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Profitable battery recycling

July 2024

redivivus.tech

Note that the projections and forward-looking statements in this presentation are based on our current expectations and are subject to risks and uncertainties that could cause actual results to differ materially.

Today, battery recycling is not profitable

Factors driving a lack of localized solution and adoption

Lack of Technology

Lithium-ion battery is new to waste management companies

High Logistics Cost

Driven by 10x longer haul and Class-9 Hazmat Premium (20x)

Storage Fire Risk

Costs to protect against battery fires are built into every step of the value chain

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Solution

Up to...

60% OPEX savings

95% Logistics reduction

50% Storage reduction

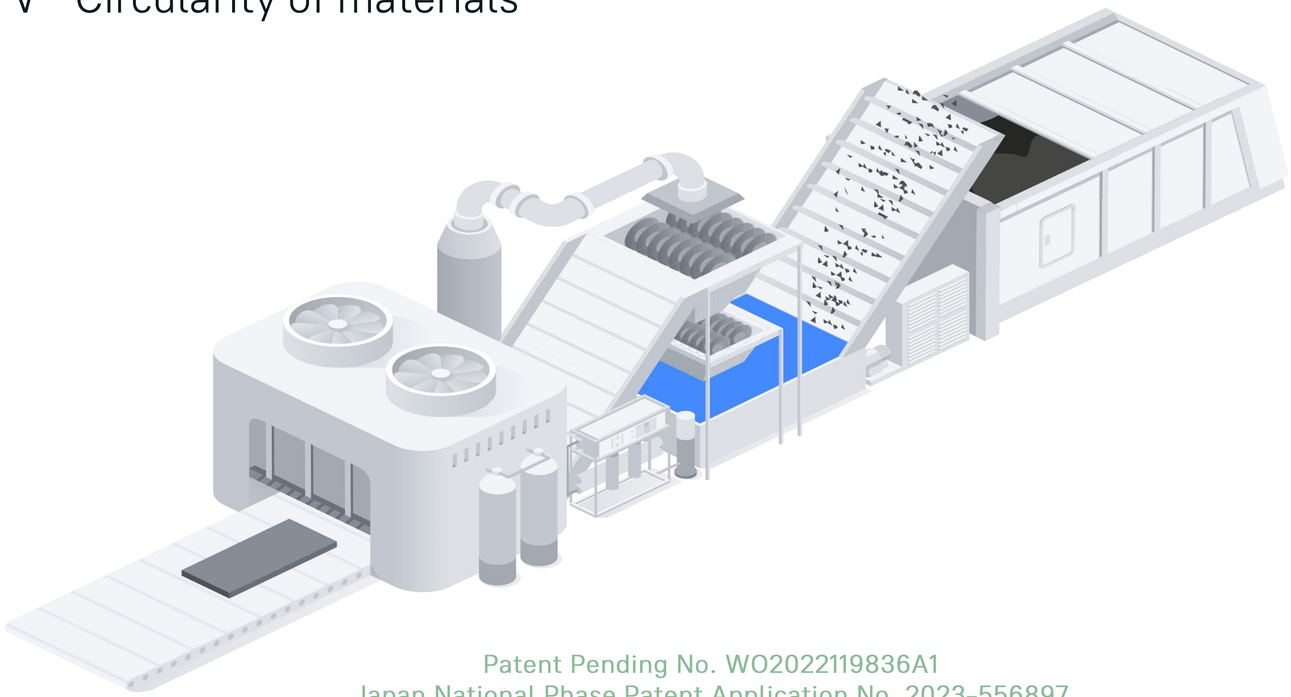
Source: DOE estimate lithium-ion batteries travel 50 miles for dismantling and 1,000 miles to factories for processing. Hazmat premium estimated by Argonne National Laboratory.

Redi-Shred® 60% OPEX savings vs industry standard

Cryogenic freezing & shredding technology. Any battery. Any state of charge.

Proprietary treatment

- ✓ No dismantling or discharging
- ✓ Scalable, tech-enabled labor efficiency
- ✓ Circularity of materials



Patent Pending No. WO2022119836A1
Japan National Phase Patent Application No. 2023-556897

End-to-end complete solution

- ✓ Passivation of stored energy
- ✓ Control fire risk
- ✓ Low-contamination shredded material
- ✓ Battery ID

