

September 2021

# Polestar Investor presentation



# Investor presentation

## Disclaimer 1 / 2

This investor presentation (this “Presentation”) is for informational purposes only to assist interested parties in making their own evaluation with respect to the proposed business combination (the “Business Combination”) between Gores Guggenheim, Inc. (“GGI”) and Polestar Performance AB and/or its affiliates (the “Company”). The information contained herein does not purport to be all-inclusive and none of GGI, the Company or their respective directors, officers, stockholders, affiliates or representatives makes any representation or warranty, express or implied, as to the accuracy, completeness or reliability of the information contained in this Presentation or any other written or oral communication communicated to the recipient in the course of the recipient’s evaluation of GGI and the Company.

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Certain statements in this Presentation may be considered “forward-looking statements” as defined in the Private Securities Litigation Reform Act of 1995. Forward-looking statements generally relate to future events or the future financial or operating performance of GGI, the Company and Polestar Automotive Holding UK Limited (“ListCo”). For example, projections of future Adjusted EBITDA or revenue and other metrics are forward-looking statements. In some cases, you can identify forward-looking statements by terminology such as “may”, “should”, “expect”, “intend”, “will”, “estimate”, “anticipate”, “believe”, “predict”, “potential”, “forecast”, “plan”, “seek”, “future”, “propose” or “continue”, or the negatives of these terms or variations of them or similar terminology. Such forward-looking statements are subject to risks, uncertainties, and other factors which could cause actual results to differ materially from those expressed or implied by such forward looking statements.

These forward-looking statements are based upon estimates and assumptions that, while considered reasonable by GGI and its management, and the Company and its management, as the case may be, are inherently uncertain. Factors

that may cause actual results to differ materially from current expectations include, but are not limited to: (1) the occurrence of any event, change or other circumstances that could give rise to the termination of definitive agreements with respect to proposed Business Combination; (2) the outcome of any legal proceedings that may be instituted against GGI, the combined company or others following the announcement of the Business Combination and any definitive agreements with respect thereto; (3) the inability to complete the Business Combination due to the failure to obtain approval of the stockholders of GGI, to obtain financing to complete the Business Combination or to satisfy other conditions to closing; (4) changes to the proposed structure of the Business Combination that may be required or appropriate as a result of applicable laws or regulations or as a condition to obtaining regulatory approval of the Business Combination; (5) the ability to meet stock exchange listing standards following the consummation of the Business Combination; (6) the risk that the Business Combination disrupts current plans and operations of the Company as a result of the announcement and consummation of the Business Combination; (7) the ability to recognize the anticipated benefits of the Business Combination, which may be affected by, among other things, competition, the ability of the combined company to grow and manage growth profitably, maintain relationships with customers and suppliers and retain its management and key employees; (8) costs related to the Business Combination; (9) risks associated with changes in applicable laws or regulations and the Company’s international operations; (10) the possibility that the Company or the combined company may be adversely affected by other economic, business, and/or competitive factors; (11) the Company’s estimates of expenses and profitability; (12) the Company’s ability to maintain agreements or partnerships with its strategic partners Volvo Cars and Geely and to develop new agreements or partnerships; (13) the Company’s ability to maintain relationships with its existing suppliers and strategic partners, and source new suppliers for its critical components, and to complete building out its supply chain, while effectively managing the risks due to such relationships; (14) the Company’s reliance on its partnerships with vehicle charging networks to provide charging solutions for its vehicles and its strategic partners for servicing its vehicles and their integrated software; (15) the Company’s ability to establish its brand and capture additional market share, and the risks associated with negative press or reputational harm, including from lithium-ion battery cells catching fire or venting smoke; (16) delays in the design, manufacture, launch and financing of the Company’s vehicles and the Company’s reliance on a limited number of vehicle models to generate revenues; (17) the Company’s ability to continuously and rapidly innovate, develop and market new products; (18) risks related to future market adoption of the Company’s offerings; (19) increases in costs, disruption of supply or shortage of materials, in particular for lithium-ion cells or semiconductors; (20) the Company’s reliance on its partners to manufacture vehicles at a high volume, some of which have limited experience in producing electric vehicles, and on the allocation of sufficient production capacity to the Company by its partners in order for the Company to be able to increase its vehicle production capacities; (21) risks related to the Company’s distribution model; (22) the effects of competition and the high barriers to entry in the automotive industry, and the pace and depth of electric vehicle adoption generally on the Company’s future business; (23) changes in regulatory requirements, governmental incentives and fuel and energy prices; (24) the impact of the global COVID-19 pandemic on GGI, the Company, the Company’s post business combination’s projected results of operations, financial performance or other financial metrics, or on any of the foregoing risks; and (25) other risks and uncertainties set forth in the section entitled “Risk Factors” and “Cautionary Note Regarding Forward-Looking Statements” in GGI’s final prospectus relating to its initial public offering (File No. 333-253338) declared effective by the SEC on March 22, 2021, and other documents filed, or to be filed, with the U.S. Securities and Exchange Commission (the “SEC”) by GGI or ListCo, including the Registration/Proxy Statement (as defined below). There may be additional risks that neither GGI, the Company nor ListCo presently know or that GGI, the Company or ListCo currently believe are immaterial that could also cause actual results to differ from those contained in the forward-looking statements.

Nothing in this Presentation should be regarded as a representation by any person that the forward-looking statements set forth herein will be achieved or that any of the contemplated results of such forward-looking statements will be achieved. You should not place undue reliance on forward-looking statements, which speak only as of the date they are made. Neither GGI, the Company nor ListCo undertakes any duty to update these forward-looking statements.

### Non-GAAP Financial Measures

This Presentation includes certain financial measures not presented in accordance with generally accepted accounting principles (“GAAP”) including, but not limited to, Adjusted EBITDA, Free Cash Flow, EBIT Margin and certain ratios and other metrics derived therefrom. These non-GAAP financial measures are not measures of financial performance in accordance with GAAP and may exclude items that are significant in understanding and assessing the Company’s financial results. Therefore, these measures should not be considered in isolation or as an alternative to net income, cash flows from operations or other measures of profitability, liquidity or performance under GAAP. You should be aware that the Company’s presentation of these measures may not be comparable to similarly-titled measures used by other companies.

The Company believes these non-GAAP measures of financial results provide useful information to management and investors regarding certain financial and business trends relating to the Company’s financial condition and results of operations. The Company believes that the use of these non-GAAP financial measures provides an additional tool for investors to use in evaluating ongoing operating results and trends in and in comparing the Company’s financial measures with other similar companies, many of which present similar non-GAAP financial measures to investors. These non-GAAP financial measures are subject to inherent limitations as they reflect the exercise of judgments by management about which expense and income are excluded or included in determining these non-GAAP financial measures. Please refer to footnotes where presented on each page of this Presentation or to the appendix found at the end of this Presentation for a reconciliation of these measures to what the Company believes are the most directly comparable measure evaluated in accordance with GAAP.

This Presentation also includes certain projections of non-GAAP financial measures. Due to the high variability and difficulty in making accurate forecasts and projections of some of the information excluded from these projected measures, together with some of the excluded information not being ascertainable or accessible, the Company is unable to quantify certain amounts that would be required to be included in the most directly comparable GAAP financial measures without unreasonable effort. Consequently, no disclosure of estimated comparable GAAP measures is included and no reconciliation of the forward-looking non-GAAP financial measures is included.

### Projections

This Presentation contains financial forecasts with respect to the Company’s projected financial results, including revenue, for the Company’s fiscal years 2021 through 2025. The Company’s independent auditors have not audited, reviewed, compiled or performed any procedures with respect to the projections for the purpose of their inclusion in this Presentation, and accordingly, they did not express an opinion or provide any other form of assurance with respect thereto for the purpose of this Presentation. These projections should not be relied upon as being necessarily indicative of future results. The assumptions and estimates underlying the prospective financial information are inherently uncertain and are subject to a wide variety of significant business, economic and competitive risks and uncertainties that could cause actual results to differ materially from those contained in the prospective financial information. Accordingly, there can be no assurance that the prospective results are indicative of the future performance of the Company or that actual results will not differ materially from those presented in the prospective financial information. Inclusion of the prospective financial information in this Presentation should not be regarded as a representation by any person that the results contained in the prospective financial information will be achieved.

Actual results may differ as a result of the completion of the Company’s financial reporting period closing procedures, review adjustments and other developments that may arise between now and the time such financial information for the period is finalized. As a result, these estimates are preliminary, may change and constitute forward-looking information and, as a result, are subject to risks and uncertainties. Neither the Company’s nor GGI’s independent registered accounting firm has audited, reviewed or compiled, examined or performed any procedures with respect to the preliminary results, nor have they expressed any opinion or any other form of assurance on the preliminary financial information.

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### Additional Information

In connection with the proposed Business Combination, (i) ListCo is expected to file with the SEC a registration statement on Form F-4 containing a preliminary proxy statement of GGI and a preliminary prospectus (the “Registration/Proxy Statement”), and (ii) GGI will file a definitive proxy statement relating to the proposed Business Combination (the “Definitive Proxy Statement”) and will mail the Definitive Proxy Statement and other relevant materials to its stockholders after the Registration/Proxy Statement is declared effective. The Registration/Proxy Statement will contain important information about the proposed Business Combination and the other matters to be voted upon at a meeting of GGI stockholders to be held to approve the proposed Business Combination. This Presentation does not contain all the information that should be considered concerning the proposed Business Combination and is not intended to form the basis of any investment decision or any other decision in respect of the Business Combination. **Before making any voting or other investment decisions, securityholders of GGI and other interested persons are advised to read, when available, the Registration/Proxy Statement and the amendments thereto and the Definitive Proxy Statement and other documents filed in connection with the proposed Business Combination, as these materials will contain important information about GGI, the Company, ListCo and the Business Combination.** When available, the Definitive Proxy Statement and other relevant materials for the proposed Business Combination will be mailed to stockholders of GGI as of a record date to be established for voting on the proposed Business Combination. Stockholders will also be able to obtain copies of the Registration/Proxy Statement, the Definitive Proxy Statement and other documents filed with the SEC, without charge, once available, at the SEC’s website at www.sec.gov, or by directing a request to: Gores Guggenheim, Inc., 6260 Lookout Rd., Boulder, CO 80301, attention: Jennifer Kwon Chou.

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GGI and its directors and executive officers may be deemed participants in the solicitation of proxies from GGI’s stockholders with respect to the proposed Business Combination. A list of the names of those directors and executive officers and a description of their interests in GGI is set forth in GGI’s filings with the SEC (including GGI’s final prospectus related to its initial public offering (File No. 333-253338) declared effective by the SEC on March 22, 2021), and are available free of charge at the SEC’s web site at www.sec.gov, or by directing a request to Gores Guggenheim, Inc., 6260 Lookout Rd., Boulder, CO 80301, attention: Jennifer Kwon Chou. Additional information regarding the interests of such participants will be contained in the Registration/Proxy Statement for the proposed Business Combination when available.

The Company and ListCo, and their directors and executive officers may also be deemed to be participants in the solicitation of proxies from the stockholders of GGI in connection with the proposed Business Combination. A list of the names of such directors and executive officers and information regarding their interests in the proposed Business Combination will be included in the Registration/Proxy Statement for the proposed Business Combination when available.

It is acknowledged and understood that Guggenheim Securities, LLC, (“Guggenheim Securities”) which is acting as a placement agent in connection with the PIPE financing, may be considered an affiliate of GGI as a result, among other matters, of direct or indirect investments in Gores Guggenheim Inc. or its affiliates by affiliates of Guggenheim Securities. As a result, it is possible that Guggenheim Securities and its affiliates may be or may be perceived as being adverse to the interests of GGI in the context of the PIPE financing or otherwise. Guggenheim Securities and its affiliates generally act independently of each other, both for their own account and for the account of clients, and are not bound by any fiduciary, equitable or contractual duties (including without limitation any duty of trust or confidence) that would prevent or restrict them from acting on behalf of other customers or for their own account in light of their respective roles opposite GGI. In recognition of the foregoing, Guggenheim Securities and its affiliates will be under no obligation or duty in light of their respective roles opposite GGI to take any action or refrain from taking any action, or to exercise or not exercise any rights or remedies, that that they would be entitled to take or exercise in connection with the PIPE financing or otherwise.

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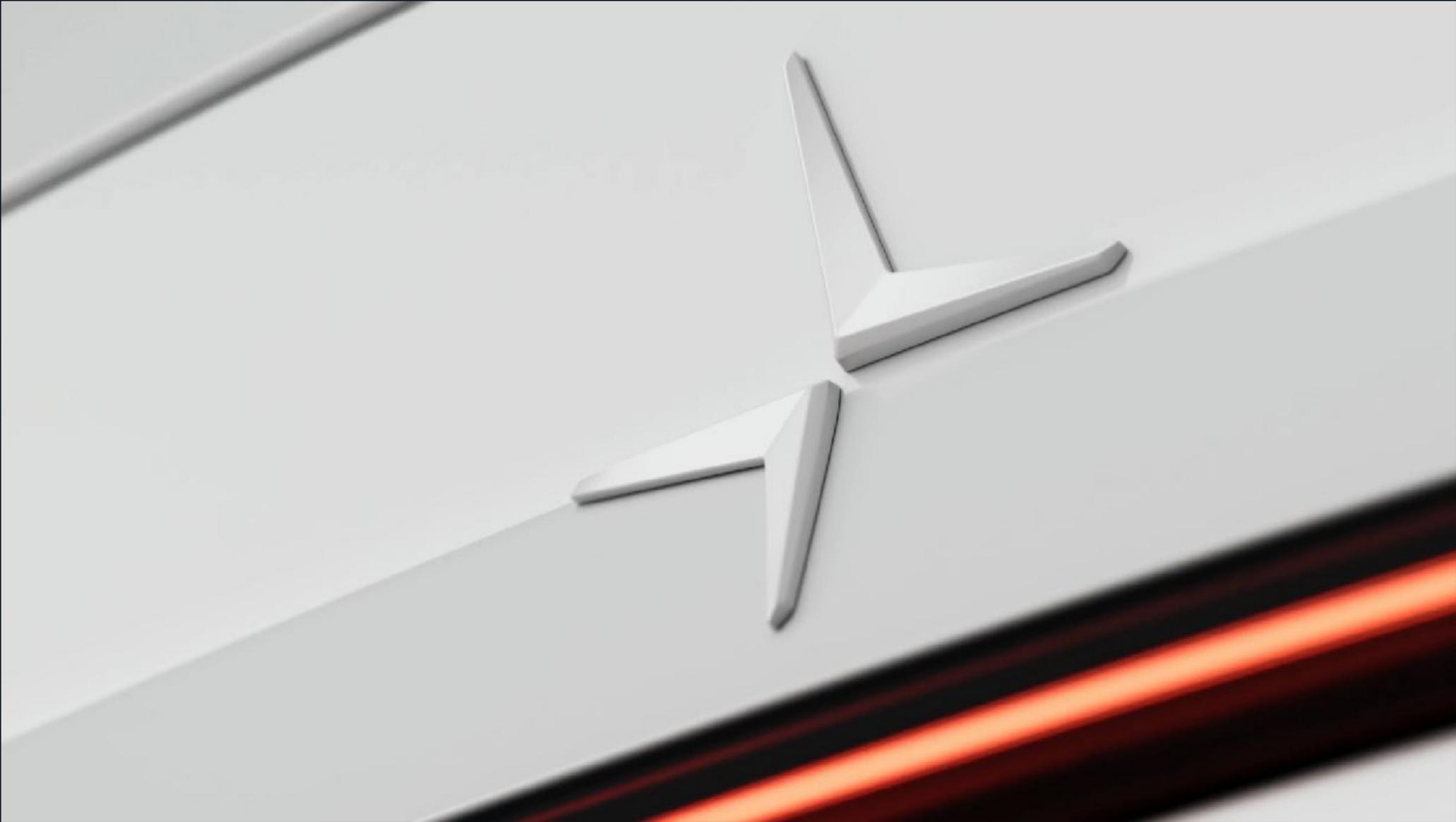
MIFID II; or (iii) not a qualified investor as defined in Article 2 of the UK Prospectus Regulation. Consequently, no key information document required by Regulation (EU) No 1286/2014 as it forms part of the domestic law of the UK by virtue of the EUWA (the “UK PRIIPs Regulation”) for offering or selling the securities or otherwise making them available to retail investors in the UK has been prepared and, therefore, offering or selling the securities or otherwise making them available to any retail investor in the UK may be unlawful under the UK PRIIPs Regulation.

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—  
High tech minimalism redefining luxury for the sustainable age

Introduction Video



Note: Please click on "Introduction Video" in order to access the video

Today's speakers and senior leadership

Polestar



**Thomas Ingenlath**  
CEO

- Previously SVP of Design at Volvo Cars
- Behind Volvo Cars' recent award winning design renaissance
- Awarded "Design Hero" at the 2017 Autocar Awards



**Nils Mösko**  
Strategy & Business Development

- 15+ years automotive experience
- Former Global Deputy CFO at Polestar
- Previously held finance, treasury and controlling roles for Volvo Cars and Ford Motor Company

Gores Guggenheim



**Alec Gores**  
Chairman

- 40+ years of experience as an entrepreneur and dealmaker; invested in over 130 companies across diverse sectors
- Board member of Luminar
- Chairman of Gores Holdings ("GH") VII, GH VIII, Gores Technology Partners ("GTP"), GTP II and Gores Guggenheim; CEO of Gores Metropoulos II



**Mark Stone**  
CEO

- Currently CEO of GH VII, GH VIII and Gores Guggenheim
- Previously CEO of GH (Hostess), GH II (Verra), GH III (PAE), GH IV (UWM), GH V (AMP) and GH VI (Matterport)
- Previously worked at Boston Consulting Group

The Gores SPAC franchise has a stellar track record

Proven SPAC track record

- \$38bn of transaction value across eight completed / announced transactions
- \$6.0bn of new cash equity delivered across eight completed / announced transactions
- 13 SPACs raised to date, totaling \$5.7bn (prior to PIPE commitments)

Alignment with key stakeholders

- Polestar shareholders: compelling valuation and upside potential from rollover shares and earnout
- New investors: attractive entry valuation with long-term return potential
- Sponsor alignment: \$655mn of capital committed by Gores Sponsor & affiliates in eight completed / announced transactions

An attractive opportunity for prospective targets

- Nominal redemptions across seven completed transactions
- Significant experience boosts transaction execution from upfront diligence through closing
- Proven record of providing expedited access to liquidity, capital and value creation

|                      |   | Transaction closed   | Transaction value | Proceeds delivered   | Redemption rate  |
|----------------------|---|----------------------|-------------------|----------------------|------------------|
| GORES HOLDINGS       |    | Nov 2016             | \$2.3bn           | \$725mn              | 0%               |
| GORES HOLDINGS II    |    | Oct 2018             | \$2.4bn           | \$800mn              | <1%              |
| GORES HOLDINGS III   |    | Feb 2020             | \$1.5bn           | \$620mn              | 0%               |
| GORES METROPOULOS    |   | Dec 2020             | \$2.9bn           | \$590mn              | 0%               |
| GORES HOLDINGS IV    |  | Jan 2021             | \$16.1bn          | \$925mn              | 0%               |
| GORES HOLDINGS V     |  | Aug 2021             | \$8.5bn           | \$1,000mn            | 24%              |
| GORES HOLDINGS VI    |  | Jul 2021             | \$2.3bn           | \$640mn              | 0%               |
| GORES METROPOULOS II |  | Q4 2021 <sup>1</sup> | \$2.2bn           | \$650mn <sup>1</sup> | N/A <sup>1</sup> |

Note: An investment in Gores Guggenheim or Polestar is not an investment in any other current or previous special purpose acquisition company sponsored by affiliates of The Gores Group (the "Gores SPACs"). The historical results of the Gores SPACs, including those represented in this presentation, are not necessarily indicative of future performance of Gores Guggenheim or Polestar. Redemption rate for AMP shown net of any backstop investments.

