SCHAEFFLER

"Mobility for tomorrow"

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Munich

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The material contained in this presentation reflects current legislation and the business and financial affairs of Schaeffler Group which are subject to change and audit.

Agenda

1 Highlights 2013	*K. Rosenfeld*
2 "Mobility for tomorrow"	*Prof. Dr P. Gutzmer*
3 Results FY 2013	*K. Rosenfeld*

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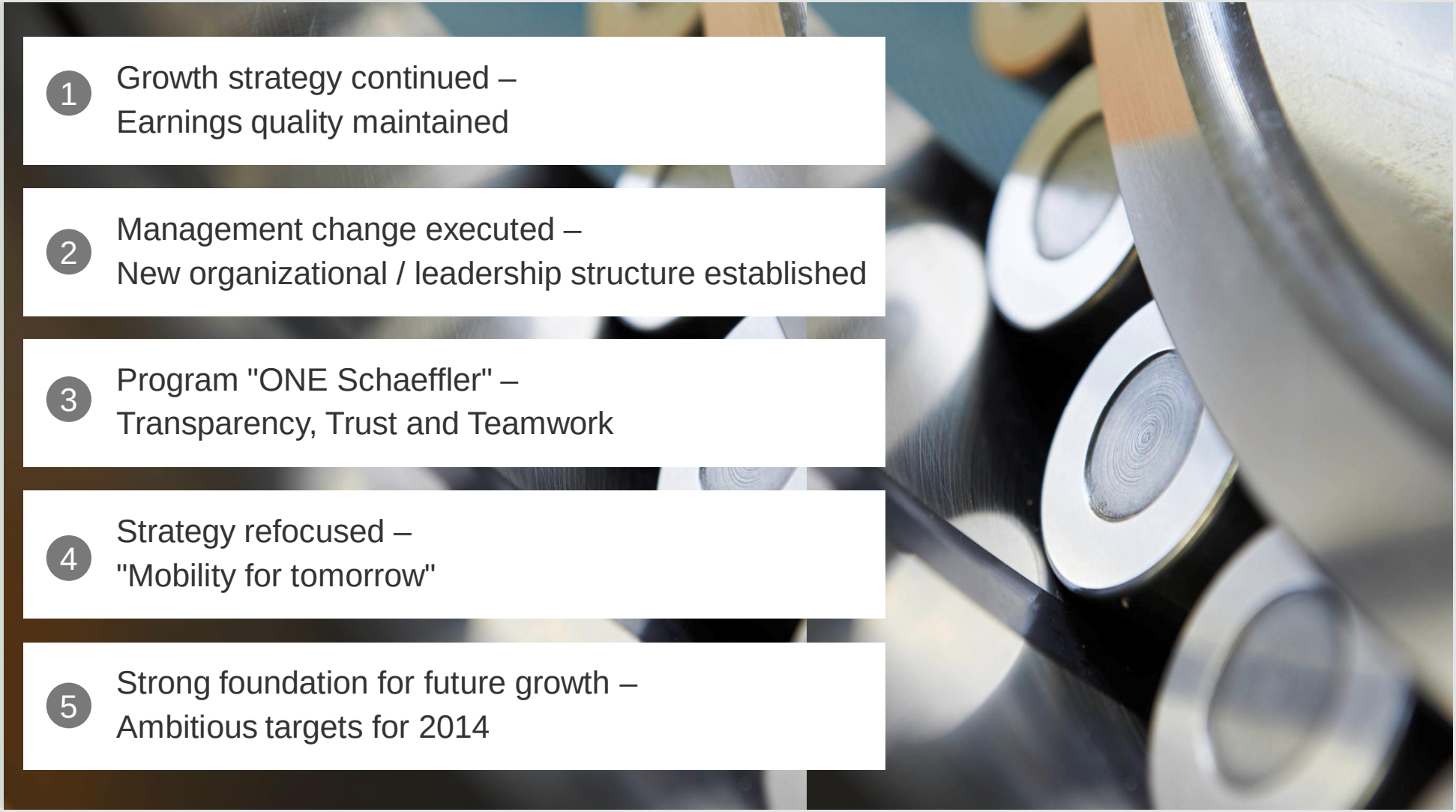
2013 – An eventful year



1. Growth strategy continued –
   Earnings quality maintained
2. Management change executed –
   New organizational / leadership structure established
3. Program "ONE Schaeffler" –
   Transparency, Trust and Teamwork
4. Strategy refocused –
   "Mobility for tomorrow"
5. Strong foundation for future growth –
   Ambitious targets for 2014

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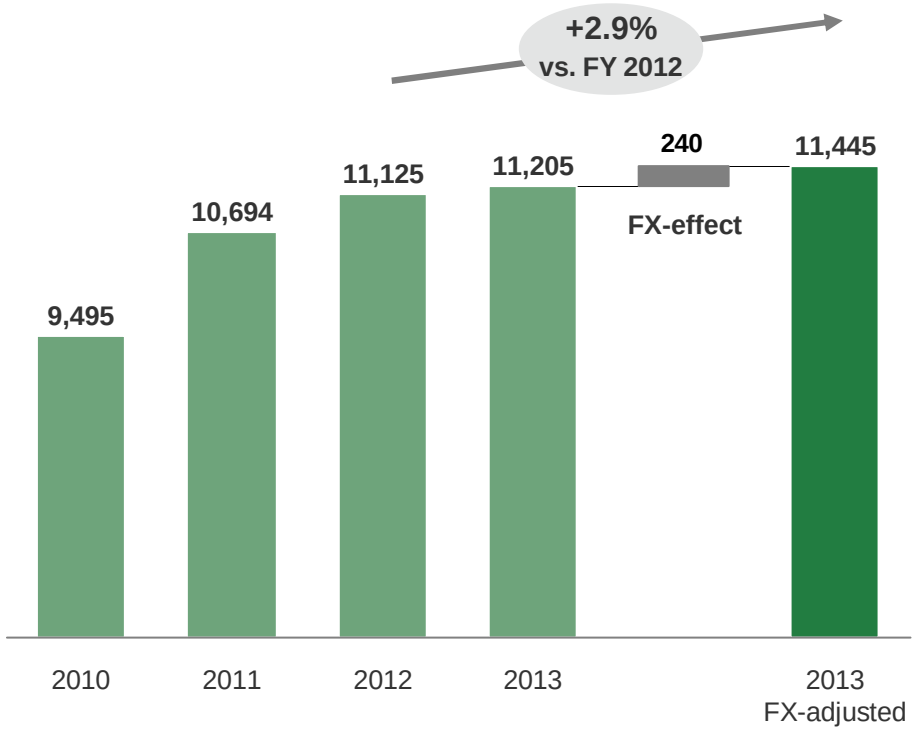
1 Growth strategy continued – Automotive growth +8.6%[1)]

Sales Schaeffler Group

in EUR mn

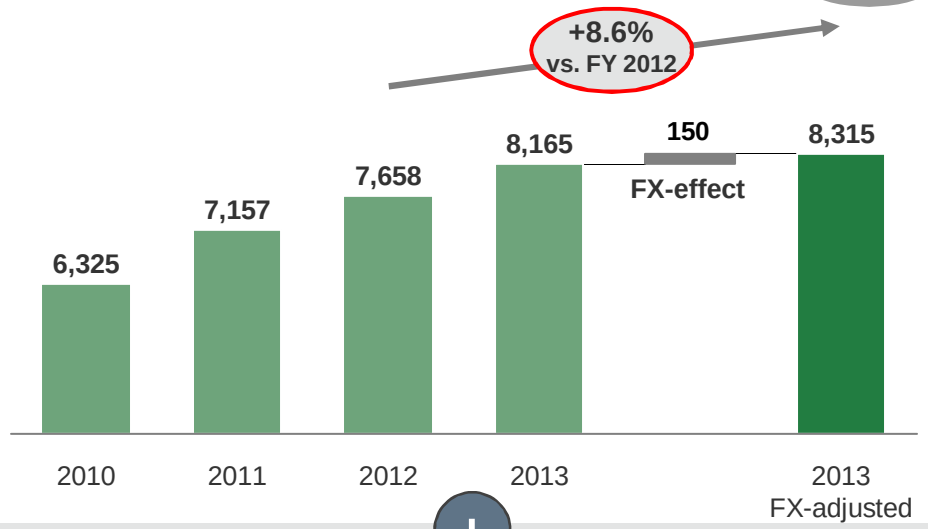


1) FX-adjusted

Sales Automotive

Share of total sales ~73%

in EUR mn

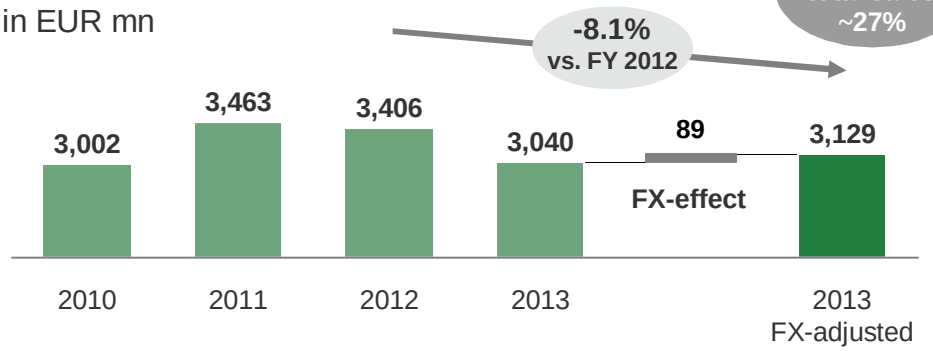


+

Sales Industrial

Share of total sales ~27%

in EUR mn



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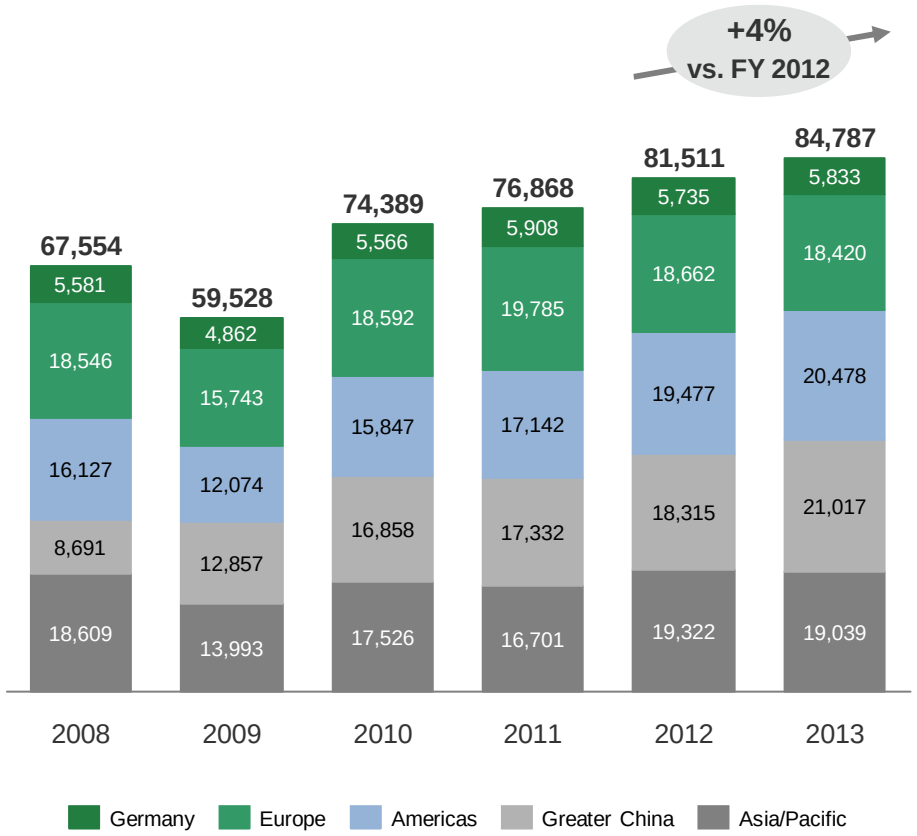
1 Above market growth – Increasing content per vehicle

Light Vehicle Production[1)]

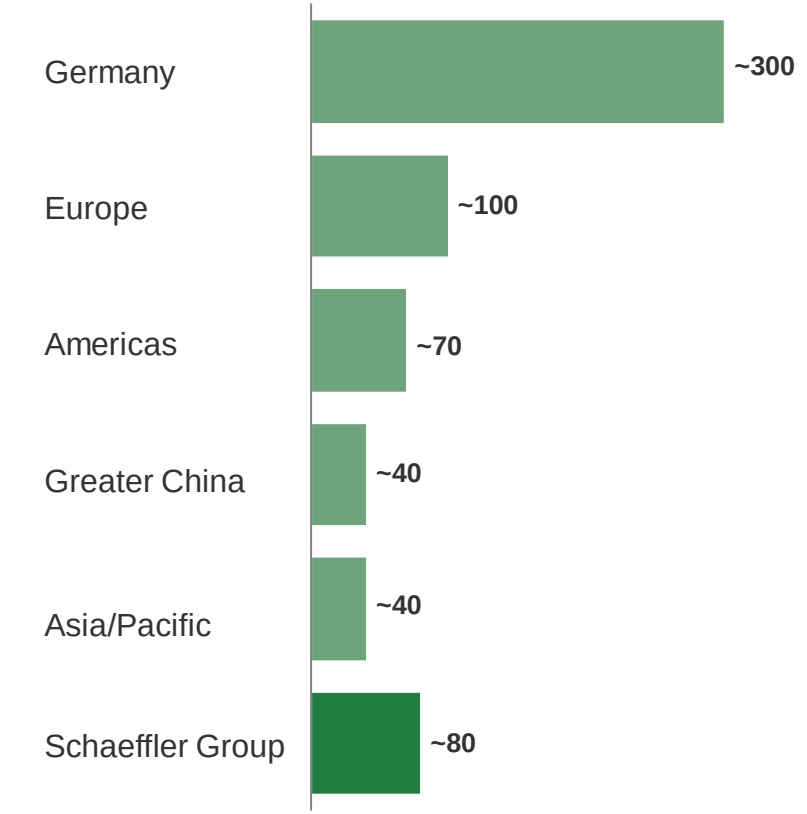
in '000 units



1) Source: IHS as of March 5, 2014

Content per Vehicle[1)]

in EUR per vehicle



1) Indicative calculation with average figures based on Automotive sales per region and total production of light vehicles per region as per IHS figures; value diverges depending on vehicle size / category

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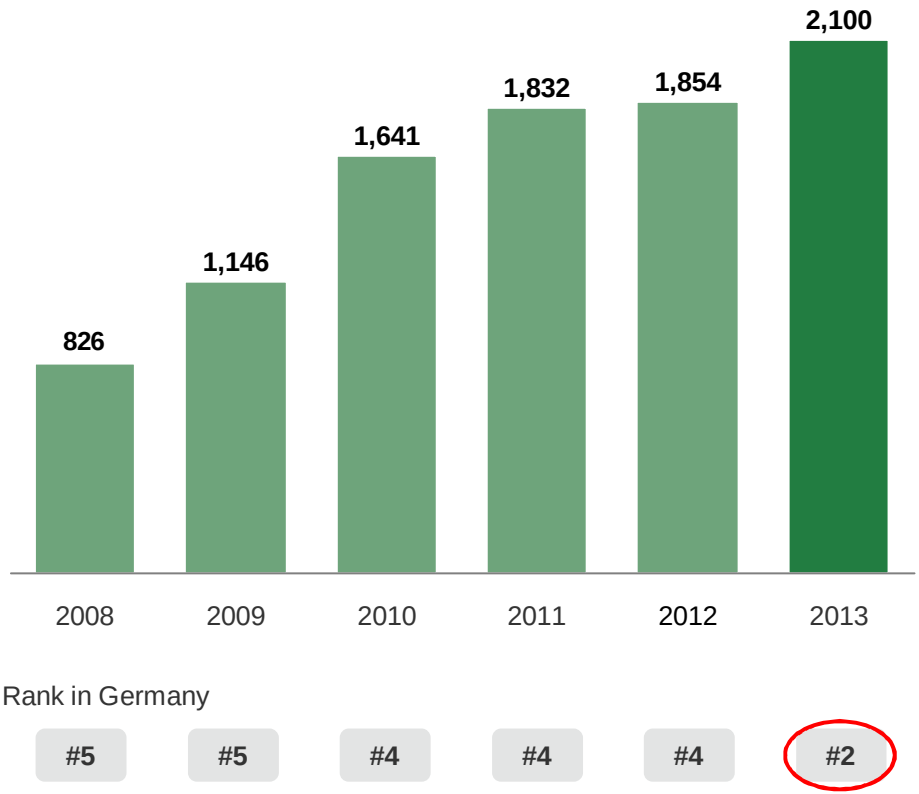
1 Our key success factors – Quality, Innovation and Technology

