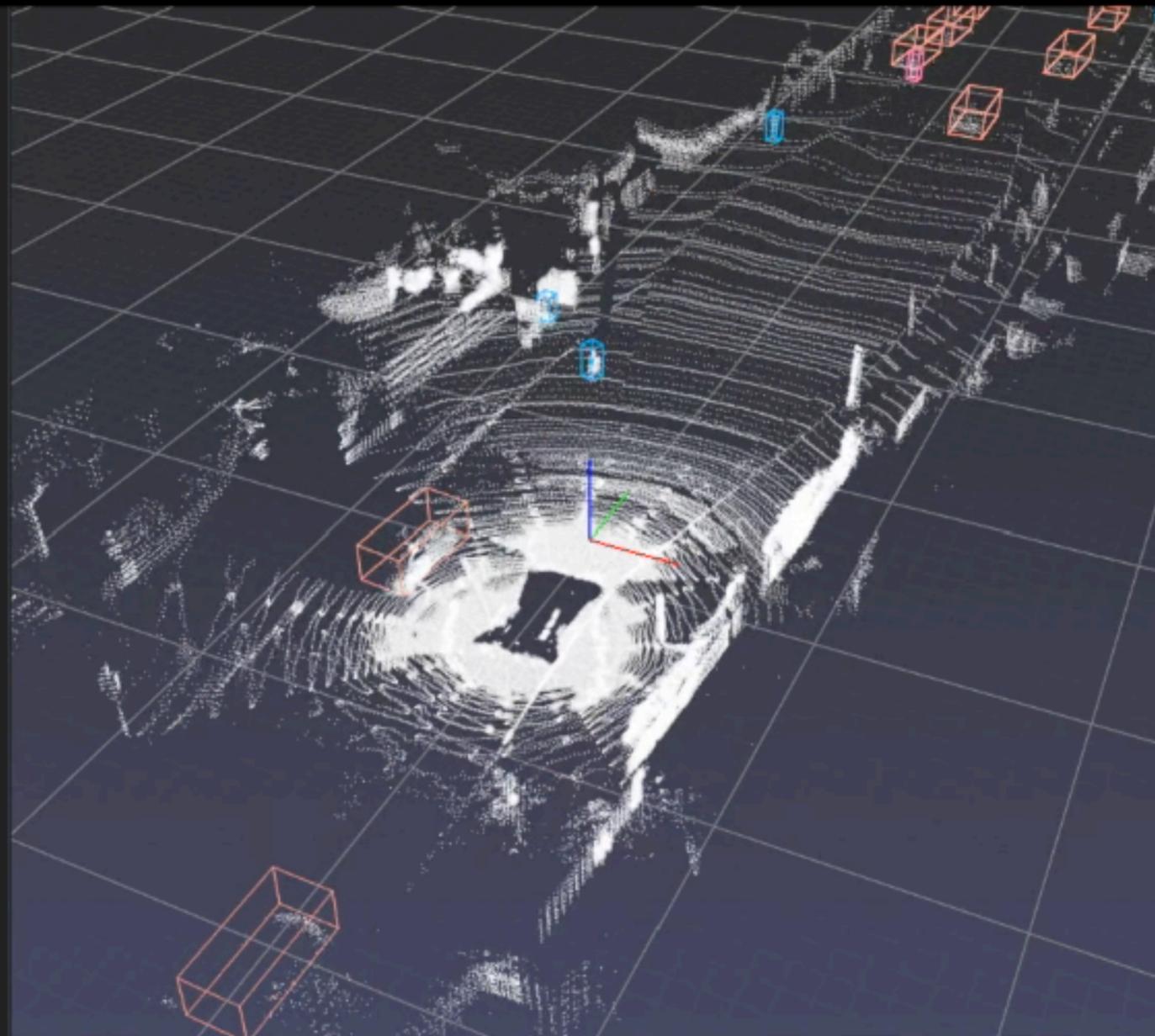
Point cloud → vehicles, pedestrians



# Lidar-Net



Filter Playlist PGM Header View pptk\_widget



# The Building Blocks to Revolutionize Transportation

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Safety

**Eyes-on:** human serves as the safety driver

**Eyes-off:** the vehicle is responsible for driving (within the ODD)\*

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Technology Stack



CAIS



Architecture

EyeQ™ 6H

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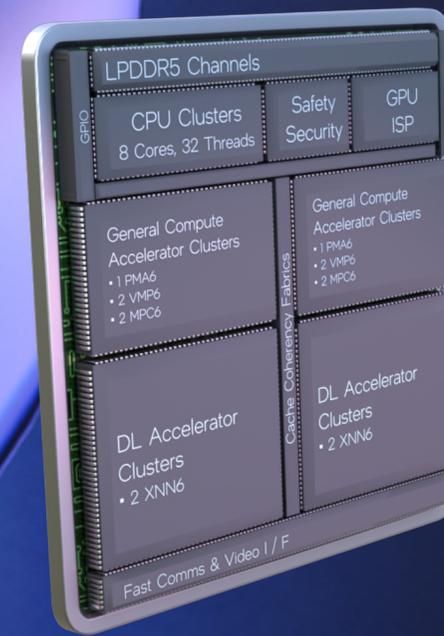
05

