

BUILT BY TRUCKERS

EDISON

MOTORS

Canada

Disclosure

FORWARD LOOKING STATEMENTS

This presentation contains certain statements that may constitute “forward-looking information” within the meaning of applicable Canadian securities legislation. The forward-looking information in this presentation relates to, among other things: the Company’s production plans and timelines, including the timeline for completion and opening of the Donald, BC production facility; the anticipated delivery of customer trucks and vehicles; achieving CMVSS and ECCC approvals; the Company’s three-year growth projections, including anticipated revenues and shipments in 2026, 2027, and 2028; the Company’s ability to scale operations and hire personnel; sales strategy and market penetration; expected fuel and maintenance cost savings for customers; anticipated environmental and emissions benefits; the Company’s ability to obtain intellectual property protection; planned use of proceeds from the offering; and the Company’s competitive position in the heavy-duty truck market.

Forward-looking information is necessarily based upon a number of estimates and assumptions that, while considered reasonable by management as of the date of this presentation, are inherently subject to known and unknown risks and uncertainties that could cause actual results to differ materially from those expressed or implied by such forward-looking information. The material factors or assumptions used to develop the forward-looking information in this presentation include, without limitation: the Company’s ability to successfully complete construction and commissioning of its production facility on schedule and on budget; the Company’s ability to obtain necessary regulatory approvals, including CMVSS certification and ECCC compliance; the availability and cost of materials, components, equipment, and qualified personnel; continued demand for heavy-duty vocational trucks and diesel- electric technology; general economic conditions and the state of the trucking and transportation industry; the Company’s ability to maintain relationships with suppliers, customers, and strategic partners; the Company’s ability to protect its intellectual property; the availability of financing on acceptable terms; and no material adverse changes in applicable laws or regulations. Some important factors that could cause actual results to differ materially from those expressed in this forward-looking information include, without limitation: delays in construction or commissioning of production facilities; failure to obtain or delays in obtaining regulatory approvals, including CMVSS or ECCC certification; supply chain disruptions or increases in the cost of materials and components; failure to achieve projected production volumes or sales targets; general economic, financial, or market conditions; political or social uncertainties and contingencies; variations in expected capital and operating costs; labour disputes or strikes; the availability of financing; loss of key personnel; increased competition from existing or new market participants; technological changes or disruptions; failure to protect or enforce intellectual property rights; and risks associated with the adoption of new vehicle technologies by the market.

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Forward looking statement

Disclosure

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FORWARD LOOKING STATEMENTS

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Information in this presentation is as of March 13th, 2026



A TRUCK FLEET'S BIGGEST COST IS FUEL & MAINTENANCE

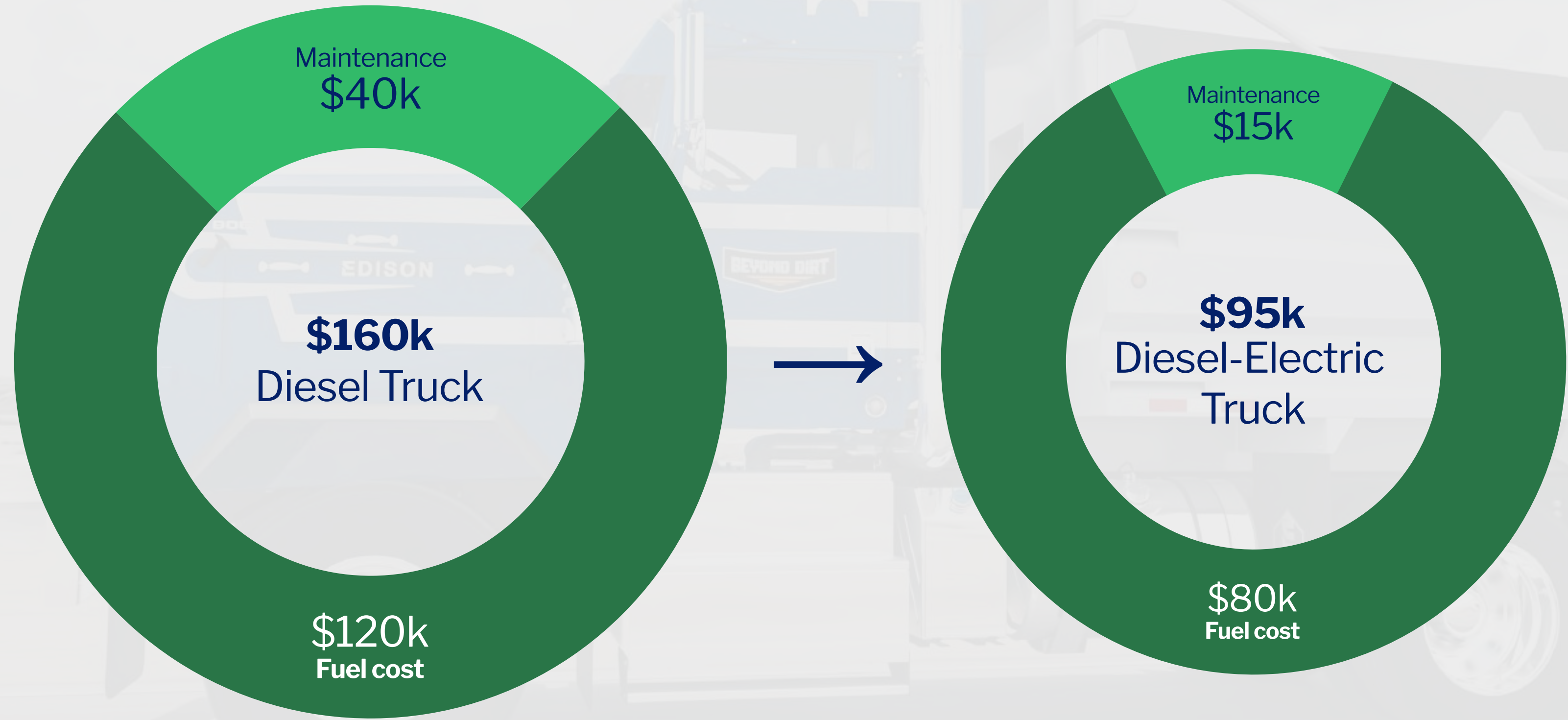
and current charging infrastructure is insufficient for commercial EV

THE ANSWER IS EDISON

Highest Efficiency • Freight train power • Right-to-repair



TRUCK COST SAVINGS

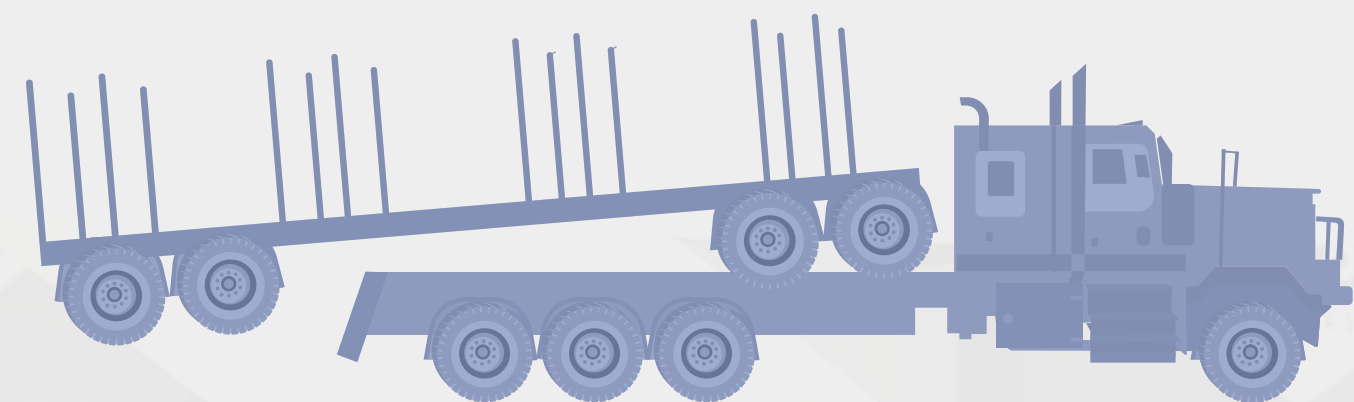
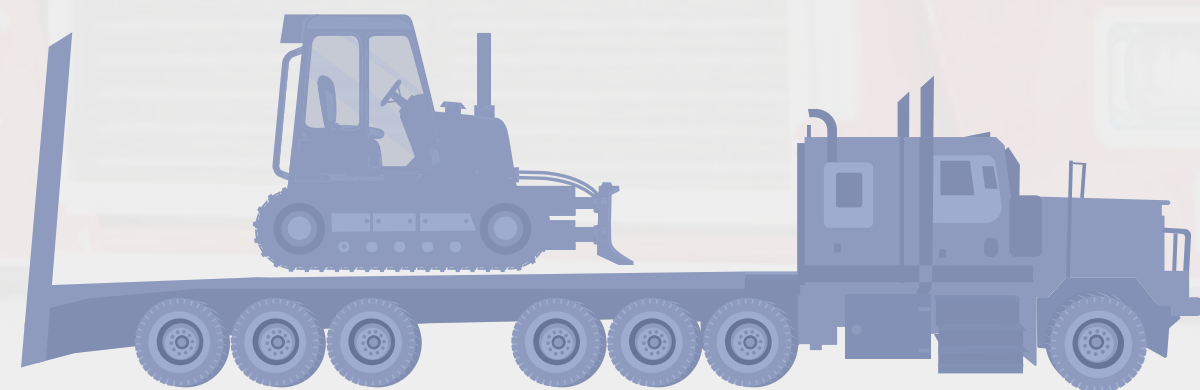
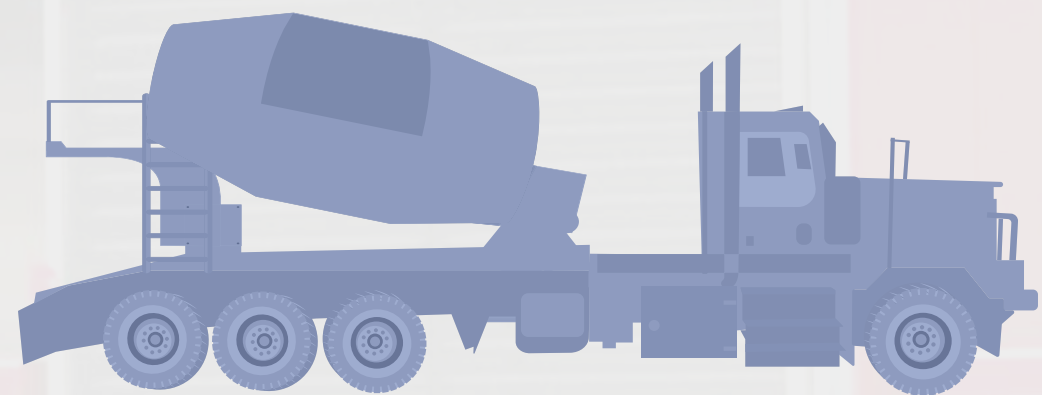


