# 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 current and future business plan and strategies, as well as expectations and information regarding the development of robotics and AI capabilities, the impact of robotics and AI development on Mobileye's business, and the impact of the acquisition of Mentee on Mobileye's operating expenses. 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: the robotics technology and industry may not develop as expected; further deterioration of macroeconomic conditions due to ongoing global economic and political uncertainty (as our current guidance assumes the estimated production and/or demand impact of current tariff conditions); 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, including expectations about excess 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; development of regulatory frameworks for current and future technology; changes in regulation and trade policy, including increased tariffs, in regions in which we operate, including the US, Europe and China; 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; 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; and 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. 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. 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, whether as a result of new information, future developments or otherwise. 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.

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 28, 2024, 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 or the SEC's website at www.sec.gov.

This presentation was given on January 6th, 2026, at Mobileye's CES 2026 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.

SAFETY. PERFORMANCE. AUTONOMY.

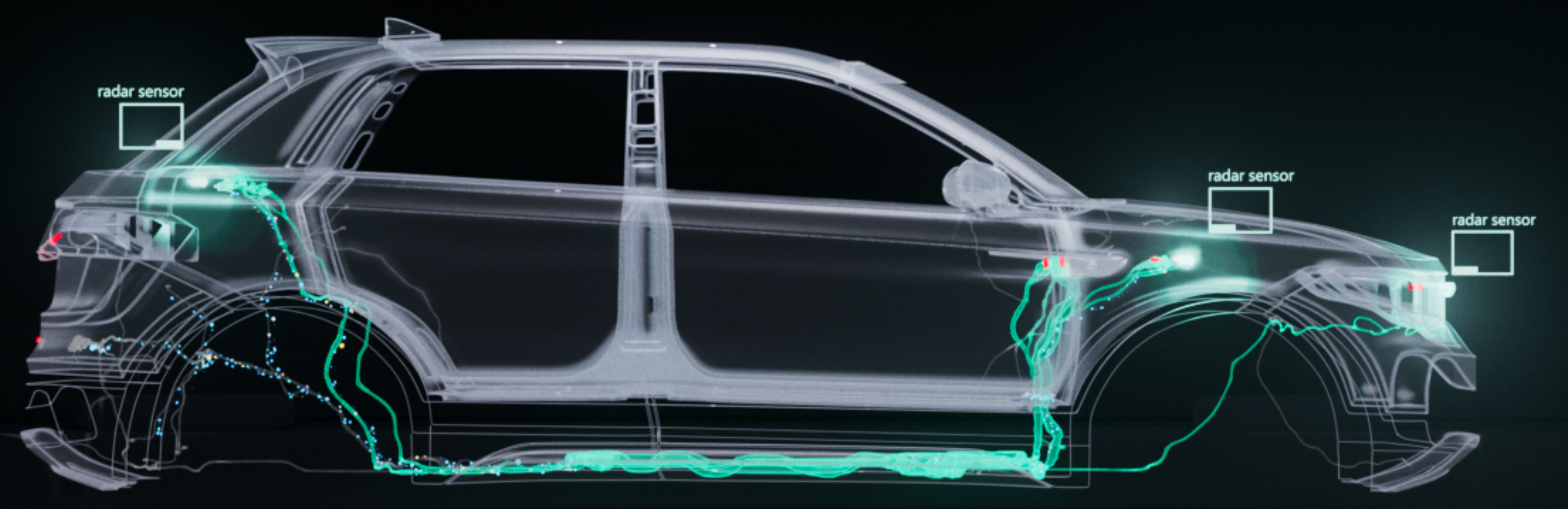
# Now. Next. Beyond.

## Mobileye's Annual CES Press Conference

mobileye™

Prof. Amnon Shashua, CEO

# Mobileye in Numbers



# Mobileye in Numbers

## Base ADAS 2025

Over **95%**

**RFQ Win Rate**

Within RFQs issued by Top 10 customer base during 2023-2025*

**2**

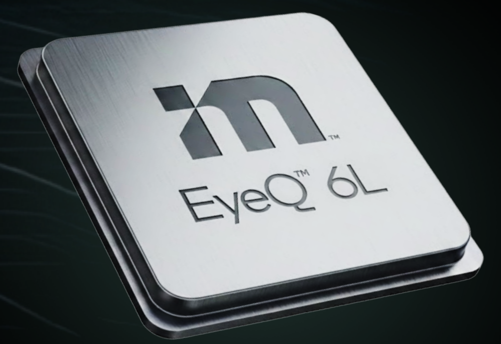
**Design Wins with New OEMs**

Secured with OEMs that Mobileye had not partnered with over the past decade

VOLVO SUBARU

**3.5x**

**Growth in EyeQ6L nominated volumes compared to 2024**



# Mobileye in Numbers

## Pipeline

**$24.5B**
Projected revenue pipeline through 2033 based on current design wins

**$18B**
Awarded in the past 3 years

**~42%**
Growth compared to 2023 ($17.3B)

**100M+ EyeQs**
In active RFQs*

~80% of potential volume based on advanced SoCs (6L / 6H / 7H)

## Deployment

**230M+ Vehicles**
Deployed with Mobileye SoCs through Q3 2025

# Mobileye's REM Harvesting

over **8M**

Active REM™ harvesting vehicles worldwide

**32B** Miles

Harvested in 2025
(~20% growth compared to 2024)

**3** New OEMS

Expected to join our REM data harvesting plan
Expand our OEM portfolio and strengthen a diversified OEM footprint

# Surround ADAS Design Nomination Awarded by a Major US OEM

Hands-off highway driving as a standard system across **~9M vehicles**

All volume equipped with single EyeQ6H

SOP Q2/2028

# Surround ADAS: Market Traction and Value Expansion

## 2025 Design Wins

2

Design Wins

+ Major US OEM

## Projected Lifetime Volume

Over

19Mu

Supports trend of basic ADAS evolving towards Surround ADAS

## Revenue Uplift

ASP

12x-14x

Mobileye as Tier 1
(compared to base-ADAS)

ASP

2x-4x

Mobileye as Tier 2
(compared to base-ADAS)

# Advanced-Product Status

## Surround ADAS / SuperVision / Chauffeur

# Advanced-Product Status

## Surround-ADAS

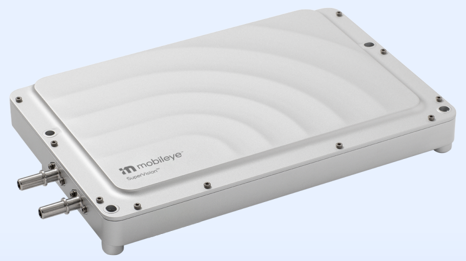
Hands-off/ Eyes-on (highway)

- **B-sample integrated** in 5V5R setup
- **Functional testing campaigns underway**

Full software implementation expected by Dec 2026

**Achieved within 9 months of nomination**

## SuperVision SV62



Hands-off/ Eyes-on
(highway, rural, urban)

- **C-sample hardware** integrated in vehicles
- **Dozens of Porsche vehicles** conducting global testing
- **Gen II stack expected by April 2026** enabling advanced AI for point-to-point driving across highway, rural and urban

## Chauffeur CH63

Hands-off/ Eyes-off
(highway up to 130 kph)

- **B-sample hardware** integrated in vehicles
- **Chauffeur prototype vehicles** undergoing road testing and validation
- **Eyes-off specific functions** testing underway

# Global Autonomous Vehicle Programs Powered by Mobileye Drive

- Mobileye Testing Sites
- Mobileye Deployment Sites (Planned)

# Robotaxi Built for Scale

## Mobileye & VW / MOIA

# Mobileye & VW / MOIA Robotaxi Status

## Ongoing Development

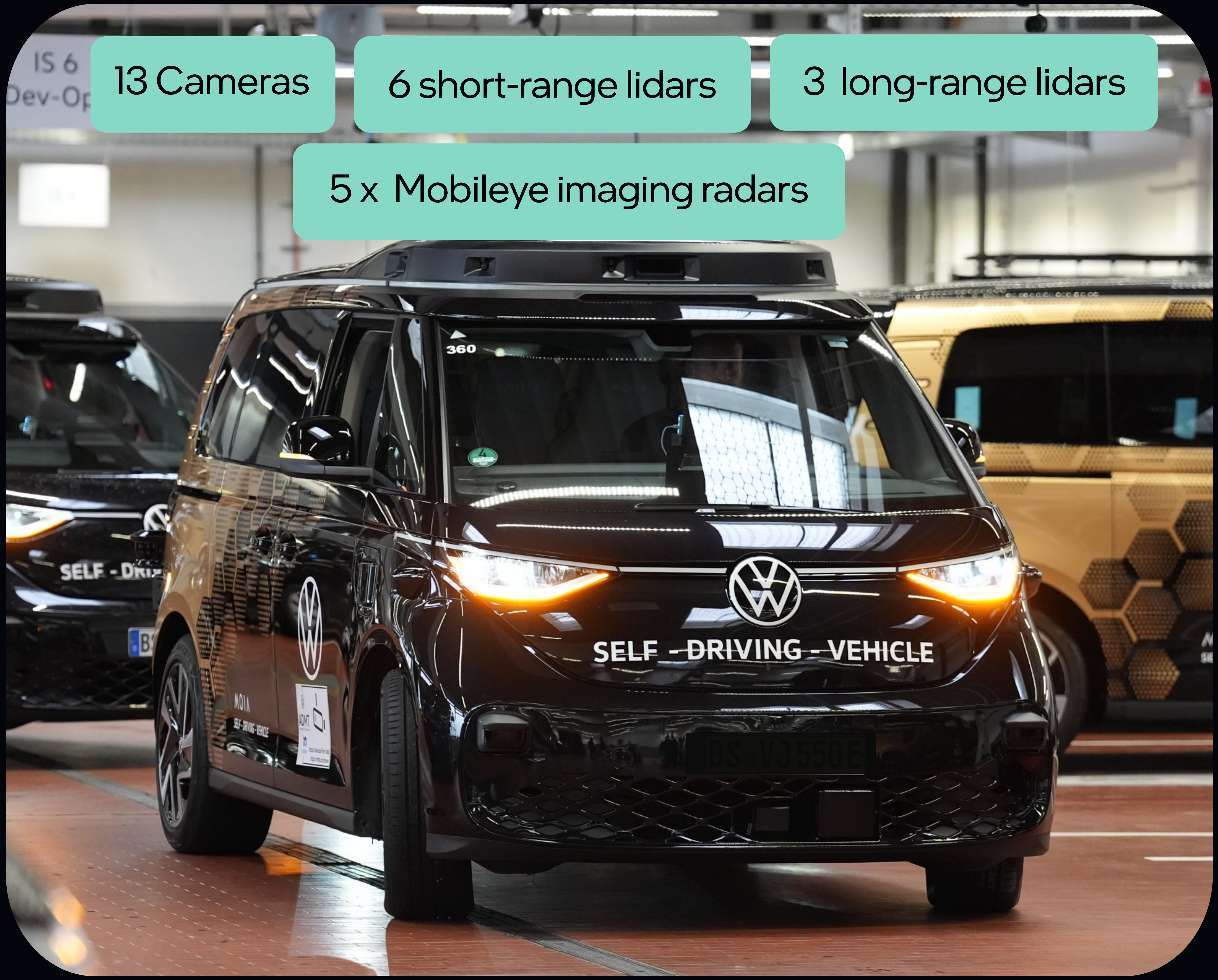
- Vehicles equipped with c-sample hardware and final sensor suite
- 100+ vehicles in testing and validation across Europe and the US

## Coming Milestones

- February 2026 ID. Buzz L4 ready
- Driverless by Q4 2026 in US

## Commercial Rollout (2027)

- **Los Angeles** (with Uber) → Oslo, Norway (with Ruter) → Hamburg and additional cities



AUSTIN

HAMBURG

LOS ANGELES

MUNICH

U.S. LAUNCH CITY

OSLO

# Christian Senger

Volkswagen Autonomous Mobility, CEO
MOIA, Chairman of the Board

mobileye™


MOIA
A Volkswagen Group Company

100,000 Robotaxis on the road by 2033

# Autonomy Under the Hood

## Integrating AI into Autonomous Driving Systems

# From AI Architecture to Scalable Autonomy

## **System Architecture:** Fast/Slow, VLM, .....

How to harness modern AI in compute and power-constrained real-time systems while maintaining exceptionally high accuracy

## Validation Methodology

- Designed to support large-scale deployment
- Minimized real-world data requirements for new-city rollout

## Economy of Scale

- Sensor setup and compute cost-down path
- Teleoperation-to-vehicle ratio ➜ 0 over time

# Autonomy Ingredients

## Vision-Language-Model / Action (VLM / VLA)

What is the right way to harness foundation models?

**"A caricature" approach:**

Pixels → [VLA] → Trajectory

**Challenges:**

- Hallucinations
- Safety assurance
- Sample complexity

## Fast - Slow Architecture

**Fast System**

- Core driving and continuous control
- Safety

**Output**: Trajectory

**Slow System**

- Complex scene understanding
- Semantic level reasoning

**Output**: Semantic actions

## Policy Training

Sample complexity of Driving Policy is very high due to the compound nature of multi-agent systems

Can we train on $10^9$ hours of driving with a high density of challenging scenarios?