Cost

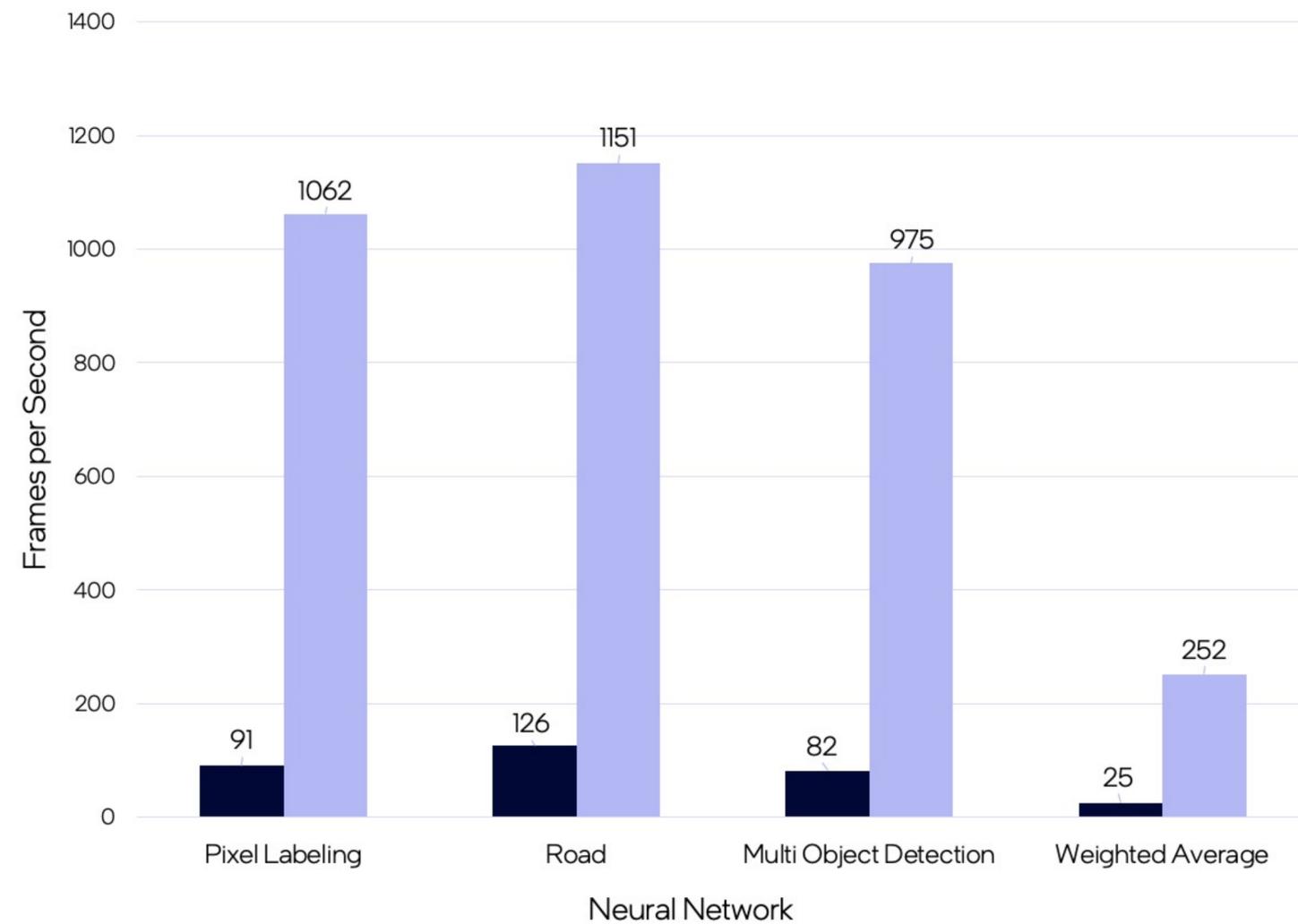
Solving autonomy while controlling system (compute, sensors...) and development costs

# Inference Chip (EyeQ™ 6H)

Design for Efficiency



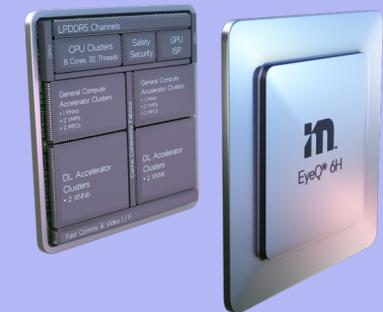
# EyeQ™ 6H vs. EyeQ™ 5H: 10x in Frames Per Second (Inference)



