



# Outlook for Electric Vehicle Sales Under the Inflation Reduction Act

#### July 2023

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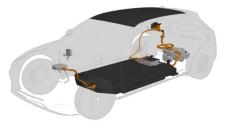
### BEV Teardown Series: What We Tore Down



Tesla Model Y- Source: A2Mac1; Wells Fargo Securities, LLC



Hyundai Ioniq 5- Source: A2Mac1; Wells Fargo Securities, LLC

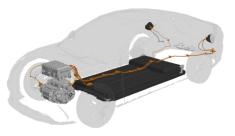




XPeng P7 - Source: A2Mac1; Wells Fargo Securities, LLC



BYD Han - Source: A2Mac1; Wells Fargo Securities, LLC



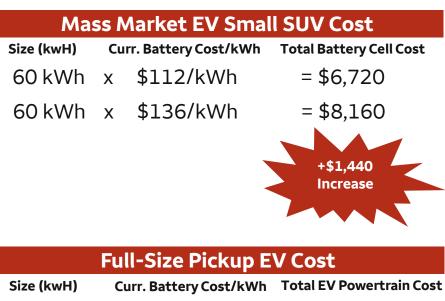


Ford Lightning - Source: A2Mac1; Wells Fargo Securities, LLC

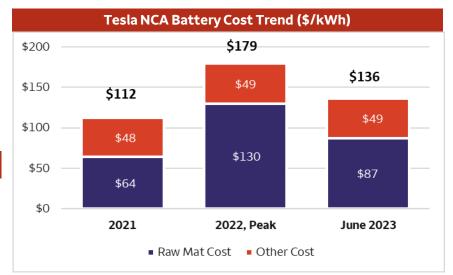
Rivian R1T - Source: A2Mac1; Wells Fargo Securities, LLC

# 1) Battery Raw Material Cost Spiked Materially

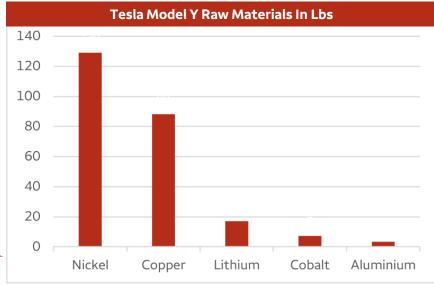
- Spike in critical BEV raw materials have severely impacted BEV economics (Nickel & Lithium)
- Raw material costs rose from \$64/kWh to \$87/kWh | Sub-\$100/kWh targets unlikely



Size (kwH)	Cur	r. Battery Cost/kWh	Total EV Powertrain Cos
135 kWh	х	\$112/kWh	= \$15, 120
135 kWh	Х	\$168/kWh	= \$18,360
			+\$3,240 Increase



Source: A2Mac1; Wells Fargo Securities, LLC

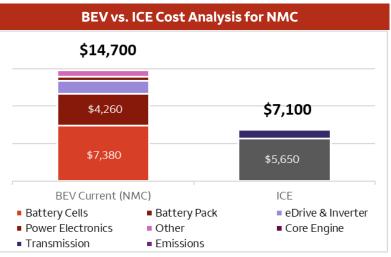


Source: A2Mac1; Wells Fargo Securities, LLC estimates

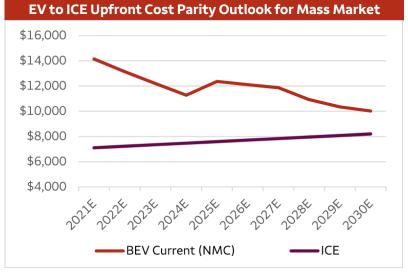
Source: Company Reports; Wells Fargo Securities, LLC estimates

# ICE vs. BEV Cost Parity Still Far in the Distance

- Pack & E-Powertrain Also Add Cost
- All-In NMC-based BEV powertrain is ~\$7.6k more costly than ICE
- Average global OEM profit ~\$4k per vehicle.
- We estimate cost parity will not occur until after 2030



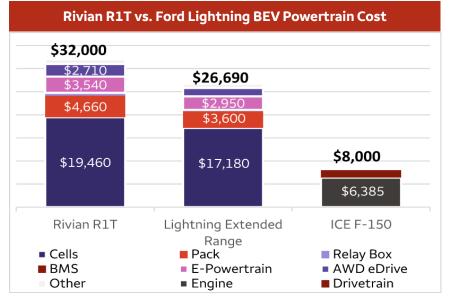
Source: A2Mac1; Wells Fargo Securities, LLC