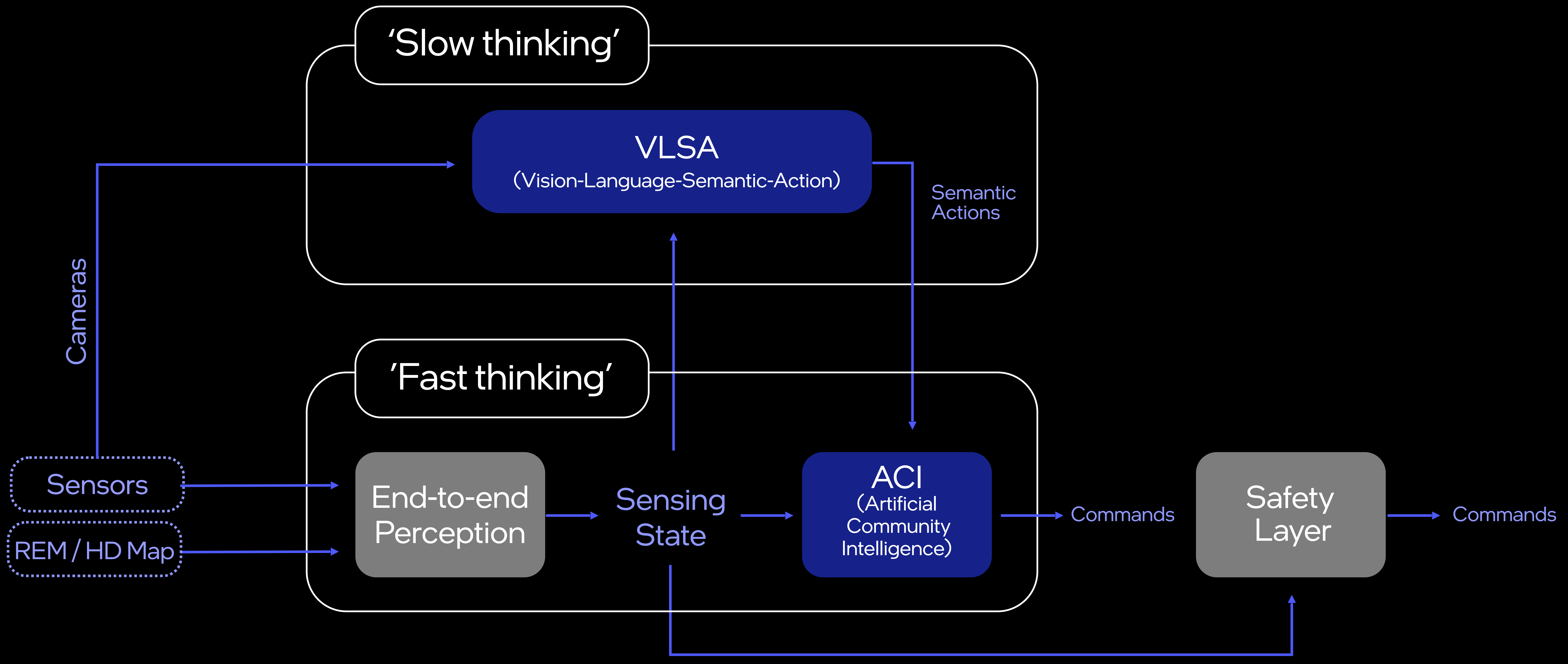
**Challenges:**

- Real-world data only → Challenge of scaling to $10^9$ hours due to data collection constraints
- Photo-realistic simulator → Challenge of scaling to $10^9$ hours due to compute constraints

## End-to-End

Back-propagate errors from commands to perception in order to focus on "what matters" to downstream task behavior

# Autonomy System Architecture Overview



# Artificial Community Intelligence (ACI)

## Emergent Driving Policy

# Why Real-World Data Alone Is Insufficient

## Real-world driving data

$10^3$ - $10^6$ driving hours can be collected per day (depending on fleet size)

Most collected data reflects routine, uneventful driving

Rare and safety-critical edge cases occur infrequently

Filtering for rare scenarios significantly reduces the effective dataset size

## Simulated data

Simulation can generate billions of driving hours overnight

Enables targeted generation of rare and safety-critical scenarios

Allow systematic augmentation of edge cases

Provides full control over data quality and scenario diversity

**Quantity**: Simulated data volume ≫ real-world data

**Quality**: % of high-value scenarios in simulation ≫ real-world data

# Emergent Behavior Arising From Massive Data

## Evidence of Emergence

AI systems

AlphaGo

- Trained via imitation of human Go players
- Leveraged millions of games

↓

AlphaGo-Zero

- Trained via self-play without human data
- Leveraged billions of games
- **Achieved 'super-human' performance**

# Artificial Community Intelligence (ACI)
## Emergent Driving Policy

Learning driving policy from large-scale simulated experience (billions of hours)*

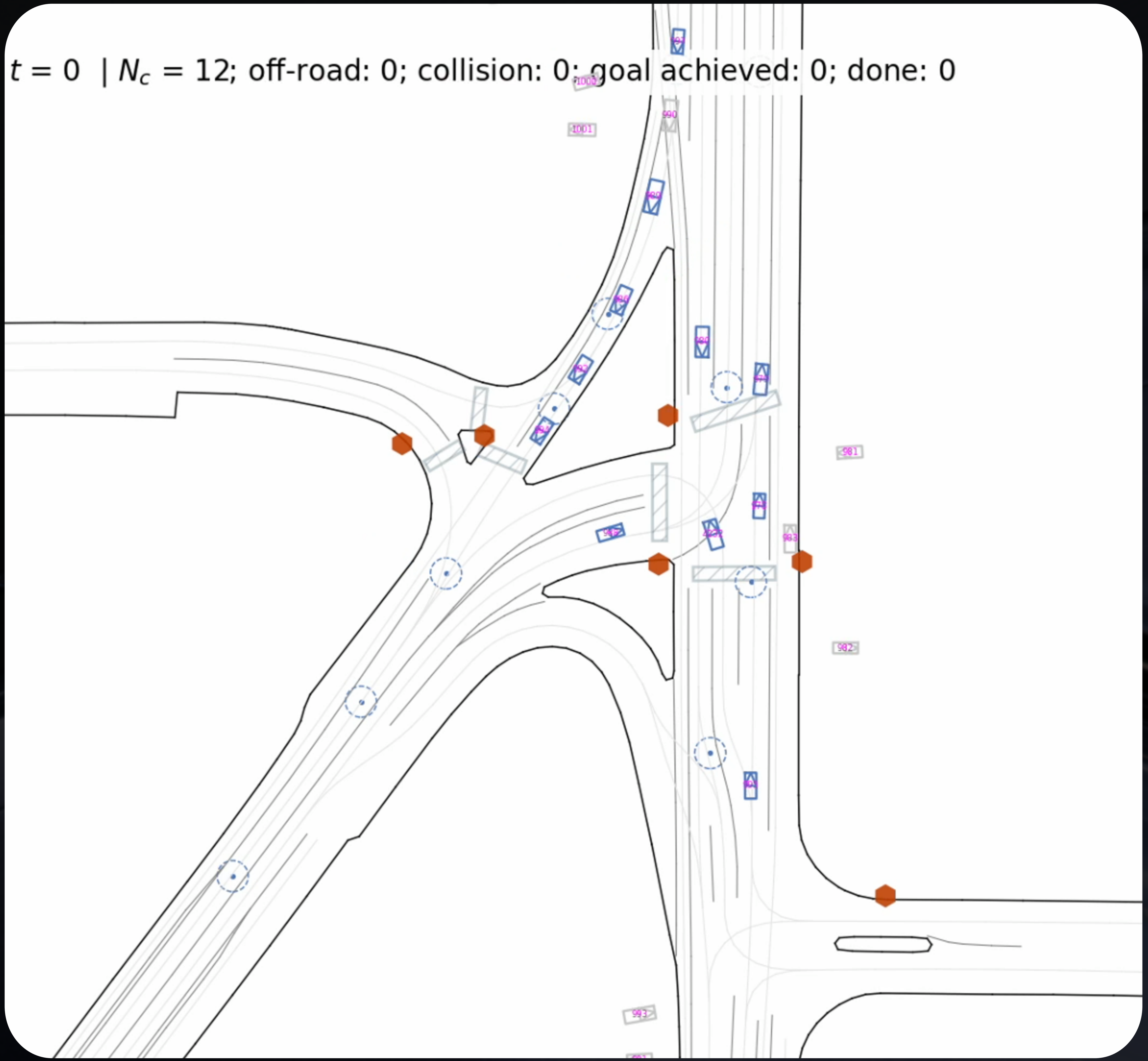
- Achieves human-like robust and generalizable driving behavior without human data
- Enables superset of other agents' behaviors

### Scalable Training

- Achieved $10^9$ of simulated hours **overnight**

### Mobileye Differentiation

- REM integration within the simulator to create real-world scenarios supports both training policy and validating policy per new geographic area
- Noise model aligned with Mobileye perception, learned from data

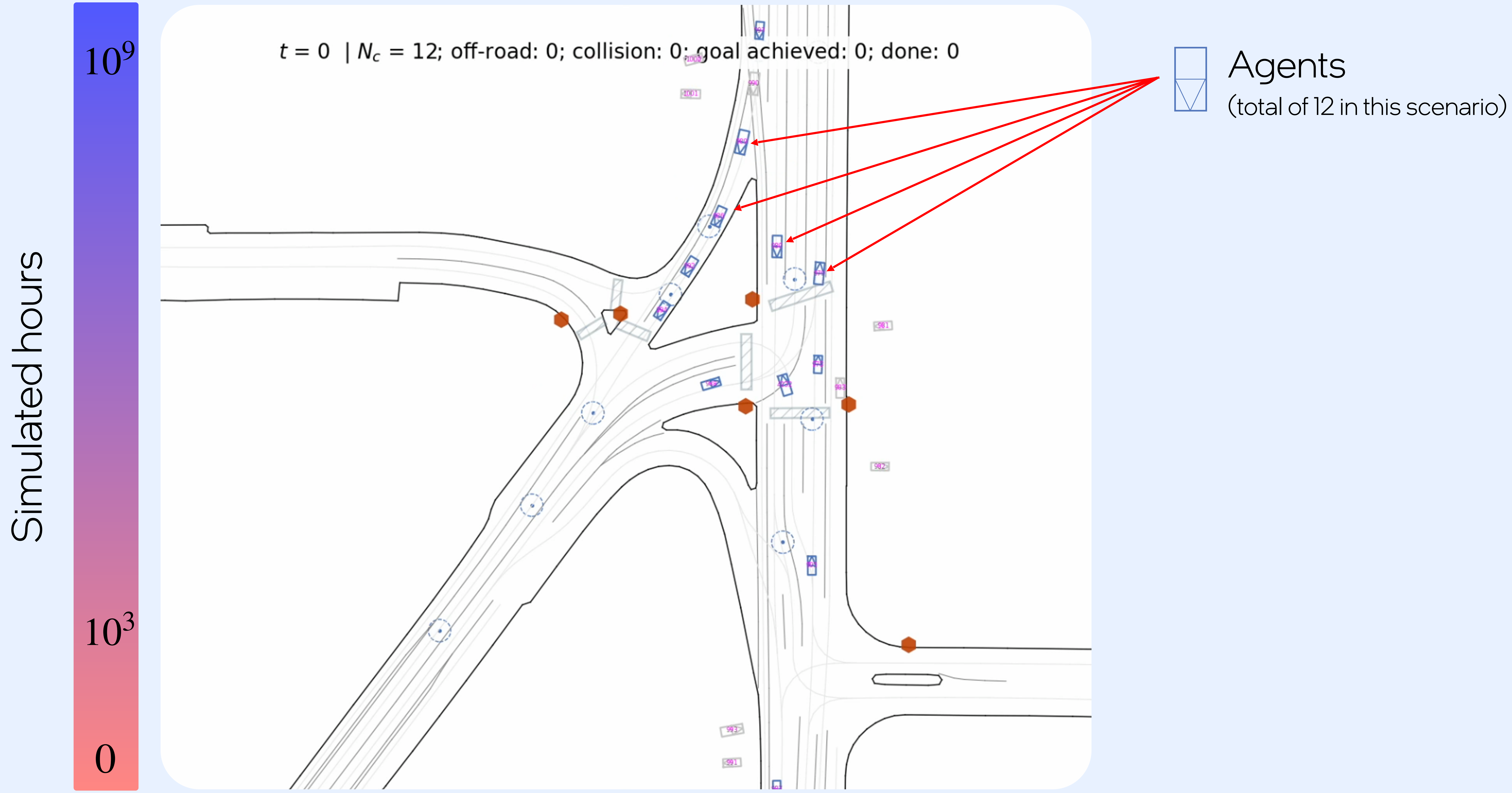





*Robust Autonomy Emerges from Self-Play (Apple) - https://arxiv.org/abs/2502.03349

# **Artificial Community Intelligence** (ACI): Emergent Driving Policy

Scenarios are constructed using REM data. Agents operate entirely map-blind



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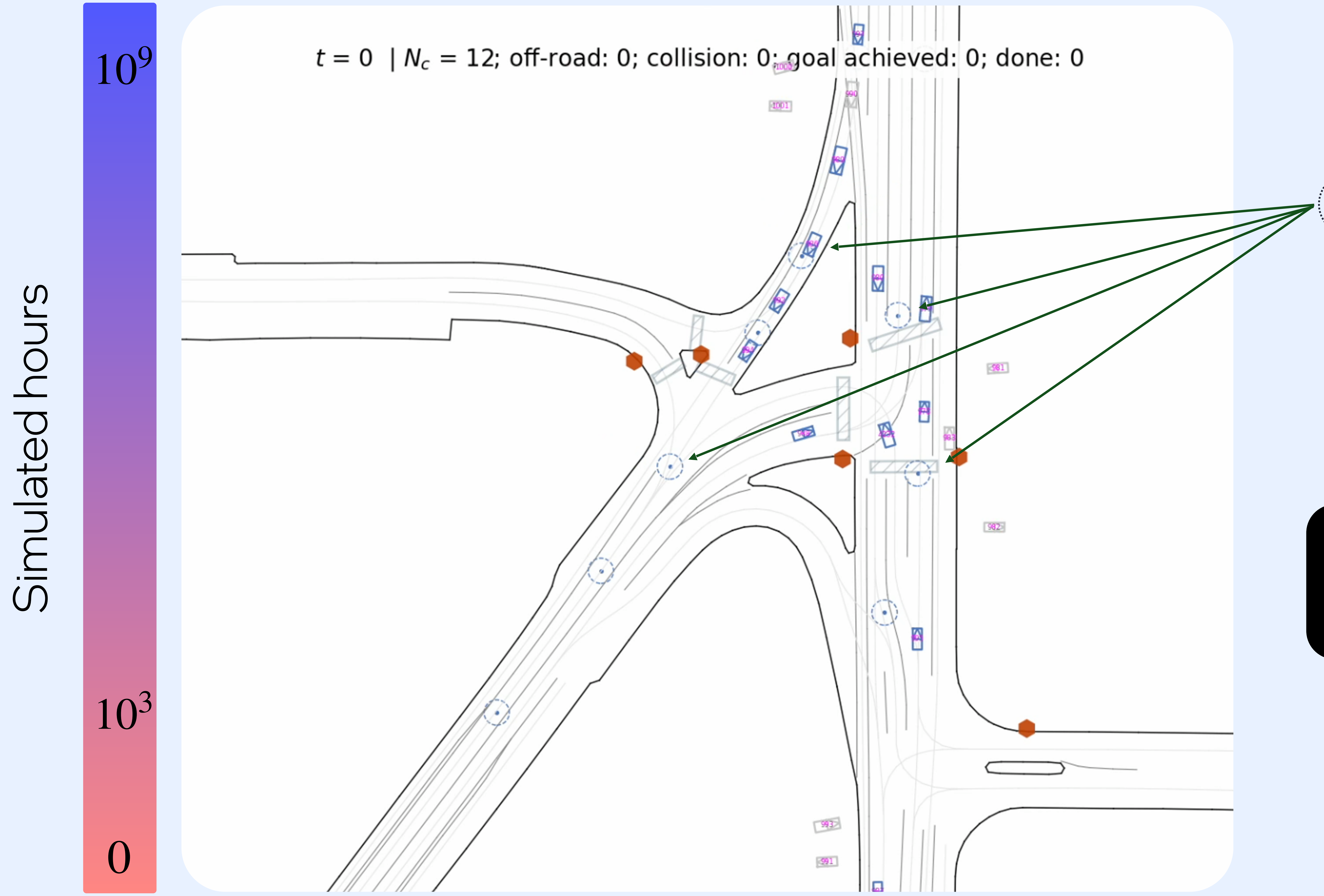



