



THE
**MOTION
TECHNOLOGY
COMPANY**

Q1 2025
Schaeffler AG
earnings

May 7, 2025
Herzogenaurach

Disclaimer

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Q1 summary – Good start into the year

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Sales growth¹ Q1

-2.9%

Q1 2025: EUR 5,924 mn

2

Gross margin Q1

21.5%

Q1 2024: 19.2%²

3

EBIT margin³ Q1

4.7%

Q1 2024: 4.7%

4

Free Cash Flow⁴ Q1

EUR -155 mn

Q1 2024: EUR -272 mn

5

EPS⁵ Q1

EUR 0.09

Q1 2024: N/A

Key messages

- Sales growth Q1 – Strong growth in E-Mobility and VLS, while PTC and B&IS with negative development
- Gross margin Q1 – Improvement of 2.3pp against adjusted gross margin Q1 2024 driven by PTC and E-Mob
- EBIT margin Q1 – Improvement in E-Mobility, while PTC, VLS and B&IS delivered EBIT margins at the upper end of or above the divisional guidance
- FCF Q1 – Negative FCF following the usual seasonal pattern, but better than Q1 2024
- EPS Q1 – Slightly positive on an unadjusted basis

¹ FX-adjusted, yoy | ² Q1 2024 Pro Forma Gross margin 21.1%; adjusted 19.2% due to extraordinary one-off gains of EUR 117 mn due to change in accounting estimate regarding the valuation of inventories | ³ Before special items | ⁴ Before cash in- and outflows for M&A activities | ⁵ Earnings per share

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Q1 Sales¹ Performance – Heterogenous development across regions and divisions

Q1 2025 ¹	% of Group sales	Hedge 1: ICE vs. BEV				Region growth
		E-Mobility ²	Powertrain & Chassis ²	Vehicle Lifetime Solutions ²	Bearings & Industrial Solutions ²	
		20%	39%	13%	28%	
Europe	46%	+21.9%	-19.2%	+8.5%	-7.2%	-5.3%
Americas	23%	+1.5%	-5.7%	+15.0%	-0.3%	-0.9%
Greater China	17%	-19.7%	-6.2%	+10.7%	+2.3%	-5.4%
Asia/Pacific	14%	+17.3%	+2.4%	+18.4%	+4.8%	+5.7%
Division growth		+9.6%	-10.7%	+10.7%	-2.1%	-2.9%

Hedge 2: Build vs. Repair

Hedge 3: Auto vs. Non-Auto

■ Q1 sales growth¹

¹ FX-adjusted, vs. Q1 2024 | ² Divisions do not add up to 100% due to "Others" segment

OEM Automotive Powertrain Sales¹ – Outperformance in BEV, strong order intake in HEV

Outperformance by Powertrain Type²

Q1 2025 vs Q1 2024

	Sales growth Q1 2025	Market growth ² Q1 2025	Outperformance ² Q1 2025
BEV	42.9%	37.4%	+5.5pp
HEV	12.1%	24.7%	-12.6pp
ICE	-13.4%	-10.3%	-3.1pp
Total	-1.4%	+1.3%	-2.7pp

Order Intake³ / Book-to-Bill⁴ by Powertrain Type

Q1 2025

	Order Intake Q1 2025	Book-to-Bill ³ Q1 2025
BEV	697 mn	2.1x
HEV	3,439 mn	3.1x
ICE	1,517 mn	0.9x
Total	5,652 mn	1.8x

Key aspects

- Positive outperformance in BEV with plus 5.5pp
- Strong order intake in BEV and HEV with > EUR 4 bn, HEV with 3.1x book-to-bill ratio
- Book-to-bill ratio around 1.0x underlines continued interest in our ICE product offering

¹ OEM Automotive Powertrain Sales = Sales E-Mobility and Powertrain & Chassis, that are powertrain-related for Cars & LCV (i.e. excl. Chassis and Truck business) | ² Includes content supplied by S&P Global Mobility© [IHS Markit Light Vehicle Production Forecast (Base), April 2025] | ³ Lifetime sales / current period revenue | ⁴ Order intake L3M Gross / Sales L3M

E-Mobility – Strong growth and order intake, profitability improving yoy

Sales growth¹ Q1

+9.6%

Q1 2025: EUR 1,174 mn

Order Intake² Q1

EUR 3.0 bn

Order intake Q1 2024: N/A

Highlight

- Successful ramp-up of 4th generation e-axle for Hyundai Motor Group
- Major acquisitions include a dual Inverter in BD Controls and latest generation e-axes in BD Electric Drives



EMR4

Book-to-Bill³ Q1

2.6x




Book-to-Bill Q1 2024: N/A

Δ Gross margin⁴ Q1

+6.5pp⁵

Gross margin Q1 2025: 1.9%

Key Aspects

-  Strong growth, mainly driven by ramp-ups in Europe and Asia/Pacific
-  Clear gross margin improvement based on higher volumes yoy
-  Challenging environment continued in Q1, due to volatile call-off behavior from specific customers and thus changed project volumes

¹ FX-adjusted, yoy | ² Lifetime sales / current period revenue | ³ Order intake L3M Gross / Sales L3M | ⁴ Gross margin Q1 2025 vs. Q1 2024 | ⁵ Q1 2024 Pro Forma Gross margin -4.2%; adjusted -4.6% due to extraordinary one-off gains of EUR 4 mn due to change in accounting estimate regarding the valuation of inventories

Powertrain & Chassis – Negative growth due to ongoing market transformation, strong gross margin

Sales growth¹ Q1

-10.7%

Q1 2025: EUR 2,302 mn

Order Intake² Q1

EUR 2.8 bn

Order intake Q1 2024: N/A

Highlight

- Significant order intake in the US market for our advanced P2 hybrid module with integrated damper
- New order intake reflects our commitment to deliver efficient solutions within the rapidly evolving landscape of hybridization



P2 hybrid module

Book-to-Bill³ Q1

1.2x

Book-to-Bill Q1 2024: N/A

Δ Gross margin⁴ Q1

+3.5pp⁵

Gross margin Q1 2025: 25.5%

Key Aspects

- ▲ Book-to-bill ratio > 1.0x underlines continued high interest for our PTC product offering
- ▲ Despite lower volumes, strong gross margin mainly driven by stable plant performance and positive one-off effects
- ▼ Negative sales growth mainly due to market-related volume decline in Europe

¹ FX-adjusted, yoy | ² Lifetime sales / current period revenue | ³ Order intake L3M Gross / Sales L3M | ⁴ Gross margin Q1 2025 vs. Q1 2024 | ⁵ Q1 2024 Pro Forma Gross margin 23.0%; adjusted 22.0% due to extraordinary one-off gains of EUR 26 mn due to change in accounting estimate regarding the valuation of inventories

Vehicle Lifetime Solutions – Double-digit growth, further gross profit margin improvement

Sales growth¹ Q1

+10.7%

Q1 2025: EUR 783 mn

Outperformance² Q1

+8.4pp

Car Parc growth³: 2.3%

Highlight

- Expansion of powertrain agnostic Steering and Suspension product portfolio with 47 new repair solutions
- 3,800 repair solutions for up to 90% of the car parc in Europe



Steering and Suspension Repair Solutions

Car parc age⁴ 2025e

11.5 years

Car parc age 2024⁴: 11.3 years

Δ Gross margin⁵ Q1

+0.4pp⁶

Gross margin Q1 2025: 32.5%

Key Aspects

- ▲ Double-digit growth in Q1, mainly driven by volume
- ▲ Sales in all Business Divisions and Regions significantly above PY
- ▲ Gross margin stable, positively impacted by volume and pricing, negative FX

¹ FX-adjusted, yoy | ² Sales growth vs. Car Parc growth | ³ Growth passenger cars and light commercial vehicles 2025 vs. 2024 according to S&P Global, February 2025 | ⁴ Average car parc age 2024 and estimated 2025 according to S&P Global, February 2025 | ⁵ Gross margin Q1 2025 vs. Q1 2024 | ⁶ Q1 2024 Pro Forma Gross margin 33.3%; adjusted 32.1% due to extraordinary one-off gains of EUR 9 mn due to change in accounting estimate regarding the valuation of inventories

Bearings & Industrial Solutions – Slightly lower sales and gross margin

Sales growth¹ Q1

-2.1%

Q1 2025: EUR 1,627 mn

Outperformance² Q1

-2.5pp

Blended market growth³: +0.4%

Highlight

- New innovative needle roller bearing XZU specifically designed for wave gears in industrial automation, robotics and other future growth fields
- Aerospace Bearings to be reported as a separate Business Division from Q2 onwards



