



THE
**MOTION
TECHNOLOGY
COMPANY**

Q1 2026
Schaeffler AG
earnings

May 5, 2026
Herzogenaurach

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Summary Q1 2026 – Good start into the year, while geopolitical tensions increasing

1

Sales growth¹ Q1

+1.0%

Q1 2026: EUR 5,764 mn

2

Gross margin² Q1

21.6%

Q1 2025: 21.7%

3

EBIT margin² Q1

5.0%

Q1 2025: 4.7%

4

Free Cash Flow³ Q1

EUR -209 mn

Q1 2025: EUR -155 mn

5

EPS⁴ Q1

EUR 0.06

Q1 2025: EUR 0.09

Key messages Q1

- Sales growth¹ – E-Mobility posted highest growth rates, with PTC affected by business phase-outs and market-driven decline
- Gross margin² – Stable year-on-year with operational gains in E-Mobility, VLS and B&IS
- EBIT margin² – E-Mobility improved, while PTC, VLS and B&IS with strong EBIT contributions supported by lower R&D costs
- Free Cash Flow³ – Usual seasonal pattern, influenced by increased restructuring cash-outs and advance customer payments in the prior quarter
- EPS⁴ – Slightly positive, impacted by lower financial result

¹ FX-adjusted, yoy | ² Before special items | ³ Before cash in- and outflows for M&A activities | ⁴ Earnings per share

Q1 Sales growth¹ – Heterogenous development across regions and divisions, growth at group level

Q1 2026 ¹	% of Group sales ²	Hedge 1: ICE vs. BEV				Region growth
		E-Mobility	Powertrain & Chassis	Vehicle Lifetime Solutions	Bearings & Industrial Solutions	
		21%	37%	14%	27%	
Europe	48%	+5.7%	-2.2%	-1.3%	-0.2%	+0.4%
Americas	22%	-4.7%	-1.3%	-1.9%	+2.1%	-1.0%
Greater China	16%	-9.1%	-4.5%	+17.2%	+5.9%	-0.5%
Asia/Pacific	14%	+32.1%	+1.5%	+14.7%	-0.6%	+8.0%
Division growth		+6.0%	-1.8%	+0.9%	+1.6%	+1.0%

Hedge 2: Build vs. Repair
 Hedge 3: Auto vs. Non-Auto

■ Q1 sales growth¹

¹ FX-adjusted, vs. Q1 2025 | ² Division "Others" not shown

OEM Auto Powertrain¹ – Outperformance in all powertrain types

Outperformance by Powertrain Type²

Q1 2026 vs Q1 2025

	<i>Sales growth</i>	<i>Market growth</i>	<i>Outperformance</i>
BEV	16.4%	12.4%	+4.0pp
HEV	5.3%	3.8%	+1.5pp
ICE	-9.5%	-10.4%	+0.9pp
Total	-2.7%	-4.0%	+1.3pp

Order Intake³/ Book-to-Bill⁴ by Powertrain Type

Q1 2026

	<i>Sales</i>	<i>Order Intake</i>	<i>Book-to-Bill</i>
BEV	351 mn	628 mn	1.8x
HEV	867 mn	503 mn	0.6x
ICE	1,667 mn	1,088 mn	0.7x
Total	2,884 mn	2,219 mn	0.8x

Key Aspects

- Positive outperformance across all powertrain types, due to resilient result in region Europe and Asia Pacific (e.g. Charging Unit and EMR4)
- Robust performance in Greater China in ICE products leads to stronger performance compared to market development
- Strong order intake in BEV, mainly due to regions Europe and Greater China (e.g. Battery components and Master Controller)

¹ OEM Automotive Powertrain Sales = Sales E-Mobility and Powertrain & Chassis, that are powertrain-related for Passenger Cars (i.e. excl. Chassis, Commercial Vehicle business, selected unattributable cases) | ² Includes content supplied by S&P Global © [IHS Markit Light Vehicle Production Powertrain Forecast, April 2026] | ³ Lifetime Sales / current period revenue | ⁴ Order Intake L3M Gross / Sales L3M

E-Mobility – Good sales growth¹ driven by Europe and Asia/Pacific, continues gross margin improvement

Sales growth¹ Q1

+6.0%

Q1 2026: EUR 1,210 mn

Order Intake² Q1

EUR 1.2 bn

Q1 2025: EUR 3.0 bn

Highlight

- Gearbox for Chinese volume OEM for electrified vehicles awarded
- First order intake for software-defined vehicle application for Chinese OEM received



Coaxial gearbox

Book-to-Bill³ Q1

1.0x




Q1 2025: 2.6x

Δ Gross margin⁴ Q1

+1.7pp

Gross margin⁴ Q1 2026: 3.9%

Key Aspects

-  Sales growth¹ supported by ramp-ups in thermal management for European premium OEM, hybrid drive for European volume OEM, and coaxial gearbox with a leading NEV OEM in China
-  On track to achieve last year's Order Intake² level, in line with the usual seasonality
-  Gross margin⁴ improvement from volume increase with project ramp-ups, increased productivity and cost efficiency

¹ FX-adjusted, yoy | ² Lifetime sales / current period revenue | ³ Order intake L3M Gross / Sales L3M | ⁴ Before special items, Δ adj. Gross margin Q1 2026 vs. Q1 2025

Powertrain & Chassis – Sales growth¹ was slightly negative, while gross margin remained at a high level

Sales growth¹ Q1

-1.8%

Q1 2026: EUR 2,141 mn

Order Intake² Q1

EUR 1.4 bn

Q1 2025: EUR 2.8 bn

Highlight

NOx sensor originally used in automotive applications

- Now deployed also in off-highway applications
- Supports diesel and natural gas engines, showing technology reuse beyond automotive



Book-to-Bill³ Q1

0.7x

Q1 2025: 1.2x

Δ Gross margin⁴ Q1

-1.3pp

Gross margin⁴ Q1 2026: 24.5%

Key Aspects

- > Sales growth mainly impacted by strategic portfolio management and continuing challenging market conditions
- > Positive operational performance could partially compensate negative Volume and Mix effects
- > Gross margin⁴ lower compared to very strong previous year Q1, impacted by one-off effects

¹ FX-adjusted, yoy | ² Lifetime sales / current period revenue | ³ Order intake L3M Gross / Sales L3M | ⁴ Before special items, Δ adj. Gross margin Q1 2026 vs. Q1 2025

Vehicle Lifetime Solutions – Sales growth¹ fueled by Greater China and Asia/Pacific, strong gross margin

Sales growth¹ Q1

+0.9%

Q1 2026: EUR 801 mn

Outperformance² Q1

-1.2pp

Car Parc growth³: 2.1%

Highlight

- Platform Business growth¹ driven by B2B e-commerce platforms ETC in China. Now serving >6,800 retail partners in 320 cities in China
- E-Axle Repair Tool enables sustainable and economical electric motor repair instead of replacing, honored with Sustainability Award⁶



Car parc age⁴ 2026e

11.7 years

Car parc age 2025: 11.5 years

Δ Gross margin⁵ Q1

+0.3pp

Gross margin⁵ Q1 2026: 32.4%

Key Aspects

- ▲ Slight sales growth¹ mainly driven by Platform business in Regions Asia Pacific and Greater China as well as favorable pricing effects
- ▼ Negative Outperformance² due to restrained IAM market demand in Europe
- ▲ Gross margin⁵, already at a high level, with further year-over-year improvement also thanks to positive pricing effects

¹ FX-adjusted, yoy | ² Sales growth vs. Car Parc growth | ³ Growth passenger cars and light commercial vehicles 2026 vs. 2025 according to S&P Global, February 2026 | ⁴ Average Car Parc age 2025 and estimated 2026 according to S&P Global, February 2026 | ⁵ Before special items, Δ adj. Gross margin Q1 2026 vs. Q1 2025 | ⁶ Award from ATZ/MTZ Group and Arthur D. Little in the category "Mobility Concepts: Business Models"

Bearings & Industrial Solutions – Resilient sales growth¹ and a solid gross margin

Sales growth¹ Q1

+1.6%

Q1 2026: EUR 1,573 mn

Outperformance² Q1

+2.3pp

Blended market growth³: -0.7%

Highlight

Space activities evolving: Our high-precision bearings at work in two critical places at Artemis II

- Inside the engine turbopumps spinning at over 25,000 rpm
- In the hand controllers of the astronauts to steer the aircraft



Book-to-Bill⁴ Q1

1.1x




Order Intake Q1 2026: EUR 1.7 bn⁵

Δ Gross margin⁶ Q1

-0.1pp

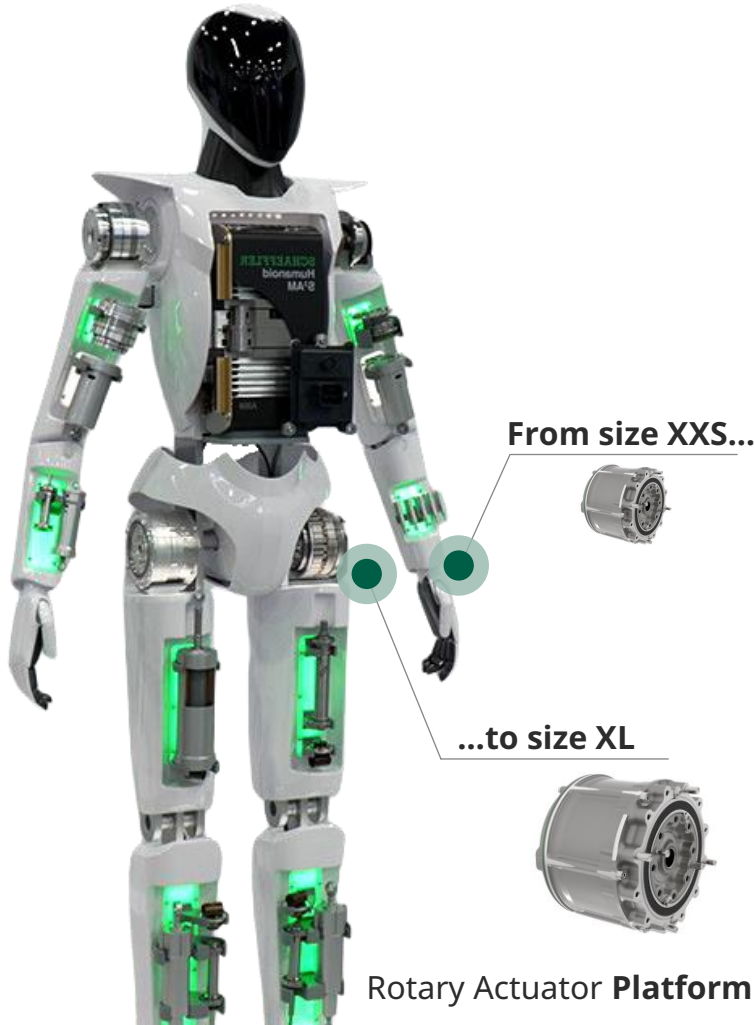
Gross margin⁶ Q1 2026: 26.0%

Key Aspects

-  Above average sales growth¹ in Greater China, supported by higher volumes in Industrial Machinery and Rail
-  Both Industrial and Automotive contributed to the outperformance²
-  Gross margin⁶ stable at solid level driven by operational improvements