Agents

(total of 12 in this scenario)

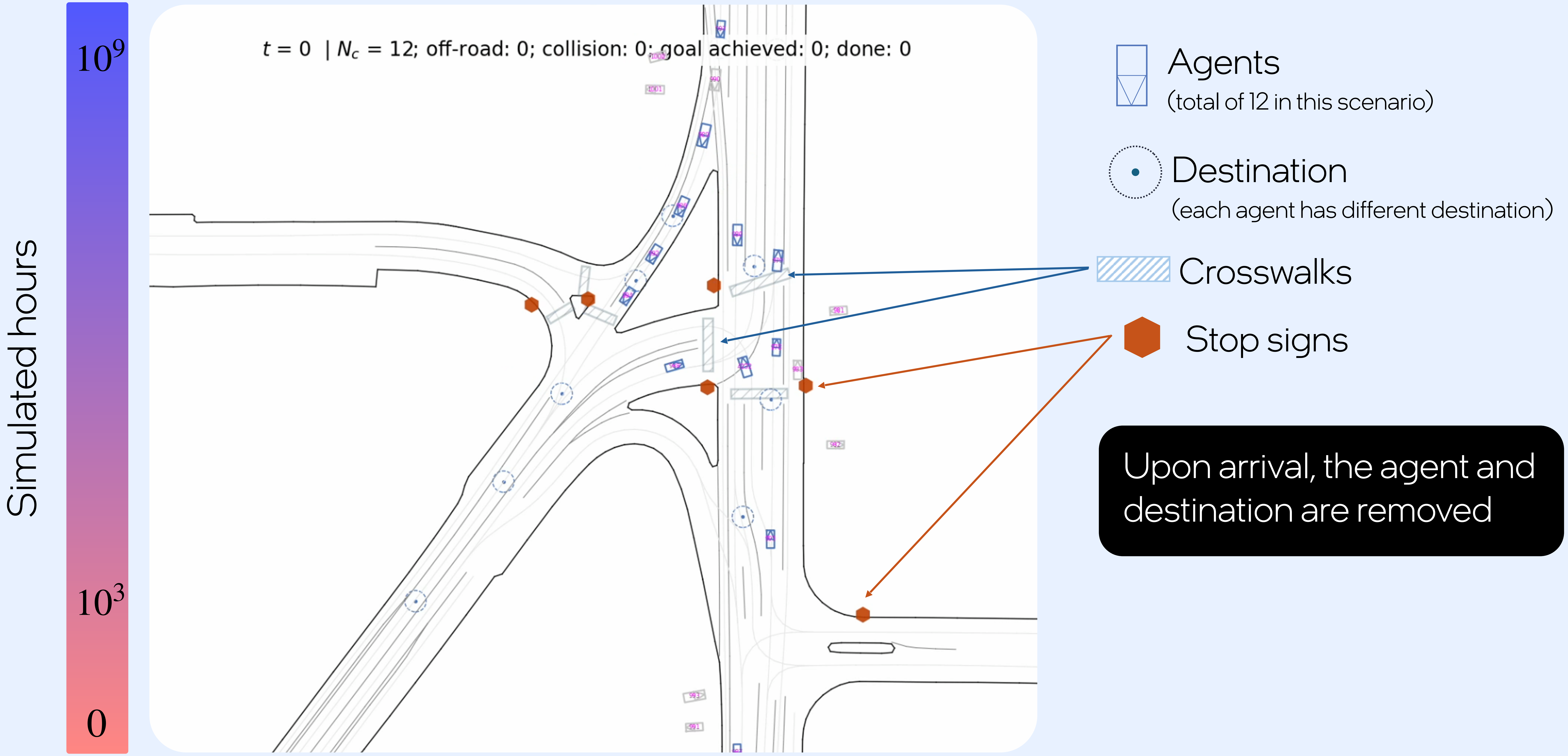
Destination

(each agent has different destination)

Upon arrival, the agent and destination are removed

# **Artificial Community Intelligence** (ACI): Emergent Driving Policy

Scenarios are constructed using REM data. Agents operate entirely map-blind



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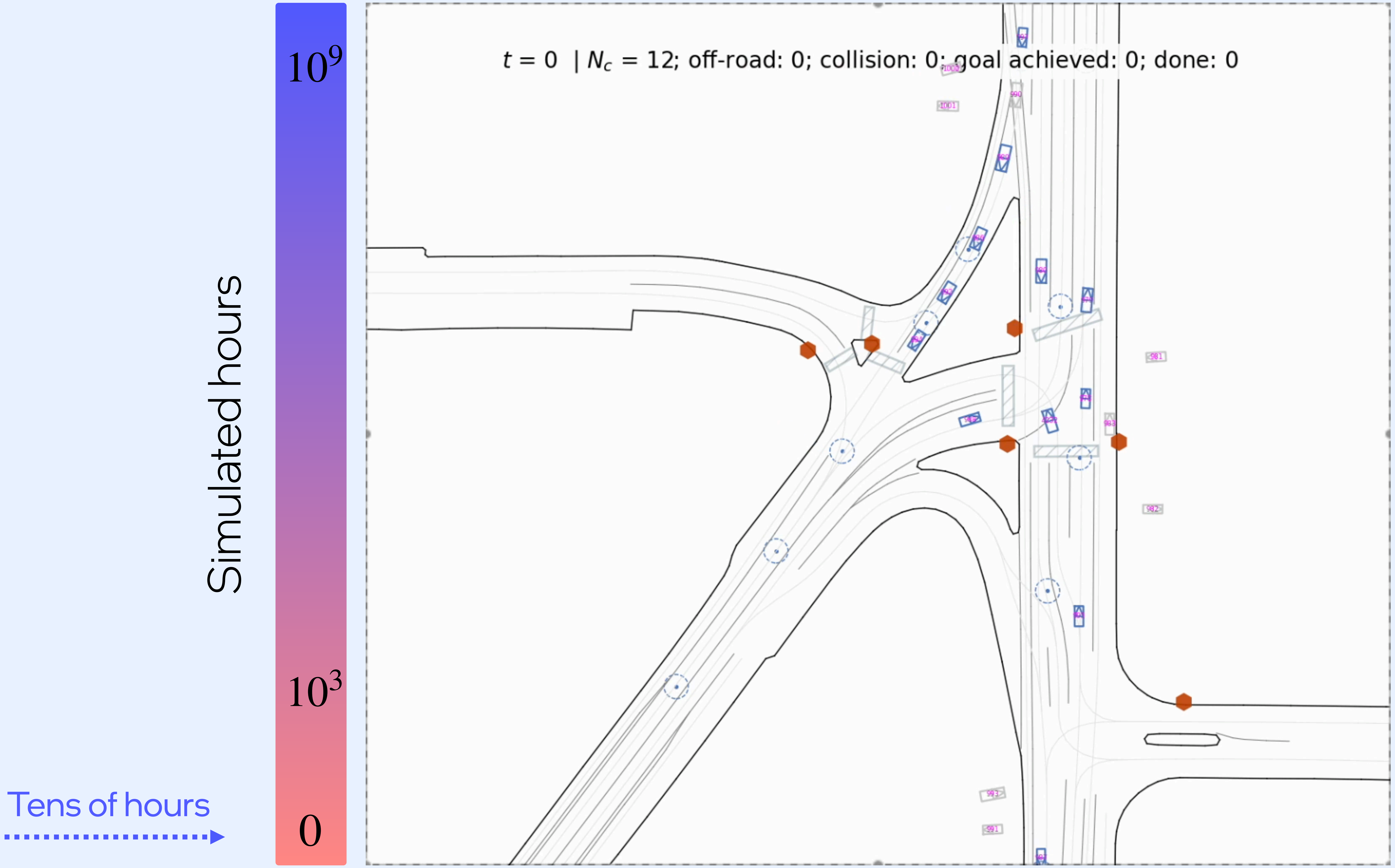



Agents
(total of 12 in this scenario)

Destination
(each agent has different destination)

Crosswalks

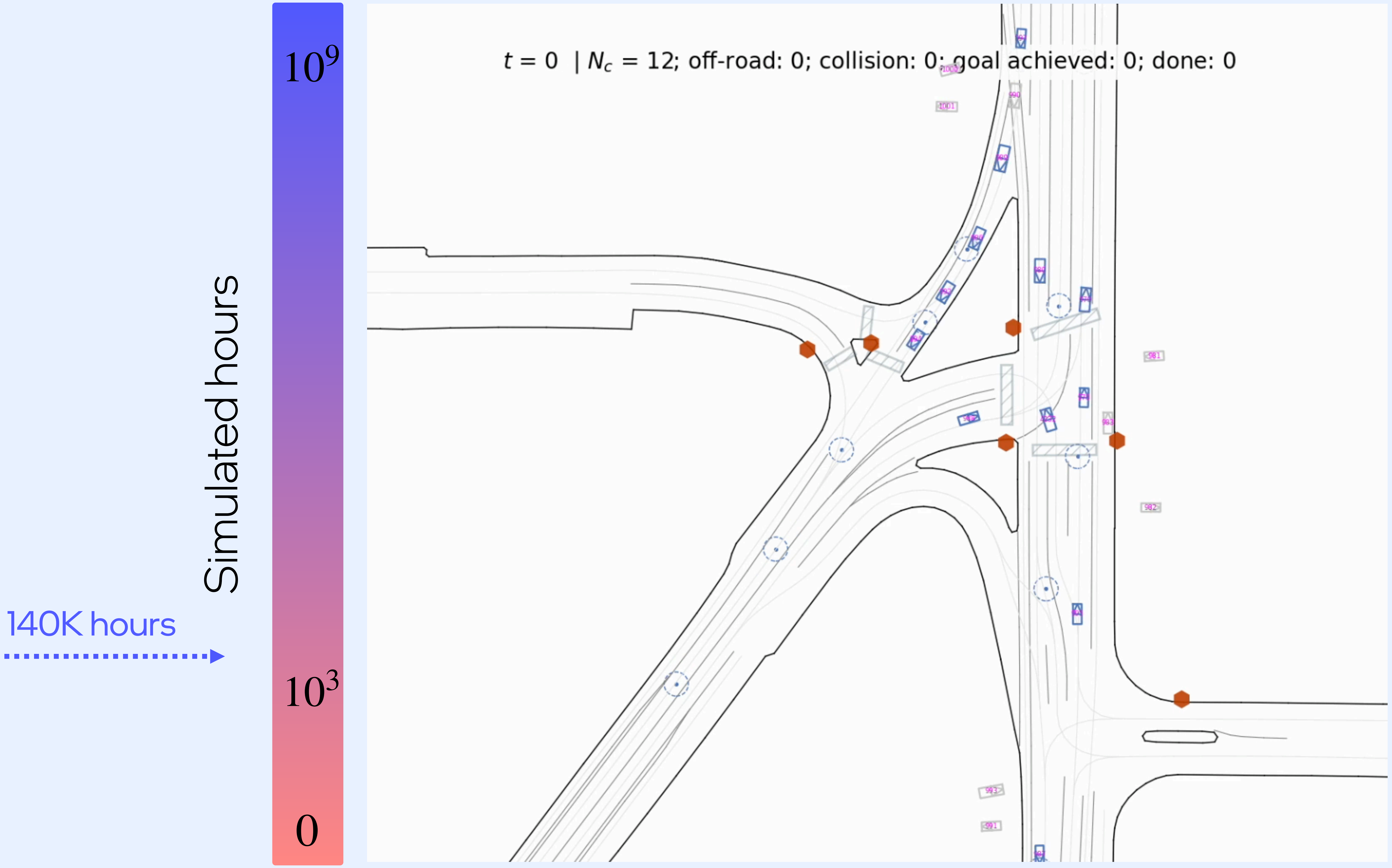
Stop signs

Upon arrival, the agent and destination are removed

- 12 agents
- Reached target = 0
- Collisions = 6

# **Artificial Community Intelligence** (ACI): Emergent Driving Policy

Scenarios are constructed using REM data. Agents operate entirely map-blind




Agents
(total of 12 in this scenario)

Destination
(each agent has different destination)