Needle roller bearing XZU

Book-to-Bill⁴ Q1

1.1x

Order Intake: EUR 1.8 bn

Δ Gross margin⁵ Q1

-0.7pp⁶

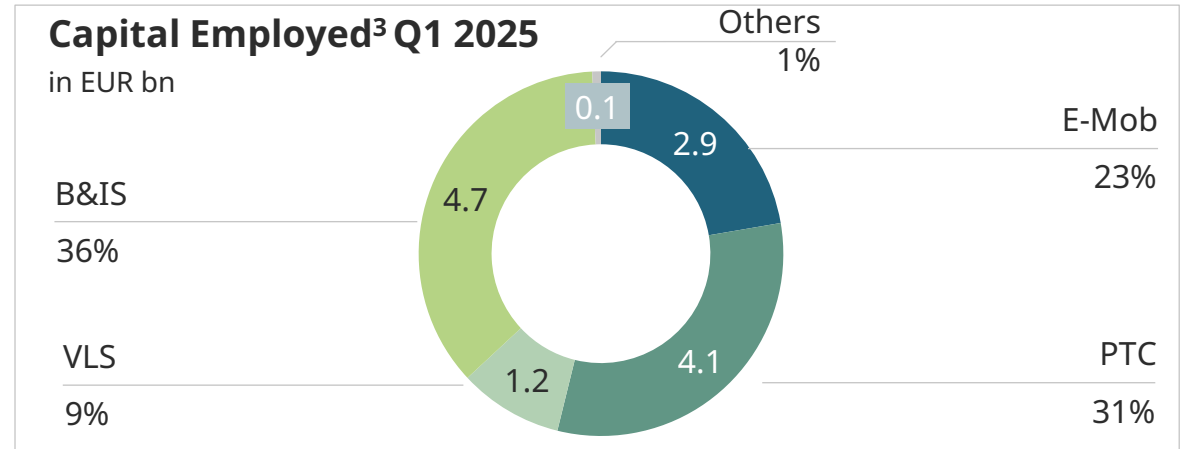
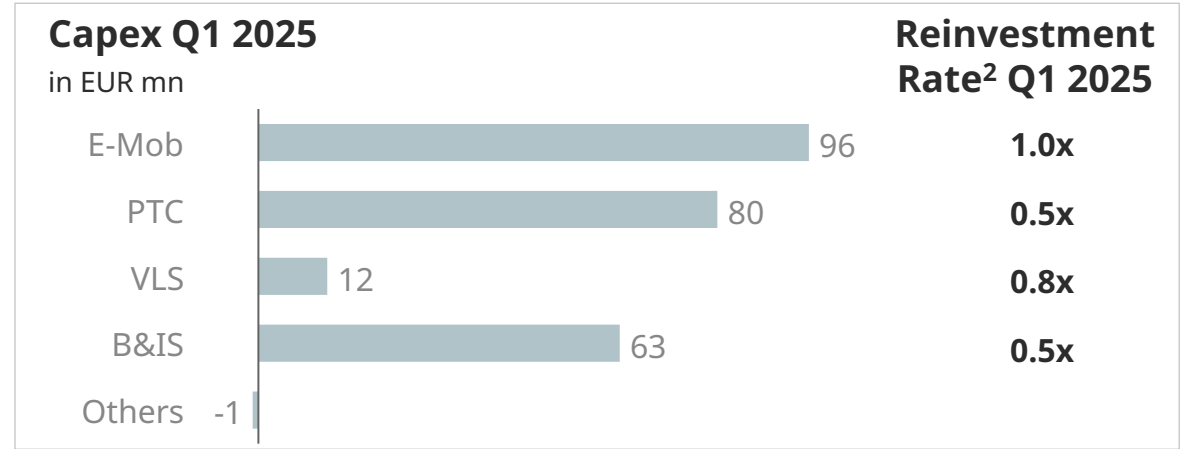
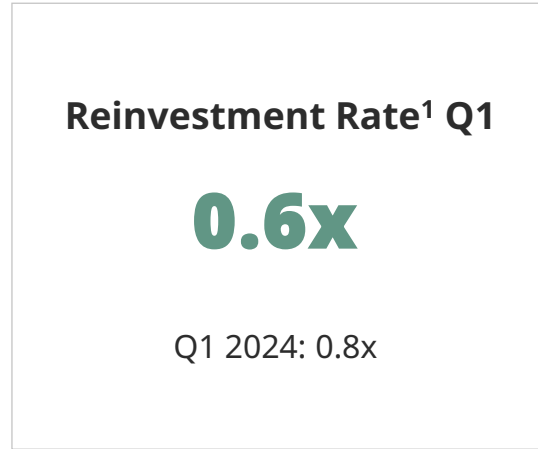
Gross margin Q1 2025: 25.9%

Key Aspects

- Market-related decline in Europe, whereas China and Asia/Pacific growing
- Double-digit growth in sector cluster Wind and Aerospace
- Minor reduction of gross margin yoy due to slightly negative sales growth

¹ FX-adjusted, yoy | ² Sales growth vs. blended market growth | ³ Blended market growth based on weighted average of Industrial Production and Light Vehicle Production | ⁴ Order Intake L3M Gross / Sales L3M | ⁵ Gross margin Q1 2025 vs. Q1 2024 | ⁶ Q1 2024 Pro Forma Gross margin 31.3%; adjusted 26.6% due to extraordinary one-off gains of EUR 78 mn due to change in accounting estimate regarding the valuation of inventories

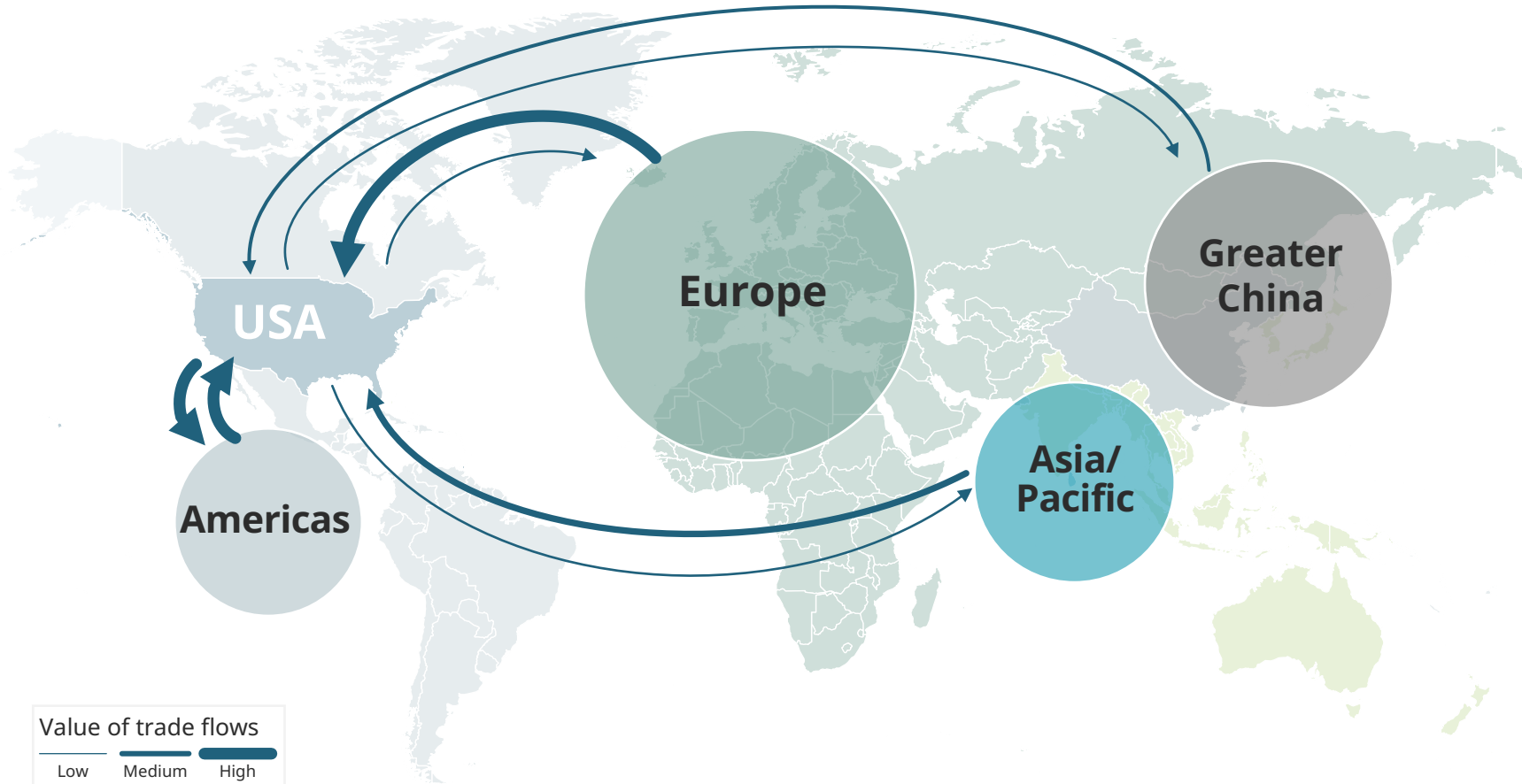
Capital allocation – Disciplined capital allocation, Capital Employed stable



¹ Investments / D&A (excl. Depreciation for Leasing) | ² End of period | ³ End of period, Q1 2025 vs. Q4 2024

Tariff situation – Local-for-local approach mitigates direct tariff impact

Trade Flows and Tariff Implication



Key Aspects

Tariffs have resulted in one of the most significant single-month adjustments to S&P Global Light Vehicle Production Forecasts

EUR ~3 bn in trade flows affected by current tariff policies

More than 80% of products invoiced by Schaeffler from Canada and Mexico are USMCA compliant