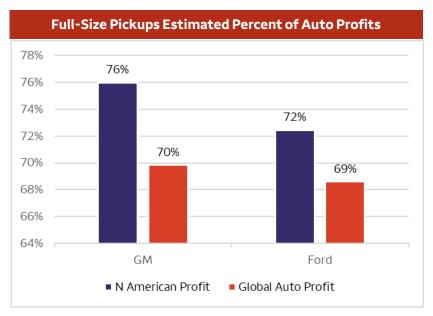


#### Source: A2Mac1; Wells Fargo Securities, LLC

### Pickup Profits at Risk

- BEV Economics Worse for Pickups
- Full-Size Pickups Account for Most of GM & Ford Profits
- Pickups are ~3% of Global Unit Sales, But are ~14% of Global Profits & ~41% of N America Profits





Source: A2Mac1; Wells Fargo Securities, LLC

Source: Company websites; Wells Fargo Securities, LLC

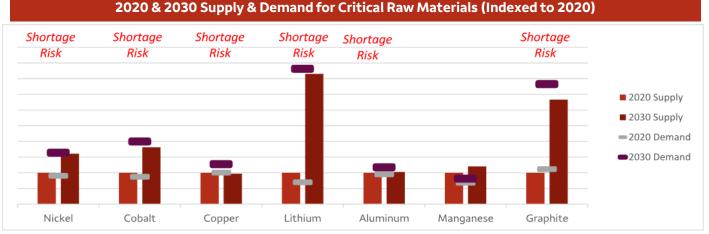
# 2.) BEV Raw Material Supply Chain Is Not Ready for Demand

- Critical raw material analysis indicates shortage risk
- Long lead-times of over 10 years on average



#### 2020 & 2025 Supply & Demand for Critical Raw Materials (Indexed to 2020)

Source: USGS; Cobalt Institute; Copper Institute; Bloomberg; Wells Fargo Securities, LLC estimates

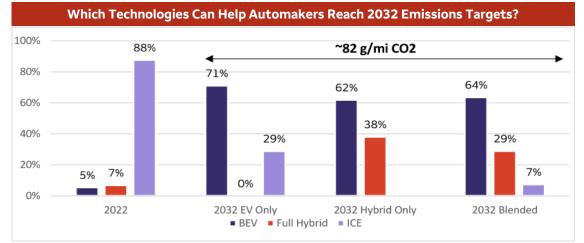


Source: USGS; Cobalt Institute; Copper Institute; IHS; Bloomberg; Wells Fargo Securities, LLC estimates

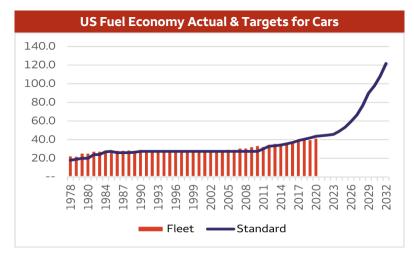
# 3.) US Regulations Force Sales of BEVs

Recent regulations have forced OEMs to build more fuelefficient and cleaner vehicles

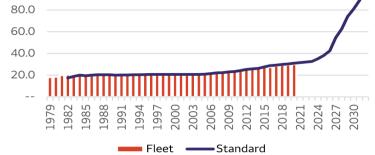
- EPA's 2023 Rule projects 67% BEV penetration
- NHTSA likely to follow EPA
- CARB targeting 35% ZEV sales in 2026; 68% in 2030; 100% in 2035



Source: Company Reports; Wells Fargo Securities, LLC estimates



US Fuel Economy Actual & Targets for Light Trucks
120.0
100.0
80.0



Source: Wards; EPA; NHTSA; Wells Fargo Securities, LLC estimates

Source: Wards; EPA; NHTSA; Wells Fargo Securities, LLC estimates

# IRA to the Rescue

### **Production Tax Credits**

- \$35/kWh credit for battery cells
- \$10/kWh credit for battery module
- Made in the US
- No income, price, or sourcing requirements

### Commercial EV Buyer Credits

- \$7,500 Buyer Savings
- Made in N America
- Business must depreciate vehicle on taxes to qualify
- No income, price, or sourcing requirements
- Limited market

### **Retail EV Buyer Credits**

- Buyer Income Cap
- Price Cap (\$55K car; \$80K SUV)
- Foreign Entity of Concern