Crosswalks

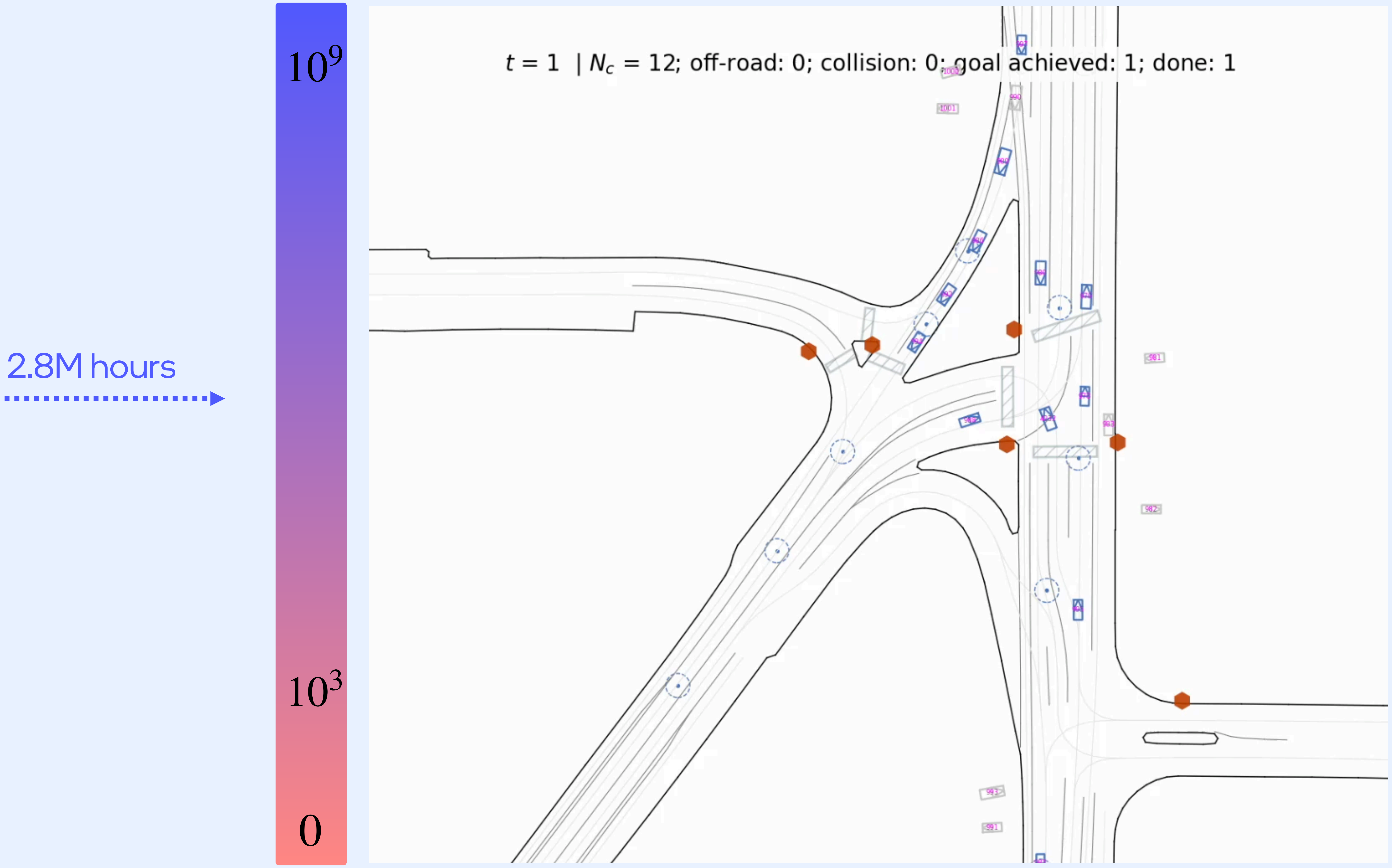
Stop signs

Upon arrival, the agent and destination are removed

- 12 agents
- Reached target = 12
- Collisions = 2

# **Artificial Community Intelligence** (ACI): Emergent Driving Policy

Scenarios are constructed using REM data. Agents operate entirely map-blind




Agents
(total of 12 in this scenario)

Destination
(each agent has different destination)

Crosswalks

Stop signs

Upon arrival, the agent and destination are removed

- 12 agents
- Reached target = 12
- Collisions = 0

# Artificial Community Intelligence (ACI)
Summary

## Policy Training

- Training at scale with $10^9$ hours overnight
- Injection of high-density edge cases
- Enables learning a superset of other agents' behavior
- Sim-to-Real requires innovation

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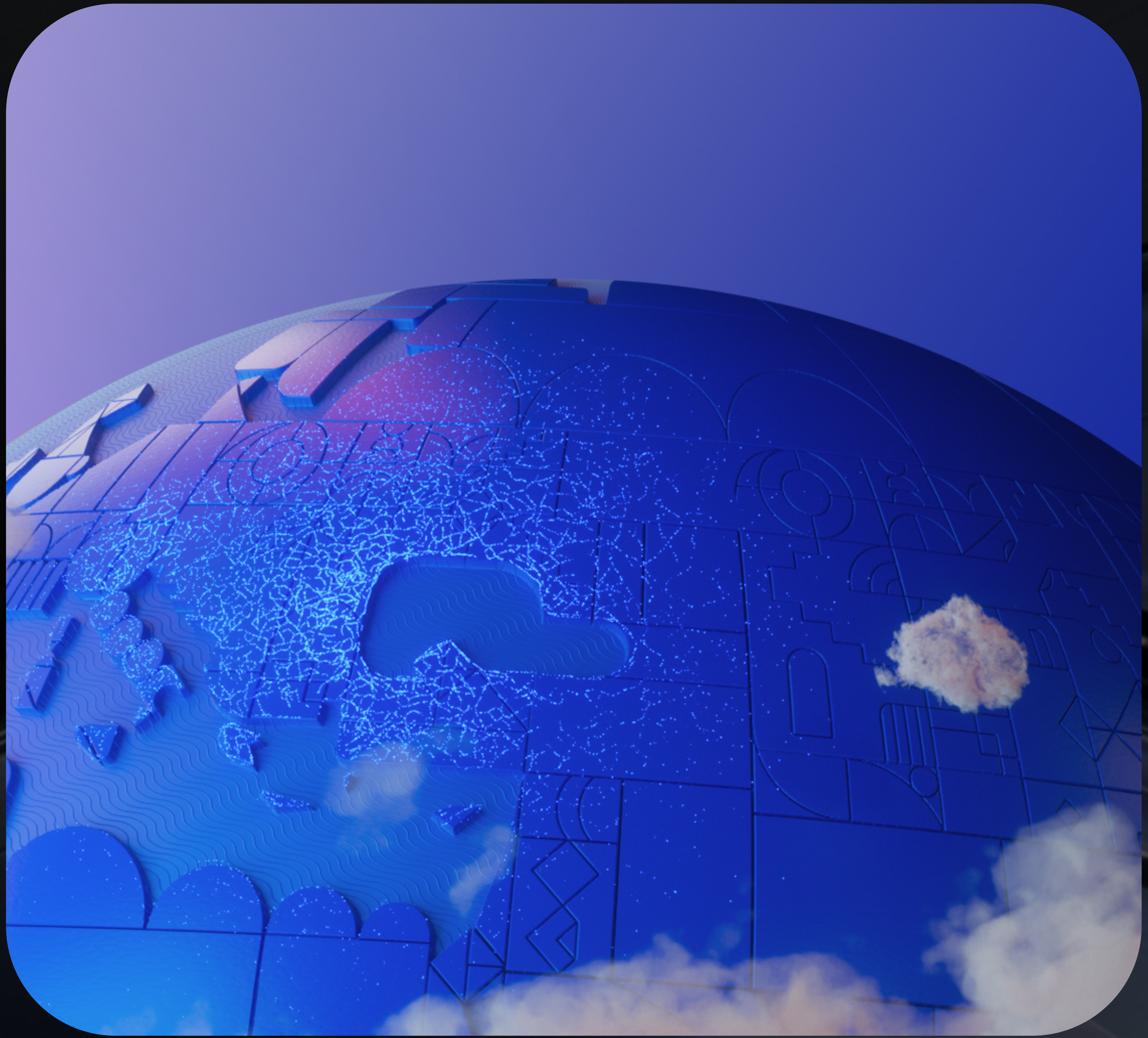
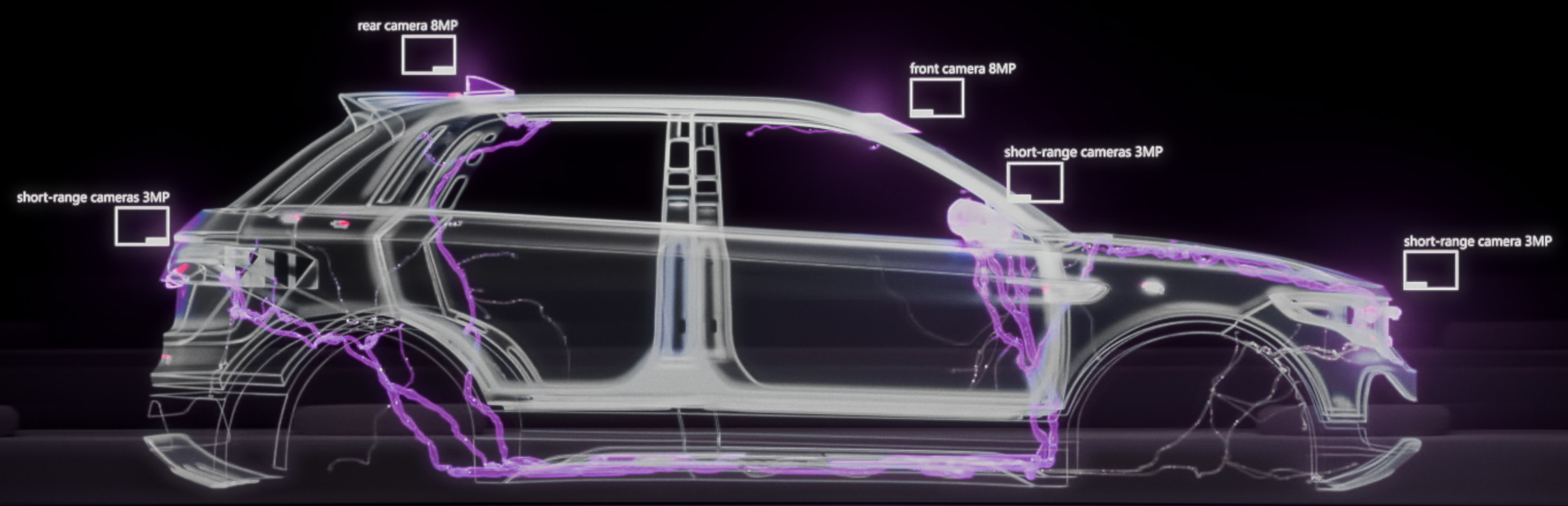
## Policy Validation (new robotaxi city deployment)

- Simulation executed on REM-based map of the target city
- Validation across $10^9$ hours overnight



# Slow Thinking System
# Vision-Language-Semantic-Action (VLSA)



# When is Slow Thinking Required in Driving?

"What is happening here, and what should I do?"


Slow Thinking: For semantic understanding and reasoning

# Why Vision-Language-Models Fit the ‘Slow Thinking’?

## Slow vs. Fast Thinking

- **Slow**: Driving decisions that require reasoning about the scene but don’t affect safety, and therefore can run at a low-frequency rate
- **Fast**: “Reflex” decisions, at a high frequency rate, including RSS safety layer

## Vision-Language Models:

- Connect visual perception with language and symbols
- Reason over abstract concepts and intent
- Generalize to unseen scenarios using semantic understanding
- Leverage strong prior from internet-scale data

**Slow thinking for Robotaxi**
Reduces reliance on teleoperation and lowers the teleoperation-to-vehicle ratio

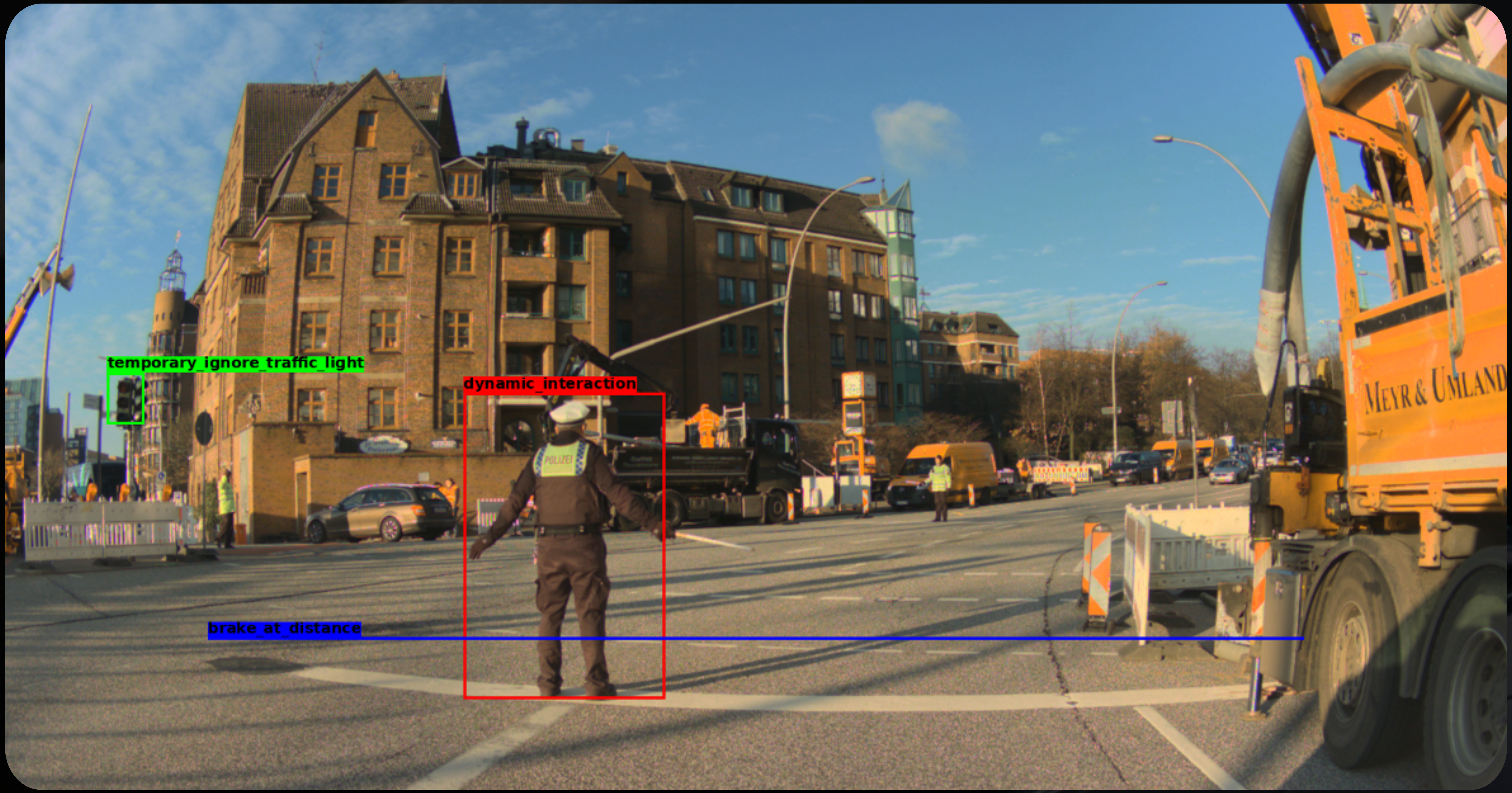
# Vision-Language-Semantic-Action (VLSA)


