

UNITED STATES
SECURITIES AND EXCHANGE COMMISSION
WASHINGTON, D.C. 20549

FORM 6-K

REPORT OF FOREIGN PRIVATE ISSUER
PURSUANT TO RULE 13a-16 OR 15d-16
UNDER THE SECURITIES EXCHANGE ACT OF 1934

For the month of December 2021
Commission File Number: 001-40884

ARBE ROBOTICS LTD.
(Translation of registrant's name into English)

HaHashmonaim St. 107
Tel Aviv-Yafo, Israel
Tel: +972-73-7969804, ext. 200
(Address of principal executive office)

Indicate by check mark whether the registrant files or will file annual reports under cover of Form 20-F or Form 40-F:

Form 20-F Form 40-F

Indicate by check mark if the registrant is submitting the Form 6-K in paper as permitted by Regulation S-T Rule 101(b)(1):

Indicate by check mark if the registrant is submitting the Form 6-K in paper as permitted by Regulation S-T Rule 101(b)(7):

INFORMATION CONTAINED IN THIS CURRENT REPORT ON FORM 6-K

On December 7, 2021, Arbe Robotics Ltd. ("Arbe" or the "Company") held an investor day. The presentation and the text of the speech of Kobi Marenko, Arbe's chief executive officer, are furnished as Exhibits 99.1 and 99.2 to this Report on Form 6-K. The presentation can be accessed at <https://www.youtube.com/watch?v=mD8s878Ek54>.

Forward-Looking Statements

The investor day presentation contains forward-looking statements within the meaning of Section 21E of the Securities Exchange Act of 1934, as amended. Such statements include information regarding Arbe's current beliefs, plans and expectations, including, without limitation, Arbe's belief that it will continue to be able to execute strongly on its business plan. Words such as "believe," "anticipate," "estimate," "expect," "project," "intend," "plan," "forecast," "goal," "could," "would," "should," "if," "may," "might," "future," "target," "trend," "seek to," "will continue," "predict," "likely," "in the event," "potential" and variations of any such words or similar expressions are indicate forward-looking statements.

Forward-looking statements are made on the basis of management's current views and assumptions and are not guarantees of future performance. Forward-looking statements are inherently subject to risks and uncertainties that could cause actual results, and actual events that occur, to differ materially from results contemplated by the forward-looking statements. These risks and uncertainties include, but are not limited to: (i) unanticipated delays or difficulties in connection with the evaluation of Arbe's products in evaluation and test programs; (ii) the success of road pilot programs for Arbe's products, (iii) Arbe's ability to develop significant revenue as a result of the test programs involving its radar system; (iv) Arbe's ability to leverage its existing relationships and secure test programs and orders resulting from the test programs; (v) Arbe's ability to meet its projected revenue level and its ability to operate profitably; (vi) Arbe's expectation that it will be engaging with Tier 1 suppliers and OEMs which would be building the radars based on its Chipset solution, eliminating expenses associated with system completion, requirement for undertaking significant capital expenditures associated with developing mass production manufacturing and the expenses of operating any such manufacturing capability; (vii) Arbe's expectation that radars are crucial to the automotive industry and will be deployed in nearly all new vehicles as a long range, cost-effective sensor with the fewest environmental limitations; (viii) Arbe's belief that the Arbe Radar Chipset heralds a breakthrough in radar technology that will enable Tier 1 manufacturers and OEMs to replace the current radars with an advanced solution that meets the safety requirements of Euro-NCAP and NHTSA for autonomous vehicles at all levels of autonomous driving; (ix) Arbe's ability to develop or have access to the latest developments relating to radar and autonomous driving vehicles; (x) Arbe's ability to have products manufactured for it by third parties that meet Arbe's and its customers quality standards and delivery requirements; (xi) Arbe's ability to attract and retain highly skilled personnel and senior management, including research and development, sales and marketing personnel; (xii) Arbe's ability to obtain funding when required through debt and equity financings; (xiii) the effect of inflation and supply chain problems on Arbe's business, including Arbe's ability to obtain semiconductor products when needed and at a reasonable price; (xiv) Arbe's ability to develop and market products based on its radar technology for uses outside of the automotive industry; (xv) accidents or bad press resulting from accidents involving autonomous driving vehicles, even those using radar products from other companies or based on other technology and the effect of any accidents with vehicles using Arbe's radar system; (xvi) the failure of the markets for Arbe's current or new technologies and products to materialize to the extent or at the rate that Arbe expects; (xvii) unexpected delays or difficulties related to the development of Arbe's technologies and products; (xviii) the effect of laws and changes in laws that have an effect on the market for or the requirement for autonomous vehicles; (xix) the effect of COVID-19 and any new variants or any pandemics or multinational epidemics and actions taken by governments and industry to address the effects of the pandemic and the corresponding macroeconomic uncertainty; (xvii) risks related to the potential impact of new accounting standards on Arbe's financial position, results of operations or cash flows; (xx) changes or inaccuracies in market projections; (xxi) changes in Arbe's business strategy; and (xxii) the risk and uncertainties described in "Risk Factors," "Management's Discussion and Analysis of Financial Condition and Results of Operations," "Cautionary Note Regarding Forward-Looking Statements" and the additional risks described in Arbe's prospectus dated November 2, 2021 which which was filed by Arbe with the Securities and Exchange Commission on November 4, 2021, as well as the other documents filed by Arbe with the SEC. Arbe undertakes no duty to revise or update publicly any forward-looking statement for any reason, except as otherwise required by law.

