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Our Perspective on EVs and the US Election

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Agenda



- 1) EVs Damned if you do and damned if you don't
- 2) Elections have consequences for the Auto value chain



Why are the degrees of commitment and success so different?

- 1. **China:** Policy is focused on the industrial logic of driving globally competitive Chinese automakers, and to a lesser extent the impact on the environment
- **2. Europe:** Knee jerk response to the catastrophe of diesel-gate, which was driven by the informed regulatory regime as it was Volkswagen
- **3. United States:** Focused on the environment with a carrot and stick approach => IRA incentives and CAFE standards ramping up, but consumers still not biting much

Tesla Model S



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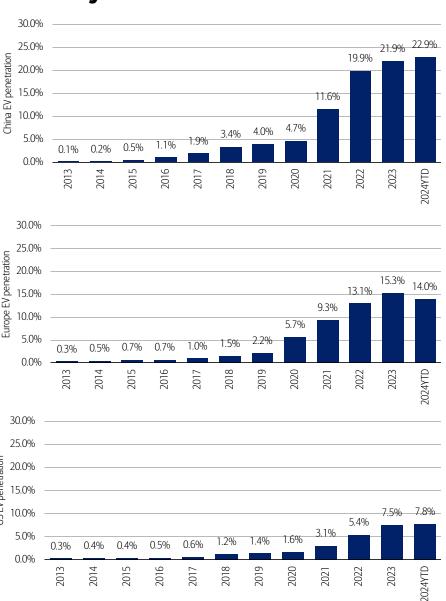
Global EV dynamics

China has the highest EV penetration of any global region driven by heavy incentives as the country plays to develop industrial manufacturing base and national champions. In 2024 national subsidies are phasing out as local incentives ramp up.

Europe EV penetration is much higher than the US as governments impose more stringent environmental regulations & repents for diesel-gate sins. Many EU countries have reduced EV incentives.

US EV adoption has been slower as the government has been less aggressive enforcing the process.

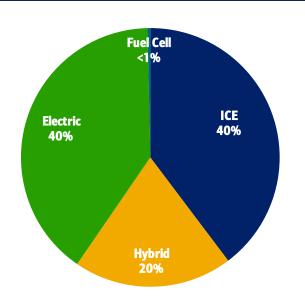
Inflation Reduction Act incentives plus increasing CAFE standards.



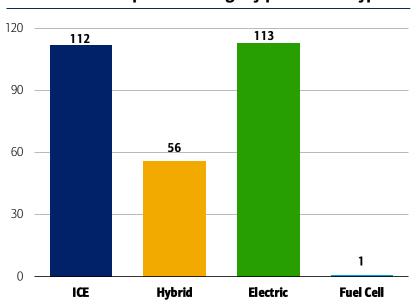


Future Car Wars – EV model launches get pushed out

Nameplate offerings by powertrain type [1]



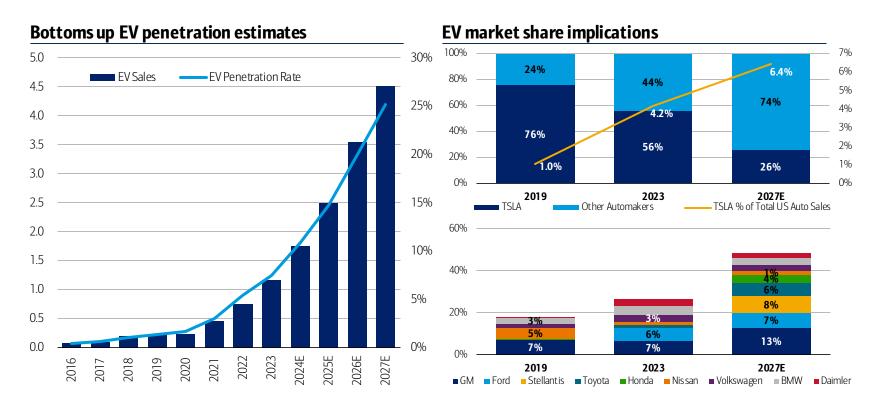
Number of nameplate offerings by powertrain type



Tallying up the powertrain offerings across all the new model nameplates over MY2025-28, we estimate roughly 60% will be some alternative powertrain variant (hybrid, electric, fuel cell), down from 64% last year. Nevertheless, it is clear from our analysis that the advent of alternative powertrain vehicles is here, but at a slower pace than many have been anticipating.



Future Car Wars – EV penetration to ramp materially



We use our Car Wars analysis and assumptions to derive a Bottoms up forecast around EV volumes and EV penetration, which points to potentially ~ 1.8mm EVs sold in CY2024 (MY2025), ~ 2.5mm in CY2025 (MY2026), ~ 3.6mm in CY2026 (MY2027), and ~ 4.5mm in CY2027 (MY2028), or EV penetration of ~ 11% in 2024, ~ 15% in 2025, ~ 20% in 2026, and ~ 25% in 2027. Our projections indicate that Tesla is set to cede share of the EV market, while GM, Stellantis and Honda are set to gain the most.

