HILLCREST
energy technologies™

ENERGY SOLUTIONS POWERING THE FUTURE

INVESTOR PRESENTATION

October 2026



Forward Looking
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Investment Highlights

Commercializing ZVS Technology with Strong Industry Validation

VALIDATED TECHNOLOGY

99.7% inverter efficiency tested at Global Automotive OEM and EMI testing complete at 3rd party lab

July 2026 technical paper models +99% efficiency for single-stage 800V DC datacentre architecture

NEAR-TERM CATALYSTS

AI Hub of Innovation BESS pilot + access to datacentre network (agreement in principle)

Equipmake definitive agreement under negotiation (joint development + licensing)

Lenze industrial drive evaluation

MULTIPLE VERTICAL MOMENTUM

AI datacentres

Energy storage

EV Powertrain

Industrial Drives

100% OWNED IP

Ownership of ZVS IP across traction, grid, DC-DC, and charging applications globally.

100% Canadian-owned IP

How ZVS Works

Precisely Timed Switching Delivers More Usable Power at Lower Cost

More usable energy out

Less waste heat means more power delivered

Runs cooler and smaller

Less cooling, smaller components, lower cost

Uses standard hardware

No exotic parts — and partners keep their own controls

Conventional inverters

Switch thousands of times a second while full voltage is still present.

- ✓ Energy is lost as heat at every switch
- ✓ Creates electrical interference that must be filtered – adding cost

Hillcrest ZVS

Waits until the voltage falls to near zero, then switches.

- ✓ Most of that heat loss disappears
- ✓ Switching is roughly 10× gentler, so far less interference to filter

~16 V/ns

conventional switching edge [1]

~1.4 V/ns

Hillcrest ZVS switching edge [1]

Up to 70%

fewer inverter losses [2]

Sources: [1] E. Serban, J. Amini, M. Kroesser, C. Lascu, "High-Performance ZVS Inverter for Traction Systems Under Reflected Wave Conditions," Proceedings of the IEEE Energy Conversion Congress & Expo (ECCE), Vancouver, Oct 4–8, 2026; conventional and ZVS inverters tested on the same platform. [2] A. Berger, J. Amini et al., "Evaluation of the Hillcrest High Efficiency Inverter and Implications of its Use in a Drive System," Hillcrest white paper, May 13, 2022; proof-of-concept 1200V SiC inverter at 870V DC, 5 A, 60 kHz (232 W → 65 W).

Competitive Position

Best-in-class efficiency at lower system cost

	Conventional hard-switched inverters (800 V class)	Hillcrest ZVS Inverter Platform
Reported efficiency	**Datacentre:** 98% AC-DC, 660 kW 800V DC rack [1] **Storage:** 98.7% peak / 97% CEC wtd., 125 kW 480V AC [2] **Traction:** >99% peak, 500 kW 800V DC inverter (lab) [3]	**Datacentre & storage (PCS1000): +99%** (simulated) [4] **Traction: 99.7%** peak, measured at a global automotive OEM [4]
Switching edge (dv/dt)	13–16 V/ns conventional SiC, same-platform test [5]; up to 65 V/ns in an 800V fast-switching design [3]	**1.1–1.4 V/ns** — roughly 10× smoother transitions [5]
Motor-terminal overvoltage	~1.5 p.u. (2 m cable); can exceed 3 p.u. with narrow pulses [5]	**~1.04 p.u.** (2 m cable); within **2 p.u.** at 50 m [5]
EMI & filtering	Relies on dv/dt filters and shielding, adding cost and size [5]	**~25 dB** lower emissions above 5 MHz [5]; up to **70% smaller** filter inductors [7] and up to **50% smaller** capacitors [8]
Commercial maturity	Storage in volume production with established ecosystem; Datacentre in pilot stage with emerging 800 V DC ecosystem (e.g. Delta, Eaton, Vertiv) [6]; Traction at prototype stage	B-sample traction; A-sample PCS1000; partner evaluations under way [4]

Why it matters: hard-switched SiC trades efficiency against dv/dt — slowing the edge raises switching losses [5]. ZVS delivers both.