Example I:

action_type:“Static_Interaction”
target_box: {"x": 500, "y": 300, "width": 730, "height": 260}
offset: none
passability_mode: no
Reason: “Police vehicles and barricades fully block the road ahead; it is not passable”

action_type: “Navigation”
direction: “right”
command: “turn”
Reason: ”Since the lane ahead is closed, ego should make a right turn at the intersection to continue the route”

# Vision-Language-Semantic-Action (VLSA)




Example II:

action_type: “temporary_ignore_traffic_light”
target_box: {"x": 145, "y": 540, "width": 165, "height": 590}
mode: follow_manual_direction
Reason: “The traffic light is visible, but a police officer is present and actively directing traffic with hand signals. The light should be ignored in favor of the officer's instructions.”

action_type: “dynamic_interaction”
offset: “none”
relation: “yield”
Reason: ”A police officer is standing in the middle of the intersection, directing traffic. The ego vehicle must yield to the officer's instructions and not proceed until directed to do so”

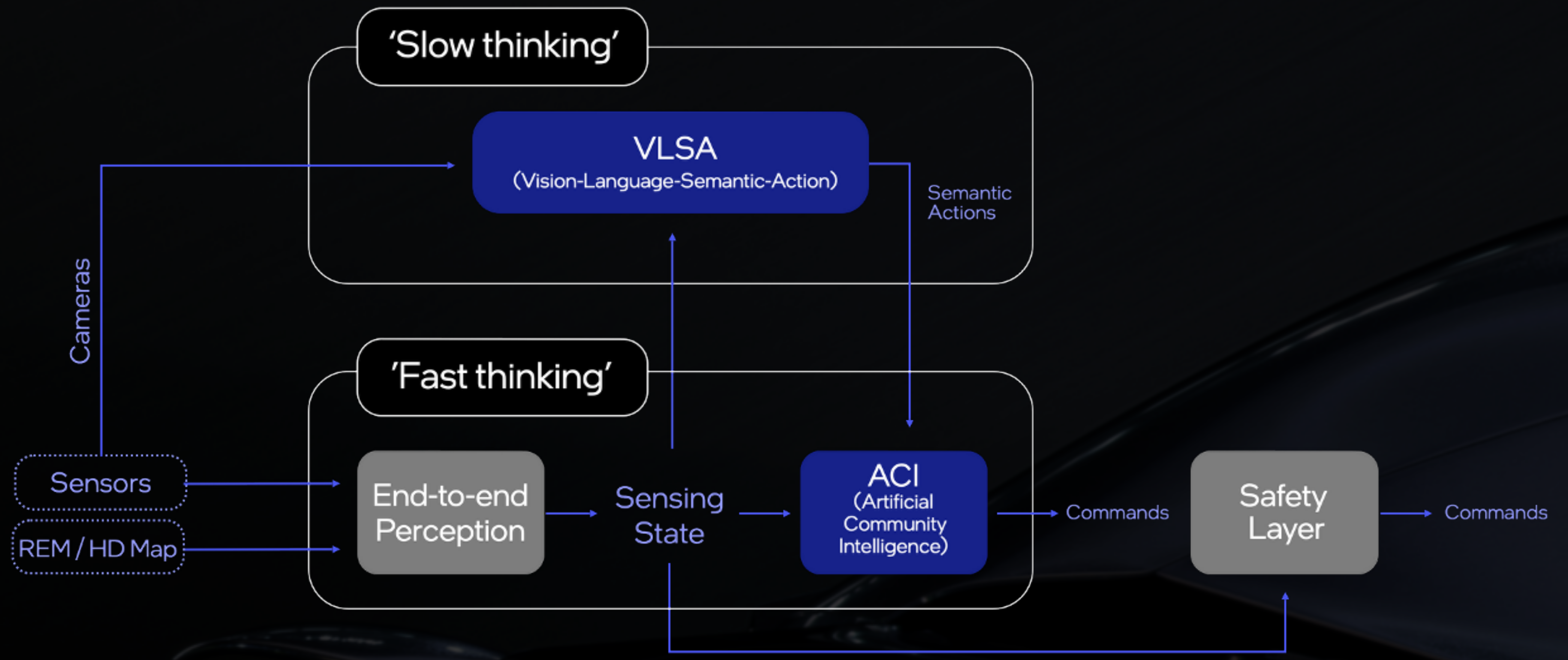
# Autonomy System Architecture:
## Benefits of Design

### ACI

- **Massive-scale training**: Enables $10^9$ hours of simulated experience overnight
- **Robust ACI validation**: City-specific validation through map-induced modeling of other agents' behaviors

### VLSA

- Enables natural fusion with the safety layer
- **Enables cloud compute & "on demand"** (sparse and non-safety-critical)
- **Reduce the reliance on teleoperation** and lowers the teleoperation-to-vehicle ratio
- Can be simulated as ACI inputs



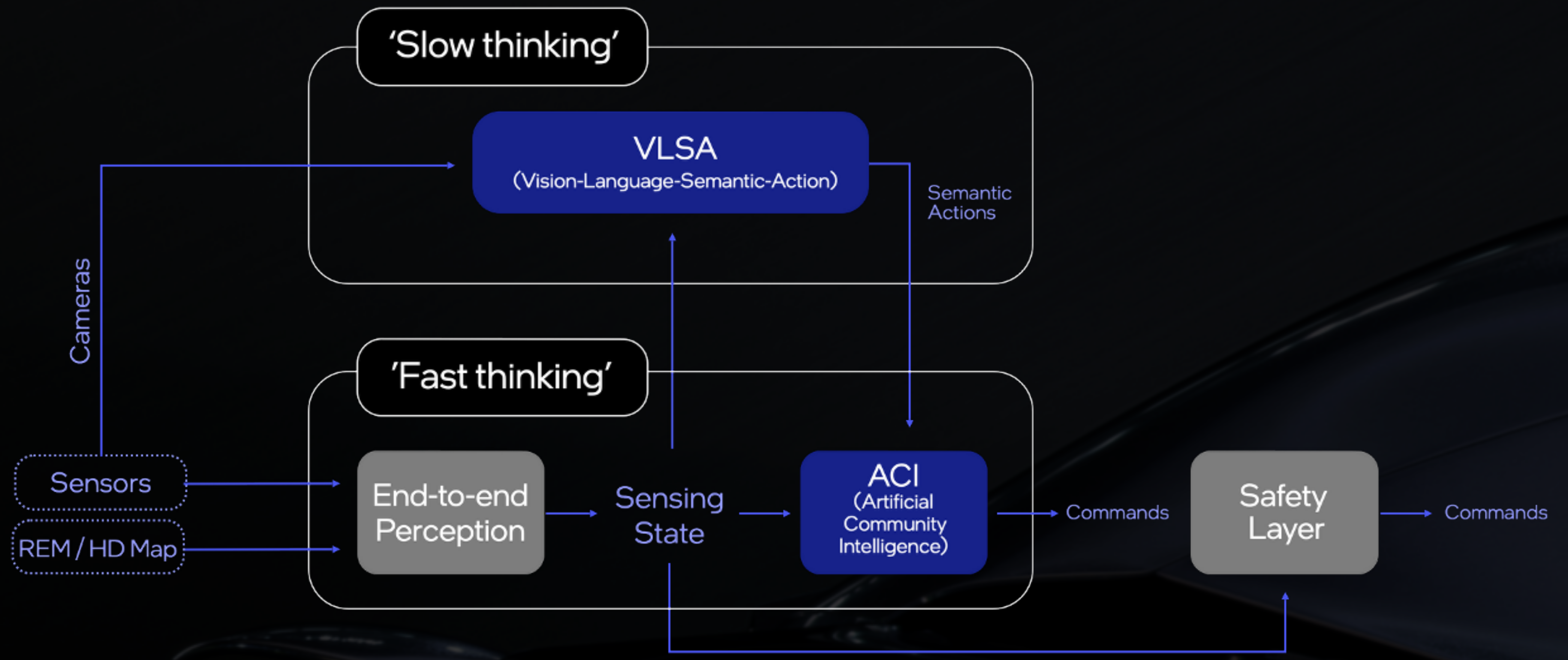

**Formal safety layer**

Designed to enable formal safety layer (RSS, PGF) through abstraction of the sensing

# What About Supporting End-to-End?

## Objective

End-to-end back propagation from commands back to perception / VLSA




## Challenge

Non-differential interfaces (Sensing State, VLSA)

## Solution

Train via RL, much like training of LLM agents over non-differentiable interfaces / tools

# Autonomous Driving in the 2030s

## L2++

Eyes-on systems

### Current Status:

- Designed for high-end consumer vehicle
- MTBF already optimized for eyes-on systems

### 2030s:

- **Cost optimization** to enable deployment as a standard feature across most vehicle segments

## Consumer L3 → L4

Eyes-off → Mind-off systems

### Current Status:

- Eyes-off
- Highway ODD (up-to 130 kph)

### 2030s:

- Transition from eyes-off → **mind-off**
- Expanded ODD (urban)

## Robotaxis

### Current Status:

- System is commercially deployable at small scale

### 2030s:

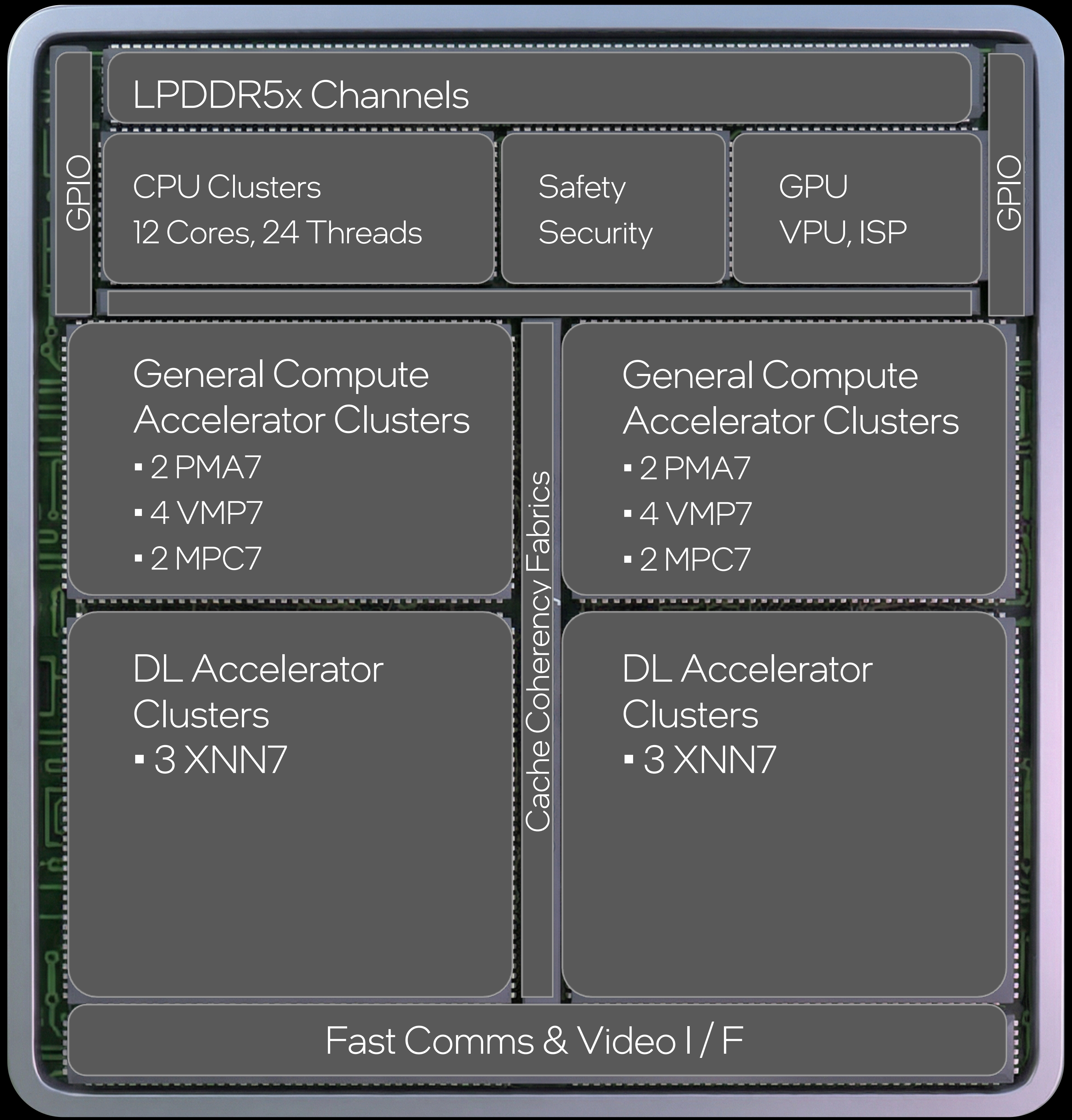
Accelerate deployment scale through:

