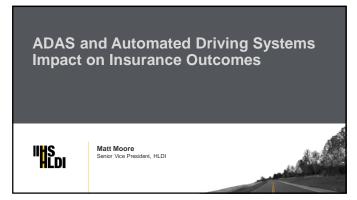
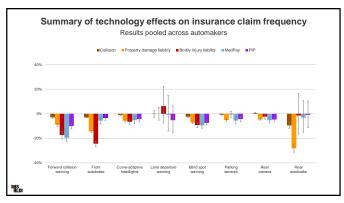
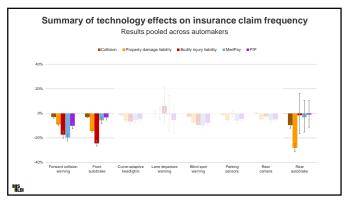
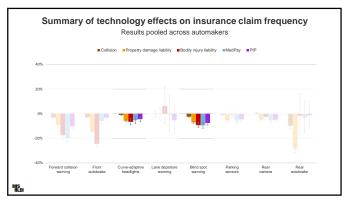


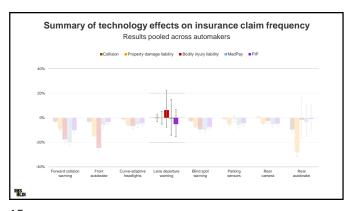
DISCUSSION J.D. POWER

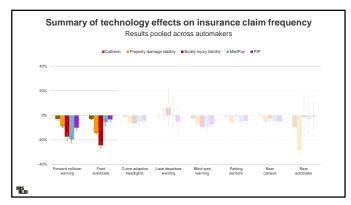


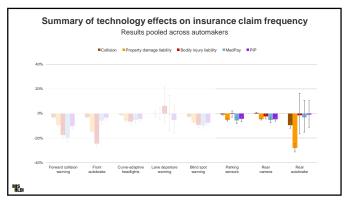


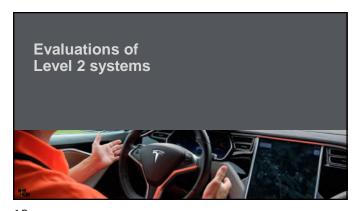


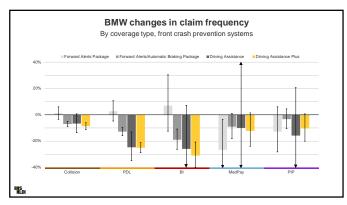


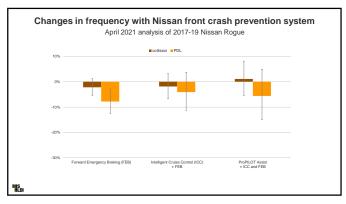


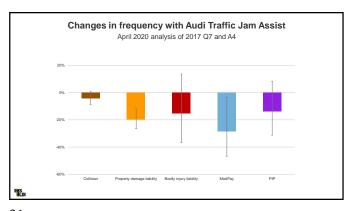














Cadillac Super Cruise



SUPPORT FUNCTIONALITY CADILLAC CONNECTED SERVICES ±

Super Cruise functionality is enabled by a data connection for real-time, precise positioning and periodic Super Cruise, you must have an active and engible Codifice Connected Surgices Plan Super Cruise vehicles are also connected for OnStar* Emergency Services. *So Emergency-Certified OnStar Advisors can assist drivers should they become nonresponsive while Super Cruise is active.

All Super Cruise-equipped vehicles include 3 years of connectivity to support functionality, after which a Connected <u>Services[®] plan</u> must be purchased.