Engaged in constructive discussions with our customers to pass on tariff costs

Local-for-local approach helps to mitigate direct tariff impact

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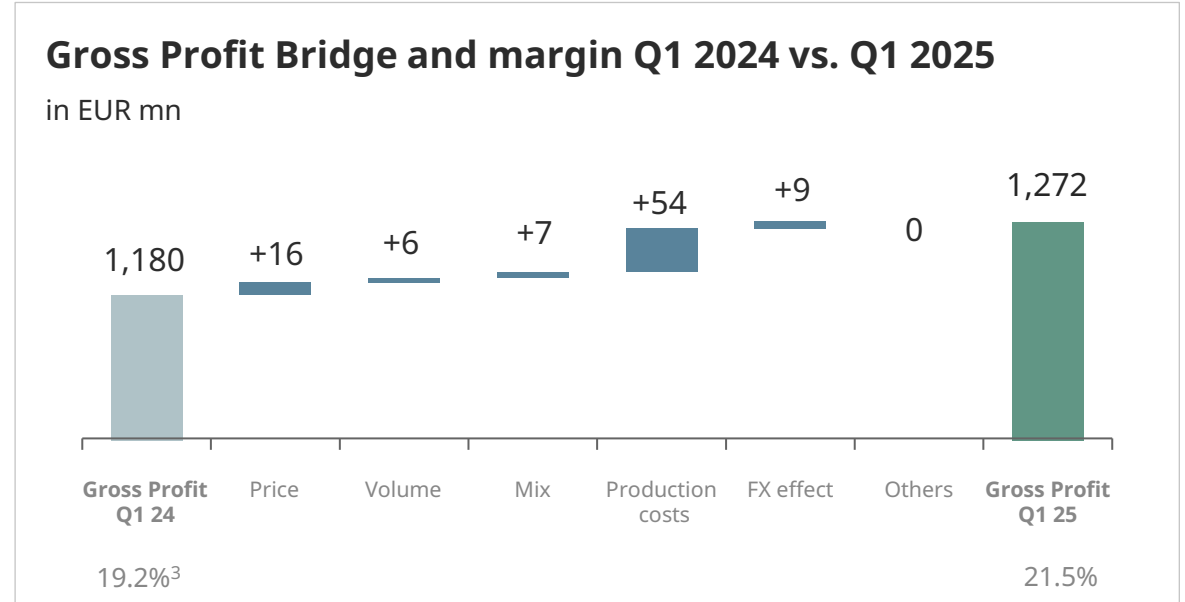
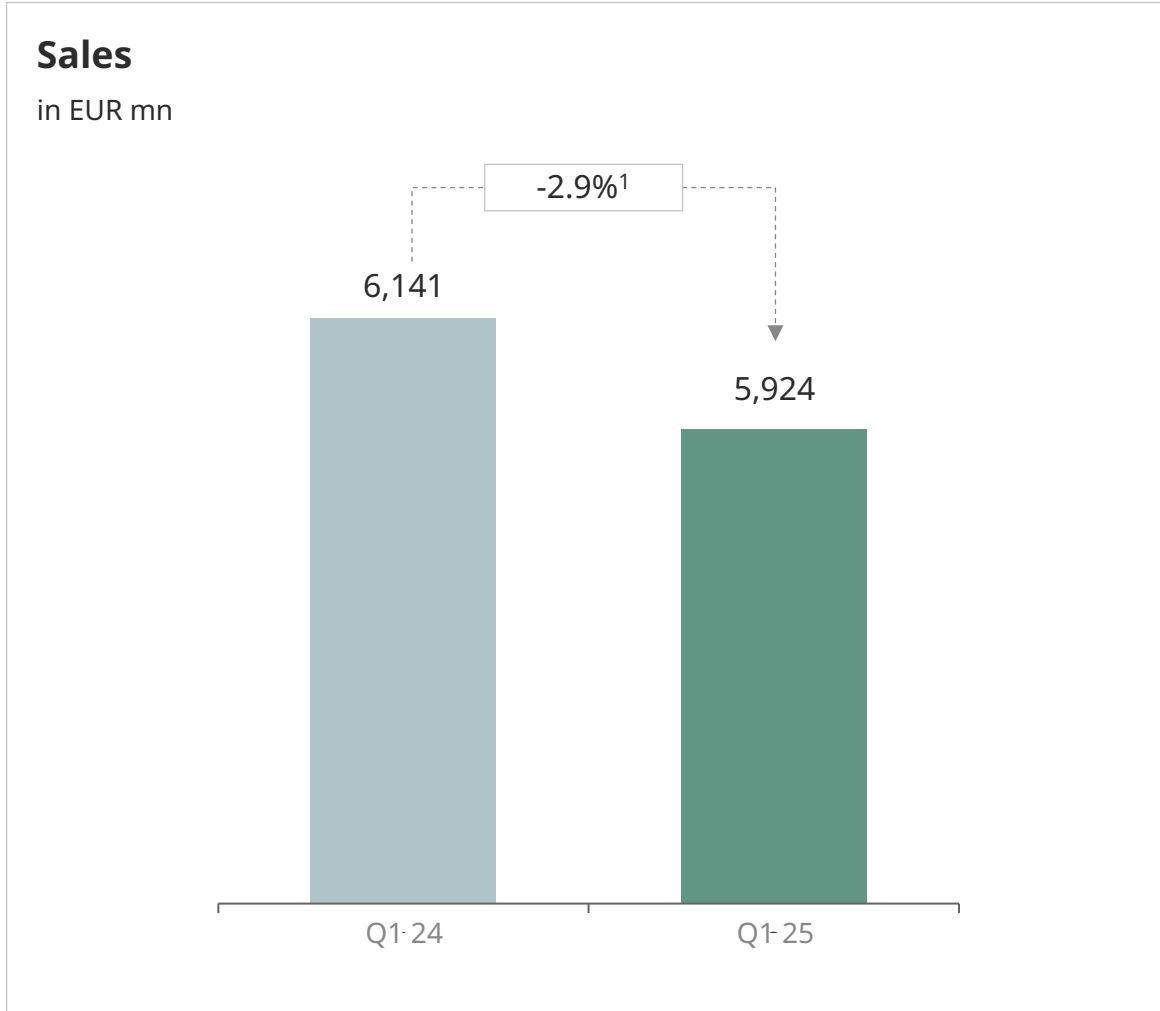
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Sales and Gross Profit – Higher gross margin despite lower sales

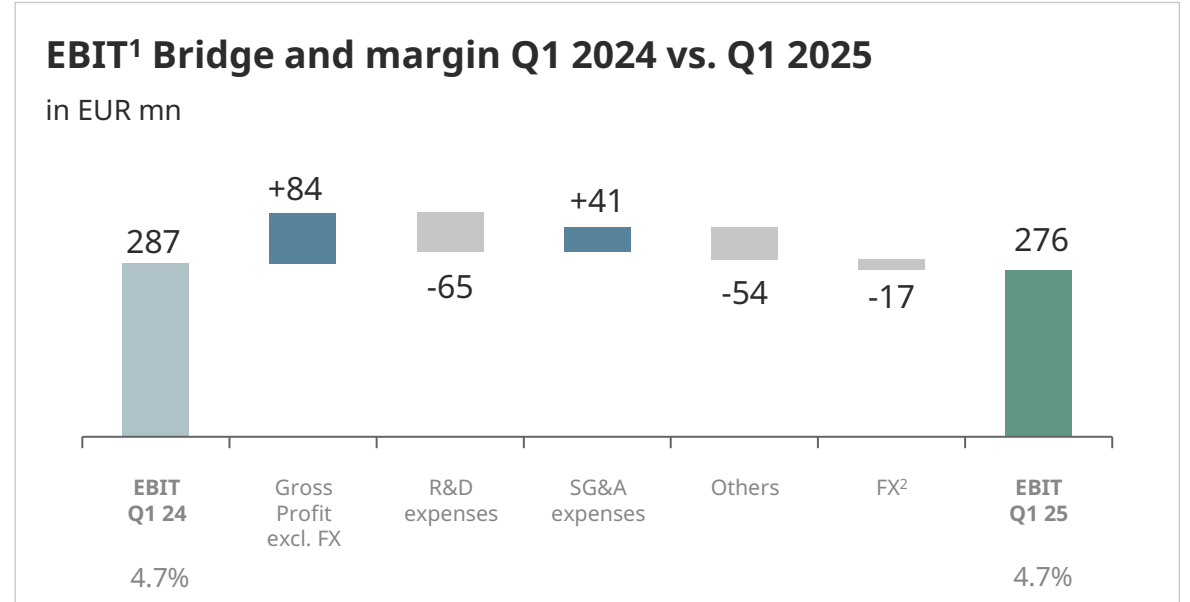
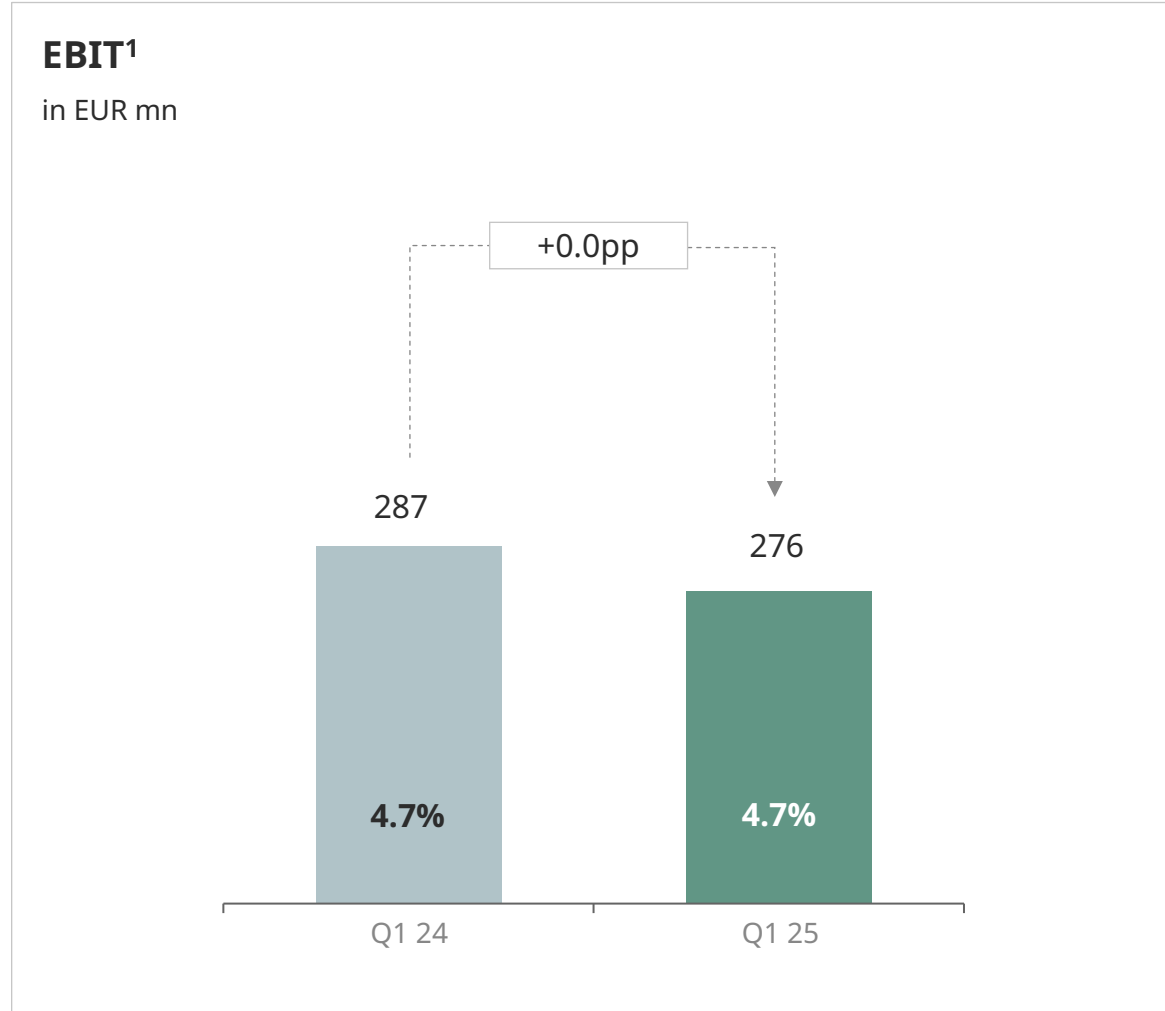