- Cost and sensors reduction
- **Lower tele-operation-to-vehicle ratio**

**Goal:** Advance the autonomous driving experience from eyes-off to mind-off

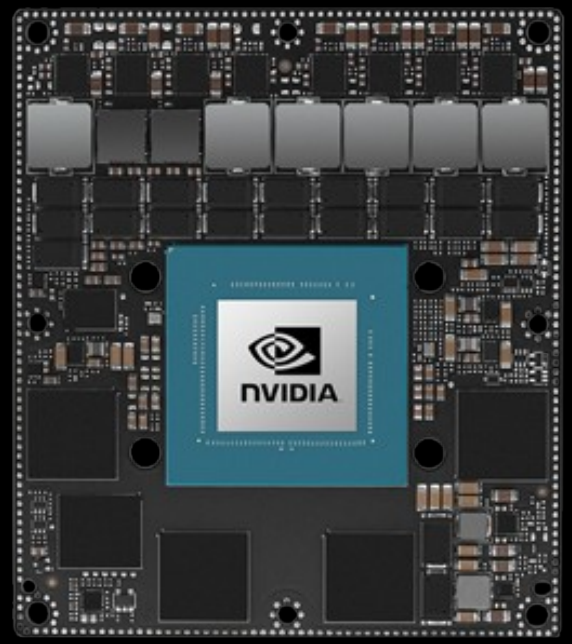
# EyeQ7H to Support Mind-Off and Gen II Robotaxi


Sampled, Expected PPAP Q3/2027



# **Reminder**: EyeQ6H vs. Nvidia Jetson AGX Orin Benchmark

| EyeQ6H | | Nvidia Jetson AGX Orin 64GB |
|---|---|---|
| 34 TOPS (int8)<br>$100mm^2$<br>7nm | Theoretical TOPS<br>⟷<br>Factor x8 | 275 TOPS (int8)<br>$429.2mm^2$<br>8nm |
| **Latency:**<br>0.5 msec | **Image Classification:**<br>ResNet-50 | **Latency*:**<br>0.64 msec |
| **Latency:**<br>9.1M params: 0.564 msec<br>24M params: 0.932 msec | **Vision Transformer:**<br>Efficient ViT | **Latency*:**<br>9.1M params: 1.48 msec<br>24M params: 2.63 msec |


**Compute silicon**: State-of-the-art and beyond

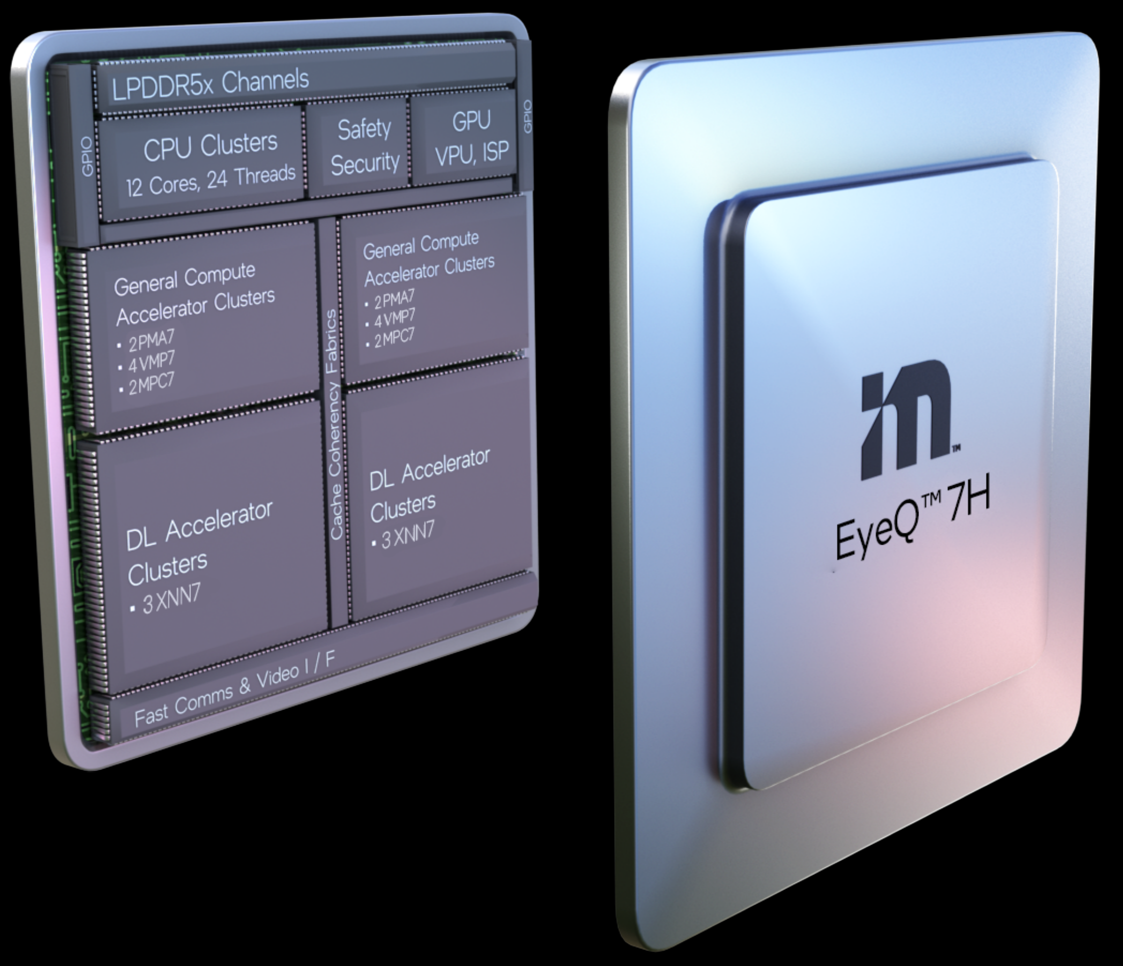
EyeQ6H $\geq$ OrinX



*Orin results are based on NVIDIA's published reports and MLPerf benchmarks

# Running a Vision-Language-Semantic-Action on EyeQ

## Slow Thinking System




Vision-Language-Semantic-Action:

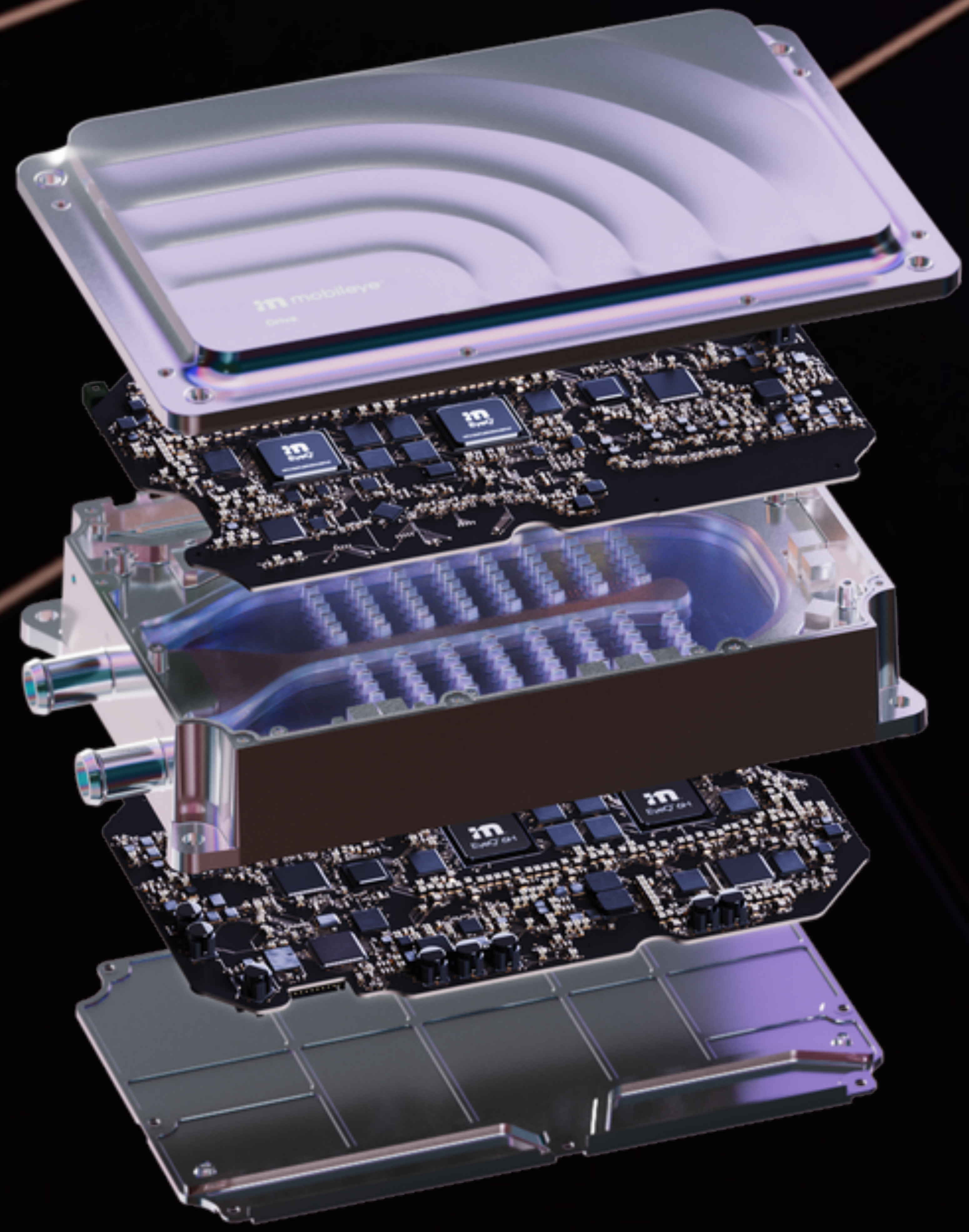
ViT → LLM → Semantic Action Decoder

EyeQ6H ➞ 3.8B at 2.5Hz

EyeQ7H ➞ 15.6B at 2.5Hz

# Eyes-off and Mind-off Products

## Modular and Synergetic Hardware and Software



# Modular and Synergetic Hardware and Software

## SuperVision62 (L2++)
Hands-off / Eyes-On

SV62

EQ6H EQ6H

Small VLSA

### Sensor Set

**Minimum required**
11V 1R

**Porsche project**
11V 5R

## Chauffeur (L3)
Eyes-Off

SV62 + SV6x (depopulated)

EQ6H EQ6H | EQ6H

Small VLSA

### Sensor Set

**Minimum required for highway**
11V (1 IR) 4R 1L
**Audi project**
11V 9R 2L

**Expanded ODD (2030)**
11V 5 IR (optional 1L)

## Chauffeur (L4)
Mind-Off

SV62 + SV6x

EQ6H EQ6H | EQ6H EQ7/8

Eyes Off

Mind-off
(Mid /Large VLSA)

### Sensor Set

**Same as eyes-off**

## Drive

2X SV62 + SV6x (depopulated)

EQ6H EQ6H | EQ6H EQ6H

Gen 2

EQ7/8

### Sensor Set

ID Buzz
13V 5 IR 3LRL 9SRL

2030
13V 5IR 1LRL

# Mobileye & Mentee Robotics

## Defining the Future of Physical AI

Acquisition brings world-class AI talent together to scale humanoid robots and autonomous vehicles globally

# Two Great Challenges Share One Fundamental Goal

## Enabling Physical AI to Operate Safely and Usefully in a World Built for Humans

### Autonomous Vehicles
Navigating the Structured World

Managing complex, high-speed systems involving large numbers of agents under stringent safety constraints

### Humanoid Robotics
Interacting with the Unstructured World

Executing general-purpose tasks alongside humans in dynamic, unpredictable indoor and outdoor settings

Mobileye & Mentee Robotics

# Mentee Bot

A humanoid platform designed for **scalable** real-world deployment through tightly integrated **in-house** hardware and software with an **advanced AI architecture**

# A Breakthrough Humanoid Platform for Scalable Deployment

## Human-scale Design

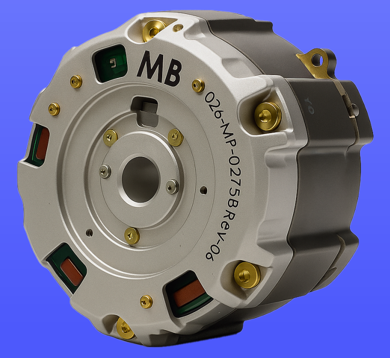
- Human-scale kinematics designed for real-world robustness
- Compact, high-torque, low-backlash joint units

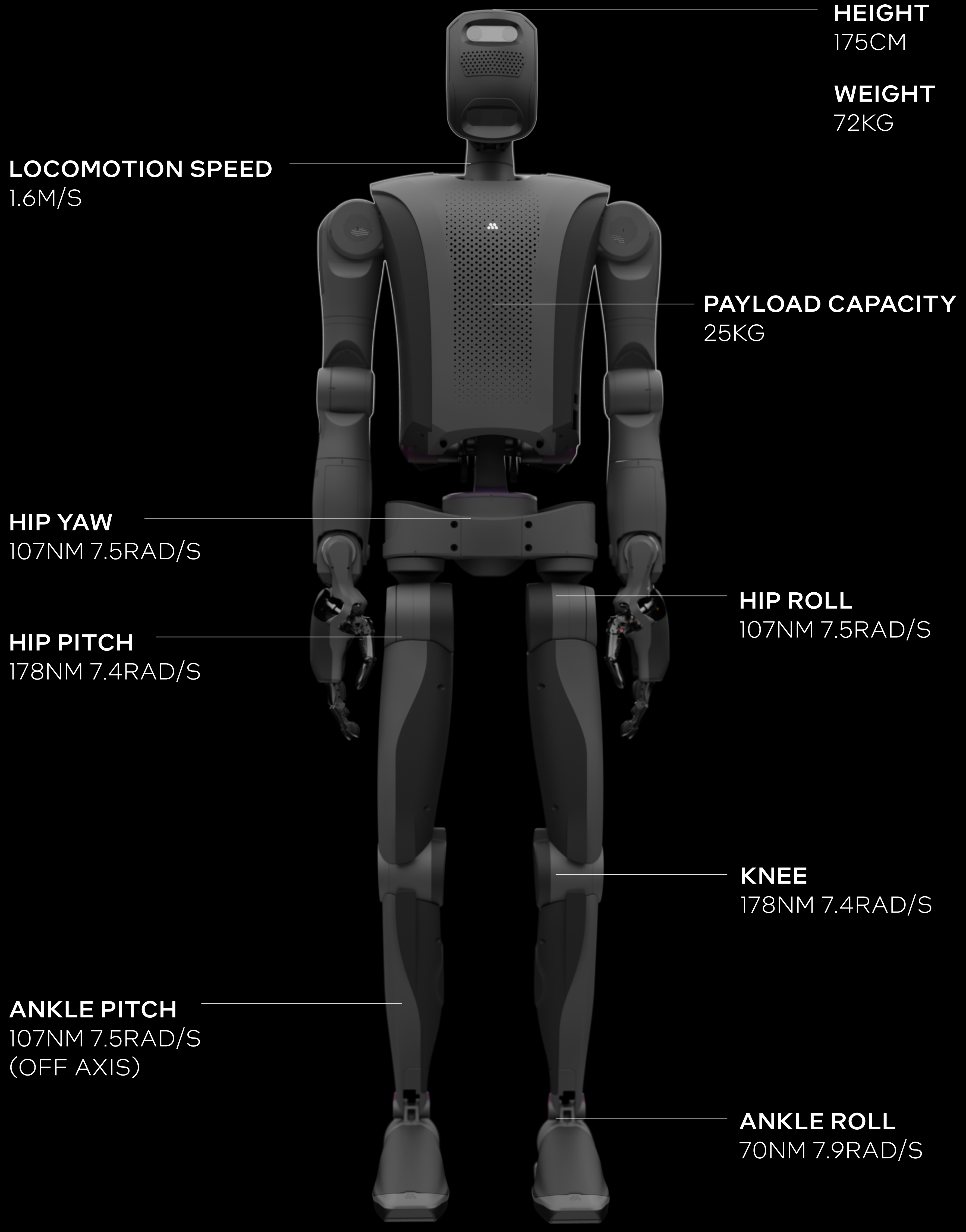
## Mechanical Platform

- 30+ in-house developed skeletal actuators
- Camera-based perception
- Highly dexterous hands with 11 DoFs, rigid-linkage and fully backdrivable