EyeQ™ 5H



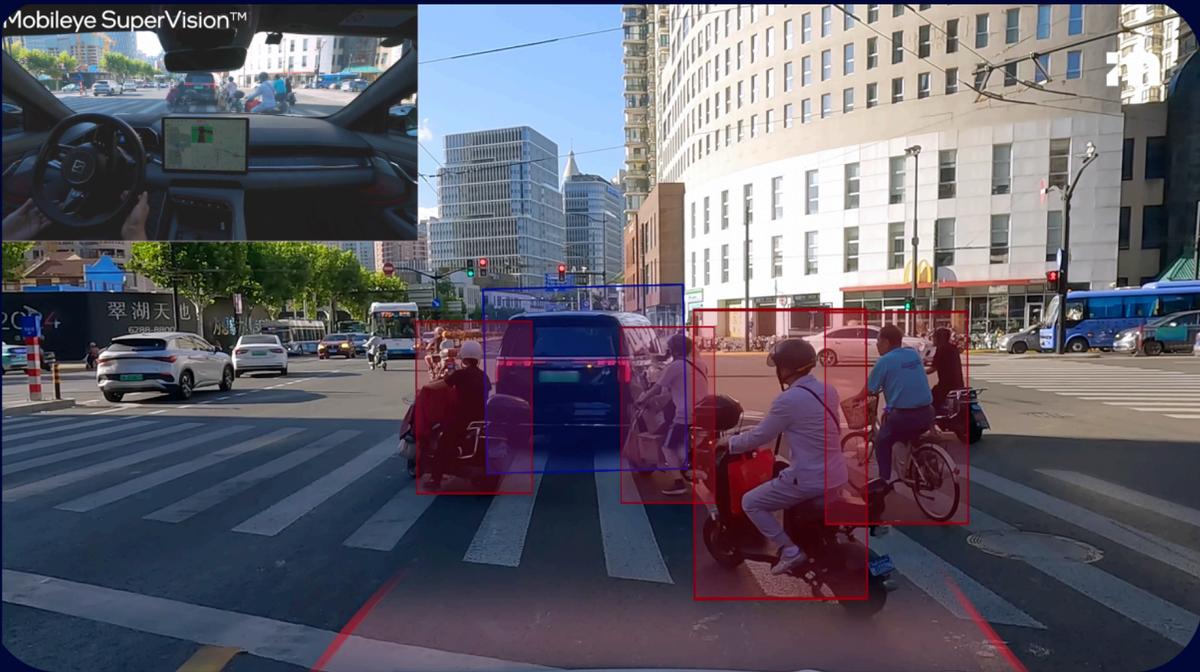
EyeQ™ 6H



# Gen I Vs. Gen II: Quadratic MTBF Improvement

## Gen I

- 2x EyeQ™5H
- ~5-10 hours MTBF



## Gen II

- 2x EyeQ™6H
- X10 compute
- Expected ~500-1000 hours MTBF (camera system alone)



SuperVision™ 62



Chauffeur 63



Drive 64

Redundancy-based architecture unlocks quadratic MTBF improvement

# Mobileye's Imaging Radar



**BSR** (Front LRR/ MRR)



**BSRC** (corner radar)

## BSR / BSRC

Designed to support high speeds, dense traffic, arterial, rural and urban scenarios

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Designed to enable eyes-off (L3/L4) capabilities

---

Short range capabilities designed to replace Short-Range Lidars and enable autonomous parking scenarios

SOP 2025

# Imaging Radar Enabling Autonomy at Scale

## Redundancy

- An independent sensor with different failure modes from cameras and lidars

## Performance

- Density of cameras
- High accuracy in detecting objects in extended distances
- Enables very close 360° coverage

## Cost-optimized for scaling

- Low cost sensor for OEMs to enable an eyes-off product



**BSR** (Front LRR/ MRR)



**BSRC** (corner radar)

# Mobileye's Imaging Radar

Hundreds of tests conducted by OEMs over the past 2 years

Integrate Mobileye's Imaging Radar as a key component of their eyes-off solution

Feedback from the OEMs  
The leading radar in the market, significantly outperforming all competitors

