



First Quarter 2025 Business Review



MAY 8, 2025

Cautionary statement regarding forward-looking statements

This presentation contains certain forward-looking statements within the meaning of the federal securities laws. All statements contained in this presentation that do not relate to matters of historical fact should be considered forward-looking statements, including but not limited to, those statements around our ability to achieve certain milestones around, and realize the potential benefits of, the development, manufacturing, scaling (including, but not limited to, the opening of new lanes, and the ability to operate in more diverse weather patterns), and commercialization of the Aurora Driver and related services, and on the timeframe we expect or at all; the expected performance of our business and potential opportunities with partners and customers (including, but not limited to, the continuing effectiveness of our Partner Success Program); the safety benefits of our technology and product; the regulatory environment for our business; our expected cash runway; and our ability to achieve certain financial milestones and on the expected timeframe. These statements are based on management's current assumptions and are neither promises nor guarantees, but involve known and unknown risks, uncertainties and other important factors that may cause our actual results, performance or achievements to be materially different from any future results, performance or achievements expressed or implied by the forward-looking statements. For factors that could cause actual results to differ materially from the forward-looking statements in this presentation, please see the risks and uncertainties identified under the heading "Risk Factors" section of Aurora Innovation Inc.'s ("Aurora") Annual Report on Form 10-K for the year ended December 31, 2024, filed with the SEC on February 14, 2025, and other documents filed by Aurora from time to time with the SEC, which are accessible on the SEC website at www.sec.gov.

Additional information will also be set forth in our Quarterly Report on Form 10-Q for the quarter ended March 31, 2025. All forward-looking statements reflect our beliefs and assumptions only as of the date of this presentation. Aurora undertakes no obligation to update forward-looking statements to reflect future events or circumstances.

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This presentation also contains estimates and forecasts based on our internal sources. This information may be based on many assumptions and limitations, and you are cautioned not to give undue weight to such information. Aurora's projected uses of cash is based upon assumptions including research and development and general and administrative activities, as well as capital expenses and working capital. Aurora does not undertake to update such data after the date of this presentation.

Driverless trucks are on the road, operating commercially. Autonomous freight is no longer just a vision. It's a reality and it's powered by the Aurora Driver.



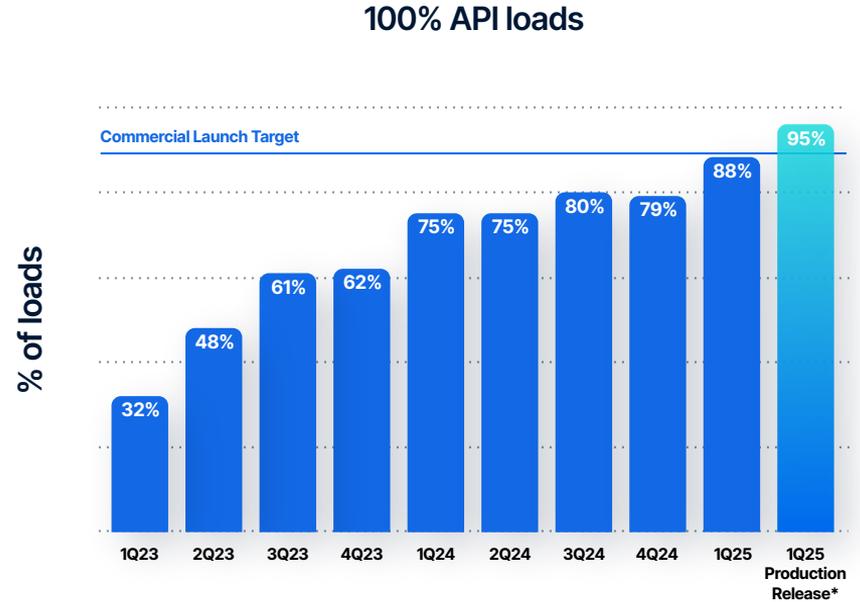
Hyperlapse of an Aurora Driver-powered truck autonomously hauling freight between Dallas and Houston.