¹ FX-adjusted, yoy | ² Sales growth vs. blended market growth | ³ Blended market growth based on weighted average of Light Vehicle Production and Industrial Production (Sectors considered: Mechanical Engineering (ISIC 28), Transport Equipment (ISIC 30), Electrical Equipment (ISIC 271)) | ⁴ Order Intake L3M Gross / Sales L3M | ⁵ Automotive Order Intake based on nominations to customer projects; Industrial Order Intake based on new orders plus order book adjustments | ⁶ Before special items, Δ adj. Gross margin Q1 2026 vs. Q1 2025

New Growth – Actuator platform further strengthens our position in the humanoid ecosystem



1 Customer

- Engaged with all strategically relevant humanoid players, already ~30 prototype orders and 5 contracts secured, ongoing contract negotiations to further build the orderbook
- First series SOP planned for Q2 2026, with further ramp-ups scheduled for Q3 and Q4 2026 covering all relevant regions

2 Product

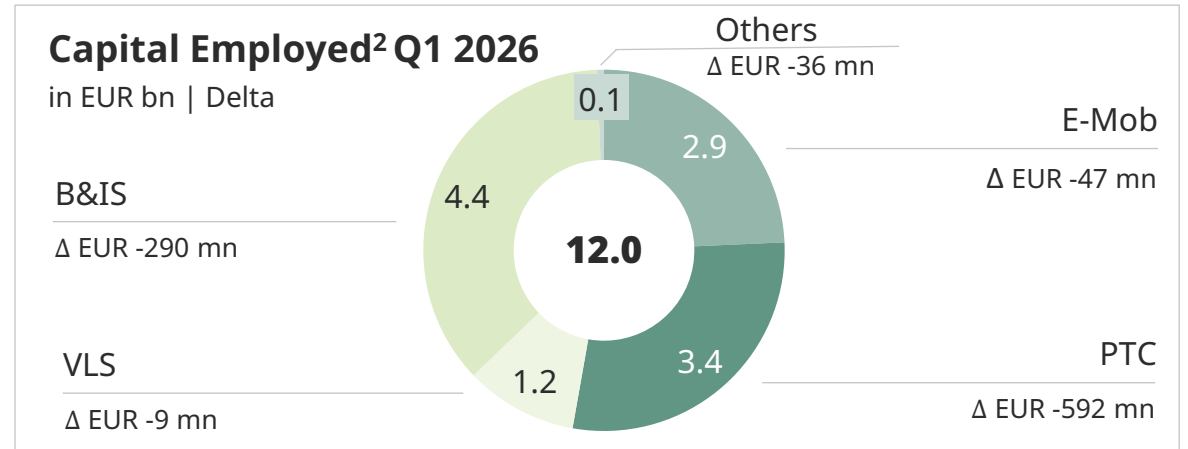
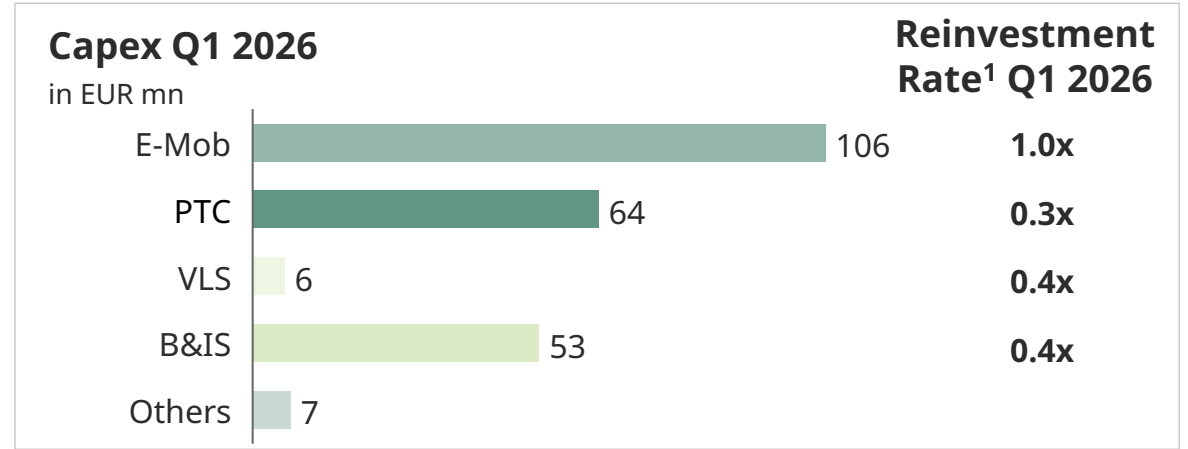
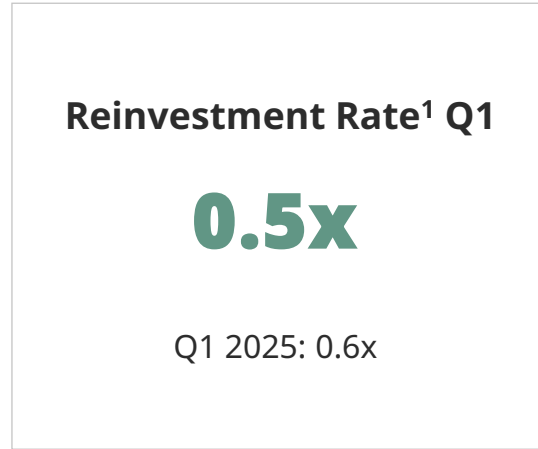
- Cost-competitive rotary actuator platform in multiple sizes developed covering ~80% of market demand, recognized by prestigious Hermes award
- Further leveraging existing automotive know-how to expand humanoid product portfolio, e.g. integrated torque & force sensors



3 Manufacturing

- Existing core manufacturing technologies enable production with the highest precision and quality on an industrial scale
- Competitive advantage from established customer relationships, automotive heritage, and strong manufacturing & product development expertise

Capital allocation – Disciplined capital allocation with further reduction of Capital Employed

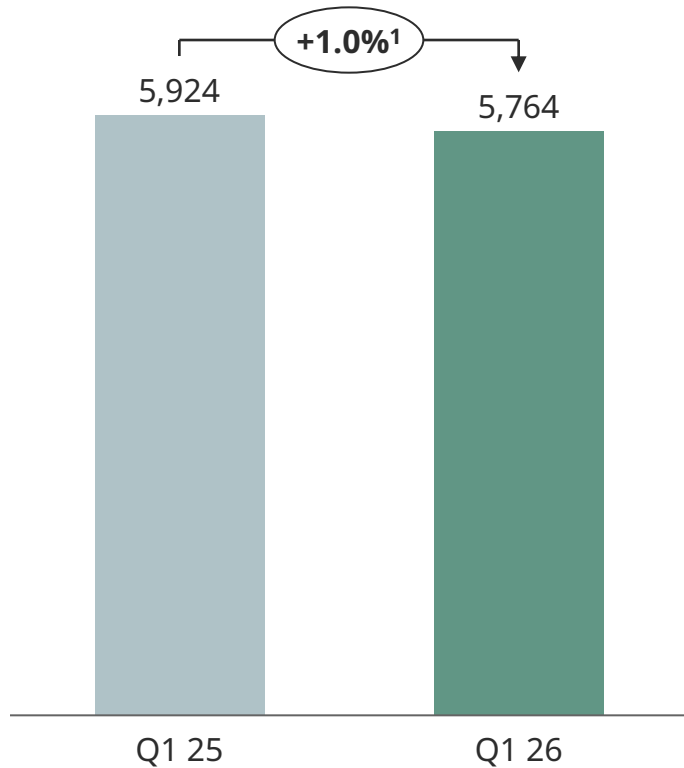


¹ Investments / D&A (excl. Depreciation for Leasing) | ² End of period

Sales and Gross Profit – Sales and operational performance, stable Gross profit, unfavorable FX