Statements in the presentation by persons other than Arbe's chief executive officer represent the views of individual presenters and do not constitute statements by Arbe.

SIGNATURES

Pursuant to the requirements of the Securities Exchange Act of 1934, as amended, the registrant has duly caused this report to be signed on its behalf by the undersigned, thereunto duly authorized.

ARBE ROBOTICS LTD.

By: /s/ Kobi Marenko
Name: Kobi Marenko
Title: CEO

Date: December 13, 2021

2

EXHIBIT INDEX

<u>Exhibit No.</u>	<u>Document Description</u>
99.1	Presentation
99.2	Remarks of Kobi Marenko

3



Radar Revolution. Delivered.

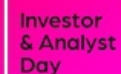
Driving the Radar Revolution

Dec 7, 2021

Kobi Marenko, CEO



The Road Ahead for Imaging Radar



Investor & Analyst Day



Disclaimer

Introduction

Use This presentation is for information purposes only and has been prepared by Arbe Robotics Ltd. to provide interested parties with information concerning Arbe. Arbe expressly disclaims, any representation or warranty, express or implied, as to the reasonableness of the assumptions made in this presentation or the accuracy or completeness or the information, including any projections, contained in this Presentation. This presentation is neither an offer to sell or purchase, nor a solicitation of an offer to sell, buy or subscribe for any securities.

Use of Non-GAAP Financial Measures

This presentation contains financial information calculated other than in accordance with U.S. Generally Accepted Accounting Principles ("GAAP"). The non-GAAP measure presented by the Company is not a measure of financial performance in accordance with GAAP and may exclude items that are significant in understanding and assessing the Company's financial results. Therefore, this measure should not be considered in isolation or as an alternative to net loss, cash flows from operations or other measures of profitability, liquidity or performance under GAAP. Arbe's presentation of this measure may not be comparable to similarly-titled measures used by other companies. This non-GAAP financial measure is subject to inherent limitations as they reflect the exercise of judgments by management about which expense and income are excluded or included in determining this non-GAAP financial measures and should be considered in addition to, and not as a substitute for, comparable GAAP measures, including net loss. The non-GAAP measure used in this presentation is Adjusted EBITDA, which add backs to the net loss equity-based expenses and financial expenses.

Forward-Looking Statements

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Disclaimer (cont'd)

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Arbe: First Mover & Market Leader in 4D Imaging Radar