Key Aspects

- Volume: Decrease in PTC offset by increase in E-Mob and VLS
- Production Costs: Overall good plant performance

¹ FX-adjusted, sales growth reported -3.5% | ³ Q1 2024 Pro Forma Gross profit margin 21.1%, adjusted by extraordinary one-off gains of EUR 117 mn due to change in accounting estimate regarding the valuation of inventories

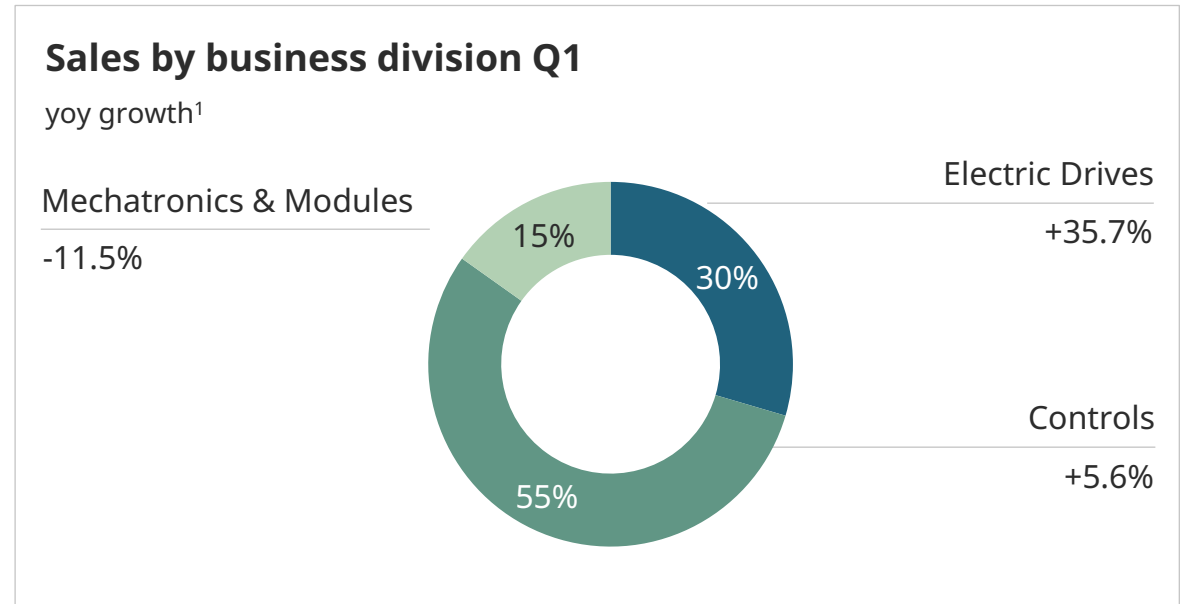
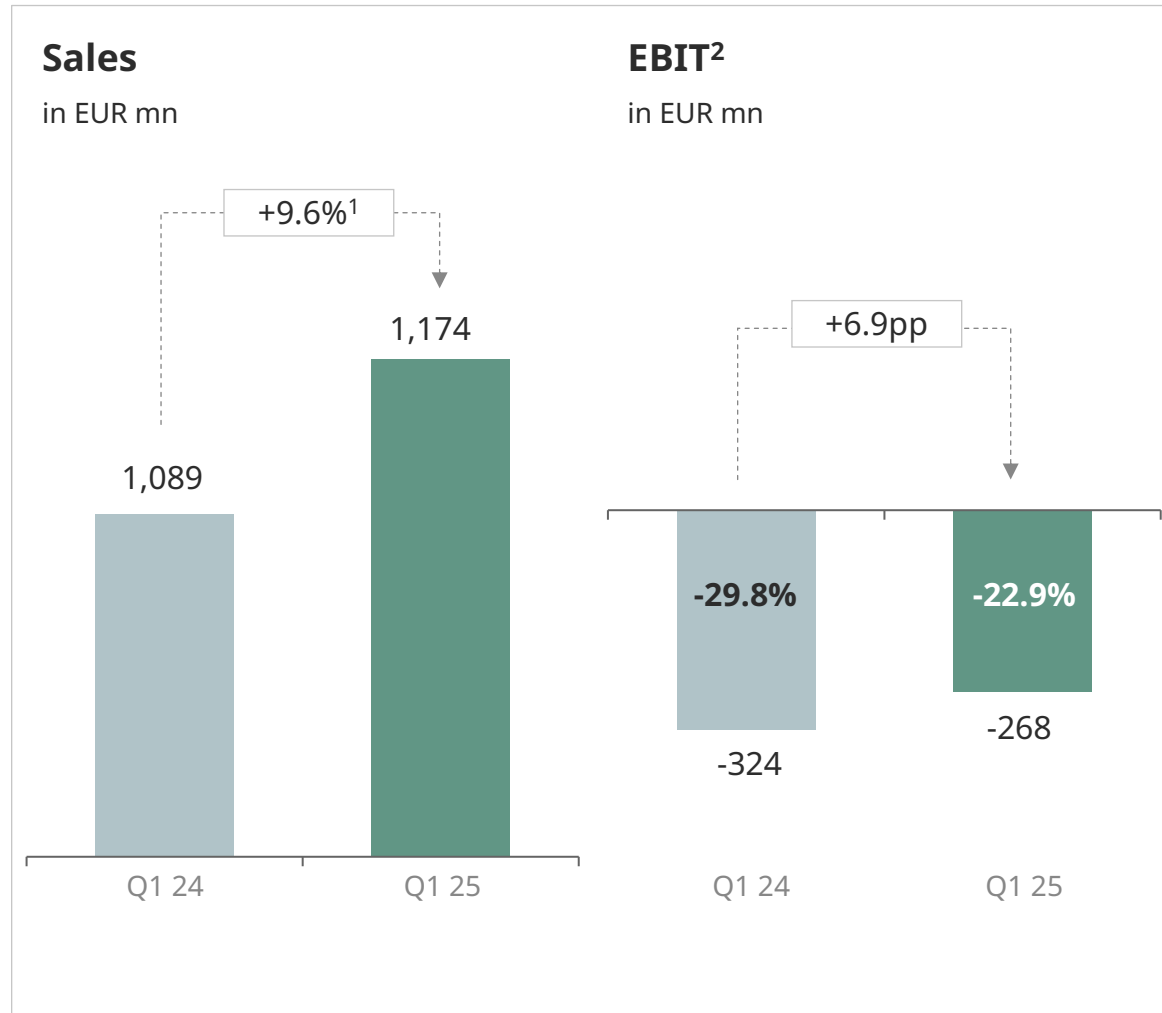
EBIT margin¹ – Stable margin yoy, SG&A costs lower



- Key Aspects**
- Gross Profit: Driven by production cost improvements
 - R&D: Higher project costs and lower capitalization (IAS 38 / IFRS 15)
 - SG&A: Mainly lower admin costs yoy

¹ Before special items | ² Total FX effect including FX impact in Gross Profit, overhead and operative FX gains and losses

E-Mobility – Strong growth¹ in BD Electric Drives, EBIT margin² improved on higher volumes