Number of patent registrations in Germany[1)]



1) Source: Deutsches Patent- und Markenamt (DPMA)

Key aspects

- 2,100 new patents in 2013
- Schaeffler is ranked as the No. 2 most innovative company in Germany (Ranking in 2012: No. 4)
- Share of new inventions outside Germany is increasing

Schaeffler Group –
An integrated technology group with first class quality, innovation strength and global reach

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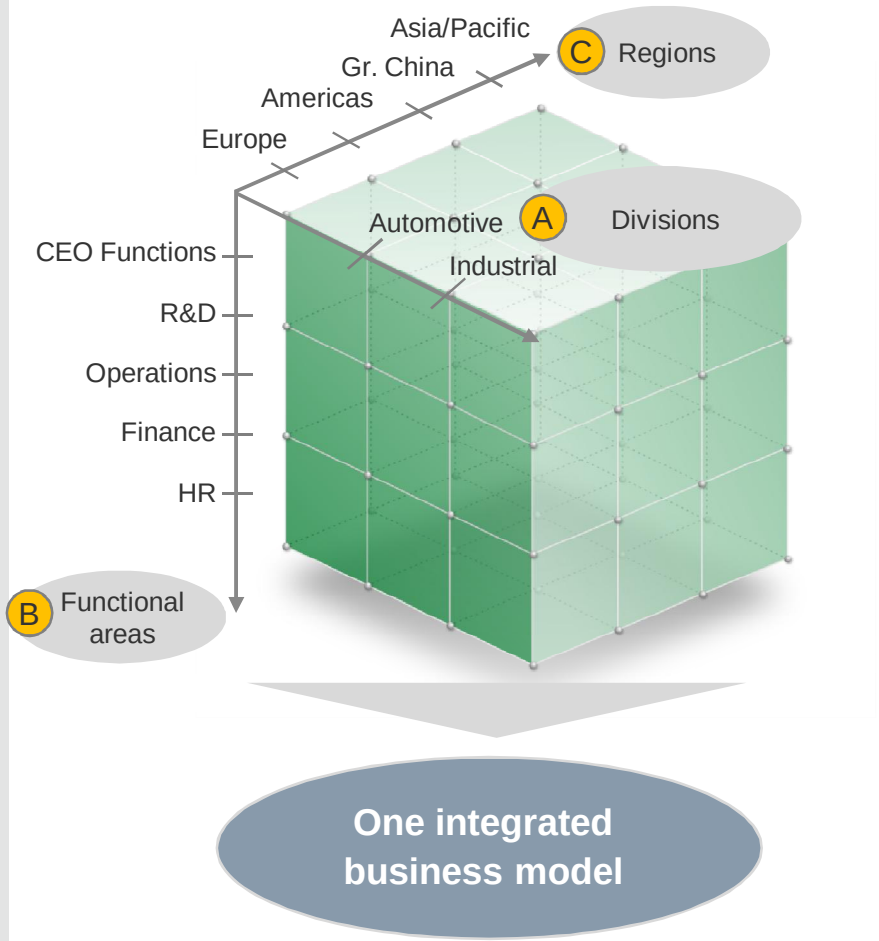
2 New organizational and leadership structure – "Structure follows strategy"

3-dimensional matrix



Key aspects

- New organizational and leadership structure introduced in November 2013
- Streamlined matrix organization with three dimensions

  A 2 Divisions and 6 Business Divisions
  B 5 Functions
  C 4 Regions

- Structure aligned with long-term growth strategy and integrated business model
- High degree of implementation achieved

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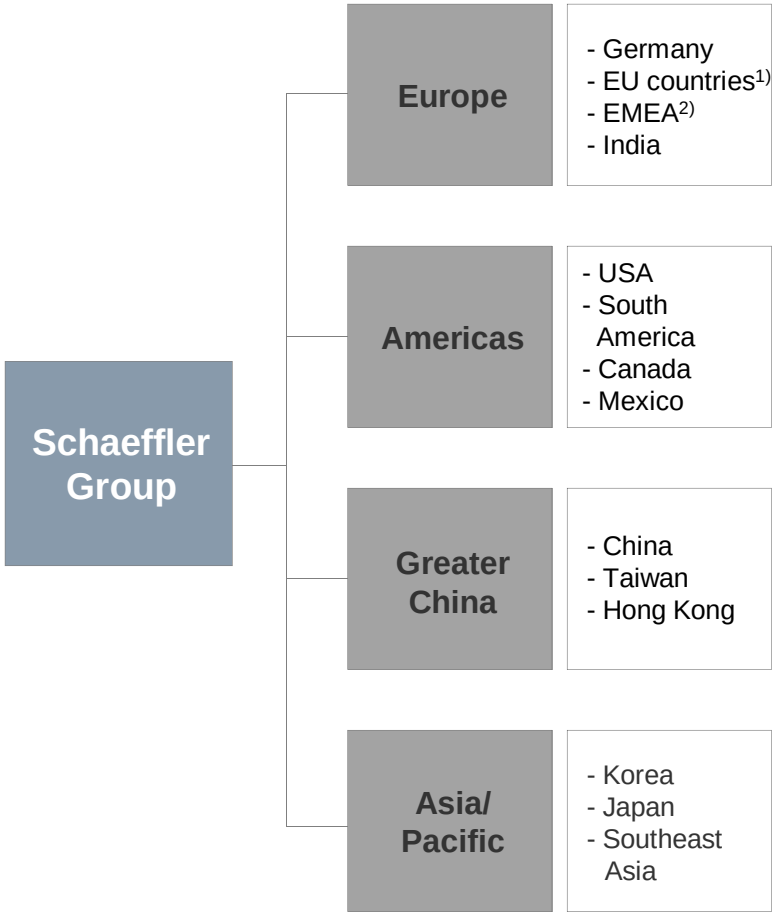
2 New regional Structure – 4 regions with Regional CEOs

Regional structure

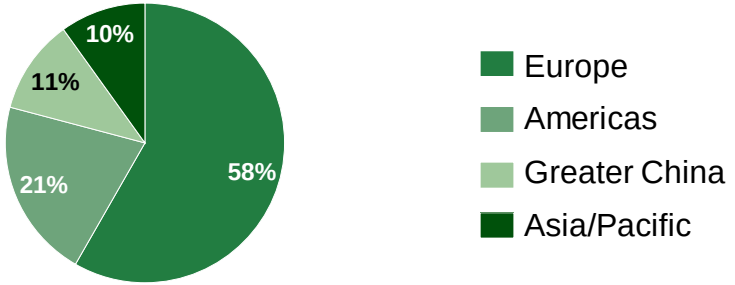


1) Western. Southern and Eastern Europe 2) Russia. Middle East and Africa

Key aspects

- "Greater China" becomes a new region; Japan, Korea, and Southeast Asia form the new region "Asia/Pacific"
- Region "Europe" includes Germany, EU countries[1)], EMEA[2)], and India
- North America and South America are integrated into new region "Americas"
- All regions are led by Regional CEOs

Sales by region



Total sales 2013: EUR 11,205 mn

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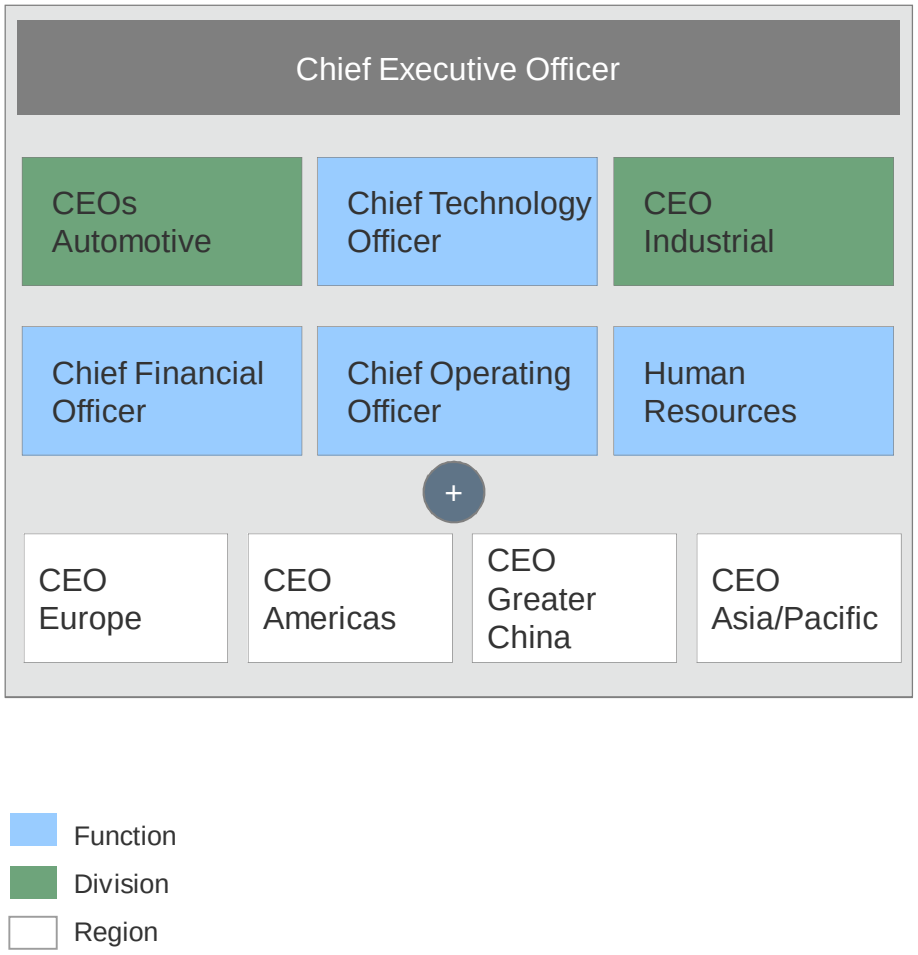
2 New leadership structure – One integrated team

New Executive Board setup



Key aspects

- New leadership structure integrates all three dimensions of the organizational structure
- The new extended Executive Board comprises 7 board members plus 4 Regional CEOs
- Group-wide roles and responsibilities globally aligned and streamlined
- Experienced leadership team with combined 183 years of service at Schaeffler Group

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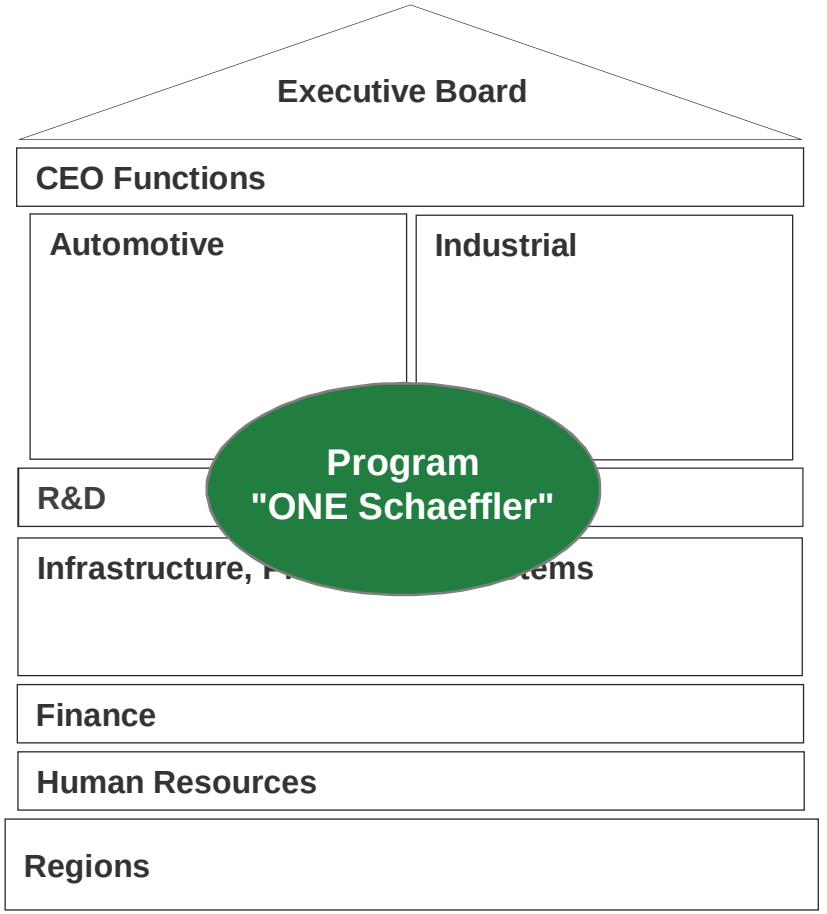
3 Three key focus areas – Program "ONE Schaeffler"

3 key focus areas

1. Performance
2. Structure
3. Leadership

The 'House of Schaeffler'



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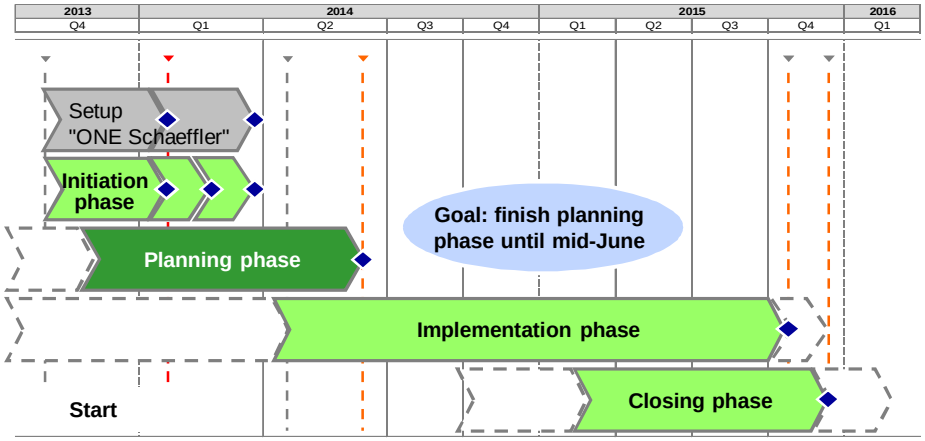
3 Program "ONE Schaeffler" – 20 key initiatives

20 Initiatives

Program "ONE Schaeffler"	Priority
1 Governance & Organization	A
2 Compliance Management System	A
3 Footprint SEA	C
4 Business Portfolio Automotive	C
5 Long-term positioning AAM 2020	C
6 Bearing Technology	C
7 Business Portfolio Industrial	A
8 European Distribution Center	B
9 R&D Efficiency and Global Footprint	A
10 Schaeffler Production System	B
11 Schaeffler Logistics	B
12 Schaeffler Purchasing	C
13 Integrated Planning	B
14 Business Process Management	B
15 IT Strategy 2020	C
16 Cost Allocation Initiative	A
17 Intercompany Processes	A
18 Global Reporting	B
19 Global Talent Management	B
20 One Schaeffler India	B

Key aspects

- Clear prioritization of initiatives
- Full commitment by the Executive Board
- Program to be implemented by end of 2015
- Strict project management with 4 phases