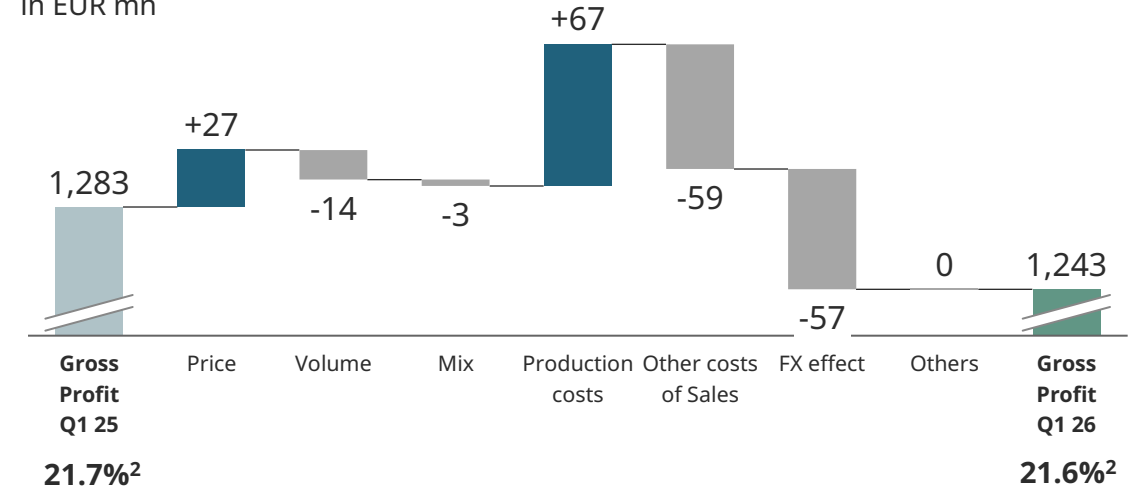
Sales

in EUR mn



Gross Profit² Bridge and margin Q1 2025 vs. Q1 2026

in EUR mn

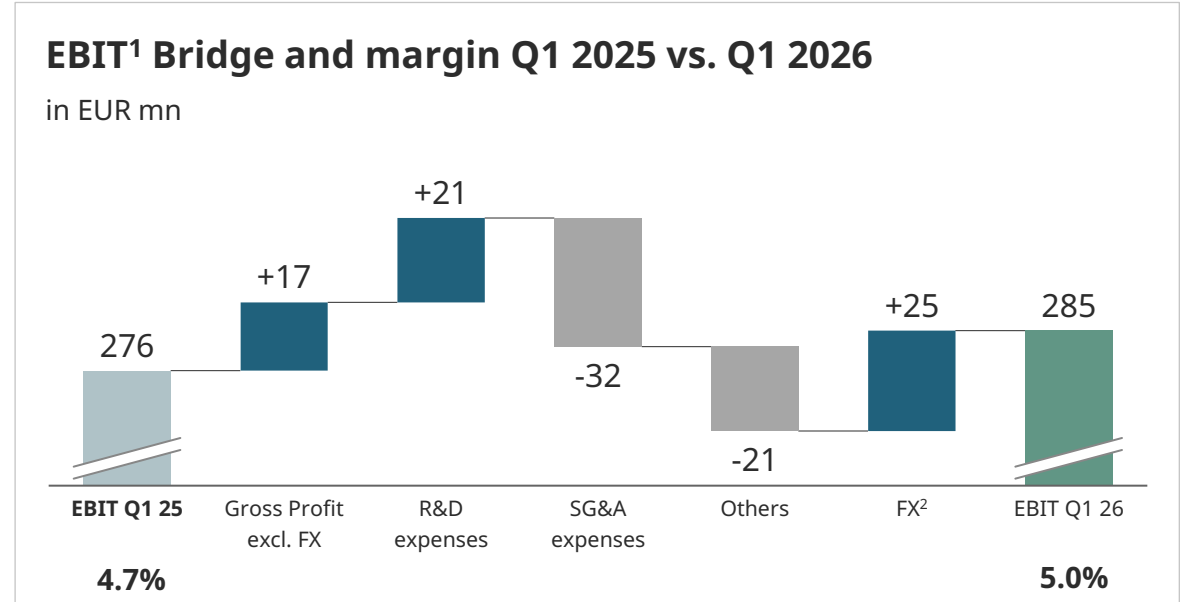
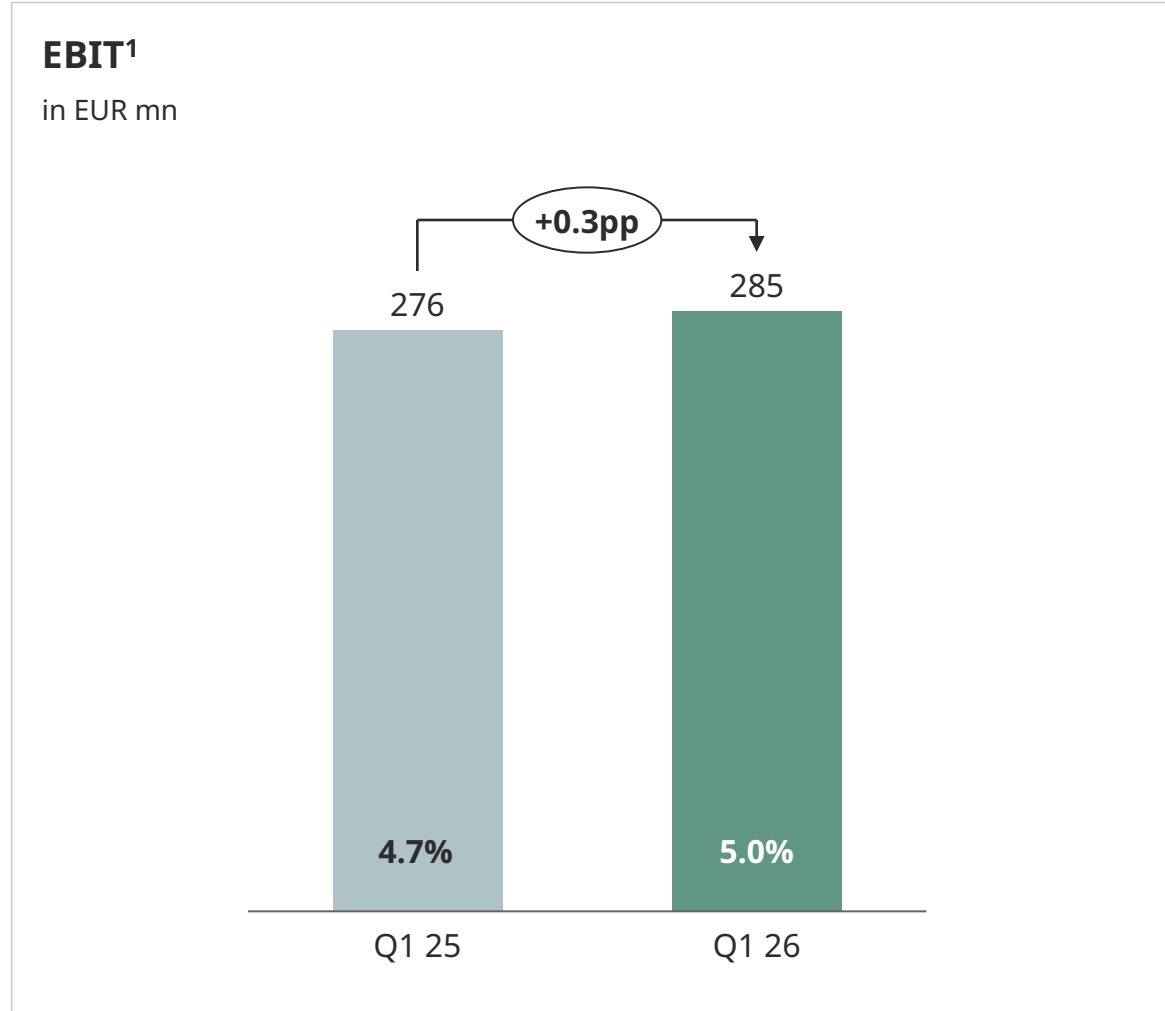


Key Aspects

- Volume: Positive volumes in E-Mobility offset by PTC. Slower VLS start
- Production costs: Improved operational performance, lower labour costs due to performance program
- Other costs of sales: US tariff impact (offset in price), updated inventory revaluation method
- FX: Negative FX effect, especially due USD, CNY and INR