World's First

Ultra high resolution radar solution

Proprietary chipset

Perception radar software

Paving the way for an autonomous future

Arbe Today

Founded in
2015

team members
115

R&D
80%

Nasdaq listed
ARBE

arbe

Mission: From safe roads to autonomous driving

30

Strategic Relationships with Global Tier 1s and Auto / Industrial OEMs

\$312M

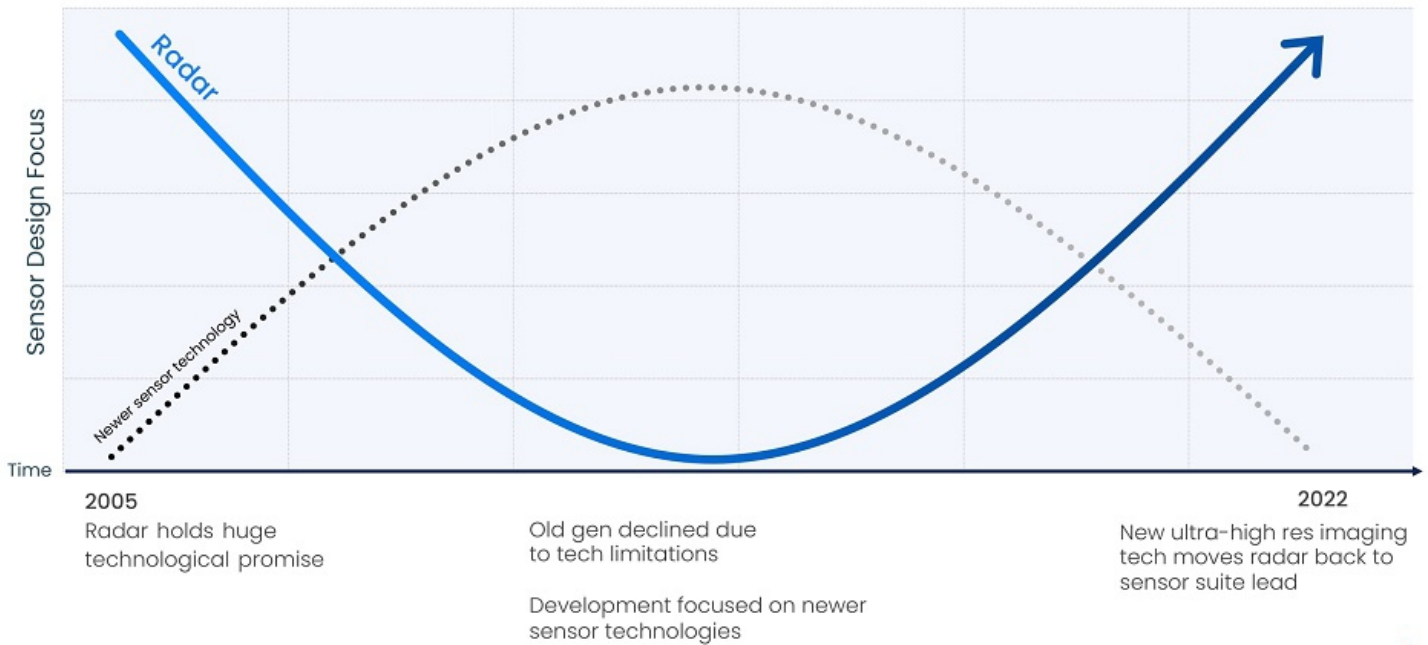
In 2025
Projected Revenue

\$2.8B

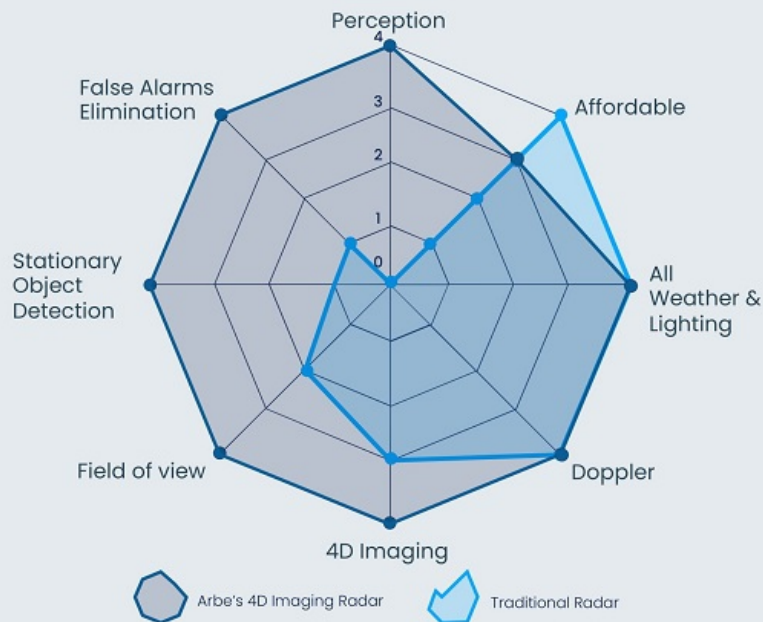
in 2025E
Projected Order Book

\$11B

in 2025E
Projected Automotive Radar TAM



Industry Leadership: Imaging Radar Technology



Introducing the Perception Imaging Radar

Sustainable Advantage:

- Arbe's proprietary chipset
- Leveraging the most advance silicon process
- The first dedicated automotive radar processor on a chip