To commence driverless operations, we closed the Dallas to Houston Safety Case

Autonomy Readiness Measure (ARM)



Prior to launch, we exceeded our 100% Autonomy Performance Indicator (API) loads Commercial Launch target



We began driverless commercial deliveries for Uber Freight between Dallas and Houston



“When Uber Freight and Aurora came together more than four years ago, we set out to transform the future of logistics — and today, that future is here. Moving autonomous commercial freight without anyone behind the wheel is a historic step forward in our mission to build a smarter and more efficient supply chain, and one we’re proud to lead alongside Aurora.”

-Lior Ron, Founder and CEO, Uber Freight

Uber Freight

We began driverless commercial deliveries for Hirschbach between Dallas and Houston



"Aurora's transparent, safety-focused approach to delivering autonomous technology has always given me confidence they're doing this the right way. Transforming an old school industry like trucking is never easy, but we can't ignore the safety and efficiency benefits this technology can deliver. Autonomous trucks aren't just going to help grow our business — they're also going to give our drivers better lives by handling the lengthier and less desirable routes."

-Richard Stocking, President and CEO, Hirschbach Motor Lines



This is the Aurora Driver — a solution with superhuman capabilities that we believe will redefine logistics



Here, we see a compilation of challenging real-world scenarios. In low light, it detects a pedestrian running across the highway using its fusion of cameras, radar, and proprietary FirstLight Lidar, which prevented a potentially catastrophic outcome. Driving into intense sun glare, it maintains control where human drivers and cameras would falter. A high-speed motorcycle approaches from behind at night, and the Aurora Driver tracks it seamlessly. When approaching an accident scene in which lane markings are unclear, the system confidently navigates forward. And in the event of an incident, sensor data provides a clear, verifiable record, removing ambiguity for all stakeholders.

Our focus now turns to proving the promise of the technology, increasing the value of our product for our customers, and ultimately becoming an essential partner in the freight industry



**Prove
promise**



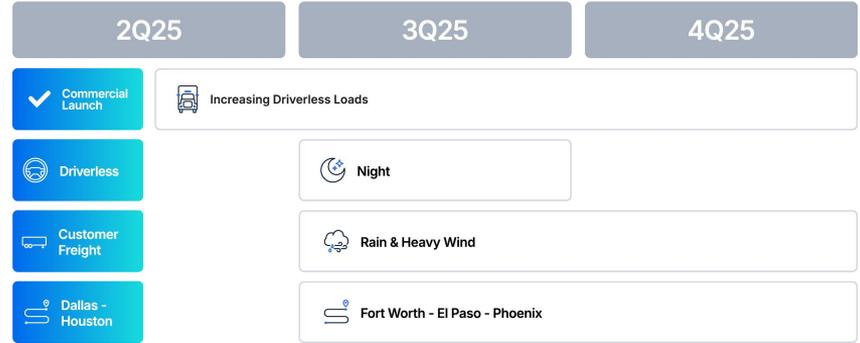
**Increase
value**



**Become
essential**

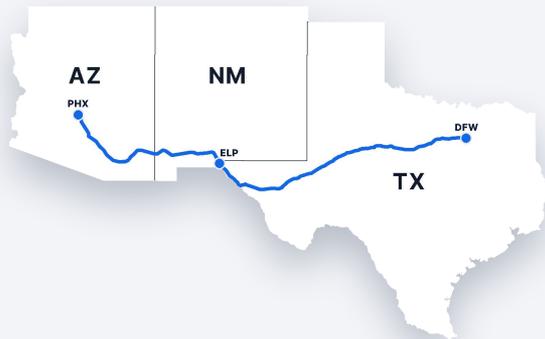
We are introducing the Aurora Driver with a crawl, walk, run approach to prove the promise of our technology and in 2H25 we will focus on increasing value for our customers

