



# Federal Reserve Automotive Conference

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**Realizing our all-electric zero emissions future**



# Our team

Nearly

**60%**

working on  
software and EVs

**70%**

by 2025



**Guidelines:**

- Cell level work and repairs on HV batteries will be conducted in the Battery Component Lab.
- Level 2B High Voltage Certification required for swipe access and in Pack work area.
- Suppliers must be approved and escorted at all times.
- Room must remain locked when not attended.

# Our EV portfolio

## An EV for everyone

### Models on Sale



Chevrolet Bolt EV



Chevrolet Bolt EUV



Cadillac LYRIQ



GMC HUMMER EV Pickup



BrightDrop Zevo 600

# Our EV portfolio

## An EV for everyone

### Model Introductions



GMC HUMMER EV SUV



Chevrolet Silverado EV



Chevrolet Blazer EV



Chevrolet Equinox EV



Cadillac CELESTIQ



GMC Sierra EV

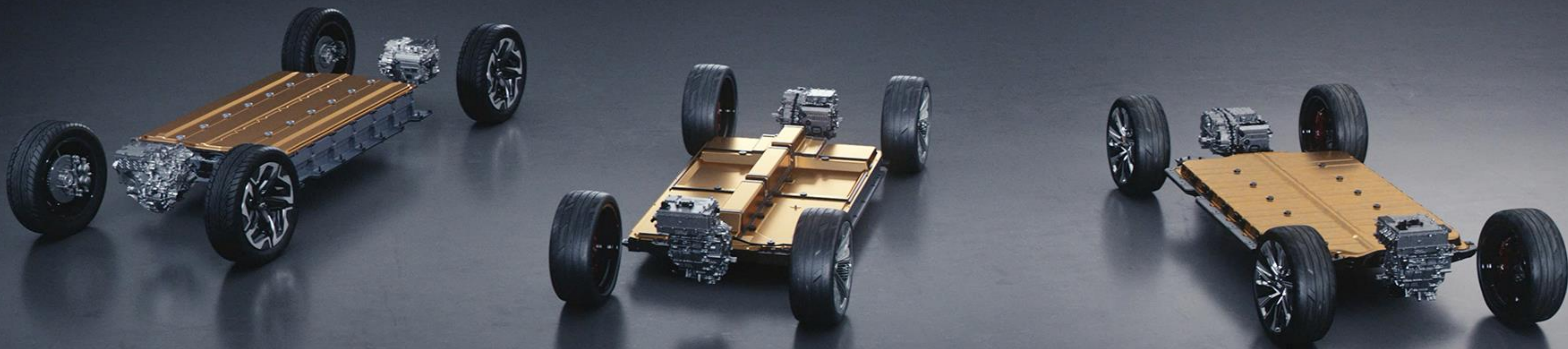


Cruise Origin

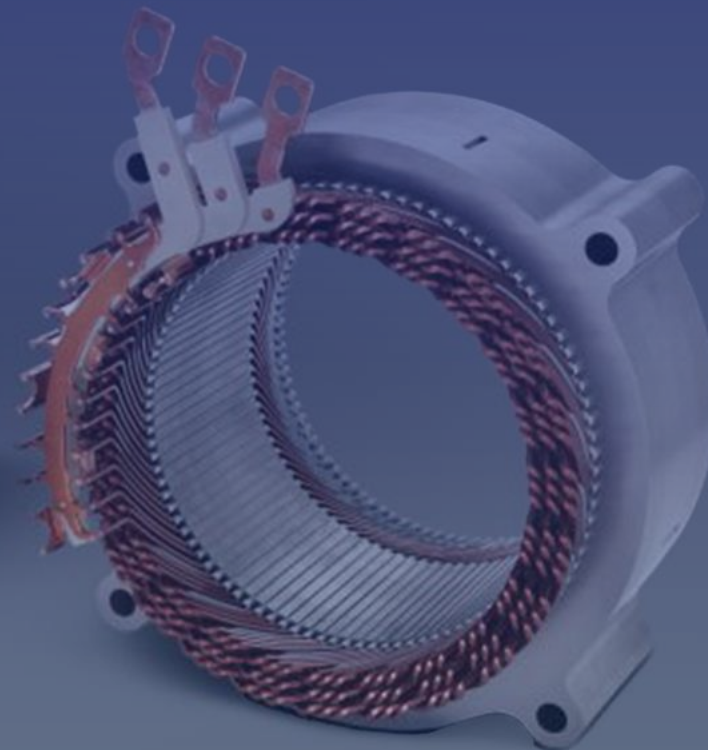
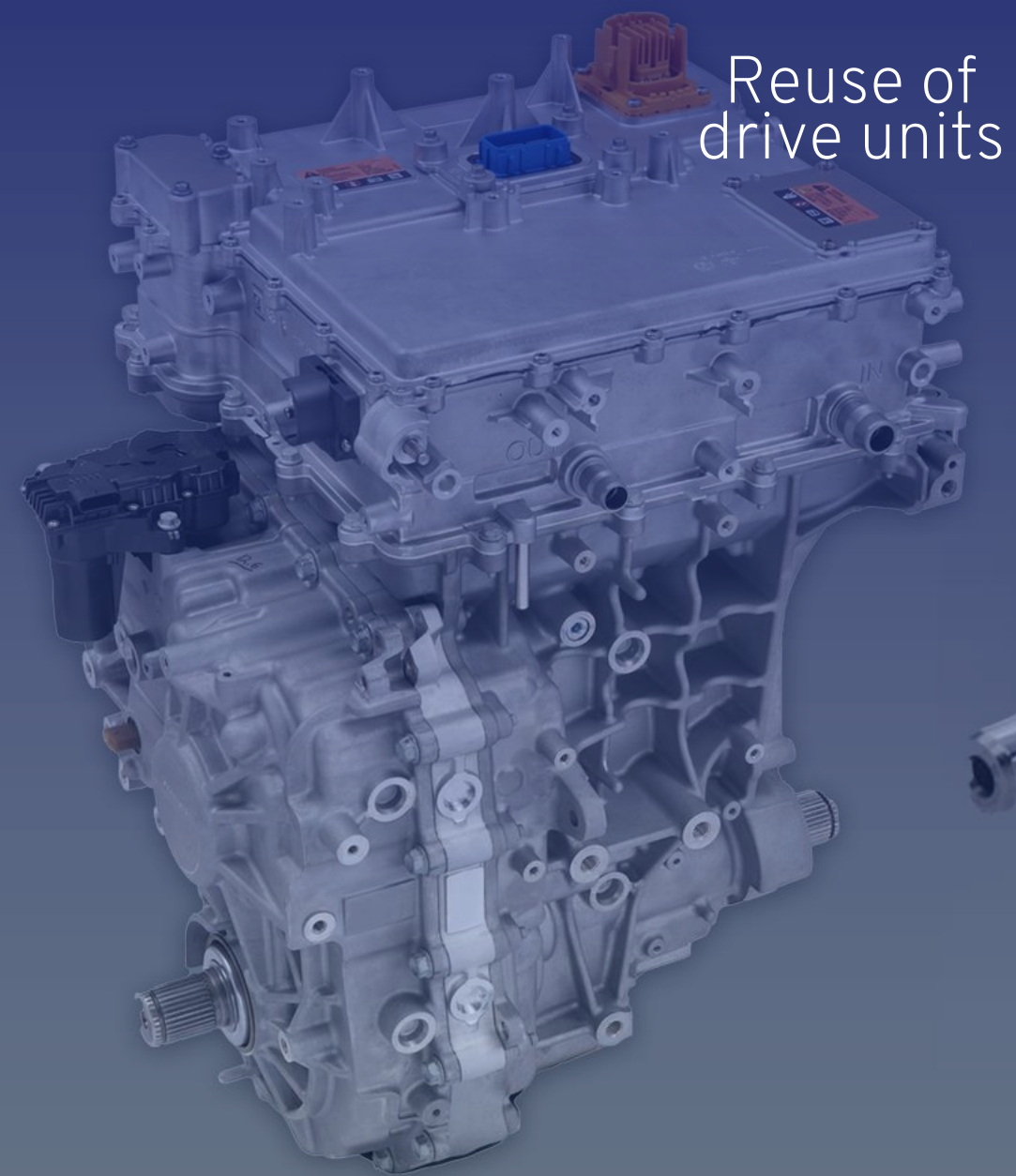