1. Sonder transaction was announced in April 2021 and is expected to close in Q4 2021. Proceeds delivered assume zero redemptions.

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# Business overview



# Business overview

Strong heritage   Continuous innovation   Growth

## History in performance

1996–2015

- Founded as a racing company
- Developed and sold performance software to Volvo
- Official performance partner to Volvo Cars



## Go to market

2015–2020

- Launch of first two models, PS1 and PS2
- Product development of higher scale products
- Leveraging Volvo Cars' infrastructure
- Direct digital customer relationship as a foundation



## Growth and delivery

2020–

- Leader in sustainability
- Global from day one, rapid roll out
- First OTA pilot in Europe
- Plans to launch 3 new cars by 2024E

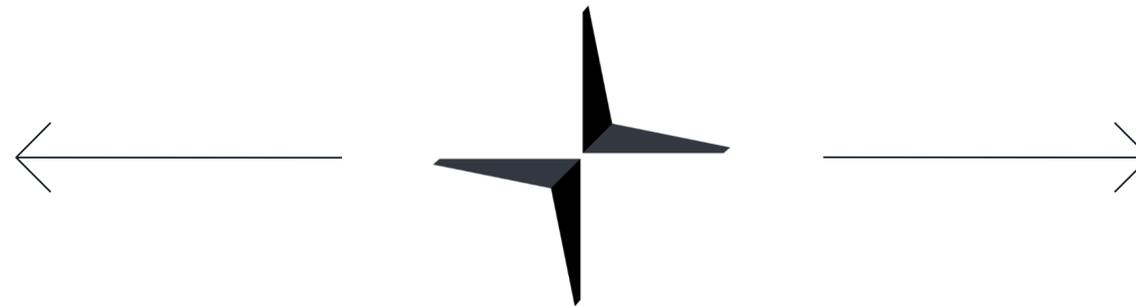


Combining the best of both worlds

Credibility & scalability

Established OEM

- Product development
- Production
- Distribution
- Technology
- Financial Strength



Agility & disruption

Start-up

- Innovation
- Unconventional
- Less bureaucracy
- Brand personality
- Team chemistry

Global from day 1

- **Asset-Light** = Growth / Scalable
- Already operational with **global products and sales**
- **2020 10k vehicles sold with 2025E 290k targeted<sup>1</sup>**
- **10 markets across 3 continents**
- Sales operations **currently in 45 cities**
- Leveraging Volvo Cars' and Geely Holding's industrial infrastructure

2 award winning cars

- **Digitized** customer journey
- **Differentiated** and **sustainable** design
- **Direct to consumer** business
- Bespoke technology & innovative service
- Polestar 1 & 2 have **won multiple global awards**
- **5 launched models targeted by 2024E**

# Business overview

## Core

### A Values

- Enabling consumer sustainable choices
- High-performance oriented
- Deeply rooted safety heritage through backing from Volvo Cars and rapid adoption of new technology (e.g., lidar)

### B Design

- Differentiation through avant-garde design, driving experience and sustainable choices
- High tech minimalism that defines luxury for the sustainable age
- Designer-led leadership and product development focus

### C Sustainability

- Best-in-class sustainability ambition
- Climate neutral car targeted by 2030E and climate neutral EV manufacturer targeted by 2040E
- Planned introductions of sustainable materials (e.g., natural fibers and recycled materials) throughout interiors as product portfolio matures

### D Community engagement<sup>1</sup>

- Professionalized marketing approach and real time brand valuation

**1.7mn**  
Brand searches

**1.7mn**  
Website visits

**790k**  
Social engagements

**120k**  
Email subscribers



Climate neutrality

Circularity

Transparency

Inclusion

<sup>1</sup>. Monthly averages Jan-May 2021  
Source: Company information

Diversified premium product portfolio



Polestar 1

Polestar 2

Polestar 3  
Luxury Aero SUV

Polestar 4  
Premium Sport SUV

Polestar 5  
Luxury Sport GT 4 Door

|                           |                           |                           |                     |                     |                     |
|---------------------------|---------------------------|---------------------------|---------------------|---------------------|---------------------|
| Price                     | ~\$155k                   | ~\$50-60k                 | Porsche Cayenne     | Porsche Macan       | Porsche Panamera    |
| Start of Production (SoP) | 2019                      | 2020                      | 2022E               | 2023E               | 2024E               |
| Range                     | ~120km range <sup>1</sup> | ~540km range <sup>1</sup> | +600km target range | +600km target range | +600km target range |

**2021E**  
~29k vehicles sold and  
2 models launched



**2025E**  
Target ~290k vehicles sold in  
4 models

## Business overview

Precept began as a manifesto of Polestar's future and is now becoming reality with Polestar 5



- Split "Thor's Hammer" headlights
- Long-range performance lidar
- SmartZone sensor suite replaces legacy ICE grille and enables enhanced ADAS features
- Air wing on hood for aerodynamics and laminar flow, improving performance and range



- Rearview window replaced by live camera system, allowing for increased trunk space and extended panoramic glass roof over cabin
- Taillights are precise and geometric, complemented by a soft, sculptural car body
- Style and aesthetics embrace the playful contrast of high gloss black surfaces and matte paint finishes, not chrome



- Proving that sustainable, upcycled materials can look and feel premium with 3D knitting
- Swapping out virgin plastics for natural fibers on interior components
- Exploring use of other materials such as fish nets and PET bottles for interiors
- Industry-leading software with award-winning user interfaces

Precept exemplifies **Polestar's design, sustainability and technology ethos**, offering a preview of what to expect from **other future Polestar models**, including the **PS3** and **PS4**

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# Investment highlights



## Investment highlights

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A guiding star in a rapidly growing global electric vehicle industry

- 1 Capitalizing on fastest-growing segments**  
of massive and secular-driven global market opportunity

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- 2 One of two global premium EV players already in mass production**  
setting new standards for sustainability, design, technology and performance

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- 3 Start-up culture with focus on innovation**  
leveraging nearly 100 years of manufacturing expertise and leadership

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- 4 Asset-light model with immediate operating leverage**  
quickly expanding in-production product portfolio

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- 5 Digital-first DTC approach with differentiated distribution and service model**  
rapid scalability, accelerating customer demand and margin expansion

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- 6 Attractive, high-growth financial model**  
near-term path to profitability and cash flow

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- 7 Experienced and visionary management team**  
pioneering, tech-forward and design-led mindset



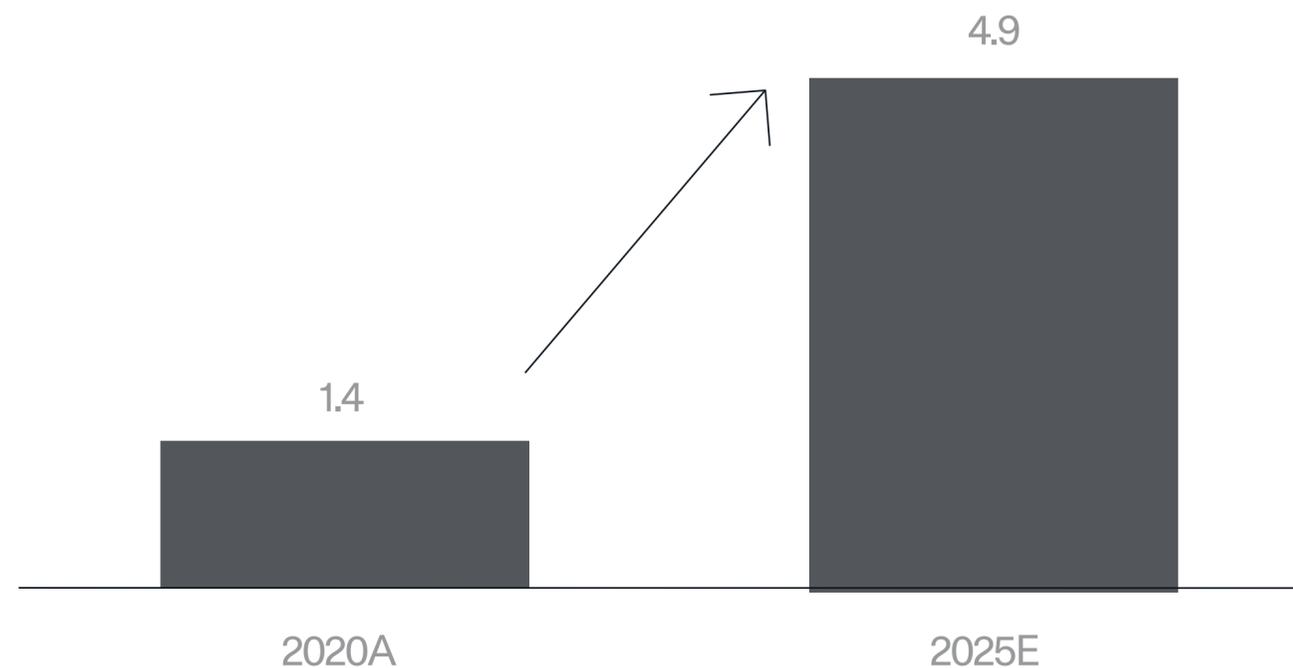
### Investment highlights

Premium / luxury EVs are the fastest growing segment of the global car market

#### Rapidly expanding

Market size in million cars<sup>1</sup>

CAGR 2020-2025E +29%



EV market to outpace overall premium growth significantly given accelerating technology adoption in all major markets

#### A huge market opportunity

Average global price per model

\$ 55,000-65,000

×

Number of cars sold (2025E)

~5 million

Global premium / luxury EV market

= \$ 280-320bn

Driven by consumer behavior evolution, technological improvement, increased regulation and choice, as well as better charging solutions

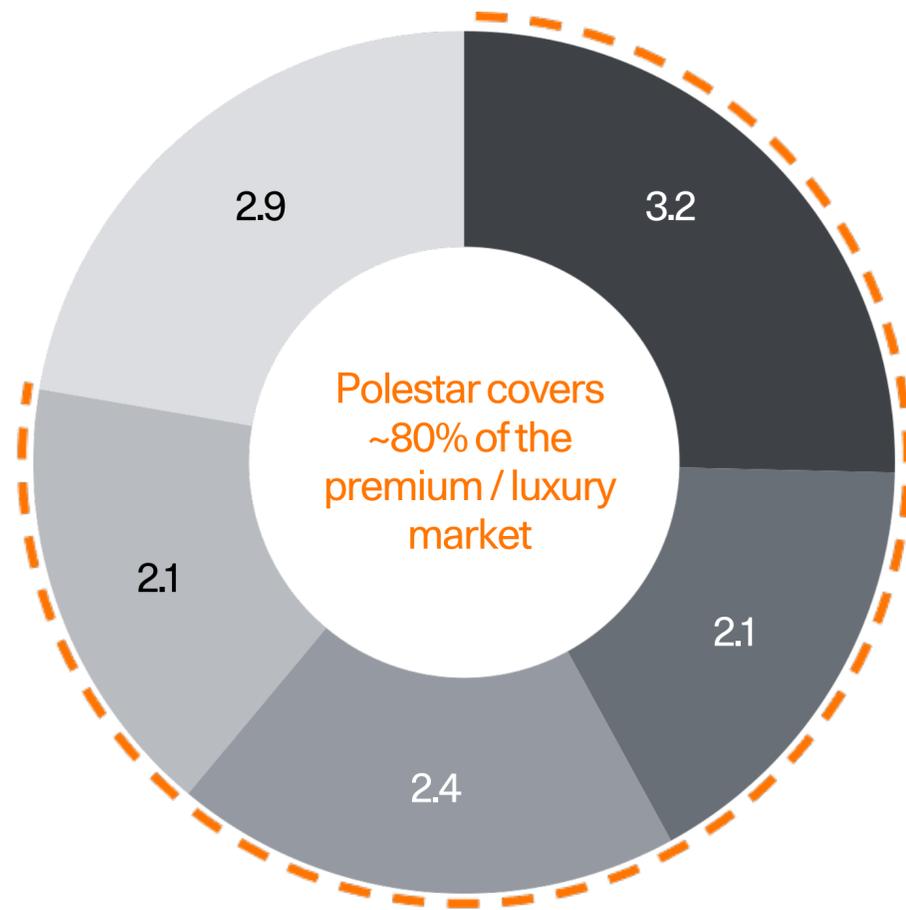
1. Global market for BEV / PHEV premium luxury vehicles  
Source: Leading management consultancy firm

### Investment highlights

Polestar addresses the fastest growing segments of the premium / luxury market

### Addressing ~80% of the market

2025E Total Market Size per segment and car type in million units (incl. ICE vehicles)

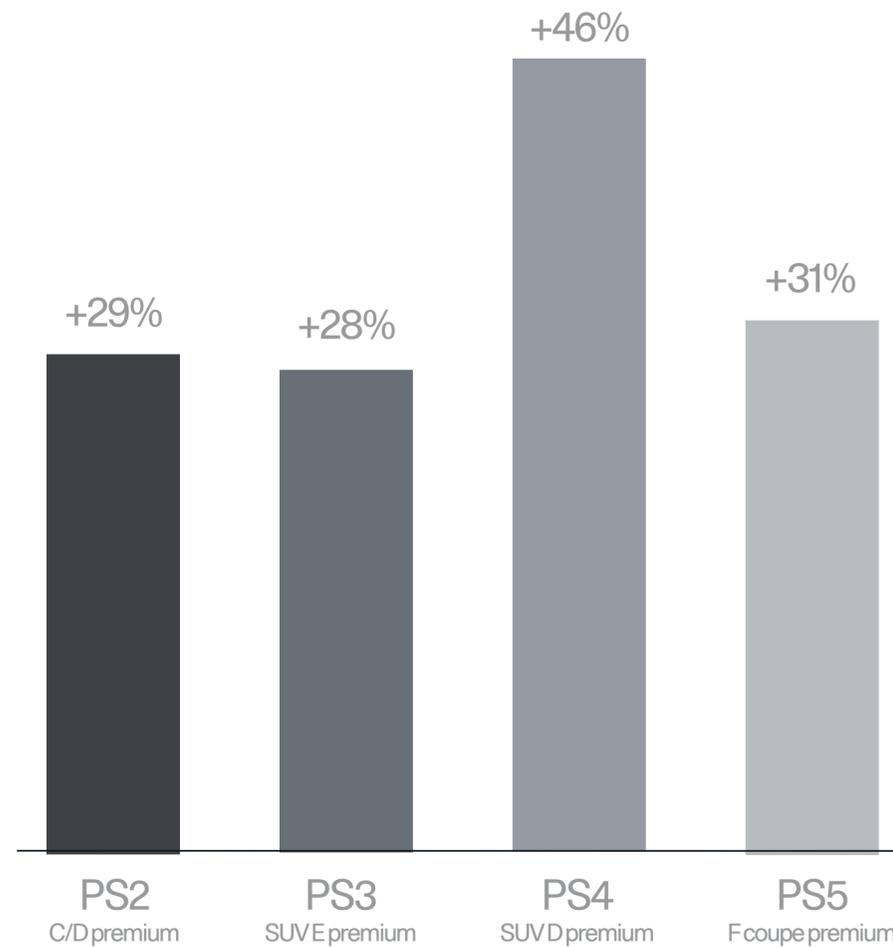


- PS2 (C/D Conventional)
- PS3 (E/F SUV)
- PS4 (D SUV)
- PS5 (E/F Conventional)
- Other
- Polestar segments covered