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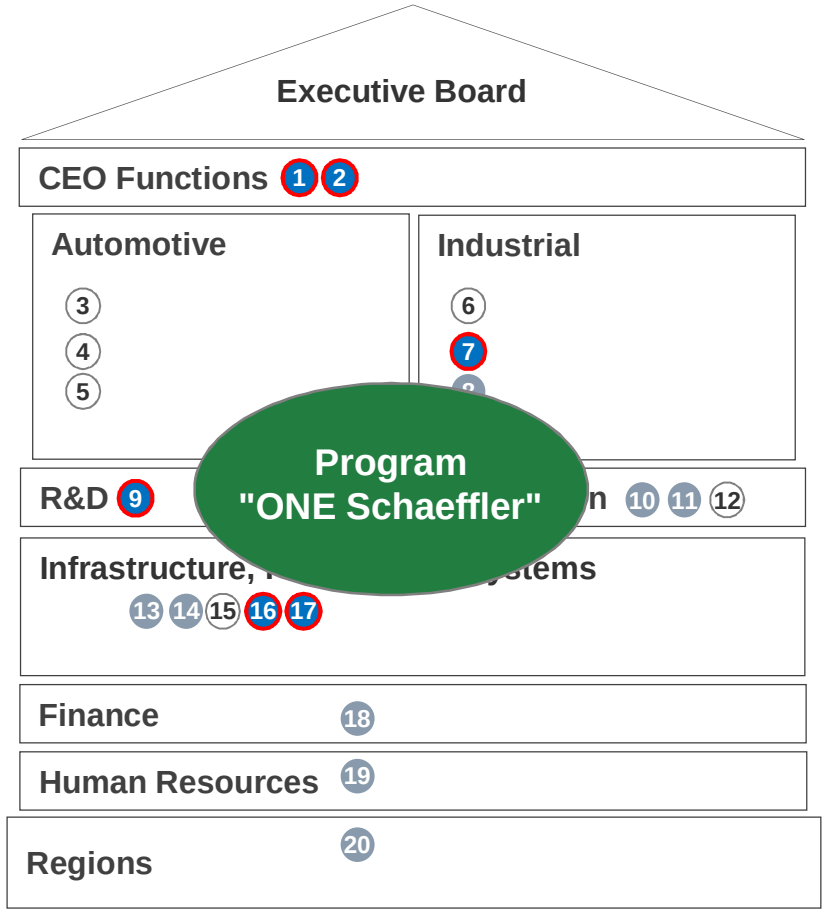
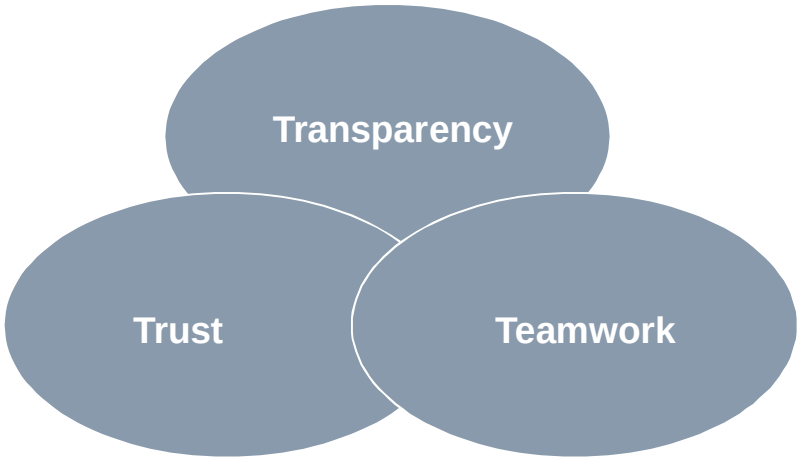
3 Program "ONE Schaeffler" – Development of leadership culture

Schaeffler initiatives portfolio



Main aspects



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4 Strategy refocused – "Mobility for tomorrow"

Key mega trends

Society trends
- Urbanization
- Population growth

Technology trends
- Increasing complexity
- Digitalization

Environmental trends
- Renewable energies
- Availability of resources

Economic trends
- Globalization
- Affordability

4 focus areas

1 Environmentally friendly drives

Urban mobility 2

"Mobility for tomorrow"

3 Interurban mobility

Energy chain 4

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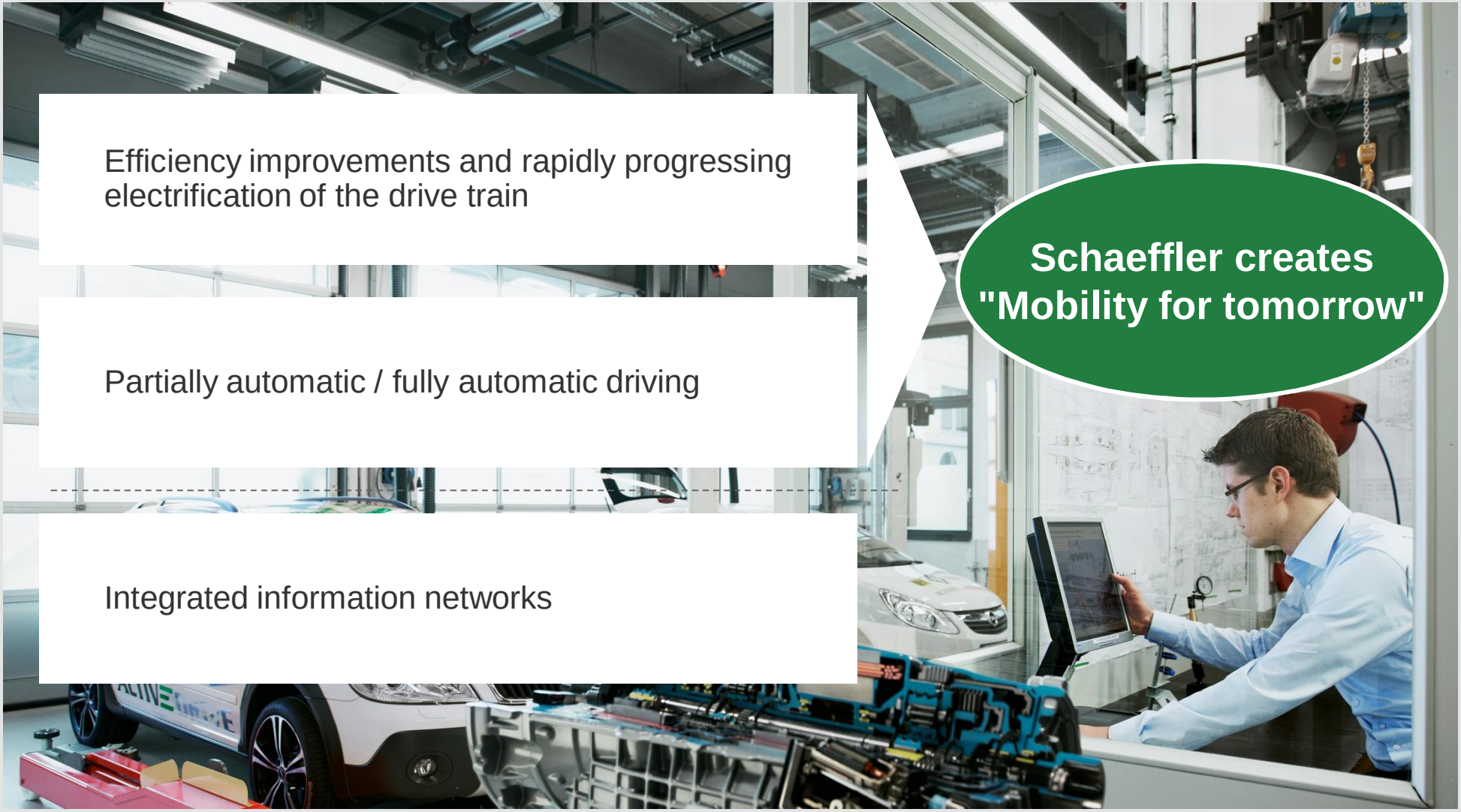
Paradigm shift in the automotive industry



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1 Environmentally friendly drives

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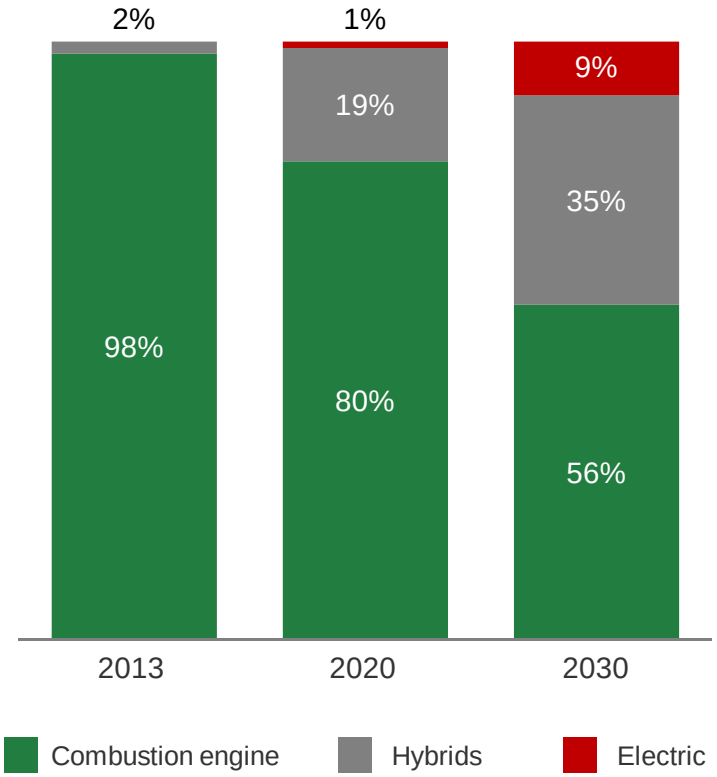
Combustion engine remains dominant but will be further electrified

Powertrain concepts

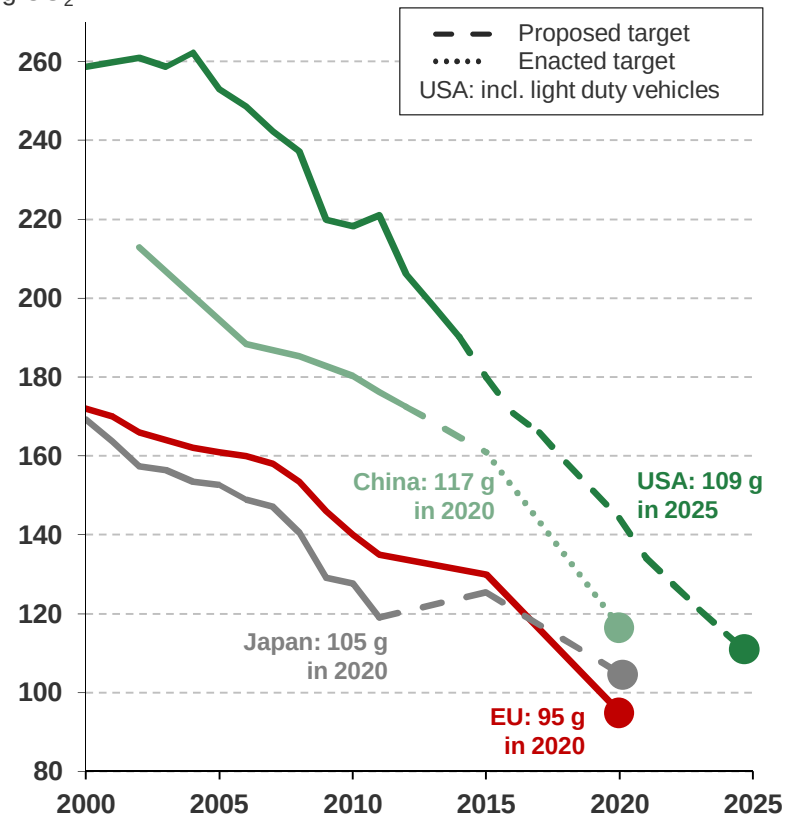
Light vehicle production



Source: University of Duisburg-Essen, 2012

CO_2 legislation worldwide

Light vehicles
in g CO_2



Source: icct, 2013

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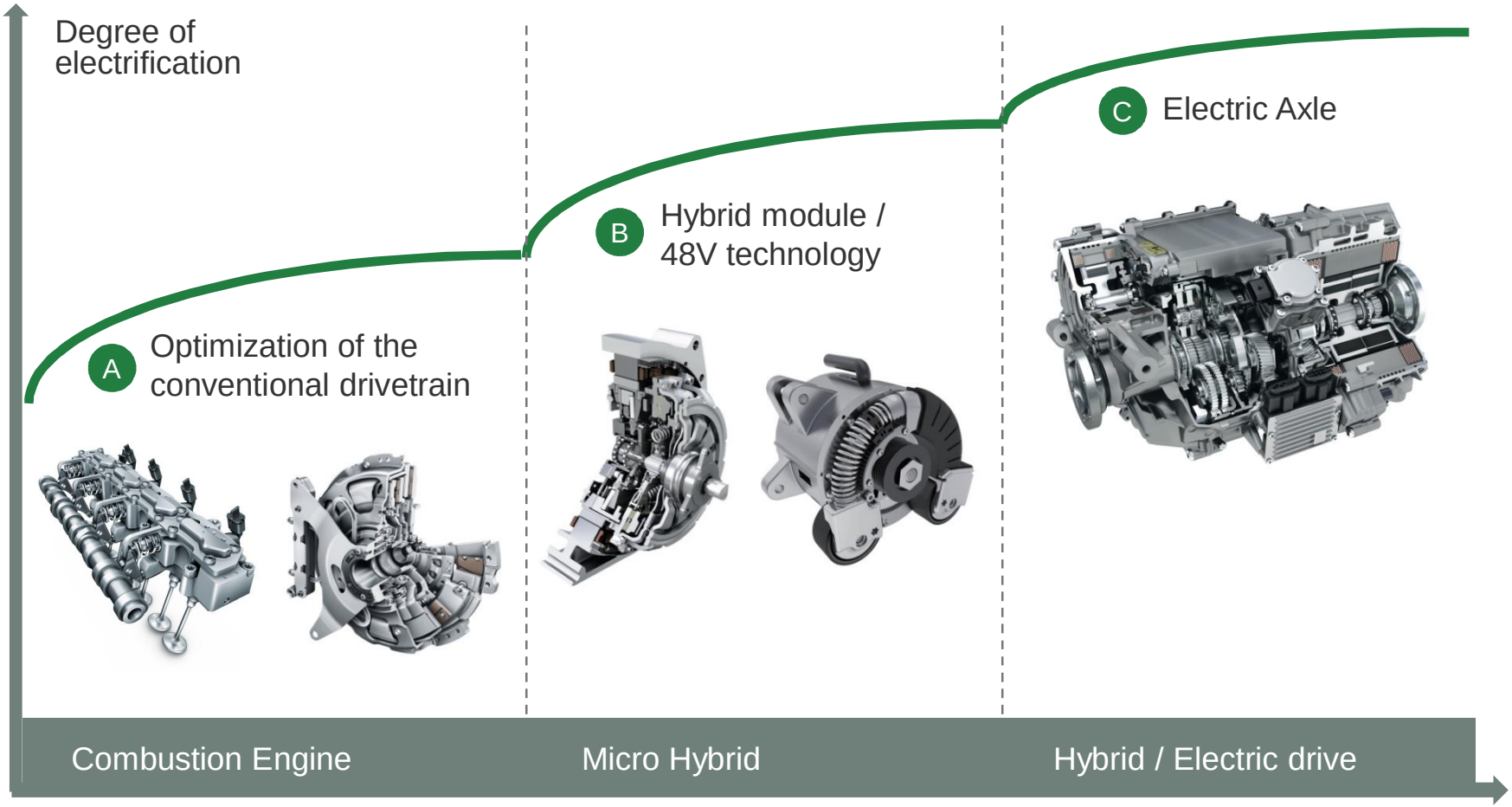
Schaeffler provides solutions for all main future mobility concepts



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Market specific concepts to fulfill regional legislation requirements

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Meeting stringent US emission targets of 2020 already today

Efficient Future Mobility –
Schaeffler North America Demonstration Vehicle

- Developed in North America for market-specific demands and customer requirements
- Schaeffler shows solutions for optimizing North American combustion engines and drive trains
- Additional fuel savings potential up to 15%

Fuel reduction in %

Technology	City	Highway
Belt Drive Friction Optimization	1.0	1.0
Valve Train Friction Optimization	0.5	0.5
Balance Shaft Bearings	0.6	1.0
Thermal Management Module	1.0	1.0
Adaptive Grill Shutters	0.2	0.8
Engine Start-Stop	6.0	2.0
AWD Disconnect	2.0	6.0
Wheel Bearings Optimization	0.5	1.0
TC with Centrifugal Pendulum-type Absorber	3.0	1.0
Total:	~15	~14

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Newest concept car Conti/Schaeffler shows further fuel saving potential

Gasoline Technology Car

- Ford Focus, 1.0l 3-Zylinder, turbo charger, 92 kW, 114 g/km CO_2, Start/Stop, EU5
- Mild Hybridization 48V BSA, thermal management module, coated tappets, decoupling belt tensioner, optimized turbo charger, engine control unit, injection system, heated catalyst, low-pressure EGR, hydr. clutch actuator, DMF with centrifugal pendulum absorber
- Fuel savings potential ~15% (aim ~17%: 95 g/km) and emission reduction EU6c

Fuel reduction in % (simulation according to NEDC)

Measure	Reduction
Start/stop 20 km/h	1.1
Recuperation	2.6
Torque repartition	0.8
Dedicated braking pedal	0.5
Free gear selection	5.4
External exhaust gas recirculation (EGR)	2.0
Electric heatable catalyst	2.0
Thermal management module (real simulation)	1.0
Total	~15

Emission reduction

In addition to fuel savings, emission reduction (NMHC, NO_x, CO, PM) was achieved to comply with the guideline EU6c.