BrightDrop Zevo 400

# Ultium Platform



# A global EV propulsion architecture



# CHEVROLET BLAZER EV





# Reducing complexity

Only 1/4 of current ICE engine and transmission combos in terms of battery packs and drive units

Development timelines shortened by 95 weeks average

25% fewer part numbers

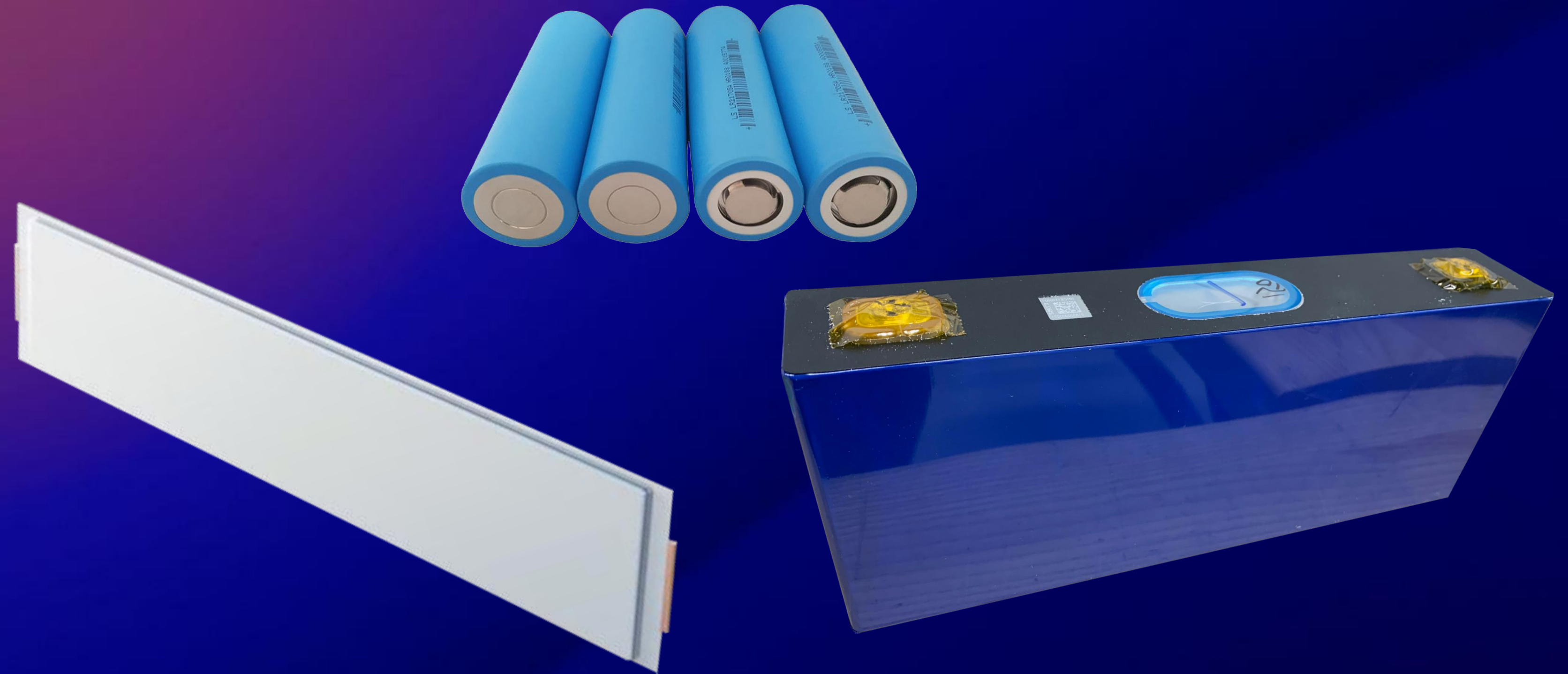