Current Customers



TOP 10 OEM
AI-based radar tech for perception



TOP 5 OEM
Pre-production



2022 Target

Win 8 out of 20 projects currently in evaluation



Design-in

Tier 1s Developing and Shipping Arbe-based Automotive Radar Systems



Top ADAS tier 1



Non-automotive



Shipping samples, Production ready by Q4 22



Won an OEM deal with BAIC

Short listed

Top Tier 1s in the US and Europe

4 out of 5



Path to Production: Guaranteed Capacity



Latest 4D Imaging Radar technology

Experienced Multi-billion Global semiconductor foundry

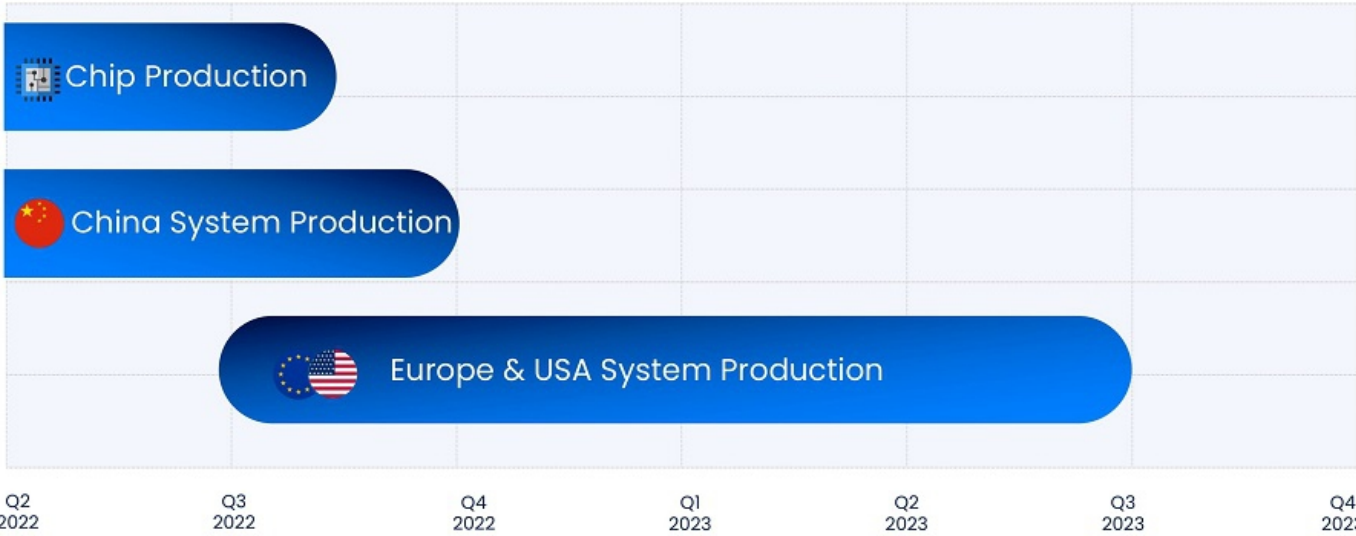
GlobalFoundries will

- Qualify and characterize
- Guaranty AEC-Q100 qualification
- Lead production line
- Fully own final chip testing
- Manage chipset supply chain

Guaranteed supply and committed availability

The Path to Production: Production Readiness

arbe

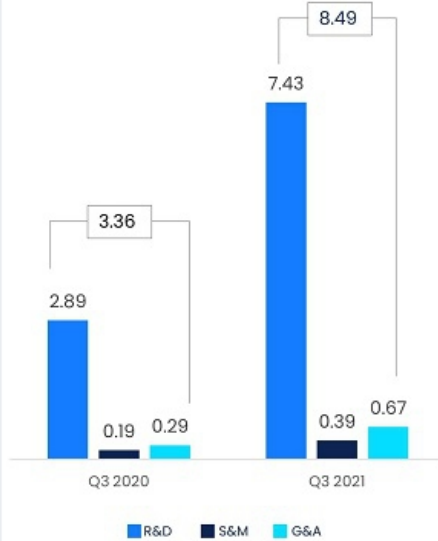


Based on current estimations

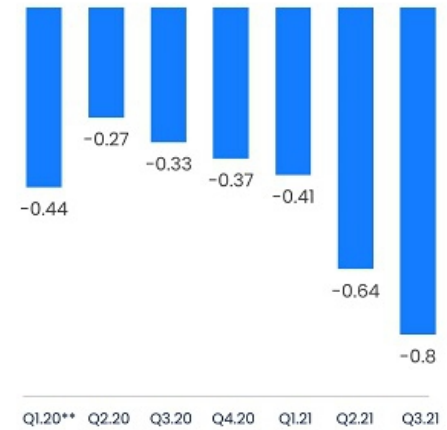
Revenue (\$M)



OpEx (\$M)



Adjusted EBITDA (\$M)*



* Adjusted EBITDA excludes non-GAAP adjustments for share-based compensation. As fully detailed in the Q3 results PR press release