2025 Product Roadmap



- Expanding our product capabilities to include validated night driving and operation in adverse weather conditions, including rainy conditions and heavy wind
- Beginning our lane expansion strategy with driverless operations on the Fort Worth to El Paso lane, with further extension to Phoenix

To support our lane expansion strategy, we've extended our Fort Worth to El Paso pilot with Werner to Phoenix — opening a 1,000+ mile autonomous lane



The lane between Fort Worth and Phoenix spans over 1,000 miles and requires more than 15 hours of continuous driving to traverse. This exceeds the 11-hour federal hours-of-service limitation for traditional drivers, resulting in slower freight and underutilized trucks given required rest periods. The Aurora Driver has the potential to significantly reduce transit times, cutting multi-day hauls like this in half.

"At Werner, autonomous trucking is an integral part of our vision for the future, complementing planned growth in our fleet. Working with Aurora, we now have another capability to safely and reliably transport freight along some of the most vital lanes in our network. We are excited for the extended miles being added on the Fort Worth to Phoenix segment. As this transformative technology continues to expand, we are excited to see it help define enhanced logistics solutions."

-Chad Dittberner, Senior Vice President Van and Expedited Division, Werner Enterprises

Cumulative to-date 9/23/21 through 5/7/25, we have autonomously delivered:

(DRIVERLESS AND UNDER THE SUPERVISION OF VEHICLE OPERATORS)