### Battery Component

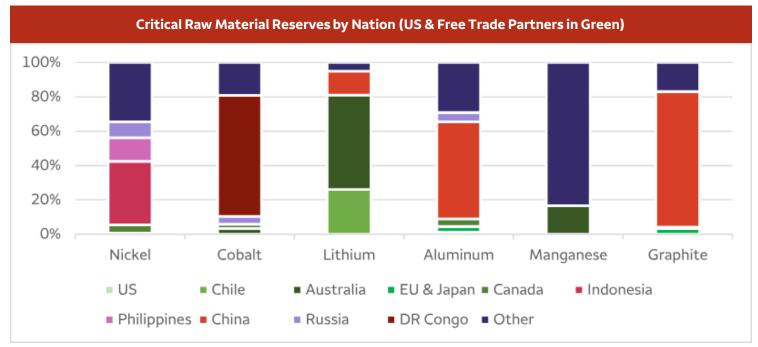
- \$3,750 Buyer Savings
- >50% NAFTA before '24; 100% by '28

### Critical Mineral Sourcing

- \$3,750 Buyer Savings
- >40% US or FTP sourced before '24; 80% by '28

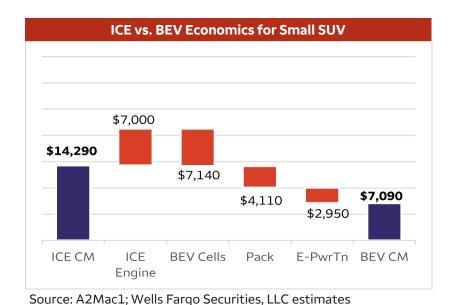
## IRA Sourcing Challenge

- Only 11% of Nickel and 6% of Cobalt **reserves** are in the US or with free trade partners.
- China dominates the **refining** of raw materials –75% cobalt, and 59% Lithium
- Limited **refining** in US or with FTP; 28% of Lithium with FTP Chile



Source: USGS; Cobalt Institute; Copper Institute; Bloomberg; Wells Fargo Securities, LLC estimates

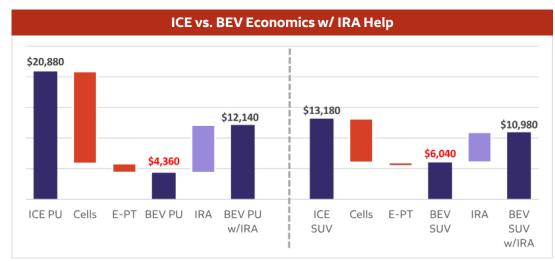
# Economics Better, but Still Worse



# \$8,000 \$20,880 \$15,010 \$3,890 \$4,350 \$5,630 ICE CM ICE Engine BEV Cells Pack E-PwrTn BEV CM

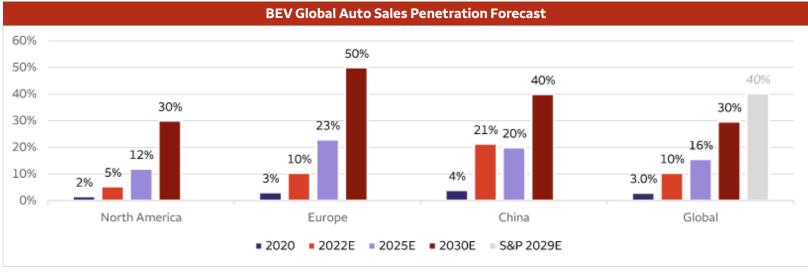
#### ICE vs. BEV Economics for Pickup

Source: A2Mac1; Wells Fargo Securities, LLC estimates



Source: A2Mac1; Wells Fargo Securities, LLC estimates

# BEV Market Outlook



Source: S&P; BNEF; Wells Fargo Securities, LLC estimates

- Outlook Driven Largely by Regulatory Push
- EPA 67% 2032 Target Likely Lowered Given Supply Chain Limits
- Ford CEO Recently Likely BEV Trajectory by 2030 is ~30%

# Impact on Auto Financing

### EV Prices Higher Than ICE

- Average MSRP of EV greater than average MSRP of ICE vehicle
- Cost of insurance of EV greater than cost to insure ICE vehicle

### More Leasing: IRA Loophole

- Foreign-made EVs qualify if they are leased (under Section 45W)
- Leases avoid the foreign entities of concern & price cap rules
- Diplomatic approach to allow international OEMs time to localize in the US
  - Hyundai-Kia already taking advantage

### **BEV Depreciation Risks**

- BEV battery life unknown (maybe 15 years)
- ICE vehicle lifespan >20 years
- Battery life impacted by many conditions including climate, charging process
- Since BEV market is relatively new, rate of depreciation on BEVs is unknown
- Deprecation is biggest cost of ownership

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