Source: Leading management consultancy firm

### In the fastest growing categories

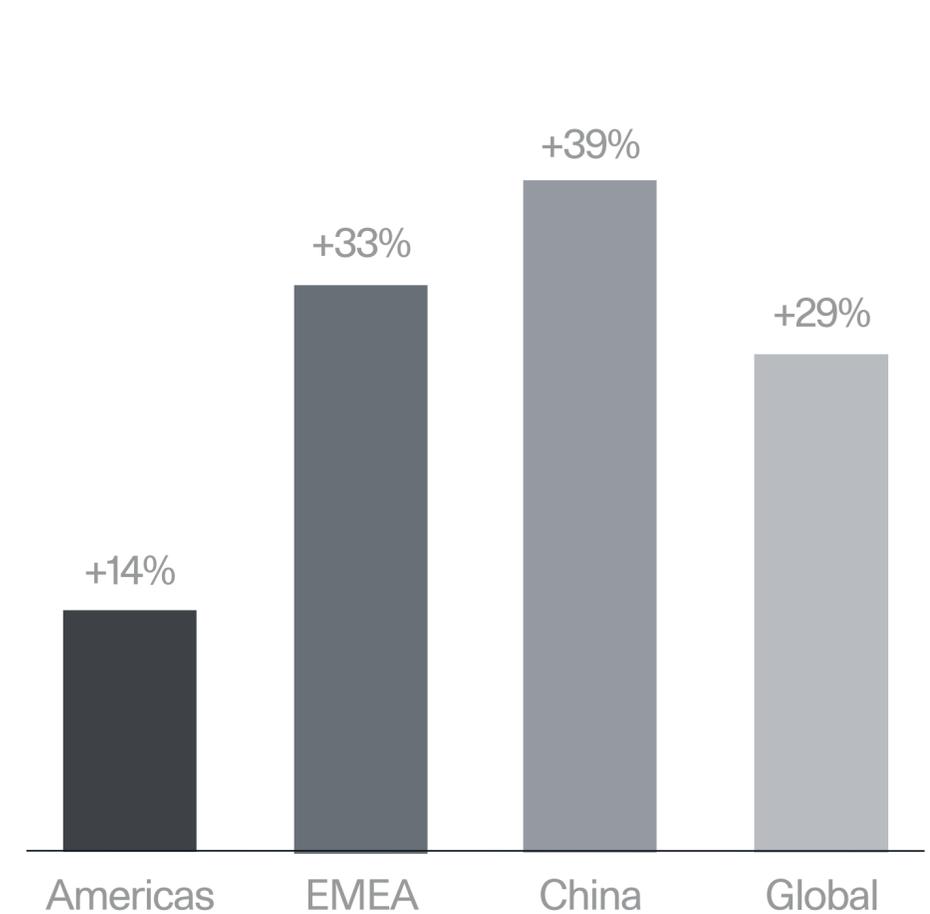
2020-2025E EV CAGR per car type



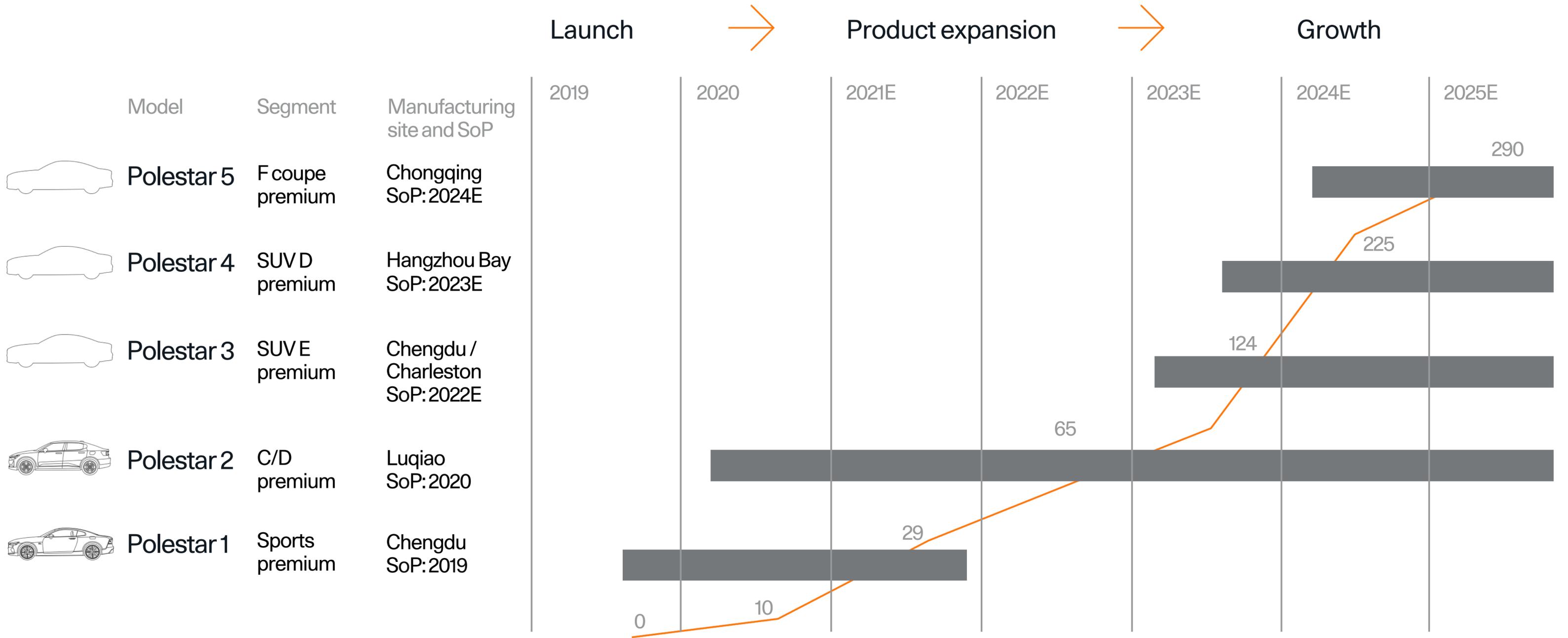
Note: No segment A cars in premium / luxury market; Sub segments for passenger cars are named with letters: B stands for Supermini, C stands for Medium, D stands for Upper medium, E stands for Large and F stands for Super  
Source: IHS, Leading management consultancy firm

### In the fastest growing geographies

2020-2025E EV CAGR per region



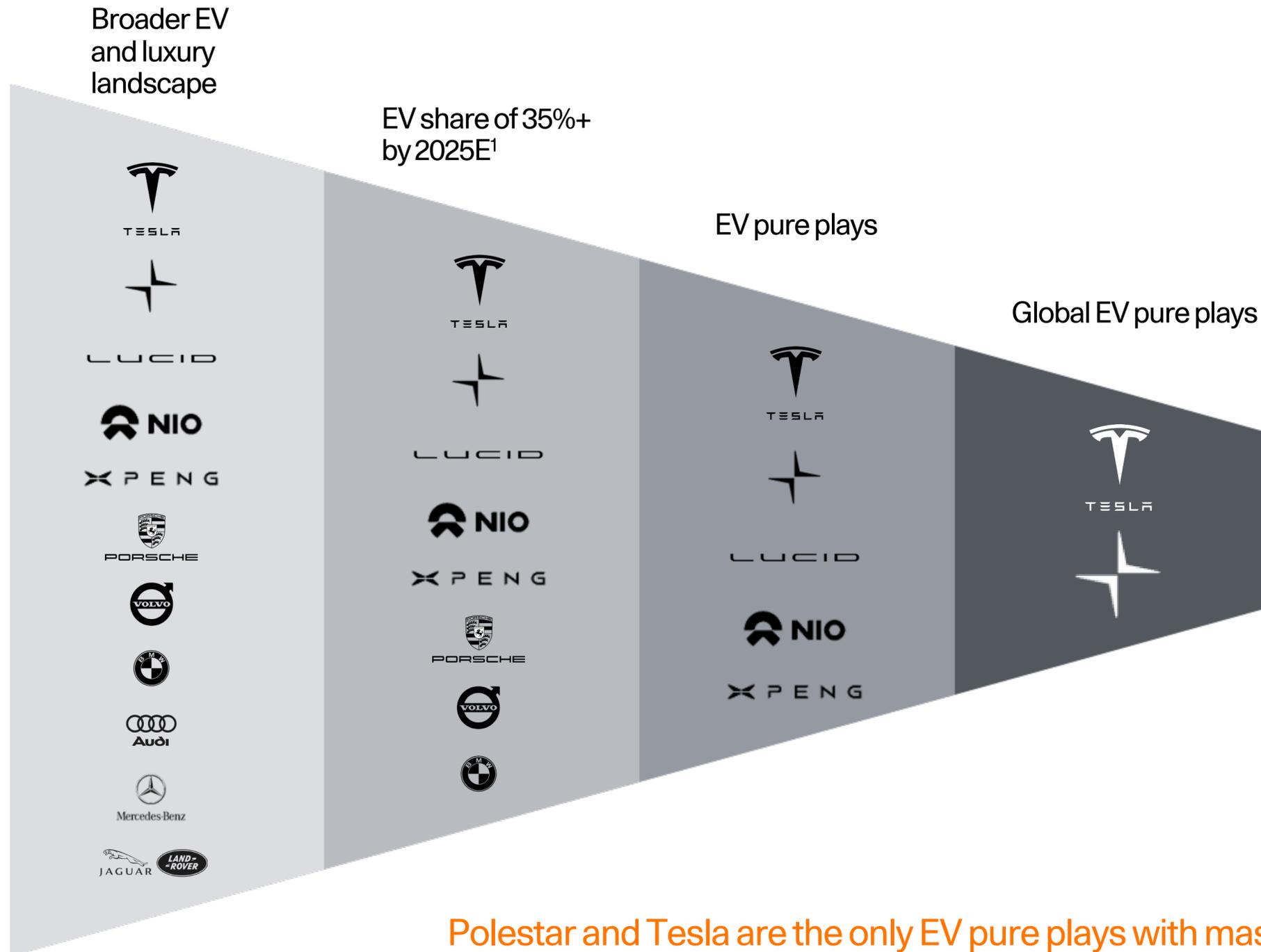
### Portfolio targets profitable, high-growth segments



Note: Please see slide 33 for additional information on volumes  
Source: Company information, Management estimates

Estimated volume of sold cars (k)

The only global EV pure play alongside Tesla



- With the exception of Volvo and Porsche, incumbent OEMs exhibit a relative low speed of transition despite recent acceleration plan announcements
- Nio and Xpeng are still regional companies
- Lucid is yet to start production and will be a regional player initially

Polestar and Tesla are the only EV pure plays with mass production and global reach

1. Includes PHEVs  
Source: Leading management consultancy firm

## Investment highlights

Cutting edge design coupled with an unrivaled focus on sustainability

### Design

- Differentiation through **avant-garde design, experience and sustainable choices**
- **High performance** innovation driven by **sports-oriented R&D team**
- Deeply rooted **safety heritage** through **backing from Volvo Cars** and rapid adoption of **new technology** (e.g., lidar)

### Polestar 1 & 2 have won multiple global awards



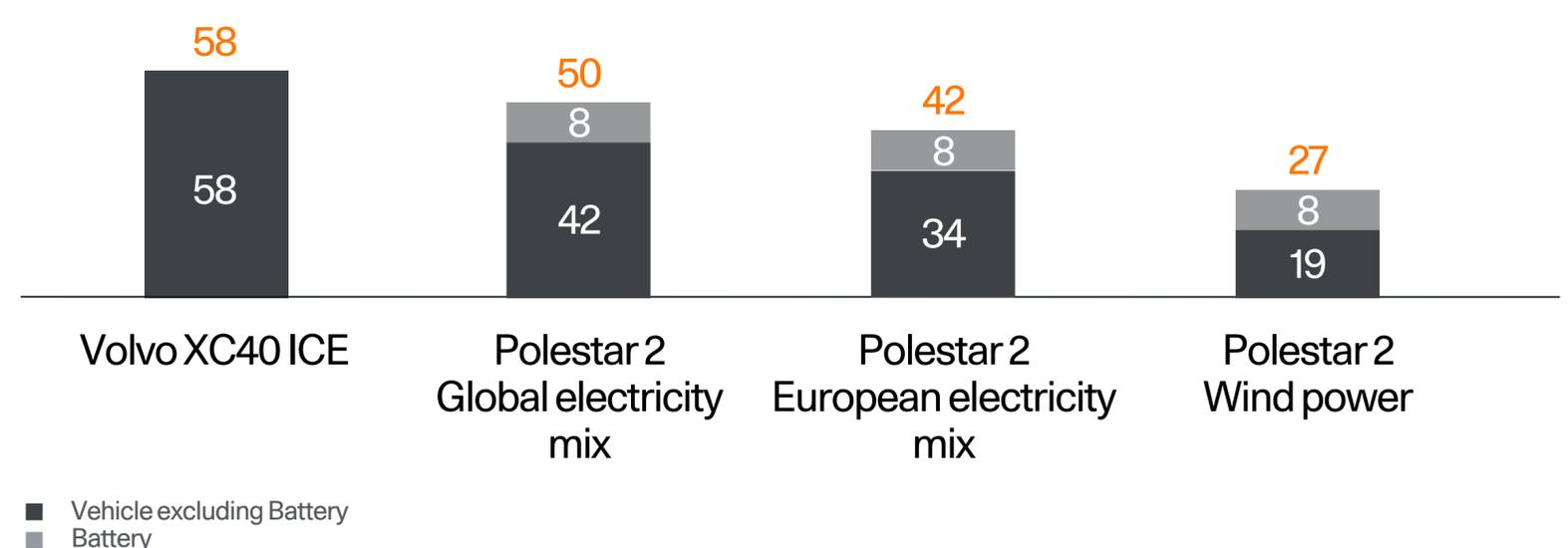
1. Source: Company information

### Sustainability at the core: concrete targets and measures

- **Climate neutral car by 2030E** and climate neutral EV manufacturer by 2040E
- **Climate neutral manufacturing** and materials consumption
- Circular battery design and production with **clear second life / recycling strategy**
- Full **blockchain based data transparency** throughout the supply chain
- **Ethical and inclusive** work principles and values

### Carbon Footprint for Polestar 2 vs. a compact SUV ICE model

Tonne CO<sub>2</sub>-equivalents



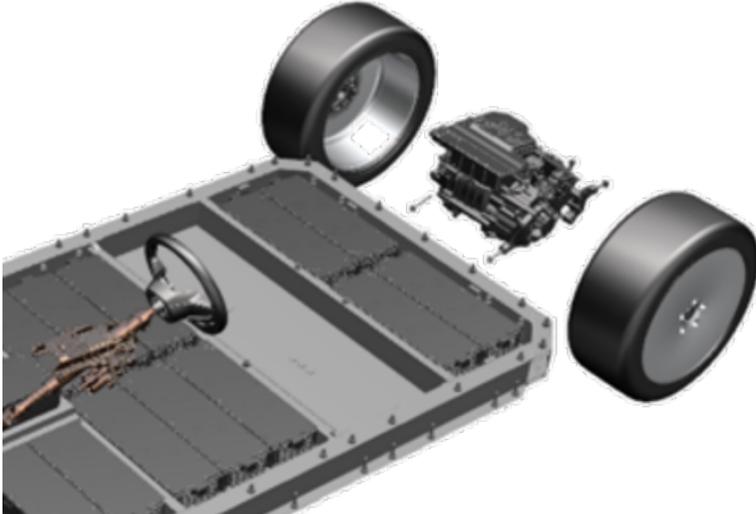
## State-of-the-art EV powertrain development

### Developing one of the most powerful motors in the world

- **P10 rear motor with 450kW** (~603 horsepower)
- Highest power variant combined with front motor will **deliver 650kW**
- 2-speed gearbox with **dual clutch and disconnect feature = energy efficiency**
- **Compact design** (~36\*50\*64 cm), facilitating special requirements for platforms
- **Multiple installation options for easy integration with multiple platforms**

### Combined with state-of-the-art battery technology

- **Developed 800V battery pack** (based on Volvo Cars and Lotus technology)
- **Switchable between 800V and 400V** to match charging infrastructure
- **103 kWh possible to charge to 80% in ~20 minutes**
- **Bi-directional / vehicle-to-grid charging compatible**



|  |   |
|--|---|
| Polestar   | <b>450 kW</b><br>P10 motor                          |
| <br><b>PORSCHE</b> | <b>300 kW</b><br>Taycan rear motor                  |
| <br><b>TESLA</b>   | <b>375 kW</b><br>Model S Performance<br>(Plaid tbd) |



## Industry leading performance and technology

## Core in-house competence well defined

- R&D facility in Coventry, UK attracting industry-leading sports-performance oriented talent and engineers
- Breakthrough technology developments already demonstrated by P10 motor, Precept aluminum architecture and bi-directional charging
- Access to 20k+ dedicated R&D and design FTEs throughout the Geely/Volvo Car network
- Software development competence across the vehicle (e.g., BMS)
- Performance components such as best-in-class motors
- Electrical competence with CPU based central computer architecture
- New sustainable materials know-how

## State-of-the-art EV powertrain ambition

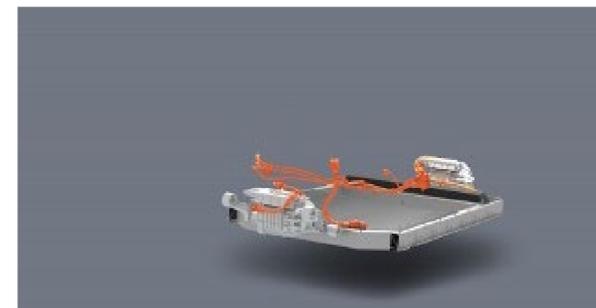
Polestar Precept

Lightweight aluminum architecture

SPA2 electrical system (AD ready)

P10 drivetrain (450kw rear motor)

Battery pack (400V and 800V)



## Smart partnerships propel time to market

- Polestar 3, with SoP in 2022E, will include unsupervised highway pilot offering during its lifecycle
- Best in class long range sensors via Luminar partnership
- First full Google Android vehicle with full OTA Capability

## Autonomous Driving Partners:

- Luminar
- Nvidia
- Waymo
- Zenseact

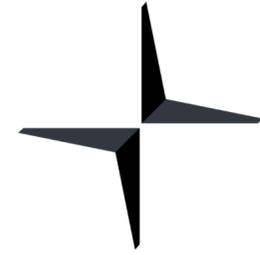
Providing the basis for future upside opportunities with technology licensing expected in 2024E

## Investment highlights

Best of both worlds: stability of established players and agility of a start-up

### Light and Scalable Set-up

built upon the experience, technology and scale of Volvo Cars and Geely



- Product design & validation
- Vehicle attributes<sup>1</sup>
- Digital offer
- Distribution
- D2C business model

### Agility of start-up

Stability of established players  
(nearly 100 years experience)



- Engineering design & release
- Testing & verification
- Service centers
- Manufacturing capabilities
- Logistics & supply chain



- Architecture development
- Procurement
- Manufacturing capabilities
- Logistics & supply chain

**GEELY**

1. Delivered through third party companies or local dealers  
Source: Company information

## Investment highlights

Asset light and scalable set-up with state-of-the-art manufacturing facilities

Chengdu<sup>1</sup>



Luqiao<sup>2</sup>



Ghent<sup>8</sup>

Potential production site



Chengdu<sup>3</sup>



Charleston<sup>3</sup>



Hangzhou Bay<sup>4</sup>



Chongqing<sup>5</sup>



|                        |   |   |   |   |   |   |   |
|------------------------|---|---|---|---|---|---|---|
| Total factory capacity | Low volume production: 750 cars per year <sup>6</sup>   | 180,000 cars per year <sup>6</sup>  | 280,000 cars per year <sup>7</sup>  | 150,000 cars per year <sup>7</sup>  | 150,000 cars per year <sup>7</sup>  | 240,000 cars per year <sup>6</sup>  | 30,000 (estimated) premium EVs per year <sup>6</sup>  |
| Factory opening        | 2019  | 2016  | 1965  | 2013  | 2015  | 2021  | 2024E   |
| Platform               | SPA1  | CMA   | CMA   | SPA2  | SPA2  | PMA   | SPA2  |
| Models produced        | <br>Polestar 1 | <br>Polestar 2 | <br>Polestar 2 | <br>Polestar 3 | <br>Polestar 3 | <br>Polestar 4 | <br>Polestar 5 |