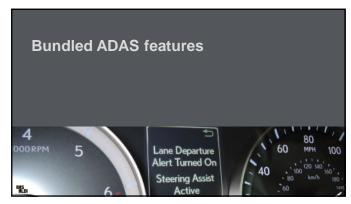
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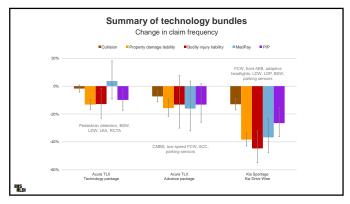
Ford BlueCruise

- Hands-free driving on prequalified divided highways
- ► One-time cost of \$600 for 3 years
- Additional charges after 3 years
- Available starting with these vehicles: 2021 F-150 2021 Mustang Mach-E

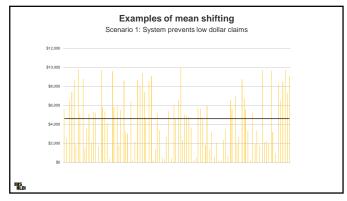


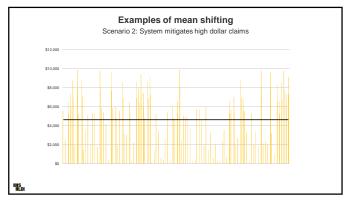
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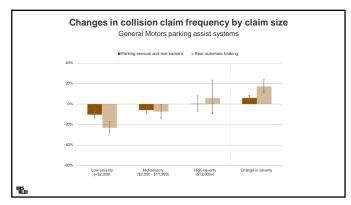