Cost savings	
Year 1	\$65,000
Year 2	\$130,000
Year 3	\$195,000
Year 4	\$260,000
Year 5	\$325,000

Assuming 300 days of operation in heavy-haul configuration annually

THE WORLD STILL NEEDS HEAVY-DUTY TRUCKS

3.5 million+ Class 8 Trucks in North America



\$291B
Total Addressable
Market**

\$97B
Total Serviceable
Market

\$4.9B
Total Serviceable
Obtainable Market*

* Mordor Intelligence, Custom Report – North America Medium- and Heavy-Duty Truck Market (2025-2030), 2025.

** Estimate of Global Class 5-8 Market Based on the size of major markets (USA, CAD, EU, AUD)

EDISON TRUCKS SERVE THE TOUGHEST INDUSTRIES



CLASS 8 DIESEL



**BEST IN
CLASS POWER**



Supports PTO & Hydraulics

605 hp 15L

800Hp braking power

**Granted National
Emissions Mark**

**Best in class design & materials
abandoned by Legacy OEMs**

**Designed with service friendly
common parts, no software lockouts**

CLASS 8 DIESEL-ELECTRIC



**EASY SERVICE WITH
COMMON PARTS**



Electric train motors
powering a vocational truck

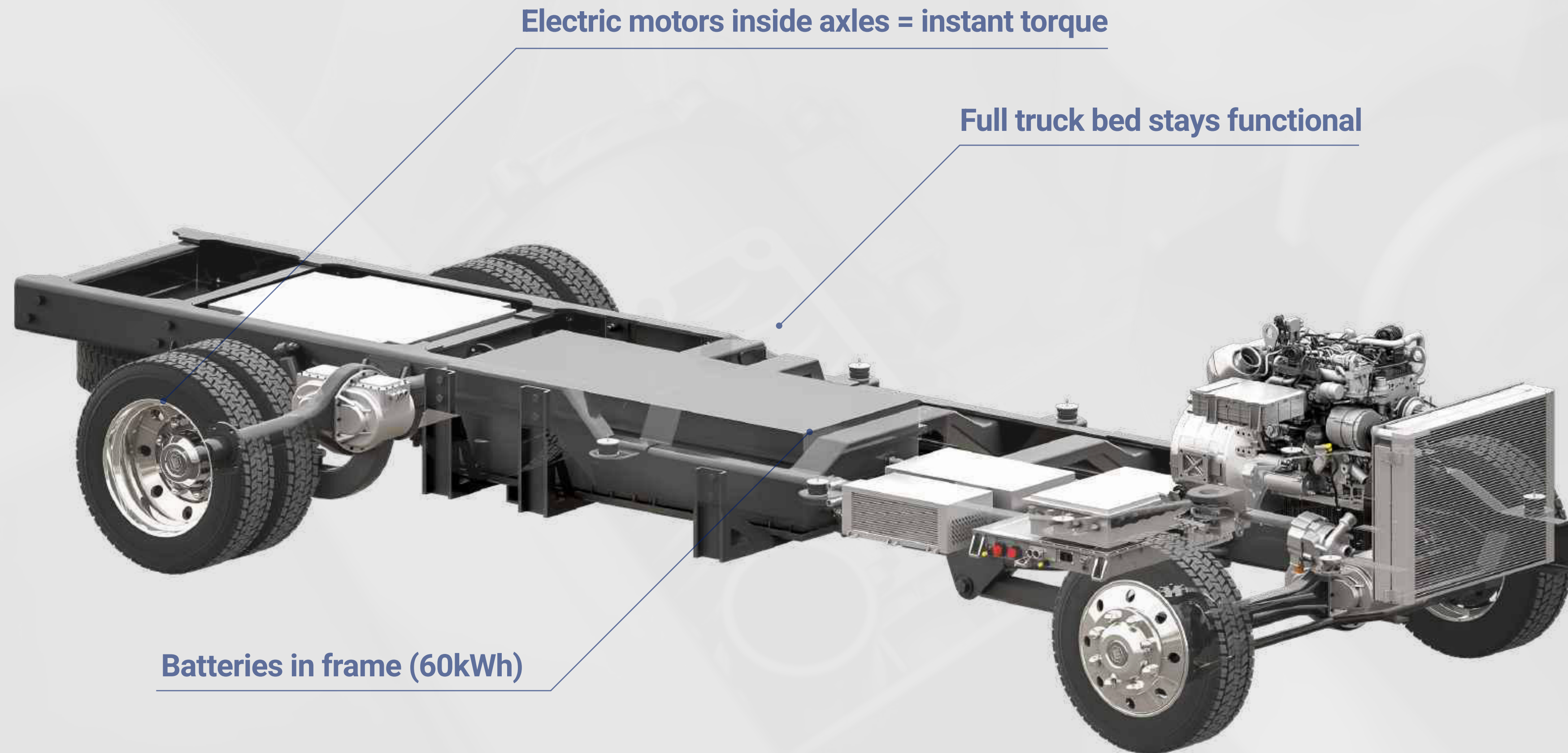
Pairing a compact diesel generator
with robust electric power

Better performance than diesel,
no compromise on payload

CLASS 5 DIESEL-ELECTRIC CHASSIS



**DIESEL-ELECTRIC
WORK TRUCK**



Electric motors inside axles = instant torque

Full truck bed stays functional

Batteries in frame (60kWh)