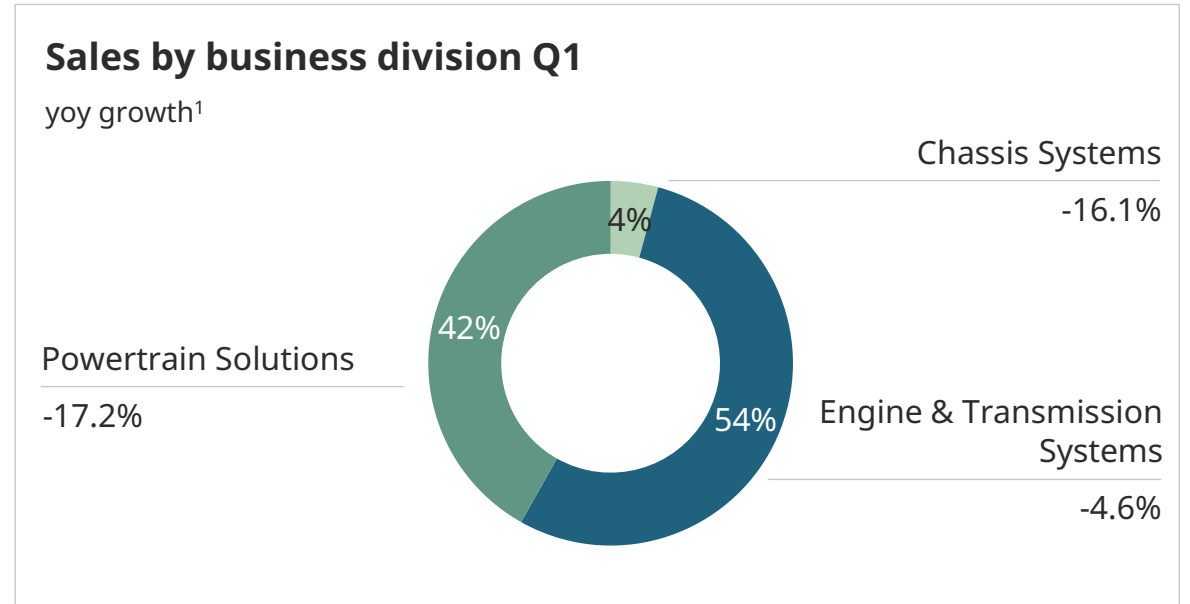
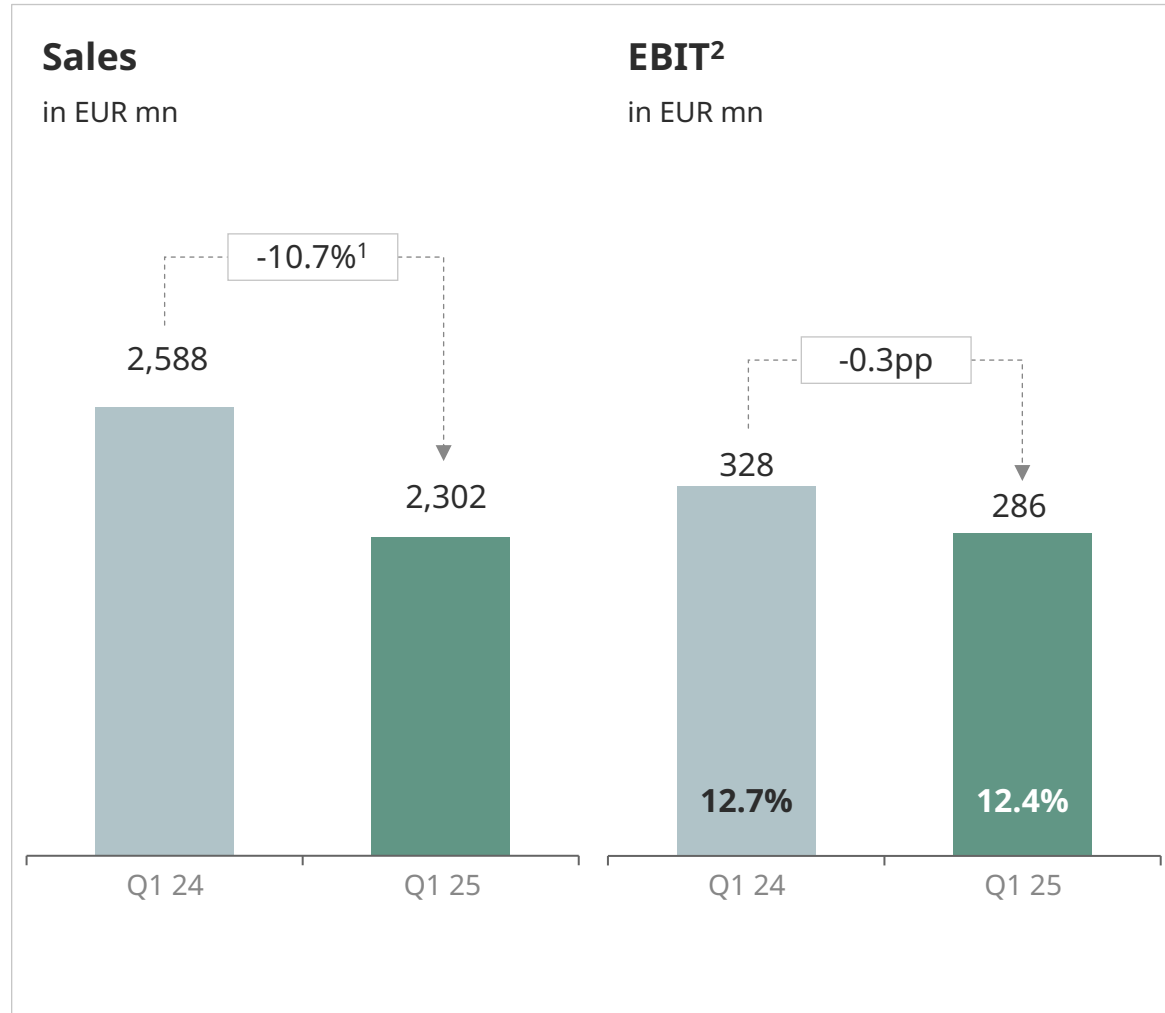


Key Aspects

- Strong growth in BD Electric Drives driven by successful ramp-ups in Europe, Americas and Asia/Pacific
- BD Mechatronics & Modules affected by volume decline in some projects in Europe
- EBIT² improvement driven by higher volumes; ramp-ups stable

¹ FX-adjusted | ² Before special items

Powertrain & Chassis – Sales decline mainly related to Europe, strong EBIT margin²

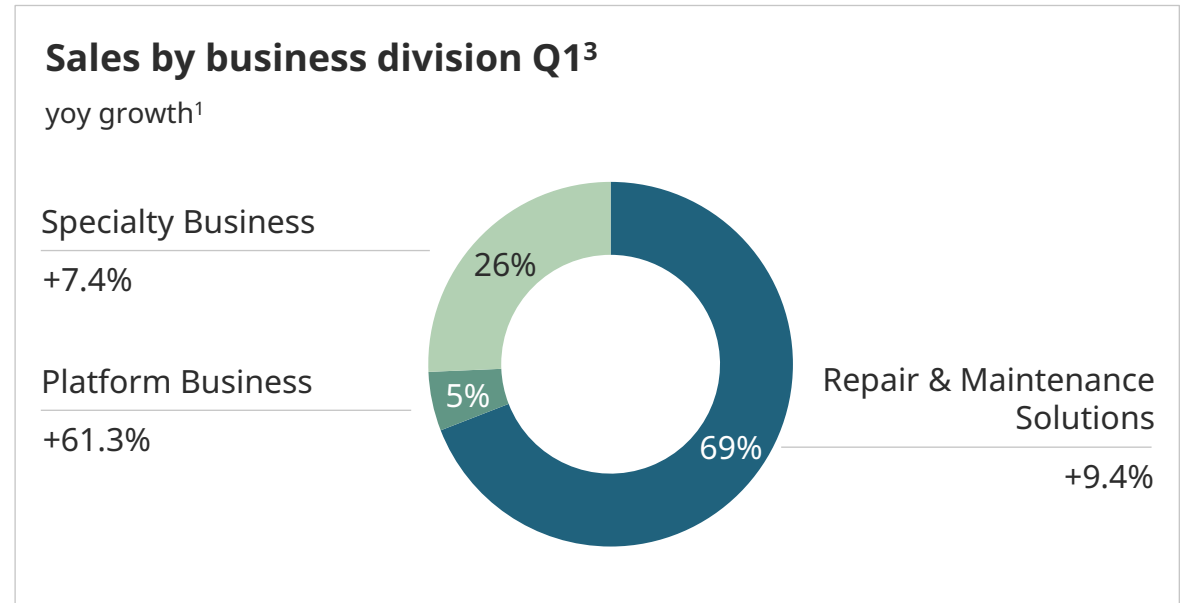
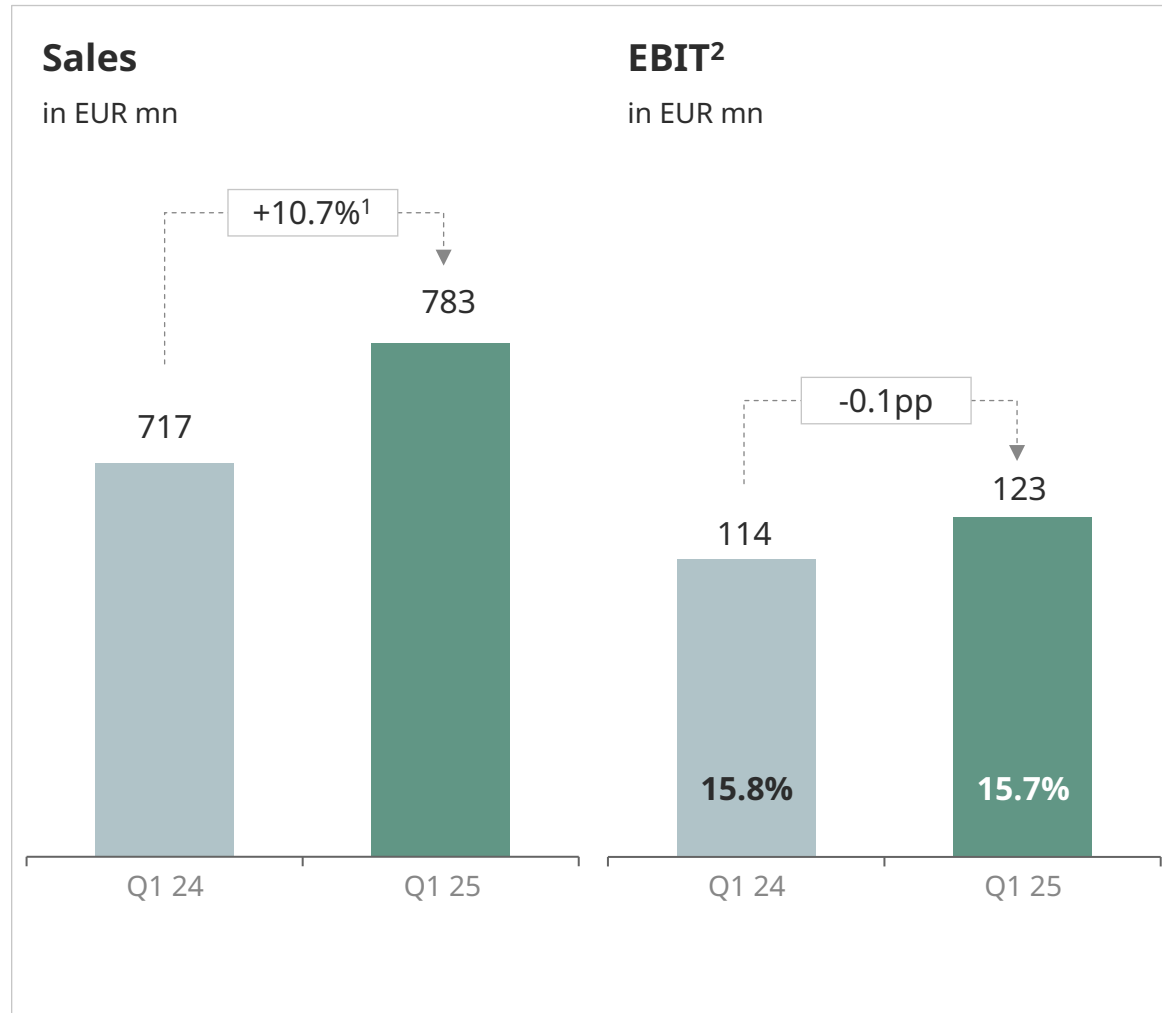


Key Aspects

- BD Engine & Transmission Systems and BD Powertrain Solutions with market-related volume declines in Europe
- EBIT margin² flat yoy; higher R&D expenses yoy mainly due to lower capitalization offset by improved production cost despite lower volumes