1 Factory owned by Polestar

2 Factory owned by Geely Holding and operated by Volvo Car

3 Factory operated and operated by Volvo Cars

4 Factory owned and operated by Geely

5 Factory owned by Geely and operated by Polestar

6 Defined by jobs per hour according to Geely practices

7 As defined in Volvo cars EMTN program 2021

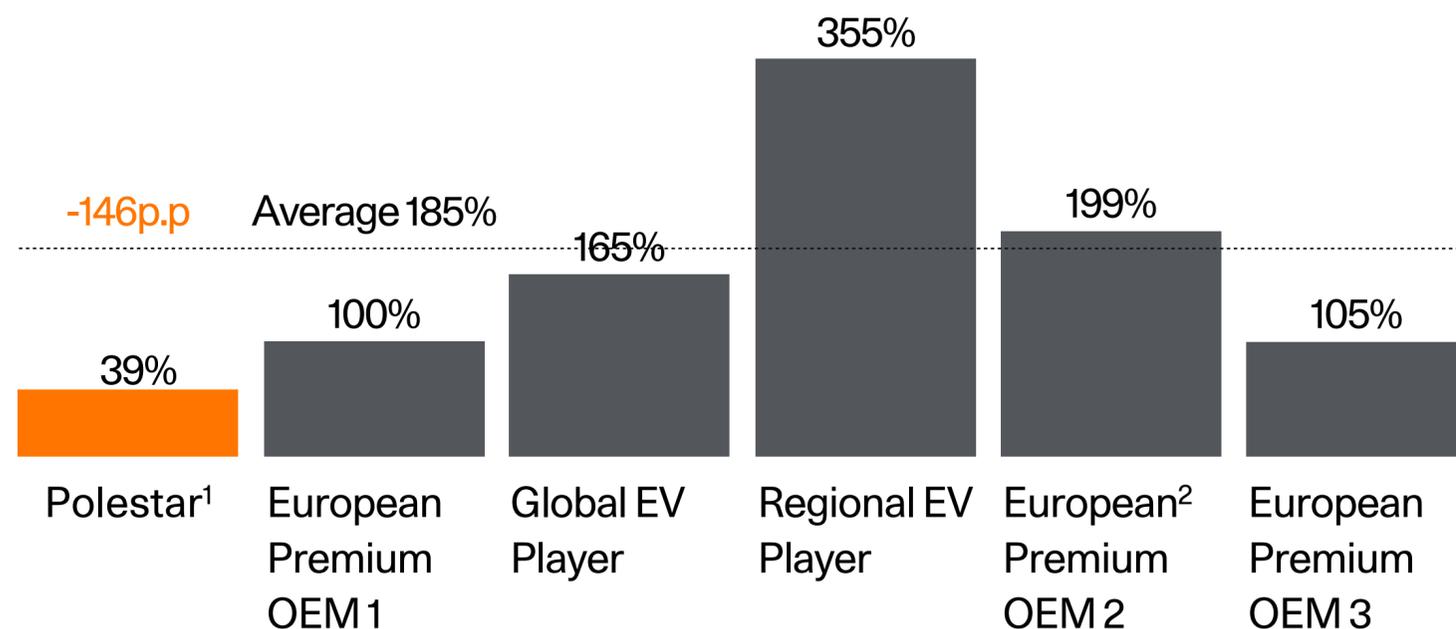
8 Potential production site, not included in the current business plan assumptions

Polestar aims to be the most capital efficient EV premium / luxury brand globally

### Scalable, Flexible and Operational

- Flexibility to scale production rapidly with demand, using already operational plant ecosystem
- Access to global plants with ~750k capacity<sup>3</sup>
- Higher return on capital vs. peers
- Polestar can make can fully capitalize on Geely / Volvo Cars synergies where it sees best fit

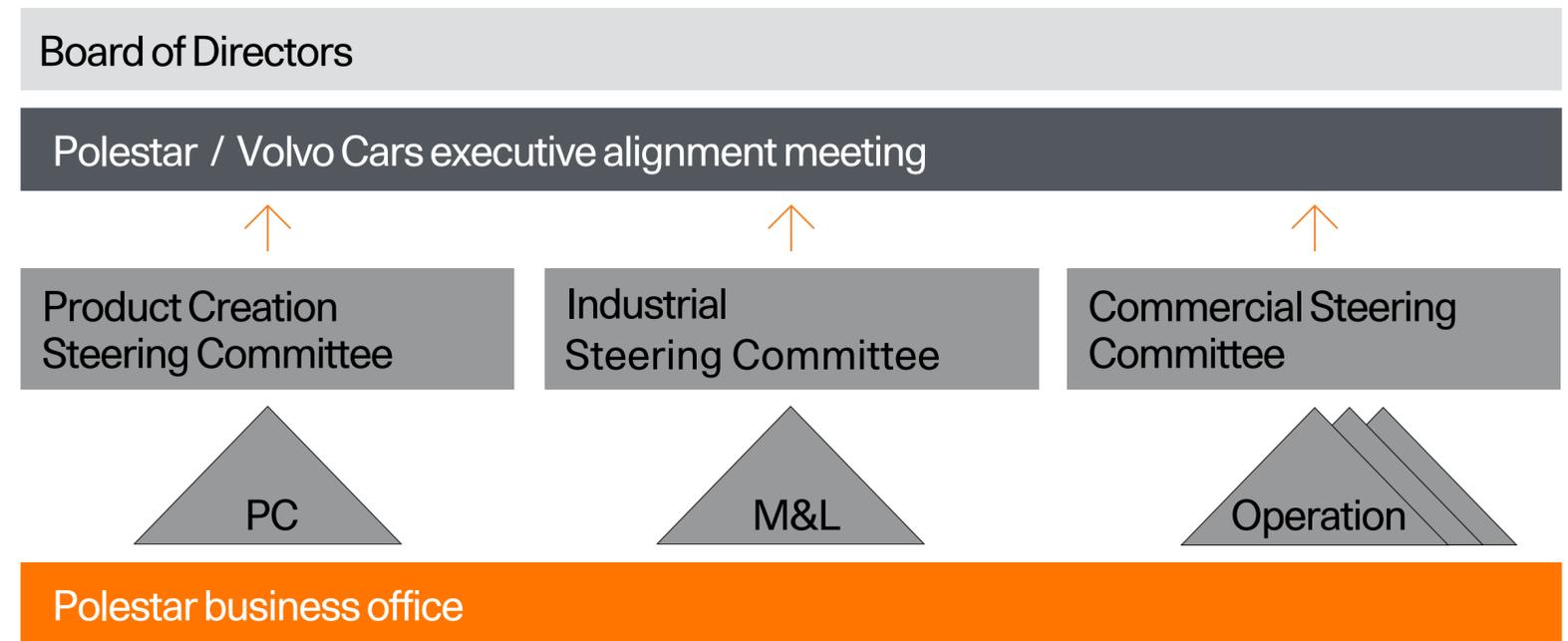
### Capital intensity % of total assets / 2020A revenue<sup>1</sup>



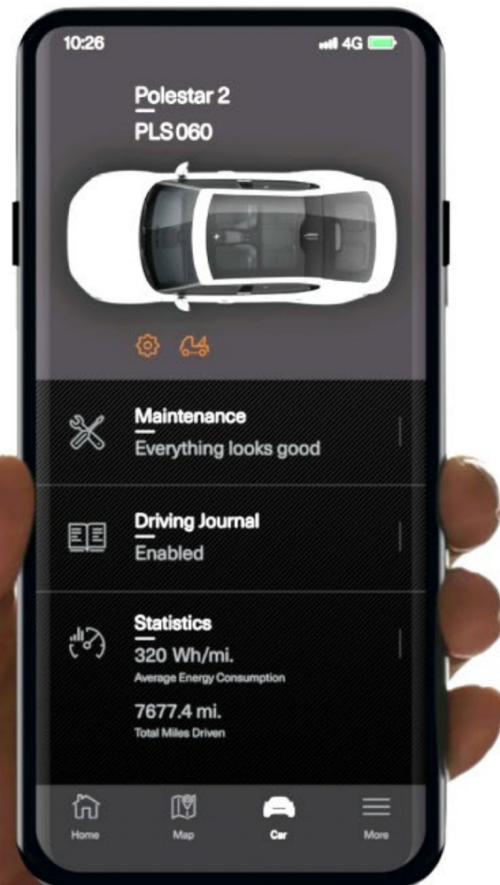
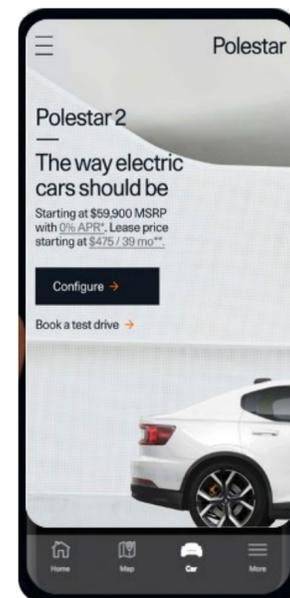
1. 2025E capital intensity % used for Polestar. Please refer to slide 42 for additional information on financials.  
 2. For group  
 3. Excluding potential capacity of Ghent production site  
 Source: Company information, Management estimates

### Independent Board and arm's length contracts

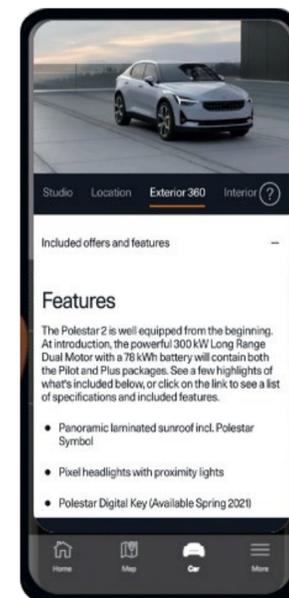
- Adherence to OECD guidelines for intra-company dealings
- Most contracts are evergreens and negotiated on a cost plus basis
- 3-year manufacturing capacity reserve planning and annually re-confirmed



## Investment highlights

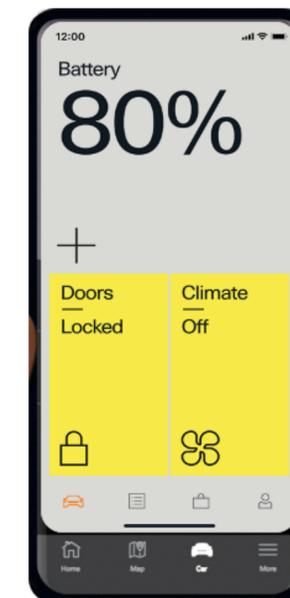
Digital first go-to-market model  
focused on customer experienceExplore and Schedule  
an Experience

- Explore Polestar products online
- Schedule a test drive when and where convenient

Configure and  
Finance

- Configure and order online via web and mobile channels, including market specific solutions such as WeChat

## Manage your Polestar



- Control climate, lock and unlock, manage charging and use Phone-as-key
- Book service and interact with customer support

- Experience starts fully digital and online
- **Easy to scale** without large investments
- **Less reliance on third parties**, increased control of customer journey

**Online model = Lasting profitability advantage**

## Investment highlights

Globally supported by four different permanent location formats



### Locations

Downtown metropolitan area with relevant co-tenancy and foot traffic

Located in urban area / industrial area

### Handover

Automotive area next to other brands, or downtown area next to Space (exception)

### Service point

Automotive area – Volvo VRE facility

2020A

2022E Target

2020A

2022E Target

2020A

2022E Target

40



150

8



40

>500



>800

**Direct sales business model, removing sales and distribution inefficiencies**

1. Volvo Retail Experience  
 – Space defined as Permanent and Temporary Space  
 – Destinations does not include Temporary Destinations (containers)  
 – Handover Centers are Polestar branded handover facilities  
 Source: Company information, Management estimates

## Investment highlights

Unique service offer providing strong competitive advantage

### Customer financing approach

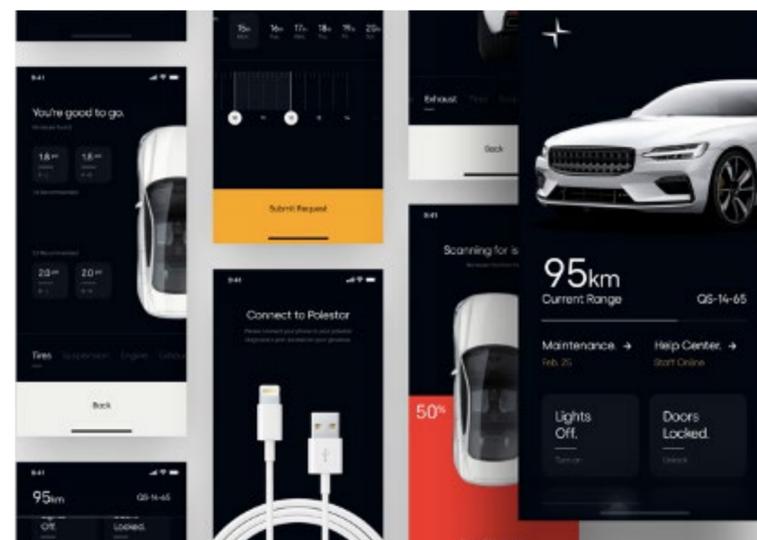
- Full fledge financing and insurance portfolio
- Digital integrated, real time experience
- Pricing competitive and set by Polestar

### Polestar Financial Services

- Best-in-class banking, leasing and insurance partners
- Low balance sheet impact for Polestar<sup>1</sup>
- Access to customer data supports customer retainment

### Differentiated service model

- Streamlined product offering
- Lean sales model via Polestar app
- Standardized trim options level to drive cost efficient model complexity
- Attractive delivery proposition: free pickup and delivery service within ~240 km of participating Polestar locations



### Extensive service network

- Wide service location network is offered in current markets to enable sufficient car maintenance
- Full coverage by Volvo service network in Netherlands, United Kingdom, Sweden, Norway and Mainland China
- 500 service points today, 800+ service points in 2 years



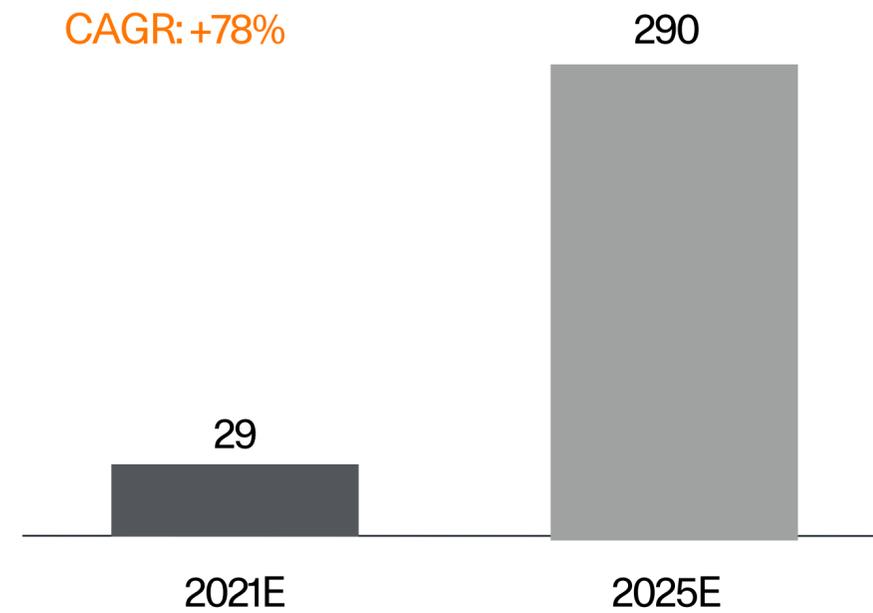
<sup>1</sup> Not applicable to US market where Polestar take the RV risk and Demo cars in all markets on company's balance sheet  
Source: Company information

|                  | 2021E   | 2022-2023E   |
|------------------|---|--|
| Markets targeted | <p><b>Current markets:</b></p>  <p><b>Expansion to Europe</b></p>  | <p><b>30+</b></p> <p><b>Expansion to Asia Pacific<sup>1</sup></b></p>  <p><b>Further expansion to Europe and to Middle East<sup>1</sup></b></p>  |
| Locations        |   | <b>150+</b>  |
| Service points   |   | <b>800+</b>  |

1. Selected new markets  
Source: Company information, Management estimates

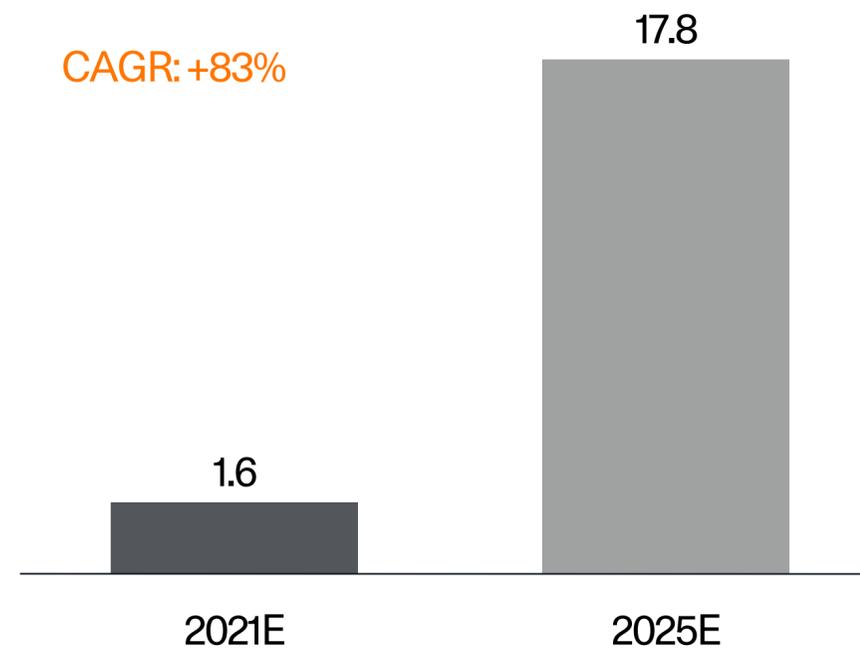
### High growth model with leading margins

Volume<sup>1</sup>, Thousands



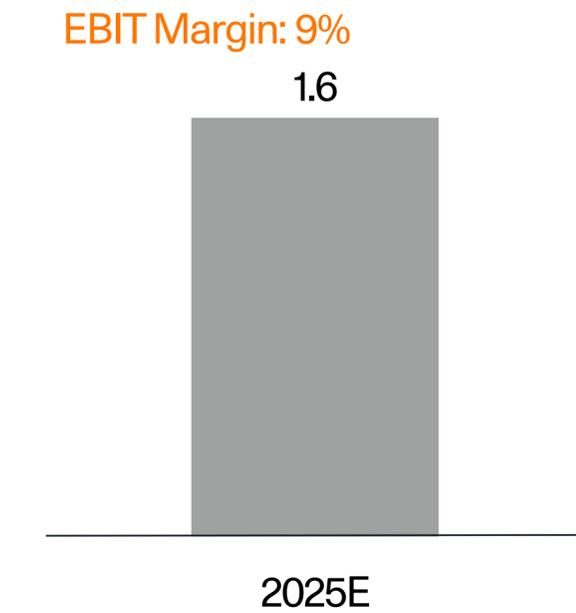
- Strong volume growth expected over the coming years driven by new models and entering new markets