Proven diesel-electric scaled for medium-duty commercial use

Universal chassis for hundreds of body builders

Lower operating costs than diesel and brings electric power to jobsites

EXAMPLE BODIES ON

CLASS 5 DIESEL-ELECTRIC CHASSIS



Utility companies • Municipal fleets • Construction trades • Towing/Recovery

Oil & gas services • Landscaping • Transportation • Refrigerator trucks

TIMELINE

(Q4) 2022

2nd crowdfunding round,
raised \$1.6M

2024

(Q2) Topsy road legal
(Q3) 10th project partner secured

(Q3) 2025

Start construction of
production facility in
Golden, BC



(Q4) 2021

Incorporation &
1st crowdfunding,
raised \$540K

(Q3) 2022

Completion of **Carl**, a
converted 1962 Kenworth
as proof of concept

(Q3) 2023

Completion of **Topsy**,
first production
prototype L-500

(Q4) 2024

Merritt Garage
3rd crowdfunding round,
raised \$3.2M

(Q4) 2025

CMVSS & ECCC
CAD Federal approvals

2026 ROADMAP

Feb

Customer shipment
2nd vehicle

Apr

CMVSS approval
process and road tests

Jun

Trans-Canada
Roadshow

Aug

Customer shipment
4th vehicle



Jan

Customer
truck delivery

Mar

Factory concrete
floor installation

May

USA Reg A
Campaign Start

Jul

Official opening of the
Donald, BC factory

Sept

Scale Edison team
Hiring focus

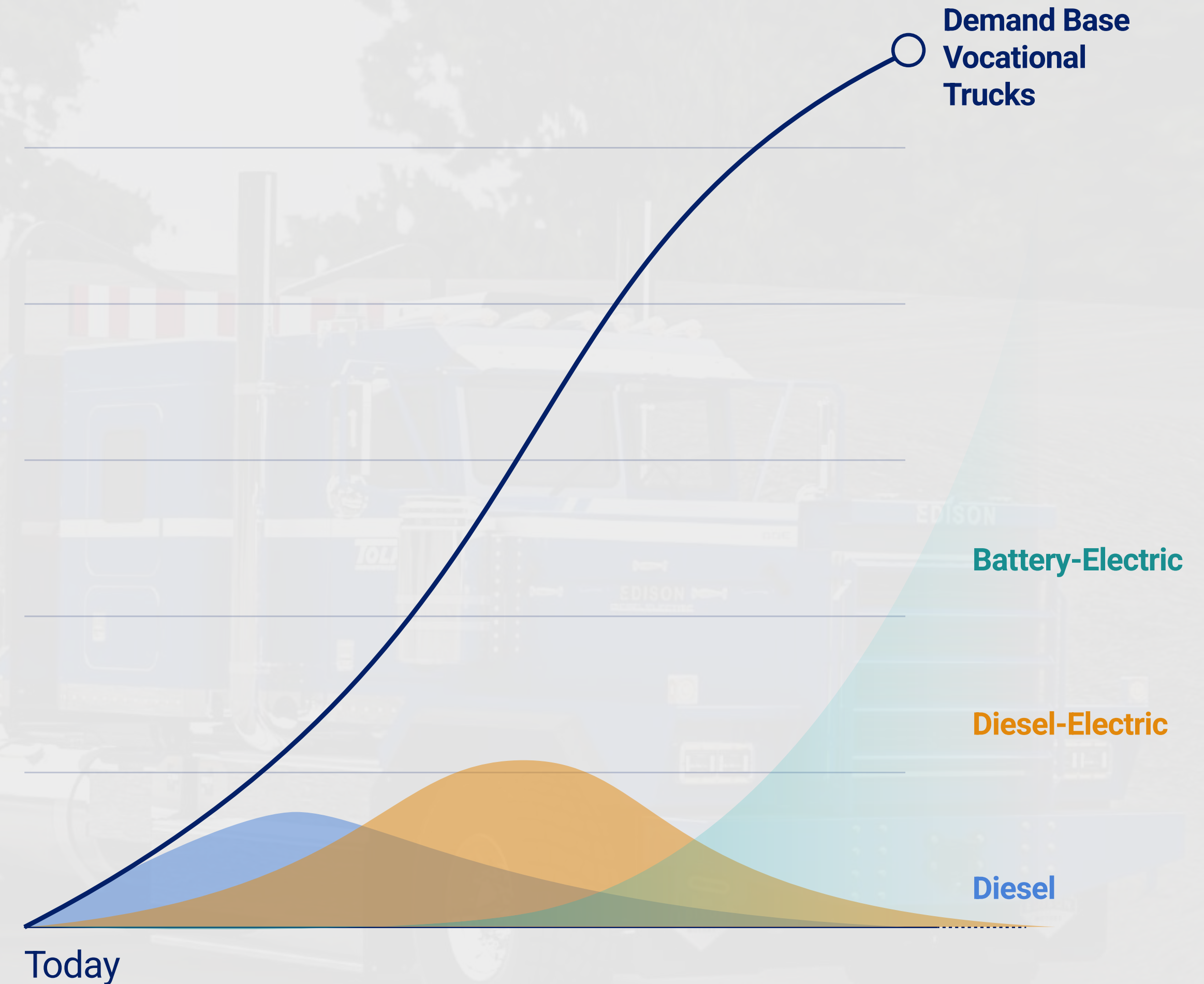
SALES STRATEGY

Transition Economy

Start with rugged diesel trucks, transition to 90%+ Diesel-Electric over 10 years*

Early Access Customers

Customers pay for priority delivery & vehicle customization, funding Edison's scale-up.



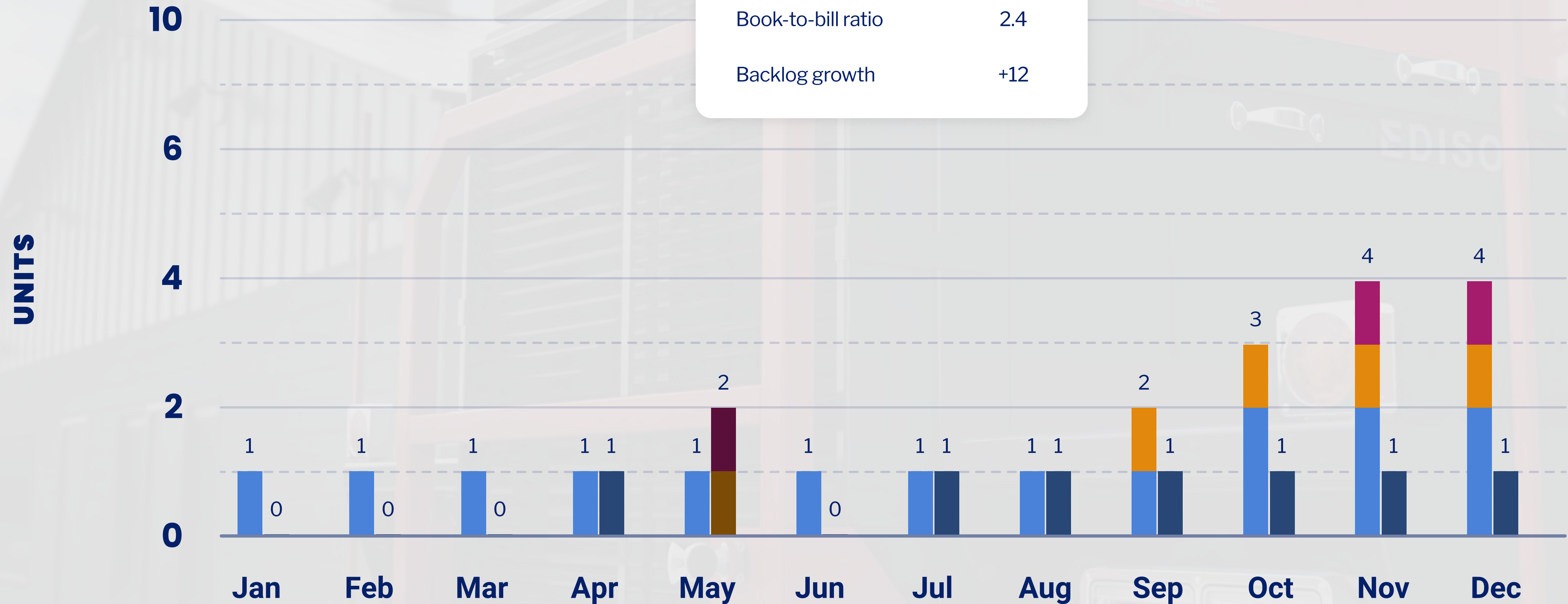
* contingent on vehicle approval for sale in Canada. (lawyers told us to add this)

Sources: NACFE, "Viable Class 7/8 Electric, Hybrid, and Alternative Fuel Tractors" (2019); McKinsey & Company, "The Bumpy Road to Zero-Emission Trucks" (2024). Graphic is illustrative of projected market transition.

BOOK-TO-BILL 2026

Executive Summary

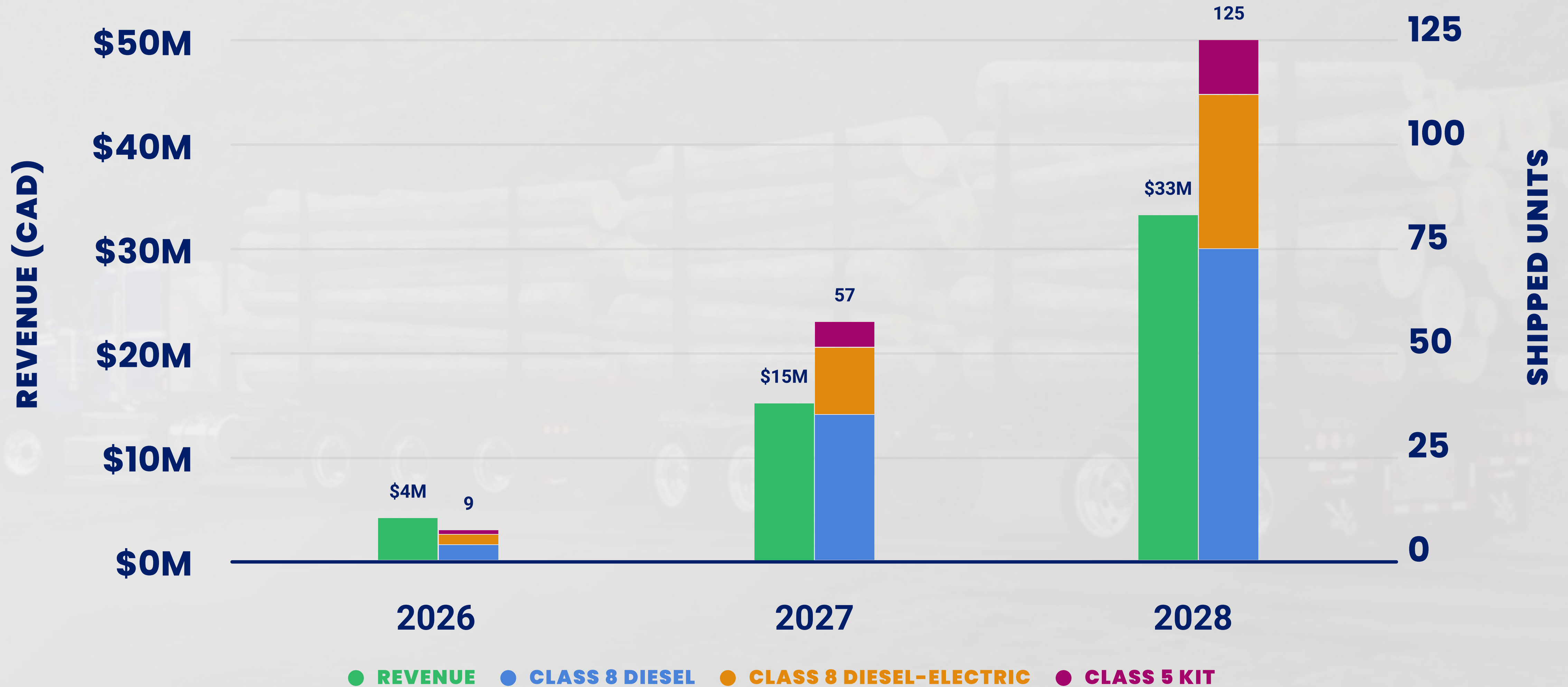
Total units booked	21
Total units billed	9
Book-to-bill ratio	2.4
Backlog growth	+12