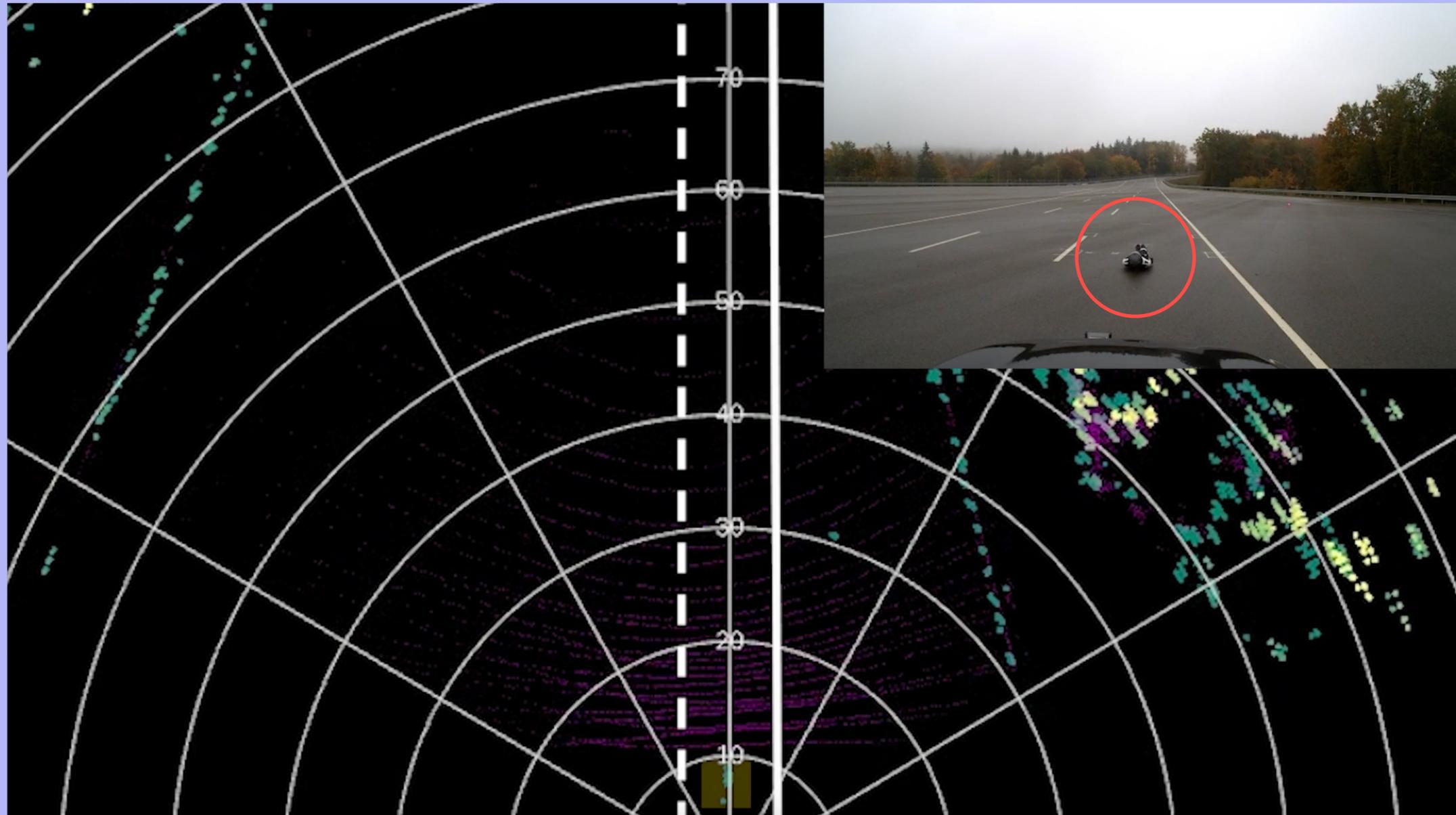
## Hundreds of tests

	Western OEM requirements	Mobileye's Imaging Radar performance (done by the OEM)
Lying dummy facing vehicle direction (open space)	>130m	181m-214m
Lying dummy facing vehicle direction (near guard rail)	>130m	136m-143m
<b>Small wood facing vehicle direction (open space)</b>	<b>&gt;130m</b>	<b>136m-142m</b>
Small wood 90 degrees to the vehicle (open space)	>130m	228m-230m
Small wood facing vehicle direction (near guard rail)	>130m	220m-222m
Small wood 90 degrees to the vehicle (near guard rail)	>130m	158m-167m
Wheel rim in open space	>130m	226m-229m
Child dummy between 2 cars (3m between cars)	>130m	240m (maximum test distance)
Adult dummy between 2 cars (3m between cars)	>130m	240m (maximum test distance)
Wooden pallet 90 degrees to vehicle	>130m	240m (maximum test distance)
Wooden pallet 45 degrees to vehicle	>130m	202m-206m
1 Car Sidetrack, 1 Car +8m rate of closure, with Motorcycle on the middle of car	>130m	240m (maximum test distance)
1 Car Sidetrack, 1 Car +8m rate of closure, with Motorcycle on the middle of car without license plate	>130m	240m (maximum test distance)
...	...	...

# Mobileye's Imaging Radar

A brief overview of one scenario showcasing the tests and performance evaluations conducted by the OEM on our radar