Revenue<sup>2</sup>, \$bn



- New model line up in premium / luxury segment and new markets expected to contribute to strong top line growth

2025E EBIT<sup>2</sup>, \$bn



- EBIT break-even expected in 2023E

Rapid growth of  
premium / luxury TAM

**+29%**

CAGR 20A-25E of  
premium / luxury  
EV market <sup>2</sup>

Well-established existing  
geographical presence

**78%**<sup>1</sup>

Of incremental sales  
between 21E-25E  
driven by  
existing markets

Continuous and defined  
expansion of sales network

**+20**

New countries  
between 21E-23E

Strong car pipeline:  
3 models coming to market by 24E

**77%**<sup>1</sup>

Of incremental sales  
between 21E-25E  
driven by  
new car models



**Thomas Ingenlath**  
CEO

- Previously SVP of Design at Volvo Cars
- Behind Volvo Cars's recent award winning design renaissance
- Awarded "Design Hero" at the 2017 Autocar Awards



**Dennis Nobelius**  
COO

- Previously CEO for Zenuity
- Various roles within Volvo such as Project Manager for the Vehicle Line 90-series, MD in Switzerland, Plant Quality Director



**Johan Malmqvist**  
CFO

- Previously CFO of Dole Foods in the US, Perstorp Chemical Company and DUNI in Sweden
- 20+ years of experience across multiple sectors, with last 7 years in perishable goods in the US



**Anna Rudensjö**  
Legal

- Previously Legal Director at SKF Group
- 20 years of experiences within legal in Sweden



**Nils Mösko**  
Strategy & Business  
Development

- Former Global Deputy CFO at Polestar
- Previously held finance, treasury and controlling functions for Volvo Cars and Ford Motor
- 15+ years automotive experience



**Åsa Borg**  
Brand & Marketing

- Former COO Care by Volvo
- Previously positions as VP Brand & Marketing EMEA, VP Brand & Marketing Sweden



**Max Missoni**  
Design

- Former Vice President Exterior Design at Volvo Cars
- 20 years of designer experience within in the automotive industry



**Jörg Brandscheid**  
R&D  
(starting October 1<sup>st</sup>)

- Previously Executive Vice President Electronics at Hella APAC
- Nearly 30 years of experience within the auto industry and several R&D roles across a range of technical areas and companies



**Mona Abbasi**  
Customer Experience

- Previously Senior Vice President Brand, Marketing & Communications at Husqvarna Group
- 20+ years experience from leading consumer and IT brands



**Mike Whittington**  
Global Sales

- Previously worked with new EV introductions incl. from Jaguar Land Rover, PSA, Mercedes-Benz and Toyota
- 20+ years of experience in Automotive e-commerce strategy



**Monika Franke**  
HR

- Former Senior HR Director, Global R&D, Purchasing & Quality of Volvo Cars
- 20 years of experience with Volvo Cars



**Jonathan Goodman**  
Polestar UK/PR & Comms.

- 25+ years of commercial experience in the car industry
- 20 years of operations experience from Peugeot incl. country manager for Belgium-Luxembourg



**Mikael Björklund**  
Digital

- Former COO for Swedish fashion brand Filippa K
- Has held leading positions within companies such as Consortio Fashion Group, Schibsted, Kering and EY



**Fredrika Klarén**  
Sustainability

- Previously Head of Sustainability at KappAhl
- 10+ years of experience with sustainability work at KappAhl and IKEA



**Victoria Falksund**  
Programs & Planning

- Previously Vice President Product Line management at Volvo Cars
- Worked at Arthur D. Little and Toyota F1 team before joining Mazda. She has since then held several management positions within Volvo Cars program management



**Ellie Huijing Wu**  
Purchasing

- Previously Senior Purchasing Manager at Volvo Cars China
- 10+ years experience of automotive industry purchasing

Investor presentation

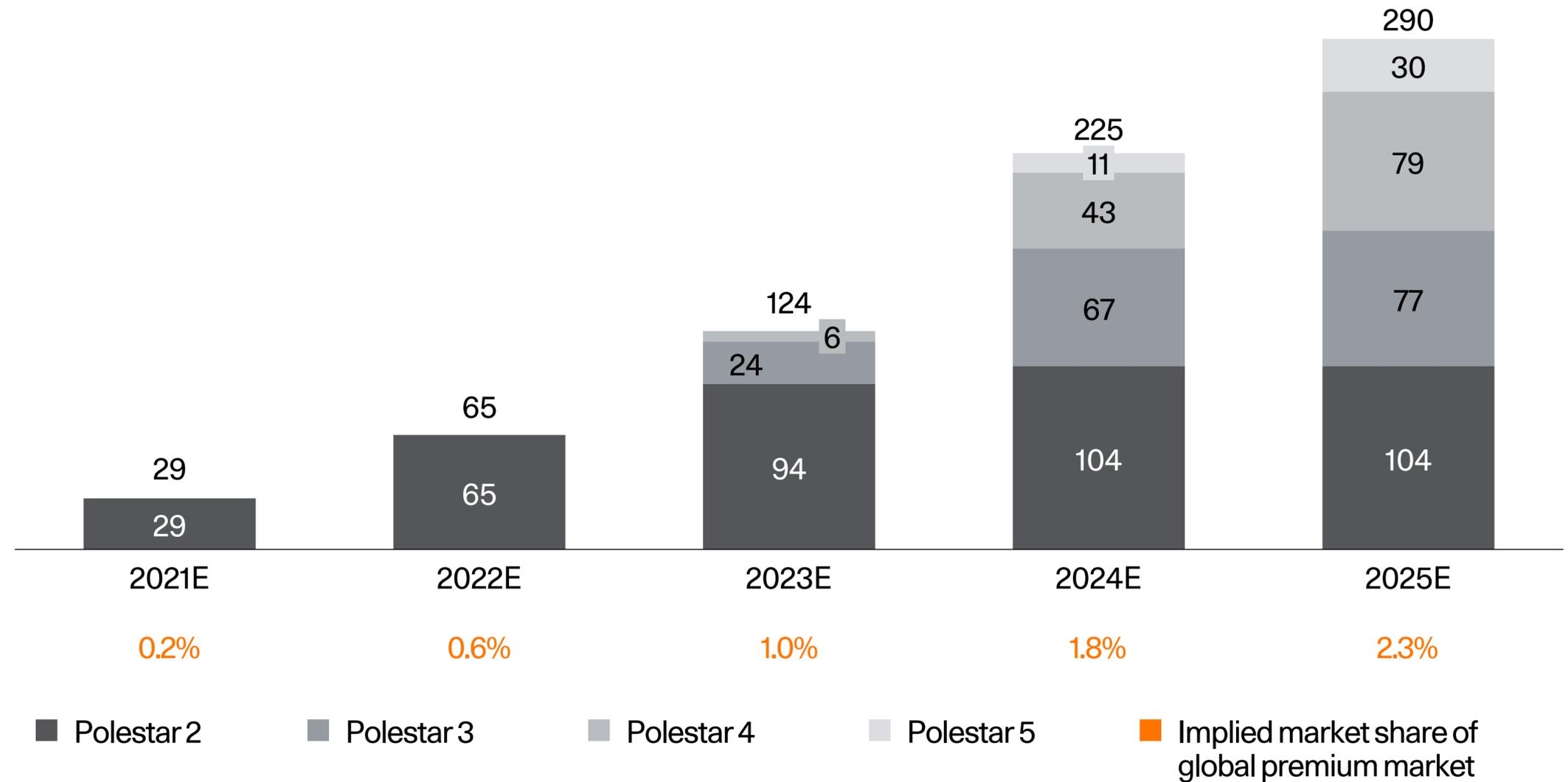
# Financial overview



Diverse new model pipeline driving top-line growth

- 3 new models in development and targeted to launch by 2024E
- Polestar 2, Polestar 3 and Polestar 4 expected key drivers of volume, from 2023E onwards mainly from launch of latter two models resulting in significant sales increase
- Current volume plan projected through 2025E, while Capex plan includes spend for a new model launching post 2025E
- Sales in Europe, US and China from day 1

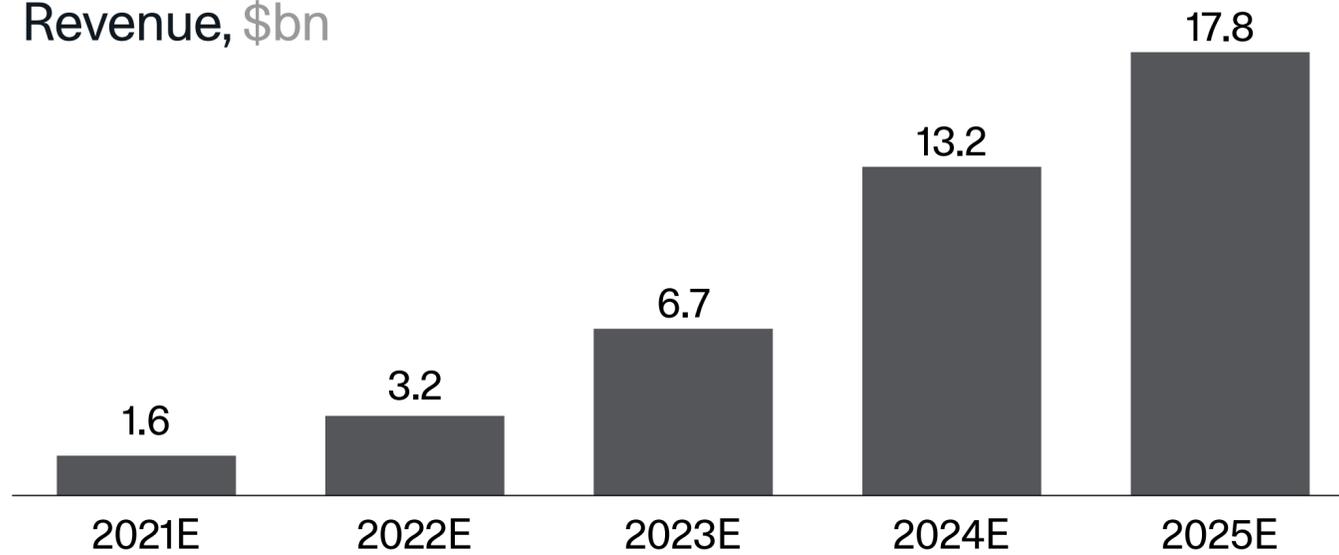
Volume by model, Thousands



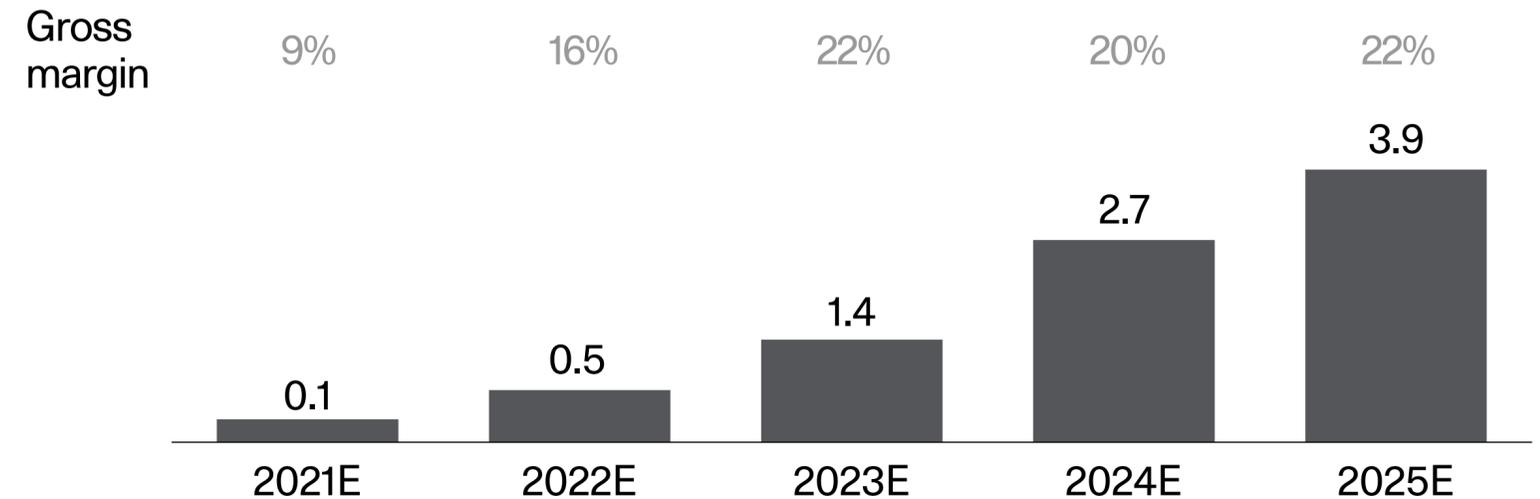
Note: Figures in page only includes core business. Management estimates based on assumptions regarding the total addressable market, Polestar's performance in the geographic regions where it competes and demand for its different car models  
 Source: Business Plan, Management estimates

Financial summary: breakeven by 2023E and 9% EBIT margin by 2025E

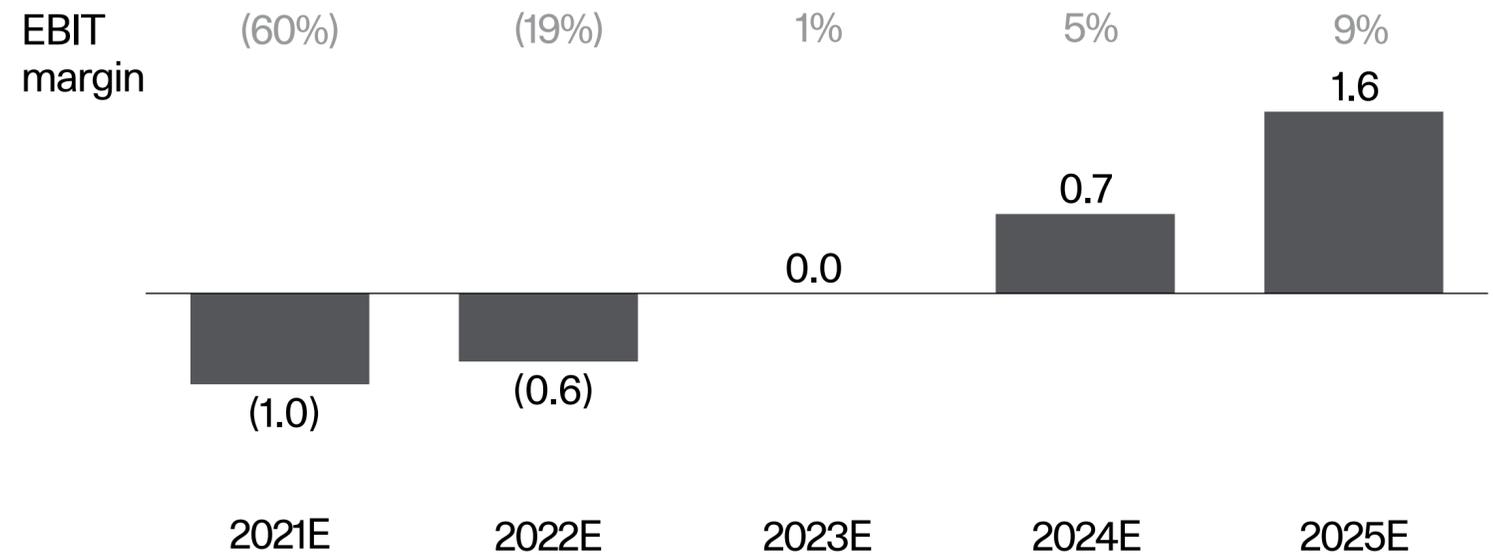
Revenue, \$bn



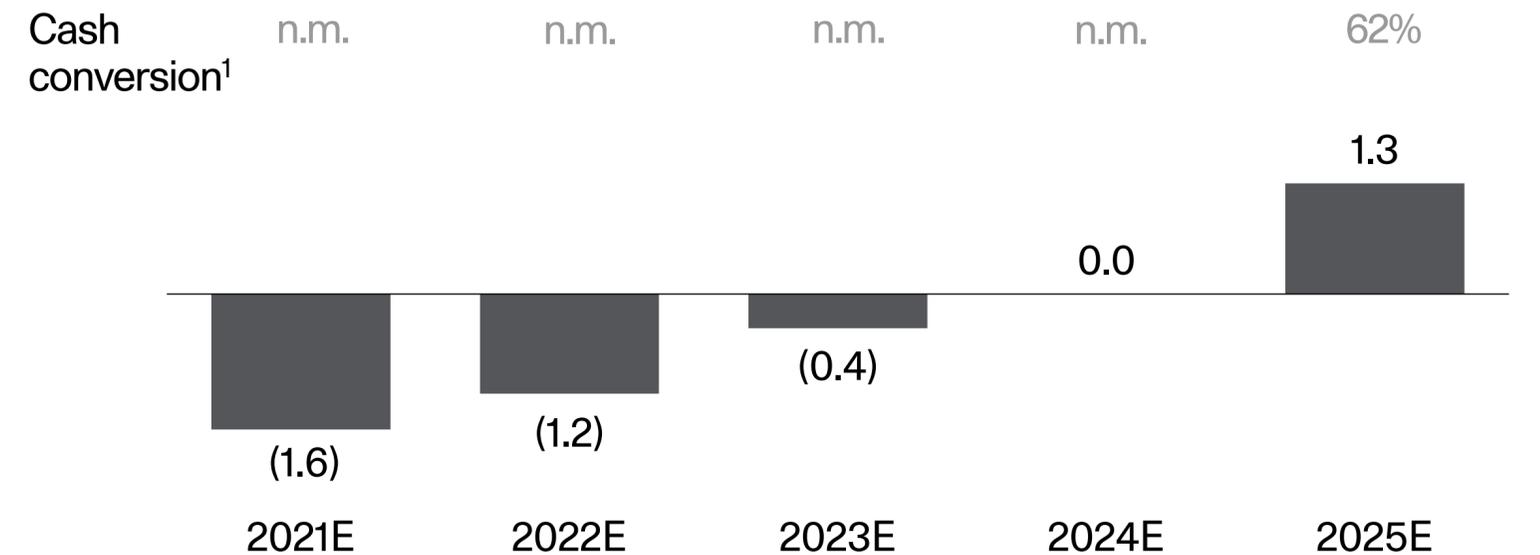
Gross Profit, \$bn



EBIT, \$bn



Adjusted Free Cash Flow<sup>2</sup>, \$bn



Note: Non GAAP metrics. Management estimates based on assumptions regarding Polestar's performance in the geographic regions where it competes, demand for its different car models, its available book of customers and management's vies on market and customer demand going forward.