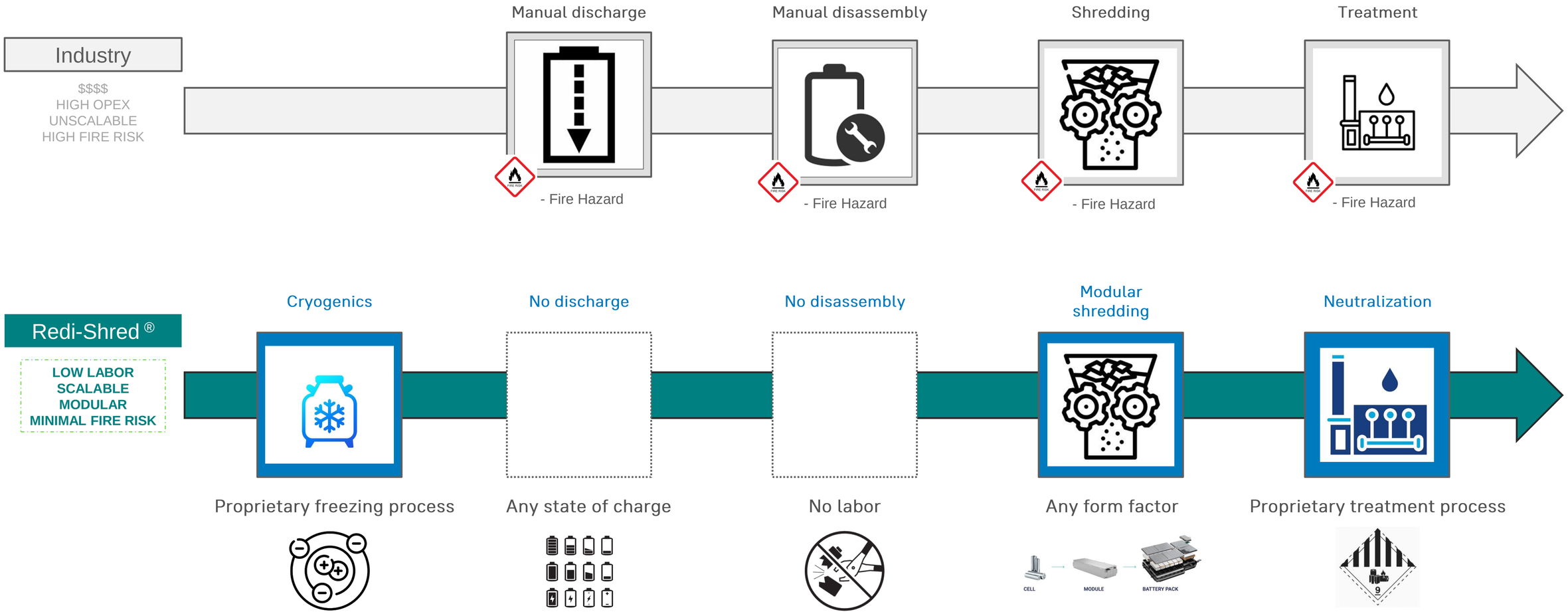
Cost <$500 per Tesla pack

- ✓ <$80 of liquid nitrogen per Tesla pack
- ✓ Manual labor/discharge cost 2x more

Assuming battery volume of 50 battery packs per day, 250 days, 8 hours/day.