¹ FX-adjusted, sales growth reported -2.7% | ² Before special items

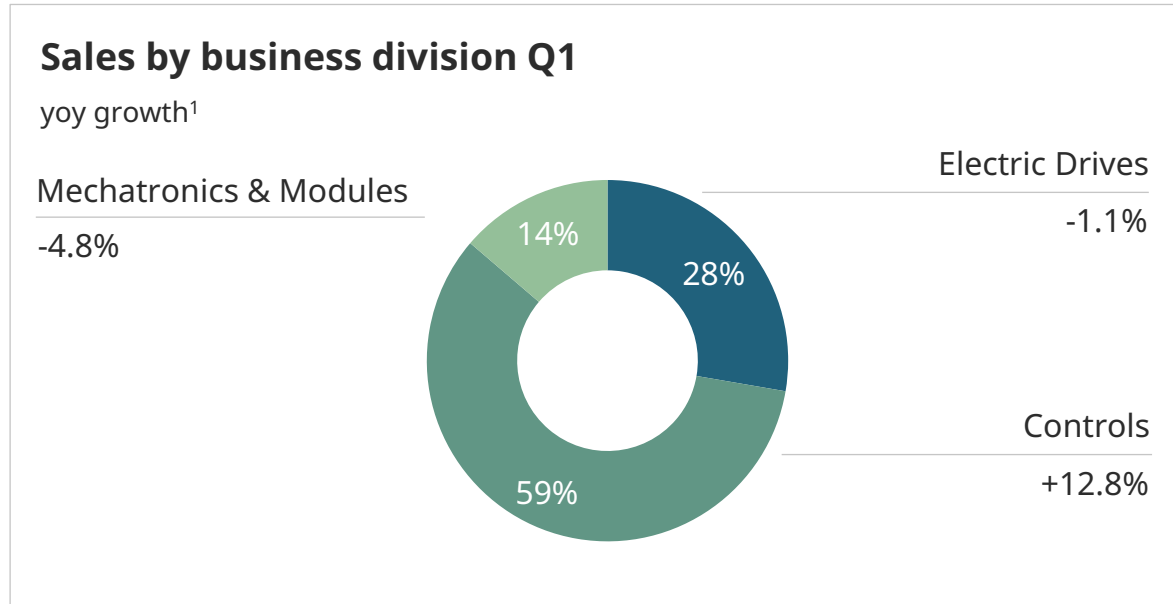
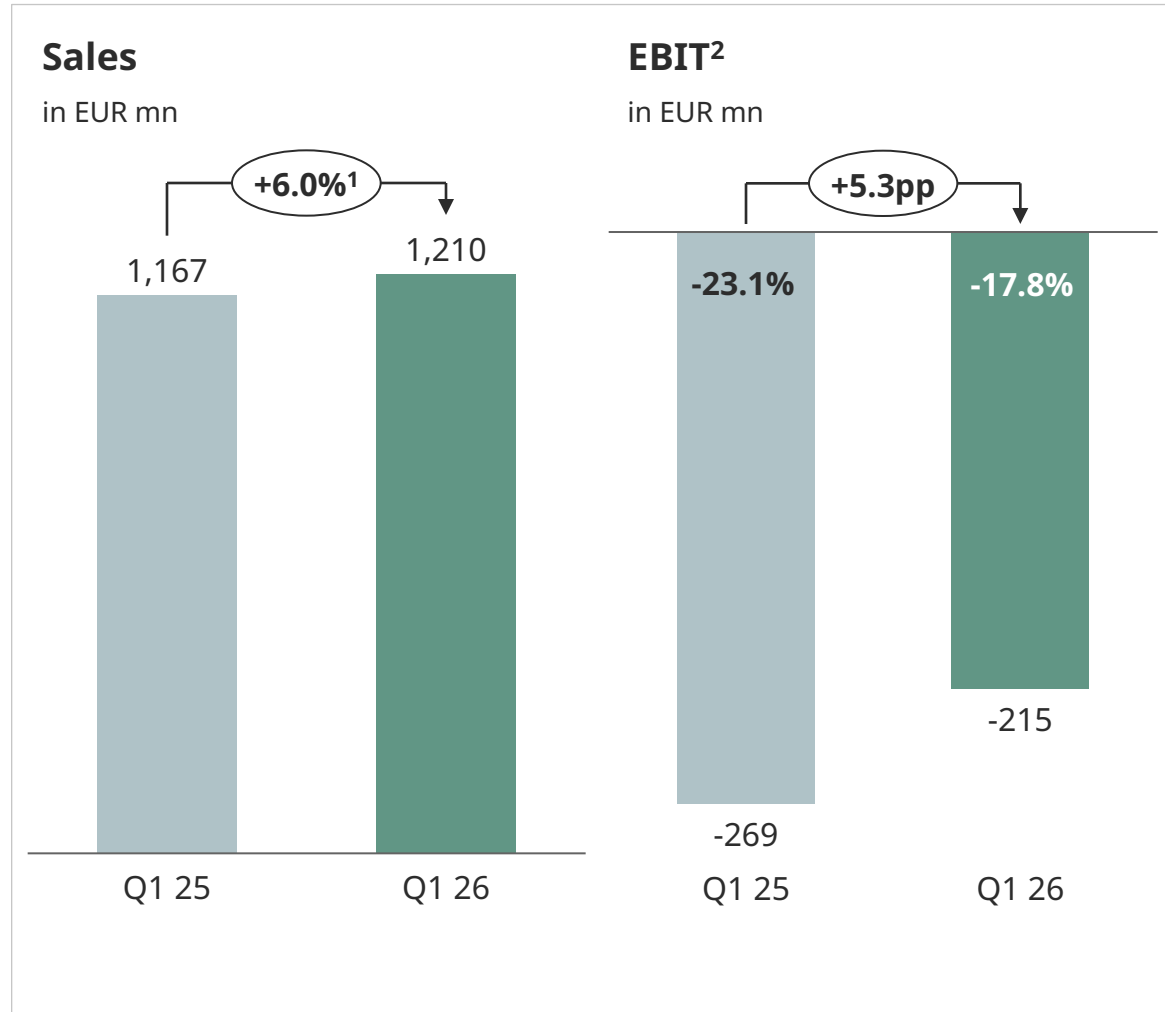
EBIT margin¹ – YoY improvement driven by E-Mobility and solid results across PTC, VLS and B&IS



- Key Aspects**
- R&D: FTE reduction driven by the performance program and improved project launches
 - SG&A: Salary inflation mostly offset by performance program. Higher due to S/4 HANA rollout, digitalization/AI spending and increasing logistics and freight costs
 - Others: Unfavorable 2025 comps

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

E-Mobility – Successful product ramp-ups driving sales growth¹ and EBIT² margin improvement

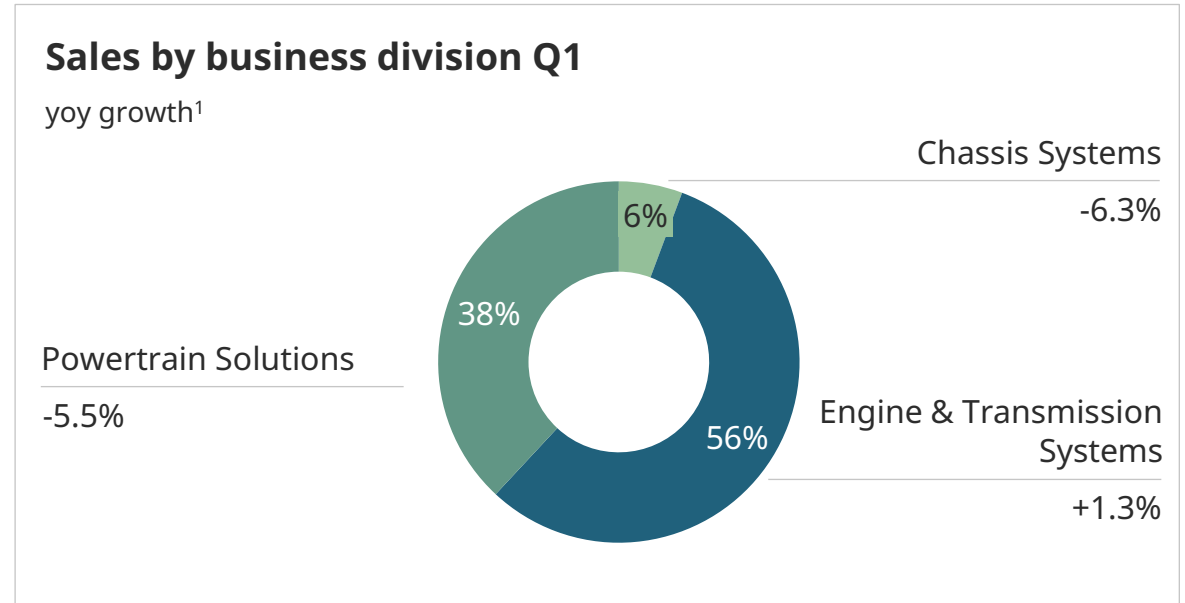
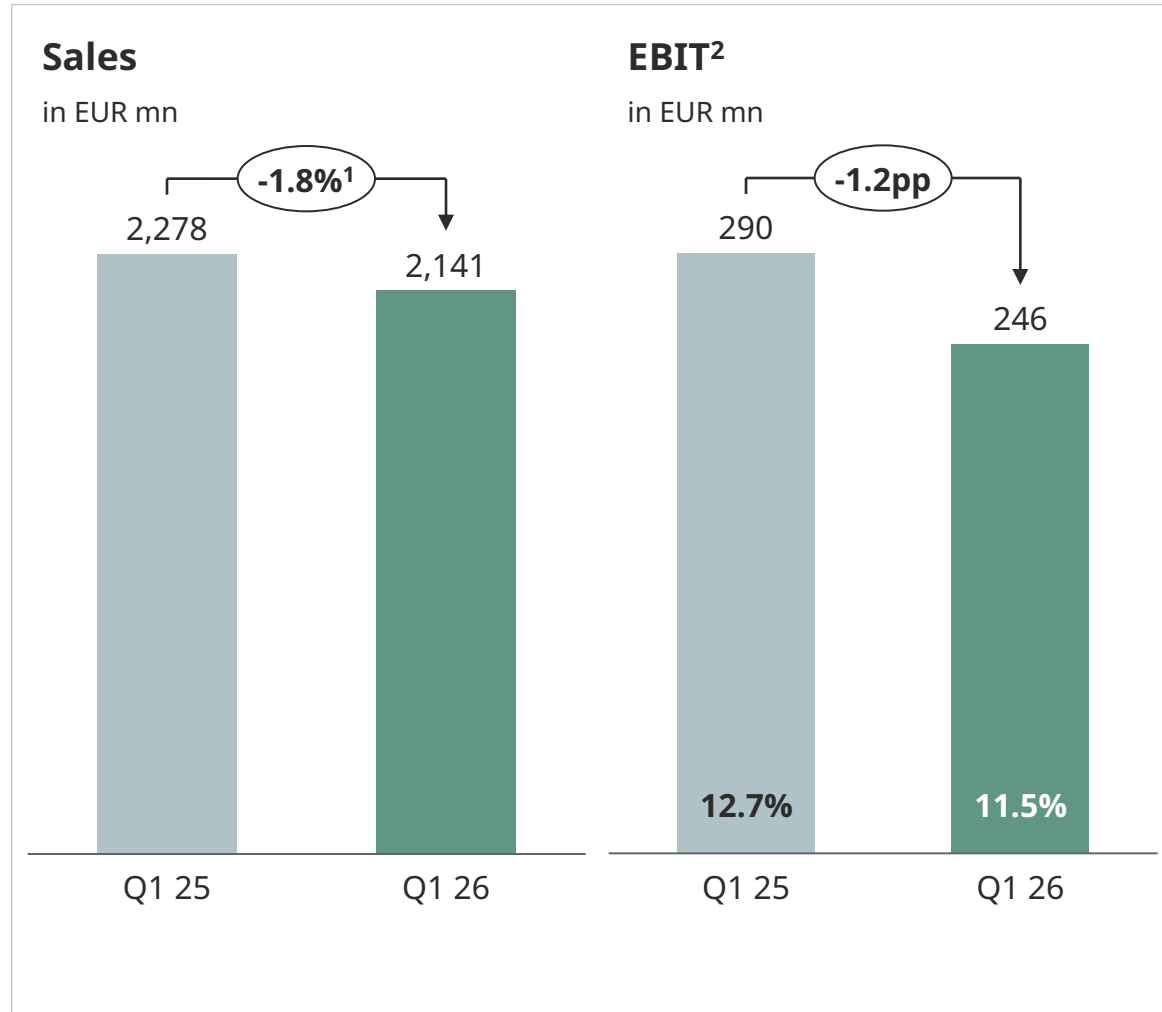


