

# NIKOLA UPDATES

**COOLIDGE FACTORY:** After a late 2020 ground-breaking ceremony, steel erection at Nikola's greenfield manufacturing facility in Coolidge, Arizona started by the end of the year and is now almost complete. Roof installation, siding and concrete slab work are well under way, with installation of manufacturing equipment set to begin in May. Nikola is hiring manufacturing employees in the Pinal County area have started training their manufacturing technicians. Trial production of Nikola Tre BEVs at Coolidge starts in third quarter 2021.

**WATER SERVICES:** Regulatory filing and permit processes are underway for Global Water Resources Inc, a pure-play water resource management company, to be exclusive provider of water, wastewater and recycled water services to Nikola's Coolidge plant. The site is adjacent to 2,700-acre Inland Port Arizona, a mega-site a 3.4-sq-mi region between Tucson and Phoenix, under development by Saint Holdings, where the Arizona Corporation Commission (ACC) recently granted Global Water an exclusive water, wastewater, and recycled water services permit.

**APS ELECTRICITY DEAL:** In December 2020, Arizona Public Service Company (APS) and Nikola negotiated a competitive rate, unanimously approved by the Arizona Corporation Commission on January 12, 2021. Nikola estimates that under the innovative rate structure they will be able to produce hydrogen at price parity with diesel fuel, delivering hydrogen at market leading prices and within the range required for Nikola to offer customers a competitive total cost of ownership.

**PROGRESS IN GERMANY:** Nikola and IVECO made big progress during the fourth quarter at their joint venture manufacturing facility on IVECO's campus in Ulm, Germany. Dismantling and refurbishment of buildings is done, and crane and subgroup infrastructure are installed. Onsite installation of customized automatic guided vehicle systems is next, with logistics warehouse, internal logistics, end of line, finishing, enterprise resource planning system implementation, and ordering and installation of tools and equipment to be complete by the end of May. Trial production of Nikola Tre BEVs starts in June.

**TRE BEV:** Nikola has completed assembly of their first five Nikola Tre full battery-electric (BEV) prototype semi-trucks. All are in the commissioning process and are ramping up to full speed, torque and payload hauling capacity as part of a level two software release and vehicle validation process. Four trucks are in North America at multiple locations undergoing powertrain, durability and extreme weather testing; the fifth remains in Europe for ABS braking, traction control and electronic stability control testing. Nikola and IVECO have also begun assembly of a second batch of prototypes at their German JV facility.

**FUEL-CELL VEHICLE LINEUP:** Nikola has revealed more details of its North American hydrogen fuel-cell electric vehicle (FCEV) commercial truck program. Following the North American production launch of the Nikola Tre BEV for metro/regional trips up to 300 miles, Nikola plans a fuel cell Nikola semi-trucks: the Nikola Tre FCEV Cabover, for regional trips up to 500 miles with fast fueling and quick turnaround needs; and a Nikola Two FCEV Sleeper (for long-range missions up to 900 miles, targeting best-in-class efficiency for North America.

**FUEL-CELL AND HYDROGEN STORAGE SYSTEMS:** The Nikola Tre FCEV Cabover and Nikola Two FCEV Sleeper are expected to utilize multiple common fuel-cell power modules and scalable hydrogen storage systems, both currently in development and testing with industry leaders in collaboration with Nikola Engineering. The first Tre prototypes using these systems are expected to begin road testing in 2022.

"Our plan is to enter the market in steps," says Jason Roycht, global head of FCEV at Nikola. "We are building on the current Tre platform with the planned launch of our fuel-cell and hydrogen storage systems in 2023... designed to be scalable in order to handle the greater power and longer-range requirements for long-haul, which allows for concurrent integration into the chassis design of the Nikola Two FCEV Sleeper. Utilizing common components and systems for hydrogen propulsion will support greater economies of scale and also allow Nikola to continuously expand and adapt our FCEV truck portfolio to address the diverse requirements of commercial trucking." ■

(Right, top to bottom) Groundbreaking, first steel, Coolidge manufacturing facility progress, Nikola Tre FCEV Cabover, Nikola Two FCEV Sleeper.