More tech, fewer processing steps, less labor

Superior OPEX performance by removing labor and discharge on the critical path

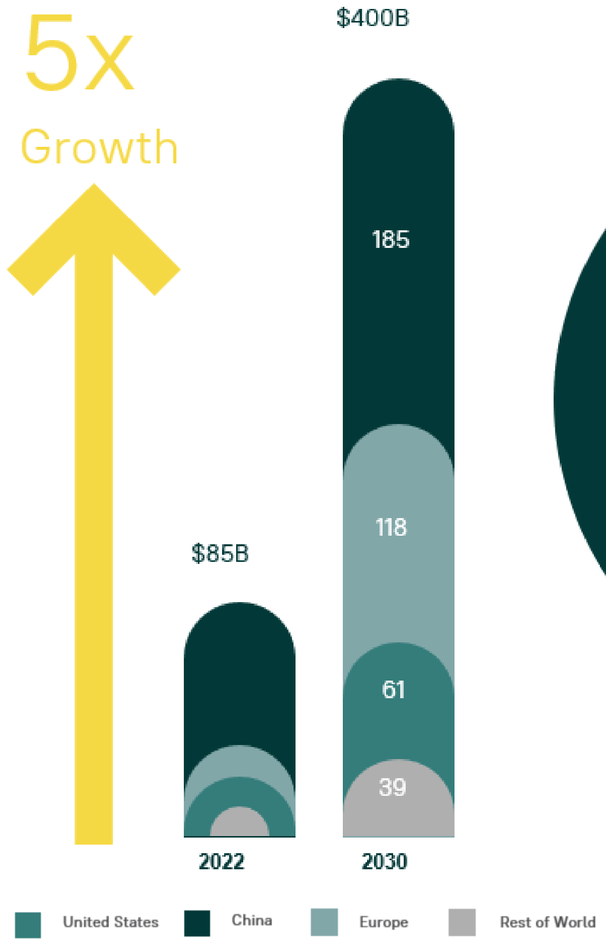


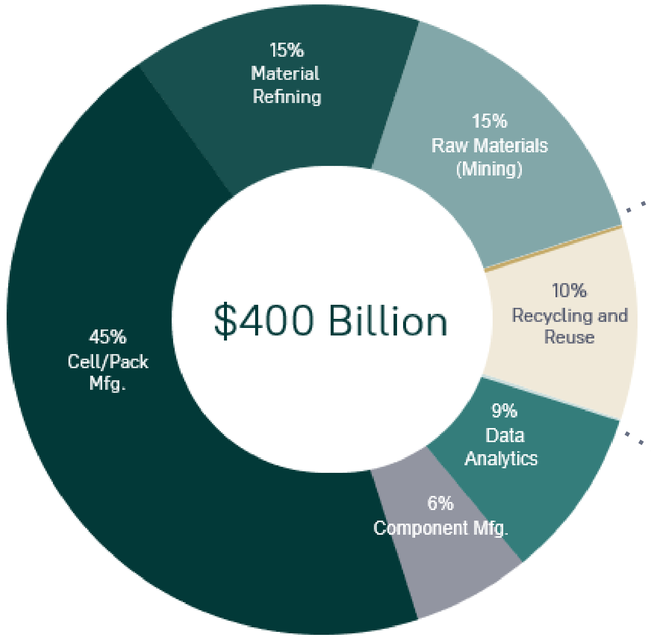
OPEX labor and facility efficiency

Scalability through tech enabled modularity & throughput

Global battery opportunity is large…and growing

Speed to market is key to entrench in OEM 3-year strategic plan





Panasonic LG

Battery Manufacturers
EV OEMs

RIVIAN TESLA gm Ford

Collection

Redi-Pickup

Logistics

"We need to get rid of these batteries"

VEOLIA WASTE MANAGEMENT

Dismantle, Discharge, Process

Redi-Shred

Logistics

ABTC AQUAMETALS REDWOOD MATERIALS

Material Recovery

Redi-Cycle

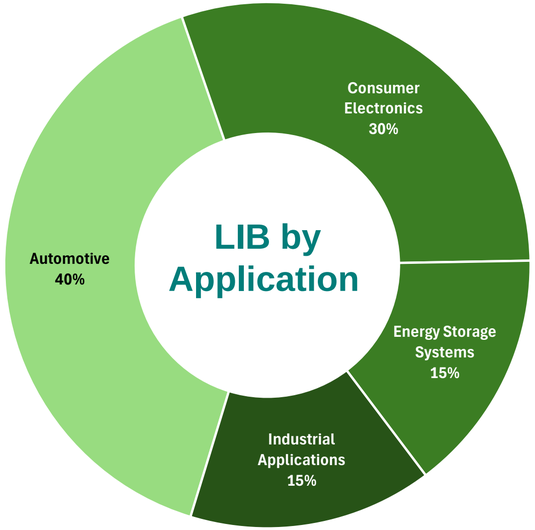
Redi-Lithium

"We don't have the technology to recycle profitably"

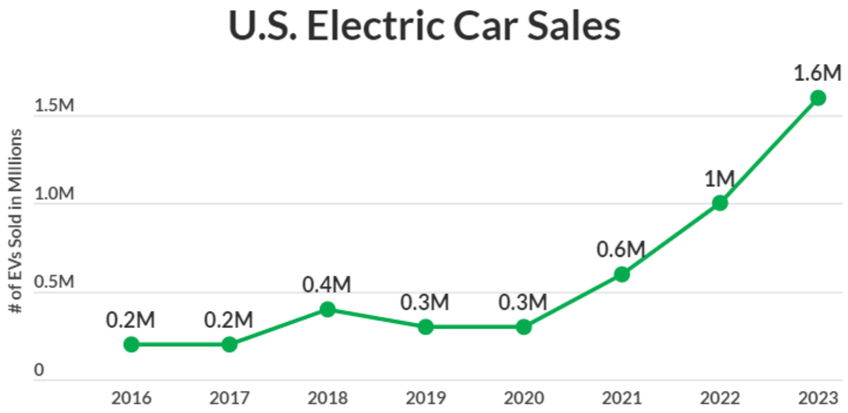
"We need more material to recycle"

Source: McKinsey "Battery recycling takes the driver's seat" and "Battery Report" from Volta Foundation.

U.S. battery waste today: 500M lbs.