Key Aspects

- Controls posted strongest sales growth¹ within E-Mobility, main drivers coming from successful product ramp-ups in Europe and Asia/Pacific, especially from BEV projects
- Structural improvement in EBIT² through increased volumes, stronger operational performance, and synergy-driven cost savings in R&D

¹ FX-adjusted | ² Before special items

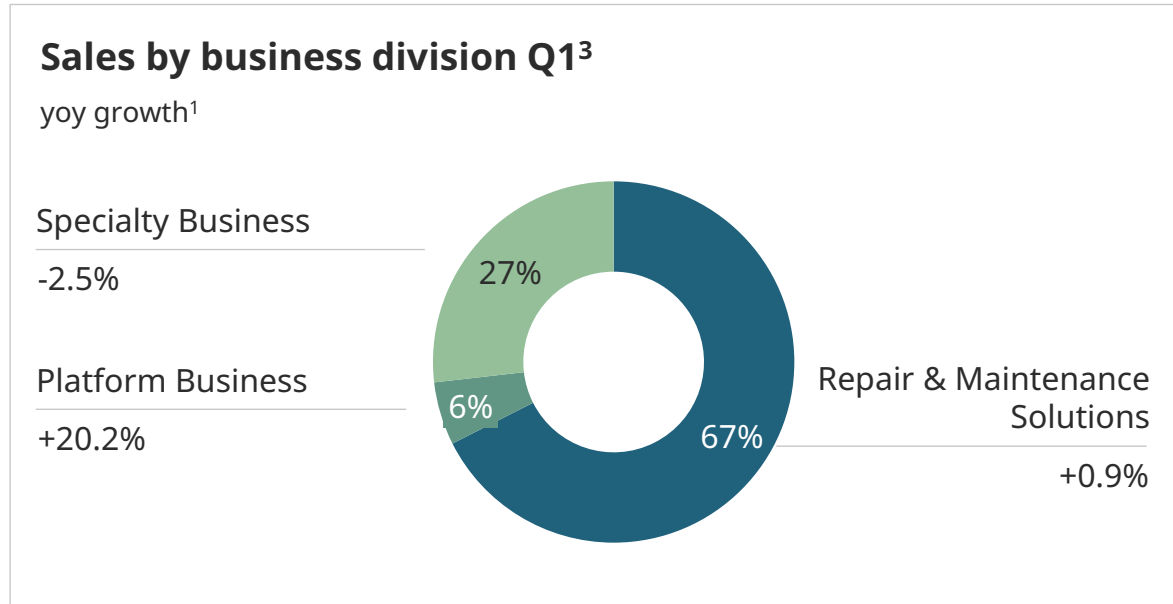
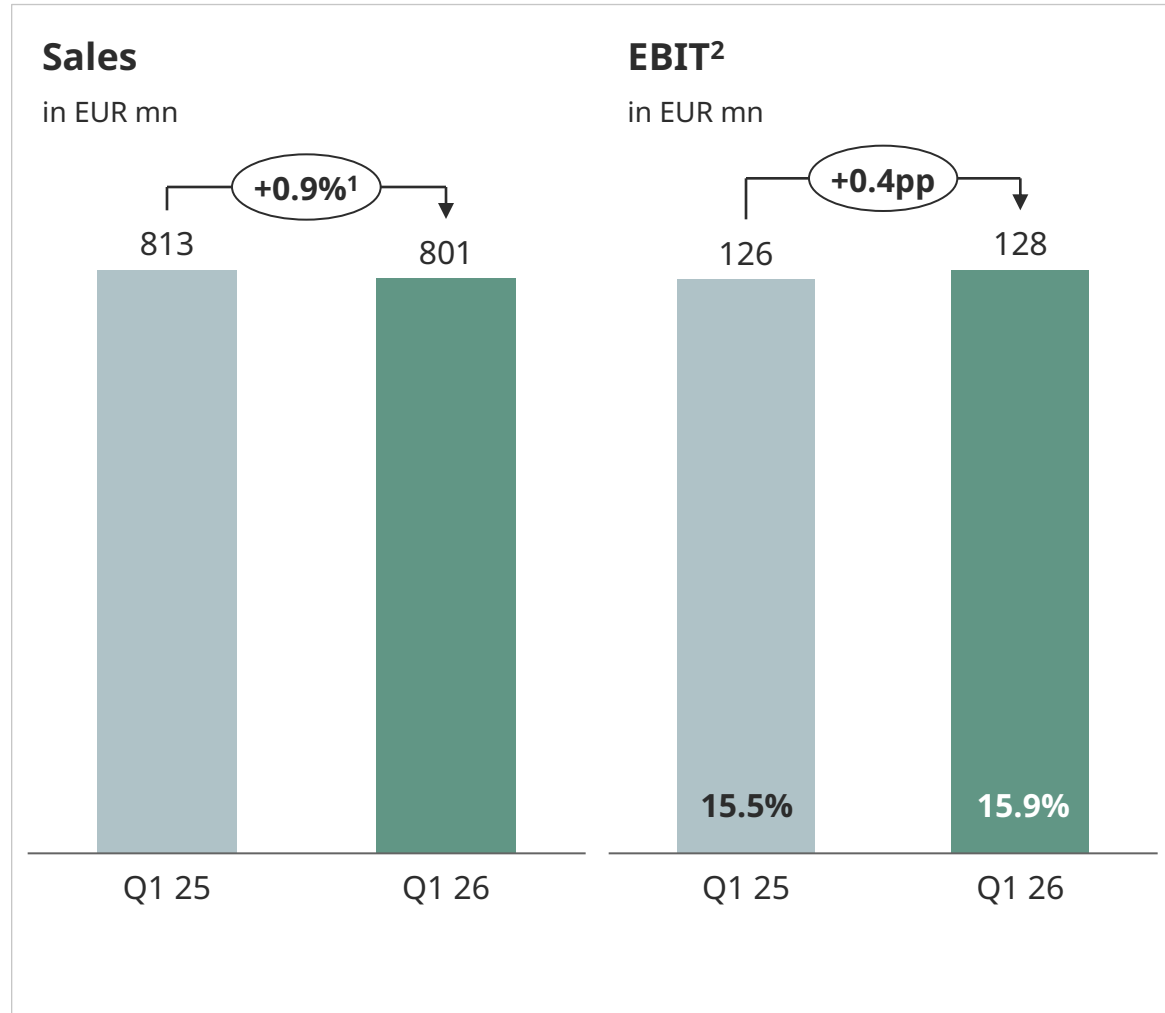
Powertrain & Chassis – Sales¹ decline mainly in Europe and Greater China, double-digit EBIT margin² confirmed



- Key Aspects**
- Sales decrease due to phase-out businesses in Powertrain Solutions
 - Engine & Transmission with decent sales growth¹ in Europe and Americas, caused by higher demand for engine and clutch components
 - Resilient double-digit EBIT margin² due to lower R&D costs and favorable volume und mix effect