¹ FX-adjusted | ² Before special items

Vehicle Lifetime Solutions – Strong growth¹ and EBIT margin²

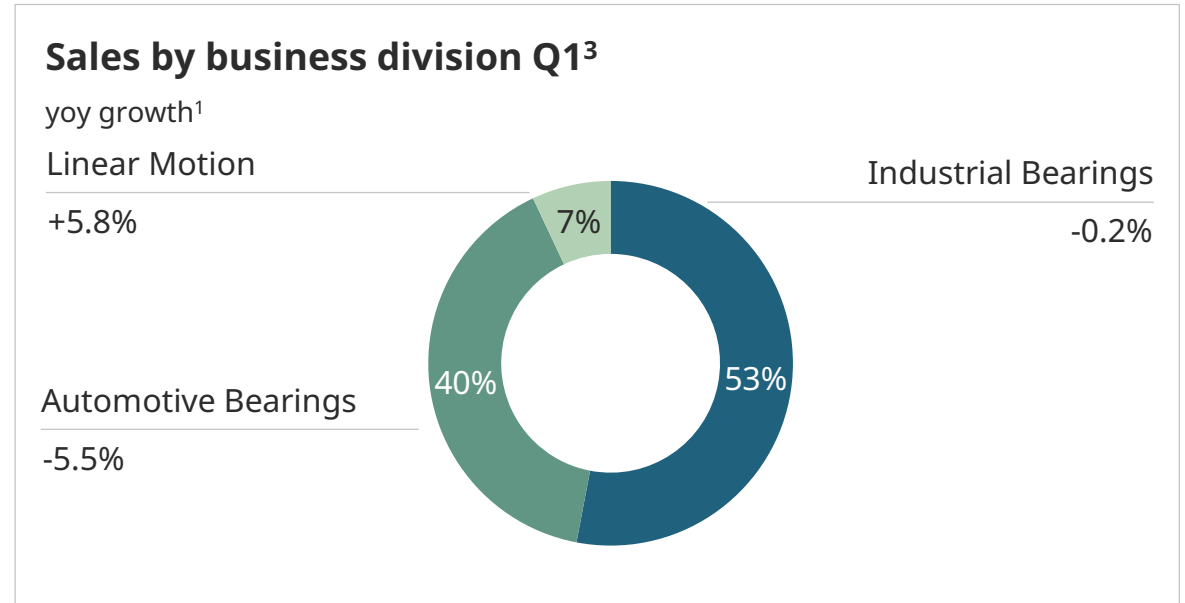
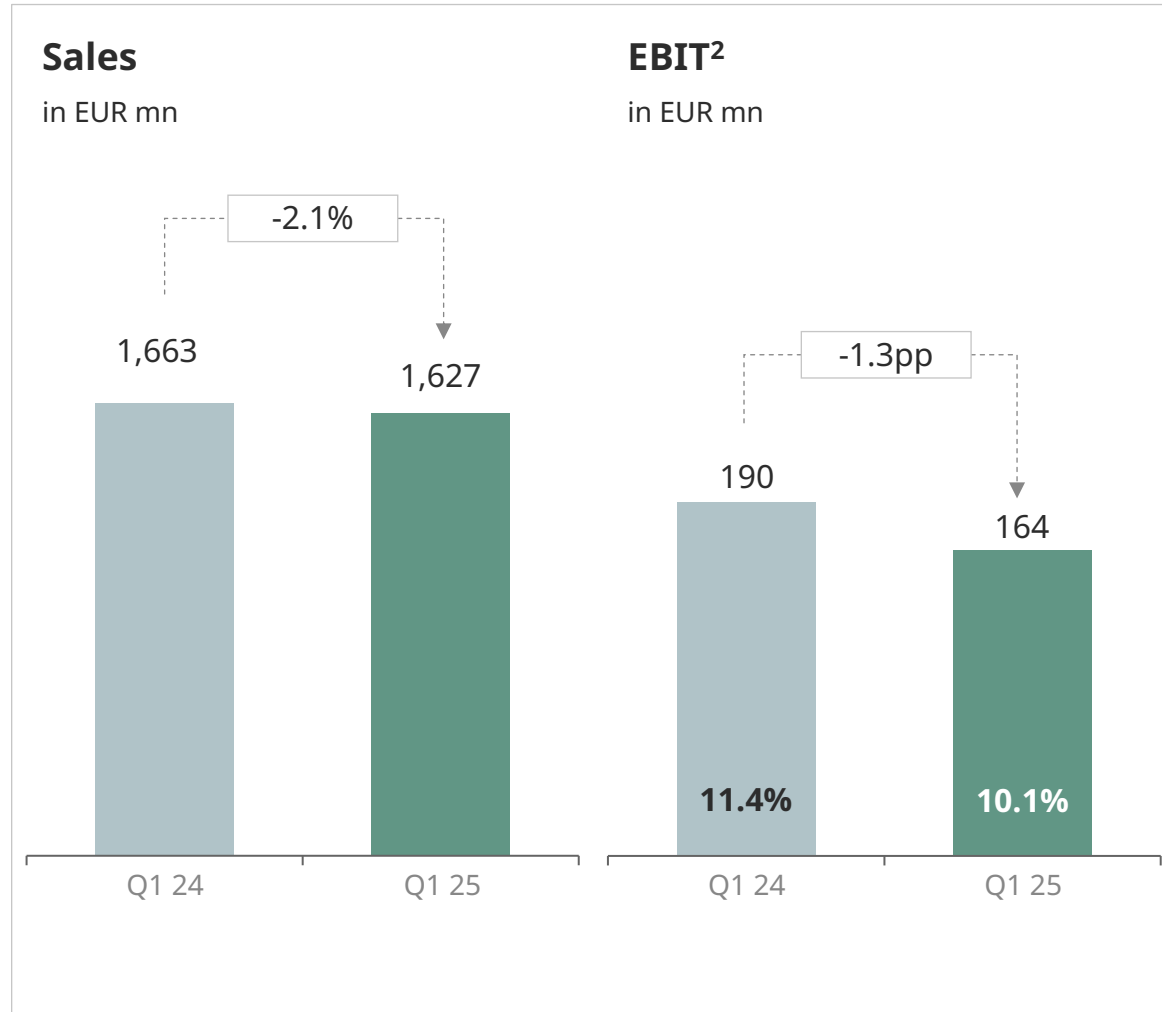


Key Aspects

- Sales growth mainly driven by higher volumes, but also positive price effects
- EBIT margin² remains strong as a result of positive sales development

¹ FX-adjusted | ² Before special items | ³ Emerging Business is not reported due to non-existing sales

Bearings & Industrial Solutions – Slight sales decline, double-digit EBIT margin²



Key Aspects

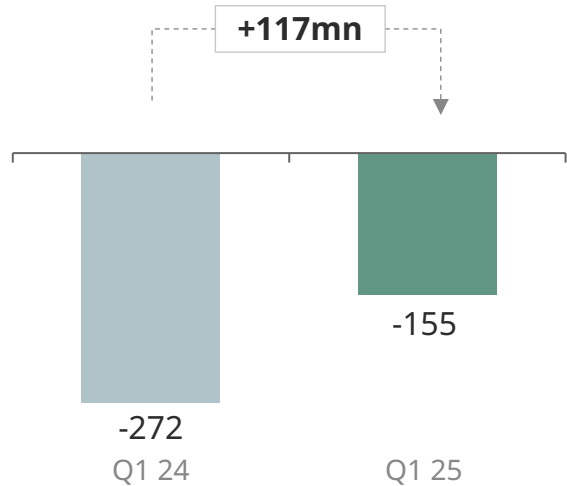
- BD Industrial Bearings with negative growth in Europe, fully compensated by growth in Americas and Asia/Pacific
- BD Automotive Bearings with market-related volume declines in Europe and Americas, whereas sales in Greater China increase
- Strong double-digit EBIT margin², supported by offsetting effects from December, production cost and SG&A cost improvements

¹ FX-adjusted | ² Before special items | ³ Aerospace Bearings will be reported in the course of the year

Free Cash Flow – Seasonal negative FCF, Capex discipline

Free Cash Flow before M&A¹

in EUR mn

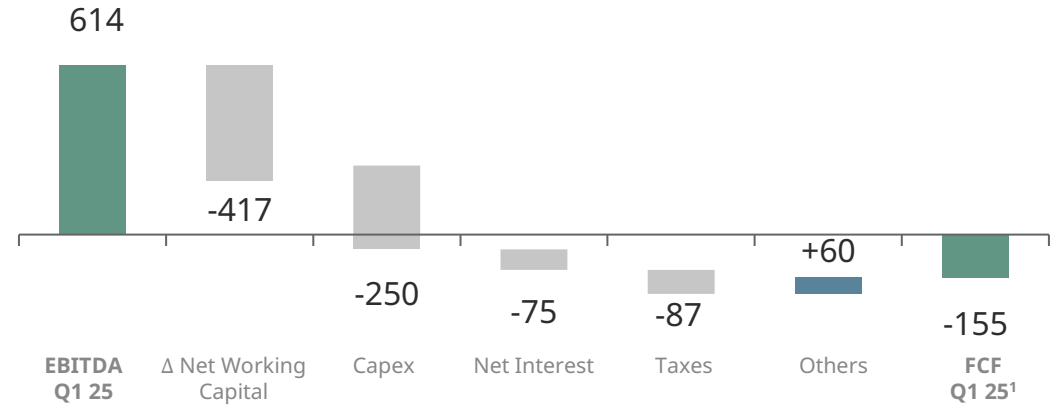


Reinvestment Rate²

Q1 2024	Q1 2025
0.8	0.6

FCF Bridge Q1 2025

in EUR mn



Key Aspects

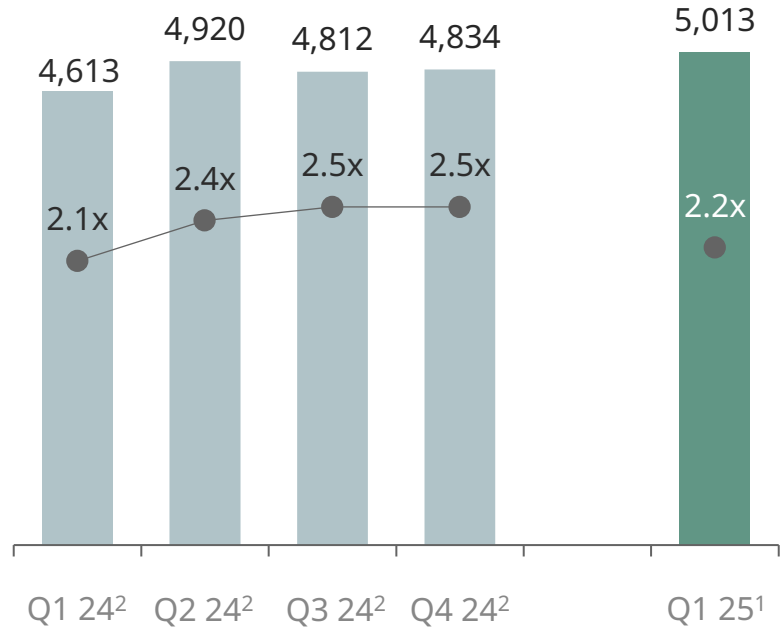
- Seasonal negative FCF, but clear improvement yoy
- Net working capital seasonally increased, mainly due to receivables
- Capex at EUR 250 mn vs. EUR 317 mn in PY