# Demonstrating versatility today

NCMA pouch cells  
in North America

Prismatic can  
cells in China

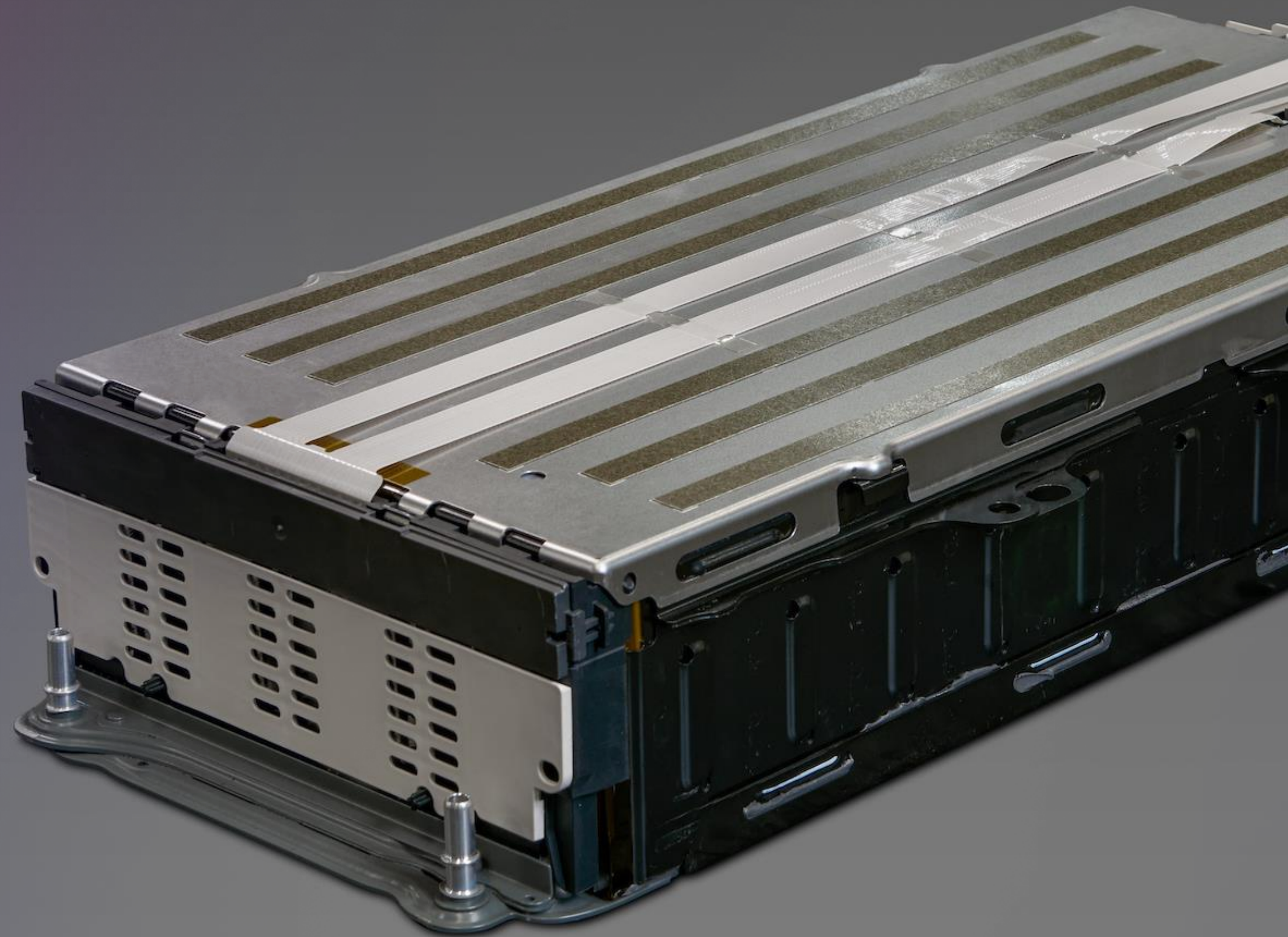
Both Nickel-rich  
and LFP chemistries



# Next-gen Ultium and beyond

## **AFFORDABILITY**

LFP 2.0-style chemistries  
Cell-to-pack integration



**Flexibility that  
enables growth**