11,000+

COMMERCIAL LOADS

ACROSS

3M+

MILES

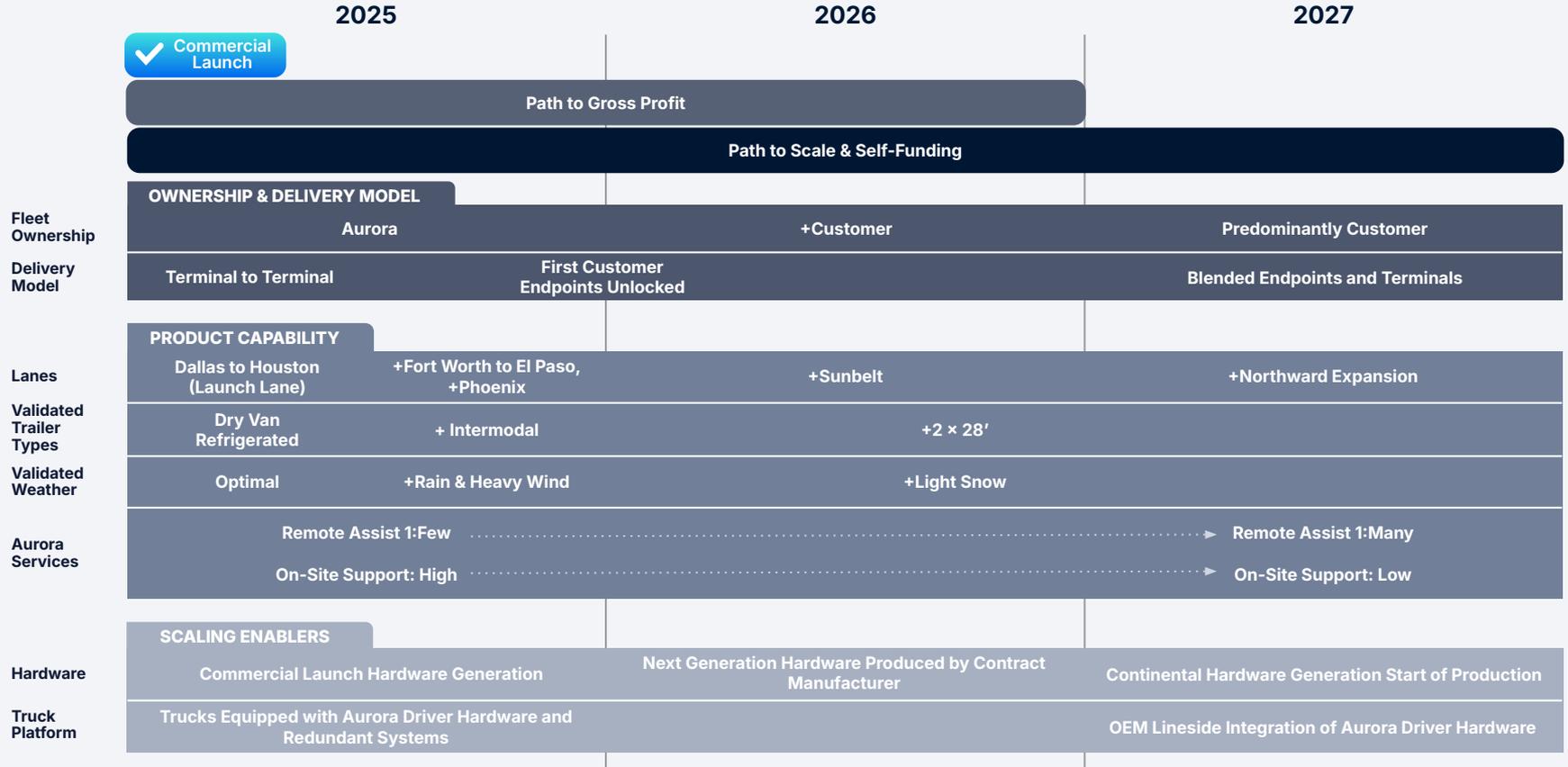
NEARLY

100%

ON-TIME

(AURORA-CONTROLLED RATE)

Aurora Driver Indicative Roadmap to Scale



First Quarter 2025 Summary Financial Results

(\$ in millions)

March 31, 2025

Cash and cash equivalents, and short-term investments

\$1,159

(\$ in millions)

Quarter Ended
March 31, 2025

Year Ended
December 31, 2024

Operating expenses:

Research and development

\$182

\$676

Selling, general and administrative

\$29

\$110

Total operating expenses

\$211

\$786

Net cash used in operating activities

\$142

\$611

Capital expenditures

\$8

\$34

An aerial, top-down view of a truck. The truck has a white trailer and a dark-colored cab. The truck is parked on a light-colored, textured surface, possibly concrete or asphalt. The word "Appendix" is overlaid in white text on the side of the white trailer.

Appendix

Additional detail regarding our on-road autonomy performance indicator

We believe the key to developing autonomous technology for safe, commercial operation is through robust development, testing, and validation through both simulation and on-road driving. As we have said previously, we believe there are significant limitations to the data that on-road driving can provide for autonomous development and validation. Therefore, on-road driving performance alone did not determine when we launched.

The Aurora Driver's autonomy performance indicator is one way we have tracked progress of our technology. We believe this measure has also helped the investment community track our progress, as we worked toward achieving our launch bar of a closed Safety Case for our commercial launch lane.

The Aurora Driver's autonomy performance indicator is reflected as a percentage of total commercially-representative miles driven over the quarter, that incorporates three components:

- Miles driven during the quarter that did not require support, with support meaning assistance via a local vehicle operator or other on-site support
- Miles driven in autonomy with remote input from Aurora Beacon
- Miles where the vehicle received support but where it is determined, through internal analysis including simulation, that the support received was not required by the Aurora Driver

There is judgment involved in using internal analysis to determine whether or not support was necessary. This indicator was not our bar for launch and we did not anticipate that it would be 100%, even at launch because certain situations (e.g. flat tires) will always require on-site support.

We fundamentally believe it's important to build and maintain a strong safety culture, and we believe that this step of conducting an internal analysis furthers this culture. In turn, our vehicle operators are empowered to intervene in the autonomous system without fear of reprisal, including how such support would affect perceived performance.



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