Source: BofA Global Research



Who Makes the Car – Electric vehicle component systems

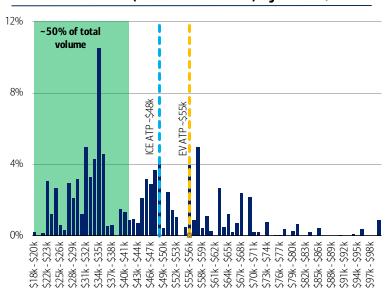
	Global Traditional ICE Vehicle (A)	US ICE Vehicle - Increased in line with RPU (B)		<u>US Battery Electric</u> <u>Vehicle</u> <u>(C)</u>
Average \$ Revenue per Unit	\$31,922	\$44,557	Average \$ Revenue per Unit	\$55,338
Component Content Cost			Component Content Cost	
Steering	\$420	\$590	Steering	\$590
Passenger Restraints	\$380	\$530	Passenger Restraints	\$530
Exhaust	\$335	\$470	Exhaust	\$0
Wheels & Tires	\$345	\$485	Wheels & Tires	\$485
Body Glass	\$155	\$215	Body Glass	\$215
Interior	\$1,480	\$2,070	Interior	\$2,070
Body & Structural	\$3,325	\$4,655	Body & Structural	\$5,585
Suspension	\$650	\$910	Suspension	\$910
Axles, Driveshafts & Components	\$1,060	\$1,485	Axles, Driveshafts & Components	\$1,115
Climate Control & Engine Cooling	\$850	\$1,190	Climate Control & Engine Cooling	\$1,670
Audio & Telematics	\$415	\$580	Audio & Telematics	\$815
Fuel System	\$415	\$580	Fuel System	\$0
Braking	\$515	\$720	Braking	\$1,120
Transmission	\$1,695	\$2,375	Transmission	\$0
Engine	\$3,350	\$4,690	Engine	\$0
Electronics & Electrical	\$2,385	\$3,340	Electronics & Electrical - Traditional	\$3,340
			+ EV Electrical Architecture	<u>\$1,325</u>
			Total Electronics & Electrical	\$4,665
	Ì		+ Electric Motor/Drive/Transmission	\$1,200
			+ Power Electronics/Other	\$1,520
			+ Battery Cell/Pack	\$12,235
Total \$ Component Content Cost	\$17,775	\$24,885	Total \$ Component Content Cost	\$34,725

Source: BofA Global Research, Intellicosting LLC

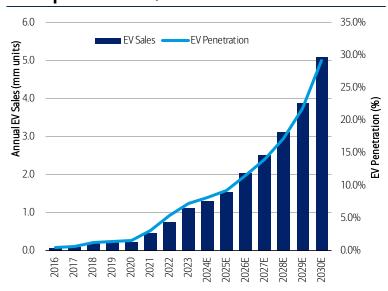


Who Makes the Car - US electric vehicle penetration

US vehicle sales (% of total units) by ATP - \$000s



US EV penetration & volume forecasts 2024-2030E

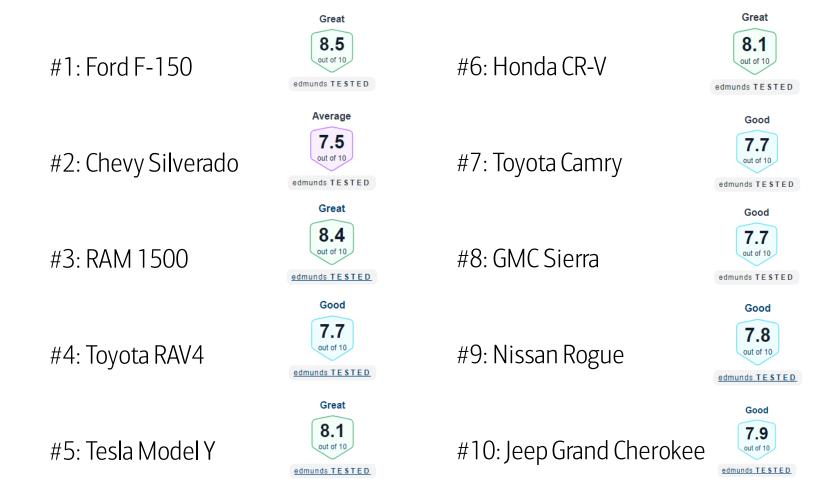


Accounting for our assumptions that in the short-term OEMs have few economic incentives to ramp EV production despite a potential demand driven by lower prices, we estimate that EV penetration will inch higher from 2024 (~8%) to 2027 (~14%) without major breakthroughs. However, after 2027 we see EV penetration to accelerate and end our projection in 2030 at 29% of the market.

Source: BofA Global Research



Consumers – Generally satisfied with the product, top 10 selling vehicles



Source: Edmunds, BofA Global Research

2) Elections have consequences for the Auto value chain



Election is likely positive for the industry, but it's complicated

- 1. Environmental Regulation: CAFE (NHTSA), EPA, CARB, IRA
 - Relaxed Rules
 - ii. Lower Incentives
 - iii. Lower EV Penetration
- **2. General Deregulation:** AV Rules, Speed Limits, Infrastructure Investment
 - i. Relaxed Rules
 - ii. Potential Higher Speed of Travel
- **3. Trade Policy:** Tariffs, USMCA, Bans
 - i General Protectionist Bent for Autos
 - ii. USMCA renegotiation in 2026 is complicated
- **4. Tax Policy:** Lower Corp Rate, Lower Personal Rate, Higher Inheritance Limits, Lower Cap Gains Rate, Deduction of Auto Loan Interest
 - i. General Stimulus for Autos

Source: BofA Global Research

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