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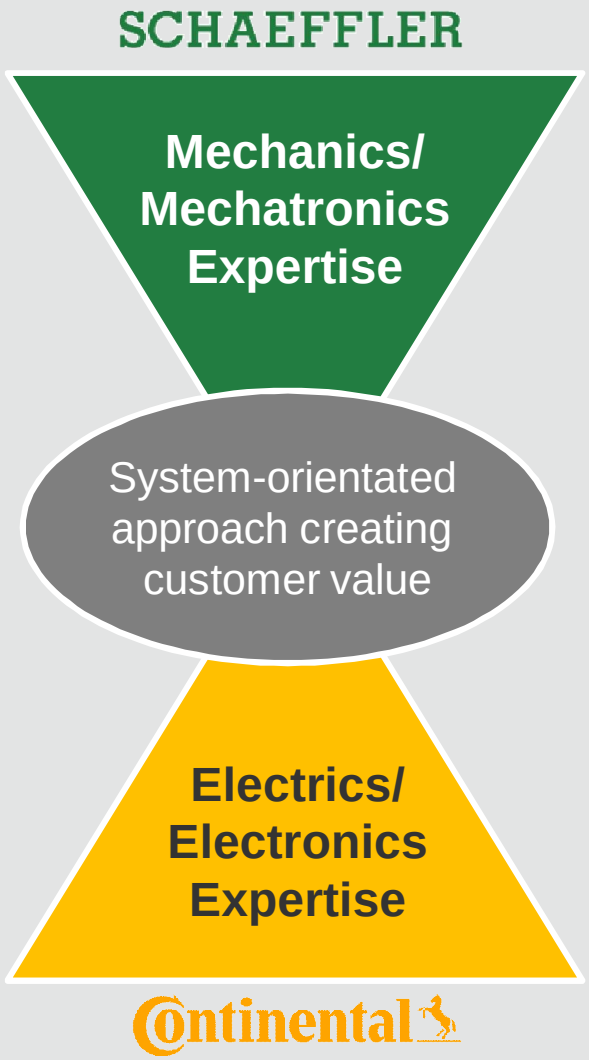
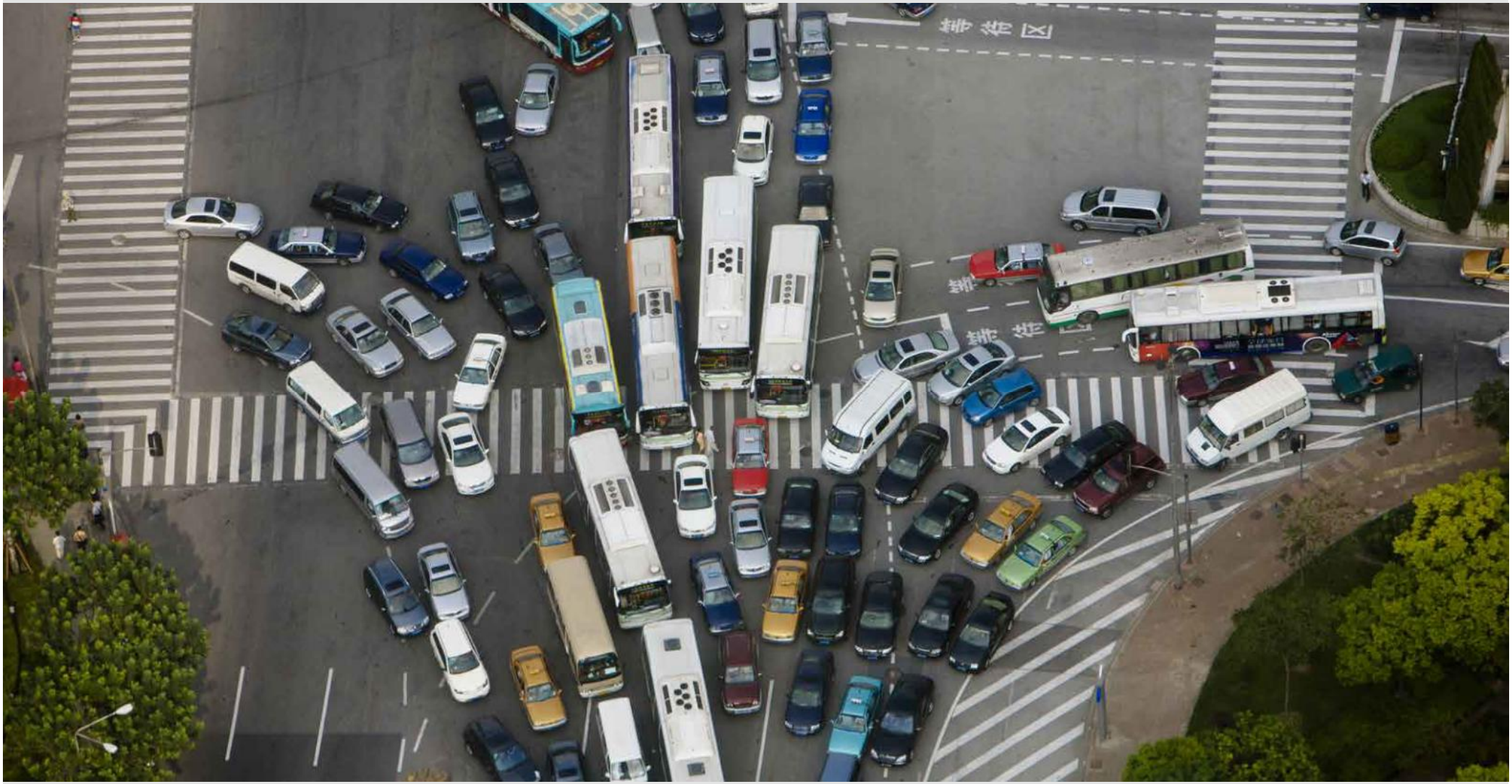
Successful cooperation with Continental adding value for our customers

Product Development	**Transmission Systems** ▪ Hybrid Double Clutch Transmission ▪ Mechatronics for Drivetrain Actuation **Engine Systems** ▪ Electric Cam Phasing Systems ▪ Turbo Charger **Chassis Systems** ▪ Anti Roll Stabilizer **Hybridization** ▪ Electric Axle Drives
Advanced Development	**Automotive Concepts** ▪ Gasoline Technology Car ▪ Diesel Eco Drive **Industrial Concepts** ▪ Initiative "Farming 2025"
Research	**eMobility** ▪ Wheel Hub Drive



2 Urban Mobility



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Urbanization megatrend changes urban mobility needs

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New concepts for urban mobility needs

Strong focus on electric mobility in China

E-bikes and e-scooters

Schaeffler employees in China using e-bikes and e-scooters

- Openness towards new technologies
- Increasing income
- Pursuit of individual mobility
- Around 20-30 million e-bikes and e-scooters are sold each year in China

New Energy Vehicles (NEVs)

- NEVs are defined as fully electric or hybrid vehicles on four wheels
- Subsidies for Battery Electric Vehicles (150 km range) and Hybrid Electric Vehicles (50 km range)
- Minimum speed requirement: 100 km/h

E-Wheel Drive

Schaeffler innovation

Electric motor, power electronics, brake, and cooling system are installed inside the wheel rim

Concept vehicle Ford Fiesta eWheelDrive

Driving systems especially for urban use

- Space-saving vehicle concept
- Increased maneuverability and safety

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3 Interurban Mobility

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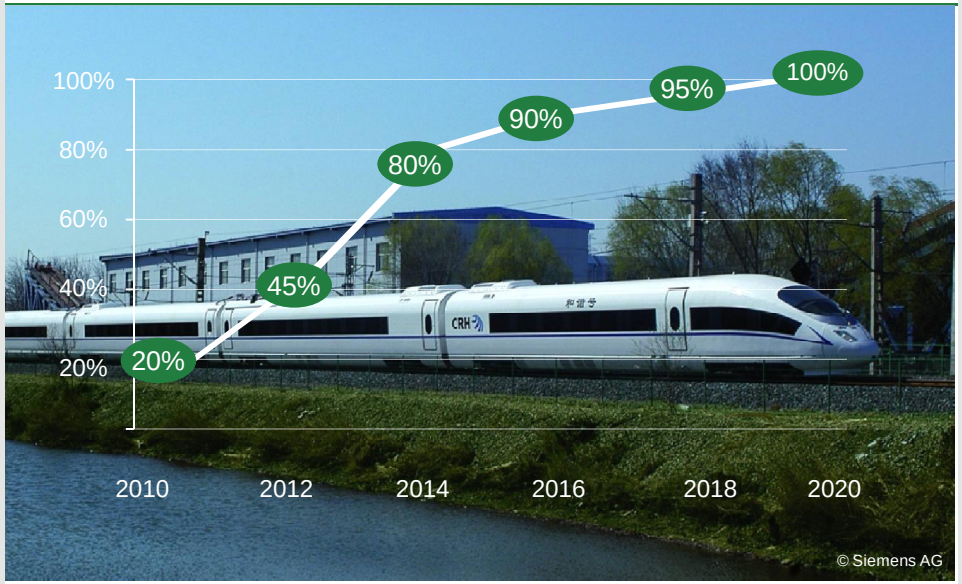
Key technology partner for high speed trains

Chinese cities connected by high-speed trains



Source: Morgan Stanley Research (May 15, 2011):
China High-Speed Rail; On the Economist Fast Track

- More than 250 Chinese cities and regions with a total population of about 700 million will be connected by 2020
- The China high-speed rail system will span 30,000 kilometers and will mobilize 4 billion travelers per year
- At peak speed, the high-speed rail grid can support speeds of 350 km/h

Schaeffler solutions

Schaeffler test rigs for railway axlebox bearings, Schweinfurt, DE and Anting, CN

Mechatronic functions in axlebox bearings:
the integrated wheelset generator allows energy for freight transport to be supplied and includes a monitoring system for freight trains

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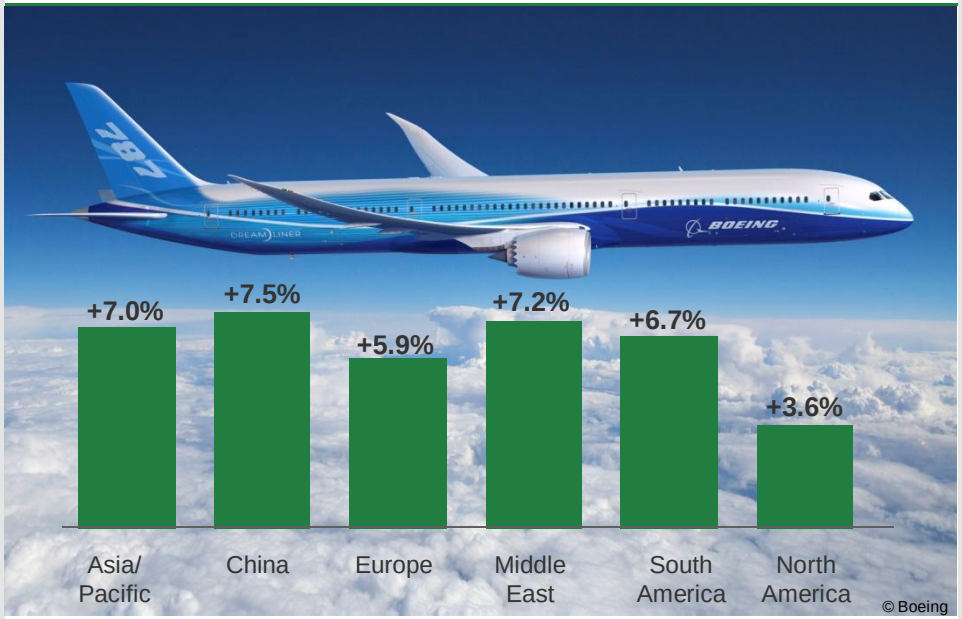
High precision components for the aerospace industry

Air traffic growth until 2030

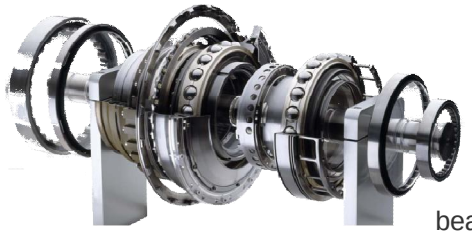


Source: Boing (2011): Boeing Commercial Airplanes, Estimated Growth Rates p.a., Market Outlook 2011-2030

- Air traffic will significantly grow in the next 15 years
- High growth rates in the Asia/Pacific region and China
- Schaeffler expects to over-proportionally benefit from market growth

Schaeffler solutions

Assembly of aerospace bearings in Schweinfurt, Germany



Main shaft and gearbox bearings, e.g. for Airbus A380

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4 Energy chain

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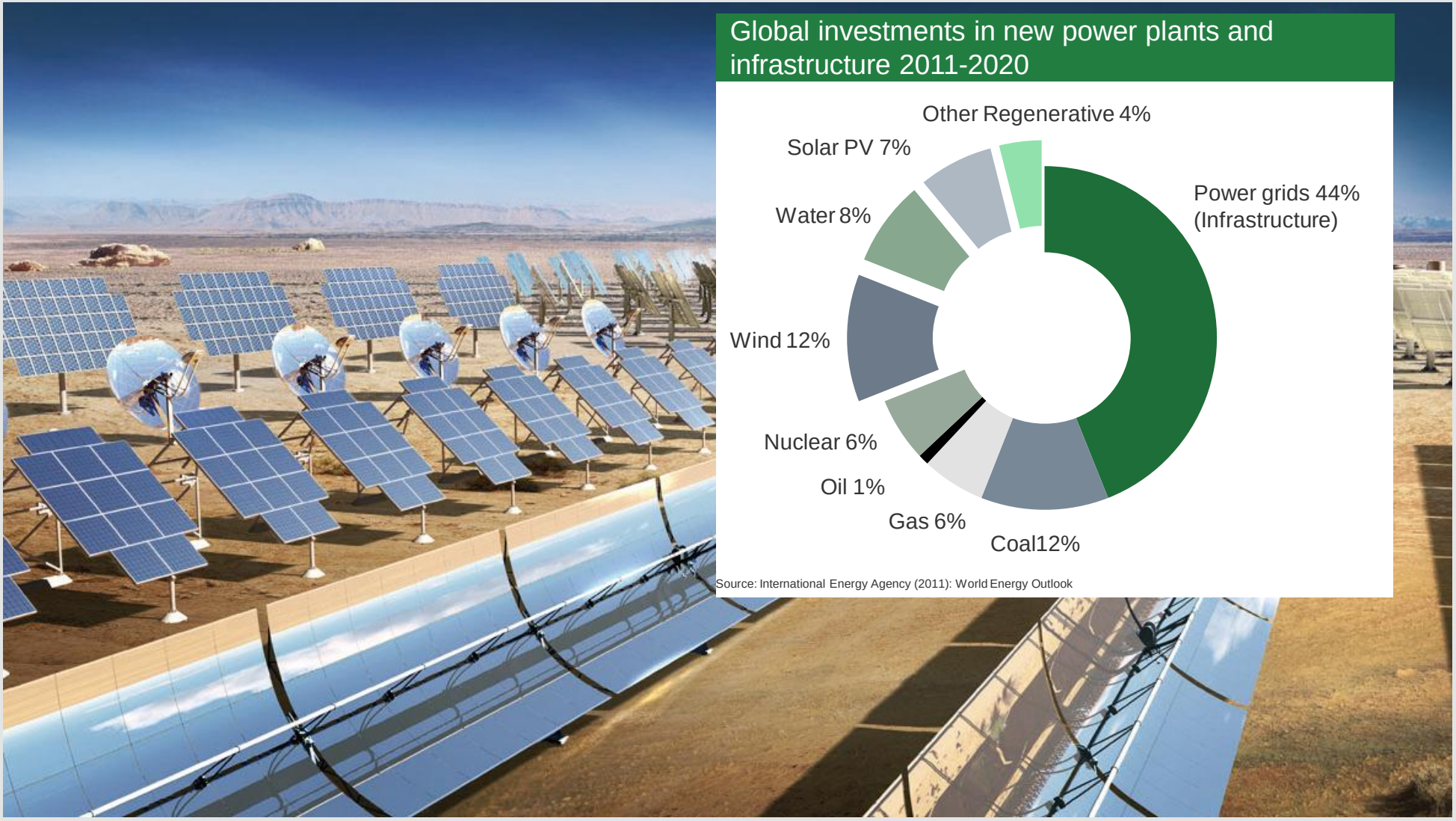
Renewable energies attract one third of total energy investments



