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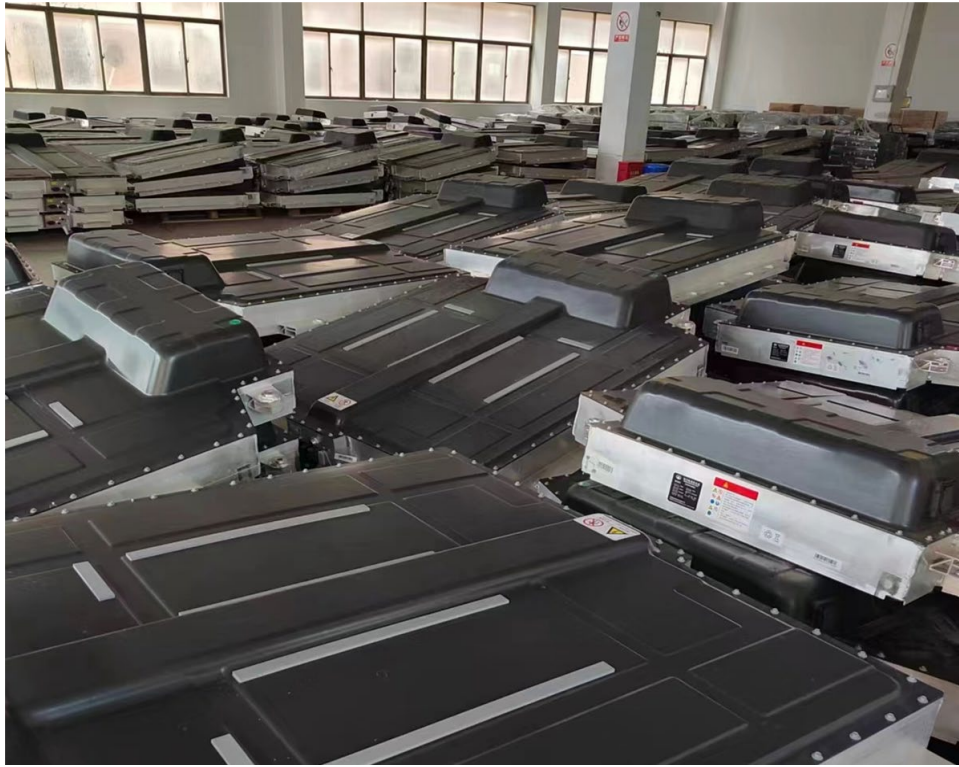
Enabling a circular battery economy

# Need to scale with safety, performance, and longevity in mind



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# Rapid, accurate, portable testing a fraction of the cost

**10 minutes**

instead of 6 hrs of cycling testing
without sacrificing accuracy

**< 10%**

power and energy
requirement

**40%**

capex and opex
reduction

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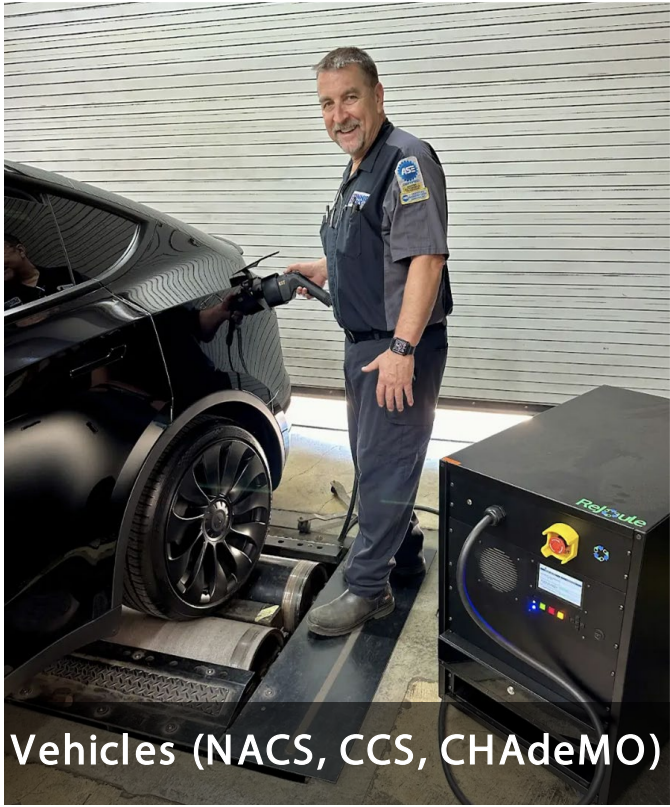
# Diagnostics for any battery re-x scenario