## Actuators

- Custom frameless actuators with high power-to-weight ratio with harmonic gears
- Zero backlash and hollow-shaft strain-wave gearing
- Dual-axis position sensing enabling native proprioception



# A Breakthrough Humanoid Platform for Scalable Deployment

## Dexterity: Rigid-Link Hand

- 11 Degrees of Freedom
- Fully backdrivable with native haptic feedback and tactile sensing
- Modular power unit
- Enables precise, forceful, and human-compatible manipulation across a wide range of real-world tasks

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## Proprietary Control

- Full system visibility across the entire control chain
- Continuous and periodic actuator health monitoring
- Uniform performance via compensation for speed, load and temperature

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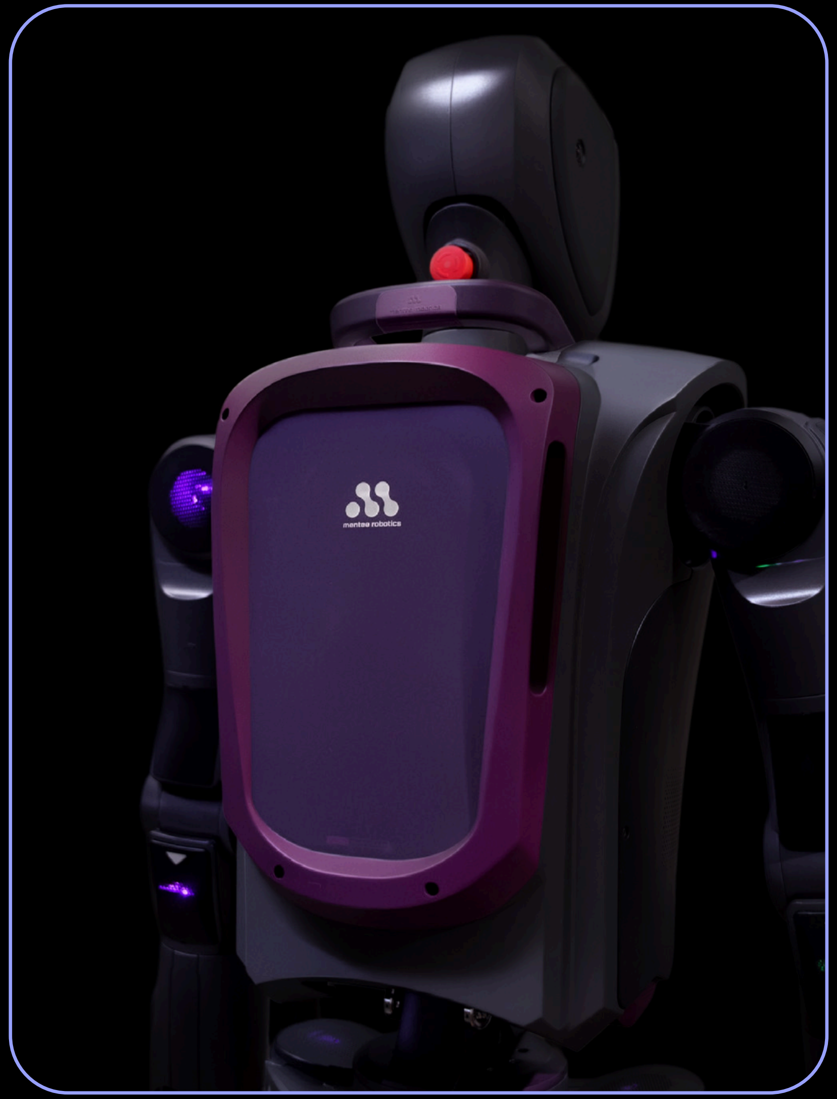
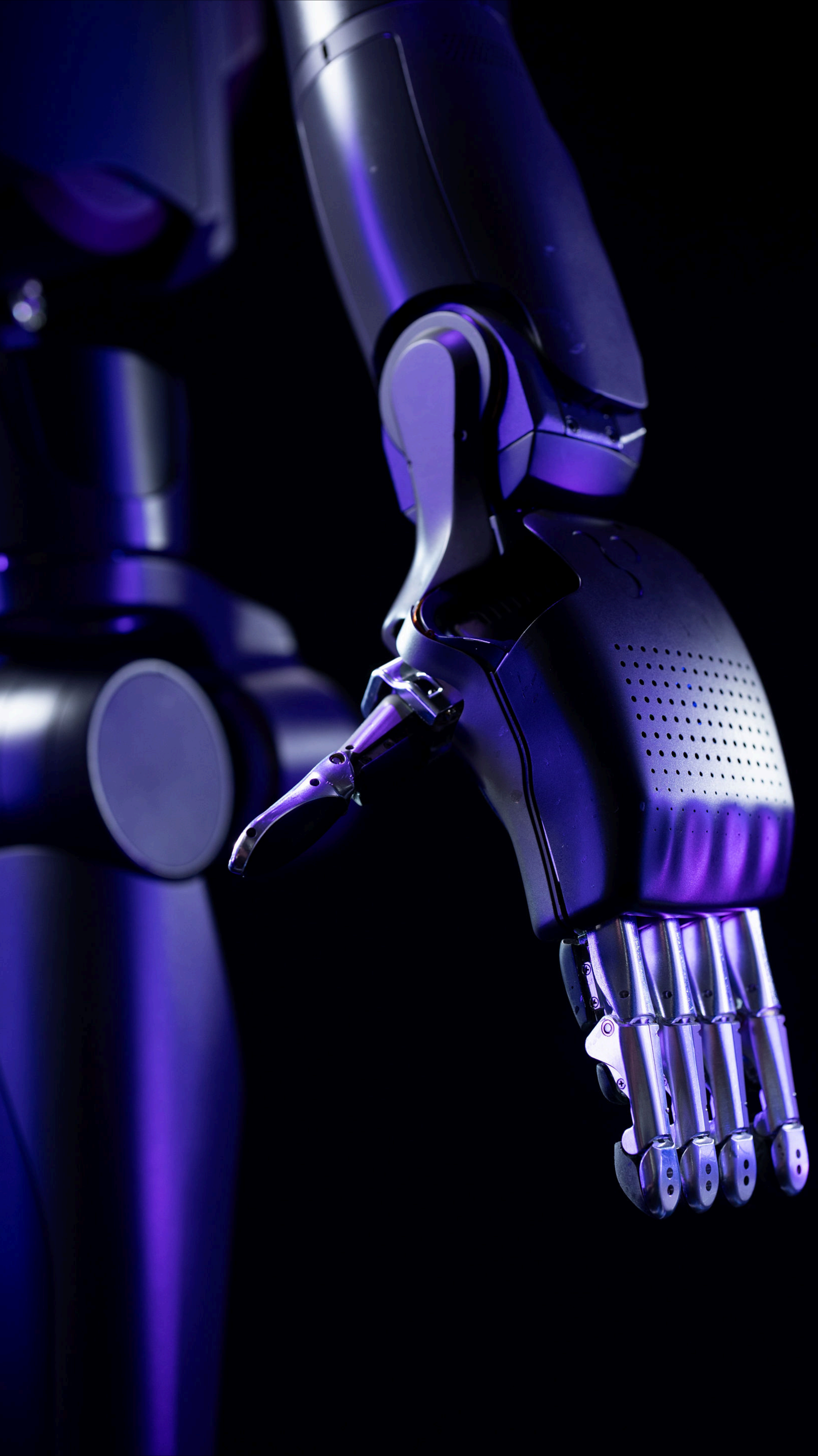
## Power

- 1.3kWh high-density onboard pack
- Hot-swappable for continuous operation





Mobileye & Mentee Robotics

# AI Capabilities

An AI architecture centered on human mentoring, simulation-first development, and few-shot generalization without reliance on teleoperation

# Simulation-First Learning at Scale

## Core Principle

Policy is learned and trained through:

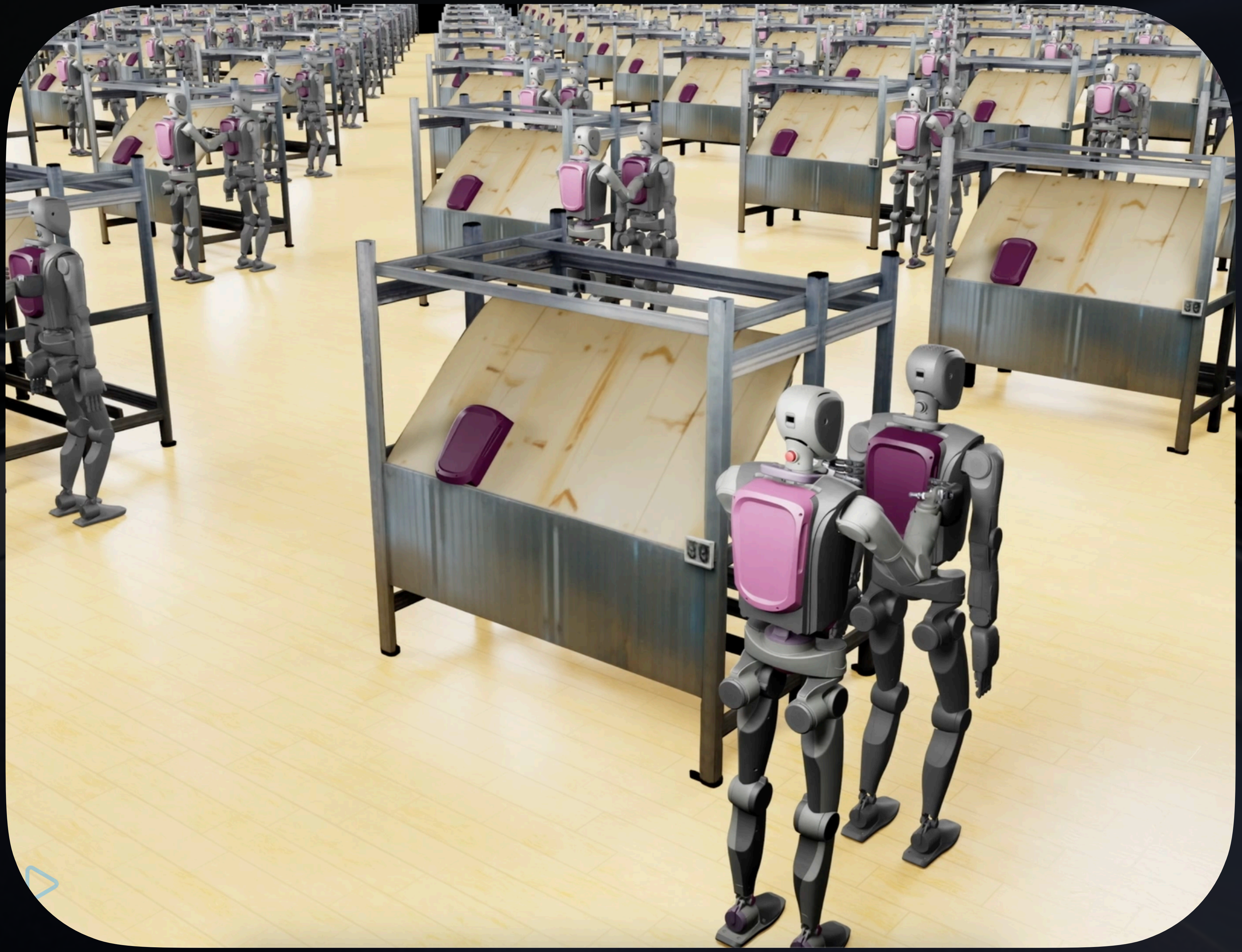
- Large-scale simulation ➜ Reinforcement-Learning ➜ Sim-to-Real (and not through teleoperation)

## Simulation

- High-fidelity simulation modeling robot dynamics and interactions
- Systematic generation of task variations and long-tail scenarios
- Massively parallel simulation enabling billions of interaction steps

## Reinforcement Learning

- Used as the primary training signal, not scripted behaviors or imitation
- Learned behaviors generalize across objects and environments