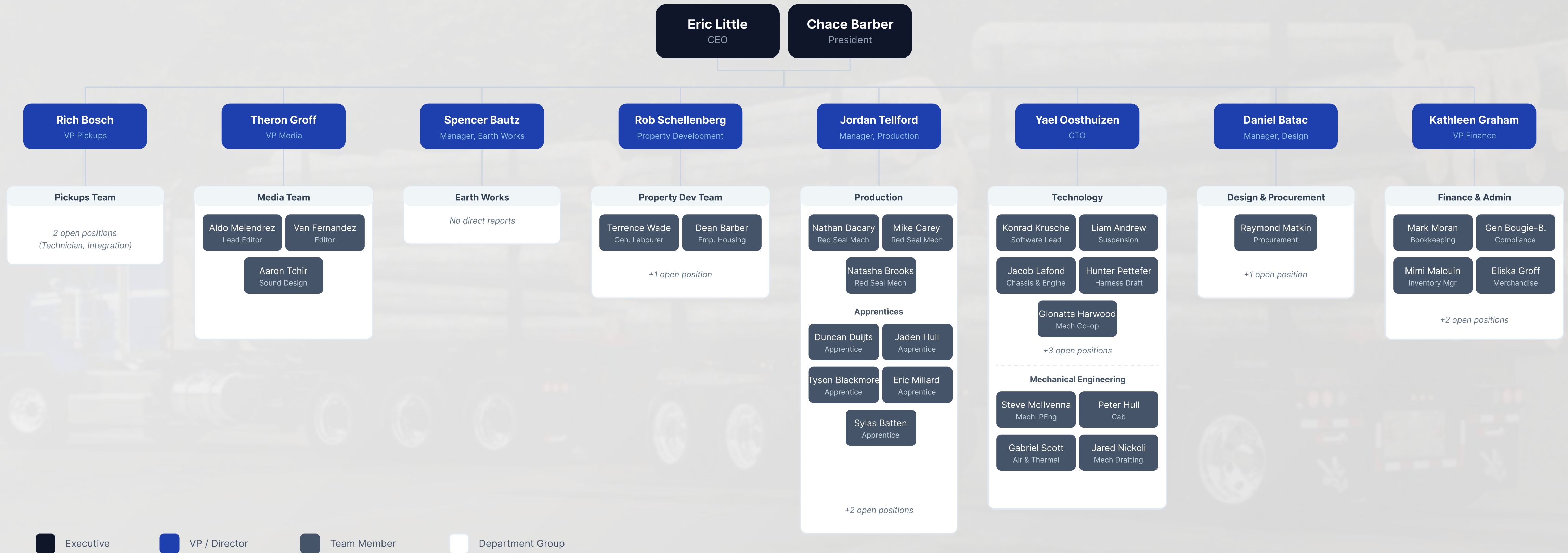
● CLASS 8 DIESEL ● CLASS 8 DIESEL-ELECTRIC ● CLASS 5 KIT

1st column - Booked • 2nd column - Billed

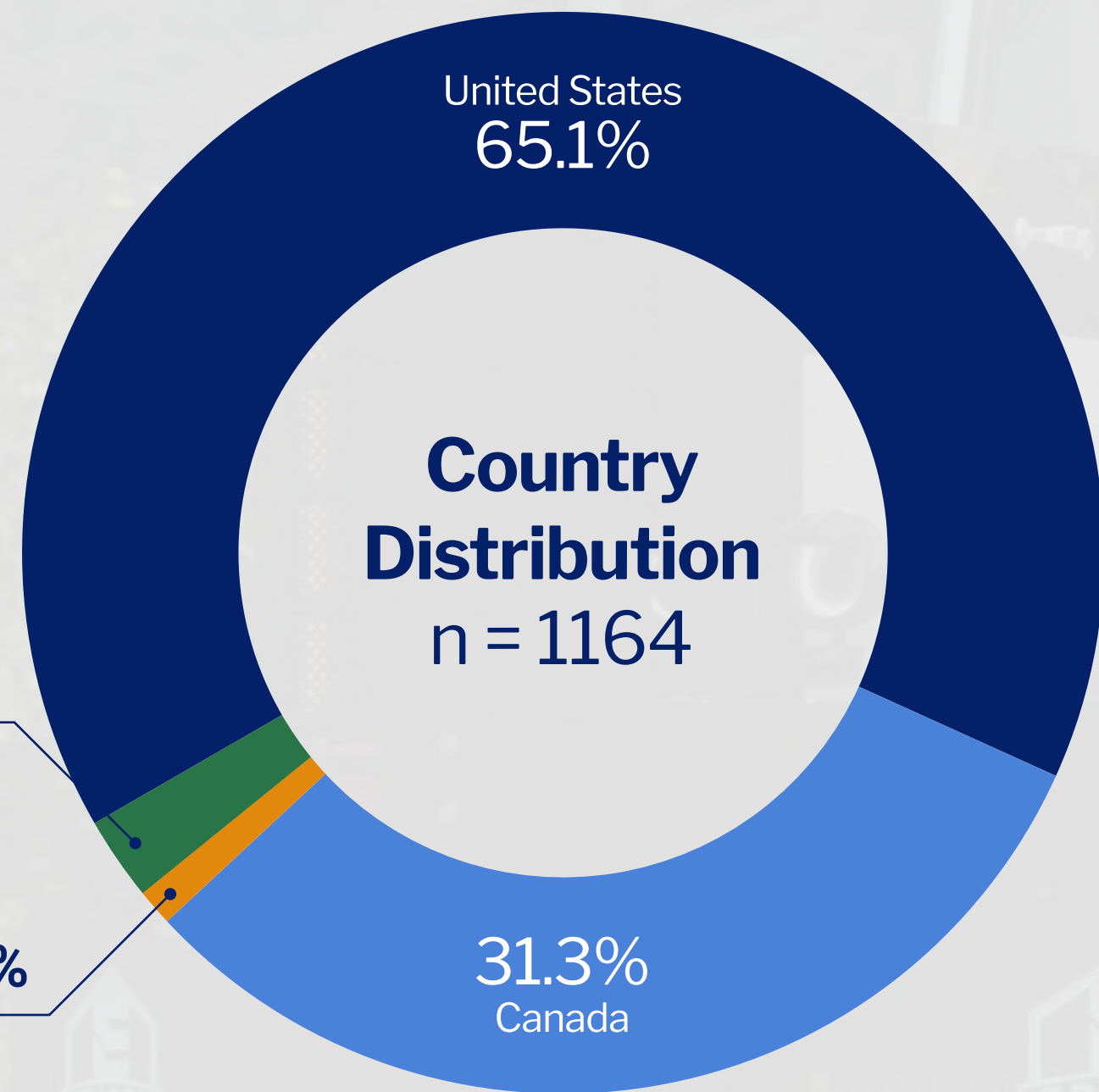
3 YEAR GROWTH



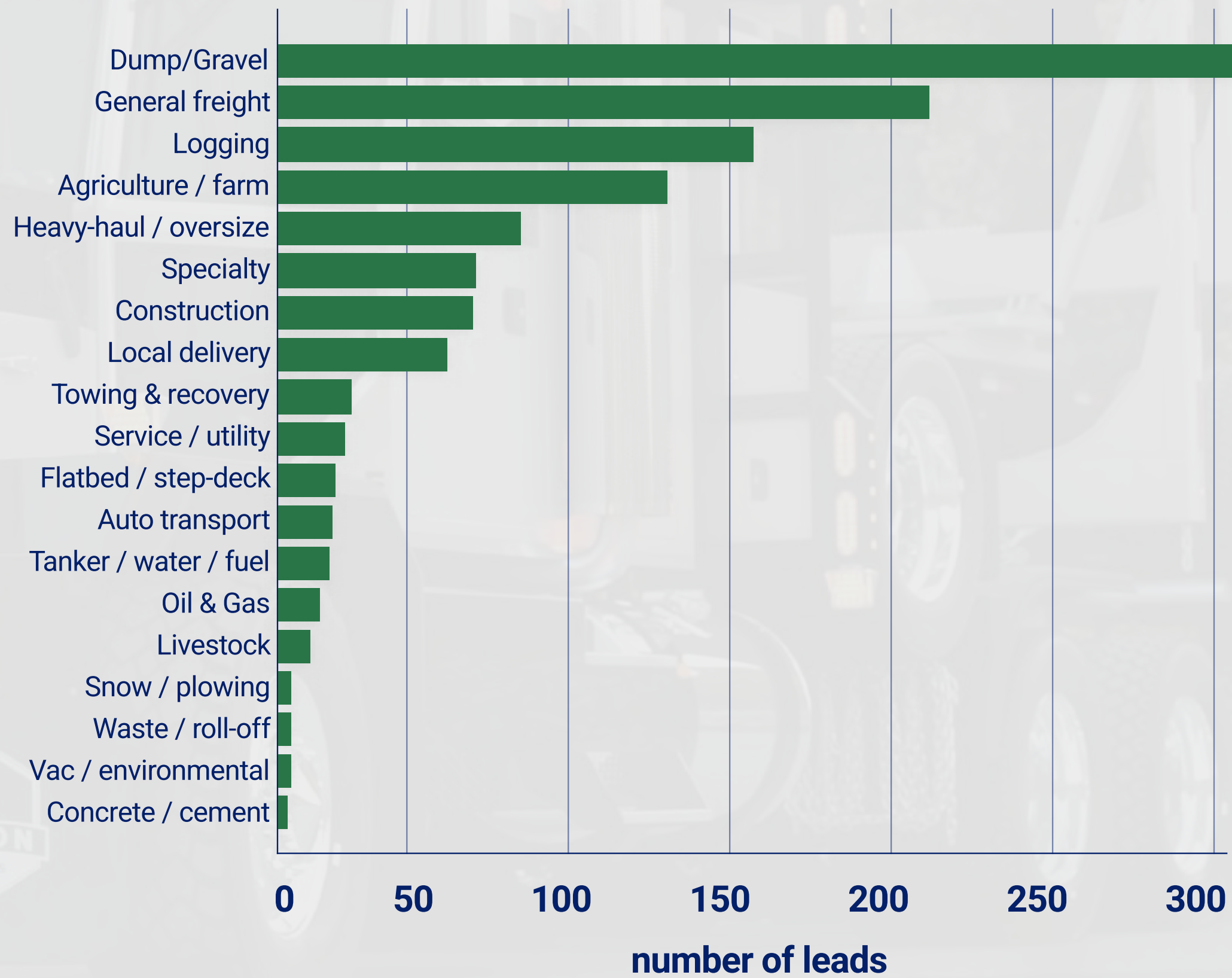
ORG CHART



CLASS 8 TRUCKS SALESPIPE PROFILE



Industry distribution



96.4%
of respondents in N.A.