Detection of a dummy with a helmet lying on-road facing our direction

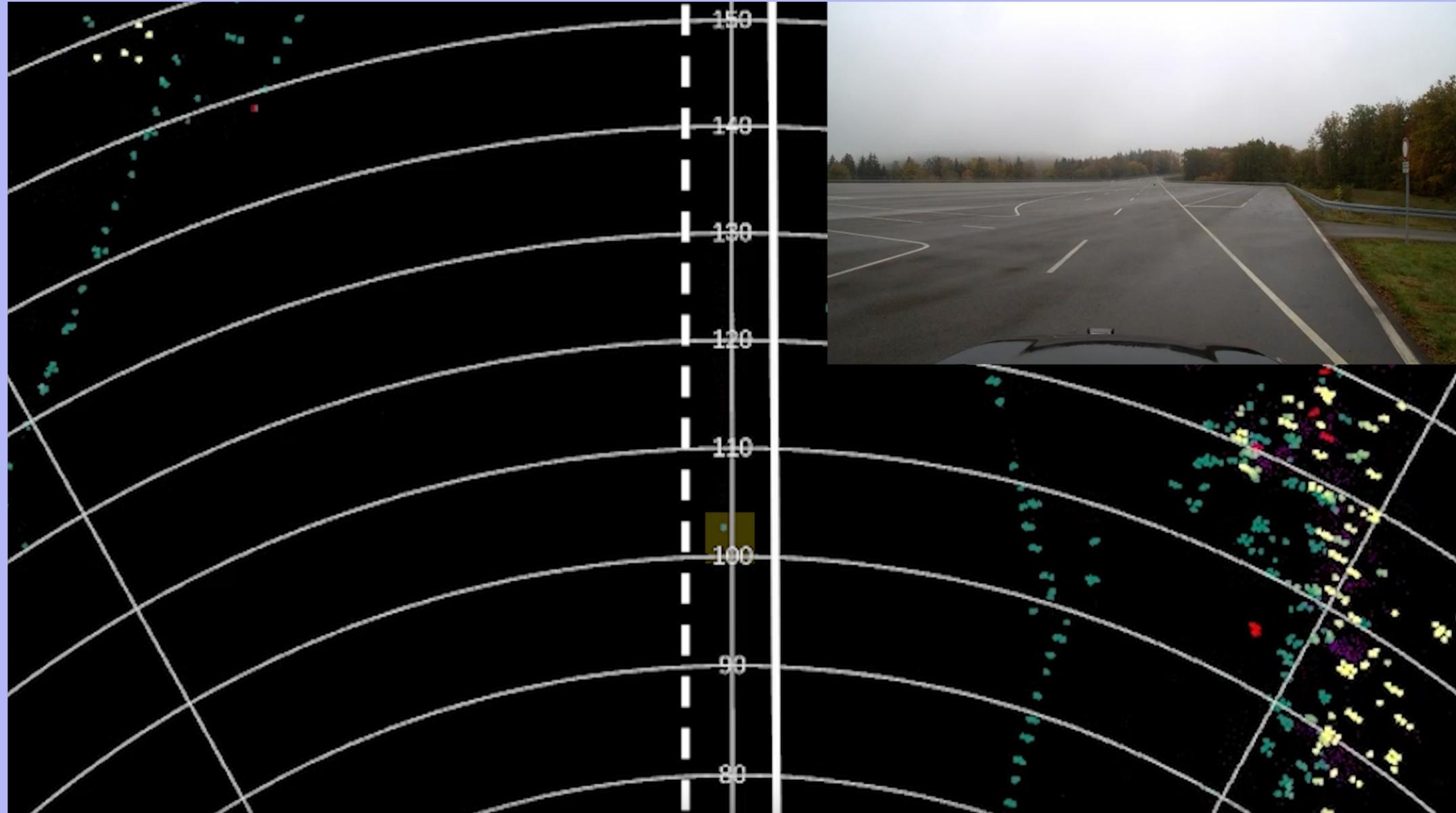


At a distance of 8 meters

# Mobileye's Imaging Radar

A brief overview of one scenario showcasing the tests and performance evaluations conducted by the OEM on our radar

Detection of a dummy with a helmet lying on-road facing our direction

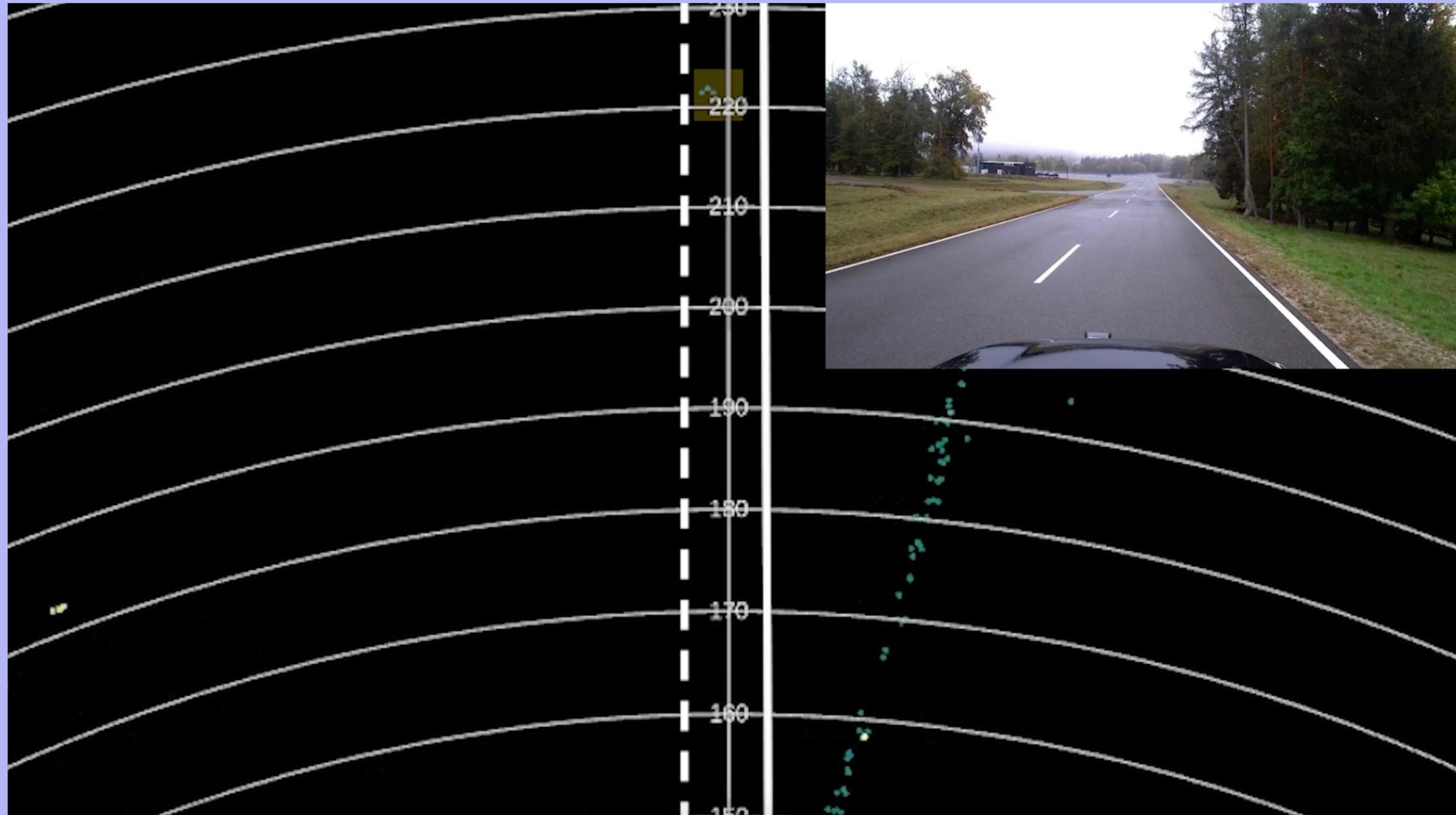


At a distance of 100 meters

# Mobileye's Imaging Radar

A brief overview of one scenario showcasing the tests and performance evaluations conducted by the OEM on our radar

Detection of a dummy with a helmet lying on-road facing our direction



At a distance of 220 meters

# The Building Blocks to Revolutionize Transportation

01



Safety

**Eyes-on:** human serves as the safety driver

**Eyes-off:** the vehicle is responsible for driving (within the ODD)\*

02



Technology Stack

CAIS

Architecture

EyeQ™ 6H

Imaging Radar

Etc.