Assumptions and Sources: [1] Delta Electronics, NVIDIA GTC 2026 release (Mar 20, 2026) · [2] Dynapower, MPS-125 Energy Storage Inverter datasheet (Aug 2025) · [3] Fraunhofer IZM, reported by Charged EVs (May 11, 2026) · [4] Hillcrest data (company-reported): traction measured at a global automotive OEM facility; PCS1000 99.2% peak / 99% rated efficiency simulated (A-sample design) · [5] Serban et al., "High-Performance ZVS Inverter for Traction Systems Under Reflected Wave Conditions," IEEE ECCE 2026 (Hillcrest-authored); conventional and ZVS inverters tested on the same platform at 400–470V DC link · [6] NVIDIA Technical Blog, "NVIDIA 800V DC Architecture Will Power the Next Generation of AI Factories" (May 20, 2025) · [7] Hillcrest white paper on ZVS AC filter inductor design (July 2025): 200 kW / 300 A grid-connected design study; up to 3.3× smaller volume (≈70%), 4× lighter and up to 75% lower cost vs conventional designs · [8] Required capacitance scales inversely with switching frequency: Hillcrest, "Benefits of High-Switching Frequency on DC-Link Capacitors" (Aug 2022); Hillcrest 250 kW PCS design study (12 → 48 kHz) · Figures are as reported by each source under differing test conditions and ratings; not a like-for-like comparison.

Protected By Design

Layered IP

Patents, trade secrets and control firmware together — no single layer is the moat

Hard to copy

Soft switching is well known; making it hold across the full operating range is the hard part

Externally validated

Tested at several global auto OEMs, with 99.7% peak inverter efficiency measured at one facility; EMI tested at a third-party lab; two industrial evaluations under way

One platform

One ZVS core across traction, drives, grid, DC-DC and charging — four verticals from one investment

Team depth behind the moat

ZVS SOFT SWITCHING: 15+ years experience developing and commercializing soft switching

POWERTRAIN ENGINEERING: 20+ years of HEV/EV powertrain development at Systematec GmbH

800V EV ARCHITECTURE: Founder of Porsche e-mobility; led the Mission E / Taycan program

GRID POWER ELECTRONICS: 25+ years developing and commercializing grid-connected systems

Market Opportunity by Vertical

Four Growth Markets, One ZVS Technology

ENERGY STORAGE (BESS)

US$50.8B (2025) → US$106.0B (2030)

15.8%
CAGR
through 2030

MarketsandMarkets, Oct 2025

AI DATACENTRE MARKET

US$236.4B (2025) → US$933.8B (2030)

31.6%
CAGR
through 2030

*MarketsandMarkets, Jun 2025 — *broad AI datacenter stack; power-infrastructure segment alone: ~7.5–9.5% CAGR*

INDUSTRIAL DRIVES (VFD)

US$24.7B (2025) → US$32.0B (2030)

5.3%
CAGR
through 2030

MarketsandMarkets, 2025

EV TRACTION INVERTERS

US$42.7B (2025) → US$81.2B (2030)

13.7%
CAGR
through 2030

*ResearchAndMarkets, 2025 — *estimates vary widely (5–26% CAGR) by provider*

One Technology, Two Ways to Monetize It

MOTOR-DRIVE INVERTERS

EV traction · industrial drives

Partners	Equipmake plc (definitive agreement in negotiation) · Lenze SE (LOI)
Intended model	Joint development → technology licence
Who would own it	Partner owns and certifies the product
Potential revenue	Cost recovery, then per-unit royalties

GRID POWER CONVERSION

AI datacentres · storage · microgrids

Partners	Ocean Batteries (JDA) · AHI (in principle) · integrators (in discussion)
Intended model	Joint development → supply agreement or licence, set per deal
Who would own it	Hillcrest (supply) or partner (licence)
Potential revenue	Cost recovery, then product margin or royalties

Every engagement starts with joint development

Partner contributions paid against milestones offset part of our engineering cost. LOIs and agreements in principle are non-binding; no assurance definitive agreements will be executed or that the revenue paths shown will be realised.

Recent Commercial & Technical Momentum

Announcements Across Four Verticals

Why it matters: Four independent commercial evaluation pathways — spanning industrial drives, EV powertrain, energy storage and AI datacentres — alongside technical validation of single-stage ZVS architecture for AI datacentres and industrial drives

INDUSTRIAL DRIVES

Lenze SE Letter of Intent (LOI)

Signed LOI to evaluate ZVS integration into Lenze's high-power industrial inverter platforms. Two-track framework: technical validation + commercial study.