1000+
largest fleet size

12
average fleet size

CLASS 8 PURCHASING TERMS

UPFRONT DEPOSIT OF 50%

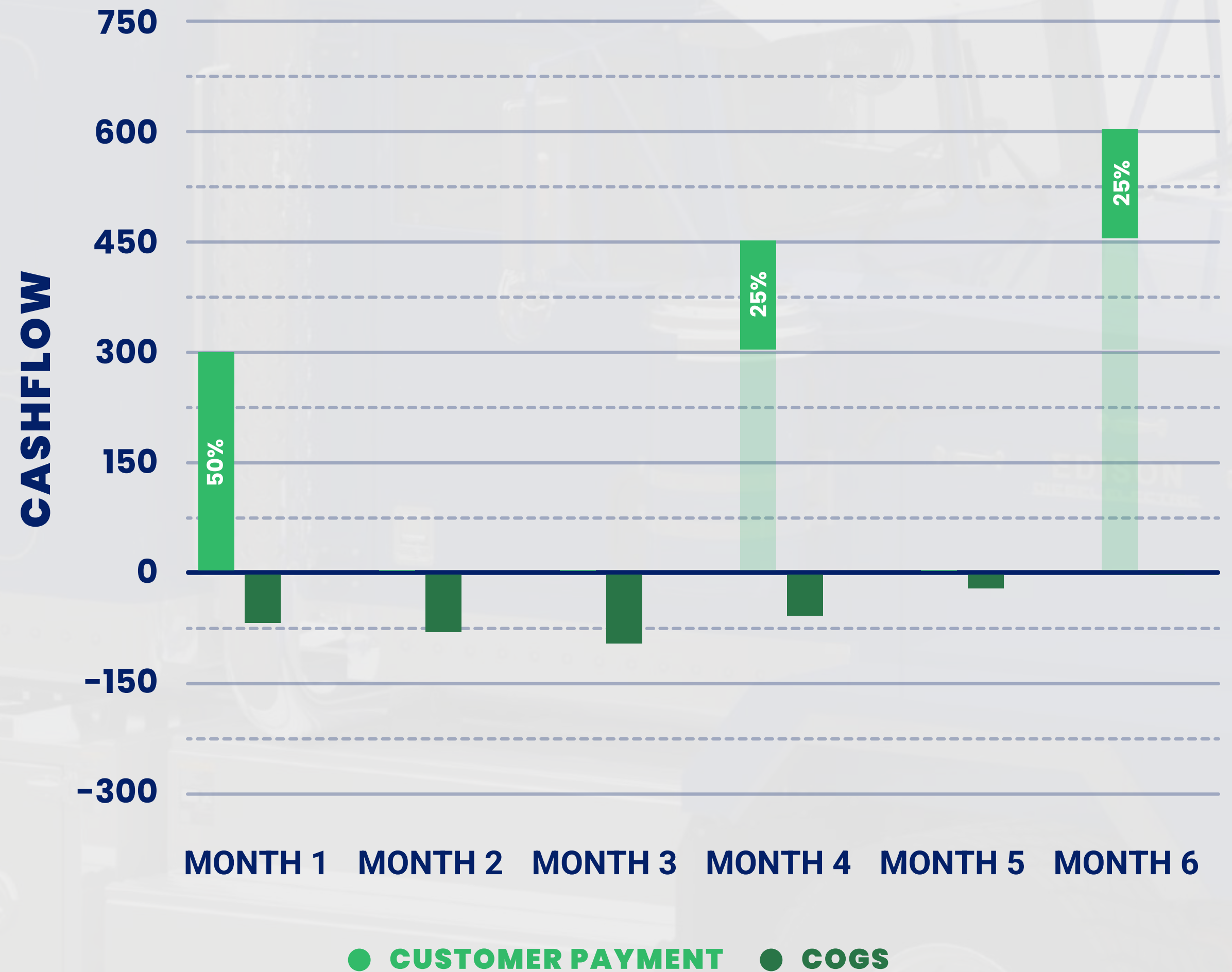
Mechanical trucks sold between 550k-650k

DEPOSIT COVERS COGS

Allows for growth without debt

6 MONTH LEAD TIME

From Order → Delivery
Production start by 2027/2028



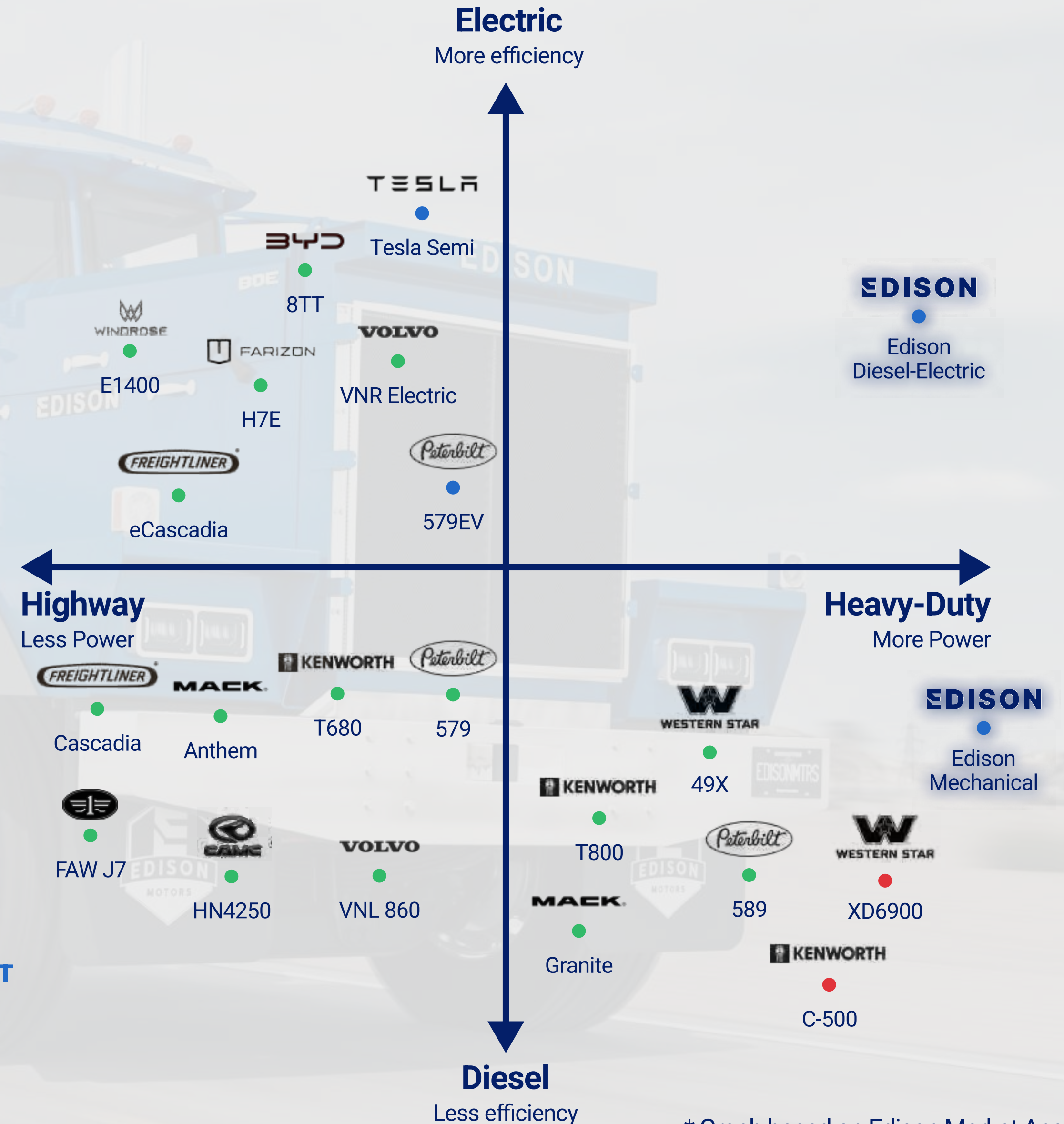
UNIQUE POSITION

A clear market gap

Manufacturers are dropping heavy-duty lines to focus on Highway.

Creates a vacuum that Edison is positioned to fill.