1. Cash Conversion defined as Free Cash Flow / EBITDA

2. Free Cash Flow = EBITDA - Tax - ΔNWC - Capex + Payables Equitisation

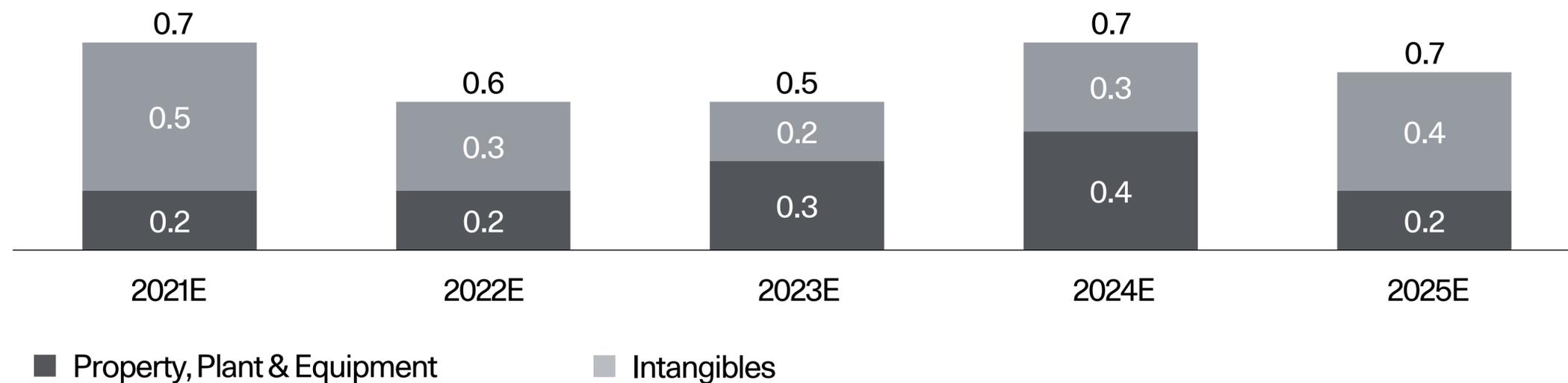
Source: Company Information, Management estimates

## Financial overview

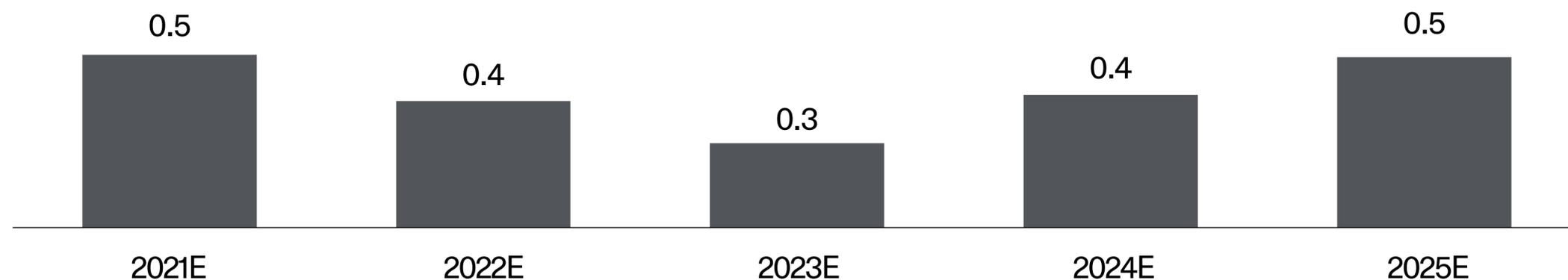
### Capex spend to fund investments required for future model launches

#### Capex by type, \$bn

- Polestar 3 and SPA 2 platform expected to drive Capex 2021-2022E
- Capex need from main carlines of the business plan expected to tail off towards 2025E
- Next generation expected Capex in 2024E-2025E driven by next generation platform and first top hat derivate



#### Research & Development, \$bn (cash spend)



Note: Management estimate based on past projects and experiences, assumptions regarding a competitive cost level, customer preferences and the legal, regulatory incentive environment  
 Source: Business Plan, Management estimates

Investor presentation

# Transaction overview and valuation



## Transaction overview and valuation

### Transaction overview

- Pro forma fully-diluted enterprise value of \$20.0bn, or 3.0x 2023E Revenue and 1.5x 2024E Revenue
- Current Polestar equity holders will retain approximately 94% ownership in Polestar and roll 100% of their equity interests into the pro forma company
- Transaction will result in approximately \$995 million of cash added to Polestar's balance sheet to go towards funding its business plan and future model launches<sup>5</sup>

#### Sources, \$mn

|                                 |                 |
|---------------------------------|-----------------|
| SPAC Cash in Trust <sup>1</sup> | \$800           |
| PIPE Investors                  | 250             |
| Polestar Rollover               | 20,003          |
| <b>Total Sources</b>            | <b>\$21,053</b> |

#### Uses, \$mn

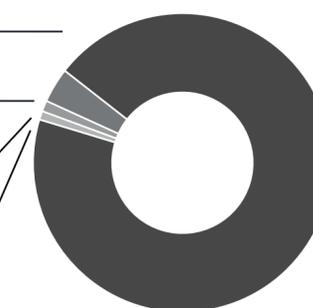
|   |                 |
|---|-----------------|
| Polestar Rollover                             | \$20,003        |
| Cash to Polestar's Balance Sheet <sup>1</sup> | 995             |
| Estimated Gores Guggenheim <sup>2</sup>       | 55              |
| Transaction Expenses                          |                 |
| <b>Total Uses</b>                             | <b>\$21,053</b> |

#### Pro Forma Valuation, \$mn

|   |                 |
|---|-----------------|
| Base Share Price at Merger              | \$10.00         |
| X Pro Forma Shares Outstanding          | 2,125.3         |
| <b>Equity Value</b>                     | <b>\$21,253</b> |
| Less: Pro Forma Net Cash <sup>2,3</sup> | 1,253           |
| <b>Enterprise Value</b>                 | <b>\$20,000</b> |

#### Pro Forma Ownership<sup>4</sup>

|       |                   |
|-------|-------------------|
| 94.1% | Polestar rollover |
| 3.8%  | GG Shareholders   |
| 1.2%  | PIPE Investors    |
| 0.9%  | GG Sponsor        |



Note: Polestar will continue to seek further funding, both debt and equity funding will be considered in the future.

1. Assumes no Gores Guggenheim stockholder has exercised its redemption rights to receive cash from the trust account. This amount will be reduced by the amount of cash used to satisfy any redemptions.

2. Excludes Polestar transaction expenses.

3. Based on pre-transaction net cash position of \$258mn (as of April 2021) and \$995mn net cash injection to Polestar's balance sheet to fund its business plan and future model launches, as well as to pay Polestar transaction expenses.

Pro forma net cash balance does not reflect the following: (a) any changes to cash balance from pre-transaction amount through transaction close, also including capital contributions, (b) any new debt raises or repayments that may occur before or after transaction close, (c) any related party payables and related party accrued liabilities or the impact from any changes in these amounts. Please see appendix for more details.

4. Assumes a nominal share price of \$10.00. Ownership excludes impact of warrants and earn out.

5. Transaction proceeds will also be used to pay Polestar transaction expenses. Additional funding will also be considered in the future to fund Polestar's business plan.

Differentiated asset-light operations with global coverage, full product offering and sustainability focus

|  |  | Global EV Player | US EV Player   | Chinese EV Player 1 | Chinese EV Player 2 |
|--|---|------------------|----------------|---------------------|---------------------|
| Focus on the premium / luxury segment                | ✓   | ✓                | ✓              | ✓                   | ✗                   |
| Already in production                                | ✓   | ✓                | ✗              | ✓                   | ✓                   |
| Global geographic reach                              | ✓   | ✓                | ✗              | ✗                   | ✗                   |
| 2+ SUV models by 2023E                               | ✓   | ✓                | ✗              | ✗                   | ✗                   |
| Asset light <sup>1</sup>                             | ✓   | ✗                | ✗ <sup>2</sup> | ✗                   | ✗                   |
| Global service network                               | ✓   | ✓                | ✗              | ✗                   | ✗                   |
| Public sustainability targets                        | Climate neutral car by 2030E<br>Climate neutral OEM by 2040E                        | ?                | ?              | ?                   | ?                   |
| Highway autonomy by 2024E <sup>3</sup>               | ✓   | ✓                | ✗              | ✗                   | ✗                   |
| Break-even reached or targeted by 2023E <sup>4</sup> | ✓   | ✓                | ✗              | ✓                   | ✗                   |

**Polestar is exclusively focused on the luxury / premium segment with a complete product offering of Sedan and SUVs, serving its customers globally and targeting break-even by 2023E**

<sup>1</sup> Based on Total Assets / 2020A Revenue metrics

<sup>2</sup> Based on observations of public materials

<sup>3</sup> Based on highway automation for highway use cases, according to a leading management consultancy firm

<sup>4</sup> Based on EBIT

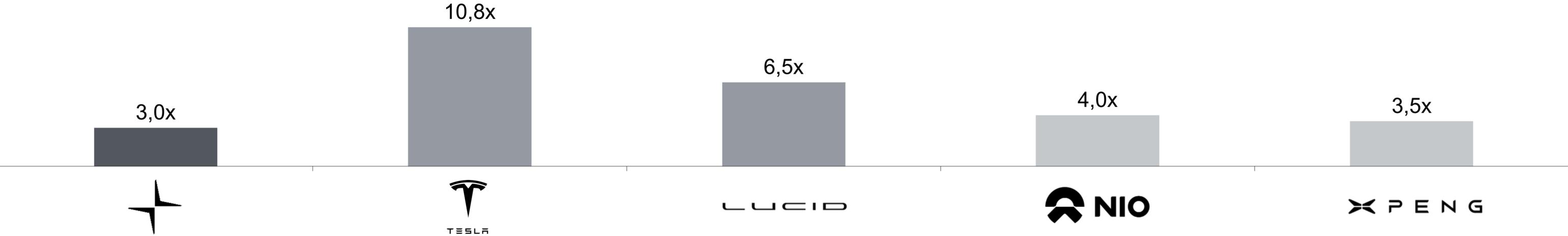
Source: Company Information, Leading Management Consultancy Firm, Management estimates

Attractive entry valuation with significant discount to peers

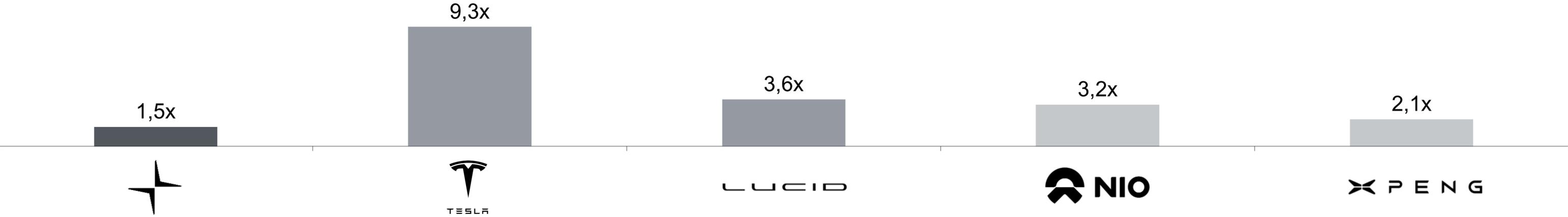
Global Players

Regional Players

TEV / 2023E Revenue



TEV / 2024E Revenue

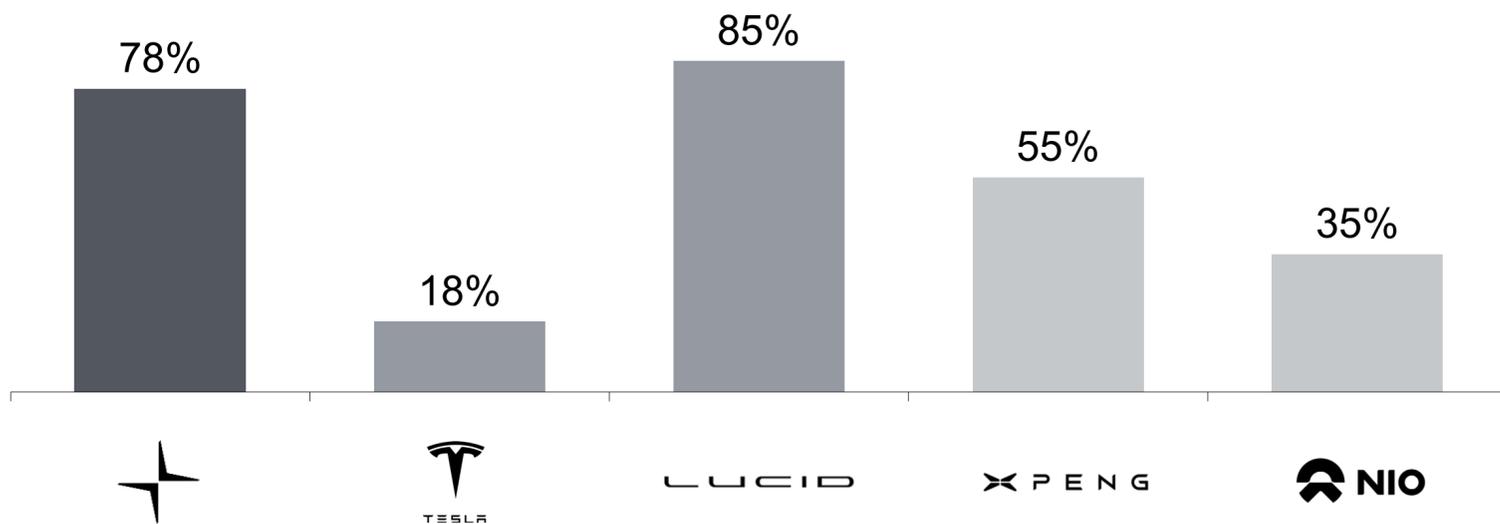


■ Core Peers    ■ Chinese EV Peers

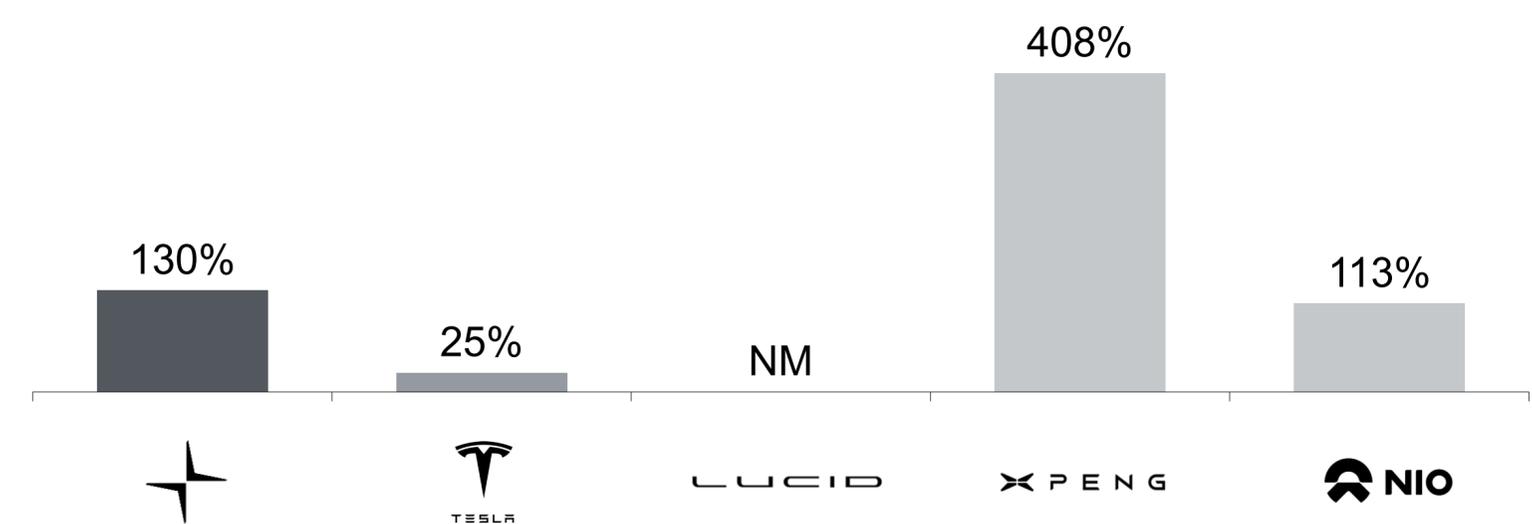
Note: Market date as of Sep 23, 2021  
Source: FactSet, Company information, Management estimates

Strong top and bottom line growth relative to peers

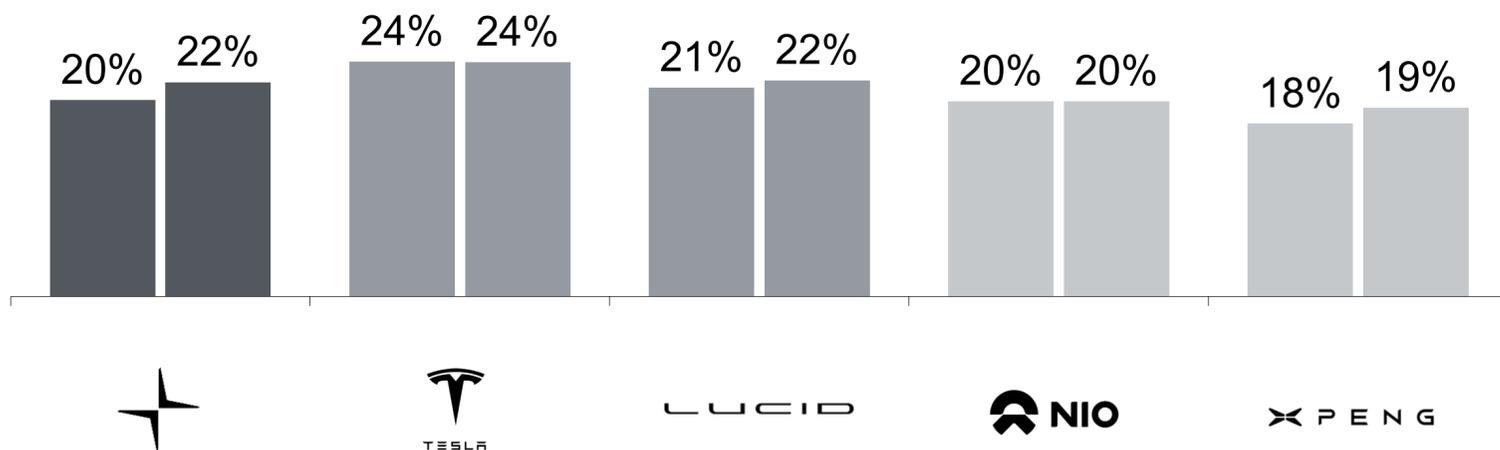
Global Players      Regional Players  
 Revenue growth CAGR projection (2022E-2025E)