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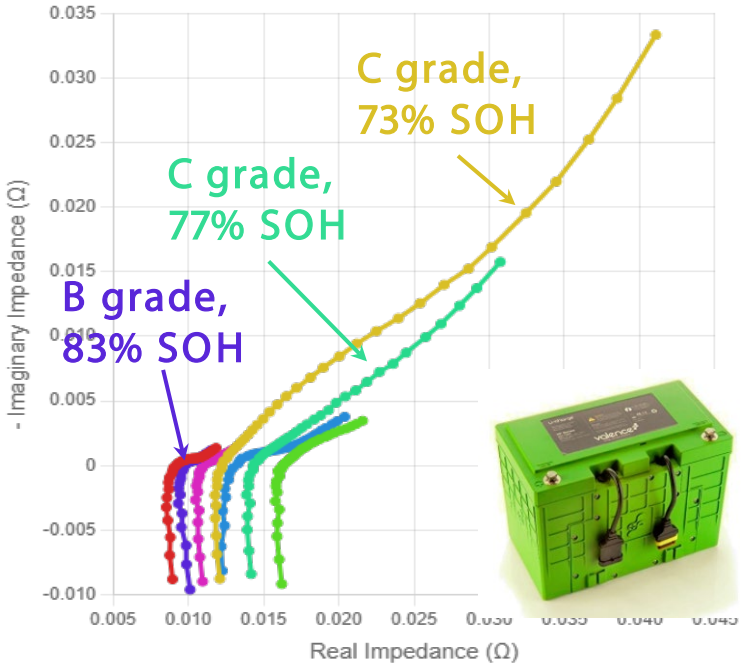
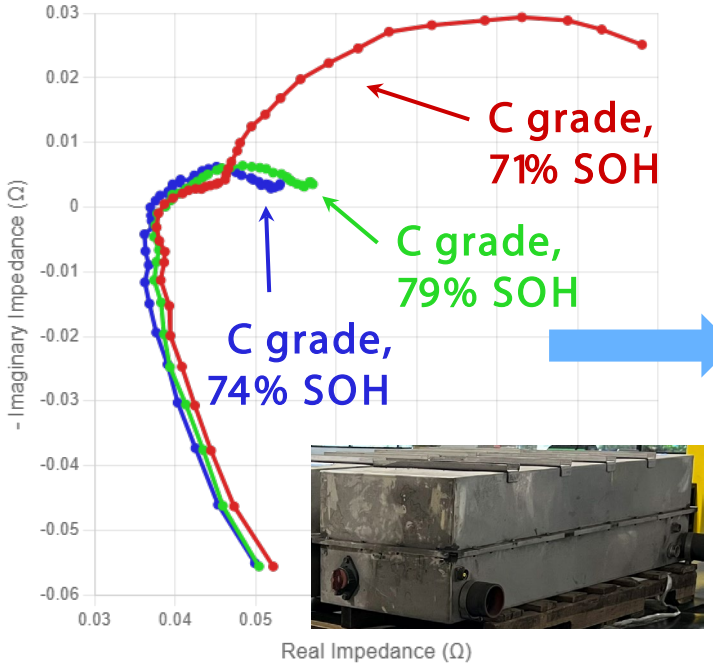
# Field-EIS for rapid testing, benchmarked against cycle testing

12V E-truck LFP battery modules




200V E-truck NMC battery packs




| | |
|---|---|
| A | 90-100% |
| B | 80-89% |
| C | 70-79% |
| D | 60-69% |
| F | Below 60% |

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**Use case 1:** high throughput, high accuracy pack testing