JUN 22, 2026

EV POWERTRAIN

Equipmake plc Definitive Agreement in Negotiation

JULY: LOI announced. **OCT:** scope expanded to include commercial licensing; definitive agreement expected October 2026**.**

JUL 7 + OCT 5, 2026

AI DATACENTRES

Technical Paper Published

Company-authored paper: single-stage ZVS architecture models +99% AC-DC efficiency (up to 99.2%) vs. 98% for conventional two-stage 800V design.

JUL 20, 2026

BESS + AI DATACENTRES

AI Hub of Innovation Agreement

Agreement in principle for a BESS pilot at AHI's Alberta campus (130kW/250kWh/800V) and access to AHI's datacentre tenant and vendor network.

JUL 22, 2026

INDUSTRIAL DRIVES

Peer Reviewed Results

Peer-reviewed results show reduction in motor voltage spikes by more than 90% and high-frequency EMI by up to 25 dB versus a conventional SiC inverter.

SEPT 26, 2026

Technology Advantages

Hillcrest ZVS PCS1000 Platform Prototype

ZVS PCS1000 PERFORMANCE

+99% efficiency versus ≈98% industry standard

LOWER EMI, SMALLER PASSIVES Up to 70% smaller filter inductors[3] and up to 50% smaller capacitors. Less filtering and shielding → lower system cost [2]



200-250 kW ZVS PCS1000

SUPERIOR EFFICIENCY

ZVS returns 1 MW to productive use for every 100MW delivered — the direct result of +99% ZVS conversion efficiency versus conventional inverters at ≈ 98% [1].

CANADIAN IP OWNERSHIP

Hillcrest retains complete ownership of all ZVS technology.

PLATFORM-AGNOSTIC DESIGN

Seamless integration: energy storage, AI datacentres, remote microgrids, defence FOBs, industrial applications, and EV charging infrastructure.

MARKET TIMING

5X growth in Canadian energy storage capacity by 2030, rapid AI datacentre expansion, Canada's multi-billion dollar EV charging build out — sustained long-term demand across all applications [3].

800 V DC (950V max)

SCALABLE ARCHITECTURE

LOWER SYSTEM COST

Assumptions and Sources: [1]~1% improvement vs conventional power conversion at ~98% (e.g., Delta Electronics 800V DC AC–DC, up to 98%, NVIDIA GTC 2026 release, Mar 20, 2026); 100 MW × 1 pt ≈ 1 MW. [2] Hillcrest ZVS inverter EMC testing at an external certified laboratory selected by a European automotive OEM (2024).Hillcrest white paper on ZVS AC filter inductor design (July 2025): 200 kW design study; up to 3.3× smaller volume (≈70%). Required capacitance scales inversely with switching frequency: Hillcrest DC-link capacitor white paper (Aug 2022); Hillcrest 250 kW PCS design study (12 → 48 kHz). [3] Canada Energy Regulator, Market Snapshot: Energy Storage in Canada May Multiply by 2030, July 2025; Microsoft Canada, Microsoft Deepens Its Commitment to Canada with Landmark $19B AI Investment, December 9, 2025; Government of Canada, Canada Advances New Auto Strategy by Expanding EV Charging Infrastructure, February 10, 2026.