Global investments in new power plants and infrastructure 2011-2020

Source: International Energy Agency (2011): World Energy Outlook

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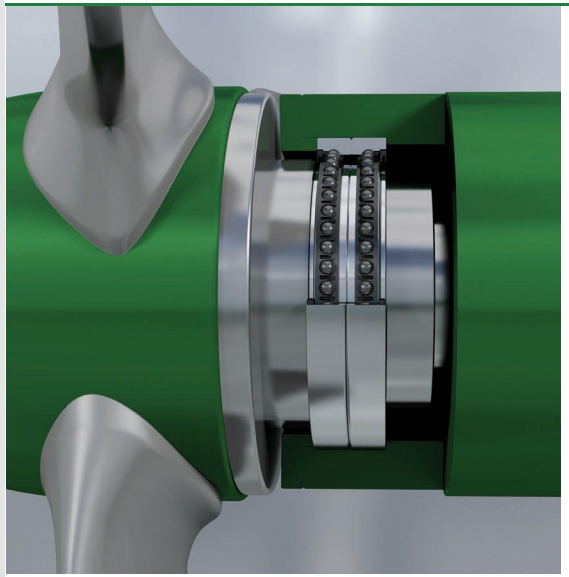
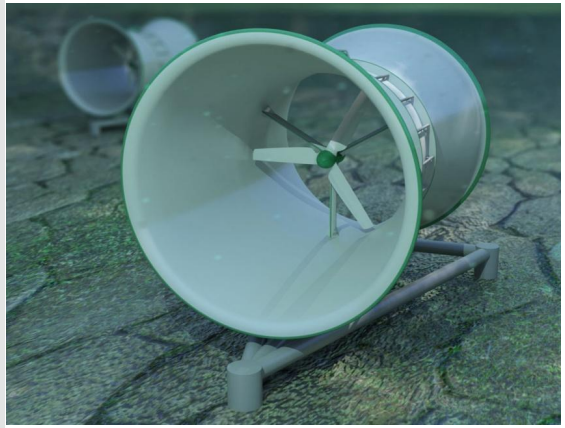
Renewable energy offers attractive growth possibilities

Wave power



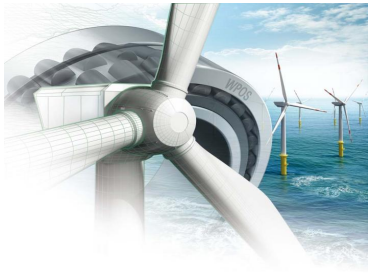
Schaeffler uses a special steel that is resistant to corrosion for the rolling bearing rings.



For ocean current power plants, Schaeffler develops bearing supports that can be directly installed in water. The water is the medium that provides the lubrication.

Wind power

Large-size bearing test rig in Schweinfurt, Germany



Schaeffler's spherical roller bearing "X-life" is the classic bearing variant for the rotor main shaft in wind turbines.

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We create "Mobility for tomorrow"

1. We are development partner for all mobility concepts in all markets.
2. We offer solutions along the entire value chain: from the production of energy over innovative mobility concepts to aftermarket services.
3. We help our customers to meet future legislation requirements in all regions.
4. We become more and more a systems supplier while keeping our strong positioning in components.
5. We drive future market trends and add customer value by combining our mechanics expertise with the electronics know-how of Continental.

Agenda

1 Highlights 2013	*K. Rosenfeld*
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3 Results FY 2013	*K. Rosenfeld*

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Solid performance in 2013

		FY 2012 in EUR mn	FY 2013 as reported in EUR mn	Δ in EUR mn / %	FY 2013 adjusted[1] in EUR mn	Δ in EUR mn / % [1]
1	Sales	11,125	11,205	+0.7%	11,205	+0.7%
	EBITDA	2,031	1,634	-19.5%	2,062	+1.5%
	EBITDA margin	18.3%	14.6%	-3.7%pts.	18.4%	+0.1%pts.
2	EBIT	1,413	982	-30.5%	1,410	-0.2%
	EBIT margin	12.7%	8.8%	-3.9%pts.	12.6%	-0.1%pts.
3	Net income[2]	870	865	-5 mn	1,293	+423 mn
4	Free cash flow	381	629	248 mn	629	248 mn
	Gross debt	7,261	6,190	-1,071 mn	6,190	-1,071 mn
	Net debt	6,828	5,890	-938 mn	5,890	-938 mn
5	Leverage ratio[3]	3.2	3.3	+0.1	2.6	-0.6

1) Without one-off effects (restructuring expense of EUR 48 mn and provision for EU antitrust investigation of EUR 380 mn)
2) Attributable to shareholders of the parent company; prior year amount restated for initial application of net interest approach required by IAS 19 (rev. 2011)
3) Excluding shareholder loans

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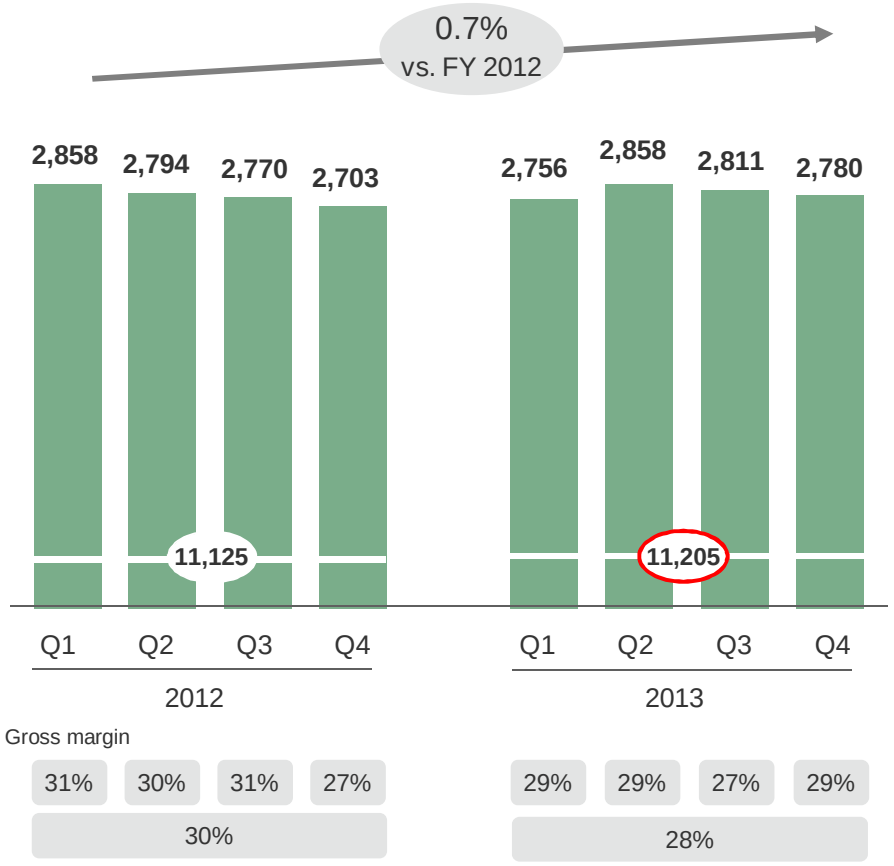
1 Organic growth 2.9% p.a.

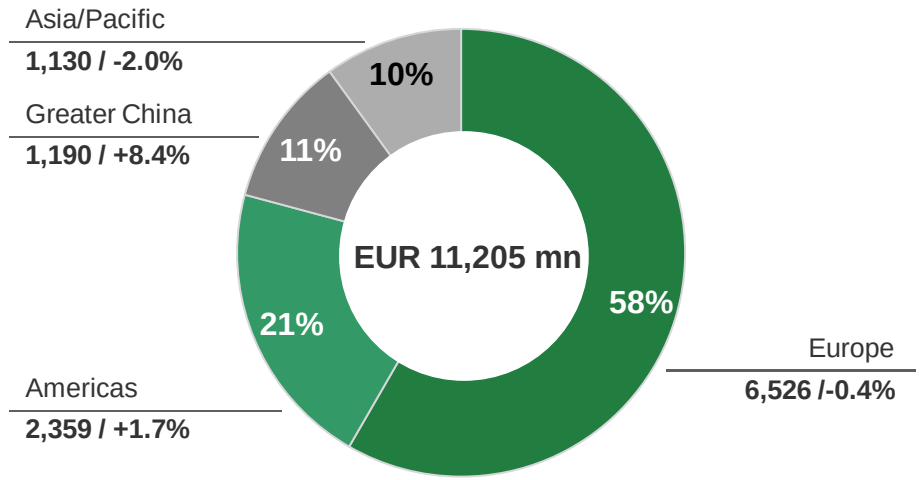
Sales

in EUR mn



FY 2013 sales by region[1)]

in EUR mn and y-o-y growth



Sales by division

in EUR mn

	FY 2012	FY 2013	Δ	Δ excl. FX effects
Automotive	7,658	8,165	6.6%	8.6%
Industrial	3,406	3,040	-10.7%	-8.1%
Total	11,125[2)]	11,205	0.7%	2.9%

1) Market view (= location of customers)
2) Incl. other sales of EUR 61 mn

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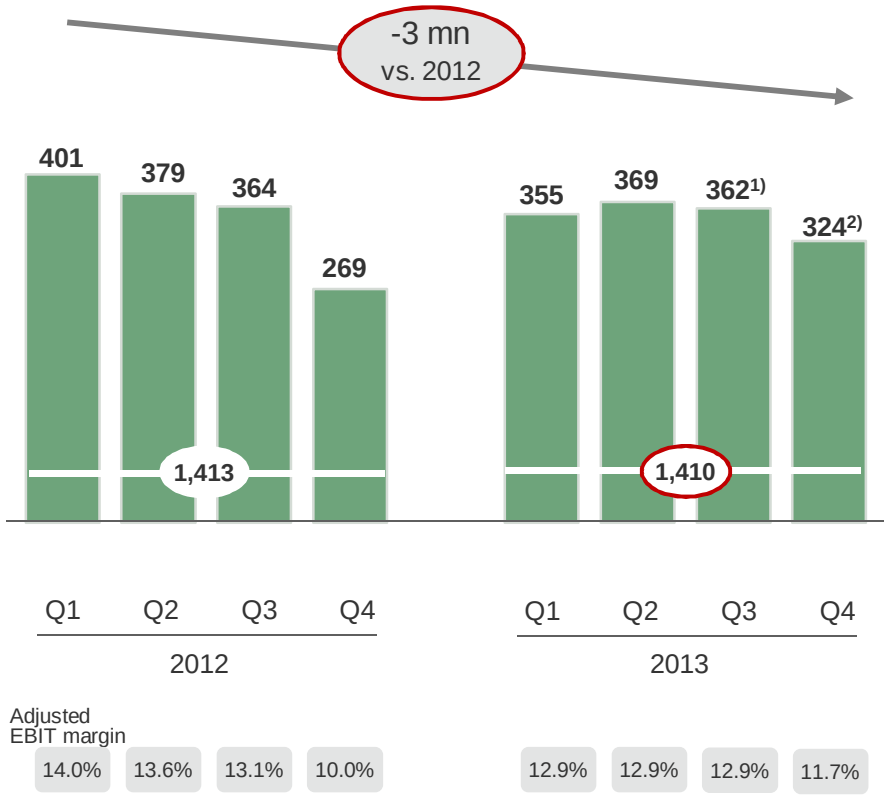
2 Adjusted EBIT margin 12.6%

Adjusted EBIT

in EUR mn



1) Excl. one-off effects of EUR 48 mn
2) Excl. one-off effects of EUR 380 mn

Q3: EUR 314 mn
Q4: EUR -56 mn

Significant one-off effects

in EUR mn

2013	Q1	Q2	Q3	Q4	FY
Reported EBIT	355	369	314	-56	**982**
Reported EBIT margin	12.9%	12.9%	11.2%	-2.0%	**8.8%**
Restructuring provision	-	-	48	-	**48**
EU investigation provision	-	-	-	380	**380**
Adjusted EBIT	355	369	362	324	**1,410**
Adjusted EBIT margin	12.9%	12.9%	12.9%	11.7%	**12.6%**

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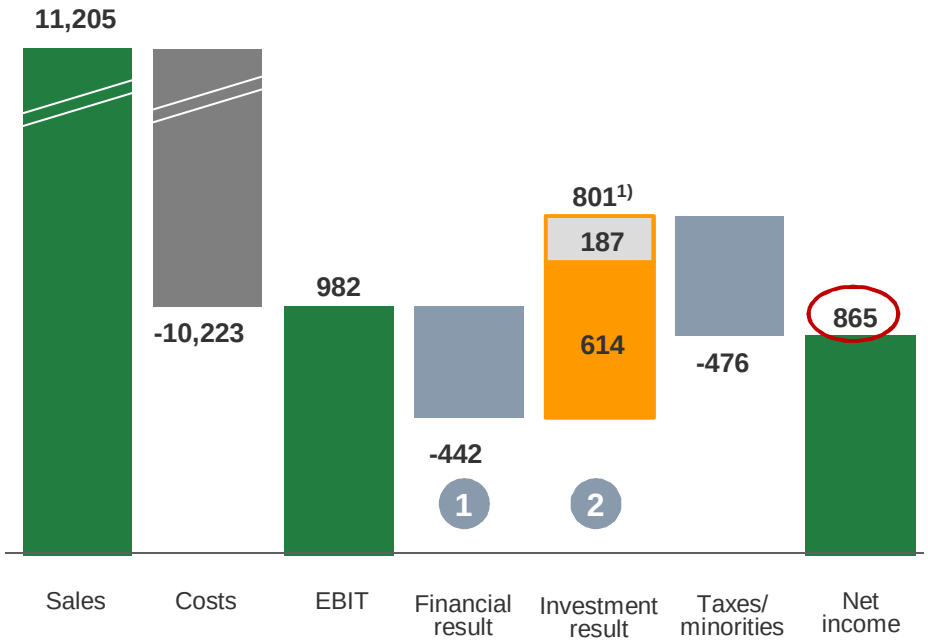
3 Net income EUR 865 million

Net income 2013

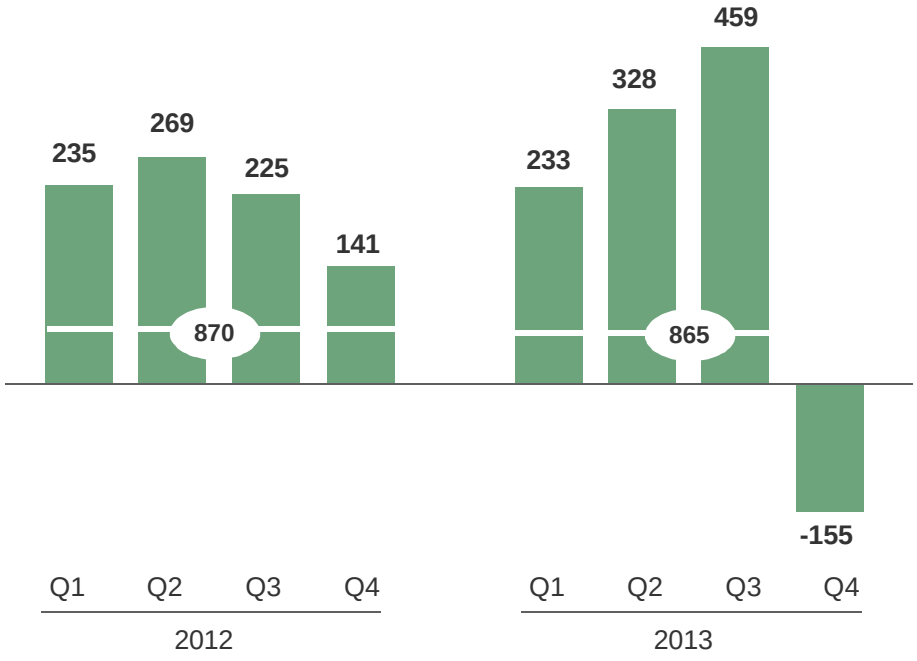
in EUR mn



1) The amount includes a EUR 187 mn gain on the disposal of shares representing a 1.95 % interest in Continental AG in the third quarter of 2013 and EUR 3 mn other investment result

