



This is an English translation of a Hebrew immediate report that was published September 22, 2021 (Reference Number: 2021-01-148074) (hereinafter: the “**Hebrew Version**”). This English version is only for convenience purposes. This is not an official translation and has no binding force. Whilst reasonable care and skill have been exercised in the preparation hereof, no translation can ever perfectly reflect the Hebrew Version. In the event of any discrepancy between the Hebrew Version and this translation, the Hebrew Version shall prevail.

ElectReon Wireless Ltd.
(the “Company”)

September 22, 2021

To

To

Israel Securities Authority

Tel Aviv Stock Exchange

Reported Via Magna

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Dear Sir and Madam,

Re: The Company Obtains Approval with the International Standard for Electromagnetic Compatibility for its Vehicle Receiver and its Management Unit

The Company is pleased to announce that it has received official approval from the competent authorities in the Netherlands, according to which the vehicle receiver and the management unit, which both serve as major components in the Company's wireless Electric Road System, meet the requirements of Regulation No.10 for electromagnetic compatibility (the “**Standard**”).¹ The Standard was adopted after a long process that included testing the vehicle receiver and the management unit in a leading laboratory in Europe, which examined, among other things, electromagnetic radiation emissions, immunity from electromagnetic emissions from external sources and resistance to environmental conditions and vibrations.

Receiving the Standard will allow automakers to integrate the wireless charging components developed by the Company into existing and future vehicles.² This means that car manufacturers and the Company will be able to integrate the components developed by the Company both in vehicles that

¹ Regulation No. 10 is the United Nations International Standard for Electromagnetic Compatibility. The Standard deals with the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts that can be adapted and/or used in such wheeled vehicles, and the conditions for mutual recognition of approvals given on the basis of these prescriptions.

² It should be noted that after installing the components developed by the Company in a vehicle, the vehicle manufacturers will be required to perform an additional approval procedure for each model in which the component will be installed according to the WVTA - “Whole Vehicle Type Approval” Extension.

are already in mass production, i.e., production of vehicles currently ready for wireless charging, and in vehicles that have already been marketed to consumers, subject to the required approvals. In doing so, the adoption of the Standard enables the Company to advance its strategy for platform diversification and the integration of its technology in additional vehicles ready for wireless charging.

In addition, the receipt of the Standard is a testament to the fact that the components of the Company's wireless charging system are safe for use in commercial projects that include wireless charging, for transporting passengers and other road users, and allows the promotion of additional stages in projects carried out by the Company's in various locations around the world, that will also include passenger transportation. Thus, for example, in the Company's pilot in Tel Aviv, students can be transported from the train station to the university; in the Company's pilot in Sweden, passengers can be transported from Gotland Airport to the city of Visby, and in the Company's pilot in Germany, employees can be transported from the ENBW company facilities to the nearby train station.³

To the best of the Company's knowledge, the Standard is one of the first certifications of its kind to be given for major technology components enabling the wireless charging of vehicles. Thus, in the Company's view, the receipt of the Standard is another factor that positions it as one of the leading wireless vehicle charging companies globally.

Sincerely,

ElectReon Wireless Ltd.

Executed on the reporting date by:

Oren Ezer, Chairman of the Board of Directors and CEO

Barak Duani, CFO

³ For more details about the Company's pilot in Tel Aviv, see the Company's reports from February 24, 2019, May 22, 2019, October 14, 2020, January 17, 2021 and March 16, 2021 (reference number: 2019-01-015847 and 2019-01-049204, 2020-01-111924, 2021-01-006844 and 2021-01-036390, respectively), which are included in this report by way of reference. For more details about the Company's pilot in Sweden, see the Company's reports from April 14, 2019, May 19, 2019, November 11, 2019, November 28, 2019, January 15, 2020, February 17, 2020, February 18, 2020, March 16, 2020, June 11, 2020, October 14, 2020, November 4, 2020, January 17, 2021 and February 18, 2021 (Reference No.: 2019-01-036250, 2019-01-047629, 2019-01-096582, 2019-01-103944, 2020-01-006045, 2020-01-016500, 2020-01-017094, 2020-01-025053, 2020-01-060645, 2020-01-111924, 2020-01-119331, 2021-01-006844, 2021-01-019947, respectively), included in the report It's by way of reference; and for more details about the Company's pilot in Germany, see the Company's reports from December 8, 2019, August 23, 2020 and October 1, 2020 (reference number: 2019-01-107025, 2020-01-092118 and 2020-01-106794, respectively), which are included In this report on the way of reference.