# Out-of-the-Box Capability: Pick-Move-Drop

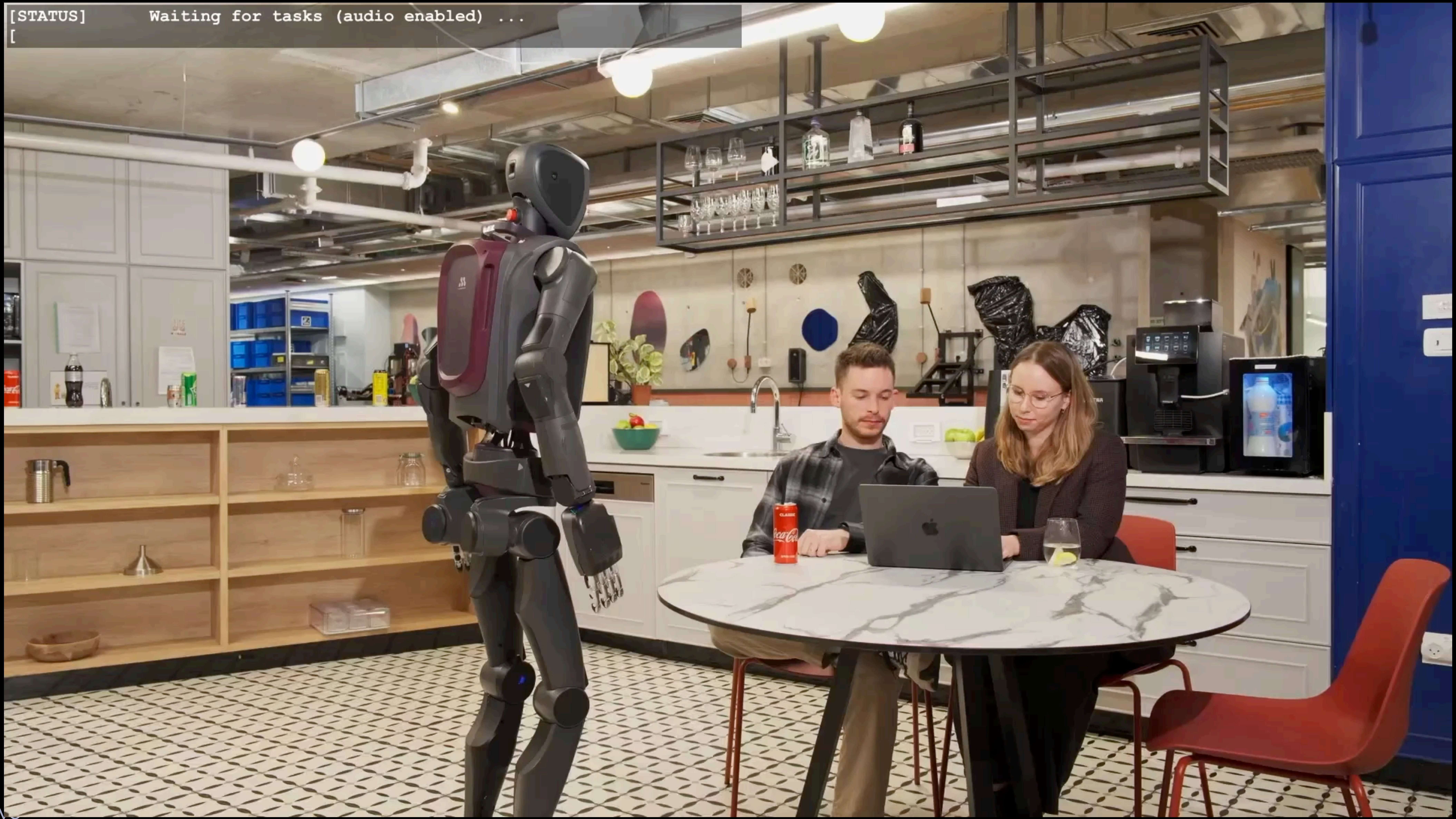
Industrial Settings

No teleoperation

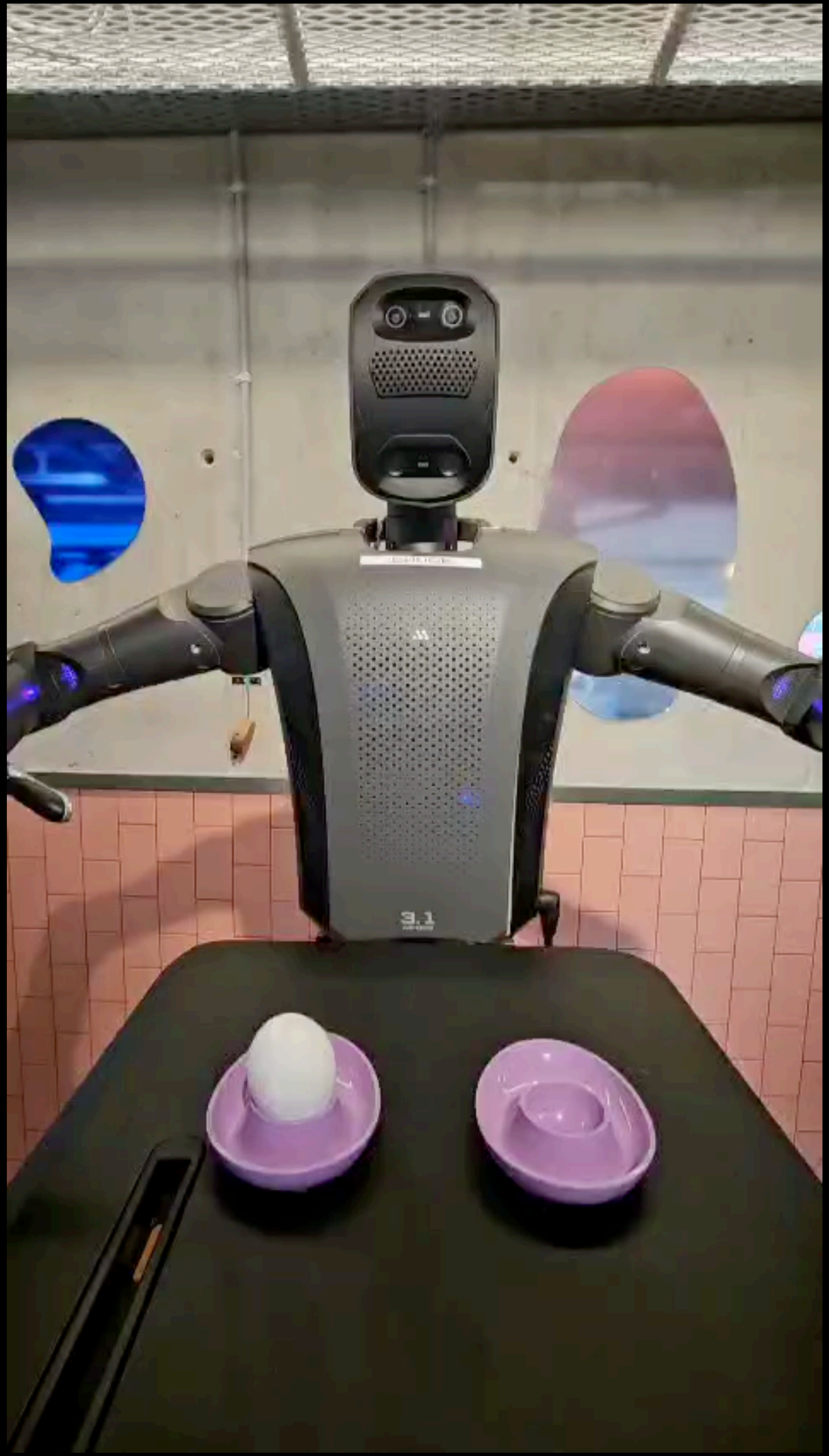
# Out-of-the-Box Capability: Pick-Move-Drop

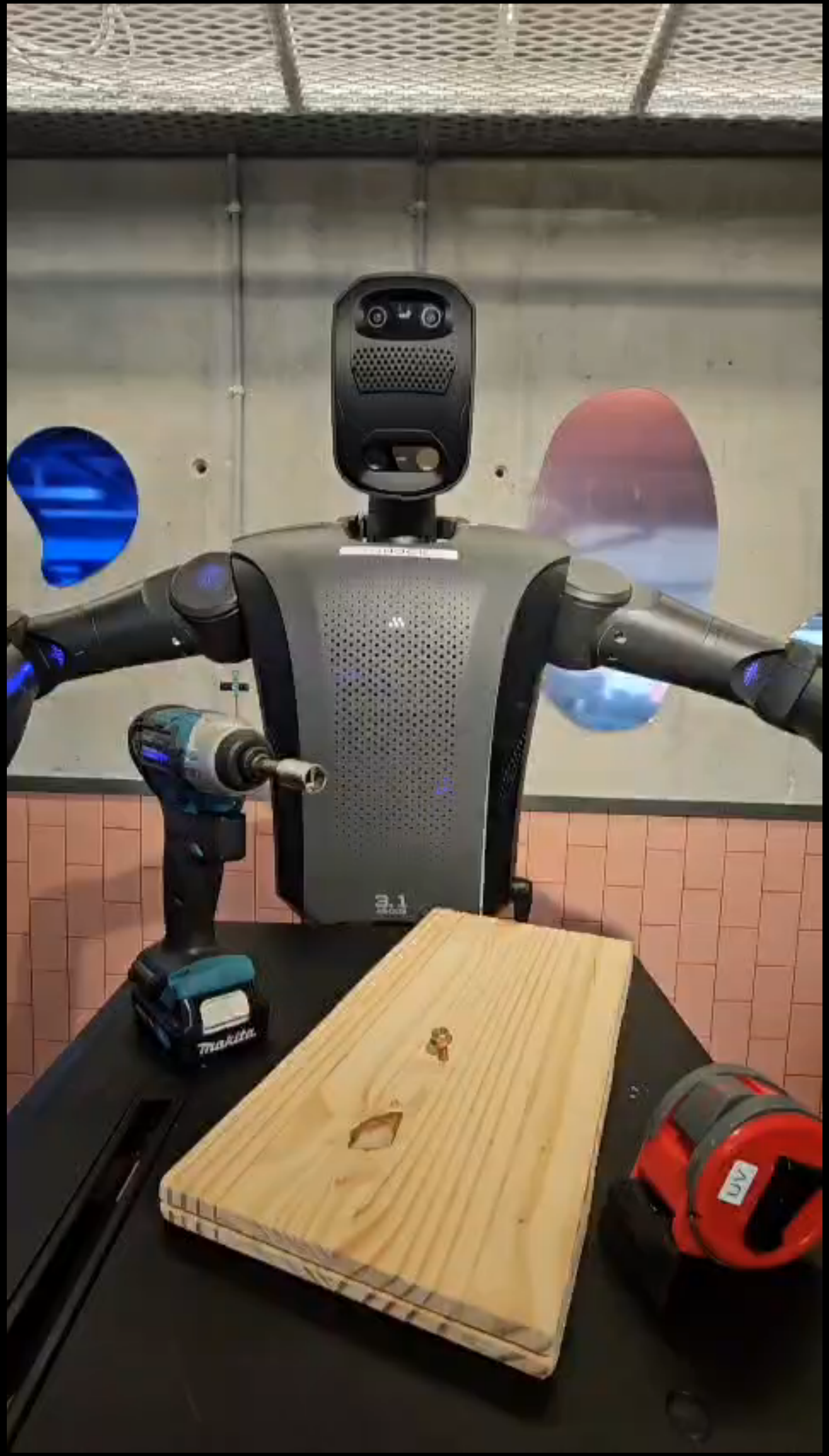
No teleoperation

## Home Settings



# Dexterity: Rigid-Link Hands



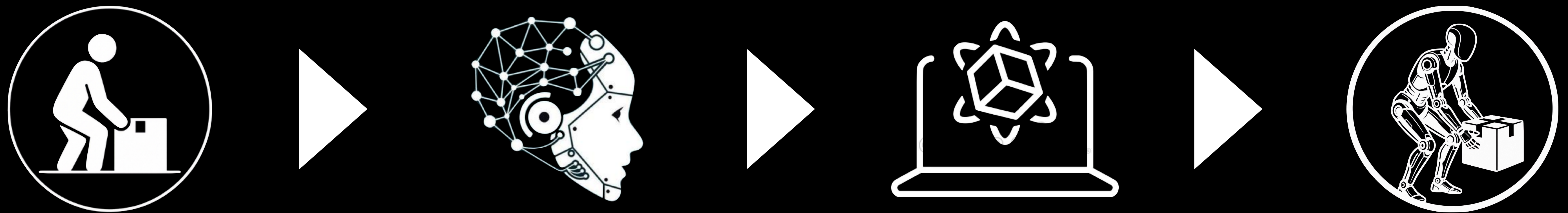


# The Ultimate Goal: Few-Shot Generalization

## Executing New Tasks From Only a Few Human Demonstrations

Few-shot generalization through:

**Real2Sim2Real**



Robot observes human demo

Robot analyzes with a foundation model

Self-play and RL in simulator

Robot executes the new task

Executed fully autonomously within minutes

**Mentee Humanoids designed to learn and execute new tasks from only few human demonstrations**

- Eliminates reliance on continuous teleoperation or large-scale real-world data collection
- Enables rapid deployment across diverse tasks with safe human collaboration

No teleoperation

# The Ultimate Goal: Few-Shot Generalization

"Hey Mentee - Watch and Learn"

Observe > Train > Perform

mentee robotics

# Roadmap to Scaled Deployment

## Go-to-Market

- 2026 ➜ On-site proof-of-concept deployments
- 2027 ➜ Production with Aumovio
- 2028 ➜ Series production and commercial rollout in industrial settings
- 2030 ➜ Home environment deployment

**2026** — On-site proof-of-concept

**2027** — Production with Aumovio

**2028** — Initial Industrial Commercial Rollout
- Core out-of-the-box capabilities
- Industry-specific customization and configuration

**2030** — Home Environment Deployment
- Learning performed on-site via continual learning
- Requires mentoring and instruction-based learning

# Together, Mobileye and Mentee are uniquely positioned to drive the future of Physical AI

Creating a global leader in Physical AI by combining Mobileye's advanced AI and production expertise with Mentee's vertically integrated, simulation-first humanoid platform and few-shot generalization capabilities

## A decisive step toward Physical Intelligence

Systems that are designed to understand context, infer intent, interact safely and effectively with humans at economic scale

# Now. Next. Beyond.

## Mobileye's Annual CES Press Conference

mobileye™

Prof. Amnon Shashua, CEO