Development net income

in EUR mn per quarter



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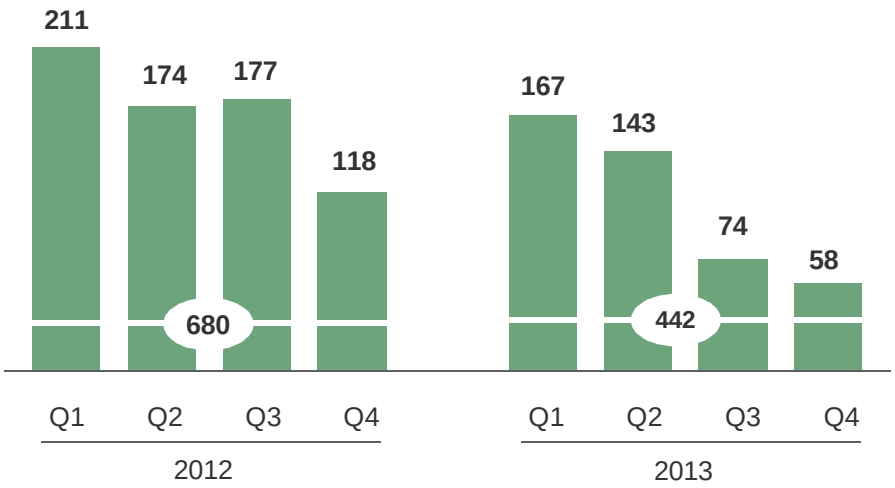
1 Financial result EUR 442 million

Financial result[1)]

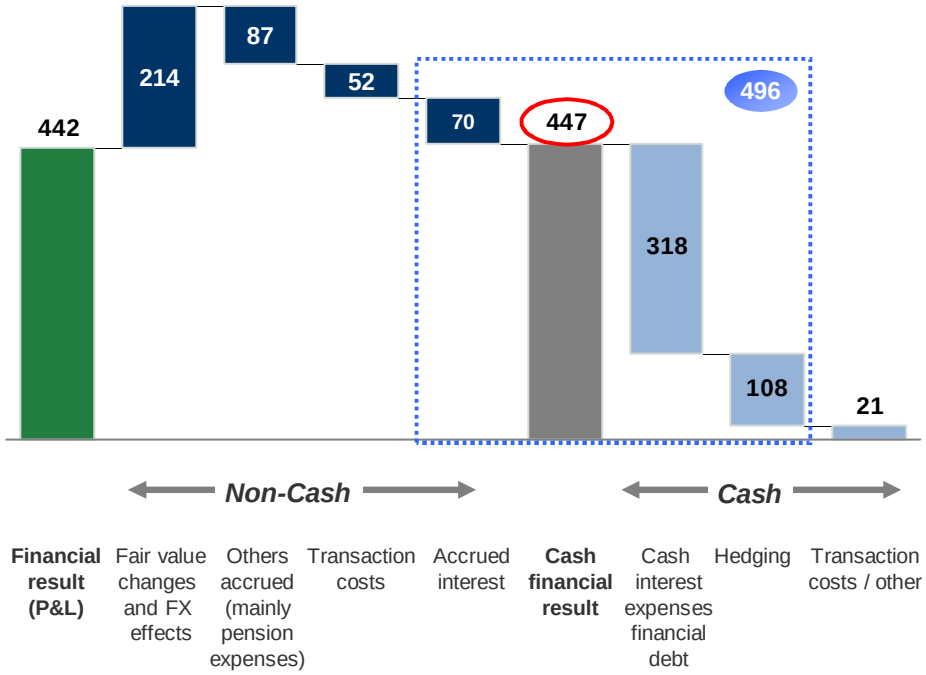
in EUR mn



1) For presentation purposes negative results are shown as positive figures

Composition of financial result[1)]

in EUR mn



1) For presentation purposes negative results are shown as positive figures

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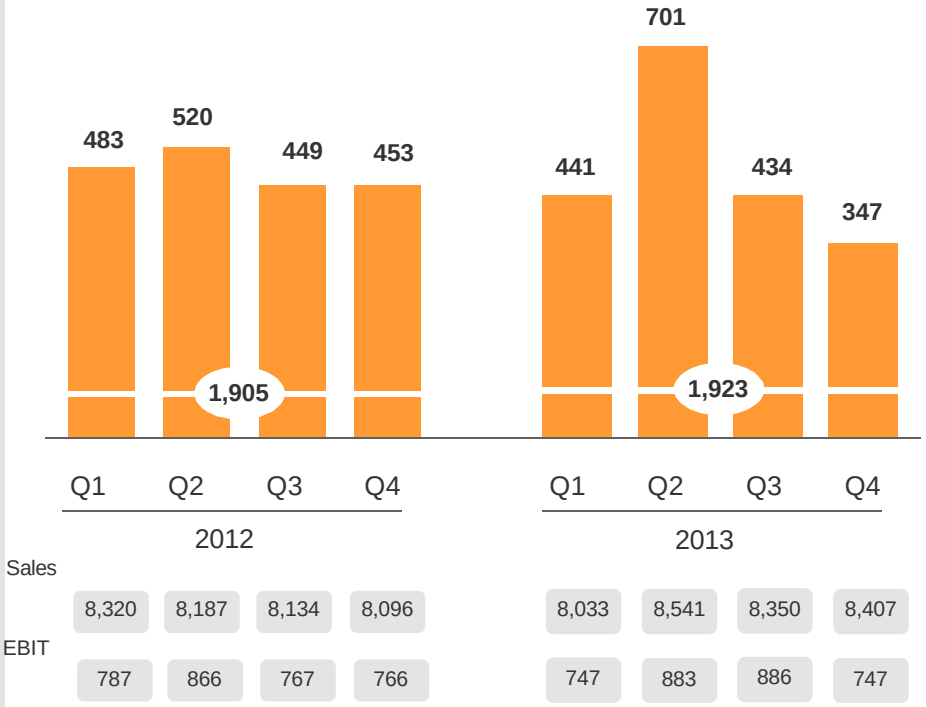
2 At equity result Continental AG EUR 611 million

Net income Continental

in EUR mn



At equity result from Continental

in EUR mn

	2012[1]					2013				
	Q1	Q2	Q3	Q4	FY	Q1	Q2	Q3	Q4	FY
Net Income Continental	483	520	449	432	**1,884**	441	701	434	347	**1,923**
Conti shares (per 31/12/2013: 34,2%)	174	189	162	156	**681**	160	253	155	119	**687**
PPA	-38	-40	-38	-39	**-155**	-25	-25	-24	-25	**-99**
Dilution Loss/ Other	0	0	0	27	**27**	0	0	0	23	**23**
At Equity Result	**136**	**149**	**124**	**144**	**553**	135	228	131	117	**611**

1) Before restatement for initial application of net interest approach required by IAS 19 (rev. 2011)

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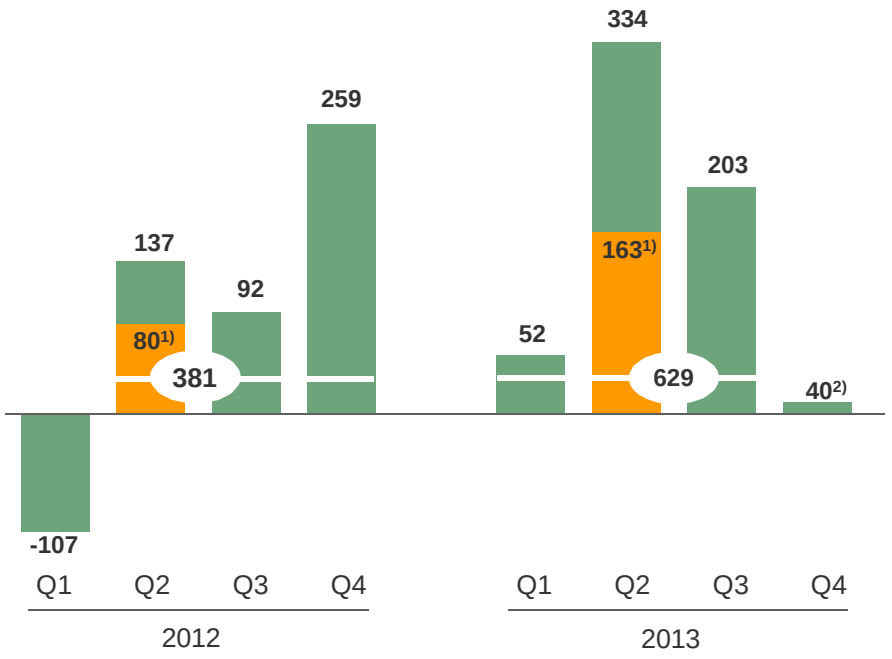
4 Free cash flow EUR 629 million

Free Cash Flow

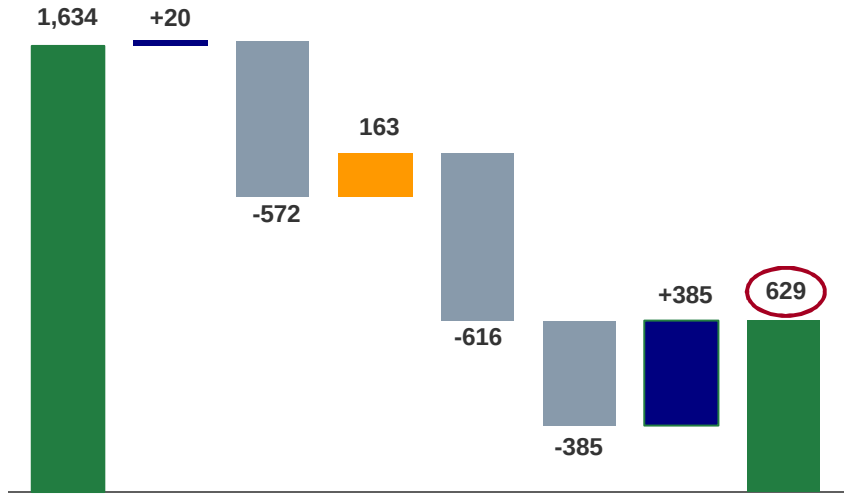
in EUR mn



1) Dividend from Continental AG
2) Including one-off payment for close-out of interest hedge derivatives

Free cash flow FY 2013

in EUR mn



	EBITDA	Δ Net working capital	Capex	Dividends	Interest payments	Taxes	Other	Free cash flow
Q4 2013	120	258	-229	0	-177	-178	246	40

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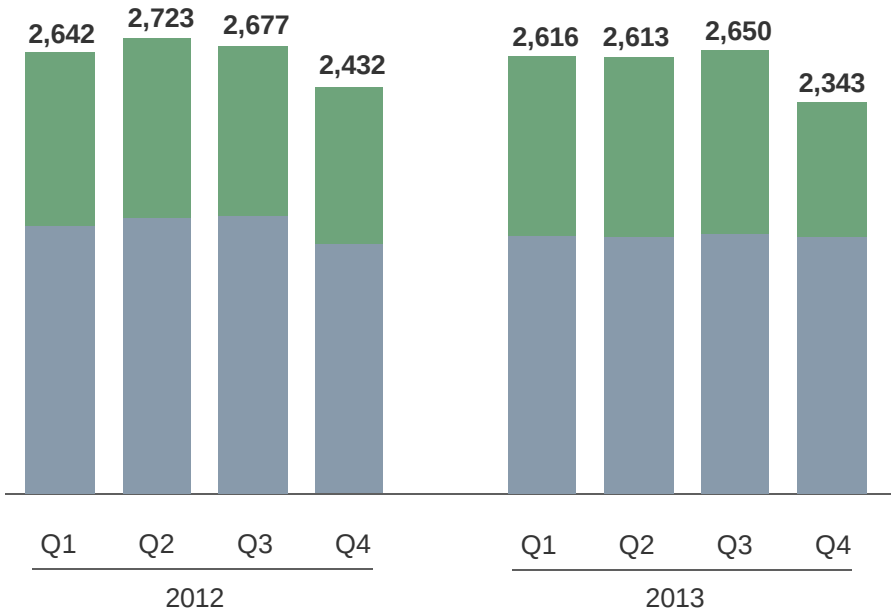
Working Capital efficiency 20.9% – Capex 5.1% of sales

Working Capital

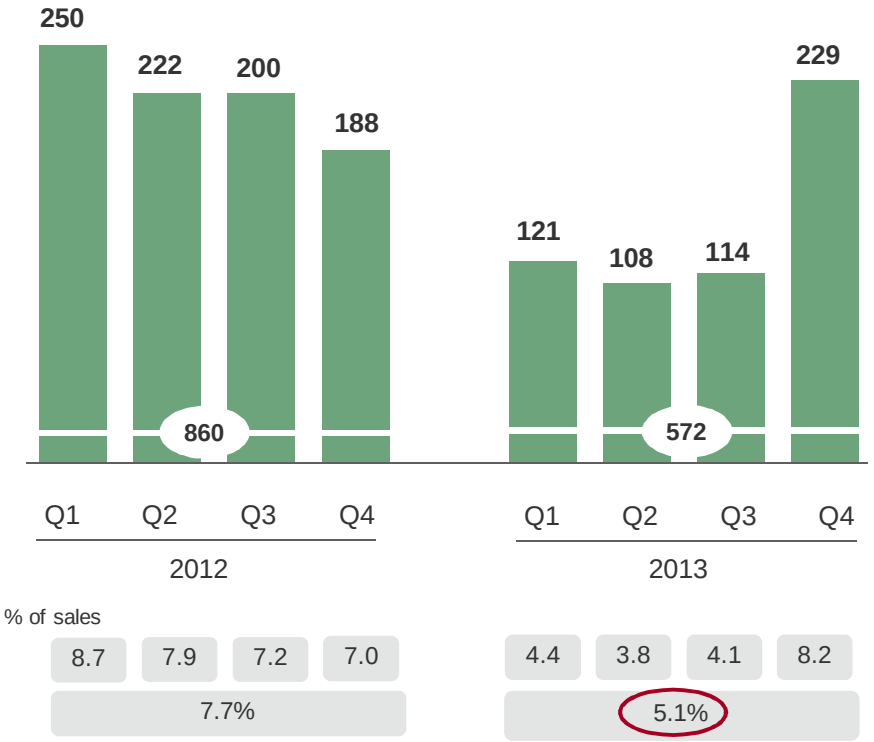
in EUR mn



1) Calculation based on LTM sales

Capex spent1)

in EUR mn



1) Cash view

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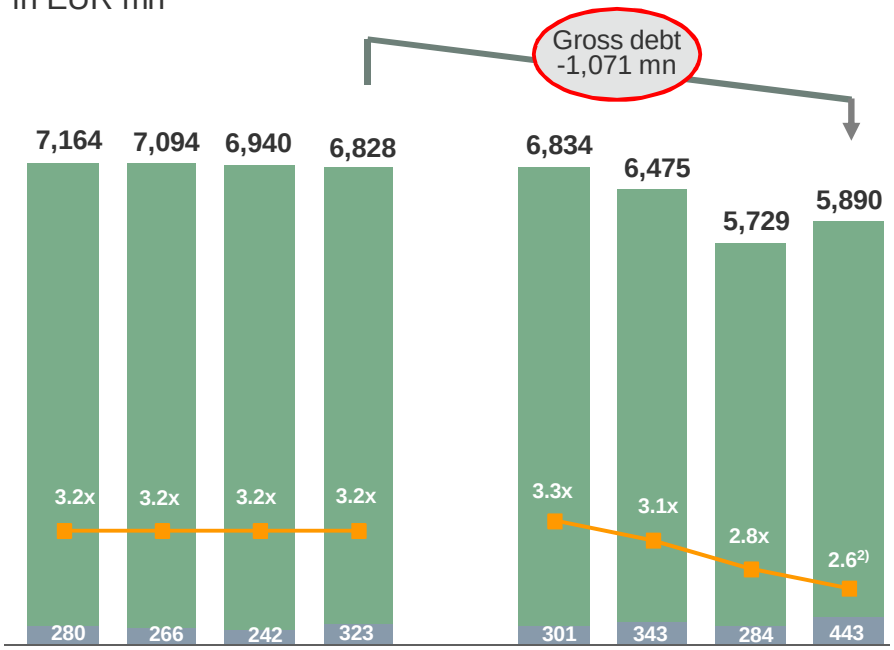
5 Gross debt reduced by approximately EUR 1.1 billion

Net financial debt

in EUR mn



Gross debt	7,455	7,412	7,238	7,261	7,292	7,037	6,089	6,190
Cash position	291	318	298	433	458	562	360	300