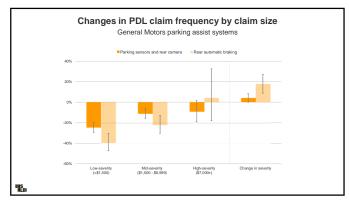


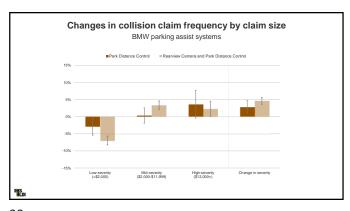


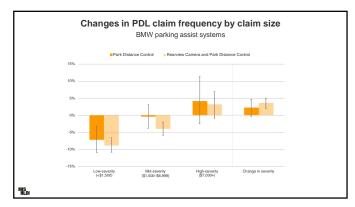




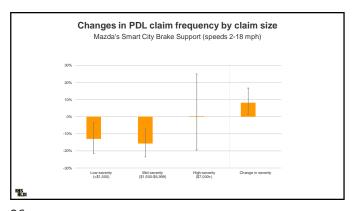


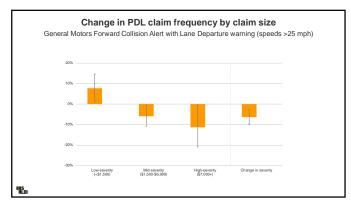


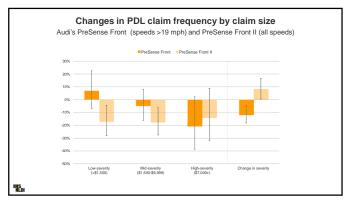




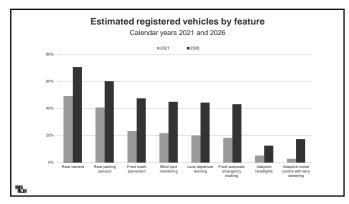






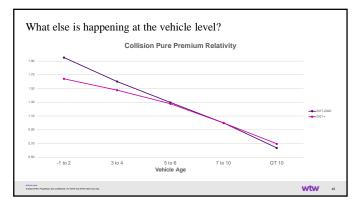


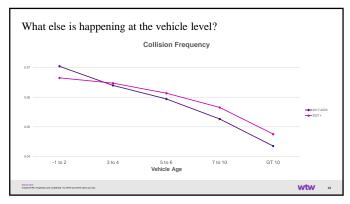


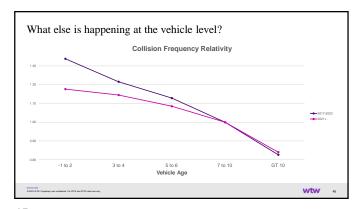


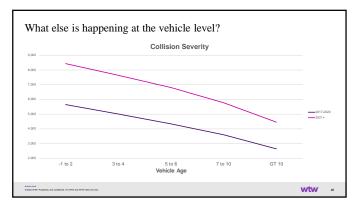


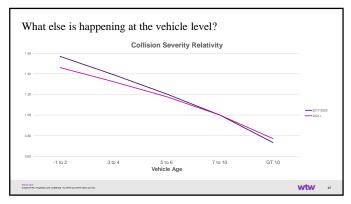




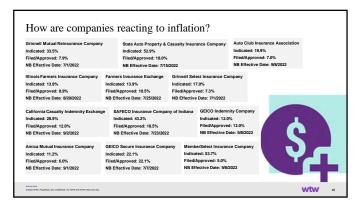








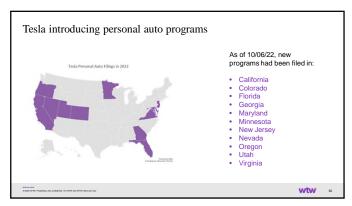
State : Minr	f Rate Changes by Group nesota iness: Private Passenger Auto							
Rank	Company	Market Share 2021	Rate Change 2017	Rate Change 2018	Rate Change 2019	Rate Change 2020	Rate Change 2021	Rate Change 2022
1	State Farm Group	22%	4%	-5%	-4%	-8%	3%	13%
2	Progressive Group	21%	-2%	-2%	-2%	-5%	7%	18%
3	American Family Insurance Group	11%	5%	11%	9%	2%	-1%	5%
4	Farmers Insurance Group	6%	4%	5%	3%	5%	0%	119
5	Alistate Insurance Group	5%	3%	3%	5%	1%	-2%	59
6	Berkshire Hathaway Group	5%	5%	10%	0%	0%	3%	09
7	Liberty Mutual Group	4%	5%	6%	1%	0%	6%	59
8	Auto-Owners Group	4%	-1%	1%	0%	1%	-2%	09
9	United Services Automobile Association Group	4%	2%	3%	3%	3%	-1%	79
10	Travelers Group	3%	9%	3%	4%	0%	4%	09
	Top 10 Groups	83%	3%	1%	1%	-3%	3%	109
2. Top 10 Average 3. Calendar Year i 4. Report Date:10 5. Rate change do "Data Source: Na Copyright © 2022,	ned based on 2021 Direct Witten Persistent (sources NEUT Riggs 14, breds), here Charge seen 2012 Desct Witten Persistent (sources NEUT Riggs 14, breds), Justin Persistent (sources Direct Riggs 16, breds), as a proportion (AUZZ). Publised Riggs entered on we save shaftings, core through, 91,920, as not brickeds for Residual Mexicos. Land Control (Sources Commissioners, by permission. The NACI- SEP Closed Market Indiagnose. All Rights Reserved.	ine(s) 19.1, 19.2, if Direct Earned Pr 12	emiums (source NA			ı.		

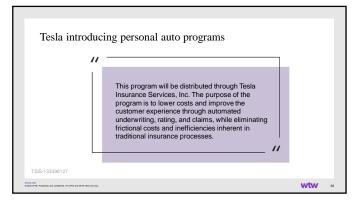


<u>Pattern</u>	Description
Vehicle Technology Pattern 1	Adaptive Cruise Control with Lane Keeping; Rear Collision Mitigation; Distance Pacing Cruise Control Stop/Go; Distance Pacing Cruise Control; or Forward Collision Mitigation
Vehicle Technology Pattern 2	Evasion Assist; Auto Park Sensor; Rear Collision Avoidance; Active Lane Departure; or Active Blind Spot
Vehicle Technology Pattern 3	Cornering Lights; Adaptive Cruise Control; Driver Alertness; or Forward Collision Warning
Vehicle Technology Pattern 4	Front Camera; Left Camera; Right Camera; Front and Rear Camera; Front and Rear Surround Camera Backup Alam; Front and Rear Parking Sensor; Blindspot Sensor; Lane Departure Warming; Front and Rear Sensor and Camera; Rear Sensor; Rear Camera; or Rear Sensor and Camera
Vehicle Technology Pattern 5	Any Brake Assist technology
Vehicle Technology Pattern 6	Any Adaptive Cruise Control technology
Vehicle Technology Pattern 7	Any Adaptive Headlights technology
Vehicle Technology Pattern 8	Any Forward Collision technology
Vehicle Technology Pattern 9	Any Rear Camera technology
Vehicle Technology Pattern 10	Any Parking Sensor technology

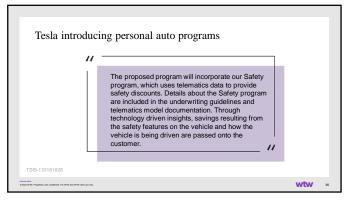
How are companies reacting to vehicle changes?