** Pre COVID19

FROST & SULLIVAN

FUTURE OF AUTOMOTIVE AUTONOMY

AUTOMOTIVE 4D RADAR TO BE AN INTEGRAL COMPONENT OF VEHICLE AUTONOMY

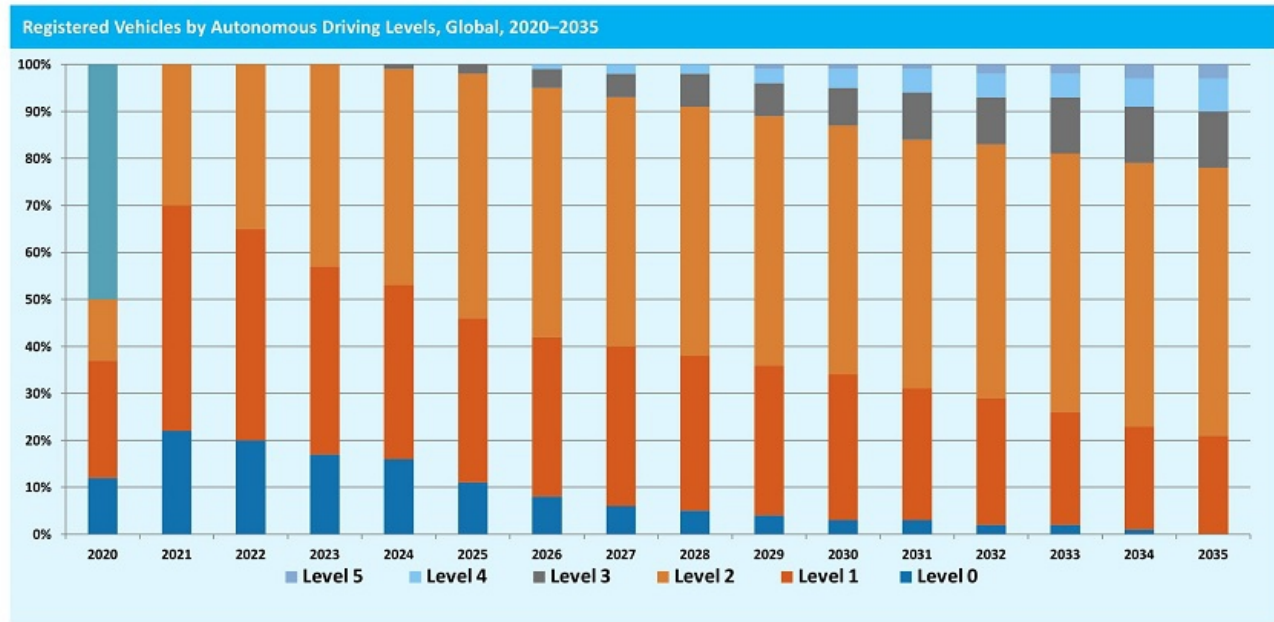
PRESENTATION FOR ARBE ROBOTICS

December 2021
 Jabez Mendelson: Industry Manager,
 TechVision – Frost & Sullivan

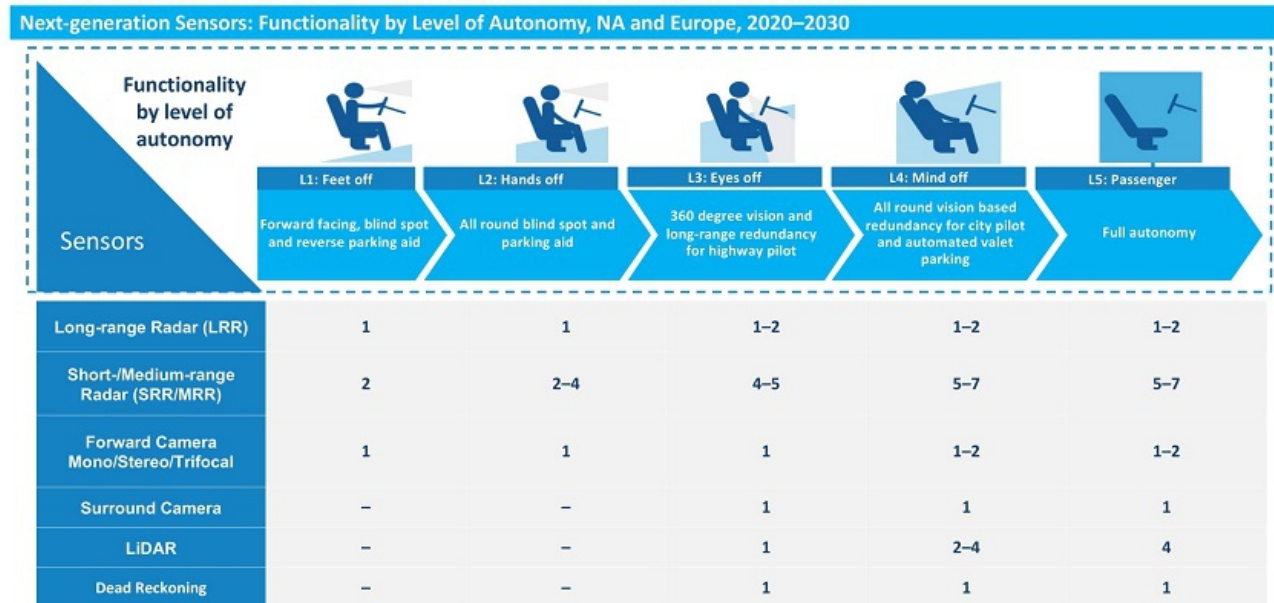
The Growth Pipeline™ Company
 Powering Clients to a future shaped by growth