- IN DEVELOPMENT
- IN PRODUCTION
- DISCONTINUED



* Graph based on Edison Market Analysis

Competition

HEAVY-DUTY TRUCK MANUFACTURERS

	EDISON		KENWORTH	WESTERN STAR	PETERBILT	CHINESE MAKERS
						
MODEL	BDE	BDE 770	C-500	6900XD	589	VARIOUS
MOTOR	DIESEL-ELECTRIC	DIESEL	DIESEL	DIESEL	DIESEL	ELECTRIC OR DIESEL
MAX POWER	1100HP	770HP	600HP	600HP	500HP	450HP
SERVICEABILITY	RIGHT-TO-REPAIR	RIGHT-TO-REPAIR	PROPRIETARY	PROPRIETARY	PROPRIETARY	N.A. LIMITED
AVAILABILITY	PROTOTYPE 2027	AVAILABLE 2026	DISCONTINUED 2026	DISCONTINUED 2025	AVAILABLE	AVAILABLE
MAINTENANCE COST	LOW	LOW	AVERAGE	AVERAGE	AVERAGE	HIGH

BUILD IN PROGRESS



30,000 sq. ft Main Facility under construction
2815 Donald Road, Golden, BC

PHASE 1 TRUCK PLANT

30,000 sq. ft building

3 assembly lines, gantry crane infrastructure

305-acre industrial land (acquired Jan 2025)

Trans-Canada highway and rail access

Golden, BC, Canada



IP & CERTIFICATIONS

1. TECHNICAL PATENTS

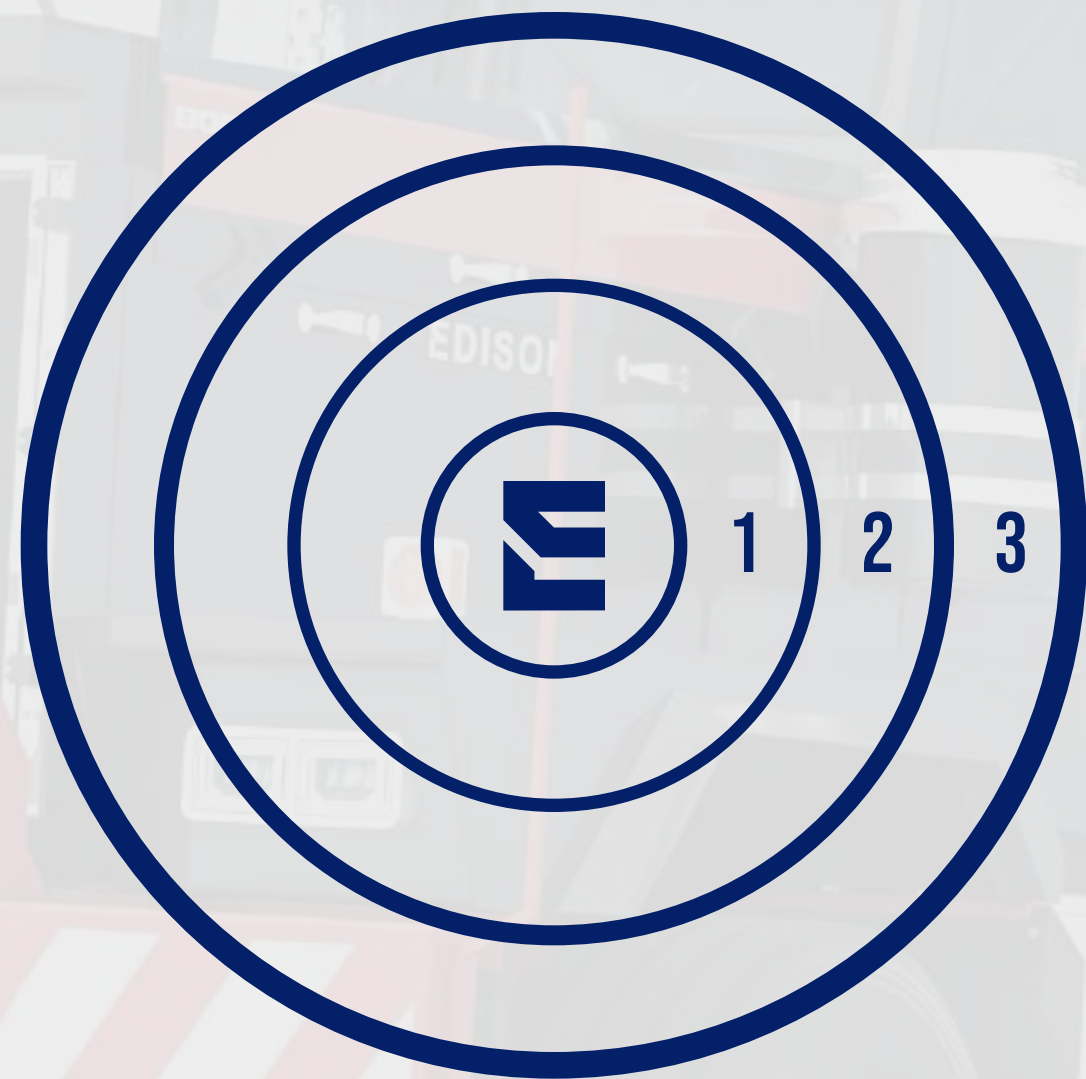
2 DRAFTED

Proprietary drivetrain
Cooling systems
Component optimizations

2. DESIGN PATENTS

6 FILED

Cab designs
Radiator design
Structural Assemblies



3. PROTECTED BRAND

13 FILED

North America Trademark
Highly active community
Over 1.6M Subscribers
550M+ Views

4. COMPLIANCE

National Emissions Mark #153
Working towards:
National Safety Mark

IN PARTNERSHIP WITH

+
North IP

IAM'S 2025 STRATEGY 300 - WORLD LEADING IP

ADVERTISING

337M +

VIEWS ACROSS CHANNELS

Active community of fans who want be involved, access to talent

Generates inbound leads & engagement with customers

EDISON
MOTORS

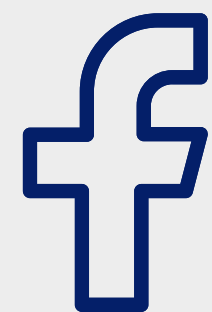


ENGAGEMENT

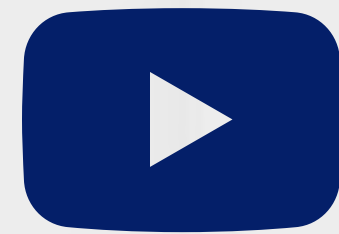
Between 3 and 10 Million views / month
50k+ emails of interested investors & fans