Leverage ratio
(Net financial debt without shareholder loans / LTM EBITDA)

1) Based on EBITDA without one-off effects

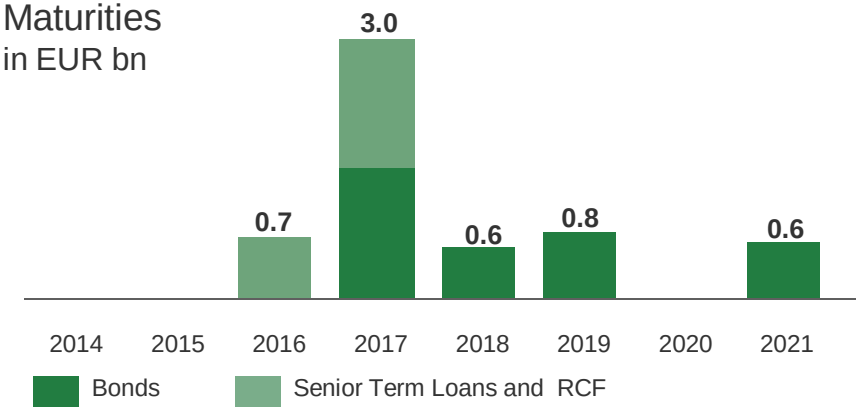
Shareholder loans

Leverage ratio

in EUR mn	FY 2012	FY 2013
Gross debt	7,261	6,190
- Cash	433	300
= Net debt	6,828	5,890
- Shareholder loans	323	443
= Net debt w/o shareholder loans	6,505	5,447
÷ LTM EBITDA	2,031	1,634
= Leverage ratio	3.2	3.3
÷ LTM EBITDA adjusted		2,062
= Leverage ratio adjusted		2.6

Maturities

in EUR bn



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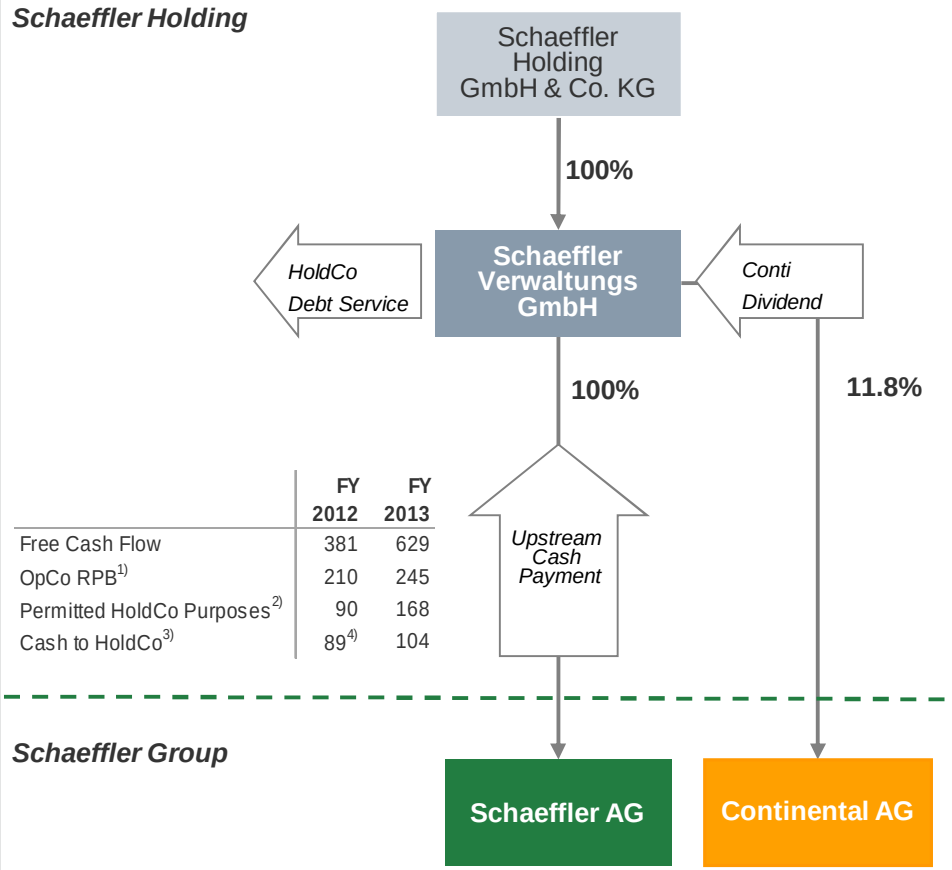
Cash payments of EUR 104 million to HoldCo

Corporate structure

Chart simplified for illustration purposes



	FY 2012	FY 2013
Free Cash Flow	381	629
OpCo RPB[1)]	210	245
Permitted HoldCo Purposes[2)]	90	168
Cash to HoldCo[3)]	89[4)]	104

Key aspects

- Solid cash flow generation on Schaeffler Group (FCF in FY 2013: EUR 629 mn)
- Sufficient restricted payment basket to serve Holding cash needs for permitted uses
- Permitted HoldCo purposes of EUR 168 mn in 2013
- Total cash payments to HoldCo of EUR 104 mn in 2013

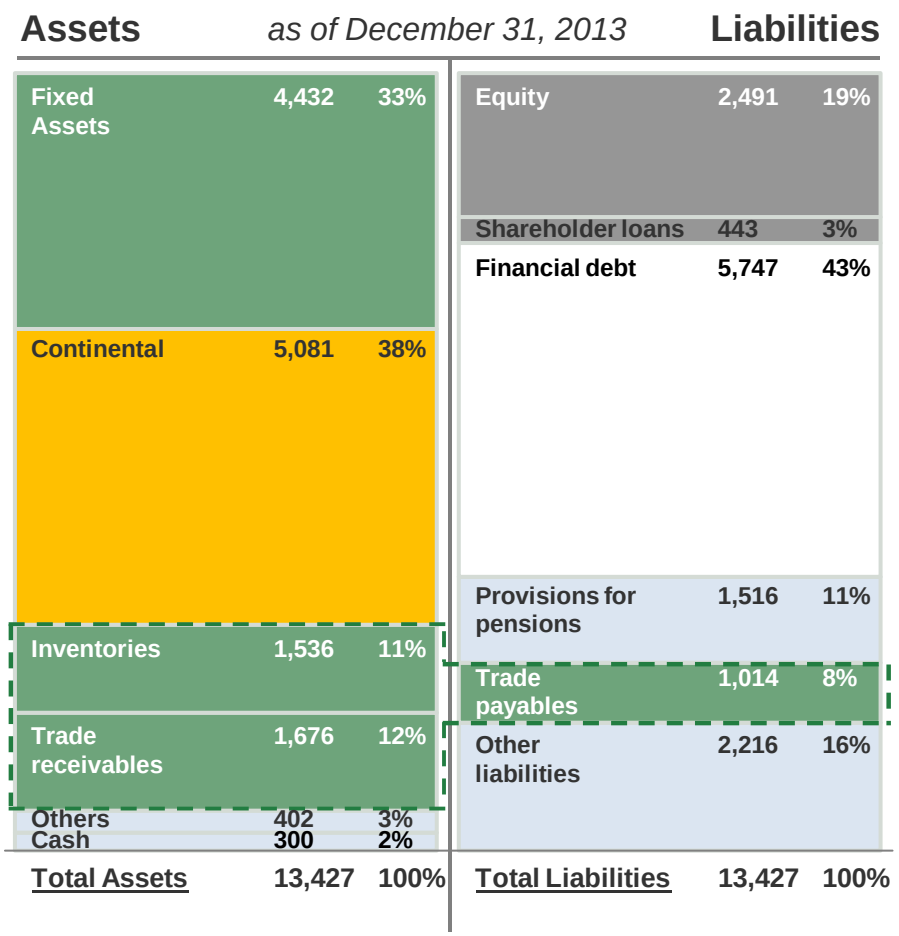
1) RPB = Annual Restricted Payment Basket
2) Permitted purposes are administration cost, interest and taxes
3) Cash upstreamed to HoldCo under permitted purposes
4) Excluding withholding tax on Schaeffler AG dividend of EUR 79 mn

SCHAEFFLER

Balance sheet quality improved – EUR 5.8 billion hidden reserves

Balance sheet

in EUR mn



Key aspects

- Balance sheet of Schaeffler Group with total assets of EUR 13.4 bn and quality improvement
- Equity EUR 2.5 bn, equity ratio improved to 19%
- Market value of Continental shares significantly above book value leading to hidden reserves

	Share price	Total
Book value	EUR 74.3 per share	EUR 5,081 mn
Market value[1)]	EUR 159.4 per share	EUR 10,901 mn
∆ Hidden reserves	EUR 85.1 per share	EUR 5,820 mn

1) As of December 31, 2013

SCHAEFFLER

Solid performance in 2013

1. Organic growth 2.9% driven by strong growth in Automotive
2. Earnings quality maintained, adjusted EBIT margin at 12.6%
3. Net income EUR 865 mn after EUR 870 mn in 2012
4. Strong free cash flow generation of EUR 629 mn
5. Working capital efficiency improved, capex with 5.1% of sales on target
6. Gross debt reduced by EUR 1.1 bn, leverage ratio 2.6x
7. Balance sheet quality improved, EUR 5.8 bn of hidden reserves

Strong basis for future growth

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Ambitious targets for 2014

Growth

Sales growth	5-7%[1)]
Capex	6-8% of sales

1) Excl. FX effects

Profitability

EBIT margin	12-13%
Free cash flow	Positive

Quality

Quality policy	Further improve
Employees	~ 3,000 new jobs

Innovation

R&D expenses	5% of sales
Innovation	Maintain leading position in patent applications

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"Mobility for tomorrow" by Schaeffler

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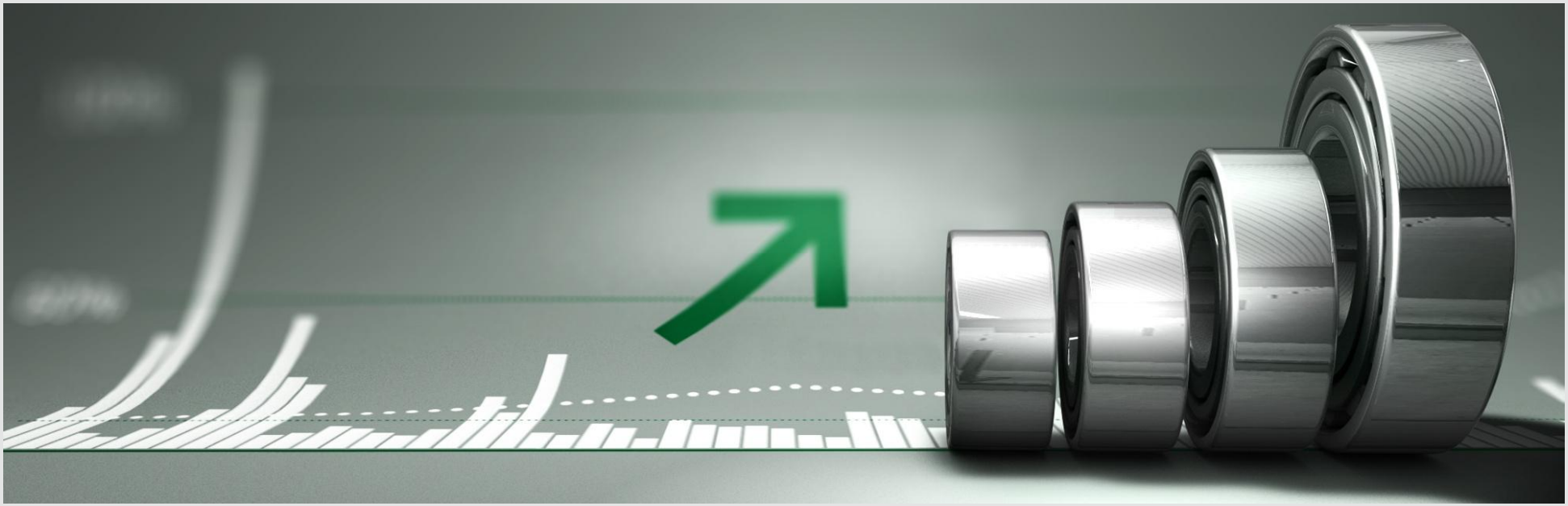
Schaeffler IR contact



Investor Relations

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www.schaeffler-group.com/ir

Financial calendar 2014

FY 2013 results:	**March 20, 2014**
Q1 2014 results:	May 21, 2014
Q2 2014 results:	August 27, 2014
Q3 2014 results:	November 20, 2014

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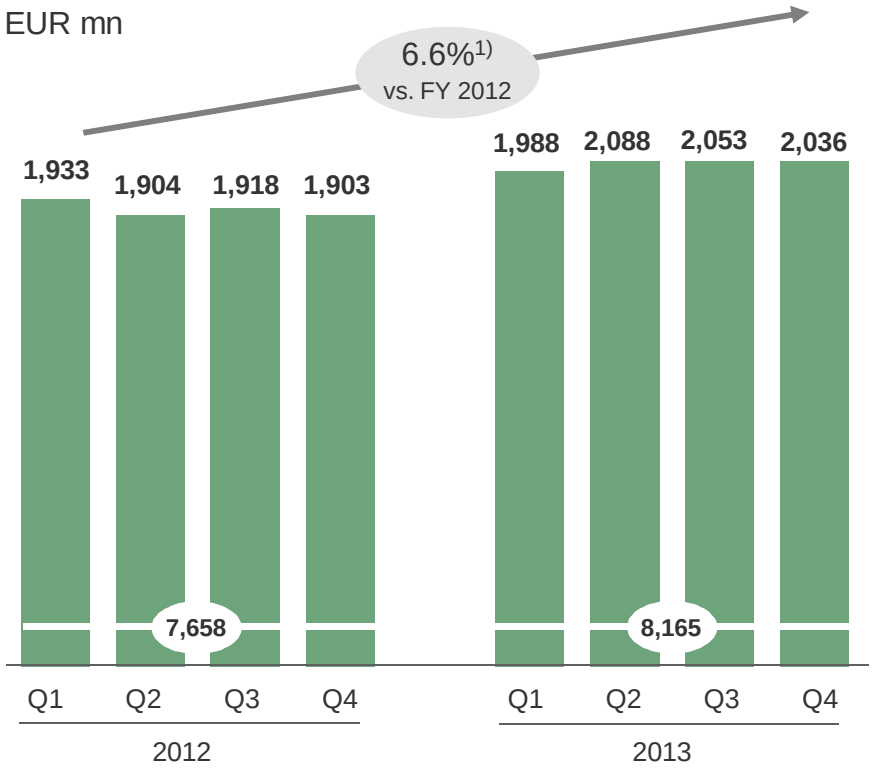
Automotive and Industrial division show different growth dynamics