Next-Generation AI Datacentres

ZVS PCS1000 — Measurable Efficiency Advantage

+200 kW ZVS PCS1000 | SCALABLE TO 1.2 MW | 99%+ PEAK EFFICIENCY



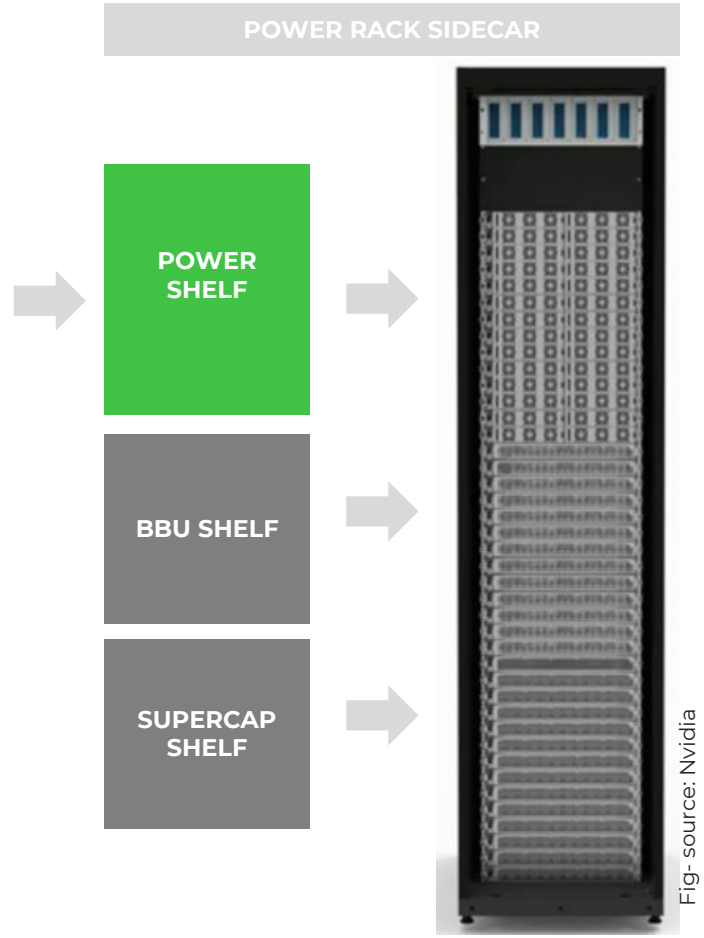


Fig- source: Nvidia

100MW AI DATACENTRE

1 MW

of conversion losses avoided

Annual energy cost savings:

US$350K – $526K / year

1GW HYPERSCALE CAMPUS

10 MW

of conversion losses avoided

Annual energy cost savings:

US$3.5M – $5.26M / year

Assumptions: ~1 percentage point simulated efficiency improvement for the ZVS PCS1000 single-stage 480 V AC–800 V DC power supply (99%) vs conventional two-stage 800 V AC–DC power supplies (~98%). Removal of the intermediate 800V–800V isolated DC–DC stage with the ZVS efficiency; conservative relative to the >1% modelled in E. Serban, "Simplified 800V Power Supply Architecture for 99%+ Efficient Data Centers," Hillcrest Energy Technologies, July 2026. ZVS contribution (~0.5 pt) per E. Serban, "Hillcrest True-ZVS PCS1000: Engineering the Optimal Grid Interface for 800V OCP Data Center Architectures," Feb 19, 2026. Facility load: 100 MW / 1,000 MW IT nameplate, 8,760 h/yr continuous. Energy: 1 MW × 8,760 h = 8.76 M kWh/yr per 100 MW (87.6M kWh/yr at 1 GW). Electricity: US$0.04–$0.06/kWh (hyperscale industrial contract rate). Not included: avoided cooling energy, reduced component count. All figures in USD; simulated. Rack figure source: NVIDIA.

Next-Generation AI Datacentres

ZVS PCS1000 Unit Count by Deployment Scale

Operating Design Point
200 kW
20% headroom

Efficiency
+99%
vs ≈98% conventional

Competitor Module Size
100 kW
industry standard

Next-generation Datacentres
+240 TWh
IEA Energy & AI, Apr 2025
additional US datacentre electricity demand by 2030

Deployment	IT capacity	Sidecars	PCS1000 units (active, N+1)	Competitor units (100 kW, N+1)	Units saved
Single sidecar	1 MW	1	6 (5 active + 1 spare)	11 (10 active + 1 spare)	**5 fewer**
100 MW campus	100 MW	100	600 (500 active + 100 spare)	1,100 (1,000 active + 100 spare)	**500 fewer**
1 GW campus	1,000 MW	1,000	6,000 (5,000 active +1,000 spare)	11,000 (10,000 active + 1,000 spare)	**5,000 fewer**

Assumptions: OCP architecture with 1 sidecar per 1 MW IT rack. N+1 configuration: 5 active PCS1000 units at a 200 kW operating point (20% headroom on the 250 kW North American model) + 1 spare = 6 units per sidecar. Competitor baseline: 100 kW modules, rounded from 110 kW 800V power shelves published by Delta Electronics and Schneider Electric (2025–26); 10 active + 1 spare = 11 units per sidecar. Units saved = Hillcrest module-count advantage at each scale. Efficiency: PCS1000 +99% (simulated) vs ~98% conventional. Market: IEA, Energy & AI, April 2025 (+240 TWh additional U.S. datacentre electricity demand by 2030).