TikTok



Facebook

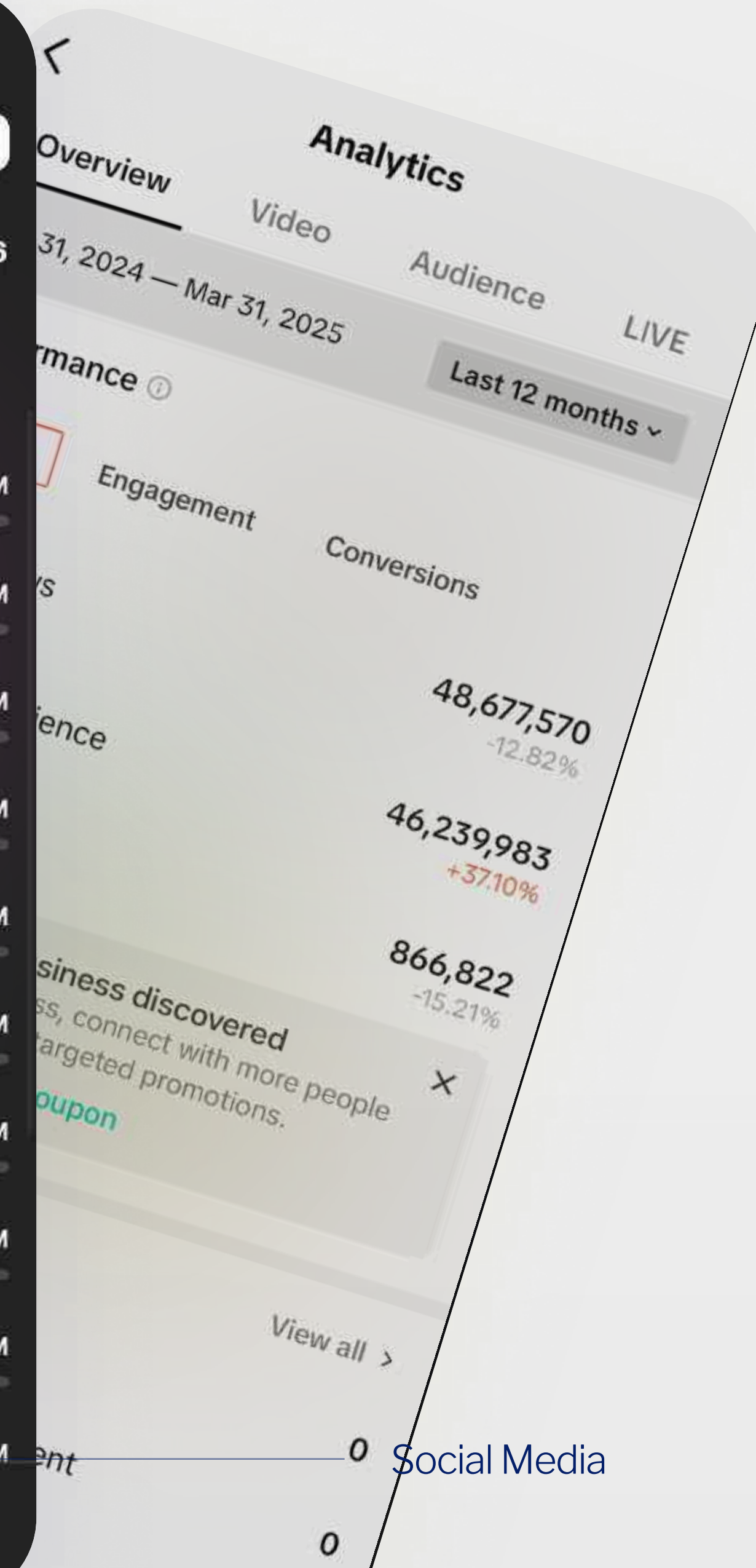
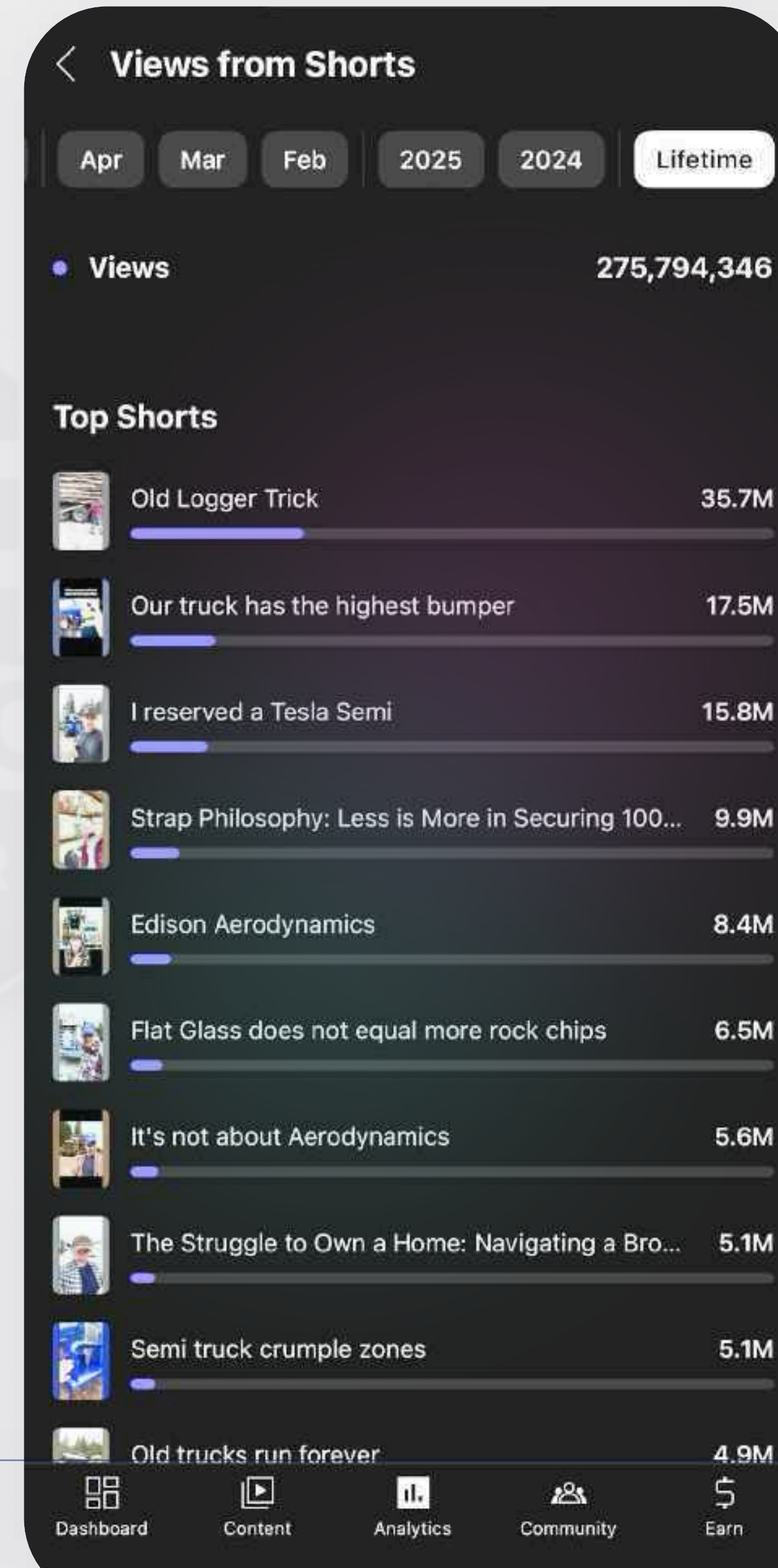


YouTube



Instagram

SUBSCRIBE TO FOLLOW THE JOURNEY



FUNDING OPPORTUNITY

Financing terms (CAD \$55 per share)

- CAD\$20M Offering Memorandum
- CAD\$275M “pre-money” valuation*
- Closing date: Q3 2026

Cap Table Post-Investment

- Founders & Management: 75%
- Early Investors: 19%
- New Investors: 7%

Use of Funds

- Property, Plant, Equipment: CAD\$7M
- Staff & Commercialisation: CAD\$5M
- COGS/Scaling: CAD\$8M

Expected Outcomes

- Plant 1 operational, 125 trucks 2028
- CMVSS & ECCC approvals
- On-site 40 semi-skilled work team

* based on pre-money capitalization of 5,031,904 shares o/s

LEADERSHIP



Chace Barber

CO-FOUNDER & PRESIDENT

Veteran Vocational Truck Driver & Social Media Personality

*Chace brings the **market validation**: he speaks the language of the customers (1.2M+ followers) and ensures the product solves real-world problems (Right to Repair, vocational durability).*



Eric Little

CO-FOUNDER & CEO

Clean Technology Expert & Business Strategist

*Eric delivers both the **product and business viability**: he navigates the regulatory landscape (Environment Canada approval) and engineers the diesel-electric drivetrain that makes the business model profitable.*

THANK YOU

BUILT BY TRUCKERS

FOR TRUCKERS

For questions, contact eric.little@edisonmotors.ca



APPENDIX



TRUCK CLASSES CHART

	GROSS VEHICLE WEIGHT RATING (LBS)	IMHZEV INCENTIVE	MARKET SIZE	
CLASS 5 ex. ambulance	16,001 - 19,500	\$75,000	6,000,000  32,000,000 	
CLASS 6 ex. box truck	19,001 - 26,000	\$100,000	2,000,000  13,000,000 	
CLASS 7 ex. garbage truck	26,000 - 33,000	\$100,000	1,500,000  10,000,000 	
CLASS 8 ex. semi-truck	33,000 - 80,000+	\$100,000	500,000  3,000,000 	

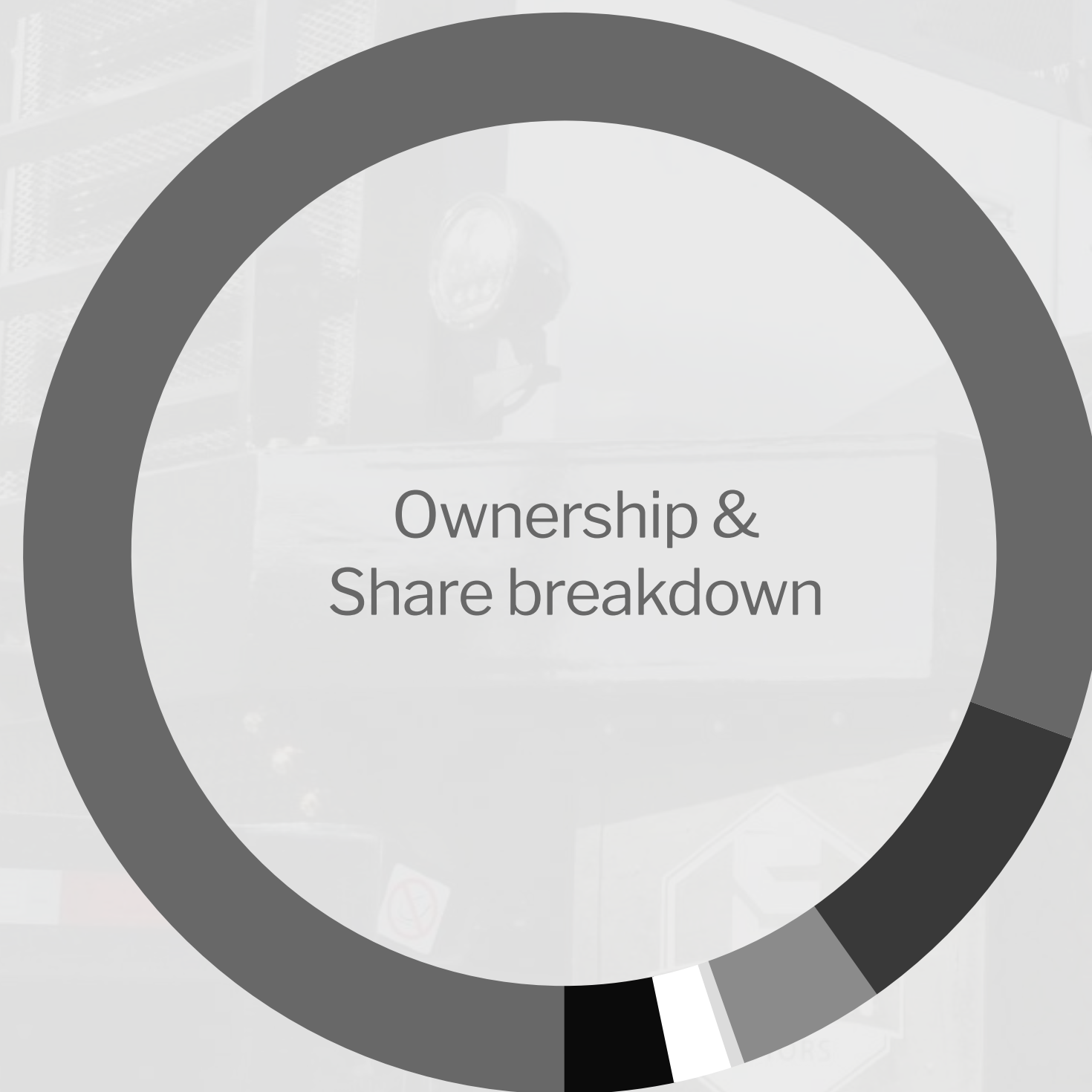
CAP TABLE

Fully diluted shares

5,115,214

Amount raised

\$12.3M CAD



- **FOUNDERS**
- **2021 ROUND**
- **2022 ROUND**
- **2023 ROUND**
- **2024 ROUND**
- **2025 ROUND**

COMPLIANCE

Picture updated oct. 13, 2025



Model (jurisdiction)	Safety		Emissions		
	In-progress	Remaining	Achieved	In-progress	Remaining
Class 8 Diesel (Canada)			NEM + Engine Approval		
Class 8 Hybrid (Canada)	Submission package	CMVSS certification	NEM authorization	Engine approval pending / Lobbying for change	Engine Approval
Class 5 Kit (Canada)					Engine Approval
All models (U.S.)		FMVSS certification			EPA certification



ECCC

National Emissions Mark Obtained

As of the date of this presentation, Edison has not achieved full homologation in any jurisdiction and is currently unable to sell vehicles commercially.