VEHICLES BY LEVELS OF AUTONOMY

L2 AND L3 LEVELS WILL SEE EXPONENTIAL GROWTH IN THE AV SPACE



RISE OF SENSOR REQUIREMENTS WITH FUNCTIONALITIES BY LEVELS OF AUTONOMY



KEY SENSOR TECHNOLOGIES IMPACTING THE AUTOMOTIVE INDUSTRY

Emerging sensor technologies influencing the development of connected and autonomous vehicles

	Camera	LiDAR	2D Radar	4D Imaging Radar
Price	X	X	✓	✓
HD Mapping	✓	✓	X	✓
User privacy	X	✓	✓	✓
Object Classification	✓	✓	X	✓
Weather and light impact	X	X	✓	✓

4D RADAR – AN OVERVIEW AND OPPORTUNITIES IN THE AUTOMOTIVE INDUSTRY

WHAT IS 4D RADAR?
 4D imaging radar use the concept of echolocation and time of flight to perform 3D space mapping and to image in the time scale of a mobile autonomous vehicle or drone which will help overcome the difficulty in detecting small objects such as bicycles or a lamp post.

EVOLVING ROLE OF AUTOMOTIVE RADAR TOWARDS 360 DEGREE 4D IMAGING RADAR

- Detecting other vehicles and pedestrians
- 4-dimensional picture of the road scene
- Detecting pedestrians and bicycles
- 360 Degree View
- High resolution view, detects pets and hollows on roads
- Precise environmental map

SALES FORECAST TO 2030—RADAR

4D IMAGING RADARS WILL COMPETE WITH FORWARD-FACING LIDAR

Radar technology: Percent sales forecast by radar sensor type and level of autonomy, NA and Europe, 2020–2030



Key: 3D/4D Radar forecasted from 2024. Part of LRR will also merge with 3D/4D Radar split

Note: All figures are rounded. The base year is 2020. Source: Frost & Sullivan report titled "Next-generation Perception Sensors for Autonomous Driving in North America and Europe, Forecast to 2030"

FACTORS IN FAVOR OF TECHNOLOGY ADVANCEMENT IN AUTOMOTIVE INDUSTRY

AV Regulations: Overview of Regulations, Global, 2020–2025

- STRONG TAILWINDS OF MASSIVE INVESTMENT**
 Technology developers, automotive OEMs and Government / Federal funds are investing heavily in autonomous vehicle infrastructure
- TECH BECOMING MAINSTREAM**
 Technologies enabling autonomous and connected vehicles growing at a rapid pace
- RADAR DEMAND ON GROWTH TRAJECTORY**
 Demand for 4D Imaging Radar growing on the back of these mega-trends
- AUTOMOTIVE CAPEX RESTORATION**
 Automotive reforms & emerging technologies boosting confidence and spending in the sector

FUTURE OF AUTOMOTIVE- GROWTH OPPORTUNITIES



Diverging Market to Create Opportunities for Technology Companies



Novel Business Models to Expand Automotive Revenue Pools



New Dimensions in Passenger Transportation to Revolutionize Travel

FROST & SULLIVAN'S 2021 AWARD: EUROPEAN 4D IMAGING RADAR IN AUTONOMOUS VEHICLES INDUSTRY – EXCELLENCE IN BEST PRACTICES

"Frost & Sullivan's research finds competing 4-D radar vendors struggle to provide the high resolution, long-range, and accuracy achieved by Arbe Robotics' technology, as well as the optimized power consumption and a number of channels provided."