¹ Before cash in- and outflows for M&A activities | ² Investments / D&A (excl. Depreciation for Leasing)

Debt Profile – Pro Forma Leverage ratio¹ at 2.2x

Reported net financial debt and Leverage ratio¹

in EUR mn



As of March 31, 2025

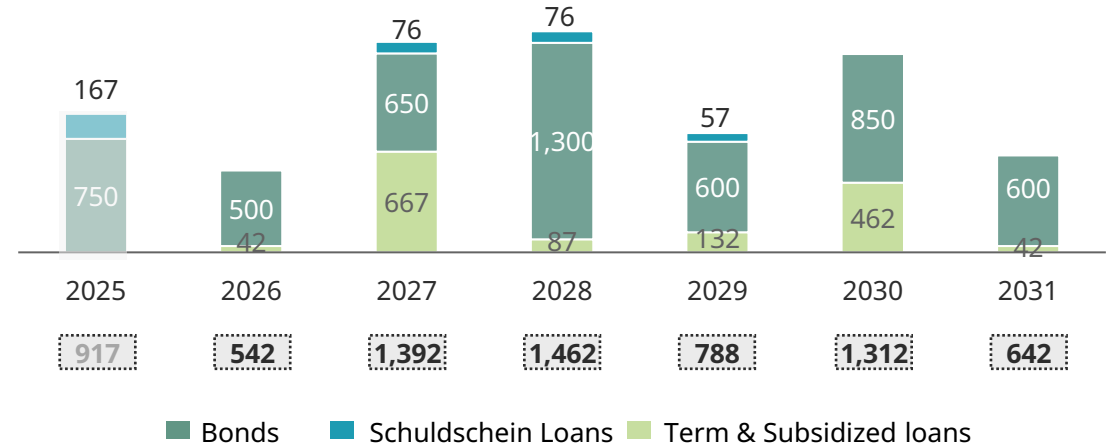
Total gross debt (excl. RCF): EUR 6,100 mn

Total cash: EUR 1,087 mn

Total liquidity: EUR 3,721 mn

Maturity Profile Schaeffler AG³

in EUR mn



Key Aspects

- EUR 1.15 bn dual-tranche EUR corporate bonds successfully issued on March 25, 2025 (EUR 550 mn 4.250% due April 1, 2028, and EUR 600 mn 5.375% due April 1, 2031)
- Continued strong available liquidity position of > EUR 5 bn as of April 1, 2025

¹ Net financial debt to EBITDA LTM ratio before special items, Pro Forma | ² Reported figures | ³ As of April 1, 2025

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FY 2025 Guidance – Confirmed for all metrics, while dealing with tariffs and trade conflicts

	Schaeffler Group	E-Mobility	Powertrain & Chassis	Vehicle Lifetime Solutions	Bearings & Industrial Solutions
Sales in EUR bn	23.0 to 25.0	5.0 to 5.5	9.0 to 9.5	3.0 to 3.25	6.0 to 6.75
EBIT margin¹	3% to 5% [Q1: 4.7%]	-17% to -14% [Q1: -22.9%]	10% to 12% [Q1: 12.4%]	14% to 16% [Q1: 15.7%]	5% to 7% [Q1: 10.1%]
Free Cash Flow² in EUR mn	-200 to 0 [Q1: -155]	Market assumptions <ul style="list-style-type: none"> LVP: Schaeffler expects global LVP to decline by 1.7% to 87.9 mn in 2025, based on the latest forecast of S&P Global Mobility³ Car parc: Growth rate of Global LV Parc⁴ between 2.0% and 2.5% for 2025 compared to 2.4% in 2024. The average age will increase in 2025 to 11.5 years (2024: 11.3 years) Industrial Production: According to forecasts by S&P Global Market Intelligence, growth in global Industrial Production⁵ is set to increase to 2.3% in 2025 (2024: 0.3%) 			

¹ Before special items | ² Before cash in- and outflows for M&A activities | ³ Includes content supplied by S&P Global Mobility© [IHS Markit Light Vehicle Production Forecast (Base), April 2025]. All rights reserved. | ⁴ Includes content supplied by S&P Global Mobility © [IHS Markit Vehicles in Operation (VIO) Forecast, February 2025]. All rights reserved. | ⁵ Includes content supplied by S&P Global Market Intelligence © [Comparative Industry Service Forecast, April 2025]. All rights reserved. Sectors considered: Mechanical Engineering (ISIC 28), Transport Equipment (ISIC 30), Electrical Equipment (ISIC 271)

Outlook – Capital Markets Day September 16, 2025

Financial calendar and selected IR events 2025

May 7	Q1 2025 Earnings Release
May 19/20	BNP EV and Mobility Conference – Hongkong
May 21/22	JPM Global China Summit – Shanghai
May 28	DB European Champions Conference – Frankfurt
June 3	JPM European Automotive Conference – London
June 11/12	DB Global Auto Industry Conference – New York
Aug 6	Q2 2025 Earnings Release
Sep 16	Capital Markets Day
Nov 4	Q3 2025 Earnings Release



BACKUP

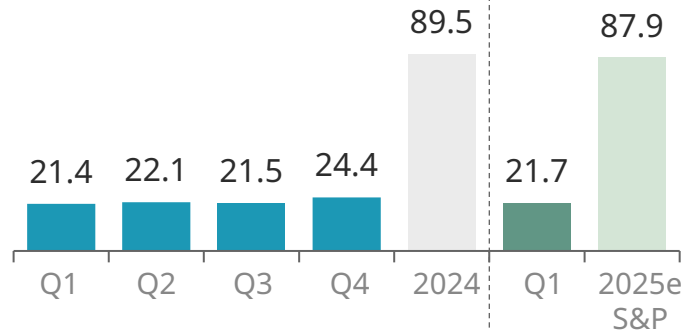
Ancillary comments 2025 – Additional KPIs and parameter

Additional KPIs	FY 2025	Comments
Reinvestment Rate	Around 1.0	Focus on investments in new business and innovation & technology
Restructuring cash-out incl. integration costs	Around EUR 350 mn	Significant portion due to structural measures
Dividend Payout Policy	40% – 60%¹	Dividend payout 2024 EUR 25 cents
Leverage ratio²	Around 2.5x	Target corridor 1.25x to 1.75x
Tax rate	> 50%	Target corridor 28% to 32%

¹ In % of Net Income before special items, attributable to Shareholders of the parent company | ² Net financial debt to EBITDA ratio before special items

Market assumptions

Global LVP¹

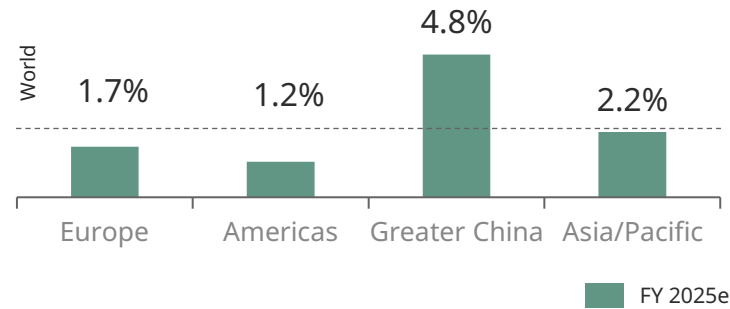


yoy vs. 2024

-1.7%

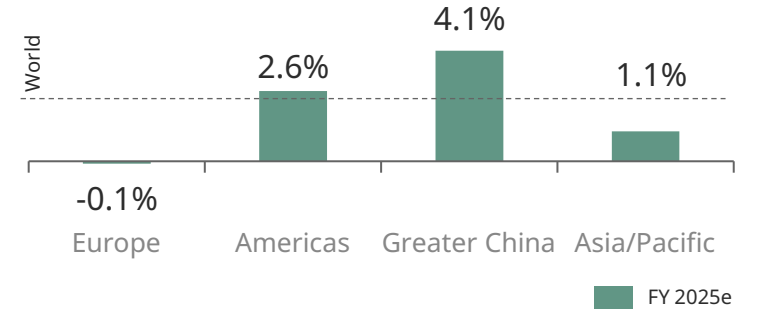
- Schaeffler expects global LVP to decline by 1.7% in 2025, based on the forecast of S&P Global Mobility
- Market conditions have become even more challenging, with U.S. tariffs on imported cars and car parts weighing on global output

Global and regional LV Parc²



- Growth rate of Global LV Parc² between 2.0% and 2.5% for 2025 compared to 2.4% in 2024. The average age will increase in 2025 to 11.5 years (2024: 11.3 years) due to lower sales of new cars, in conjunction with lower replacement rate of vehicles in operation
- Like in previous years, the highest growth rate is expected for region Greater China (4.7%)

Global and regional Industrial Production³



- According to forecasts by S&P Global Market Intelligence, growth in global Industrial Production³ is set to increase to 2.3% in 2025 (2024: 0.3%)
- Region Greater China is expected to be the biggest growth driver, followed by Americas and Asia/Pacific, while a slight decline in Industrial Production is still expected for Europe