- **Only 5% of Lithium-Ion batteries (LiB) are recycled**
- 96%+ lead-acid batteries are recycled, $2.5B TAM
  - ✓ Driven by EPA regulation: deposit fee, fines
- **New EPA regulation coming for LiB waste (Title 40)**



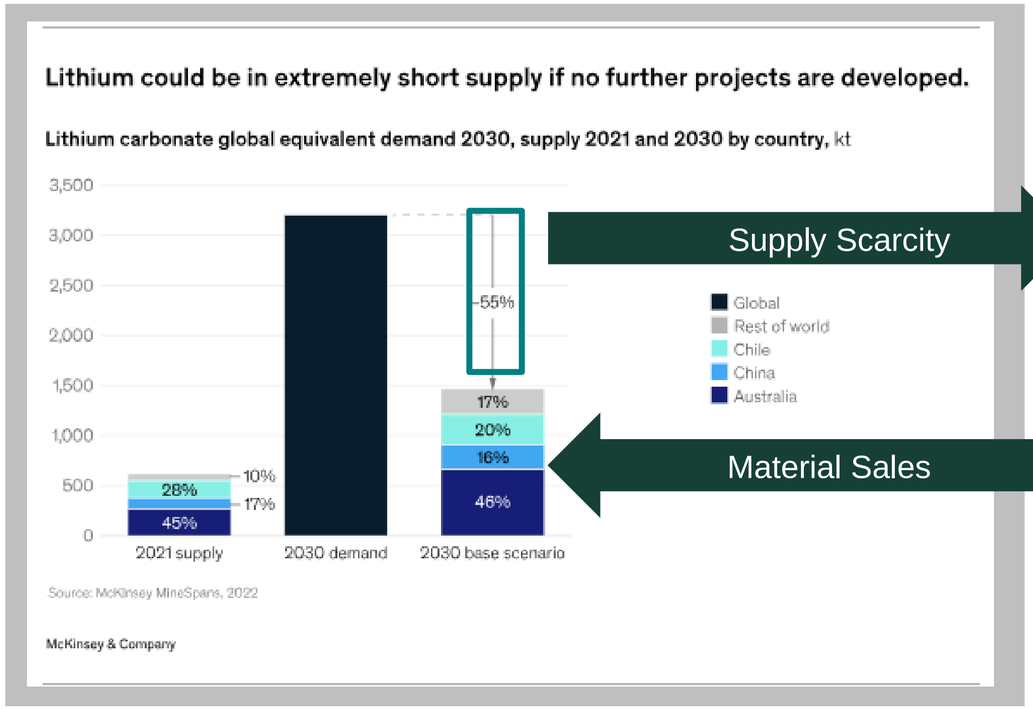
U.S. EV Numbers:

- 1.6M EVs sold in 2023; 3.3M on the road
  - ✓ 1.5M reach EOL in 2025, 2M in 2026, 2.5M in 2027
- **Inflection point for mass EV to reach EOL: 2028**

Source: International Energy Agency (IEA), Global EV Outlook 2024, Our World in Data, BloombergNEF.

Lithium scarcity creates massive option value

Industry leading technology captures >90% of lithium, critical in NCM and LFP batteries



Supply Scarcity

Material Sales

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Redi-Cycle

Copper, Aluminum, Nickel and Cobalt
(tech development complete)

Redi-Lithium

Lithium Extraction
(2027)

Material recovery results (2023)

	Method	ICP	ICP	ICP	ICP	ICP	ICP	AA	ICP	ISE	AA	LECO	LECO
Project 12775		Ni wt%	Co wt%	Mn wt%	Fe wt%	Li wt%	Cu wt%	Al wt%	P wt%	F wt%	Cr wt%	CT wt%	C Insoluble wt%
HRI Sample ID	Sample ID												
		32.5	1.60	0.0111	0.971	-	-	-	-	-	-	25.3	19.7
		21.6	1.11	0.0085	-	-	-	-	-	-	-	42.6	19.3
		24.9	1.29	0.0064	-	-	-	-	-	-	-	42.0	16.8
		19.6	0.89	-	-	-	-	-	-	-	-	23.2	21.6
		26.0	1.34	0.0051	0.333	3.87	9.59	5.65	0.551	2.04	0.0054	23.9	22.2

Assay from third party performed for Redivivus client pilot with NCM batteries

Now is the time to join Redivivus

Learn more about our full suite of technologies and go-to-market plans

Market traction

Veolia and PSA BDP are already evaluating Redi-Shred for North America and European locations.

Profit driven

Without subsidies, our business model projects revenues in 2025 and profitability in 2026.

Speed to market

Our operating model has tremendous advantage against heavy capex “hub and spokes” to leverage upcoming regional incentives and EPA requirements.

$8M pending from DOE

Erika Guerrero
CHIEF EXECUTIVE OFFICER
SPACEX · eG · BorgWarner

Mike Chalapong
CHIEF OPERATING OFFICER
MIT Massachusetts Institute of Technology · pwc strategy& · Schlumberger

Jian Chai
CHIEF FINANCIAL OFFICER
Deutsche Bank · energy recovery

Luke Workman
CHIEF SCIENTIST
Microsoft · ZERO MOTORCYCLES · AIRBUS

Join our mission

We look forward to speaking with you
about battery recycling

info@redivivus.tech