AI Hub of Innovation

BESS Pilot & Datacentre Network Access

AI Hub of Innovation



Two Deliverables + Two Industry Verticals (Agreement in principle dated July 20, 2026)

- ✓ BESS Pilot — PCS1000 integrated with a confirmed 130kW / 250kWh / 800V DC BESS platform at AHI's Alberta campus, deployment targeted 2028 following bench validation.
- ✓ Datacentre Ecosystem Access — AHI facilitates introductions to its datacentre tenants, operators, and technology vendors evaluating the PCS1000 for 800V DC sidecar power conversion.

AHI's Scale

Sovereign-AI infrastructure project of Agritech Haven Limited Partnership: scaling from 10 MW to 30 MW in Phase 1, with a phased build-out to 250+ MW and a pathway to 1 GW of AI compute capacity by 2035.

CleanPath as Named Party

CleanPath Distribution Inc. (Hillcrest's Indigenous-led commercialization channel) is a named party to the agreement, directing economic benefit to Canadian and Indigenous communities.

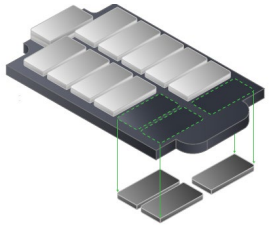
Status

Technical planning underway and grant application submitted.

Hillcrest ZVS Traction Inverter Prototype

Benefits Across the Entire Powertrain System

TRACTION BATTERY PACK[1]



up to **US$1,000** SAVINGS

up to **10% SIZE** REDUCTION

up to **100 POUND** REDUCTION

DC-LINK CAPACITORS

up to **50%** **SMALLER** DC-LINK CAPACITORS[3]

SEMICONDUCTOR

OPTIMIZE SEMICONDUCTOR MATERIAL[5]

DRIVE SYSTEM EFFICIENCY

Up to **+14%** **EFFICIENCY GAIN[2]**

+7% at 20 kHz

+ 14% at 60 kHz

Versus 10 kHz baseline

LOWER EMI

LESS EMI SHIELDING AND FILTERS[4]

REDUCE COST AND WEIGHT

COMBINED SAVINGS

up to **US$1,000** in **BATTERY PACK SAVINGS** + up to **US$400** in **MATERIALS SAVINGS**

350 kVA, 800V SiC Prototype



MEASURED AT GLOBAL OEM

99.7%

peak efficiency

>99% Efficiency over most of the torque-speed range (to 14,000 rpm)

Assumptions and Sources: [1] Hillcrest estimate: 100 kWh pack, 1,000 lb; pack price US$108/kWh (BloombergNEF battery price survey, Dec 2025); assumes efficiency gains allow up to a 10% smaller pack for the same range (≈10 kWh ≈ US$1,080). [2] Hillcrest white paper (May 2022): 7 kW light-load point on an 80 kW EV motor, vs 10 kHz baseline; full drive-cycle benefit is lower (up to 6% at low-power WLTP operating points, Hillcrest testing 2024). [3] Required DC-link capacitance scales inversely with switching frequency: Hillcrest DC-link white paper (Aug 2022), 10 → 30 kHz test. [4] Serban et al., IEEE ECCE 2026. [5] vs IDTechEx, "The Future of EV Powertrains."

EV Powertrain: Equipmake Evaluation

Definitive Agreement Expanded to Include Commercial Licensing

Equipmake

Equipmake plc

UK-based developer and manufacturer of high-performance electric motors, inverters, and powertrain systems, with products deployed across automotive, commercial vehicle, bus, aerospace, and marine applications.

Joint Development Framework

Definitive agreement under negotiation covering the joint development program and commercial licensing terms, giving both companies a defined path from development to market.

Status & Next Steps

Completion is expected in October 2026. Terms remain subject to negotiation and will be announced on execution.

There is no assurance definitive agreement will be executed or that contemplated programs will be completed.

WHY EV POWERTRAIN

ESTABLISHED CHANNEL ACCESS

Equipmake's existing OEM relationships across automotive, commercial vehicle, bus, aerospace, and marine could reduce the time and friction of independent market entry.

FULL-STACK CO-DESIGN CAPABILITY

Combines Equipmake's platform knowledge with Hillcrest's ZVS technology across hardware, controls firmware, and thermal management — supported by Systematec GmbH's 20+ years of combined HEV/EV powertrain experience.

IP PROTECTED, UPSIDE PRESERVED

Hillcrest retains ZVS IP and all improvements developed during the program; Equipmake's exclusivity is limited to the defined product scope, with preferred licensing terms upon commercialization.