– **Samantha Fisher,**
Research Analyst

"The company's radar detects up to 450 objects (stationary or moving) in various weather and lighting conditions, which results in improved safety for pedestrians and others. It also offers near-zero false alarms and false-negative rates for low radar cross-section targets such as vulnerable road users."

– **Samantha Fisher,**
Research Analyst

Open the event - Welcome Notes and Presentation by CEO of Arbe Robotics Kobi Marenko

Welcome everyone, and thank you for joining us for our first public earning call! I'm Kobi Marenko, CEO of Arbe, and I will lead you through our vision, our commercial traction, our technology development and our third quarter results.

Later on we will hear from a Frost and Sullivan analyst, and host a panel discussion with industry experts.

You are welcome to send questions in the zoom chat at any point, and we will have a designated Q&A season at the end of the event.

Slide 3:

Before we start, let me call your attention to the disclaimer at the beginning of the presentation and which can be found in our most recent SEC filings.

Now, let's get started with "The Road Ahead for Imaging Radar."

Slide 4:

We are Arbe, the only 4D radar company in the market, and the only pure-play public company, traded on Nasdaq. We are driving the radar revolution, paving the way for fully autonomous driving.

Arbe is the first company to develop an imaging radar based on a proprietary chipset. Our chipset includes 3 chips: a transmitter, receiver, and our unique and dedicated radar processor. The processor enables us to process 10 times more information than any other radar processor chip, with lower power consumption at a lower price. On top of the radar, we also developed the first perception software that allows full free space mapping based on the radar alone, and with that we are leading the market towards an autonomous future.

We are 115 people, most in the R&D center in Tel Aviv. Our sales and customer support are in Germany, the US and China.

Our mission starts from safety. The first goal of our radar is to improve the safety of the entire vehicle system: to allow autonomous braking in any conditions, to enable safe adaptive cruise control, lane-change assist, and many other advanced features, scaling up with the industry's evolution towards full autonomous driving.

We have 30 customers from full design-ins to pre-production projects and companies that have purchased a low volume of units and will make decisions on scale in the coming quarters. Based on a subset of those clients, we expect more than 300 million dollars of revenue in 2025. We are targeting the next generation radar market, and expect radar to represent the largest total addressable market of any autonomous sensor, at around 11 billion dollars in 2025.

Slide 5:

Radar has had ups and downs in the automotive industry.

Starting about 15 years ago, there was a lot of hype about how radar was going to change the industry. Development focused mostly on blind spot detection and adaptive cruise control on one hand, and reducing the price on the other.

But by the time we founded Arbe, the general industry consensus was that radar had already achieved as much as it could. It was believed that LiDAR was more promising for advanced applications. However, as time went by, it became clear that achieving high performance LiDAR at a reasonable price was a fantasy. Further, LiDAR is unable to reach performance targets at necessary ranges, and does not function well in bad weather or when the sun shines directly on the sensor.

In the past few years, we are seeing a paradigm shift back to radar and a majority of OEMs are beginning to understand that imaging radar is the key for any kind of level 2+ and level 3 applications. We believe that in the next few quarters we will start to see announcements from the largest companies, choosing to base their major stack on Imaging Radar and camera.

Slide 6:

Imaging Radar is not an "improved radar," but a completely new sensor, as this chart illustrates. It delivers all the advantages of traditional radar, and enhances them with real, physical, high resolution in 4D. This allows our technology to support the development of perception algorithms, and to deliver much higher value to the industry.

We saw affirmation of our strategy a few months ago, when Intel Mobileye announced that by 2025 they will have exactly the same number of virtual radar channels on their radar. We intend to maintain that three year lead, and by 2025 we should already have our next gen product, but I do expect this market may become a two-horse race between Intel's solution and our solution.

Still, at the moment and for some time, we have the only ultra high resolution solution!

Slide 7:

Here you can see our 4D radar in action. A main mission of this radar is to build full free space mapping based on the radar data, meaning the car can see the entire environment, a full 360 degrees, as well as all of the stationary objects and all of the moving objects. It can define the range and the velocity of all of the objects around it, including stationary objects, which existing radars have always struggled to do. This is what enables the entire path planning, and eventually autonomous driving. This solution is based on our real, high resolution point cloud, and on top of that, our proprietary machine learning. This entire stack runs on our dedicated proprietary processor, Everest.

Slide 8:

Arbe is currently at the stage where we have a full working chipset, engineering samples, and radar sample that we designed to show the abilities of this radar, as well as several tier 1s building the full production version.