¹ FX-adjusted | ² Before special items

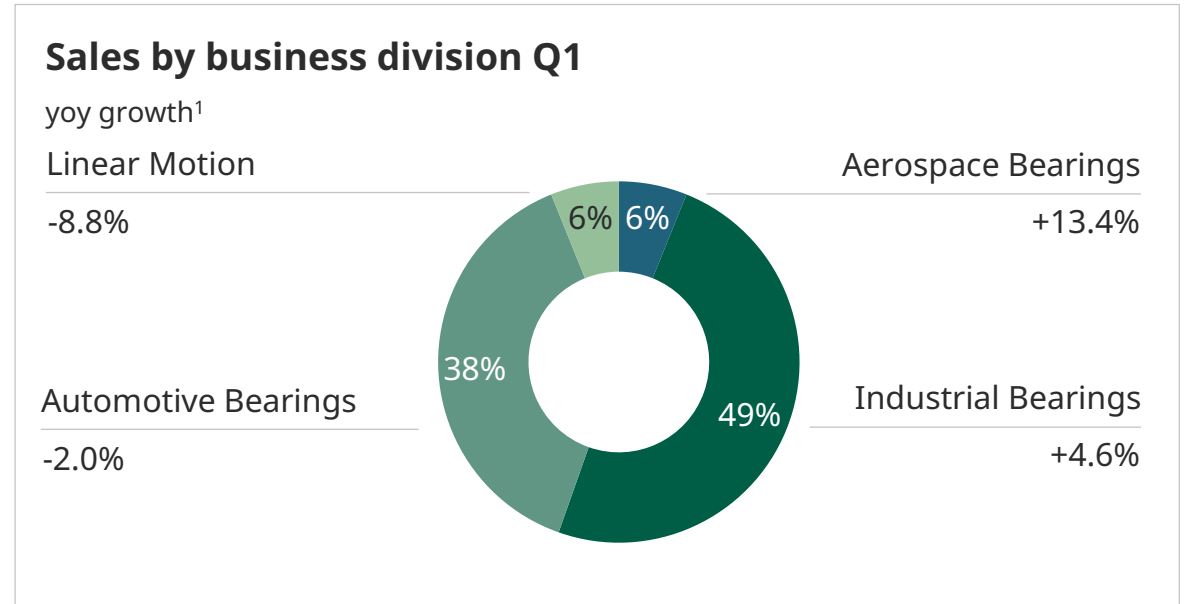
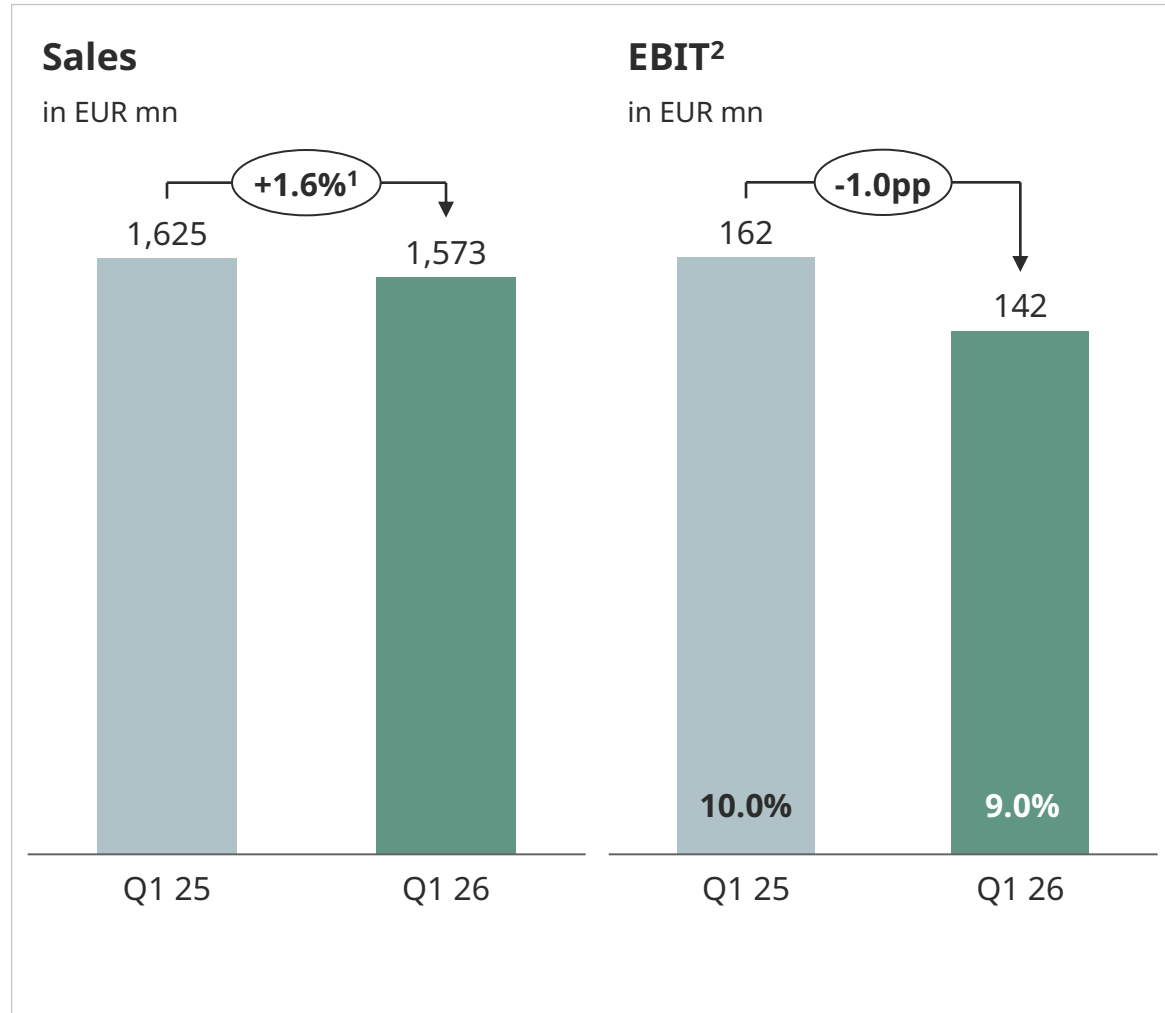
Vehicle Lifetime Solutions – Overall sales growth¹ allows for continued robust EBIT margin²



- Key Aspects**
- Repair & Maintenance Solutions with growth¹ in Europe, Greater China and Asia/Pacific
 - Successful expansion of Platform Business on a global basis
 - Increased EBIT margin² contribution mainly driven by positive price effects and FX

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

Bearings & Industrial Solutions – Continued growth¹ in Greater China, with a solid EBIT margin²



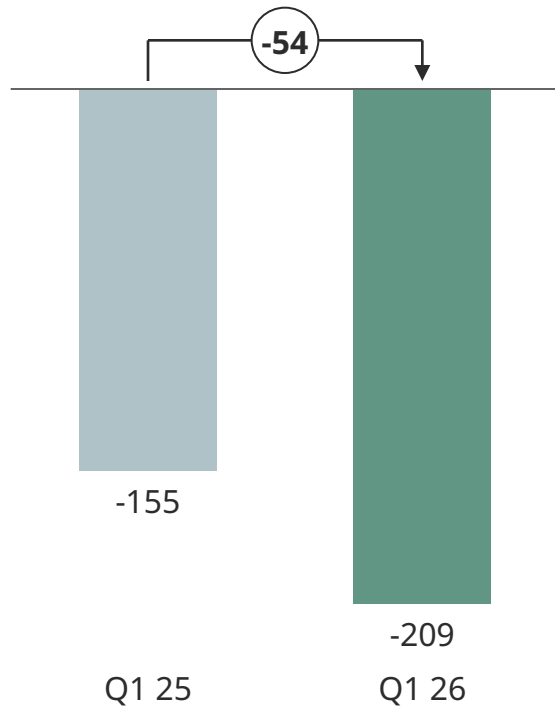
- Key Aspects**
- Industrial Bearings delivered growth in Industrial Machinery in China
 - Continued double-digit sales growth¹ in Aerospace Bearings in Europe and Americas
 - EBIT margin² slightly below PY due to high comps, self-help measures starting to pay-off

¹ FX-adjusted | ² Before special items

Free Cash Flow¹ – Seasonal negative influenced restructuring cash-outs and advance customer payments

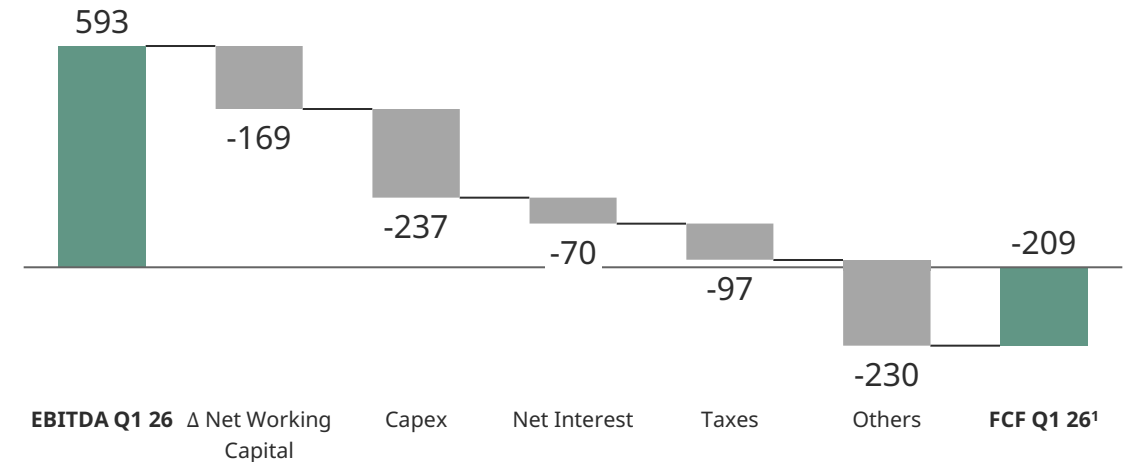
Free Cash Flow before M&A¹

in EUR mn



FCF Bridge Q1 2026

in EUR mn



Key Aspects

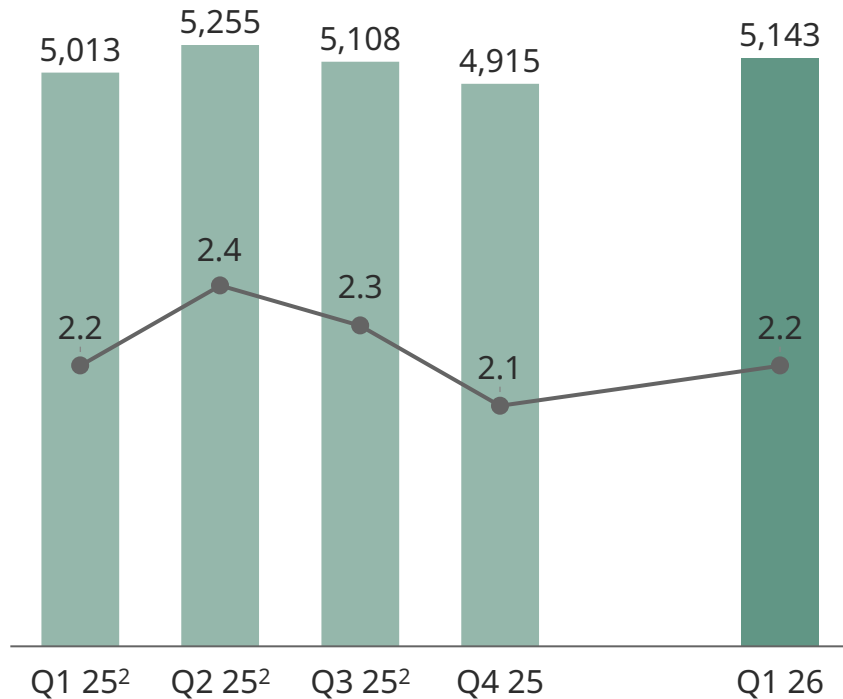
- Negative Δ Net Working Capital due to increased inventory buffer following volatile environment
- Cautious Capex steering in a volatile Q1 2025, with focus remaining on future growth
- Usual seasonal pattern, influenced by increased restructuring cash-outs and advance customer payments in the prior quarter