**1 MWh**
Tested in 1week with single device

**36x**
Faster than cycle testing

Didn't need to install >100 kW test equipment to grade batteries


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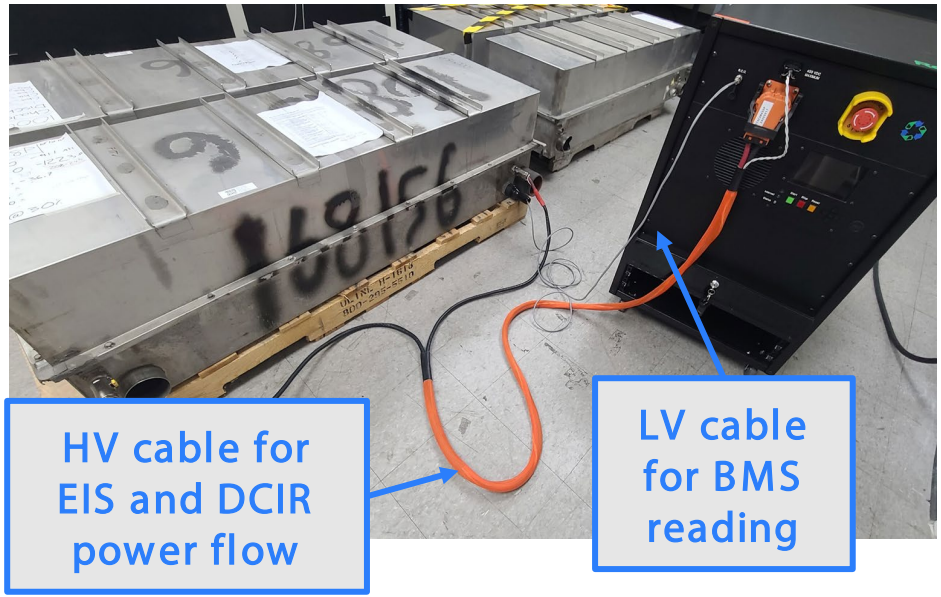
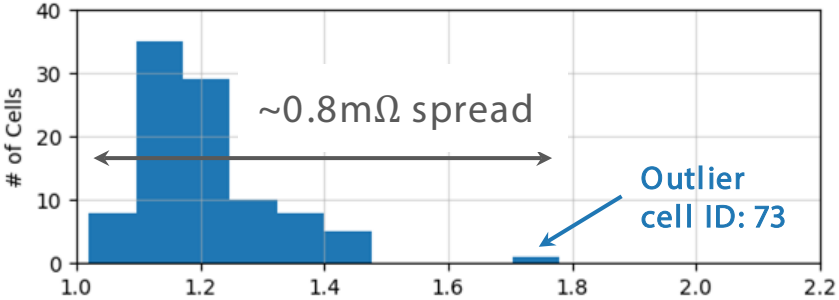
REMADE INSTITUTE

RENEWANCE
STEWARDSHIP OPERATIONALIZED

# **Use case 2:** HV pack BMS and imbalance assessment

## Automated BMS read workflow for pack and cell DCIR analysis




Action: Remanufacture pack by replacing specific module

# Optimized battery remanufacturing

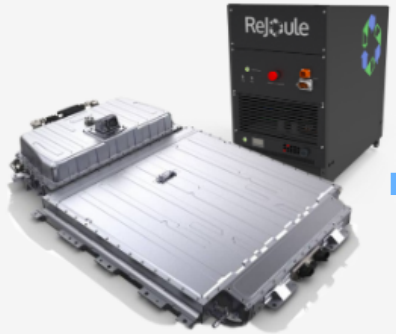

Incoming rapid pack test

Reuse

Pack usable as is

Remanufacturing Line

Pack can be remanufactured


Remanufacture

Repurpose

Rapid Battery Module Grading

Graded battery module inventory

Reman pack quality control checks

Pack is low value

Module is low value

Recycle

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## Summary

- Module, pack and vehicle battery test capabilities available today
- Increase remanufacturing and repurposing test throughput without new facility investments
- Speed up decision making and improve operational efficiency in your battery lifecycle operations
- Seeking partners on certification and compliance: UL 1974 and UN GTR No. 22