Industrial Drives: Lenze SE Evaluation

Letter of Intent Received June 22, 2026

Lenze SE

Privately-held, family-owned German manufacturer with a 70+ year history in industrial drive systems — controllers, variable frequency drives, servo drives — serving conveyor/material handling, packaging, robotics, and automotive assembly OEMs worldwide.

Two-Track Evaluation Framework

Technical validation of ZVS integration into Lenze's existing product architecture, performance vs. Lenze's specifications, and manufacturing feasibility; commercial study defining market applications, licensing/development fees, and commercial terms.

Status & Next Steps

Evaluation underway. Upon successful completion, the parties contemplate negotiating a definitive commercial agreement.

There is no assurance definitive agreement will be executed or that contemplated programs will be completed.

WHY INDUSTRIAL DRIVES

LARGE, ESTABLISHED MARKET

Electric motors use 53% of the world's electricity and 72% of industry's.[1] The drives that control them are a US$25B market, growing to US$32B by 2030.[2]

A PROBLEM ZVS SOLVES

Faster SiC drives save energy but stress motors and create electrical noise. ZVS cuts motor voltage spikes by >90% and interference by ~25 dB vs conventional SiC.[3]

A POTENTIAL, CAPITAL-LIGHT REVENUE PATH

If a definitive agreement is reached, Lenze would integrate and certify; Hillcrest could earn development fees, then royalties, without needing to make manufacturing investment.

[1] IEA 4E (Dec 2025). [2] MarketsandMarkets (2025). [3] Peer-reviewed Hillcrest lab results (IEEE ECCE 2026), not Lenze evaluation data. LOI is non-binding.

CleanPath Distribution Inc.

Strategic Indigenous Collaboration

INITIAL INVESTMENT & STRUCTURE

- ✓ **$3M investment** from Pasqua First Nation + strategic investment from Apeiron into Hillcrest
- ✓ **Private Indigenous** majority-owned entity (PFN, Hillcrest & Apeiron)
- ✓ Commercialize and potentially **manufacture ZVS products in Canada**

COMMERCIALIZE AND MANUFACTURE ZVS PRODUCTS IN CANADA

- ✓ **Indigenous Leadership:** First Nation, Métis, and Native American-owned
- ✓ **Apeiron:** Track record securing and delivering business opportunities to Indigenous communities
- ✓ **PFNB Energy:** Seven Stars 200 MW wind project

OPPORTUNITIES

- ✓ **Made-in-Canada** ZVS power conversion products
- ✓ Pilot testing & domestic manufacturing capabilities
- ✓ **$10M+ non-dilutive funding** target from various sources

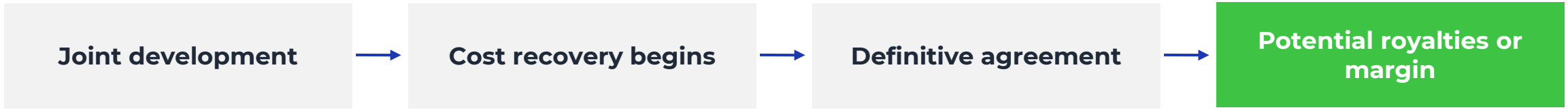
VALUE CREATION

- ✓ **Accelerated commercialization**
- ✓ **Economic reconciliation**
- ✓ **Made-in-Canada ZVS products + jobs**
- ✓ **Sustainable energy future**

Where We Are and What Comes Next

Stage, next gate and how each vertical turns into revenue

VERTICAL	STAGE TODAY	NEXT MILESTONE (TARGETED)	POTENTIAL REVENUE PATH
EV traction	B-sample prototype; tested at several auto OEMs (99.7% peak efficiency at one OEM facility)	Equipmake definitive agreement including licensing (targeted)	Cost recovery → royalties
Industrial drives	Platform demonstrator, 10 – 250 kW	Lenze evaluation result; potential agreement	Cost recovery → royalties
Storage	A-sample PCS1000 platform; 250 kW prototype ready	Ocean Batteries pilot and supply agreement (targeted)	Cost recovery → module supply
AI datacentres	A-sample PCS1000 platform; architecture paper published	Sidecar integration partner (in discussion)	Cost recovery → supply or licence



Illustrative sequence, not a schedule or a forecast: no dates are implied. Milestones shown are targets. LOIs and agreements in principle are non-binding, and no assurance can be given that definitive agreements will be executed, that programmes will be completed, or that any revenue will result. Cost recovery is negotiated per programme and is not expected to fund development in full. Subject to the forward-looking statement notice.