¹ Before cash in- and outflows for M&A activities

Debt Profile – Well-balanced maturity profile and strong liquidity position

Reported net financial debt and Leverage ratio¹

in EUR mn



As of March 31, 2026

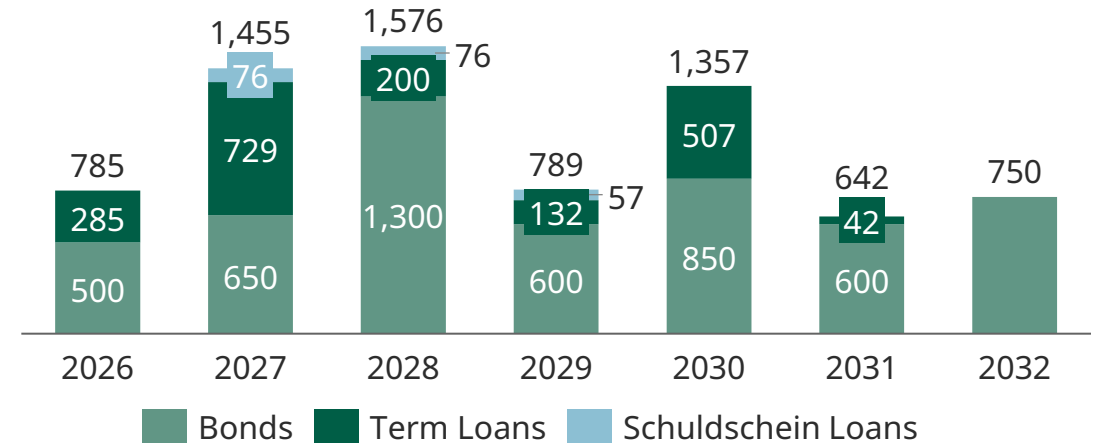
Total gross debt (excl. RCF): EUR 7,309 mn

Total cash: EUR 2,166 mn

Total liquidity: EUR 4,844 mn

Maturity Profile Schaeffler Group as of March 31

in EUR mn



Key Aspects

- Well-balanced maturity profile; EUR 500 mn bond due in August 2026 already pre-funded
- Liquidity position of EUR 4.8 bn as of March 31
- Leverage ratio¹ at 2.2x; mid-term target range of 1.5x to 2.0x

¹ Net financial debt to EBITDA LTM ratio before special items | ² Net financial debt to EBITDA LTM ratio before special items, Pro Forma

FY 2026 Guidance – On track to achieve our targets

	Schaeffler Group	E-Mobility	Powertrain & Chassis	Vehicle Lifetime Solutions	Bearings & Industrial Solutions
Sales in EUR bn	22.5 to 24.5 Q1 2026: 5.8	5.2 to 5.8 Q1 2026: 1.2	8.0 to 8.6 Q1 2026: 2.1	3.1 to 3.3 Q1 2026: 0.8	6.2 to 6.7 Q1 2026: 1.6
EBIT margin¹	3.5% to 5.5% Q1 2026: 5.0%	-15.0% to -13.0% Q1 2026: -17.8%	10.0% to 12.0% Q1 2026: 11.5%	13.5% to 15.5% Q1 2026: 15.9%	7.0% to 9.0% Q1 2026: 9.0%
Free Cash Flow² in EUR mn	100 to 300 Q1 2026: -209				

Market assumptions

- LVP: Schaeffler expects global LVP decrease by -1.8% in 2026, based on the forecast by S&P Global Mobility³
- Car Parc: Growth rate of Global LV Parc⁴ between 2.0% and 2.5% for 2026 compared to 2.4% in 2025. The average age will further increase in 2026 (2025: 11.5 years)
- Industrial Production: According to forecasts by S&P Global Market Intelligence, growth in global Industrial Production⁵ between 2.5% and 3.0% in 2026 (2025: 2.1%)

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 2026]. All rights reserved. | ⁴ Includes content supplied by S&P Global Mobility © [IHS Markit Vehicles in Operation (VIO) Forecast, February 2026]. All rights reserved. | ⁵ Includes content supplied by S&P Global Market Intelligence © [Comparative Industry Service Forecast, April 2026]. All rights reserved. Sectors considered: Mechanical Engineering (ISIC 28), Transport Equipment (ISIC 30), Electrical Equipment (ISIC 271)

Outlook – Financial calendar

Financial calendar and selected IR events 2026

May 5	Q1 2026 Earnings Release
May 6	JPM Q1 Roadshow – Virtual
May 13	UBS Best of Europe Conference – Virtual
May 18 - 19	BNP EV and Mobility Conference – Hong Kong
May 19 - 20	DB Autos, Mobility & Robotics Conference – New York
May 27	dbAccess European Champion Conference – Frankfurt
Jun 1	JPM Automotive Conference – London
Jun 11	DNB Carnegie Investor Call – Virtual
Aug 5	Q2 2026 Earnings Release



BACKUP

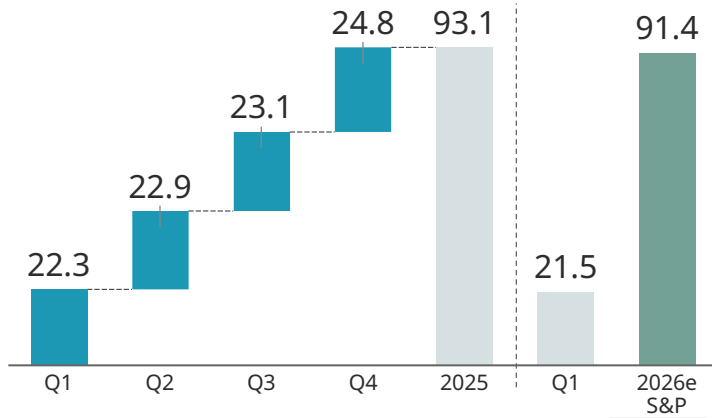
Ancillary comments 2026 – Additional KPIs and parameter

Additional KPIs	FY 2026	Comments
Reinvestment Rate	Slightly below 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 2025 EUR 30 cents
Leverage ratio²	Around 2.0x	Target corridor 1.5x to 2.0x
Tax rate	>100%	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 2026

Global LVP¹



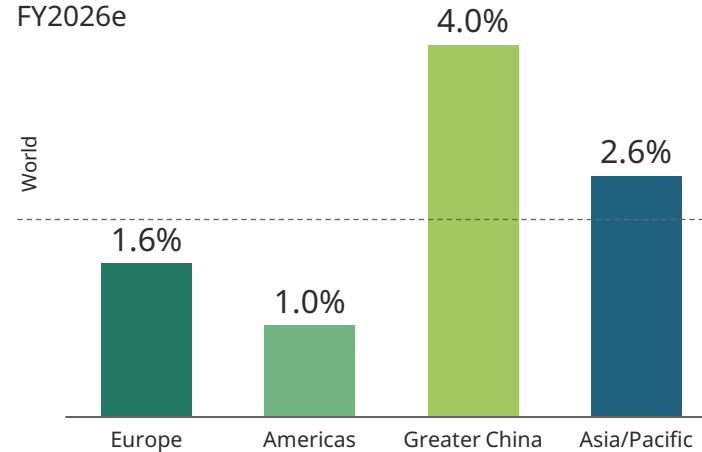
yoy vs. 2025

-1.8%

- Schaeffler expects global LVP to decline by 1.8% to 91.4 million units in 2026, based on the forecast by S&P Global Mobility
- Each region is expected to register a decline in 2026, especially Europe

Global and regional LV Parc²

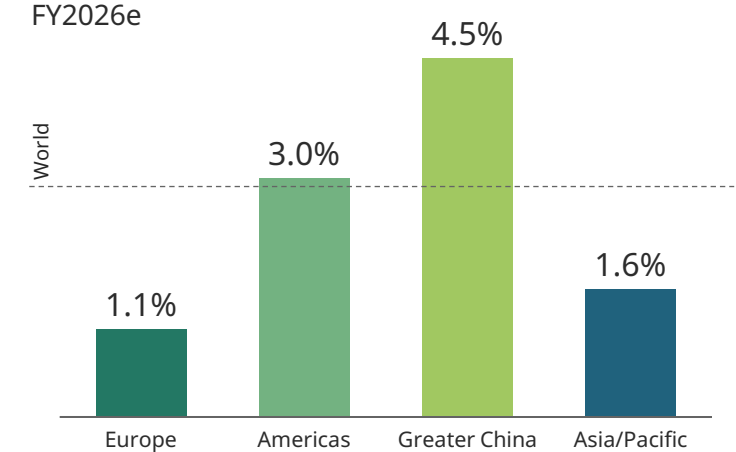
FY2026e



- Growth rate of Global LV Parc² 2.1% for 2026 compared to 2.4% in 2025. The average age will increase in 2026 to 11.7 years (2025: 11.5 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 (4.0%)

Global and regional Industrial Production³

FY2026e



- Global Industrial Production³ is projected to rise by 2.9% in 2026 (2025: 2.1%), according to the latest forecast from S&P Global Market Intelligence
- Greater China is expected to see the strongest growth, followed by the Americas, while Asia/Pacific and Europe are forecast to experience moderate expansion

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Key figures 2026 by division