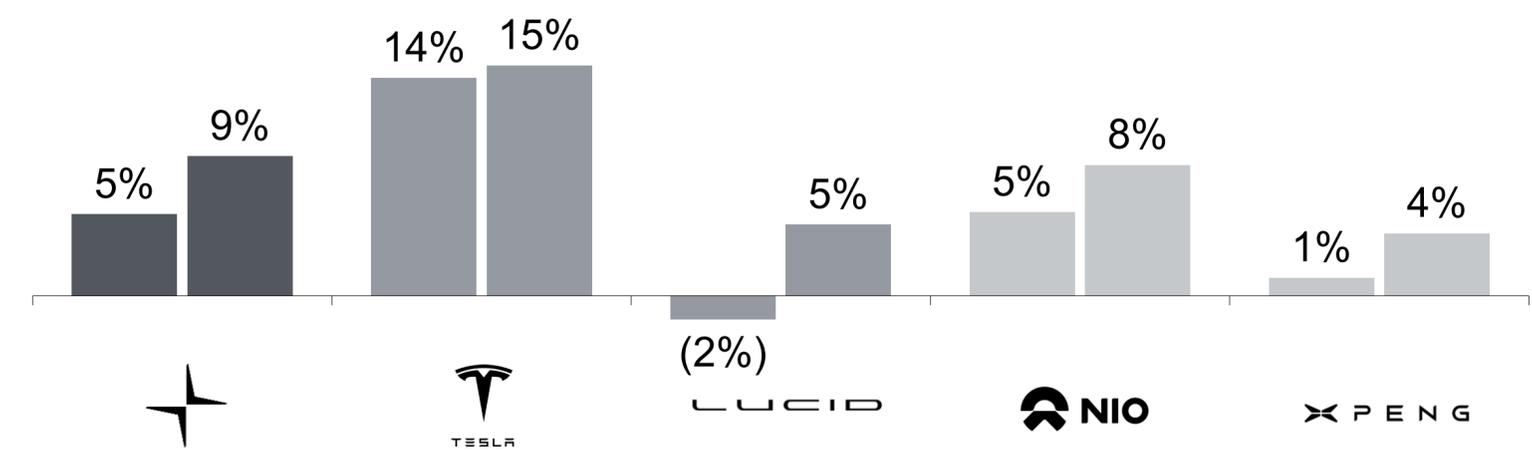
Global Players      Regional Players  
 EBIT growth projection (2024E-2025E)



2024E / 2025E gross margin



2024E / 2025E EBIT margin



Note: Market date as of Sep 23, 2021  
 Source: FactSet, Company information, Management estimates

Investor presentation

# Appendix



Appendix  
Summary P&L

| \$mn                                 | 2021E   | 2022E   | 2023E   | 2024E    | 2025E    |
|--------------------------------------|---------|---------|---------|----------|----------|
| Total volume (number vehicles sold)  | 29k     | 65k     | 124k    | 225k     | 290k     |
| % growth                             | NA      | 124%    | 90%     | 82%      | 29%      |
| Total revenue                        | 1,590   | 3,170   | 6,690   | 13,250   | 17,780   |
| % growth                             | NA      | 99%     | 111%    | 98%      | 34%      |
| COGS                                 | (1,450) | (2,660) | (5,240) | (10,590) | (13,880) |
| Gross profit                         | 140     | 510     | 1,440   | 2,660    | 3,910    |
| EBIT                                 | (960)   | (600)   | 30      | 690      | 1,590    |
| EBITDA                               | (700)   | (430)   | 340     | 1,160    | 2,140    |
| Capex                                | (670)   | (590)   | (550)   | (700)    | (660)    |
| % of revenue                         | (42%)   | (18%)   | (8%)    | (5%)     | (4%)     |
| Adjusted Free Cash Flow <sup>1</sup> | (1,590) | (1,170) | (440)   | 40       | 1,340    |

1. Free Cash Flow = EBITDA - Tax - ΔNWC - Capex + Payables Equitisation  
 Note: EBIT, EBITDA and Free Cash Flow are non-GAAP financial measures and should not be considered in isolation or as alternatives to measures derived in accordance with GAAP. Financials rounded to the closest \$10mn.  
 Source: Management estimates

## Reconciliation of financials

| EBITDA, \$mn                    | 2021E   | 2022E | 2023E | 2024E | 2025E |
|---------------------------------|---------|-------|-------|-------|-------|
| Net income                      | (1,020) | (670) | (40)  | 610   | 1,560 |
| (+) Income Tax                  | 0       | 0     | 0     | 0     | 0     |
| EBIT                            | (960)   | (600) | 30    | 690   | 1,590 |
| (+) Depreciation & Amortization | 270     | 180   | 310   | 460   | 550   |
| EBITDA                          | (700)   | (430) | 340   | 1,160 | 2,140 |

| Free Cash Flow, \$mn                   | 2021E   | 2022E   | 2023E | 2024E | 2025E |
|--|---------|---------|-------|-------|-------|
| EBITDA                                 | (700)   | (430)   | 340   | 1,160 | 2,140 |
| (+) Change in NWC                      | (170)   | (600)   | (160) | (340) | (120) |
| (+) Cash Taxes                         | 0       | 0       | 0     | 0     | 0     |
| (+) Total Capex                        | (670)   | (590)   | (550) | (700) | (660) |
| Free Cash Flow                         | (1,590) | (1,670) | (440) | 40    | 1,340 |
| (+) Payables Equitisation <sup>1</sup> | 0       | 500     | 0     | 0     | 0     |
| Adjusted Free Cash Flow                | (1,590) | (1,170) | (440) | 40    | 1,340 |

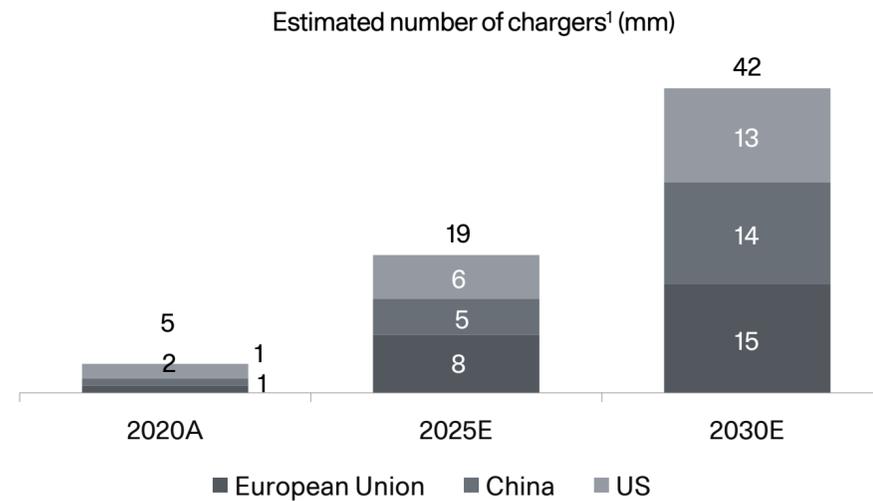
Note: EBIT, EBITDA and Free Cash Flow are non-GAAP financial measures and should not be considered in isolation or as alternatives to measures derived in accordance with GAAP. Financials rounded to the closest \$10mn.  
 1. Estimated projected related party payables and related party accrued liabilities balance of ~\$650mn at transaction close, net of ~\$500mn payables equitisation.  
 Source: Management estimates.

Several trends are underpinning acceleration of EV adoption

1 New entrants represent an incentive for further EV charging infrastructure build-out

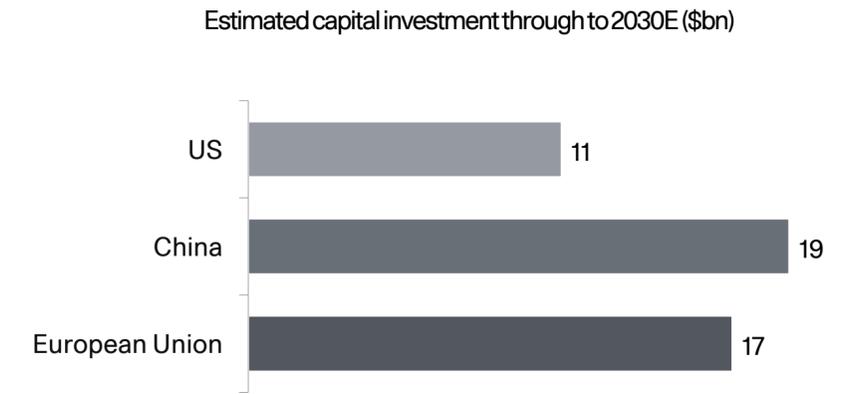


2 EV charging infrastructure is on the rise



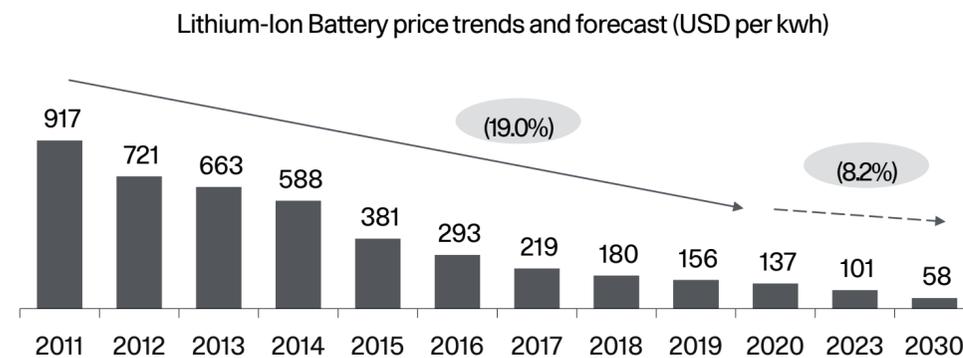
3 Ease of use

- Increasing EV charging points density across the globe underpinned by significant investment
- Europe targeting one charging station every 60km by 2030E



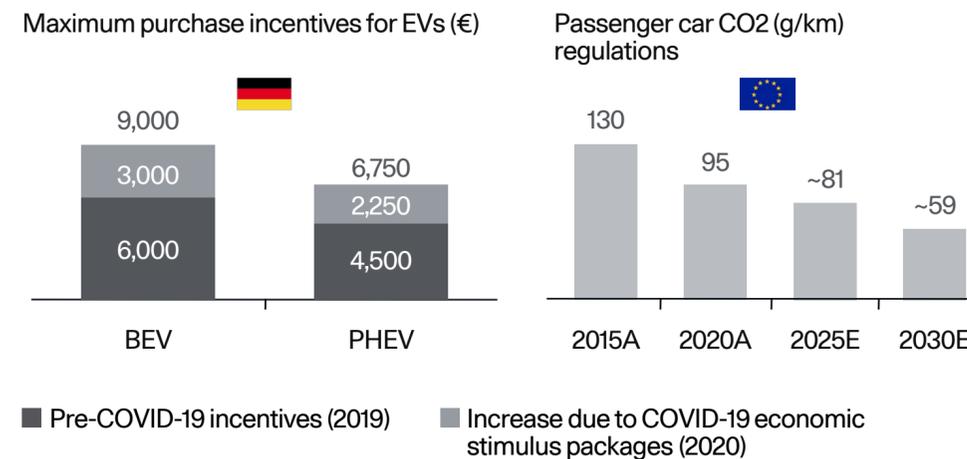
4 Decreasing TCO and improving technology

- Decrease in EV powertrain cost driven by falling battery costs at higher power density
- Energy density and charge speed continue to improve



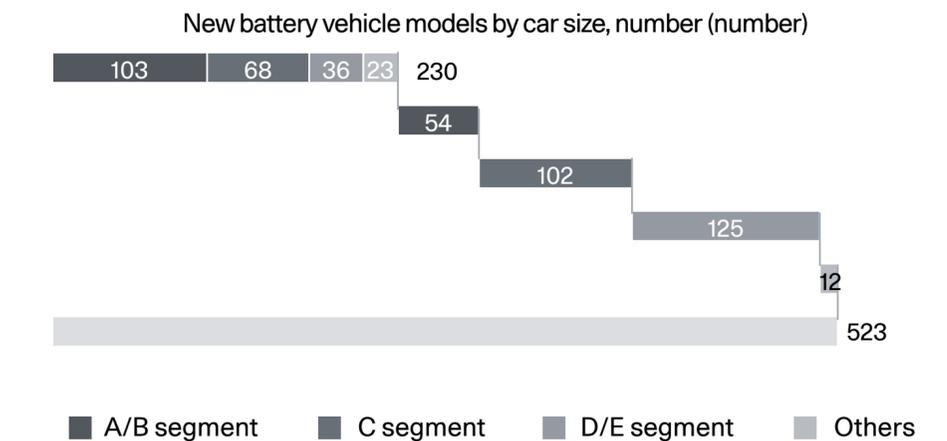
5 Regulatory restrictions

- High pressure on OEMs from regulations to improve CO2/fuel efficiency



6 Technology strategy

- About 300 new BEVs models will be launched through to 2022E



1. Figures may not sum, because of rounding  
Source: Leading management consultancy firm, Statista, desktop research

# Appendix

## Design meets sustainability

### Polestar 2



- Using blockchain technology, enabling increased traceability of cobalt in batteries
- New approach to interior materials
  - WeaveTech: light but durable material, free from hazardous chemicals
  - Reconstructed wood minimizes waste
- Carbon footprint and LCA-methodology published

### Polestar 5



- Production version of Polestar Precept
- Explore next steps for more sustainable and innovative materials:
  - Reclaimed fishing nets (Nylon 6) for floor mats
  - Waste and recycled cork-based vinyl for seat bolsters and head rests

### Best-in-class sustainability ambition

#### Climate Neutrality

- Climate-neutral platform
- Climate-neutral materials
- Energy optimization
- Climate-neutral manufacturing
- Renewable energy in the supply chain

#### Circularity

- Circular battery design
- Renewable energy in supply chain
- Remanufacturing of batteries
- Collaborations for second life
- Collaborations for recycling

#### Transparency

- Materials traceability
- Supply chain transparency
- Product sustainability declaration
- Sustainability reporting

#### Inclusion

- Human rights in supply chain
- Ethical business practices
- Inclusive workplace
- Inclusive design
- Inclusive customer experience

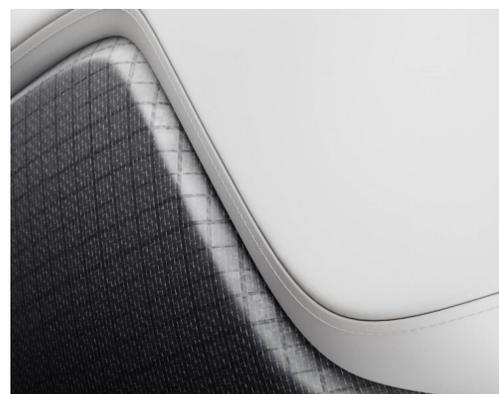
# Appendix

Precept design elements offer a preview to features on future polestar models

### Signature Headlights and SmartZone with ADAS sensors



### Revolutionary uses of sustainable materials



### Rear visibility with camera



### Long-range lidar



### Futuristic design visibly embedding technology and aerodynamics



### Clean, luxurious interiors with award-winning UI technology



At the digital forefront



Unique Experience

Cutting edge. Bespoke. Seamless.

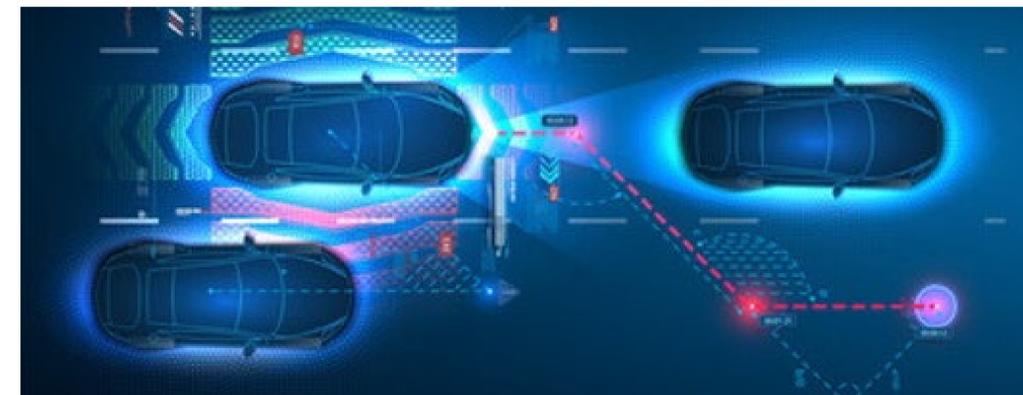
- State-of-the-art electric motors
- State-of-the-art batteries
- First ever Android infotainment integration



Autonomous

Autonomous driving capabilities.  
In Polestar 3

- Fully developed autonomous driving for highway pilot, commercial offering targeted for 2024E
- Fully self-driving penetration in segment expected to be significant by 2030E at 8-12%
- Dedicated EV platform based on proven technology
- Contract with technology leader Waymo for self driving technology, in addition to established partners Zenseact and Nvidia



Mobility

Self-driving MaaS. In 3 ways.