03

Scalability

Geographic and ODD

04

Productization / Execution

Getting from demo to real product

05

Cost

Solving autonomy while controlling system (compute, sensors...) and development costs

# Geographic Scalability: REM™ Enables Global Memory

56.6B

Total miles harvested as of 2024

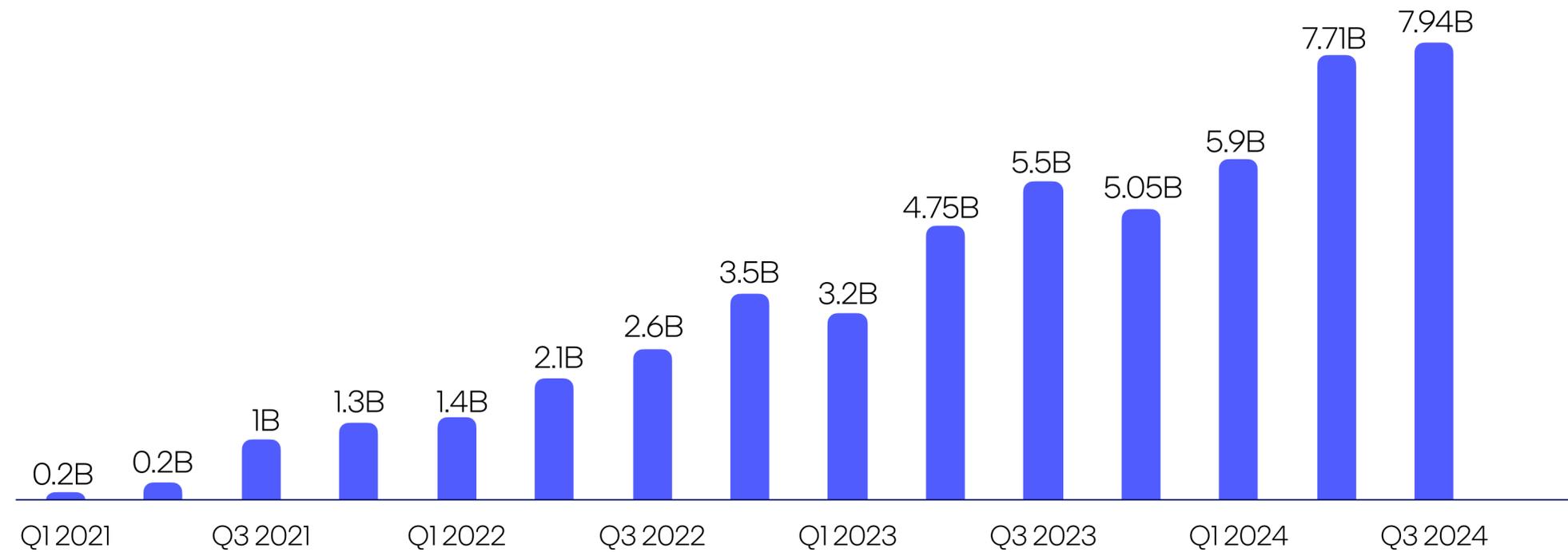
29.6B

Miles harvested in 2024

62.4M

Average miles collected daily in 2024

Miles harvested in 2021-2024



# Geographic Scalability: REM™ Enables Global Memory

Crowd Speed

Traffic light associations

Priorities

Drivable Path

Lane level accuracy

...



# Avoiding Moonshot for ODD Expansion

## ODD Expansion

The ability of an autonomous system to expand its ODD (road types, weather conditions, speed limit, etc.) over time