The Opportunity

Commercial & Technical Momentum

Externally Validated

ZVS technology validated at 99.7% peak efficiency at global auto OEM facility. July 2026 technical paper models +99% efficiency for single-stage 800V architecture, ~1% above conventional two-stage designs.

Four Verticals

Lenze SE (industrial drives), Equipmake plc (EV traction), AI Hub of Innovation (BESS pilot + AI datacentre tenant network access) and Ocean Batteries (targeted pilot and supply agreement)

AI Datacentre Sidecar — Near-Term Focus

PCS1000 targets 800V OCP sidecar architecture; AHI agreement provides a real-world BESS pilot (targeted 2028) and direct access to datacentre tenants and integrators.

Canadian Industrial Sovereignty

Canada's power sector is increasingly import-dependent for critical components (NRCan: domestic supply share fell 58%→52%, 2018–2023). PCS1000 is 100% Canadian IP — commercialized in part through CleanPath, a ~75% Indigenous-owned channel.

Near-Term Catalysts

AHI BESS pilot progression, Equipmake / Lenze evaluation milestones, and continued PCS1000 demonstration and certification progress.

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Note: Lenze, Equipmake, and AHI relationships are non-binding LOIs / agreements in principle. No assurance definitive agreements will be executed or that contemplated programs will be completed.

Capital Overview

As of October 1, 2026

Stock Listing

CSE: HEAT
OTCQB: HLRTF
FSE: 7HI

Basic Shares Outstanding	210.2M
Convertible Debentures	2.0M
Warrants Outstanding (80% at CAD$0.12)	126.2M
Options Outstanding	13.7M
Restricted Stock Units	18M
Fully Diluted Shares Outstanding	370M
Market Cap (October 1, 2026)	CAD$26M
3-month Daily Average Trading Volume	179,088

APPENDIX



Executive Team



DON CURRIE

CEO and Director

Trusted relationship and business builder with decades of North American equity markets exposure and public company financing success. Extensive experience owning and operating private businesses and serving on select public company boards.



JAMIE L. HOGUE

Chief Operating Officer

Twenty-five years of experience spanning clean energy policy, government affairs, marketing and communications, and strategic planning, with deep proficiency in public-private sector engagement, technology innovation, and sustainability.



DARYN GORDON

Chief Financial Officer

Chartered Professional Accountant (CPA, CA) with more than two decades of public company practice. Mr. Gordon started his career with global auditing firms Grant Thornton LLP and PwC Canada and transitioned to providing CFO services to Canadian public companies 14 years ago.



JAMES BOLEN

Chief Commercialization Officer

Veteran executive who is expert at leading innovation teams from concept development to commercial success. Mr. Bolen is the former president and CEO at Global Power Technologies USA, a global leader in ultra-reliable power systems for remote industrial architecture.

Key Technical Advisors



OTMAR BITSCHE

European Business Development

Former Director of E-Mobility at Porsche AG, where he founded the company's e-mobility organization, developed the industry's first 800V vehicle architecture, and led the Mission E project that became the Taycan. Brings deep relationships across automotive OEMs, Tier One suppliers, and energy partners across Europe.



DR. HEINZ-GEORG BURGHOFF

Commercialization Consultant

Automotive business and product strategy expert in vehicle electronics. Dr. Burghoff spent over 20 years with DaimlerChrysler AG, where he held various management positions in passenger car development, heading up electric/electronic development as well as directing battery technology and strategy.



NAD KARIM

Business Development

Seasoned executive with over 20 years experience. Mr. Karim has successfully launched and managed businesses across diverse sectors, including cloud networking, electric vehicle batteries, semiconductor IP, additive manufacturing, and advanced battery technologies.

DAVID FARRELL

Corporate Advisor

Mr. Farrell (B.Comm (Finance), LL.B, ICD.D) is a corporate director with over 25 years of corporate and investment banking experience, and has negotiated, structured and closed more than US$25 billion worth of M&A and structured financing transactions for numerous junior companies.