We received major announcements from big car companies who plan to adopt our technology. Recently BAIC, one of the largest car companies in China and one of Arbe's investors, announced that our sensor will be brought to the market by Hiraan, a Chinese tier 1, and will eventually be in every one of BAIC's level 2.5 and level 3 cars. AutoX, the leading robtaxi in China and one of the first movers in the United States, announced that all of their cars will use Arbe's radar -- an anticipated 400,000 units in the next 5 years. A few months ago, one of the top 5 car manufacturers selected Arbe and Valeo as a tier 1 for a pre-production project that will lead to design selection next year. Hyundai Mobis recently announced that they are conducting a large-scale pilot with Arbe's tech for level 2+ and level 3. Hyundai is also an investor in Arbe.

Finally, a new announcement that we haven't spoken about yet is that a very large, top 10 OEM has selected Arbe for AI-based radar technology for perception, which validates our strategy -- introducing perception based on radar.

Next year, we are targeting to win 8 customer contracts out of the 20 customers currently in advanced evaluation. If we succeed in obtaining these wins and our current designs, we expect to reach our 300 million dollar revenue goal for 2025.

Slide 9:

Tier 1s are a major part of Arbe's strategy. We are going to production through our Tier 1 partners and are currently shortlisted with 4 out of the leading 5 radar tier 1s in the US and Europe, and we expect at least 2 selections to come through the next quarters. Today, 4 major tier 1s are developing radar systems based on our technology.

2

Slide 10:

All of the industry is talking about a shortage of chips, so it's important to understand that one of Arbe's major advantages is our relationship with GlobalFoundries. We are one of the strategic customers of GlobalFoundries, and we are the first company to go production with chips that are automotive grade based on their 22 nm process. GlobalFoundries has committed to performing the qualification and characterization of Arbe's chipset, as well as the production line, and has taken full ownership of final chip testing and managing the supply chain. They are guaranteeing the supply we promised to our customers for the coming years. For as long as this silicon shortage lasts, we will have the capacity, we are here, and the larger issues with chip availability will not impact our business.

Slide 11:

Arbe's major strategic goal for 2022 is to go to production with our chips. This is an ambitious plan, supported by GlobalFoundries. We are confident we will reach that milestone. Our Tier 1s partners are following closely, and they are in the advanced stages of a plan to take a full radar model to production in parallel. In China, we will be in production by the end of Q4 as our tier 1s have announced, and in Europe and the US we believe it will be in the 2nd half of 2023.

Slide 12:

We are excited to report a solid quarter of continued operational, technological, and strategic progress. Our technology has us way ahead of the competition on performance, cost, quality and safety, to the point where we are being treated as a reference standard. We also consider our time to market advantage to be critical. Interest in imaging radar technology is steadily penetrating adjacent markets. Increasingly, adoption of next generation radar systems is becoming more obviously inevitable, and not just in the automotive industry.

We are deeply confident in our vision for this market. That confidence is not based on short-term markers like quarterly performance for the auto industry or even our own, which of course can vary. Our confidence isn't dependent on the macro environment; it won't be shaken if we don't win a particular customer. Our confidence is based on how everything we see and continue to verify -- both from the bottom up and from the top down perspectives -- points to a simple answer: High definition imaging radar is about to change the auto market, and then it is going to work its way into many other markets and change them as well. A revolution is coming, and we intend to maintain our place at its cutting edge. That's why we have confidence in our future.

Next up, we will hear an industry overview and Imaging radar market forecasts from Jabez Mendelson, an Industry Manager and market intelligence expert from Frost & Sullivan. Afterward, we will have our panel discussion, with experts from GM, Ghost, Qamcom, and our Q&A session.

3

Intro to Panel

Thanks so much, Jabez.

I'm now happy to kick off our roundtable discussion! With us today are:

Gonen Barkan - General Motors Radar Development Lead for retail autonomy programs

Dr. Matt Markel - VP Radar Systems, head of Radar Division at Ghost, formerly Radar Team Lead at Waymo

Johan Lassing - CEO of Qamcom, who implement radar in an array of applications beyond automotive And our very own **Ram Machness**, Chief business officer at Arbe

Welcome, panelists.

Intro to Q&A

Thank you to all our panelists.

It is now time for us to answer the questions our attendees have submitted. With me are: Katine Pinto-Flomenboim CFO at Arbe, and Ram Machness our Chief business officer. We received a massive amount of questions, so we will now focus on the key questions that were raised multiple times. The questions we're unable to address today will be answered via email.

Finish

Thank you all so much for your time. We would love to remain in touch -- please email us at investors@arberobotics.com with any questions, and if you are planning a trip to CES, come visit us and experience our innovation in action.

Thank you!

4