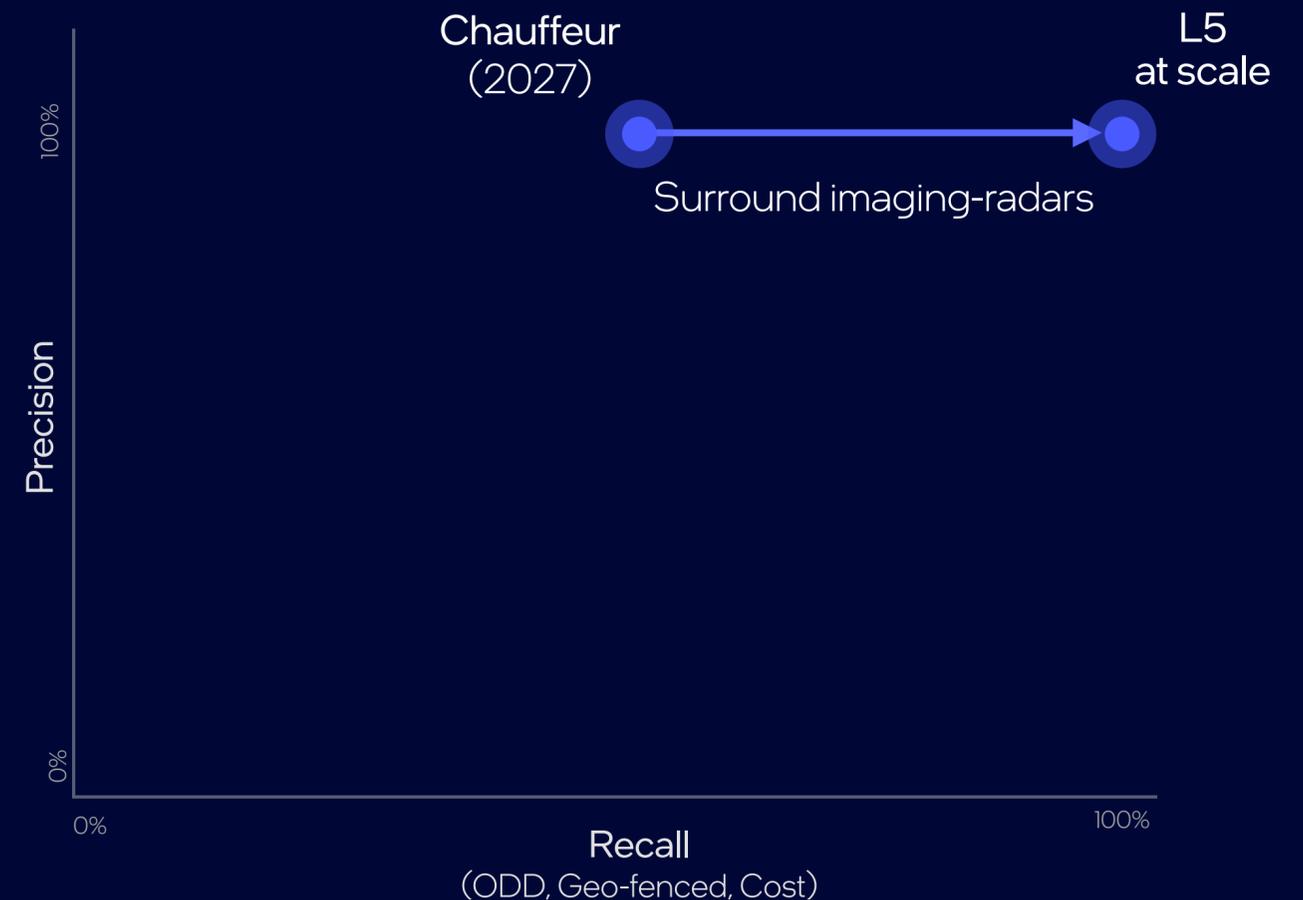
### Mobileye approach to expand ODD with Chauffeur

Starting with core capabilities (highways, on/off ramps, up to 130 km/h), Mobileye to expand ODDs over time by:

- Adding **4 surround imaging radars** as a redundancy layer to surround sensing.
- **Compute:** 4xEyeQ™ 6H or 2xEyeQ™ 7H

**Both add up to a marginal cost increase**

## From Chauffeur to L5 at scale



# The Building Blocks to Revolutionize Transportation

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# Productization: From Demo to Real Product (Consumer Car)

The path to productization presents significant challenges

## Geographic scalability

- More than 50 OEMs
- REM covers over 95% of the roads in the US and EU
- Over 285PB of 'full video' clips worldwide

## Multiple car models and OEMs

Support spectrum of requirements and sensors

- DXP - allows the OEM to code and control unique elements in the system affecting the driving experience
- Modular AI stack (CAIS) - Facilitates the development process to adapt to changes of sensors and their placement on the vehicle

## Meeting industry standards

Automotive grade, FuSa, SOTIF

- Proven experience as an ADAS supplier - Over 50 OEMs, 1,200 car models, and shipping more than 190M EyeQ™ chips
- Successfully deployed SuperVision in both China and Europe
- Transparent safety architecture

# Productization: From Demo to Real Product (Consumer Car)

## Mobileye Advanced Products

Deployed in Europe, China, and soon in the U.S.

In production (SuperVision52)



Pre-production

SuperVision62					17 car models
Chauffeur63					10 car models
Drive64		<b>SCHAEFFLER</b>	<b>BENTELER</b> 	<b>verne</b>	

## Mobileye

**190M vehicles**

Approximately were deployed with our SoCs

**1,200 car models**

Approximately were equipped with EyeQ™

## Mobileye ADAS Execution Machine

2024 numbers

**313 car models**

Equipped with EyeQ™, launched in 2024

**82 Software SOPs**

Delivered in 2024 alone

**Over 80 Active ADAS projects**

With more than 460 software versions delivered in 2024

# The Building Blocks to Revolutionize Transportation

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# Mobileye Vision to Revolutionize Transportation

Moving from Hands-on / Eyes-on to Hands-off / Eyes-off and No-driver

## ADAS

EYES-ON / HANDS-ON



Front Camera (1V)



- Driver Assist safety features
- Cloud Enhancement with REM



### Surround ADAS (6V5R)



- ENCAP 2028+ 5 Star
- Hands Off on Highways

\$700-\$800

1xEQ6H (2026)

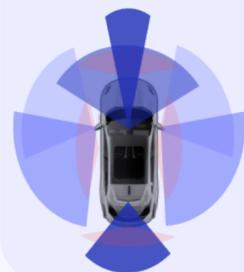
## SuperVision

HANDS-OFF / EYES-ON



Surround Camera (optional radar)