Interactions between vehicle class, vehicle size, and driver age
Interaction between vehicle price, number of operators, number of vehicles
Interaction between vehicle class, turbo charged, pattern 2, and pattern 3
Interaction between vehicle count, engine cylinders, pattern 6, and power to weight ratio
Patterns 9, 10, 4, 5, age of youngest driver





3 Group 4 Physic	Rate tory Factor p Rate Factor	x								
3 Group 4 Physic			x	×	x	×	×	×	×	×
4 Physic	p Rate Factor	×	1	×	*	×	x	*		
		×	×	×	×	×	×	×	×	×
5 Vehicl	ical Damage Rate Symbol Factor				x	×				
	de Age Factor	×	2	×	x	×				
	ased Limit Factor	*	×	×			×	×		×
7 Dedu	ctible Factor				×	×				
8 Defen	nsive Driving Course Discount	×	×	×		×				
	ly Factor*	×	×	×	x	×	×	×	×	×
0 Mieas	ige Factor	×	2	×	×	×	×	×	×	×
	pilot/FSD Discount	*	×	×	*	×	×	×	×	×
2 Multi-l	-Car Discount	×	×	×	×	*	*	×	×	×
3 Premi	nium by Coverage (Multiply steps 1 to 12)									
4 All Co	overage Premium (Sum of By-Coverage premium)									
5 Total	Premium (Sum steps 14)									
bes:										
	nd each step to the nearest cent.									
	onthly premium increase or decrease due to Safety Factor cha	nos will be cannot	at 50% cm	the unbirle	lessed					
	ional GAP coverage selected, GAP base rate = collision or cor					actor from	misoellaneous	coverage par	on.	
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Tesla introducing personal auto programs

Autopilot/FSD Discount Vehicles equipped with an autonomous feature option will be eligible for credits based on the level of autonomy of the vehicle. Available level definitions are available below:

Level 3 — The tirlivitngemædésepeciós þydfordamobyrbýskirinkrinkyritykskipleetsfof d**issádyrusyfekitjállafskijkinfskijeitskisinfskijdytjánskallackilkinjuskalajorgitárhtásen bitrimgn dlápischlátinah kiljánjalajátánákinnákyrjátípanaltuláhtahlangajátátjátítári kilajátjátátásnadjasetst** thrente prenhedrively perfaining laspeatising the peyote of the intimataisk driving task.

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Tesla introducing personal auto programs

Autopilot/FSD Discount Vehicles equipped with an autonomous feature option will be eligible for credits based on the level of autonomy of the vehicle. Available level definitions are available below:

Level 5 – The full-lime performance by an automated driving system of all aspects of the dynamic driving task under all roadway and environmental conditions that can be managed by a human driver.

- rusuway and environmental conditions that can be managed by a human driver.

 Level 4 The driving mode-specific performance by an automated driving system of all aspects of the dynamic driving task, even if a human driver does not respond appropriately to a request to intervene.

 Level 3 The driving mode-specific performance by an automated driving system of all aspects of the dynamic driving task with the expectation that the human driver will respond appropriately to a request to intervene.

 Level 2 The driving mode-specific execution by one or more driver assistance systems of both steering and acceleration/deceleration using information about the driving environment and with the expectation that the human driver perform all remaining aspects of the dynamic driving task. Level 1 — The driving mode-specific execution by a driver assistance system of either steering or acceleration/deceleration using information about the driving environment and with the expectation that the human driver perform all remaining aspects of the dynamic driving task.
- Level 0 The full-time performance by the human driver of all aspects of the dynamic driving task, even when enhanced by warning or intervention systems.