- Privately owned cars capable of highway autonomous driving
- Privately owned cars capable of all driving situations, removing the need for a private driver
- Dedicated self driving vehicles for shared self driving MaaS<sup>1</sup>

Upside

Profitable and recurring revenues

- Front-runner advantage in developing and / or acquiring technology to spearhead the EV market and leading in providing the market with relevant know-how
- Smart use of background IP in Volvo Cars / Geely Holding ecosystem to develop cutting edge technology at low cost and monetize sustainable solutions

Robotaxi fleet could reach ~10mn units in 2030E, with a total service value reaching \$400-600bn

<sup>1</sup> Mobility as a Service (MaaS)  
Source: Company information, Leading management consultancy firm, Management estimates

First to launch an infotainment system powered by Google Android

Polestar 2 was the **first car** to be launched with an infotainment system powered by Google Android

- Polestar comes fully **end-to-end integrated** various Google Automotive systems; such as with Google Maps, Google Speech Assistant and Google Play Store
- Polestar offers free internet to connect with Play Store that offers **Google developed apps**, e.g., Play music, Hangouts, Play Books, etc
- Hassle-free and regular **over-the-air updates** for apps and launch of new features, reduces workshop visits and customer frustration

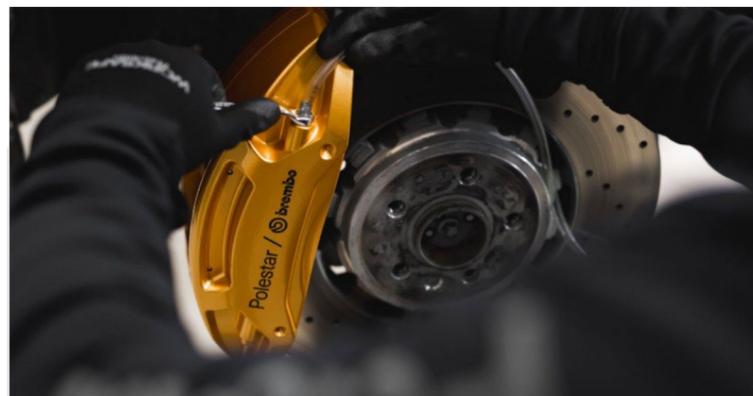


9/10

"Android Automotive is, quite simply, the car infotainment revolution we have all been waiting for"<sup>1</sup>

Robust R&D infrastructure driving innovation

- Polestar independently decides what to develop inhouse vs. “cherry-picking” from partners – the combination allows Polestar to focus on key differentiating technologies whilst leveraging R&D from the larger Geely Group (Volvo Cars, Geely and others) in a flexible way
- Purchasing and manufacturing center in China works closely with R&D on daily basis



Polestar R&D UK  
Coventry, United Kingdom

- >200 R&D employees and growing
- Focus areas are:
  - Sustainable lightweight structures (e.g., alloy rims etc.)
  - Sports car technology
  - Low volume production
  - Program lead for alu-based sports car/GT with 800V propulsion offer
  - Safety testing of cars
  - Software development, testing and integration
  - Advanced research generating Polestar IP



Polestar R&D HQ  
Gothenburg, Sweden

- ~80 R&D employees and growing
- Focus areas are:
  - High quality & sustainable materials and processes
  - Chassis & e-powertrain (e.g., high power electric motor)
  - Electrical systems for the car
  - Software development across vehicles (e.g., BMS<sup>1</sup>)
  - Polestar engineered performance components

## Appendix

### Leading base technology

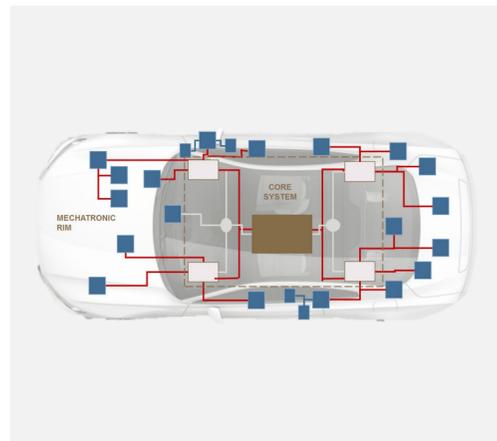
#### High-performance motor

- **State-of-the-art EV motor**, balancing performance and cost
- **Advanced features** within EV motor (e.g., disconnect)
- **Increased efficiency** due to motor disconnect when power not required



#### SPA2 E/E architecture

- **Central computer** and satellite nodes / sensors with a core system based on NVIDIA enabling high compute capacity
- **Redundant base vehicle** (dual brake controls, steering, power, etc.) enabling safe and robust unsupervised driving
- **Premium sensors**, including long range radars, 8 Megapixel cameras and Luminar lidar
- **Polestar 3 to include unsupervised 'Highway Pilot'** offering being able to drive without supervision on certified roads with software from Zenseact



#### Advanced battery pack design

- **State-of-the-art design R&D within Geely**
- **Advanced modular battery pack design** optimizing performance vs. cost
- **Novel technology currently being patented on battery packaging design**, aiming to extend battery life while reducing costs significantly
- **Enhance charging system**, to be more effective, efficient and sustainable



#### Infotainment system

- **Infotainment Android operating system** to enable Next-generation smart car
- **End-to-end integration of Android features** (e.g., Google voice assistant)
- **Native applications** without requiring smartphone (e.g., Spotify)
- **Regular OTA updates** to enhance customer experience



# Appendix

## Selected Risk Factors

The risks presented below are some of the general risks related to the Company, GGI and the combined company following the consummation of the proposed Business Combination (the “Post-Combination Company”). The list below is not exhaustive and is qualified in its entirety by disclosures contained in future regulatory filings by the Company or GGI. These risks speak only as of the date hereof and neither the Company nor GGI make any commitment to update such disclosure. The risks highlighted in future regulatory filings may differ significantly from and will be more extensive than those presented below.

### Risks Related to the Company’s Business and Industry

- The Company’s operations rely heavily on a variety of agreements with its strategic partners Volvo Cars and Geely, and the Company may come to rely on other original equipment manufacturers, vendors and technology providers. The inability of the Company to maintain agreements or partnerships with its existing strategic partners or to enter into new agreements or partnerships could have a material adverse effect on the Company’s ability to operate as a standalone business, produce vehicles and reach its development and production targets.
- The Company’s ability to produce vehicles and its future growth depend upon its ability to maintain relationships with its existing suppliers and strategic partners, and source new suppliers for its critical components, and to complete building out its supply chain, while effectively managing the risks due to such relationships.
- The Company is dependent on its strategic partners and suppliers, some of which are single-source suppliers, and the inability of these strategic partners and suppliers to deliver necessary components of the Company’s products on schedule and at prices, quality levels and volumes acceptable to the Company, or the Company’s inability to efficiently manage these components, could have a material adverse effect on the Company’s results of operations and financial condition.
- The Company may not be able to accurately estimate the supply and demand for its vehicles, which could result in inefficiencies in its business, hinder its ability to generate revenue and create delays in the productions of its vehicles. If the Company fails to accurately predict its manufacturing requirements, the Company incurs the risk of having to pay for production capacities that it reserved but will not be able to use or that the Company will not be able to secure sufficient additional production capacities at reasonable costs in case product demand exceeds expectations.
- The Company may be unable to grow its global product sales, delivery capabilities and its servicing and vehicle charging networks, or the Company may be unable to accurately project and effectively manage its growth. If the Company is unable to expand its charging network and servicing capabilities, customer’s perception of the Company could be negatively affected, which could materially and adversely affect the Company’s business, financial condition, results of operations and prospects.
- The Company relies on its partnerships with vehicle charging networks to provide charging solutions for its vehicles.
- The Company relies on its strategic partners for servicing its vehicles and their integrated software. If the Company or its strategic partners are unable to adequately address the service requirements of its customers, the Company’s business, prospects, financial condition and results of operations may be materially and adversely affected.
- The Company has experienced and may in the future experience significant delays in the design, development, manufacture, launch and financing of its vehicles, which could harm its business and prospects.
- The success and growth of the Company’s business depends upon its ability to continuously and rapidly innovate, develop and market new products and there are significant risks related to future market adoption of the Company’s products. The Company’s limited operating history makes evaluating its business and future prospects difficult and may increase the risk of your investment.
- If the Company’s vehicles fail to perform as expected, its ability to develop, market and sell or lease its products could be harmed.
- The Company has incurred net losses each year since its inception and expects to incur increasing expenses and substantial losses for the foreseeable future.
- Increases in costs, disruption of supply or shortage of materials, in particular for lithium-ion cells or semiconductors, could harm the Company’s business. The Company will need to maintain and significantly grow its access to battery cells, including through the development and manufacture of its own cells, and control its related costs.
- The Company must develop complex software and technology systems, including in coordination with its strategic partners, vendors and suppliers, in order to produce its electric vehicles, and there can be no assurance such systems will be successfully developed.
- The Company’s vehicle production relies heavily on complex machinery for its operations and the production in the manufacturing plants for its vehicles involves a significant degree of risk and uncertainty in terms of operational performance and costs.
- The Company relies on its partners to manufacture vehicles and the Company’s partners have limited experience in producing electric vehicles. Further, the Company relies on sufficient production capacity being available and/or allocated to it by its partners in order to manufacture its vehicles. Delays in the timing of expected business milestones and commercial launches, including the Company’s ability to mass produce its electric vehicles and/or complete and/or expand its manufacturing capabilities, could materially and adversely affect the Company’s business, financial condition, results of operations and prospects.
- The Company faces risks associated with international operations, including tariffs and unfavorable regulatory, political, tax and labor conditions, which could materially and adversely affect its business, financial condition, results of operations and prospects.
- Currently, the Company relies heavily on manufacturing facilities based in China and part of its growth strategy will depend on growing its business in China, which subjects the Company to economic and operational risks specific to China.
- If the Company updates or discontinues the use of its manufacturing equipment more quickly than expected, it may have to shorten the useful lives of any equipment to be retired as a result of any such update, and the resulting acceleration in the Company’s depreciation could negatively affect its financial results.
- The Company’s operating and financial results forecasts and projections rely in large part upon assumptions and analyses developed by it. If the assumptions or analyses that the Company made in connection with its projections

and forecasts prove to be incorrect, the Company’s actual results of operations may be materially different from its forecasted results.

- The Company depends on revenue generated from a limited number of models and expects this to continue in the foreseeable future.
- The Company’s distribution model is different from the currently predominant distribution model for automakers, and its long-term viability is unproven. The Company will not have a third-party retail product distribution network in all of the countries in which it operates. The Company may face regulatory challenges to or limitations on its ability to sell vehicles directly.
- Insufficient reserves to cover future warranty or part replacement needs or other vehicle repair requirements, including any potential software upgrades, could materially adversely affect the Company’s business, prospects, financial condition and results of operations.
- The Company is subject to risks associated with advanced driver assistance system technology. The Company is also working on adding autonomous driving technology to its vehicles and expects to be subject to the risks associated with this technology. The Company cannot guarantee that its vehicles will achieve its targeted assisted or autonomous driving functionality within its projected timeframe, or ever.
- The Company may be unable to offer attractive leasing and financing options for its current vehicle models and future vehicles, which would adversely affect consumer demand for its vehicles.
- The Company’s vehicles will make use of lithium-ion battery cells, which have been observed to catch fire or vent smoke and flame.
- The Company’s business and prospects depend significantly on the Polestar brand. If the Company is unable to maintain and enhance its brand and capture additional market share or if the Company’s reputation and business is harmed, it could have a material adverse impact on the Company’s business, financial condition, results of operations and prospects.
- The automotive industry has significant barriers to entry that the Company must overcome in order to manufacture and sell electric vehicles at scale.
- The Company operates in an intensely competitive market, which is generally cyclical and volatile. Should the Company not be able to compete effectively against its competitors then it is likely to lose market share which could have a material adverse effect on the business, financial condition, results of operations and prospects of the Company.
- The Company’s ability to generate meaningful product revenue will depend on consumer adoption of electric vehicles. However the market for electric vehicles is still evolving and changes in governmental programs incentivizing consumers to purchase electric vehicles, fluctuations in energy prices, the sustainability of electric vehicles and other regulatory changes might negatively impact adoption of electric vehicles by consumers. If the pace and depth of electric vehicle adoption develops more slowly than the Company expects, its revenue may decline or fail to grow, and the Company may be materially adversely affected.
- The global COVID-19 outbreak and the global response has affected and could continue affect the Company’s business and operations.
- The Company’s facilities or operations could be and have been adversely affected by events outside of its control, such as natural disasters, wars, health epidemics or pandemics, or security incidents.

### Risks Related to Cybersecurity and Data Privacy

- If vehicle owners customize Polestar vehicles or change the charging infrastructure with aftermarket products, the vehicle may not operate properly, which may create negative publicity and could harm the Company’s business.
- Any unauthorized control or manipulation of the Company’s products’ systems could result in loss of confidence in the Company and its products.
- Data privacy concerns are generally increasing, which could result in new legislation, negative public perception and/or user behaviour that negatively affect the Company’s business and product development plans.
- The Company is subject to evolving laws, regulations, standards, policies, and contractual obligations related to data privacy, security and consumer protection, and any actual or perceived failure to comply with such obligations could harm the Company’s reputation and brand, subject the Company to significant fines and liability, or otherwise adversely affect its business.

### Risks Related to the Company’s Employees and Human Resources

- The Company’s ability to effectively manage its growth relies on the performance of highly skilled personnel, including the senior management team and other key employees, and the Company’s ability to recruit and retain key employees. The loss of key personnel or an inability to attract, retain and motivate qualified personnel may impair the Company’s ability to expand its business.
- The Company is dependent on the continuing services of Thomas Ingenlath, its Chief Executive Officer.

### Risks Related to Litigation and Regulation

- The Company is subject to evolving laws and regulations that could impose substantial costs, legal prohibitions or unfavorable changes upon its operations or products, and any failure to comply with these laws and regulations, including as they evolve, could result in litigation and substantially harm its business and results of operations.
- The Company may choose to or be compelled to undertake product recalls or take other actions, which could result in litigation and adversely affect its business, prospects, results of operations, reputation and financial condition.
- The Company may face regulatory limitations on its ability to sell vehicles directly, which could materially and adversely affect its ability to sell its vehicles.

### Risks Related to Intellectual Property

- The Company may fail to adequately obtain, maintain, enforce and protect its intellectual property and licensing rights, and may not be able to prevent third parties from unauthorized use of its intellectual property and proprietary technology. If the Company is unsuccessful in any of the foregoing, its competitive position could be harmed and it could be required to incur significant expenses to enforce its rights.

### Risks Related to Financing and Strategy Transactions

- The Company will require additional capital to support business growth, and this capital might not be available on

commercially reasonable terms, or at all.

- The Company’s financial results may vary significantly from period to period due to fluctuations in its operating costs, product demand and other factors.

### Risks Related to Tax

- Unanticipated tax laws or any changes in tax rates or in the application of existing tax laws to the Company or the Company’s customers may adversely impact its profitability and business.

### Risk Related to GGI and the Business Combination

- Gores Guggenheim Sponsor LLC (the “Sponsor”) and certain GGI stockholders affiliated with the Sponsor have agreed to vote in favor of the Business Combination, regardless of how GGI’s stockholders vote.
- The Sponsor, certain members of the GGI Board and GGI officers have interests in the Business Combination that are different from or are in addition to other stockholders in recommending approving the Business Combination and the other matters that will be described in a proxy statement/prospectus that will be filed in connection with the Business Combination. Such conflicts of interests include that the Sponsor and GGI’s officers and directors will lose their entire investment in GGI if the Business Combination is not completed.
- Because the Post-Combination Company will become a publicly listed company by virtue of a merger as opposed to an underwritten initial public offering (which uses the services of one or more underwriters), less due diligence on the Post-Combination Company may have been conducted as compared to an underwritten initial public offering.
- GGI’ stockholders will experience dilution as a consequence of the issuance of Post-Combination Company securities as consideration in the Business Combination and may experience dilution from several additional sources in connection with and after the Business Combination, including any future issuances or resales of the Post-Combination Company securities. Having a minority share position may reduce the influence that GGI’ stockholders have on the management of the Post-Closing Company.
- The ability to successfully effect the Business Combination and to be successful thereafter will be dependent upon the efforts of key personnel, including the Company’s key personnel whom GGI expects to stay with the Post-Combination Company. The loss of key personnel could negatively impact the operations and profitability of the Post-Combination Company and its financial condition could suffer as a result.
- Past performance by The Gores Group, including its management team, may not be indicative of future performance of an investment in GGI or the Post-Combination Company.
- GGI and the Company expect to incur significant transaction costs in connection with the Business Combination. Whether or not the Business Combination is completed, the incurrence of these costs will reduce the amount of cash available to be used for other corporate purposes by GGI if the Business Combination is not completed.
- GGI has no operating history and is subject to a mandatory liquidation and subsequent dissolution requirement. As such, there is a risk that GGI will be unable to continue as a going concern if GGI does not consummate an initial business combination by March 25, 2023. Unless GGI’s amends the its certificate of incorporation and amends certain other agreements into which it has entered to extend the life of GGI, if GGI is unable to effect an initial business combination by March 25, 2023, it will be forced to liquidate and the GGI’s warrants will expire worthless.
- If third parties bring claims against GGI, the proceeds held in the trust account could be reduced and the per-share redemption amount received by GGI’s stockholders may be less than \$10.00 per share.
- The Company’s operating and financial results forecasts, which were presented to the GGI Board, may not prove accurate.
- During the interim period, GGI is prohibited from entering into certain transactions that might otherwise be beneficial to it or its respective stockholders.

### Risks Related to the Post-Combination Company Following the Business Combination

- If the Business Combination’s benefits do not meet the expectations of investors, stockholders or financial analysts, the market price of the Post-Combination Company’s securities may decline.
- The Post-Combination Company’s management team will have limited experience managing a public company.
- The requirements of being a public company may strain the Post-Combination Company’s resources and distract its management, which could make it difficult to manage its business, particularly after the Company is no longer an “emerging growth company.”
- The Post-Combination Company will be a foreign private issuer within the meaning of the rules under the Exchange Act, and as such it will be exempt from certain provisions applicable to United States domestic public companies.
- As the Post-Combination Company will be a “foreign private issuer” and intends to follow certain home country corporate governance practices and will be a “controlled company” within the meaning of the NASDAQ listing standards and intends to rely on, exemptions from certain corporate governance requirements. As a result, its shareholders may not have the same protections afforded to shareholders of companies that are subject to all NASDAQ corporate governance requirements.
- The Post-Combination Company may lose its foreign private issuer status in the future, which could result in significant additional costs and expenses.
- As a private company, the Company has not been required to document and test its internal controls over financial reporting nor has management been required to certify the effectiveness of its internal controls and its auditors have not been required to opine on the effectiveness of its internal control over financial reporting. As such, it is likely that the Company may identify material weaknesses in its internal control over financial reporting which could lead to errors in the Post-Combination Company’s financial reporting, which could adversely affect the Post-Combination Company’s business and the market price of the Post-Combination Company’s securities.

Polestar

Investor presentation

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