- SuperVision62 enables "Vision Zero" Asymptotic Safety level for ADAS
- Hands Off, point-to-point navigation
- Personalized Driving Flavor, learning from the user



SV62 (2026)

\$2000-\$2500



SV71

\$1200-\$1900

## Chauffeur

EYES-OFF



Surround Camera + Imaging Radar + Lidar

- Giving back time to the driver.
- Overall MTBF designed to be better than human statistics



CH63 (2027)

\$4500-\$6000



CH72

\$4000-\$5000

## Drive

NO DRIVER IN THE CAR



Surround Camera + Imaging Radar + long-range Lidars

- Driverless Robotaxi
- Cutting YY% of average \$/mile



DR64 (2027)



DR72 (2029)

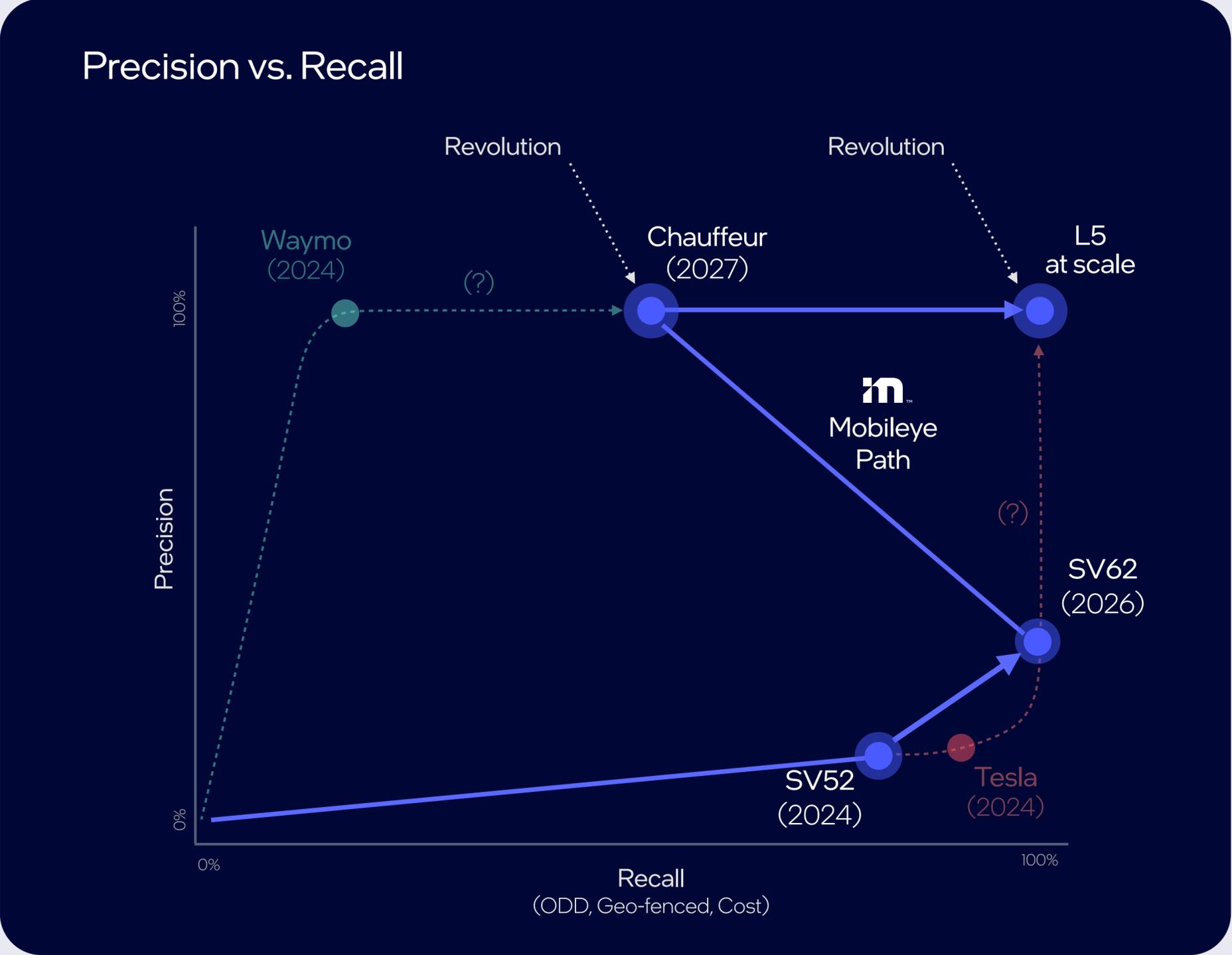
\*Availability and performance is subject to a number of factors, including product's and vehicle's specifications, manual, ODD and law

\*\*Dates provided are estimates only

# Summary: What Does it Take to Revolutionize Transportation

## Crossing the Precision / Recall chasm

- High precision, sufficient recall
- Paving the way for a revolution with Chauffeur and Drive by 2027



\*Dates provided are estimates only



# Now. Next. Beyond.

Mobileye's Annual CES Press Conference

Prof. Amnon Shashua, CEO



This presentation was given on January 7th 2025, at Mobileye's CES 2025 press conference. It is meant to be viewed in combination with the verbal presentation given by Prof. Amnon Shashua, that can be accessed through the replay that will be provided after the event