Sales Automotive

in EUR mn



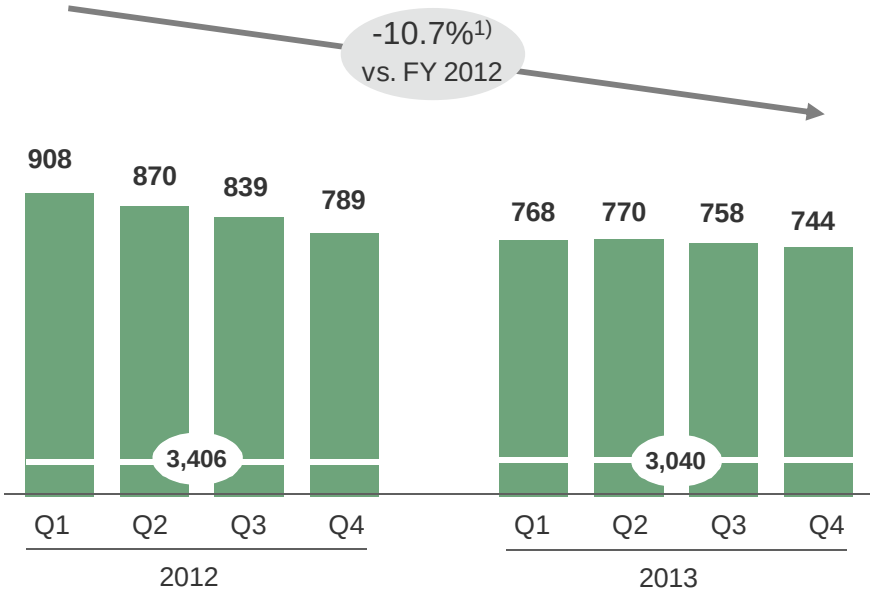
Gross profit margin

2012				2013			
28%	28%	29%	26%	27%	28%	27%	27%
28%				27%			

1) Includes negative FX effects of 2.0%

Sales Industrial

in EUR mn



Gross profit margin

2012				2013			
39%	36%	36%	28%	33%	32%	29%	32%
35%				32%			

1) Includes negative FX effects of 2.6%

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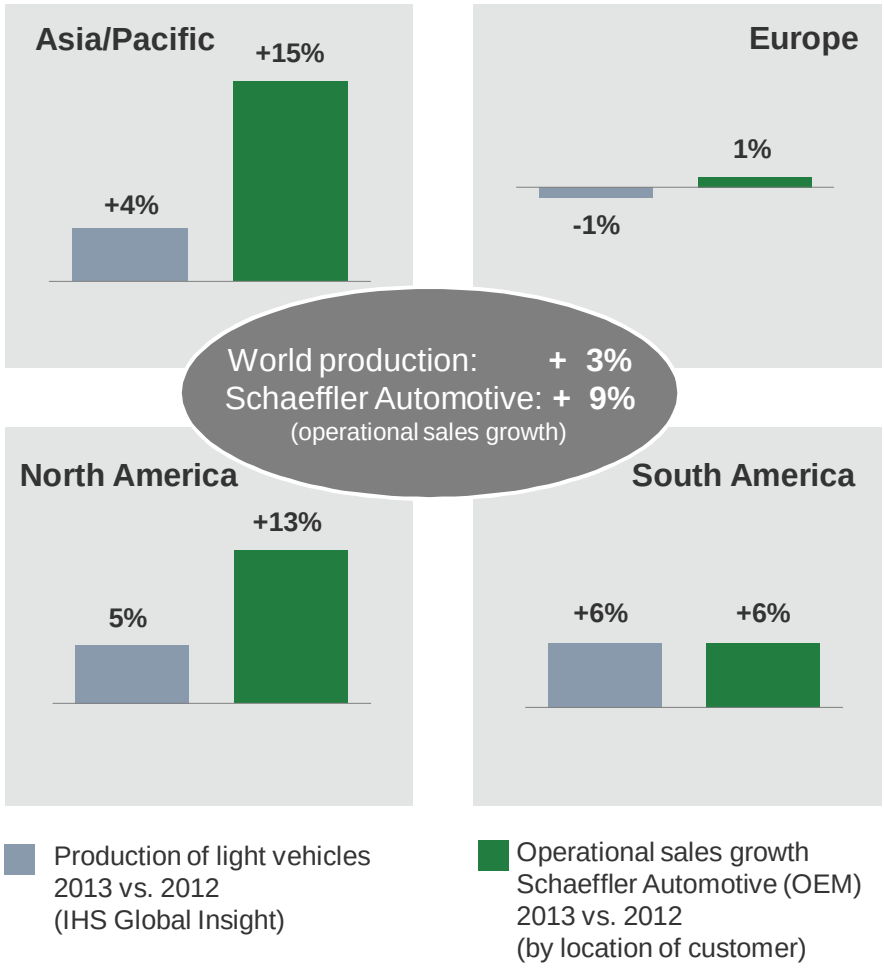
Automotive – Sales growth strongly outpacing market growth

Regional development Automotive[1)]



Key aspects

- Schaeffler Automotive significantly outgrew global automotive production in 2013
- All business divisons contributed to overall growth
- Revenue growth driven by Asia/Pacific and North America
- *Engine systems*: Growth driven by the top-selling product groups camshaft phasing units and valve train components
- *Transmission systems*: Growth driven by dry double clutches and top-selling product groups like variable transmission systems (CVT), tapered roller bearings and clutch components
- *Chassis systems*: Growth driven by ball screw drives used for instance in electromechanical power steering systems and chassis solutions (e.g. in electromechanical parking brakes)

1) Schaeffler Automotive sales growth by region is not necessarily an indication of actual end-customer demand by region (e.g. European sales include components and systems sold to customers in Europe who ultimately export the final product to customer locations in North and South America as well as Asia/Pacific).

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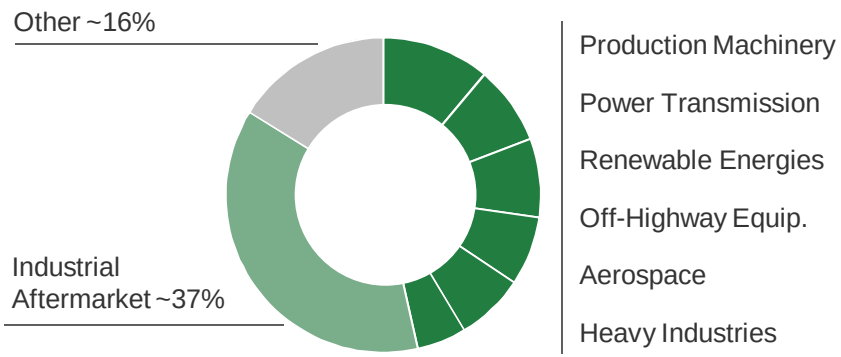
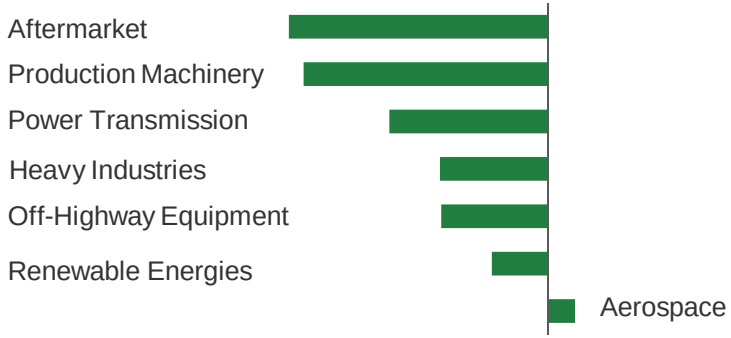
Industrial – A challenging year for industrial markets

Sales development of key industrial business units



Sales 2013 vs. 2012



Key aspects

- Sales decreased in all sectors apart from Aerospace
- *Aftermarket*: Strong inventory reductions of distributors led to significant sales decrease, especially in Asia/Pacific
- *Production Machinery*: Significant cool-down of demand in all regions
- *Power Transmission*: Significant cool-down of demand, especially in Asia/Pacific and Europe
- *Off-Highway Equipment*: Decrease of demand especially in construction machinery
- *Renewable Energies*: Overcapacities and strong pricing competition in all regions
- *Aerospace*: Growth in civil aircraft engine bearings continues

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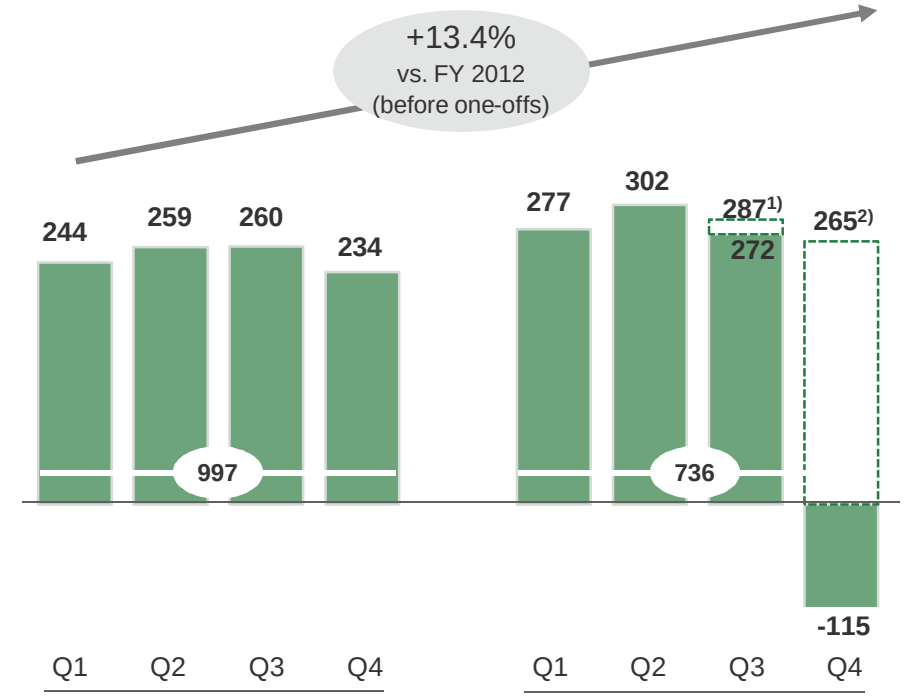
Automotive EBIT impacted by one-off restructuring expense in Q4

EBIT Automotive

in EUR mn



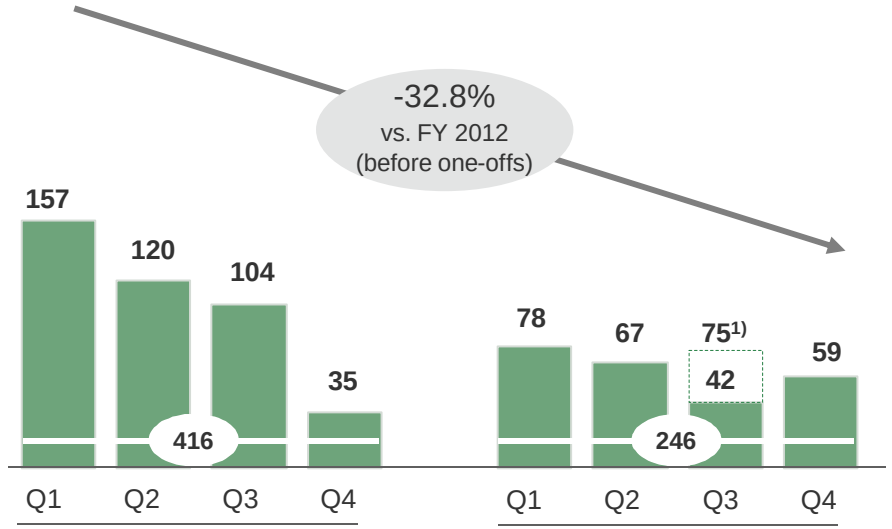
EBIT margin

12.6%	13.6%	13.6%	12.3%	13.9%	14.5%	13.2%[1)]	-7.6%%[2)]
13.0%				9.0%			

1) EBIT and EBIT margin before one-off restructuring expense: EUR 287 mn and 14.0%
2) EBIT and EBIT margin before one-off provision: EUR 265 mn and 13.0%

EBIT Industrial

in EUR mn



EBIT margin

17.3%	13.8%	12.4%	4.4%	10.2%	8.7%	5.5%[3)]	7.9%
12.2%				8.1%			

1) EBIT and EBIT margin before one-off restructuring expense: EUR 75 mn and 9.9%

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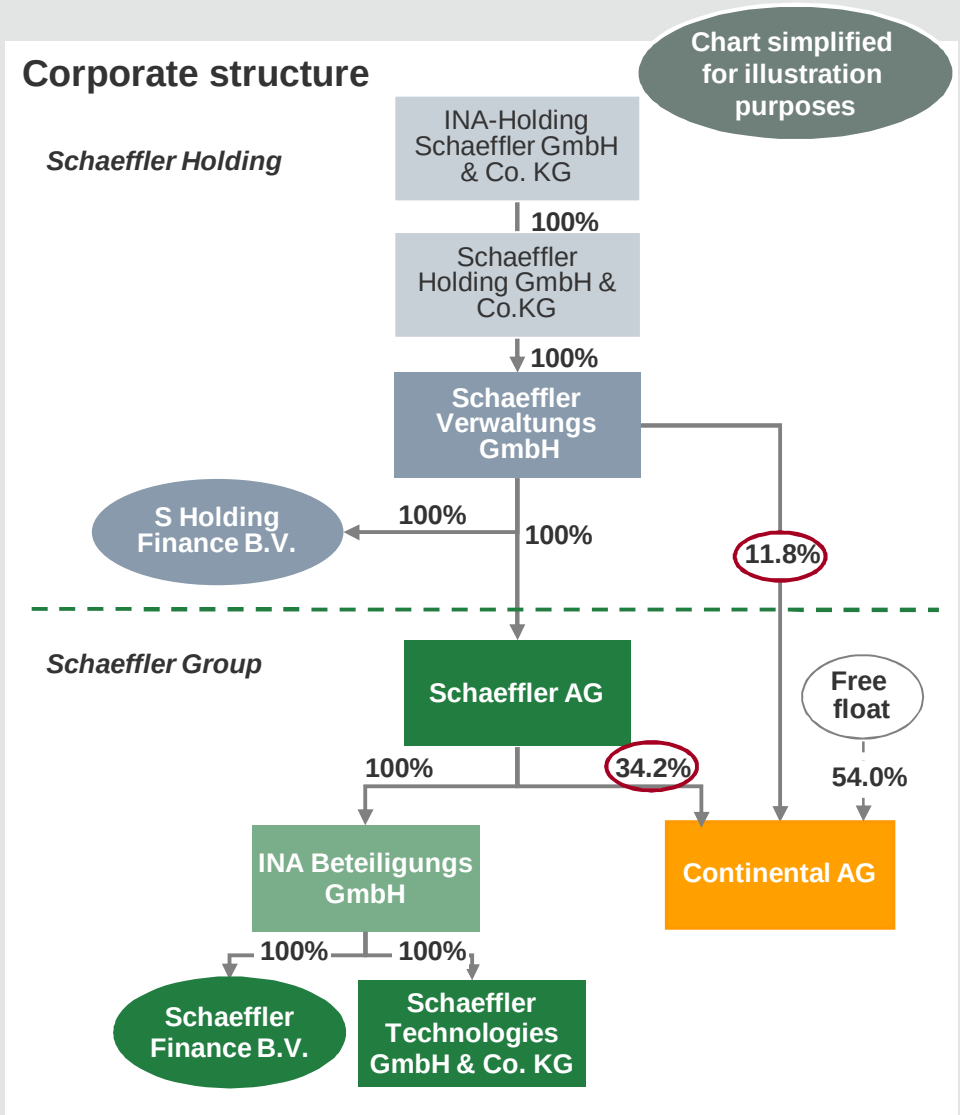
Overview corporate and capital structure

Corporate structure



Capital structure

	Debt instrument	Nominal in EUR mn	Interest	Maturity	Rating
Schaeffler Holding	6.875% SSNs 2018 (EUR)[1]	800	6.875%	Aug 18	B1 / B
	6.875% SSNs 2018 (USD)[1) 3)]	~741	6.875%	Aug 18	B1 / B
	Junior Term Loan B1	937	E+5.25%	Jun-17	Not rated
	Junior Term Loan B2	366	8.50% PIK	Jun-17	Not rated
	Junior Term Loan B3	148	E+1.25% + 5.25% PIK	Jun-17	Not rated
	Junior Term Loan B4	263	E+5.25%	Jun-17	Not rated
	Junior RCF (200mn)	-	E+5.25%	Jun-17	Not rated
	Schaeffler Holding Debt	**3,255**			
Schaeffler Group	Senior Term Loan D	730	E+2.875%	Jul 16	Not rated
	Senior Term Loan C (EUR)	299	E+3.75%[2)]	Jan 17	Ba2 /BB-
	Senior Term Loan C (USD)[3)]	1,258	L+3.25%[2)]	Jan 17	Ba2 /BB-
	Senior RCF (EUR 1,000 mn)	-	E+2.875%	Jul 16	Not rated
	Total Senior Facilities	**2,287**			
	6.75% SSNs 2017 (EUR)	326	6.75%	Jul-17	Ba2 / BB-
	7.75% SSNs 2017 (EUR)	800	7.75%	Feb-17	Ba2 / BB-
	7.75% SSNs 2017 (USD)[3)]	~444	7.75%	Feb-17	Ba2 / BB-
	4.25% SSNs 2018 (EUR)	600	4.25%	May-18	Ba2 / BB-
	8.75% SSNs 2019 (EUR)	400	8.75%	Feb-19	Ba2 / BB-
	8.50% SSNs 2019 (USD)[3)]	~370	8.50%	Feb-19	Ba2 / BB-
	4.75% SSNs 2021 (USD)[3)]	~630	4.75%	May-21	Ba2 / BB-
	Total Outstanding Bonds	**3,570**			
	Schaeffler Group Debt	**5,857**			
Total	**Total Debt**	**9,112**			

1) Senior Secured PIK Toggle Notes 2) Floor of 1.00 % 3) Assuming EUR/USD = 1.35

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