Transport Canada

CMVSS - Road testing

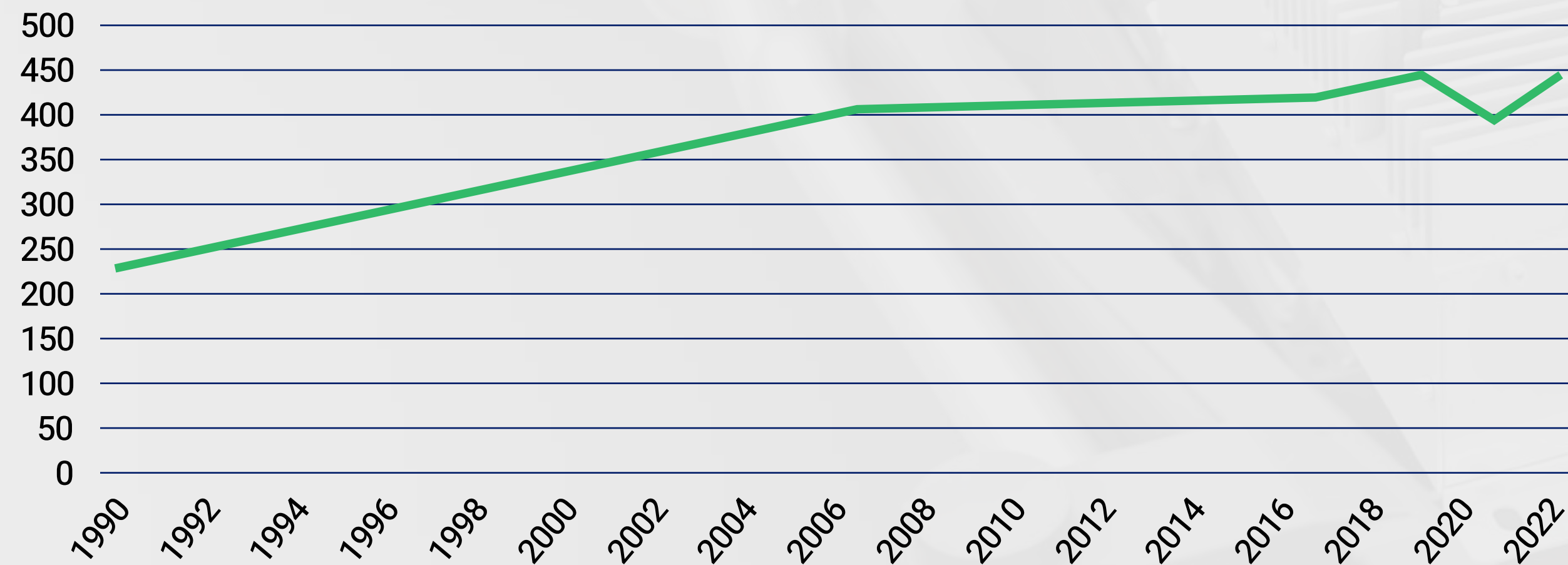
Ongoing discussions

with members of parliament

ENVIRONMENTAL IMPACT

Trucks represent **~5%** of the global vehicle stock, but account for over **33%** of global diesel emissions

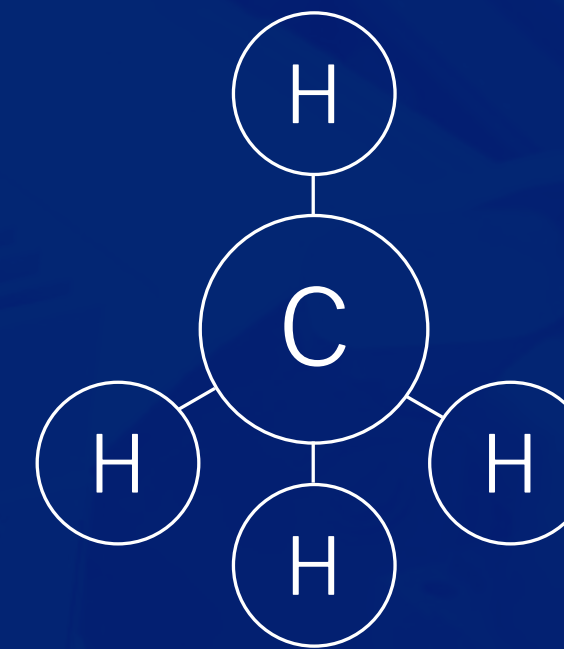
Medium- and heavy-duty trucks HGH emissions
(Tg CO₂ Equivalent)



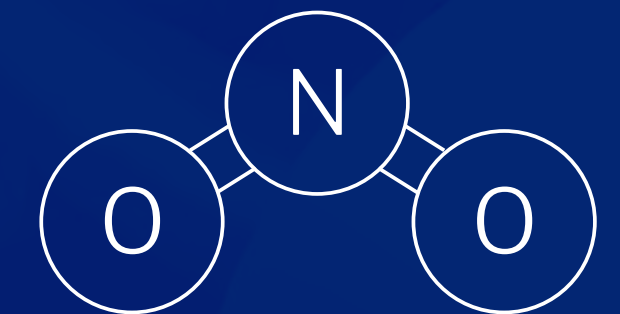
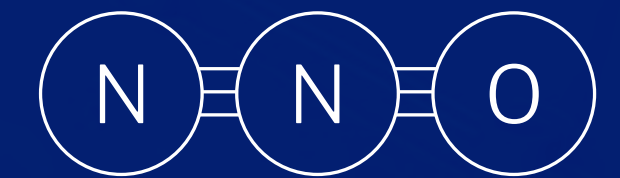
Sources: U.S. EPA, "Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2022" (2024).
ECCC, "2030 Emissions Reduction Plan" (March 2022).

Greenhouse gas emissions can remain in the atmosphere from a few years to **thousands** of years, where they contribute to climate change.

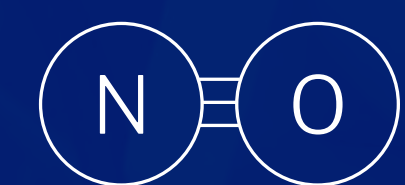
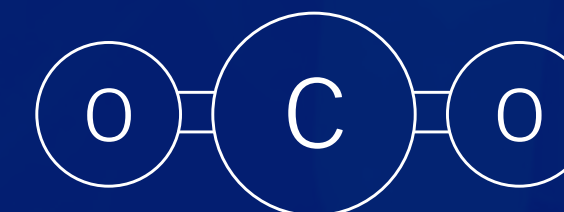
Methane



Nitrogen Oxides



Carbon Dioxide



ENVIRONMENTAL IMPACT

~26 t / yr reduction per truck

Baseline emissions from today's Class 8 diesel tractors

Fuel Economy	4.5 – 6.5 mpg (US/CA fleet)
CO ₂ per gal. diesel	10.21 kg
CO ₂ per mile	1.58 – 2.26 kg
Average annual mileage	≈ 41 000 mi (65 980 km) / truck
Annual CO ₂ per truck	65 – 93 t
Total CO ₂ (USA) 	US Class 8 fleet (2022): 450 Mt CO ₂ eq
Total CO ₂ (CAD) 	Canadian MD/HD vehicles (2021): 41 Mt CO ₂ eq
In-use NOx (2015-17 trucks)	≈ 1.1 g / mi
In-use PM _{2.5}	≈ 0.07 g / mi

Baseline: EPA in-use emissions data, MY2015–17 Class 8 diesel tractors.

US fleet total: EPA GHG Inventory (2024). Canadian fleet: ECCC National Inventory Report (2021).

Edison estimates: internal engineering data from prototype testing. See Offering Memorandum (Feb 27, 2026).

Edison Motors' diesel-electric architecture

Parameter	Conventional diesel	Edison diesel-electric	Reduction
Fuel / CO ₂	See baseline	30 – 40 % lower*	- 30-40 %
NOx	≈ 1.1 g / mi	≈ 0.3 – 0.5 g / mi	- 50-70 %
PM _{2.5}	≈ 0.07 g / mi	≈ 0.03 – 0.04 g / mi	- 40-60 %

* Fuel-use savings: 30-40 % for most runs; up to 70 % on off-highway logging duty.

What those numbers mean per truck & fleet

Single truck, average duty

- CO₂ drops from ~76 t / yr to ≈ 50 t / yr (-26 t)
- NOx drops ~20–30 kg / yr; PM_{2.5} about 1.6 kg → 0.9 kg

10 % adoption in the US fleet (≈ 370 000 tractors)

- CO₂ avoided ≈ 9 Mt / yr – equivalent to taking 1.9 million passenger cars off the road
- NOx avoided ≈ 9 000 t / yr, helping states hit the 2027 low-NOx targets early

CLASS 5 PIPELINE

Focused

Single Edison Chassis SKU

2350+

Paid pre-orders

180+ Partners

Conversion work by partner network