¹ Includes content supplied by S&P Global Mobility© [IHS Markit Light Vehicle Production Forecast (Base), April 2025]. All rights reserved. | ² Includes content supplied by S&P Global Mobility © [IHS Markit Vehicles in Operation (VIO) Forecast, February 2025]. All rights reserved. | ³ Includes content supplied by S&P Global Market Intelligence © [Comparative Industry Service Forecast, April 2025]. All rights reserved. Sectors considered: Mechanical Engineering (ISIC 28), Transport Equipment (ISIC 30), Electrical Equipment (ISIC 271)

Key figures by division 2025

Group in EUR mn	Q1 25	Q2 25	Q3 25	Q4 25	FY 25
Sales	5,924				
<i>Sales growth¹</i>	-2.9%				
EBIT ²	276				
EBIT margin ²	4.7%				

E-Mob in EUR mn	Q1 25	Q2 25	Q3 25	Q4 25	FY 25
Sales	1,174				
<i>Sales growth¹</i>	+9.6%				
EBIT ²	-268				
EBIT margin ²	-22.9%				

PTC in EUR mn	Q1 25	Q2 25	Q3 25	Q4 25	FY 25
Sales	2,302				
<i>Sales growth¹</i>	-10.7%				
EBIT ²	286				
EBIT margin ²	12.4%				

VLS in EUR mn	Q1 25	Q2 25	Q3 25	Q4 25	FY 25
Sales	783				
<i>Sales growth¹</i>	+10.7%				
EBIT ²	123				
EBIT margin ²	15.7%				

B&IS In EUR mn	Q1 25	Q2 25	Q3 25	Q4 25	FY 25
Sales	1,627				
<i>Sales growth¹</i>	-2.1%				
EBIT ²	164				
EBIT margin ²	10.1%				

Others in EUR mn	Q1 25	Q2 25	Q3 25	Q4 25	FY 25
Sales	38				
<i>Sales growth¹</i>	-55.3%				
EBIT ²	-28				
EBIT margin ²	-74.3%				

¹ FX-adjusted | ² Before special items

Pro forma 2024 by division and quarters

Group in EUR mn	Q1 24	Q2 24	Q3 24	Q4 24	FY 24
Sales	6,141	6,280	5,947	5,944	24,313
EBIT¹	287	244	206	105	842
EBIT margin¹	4.7%	3.9%	3.5%	1.8%	3.5%

E-Mob in EUR mn	Q1 24	Q2 24	Q3 24	Q4 24	FY 24
Sales	1,089	1,179	1,266	1,283	4,816
EBIT¹	-324	-260	-214	-268	-1,066
EBIT margin¹	-29.8%	-22.0%	-16.9%	-20.9%	-22.1%

PTC in EUR mn	Q1 24	Q2 24	Q3 24	Q4 24	FY 24
Sales	2,588	2,515	2,275	2,278	9,656
EBIT¹	328	320	225	228	1,101
EBIT margin¹	12.7%	12.7%	9.9%	10.0%	11.4%

VLS in EUR mn	Q1 24	Q2 24	Q3 24	Q4 24	FY 24
Sales	717	788	741	715	2,961
EBIT¹	114	129	104	93	440
EBIT margin¹	15.8%	16.4%	14.0%	13.0%	14.8%

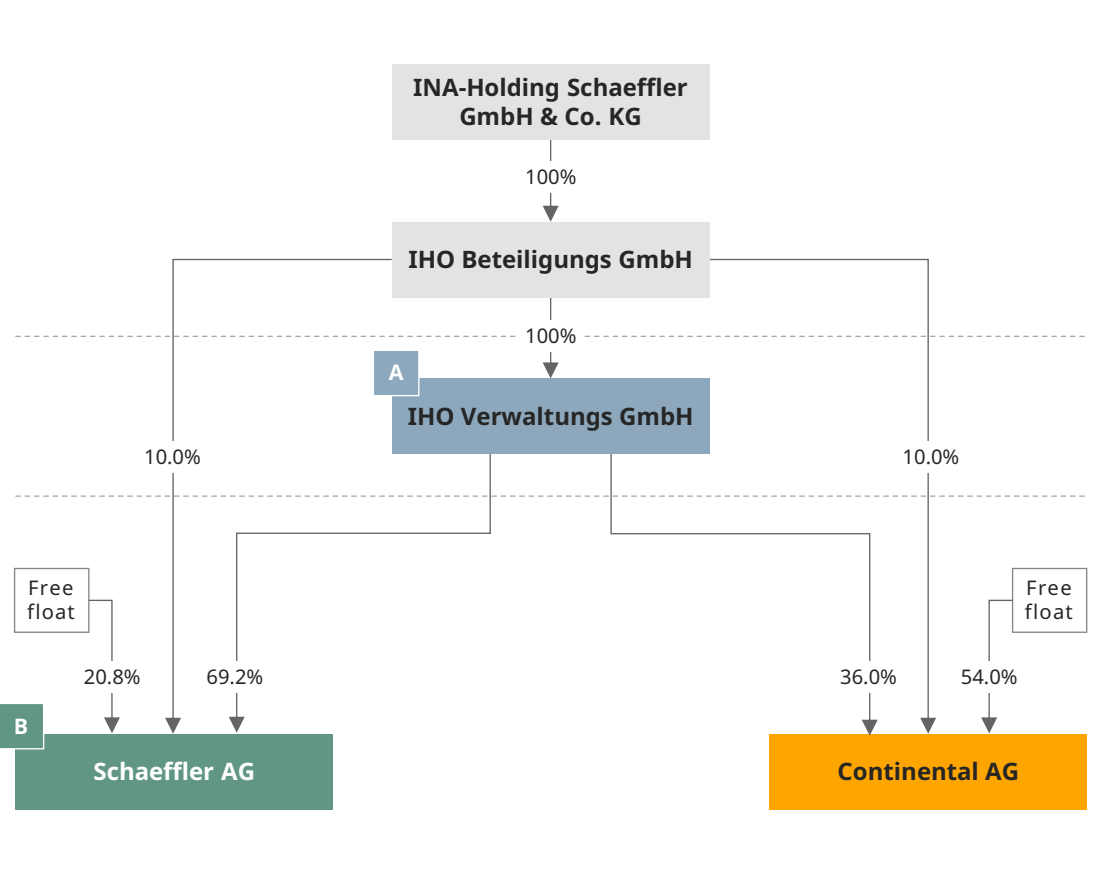
B&IS In EUR mn	Q1 24	Q2 24	Q3 24	Q4 24	FY 24
Sales	1,662	1,679	1,599	1,585	6,525
EBIT¹	190	74	104	68	435
EBIT margin¹	11.4%	4.4%	6.5%	4.3%	6.7%

Others in EUR mn	Q1 24	Q2 24	Q3 24	Q4 24	FY 24
Sales	86	118	67	84	355
EBIT¹	-20	-19	-12	-16	-67
EBIT margin¹	-23.6%	-16.1%	-17.6%	-18.8%	-18.9%

¹ Before special items

Overview corporate and financing structure

Corporate structure (simplified) as of March 31, 2025



Financing structure as of March 31, 2025

A IHO Verwaltungs GmbH		Nominal USD mn	Nominal EUR ¹ mn	Interest	Maturity	Rating Fitch/Moody's/S&P
Loans	RCF (EUR 1,000 mn)	-	0	E+4.25%	Feb-28	Not rated
Bonds	8.75% SSNs 2028 (EUR)	-	800	8.750%	May-28	BB/Ba2/BB-
	6.375% SSNs 2029 (USD)	400	370	6.375%	May-29	BB/Ba2/BB-
	6.75% SSNs 2029 (EUR)	-	800	6.750%	Nov-29	BB/Ba2/BB-
	7.75% SSNs 2030 (USD)	500	462	7.750%	Nov-30	BB/Ba2/BB-
	7.00% SSNs 2031 (EUR)	-	520	7.000%	Nov-31	BB/Ba2/BB-
	8.00% SSNs 2032 (USD)	450	416	8.000%	Nov-32	BB/Ba2/BB-
Total	IHO Verwaltungs GmbH		3,368	Ø 7.54% ^{2,3}		

B Schaeffler AG ⁴		Nominal USD mn	Nominal EUR mn	Interest	Maturity	Rating Fitch/Moody's/S&P
Loans	RCF (EUR 3,000 mn)	-	-	E+0.750%	Oct-29	Not rated
	Term Loan (EUR)	-	500	E+1.650%	Nov-27	Not rated
	Term Loan (EUR)	-	125	Undisclosed	Aug-27	Not rated
	Schuldschein Loans (EUR)	-	375	Ø 3.698%	May/Mar 25 & 27-29	Not rated
	EIB loans (EUR)	-	670	Ø 4.137%	Jan-30; Oct 26-31	Not rated
	KfW Loans (EUR)	-	135	Ø 4.340%	Oct-28 & Apr-29	Not rated
CP	Commercial Paper (EUR)	-	-	-	-	Not rated
Bonds	2.750% SNs 2025 (EUR)	-	750	2.750%	Oct-25	BB+/Ba1/BB+
	4.500% SNs 2026 (EUR)	-	500	4.500%	Aug-26	BB+/Ba1/BB+
	2.875% SNs 2027 (EUR)	-	650	2.875%	Mar-27	BB+/Ba1/BB+
	4.250% SNs 2028 (EUR)	-	550	4.250%	Apr-28	BB+/Ba1/BB+
	3.375% SNs 2028 (EUR)	-	750	3.375%	Oct-28	BB+/Ba1/BB+
	4.750% SNs 2029 (EUR)	-	600	4.750%	Aug-29	BB+/Ba1/BB+
	4.500% SNs 2030 (EUR)	-	850	4.500%	Mar-30	BB+/Ba1/BB+
	5.375% SNs 2031 (EUR)	-	600	5.375%	Apr-31	BB+/Ba1/BB+
Total	Schaeffler AG		7,055	Ø 4.17% ³		

¹ EUR/USD = 1.0815 | ² After cross currency swaps | ³ Incl. commitment and utilization fees | ⁴ Schaeffler AG financing structure as of April 1, 2025 | ⁵ Table displays Schaeffler AG related instruments only. For the overall indebtedness of the Schaeffler Group, reference is made to the respective financial statements of the Schaeffler Group
 May 7, 2025 Q1 2025 Schaeffler AG earnings