Group in EUR mn	Q1 26	Q2 26	Q3 26	Q4 26	FY 26
Sales	5,764				
Sales growth¹	+1.0%				
Gross Profit²	1,243				
Gross Profit margin²	21.6%				
EBIT²	285				
EBIT margin²	5.0%				

E-Mob in EUR mn	Q1 26	Q2 26	Q3 26	Q4 26	FY 26
Sales	1,210				
Sales growth¹	+6.0%				
Gross Profit²	47				
Gross Profit margin²	3.9%				
EBIT²	-215				
EBIT margin²	-17.8%				

PTC in EUR mn	Q1 26	Q2 26	Q3 26	Q4 26	FY 26
Sales	2,141				
Sales growth¹	-1.8%				
Gross Profit²	524				
Gross Profit margin²	24.5%				
EBIT²	246				
EBIT margin²	11.5%				

VLS in EUR mn	Q1 26	Q2 26	Q3 26	Q4 26	FY 26
Sales	801				
Sales growth¹	+0.9%				
Gross Profit²	260				
Gross Profit margin²	32.4%				
EBIT²	128				
EBIT margin²	15.9%				

B&IS In EUR mn	Q1 26	Q2 26	Q3 26	Q4 26	FY 26
Sales	1,573				
Sales growth¹	+1.6%				
Gross Profit²	408				
Gross Profit margin²	26.0%				
EBIT²	142				
EBIT margin²	9.0%				

Others in EUR mn	Q1 26	Q2 26	Q3 26	Q4 26	FY 26
Sales	39				
Sales growth¹	-2.5%				
Gross Profit²	5				
Gross Profit margin²	11.6%				
EBIT²	-15				
EBIT margin²	-39.8%				

¹ FX-adjusted | ² Before special items

Key figures 2025 by division

Adjusted comparative figures 2025

Group in EUR mn	Q1 25	Q2 25	Q3 25	Q4 25	FY 25
Sales	5,924	5,922	5,826	5,820	23,492
Sales growth¹	-2.9%	-2.2%	+1.3%	+1.6%	-0.6%
Gross Profit²	1,283	1,158	1,224	1,139	4,804
Gross Profit margin²	21.7%	19.6%	21.0%	19.6%	20.4%
EBIT²	276	205	264	190	936
EBIT margin²	4.7%	3.5%	4.5%	3.3%	4.0%

E-Mob in EUR mn	Q1 25	Q2 25	Q3 25	Q4 25	FY 25
Sales	1,167	1,238	1,277	1,301	4,983
Sales growth¹	+9.6%	+9.7%	+4.7%	+4.7%	+7.0%
Gross Profit²	25	56	85	109	274
Gross Profit margin²	2.2%	4.5%	6.6%	8.4%	5.5%
EBIT²	-269	-194	-191	-156	-810
EBIT margin²	-23.1%	-15.6%	-15.0%	-12.0%	-16.3%

PTC in EUR mn	Q1 25	Q2 25	Q3 25	Q4 25	FY 25
Sales	2,278	2,223	2,172	2,136	8,808
Sales growth¹	-10.7%	-7.3%	-0.4%	-1.3%	-5.2%
Gross Profit²	588	518	520	451	2,077
Gross Profit margin²	25.8%	23.8%	24.0%	21.1%	23.6%
EBIT²	290	230	247	187	953
EBIT margin²	12.7%	10.3%	11.4%	8.7%	10.8%

VLS in EUR mn	Q1 25	Q2 25	Q3 25	Q4 25	FY 25
Sales	813	808	769	765	3,156
Sales growth¹	+10.7%	+2.3%	+2.3%	+5.1%	+5.0%
Gross Profit²	261	247	248	246	1,002
Gross Profit margin²	32.1%	30.6%	32.3%	32.2%	31.8%
EBIT²	126	113	115	104	457
EBIT margin²	15.5%	14.0%	14.9%	13.6%	14.5%

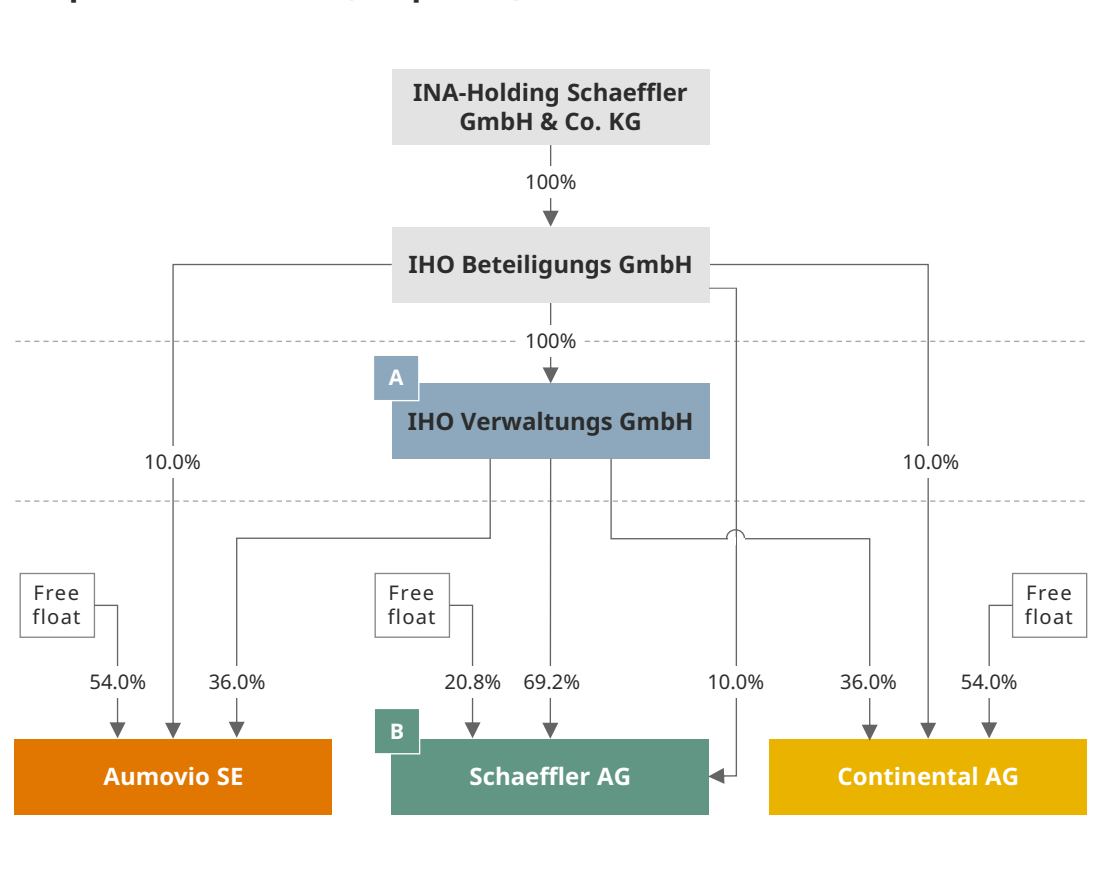
B&IS In EUR mn	Q1 25	Q2 25	Q3 25	Q4 25	FY 25
Sales	1,625	1,612	1,569	1,555	6,360
Sales growth¹	-2.1%	-0.5%	+2.2%	+3.3%	+0.7%
Gross Profit²	425	355	384	354	1,517
Gross Profit margin²	26.1%	22.0%	24.5%	22.7%	23.9%
EBIT²	162	89	122	90	463
EBIT margin²	10.0%	5.5%	7.8%	5.8%	7.3%

Others in EUR mn	Q1 25	Q2 25	Q3 25	Q4 25	FY 25
Sales	41	40	40	64	185
Sales growth¹	-55.3%	-67.7%	-43.4%	-27.6%	-50.7%
Gross Profit²	-16	-17	-13	-21	-67
Gross Profit margin²	-38.6%	-43.1%	-32.5%	-32.2%	-36.1%
EBIT²	-32	-33	-28	-35	-128
EBIT margin²	-79.0%	-82.5%	-70.0%	-54.7%	-69.4%

¹ FX-adjusted | ² Before special items

Overview corporate and financing structure

Corporate structure (simplified) as of March 31, 2026



Financing structure as of March 31, 2026

A IHO Verwaltungs GmbH						
Debt instrument		Nominal USD mn	Nominal EUR ¹ mn	Interest	Maturity	Rating Fitch/Moody's/S&P
Loans	RCF (EUR 1,000 mn)	-	100	E+3.75%	Feb-28	Not rated
Bonds	8.75% SSNs 2028 (EUR)	-	800	8.750%	May-28	BB+/Ba2/BB-
	6.375% SSNs 2029 (USD)	400	348	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	435	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	391	8.000%	Nov-32	BB+/Ba2/BB-
	Total	IHO Verwaltungs GmbH		3,394	Ø 7.43% ^{2,3}	
B Schaeffler AG						
Debt instrument⁴		Nominal EUR mn		Interest	Maturity	Rating Fitch/Moody's/S&P
Loans	RCF (EUR 3,000 mn)	-		E+0.900%	Oct-30	Not rated
	Loans (Term Loan, EIB & KfW) (EUR)		1,475	Ø 4.004%	Aug/ Nov-27 Oct-28 Apr/ Dec 29 Apr 30 Oct 31	Not rated
	SSD (EUR)		208	Ø 3.086% ⁵	Mar-27/ May-28 Mar-29	Not rated
CP	Commercial Paper (EUR)	-		-	-	Not rated
Bonds	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+
	4.500% SNs 2032 (EUR)		750	4.500%	May-32	BB+/Ba1/BB+
Total	Schaeffler AG		6,933	Ø 4.30% ³		

¹ EUR/USD = 1.1498 | ² After cross currency swaps | ³ Incl. commitment and utilization fees | ⁴ 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 | ⁵ Including interest rate hedges for former Vitesco SSDs

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