FORMER CHIEF MATTHEW T. PEIGAN

Canadian Commercialization Advisor

Former Chief of Pasqua First Nation #79 with a strong business development track record, including chairing the PFN Group of Companies' diversified portfolio across defence, industrial services, and agriculture. Peigan brings deep experience in Indigenous partnership building and government relations, and now serves as Chairman of CleanPath Distribution Inc., supporting Hillcrest's commercialization efforts in Canada.



Core Technical Team



DR. EMANUEL SERBAN P.Eng.

VP of Engineering

Dr. Serban brings over two decades of experience in power electronics, renewable energy, and grid-connected systems, with a proven track record of taking innovative technologies from concept to commercial deployment.



HARALD HENGSTENBERGER

Managing Director, Owner & Founder, Systematec GmbH

Leader of the Systematec team and established electrical engineer with more than 25 years of experience designing, manufacturing, testing and validating hybrid and electric vehicle powertrains



JAMES HAMOND

Hillcrest Senior Technical Consultant

Having worked in the consumer, industrial and defence sectors, Mr. Hamond is a jack-of-all-trades, spanning hardware, embedded software, control and adaptive algorithms, register-transfer level (RTL), thermal management and mechanical design. He has worked with soft switching systems for over 15 years, most recently as CTO and co-founder of Pre-Switch Inc.

ARI BERGER

Senior Controls Engineer

Expert in electric machine control technologies, systems engineering and multi-disciplinary product design; more than 10 years of commercial experience with a track record of deploying new technologies and go-to-market strategies, specifically in the sector of electrification.



DR. JALAL AMINI

Hillcrest Senior Power Electronics Engineer

Senior power electronics engineer, possessing superior knowledge and experience in grid applications, power quality and renewable energies. He has designed and implemented a variety of power electronic devices including grid-connected devices such as a wind energy converter, active filters, fast chargers and energy storage systems, induction motor drives, and multilevel converters.



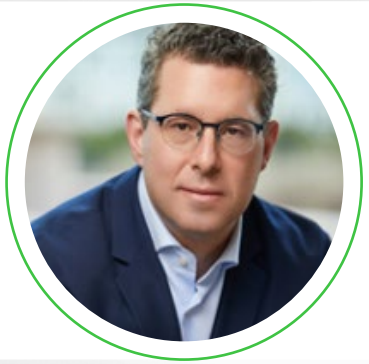
Board of Directors



DON CURRIE

CEO and Director

Trusted relationship and business builder with decades of North American equity markets exposure and public company financing success. Extensive experience owning and operating private businesses and serving on select public company boards.



MICHAEL MOSKOWITZ

Chair of the Board

Seasoned technology executive and previous leader of Panasonic's North American business operations. Mr. Moskowitz enables technological innovation in key areas, such as sustainable energy, smart mobility, immersive experiences, integrated supply chain and consumer lifestyle.



RAYLENE WHITFORD

Independent Director

Raylene Whitford (FCA (ICAEW), MBA) is a finance professional with nearly 20 years of international energy sector experience and founder of Canative Energy, advising executive teams and institutional investors on capital allocation, governance and Indigenous rights-based investment strategy.



ROBERT LAMBERT

Independent Director

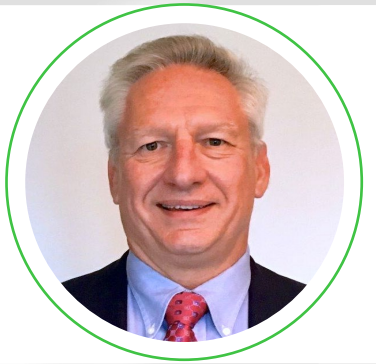
Currently Deputy Chairman of Jadestone Energy Inc., founder of Ipex Energy Ltd. And a partner in Oilfield Capital International LLP. Over the past 12 years held positions of CEO of Petra Petroleum Inc., Senior Independent Director of Eland Oil & Gas PLC, CEO of GB Petroleum Ltd., and previously held various executive management and senior operational roles with Conoco Inc. over a 25-year international career.



TOM MILNE

Independent Director

Senior financial executive with extensive international experience in energy E&P, pipelines, oil sands & communication technology; served as director of both public and private companies including chairman of audit committee for AMEX-listed oil sands company.



MICHAEL KRZUS

Director

Former CEO and Director of NYSE listed company with 38 years energy industry experience including senior technical and executive management positions with both large and small publicly listed companies in Canada, USA, Australia and the Netherlands.