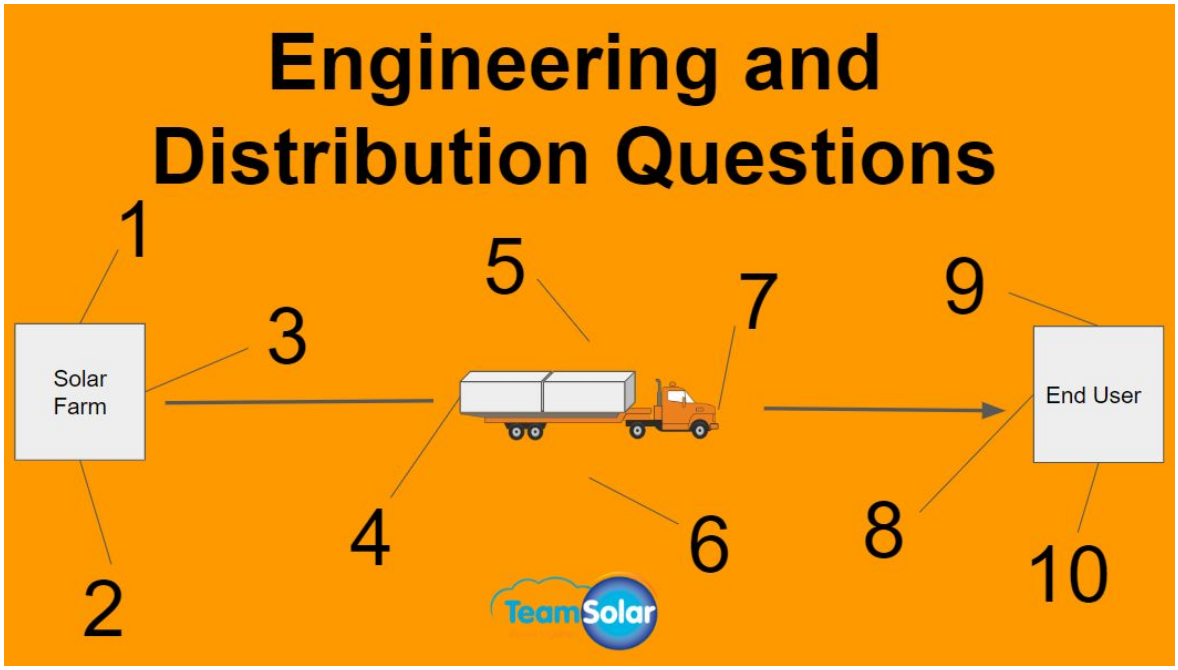
## Technical assistance request:

Team Solar has very specific unique challenges we need to solve. Most of the question marks we need to fill in are related to Engineering and Distribution. Some of the questions are below with detail on how support from the American-Made Network can help. The questions are presented in simple terms rather than extremely technical jargon.




1. What do we need to have to prepare developers on how they are going to engineer a solar site? The point of this is to make it easy and clear for a developer to have a solar system ready to plug and play. This question is pretty much answered but more specifically we need an easy layout and easy graphic to aid our developers in implementing and creating systems efficiently.
2. A newly developed piece of equipment we will need is the fasteners to the battery for charge. This needs to be safe, simple and quick. We are going to need to connect and disconnect batteries very quickly. This is relatively simple technology but most batteries have not been designed for this historically as the intent wasn't to move them. This would something we can pay to have designed and would be a great use of voucher money.
3. We have already consulted many distributors from separate industries and discussed with them how they manage their logistics and dispatch. We ultimately want to finalize

the details and have an organizational layout of how it will work. We will be managing customer demand remotely and will have the ability to see which clients need more energy delivered. Our goal is to capitalize on proximity as much as possible so if one solar field has no full containers and those off-takers are full, we can use the same truck to deliver energy from a different field. This will help us achieve scale. So, we want to make sure our distribution system can handle and manage different locations. That is something we will need assistance with.

4. How much energy can a truck carry? We know this is about 1MWH hour to about 1.5MWH per container but what we don't know is if there is possibility or advantage in carrying more than one standard container or utilizing smaller containers. We ultimately have a good idea of the options here but we want to make sure we are choosing the best one.
5. What is the weight with the batteries and what regulations and pay scales does that require? Part of the cost of distribution per kwh is going to depend on the hourly rate of the driver. Our current understanding is that if a truck is above a certain weight it will increase the license required to drive that truck. That also will increase the pay scale of that driver. We know both of the options here but ultimately need support in completing the math to choose the best one.
6. What is the range we can travel and how does that affect cost per kwh of total battery life? Our most important metric to calculate is the cost per kwh. The greater the distance the greater the time, so that means one of the largest metrics to measure will be kwh delivered per hour. If we can feasibly plan to deliver more than 500 kwh per hour and get closer to 2000 kwh per hour then we can get our total cost per kwh to be very competitive.
7. Can we do this with an electric truck? We do want to solve this overall equation pragmatically but we also want to be as environmentally friendly as possible. Electric trucking is becoming increasingly feasible especially when you consider the cheap cost of power we would be filling the with from the solar fields. However, we want to make sure that while accomplishing competitive energy deliver that we are not converting electric energy to carbon through a diesel truck engine. Initially we are prepared to launch with existing technology but a big area of support we will need is to make sure that Electric trucking doesn't ruin our cost infrastructure for energy delivery.
8. What type of space, set up and site do we need? When we create the solar fields we can customize the location to be conducive for dropping off and filling containers, however, when we deliver to off-takers will not have the same luxury. The off-taker site will be pre-built and we will likely have minimal ability to manipulate the landscape. What we ultimately need to know is what types of space and off-taker layouts are not a good fit for our product. This could mean truck access for delivery, available space for containers to sit, or interconnecting into their current utility infrastructure. Finding out these issues can help us narrow down great off-taker clients. This would come from the same type of engineering source.
9. What do we need to physically interconnect to the end users energy source? How will we tie in? We need to make sure that we have an ability to meter the energy coming into

the end users location. Secondly, we need to invert the energy from DC to AC at the site. Those two issues are relatively simple but the main thing we need to make sure is that they have a seamless transfer switch from when they are using our energy compared to the grids. If we aren't able to deliver a battery in time for whatever reason we need to make sure that they are able to use energy from the grid. This is something that can be engineered pretty easily but we will need the technical drawings.

10. A final question we need to answer is how we will handle credit worthiness of off-takers. A great advantage of this model is that if a client was to default in payment we can switch to another off-taker. However, many aspects of solar development depend on the rate and credit worthiness of the off-taker. If the off-taker is higher rated it can lower the finance costs of the project. There are many avenues to solve this and members of connector GreenTown Labs that have significant experience in this area.