

# H1 2017

Analyst-Call Wiesbaden, August 17<sup>th</sup>, 2017



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### **Market Environment**



- World economy with robust development and increased growth forecast for 2017 (+3.5%) and 2018 (+3.6%).
- Worldwide car sales with continued growth in H1 2017, especially in Europe (+4.6%), China (+2.7%) and Russia with recovery from low levels (+6.9%). US markets seem to be at peak level and showing slight decrease in H1 (-2.2%).
- OEM R&D budgets are growing/remaining on high levels, which indicates an intact market environment.
- Delays in order placement at one OEM and resulting underutilization of ESPcapacities leads to persisting pricing pressure in the market.
- Transition in the automotive industry towards e-mobility, autonomous driving and digital business models leads to reallocation of R&D budgets.

### Content



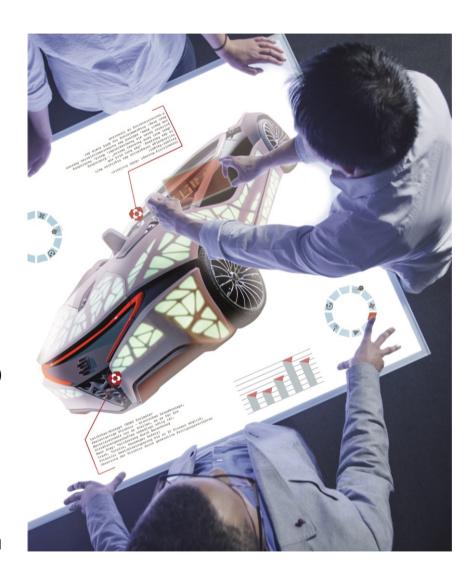
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### **Key Highlights in H1 2017**



- Core Revenues decreased by 3% to 351 m€
  - decrease throughout all three segments
- Adjusted EBIT at 14.2 m€
  - Margin down from 6.2% to 4.0%
  - Extraordinary effects of 2 2.5% of sales → not adjusted!
- Positive Cash-Flow development
  - Operating CF at 4.7 m€ (H1 2016: -9.0 m€)
  - Free CF at -9.7 m€ (H1 2016: -25.5 m€)
- Low CapEx at about 2.5% of revenues
- Acquisition of HRM Engineering in Sweden and CKGP/PW in the US



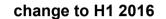
### Revenues



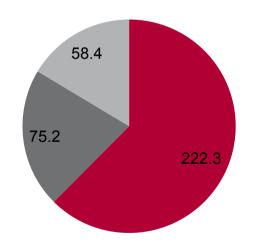
# Revenues [m€]<sup>(1)</sup>



# Revenues by Segment [m€]



- Vehicle Engineering -3.1%
- Electrics / Electronics -3.1%
- Production Solutions -2.8%

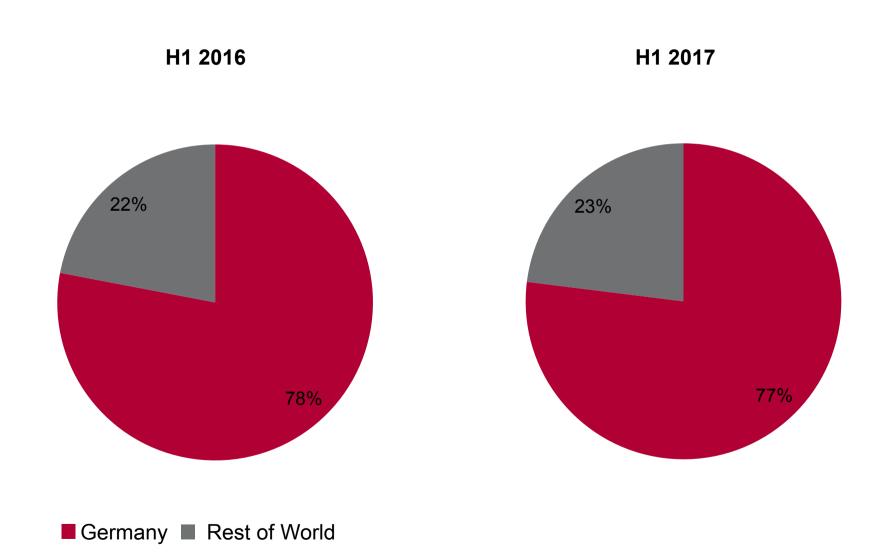


<sup>1.</sup> Revenue defined as sales revenue plus change in inventories

<sup>2.</sup> Figures include sales revenue with other segments

# **Revenues by Region**

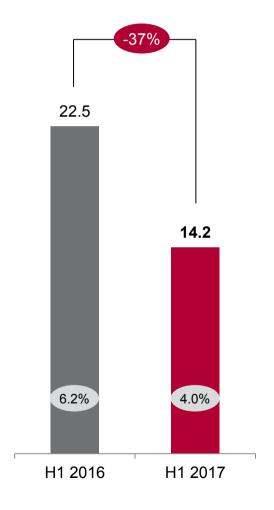




# **Adjusted EBIT**



# adjusted EBIT [m€]<sup>(1)</sup>



### **Adjusted EBIT by Segment**

		rgin
	H1 2016	H1 2017
■ Vehicle Engineering	6.6%	4.0%
■ Electrics / Electronics	2.1%	2.6%
Production Solutions	10.0%	5.9%
[m€] 3.4 1.9	8.8	

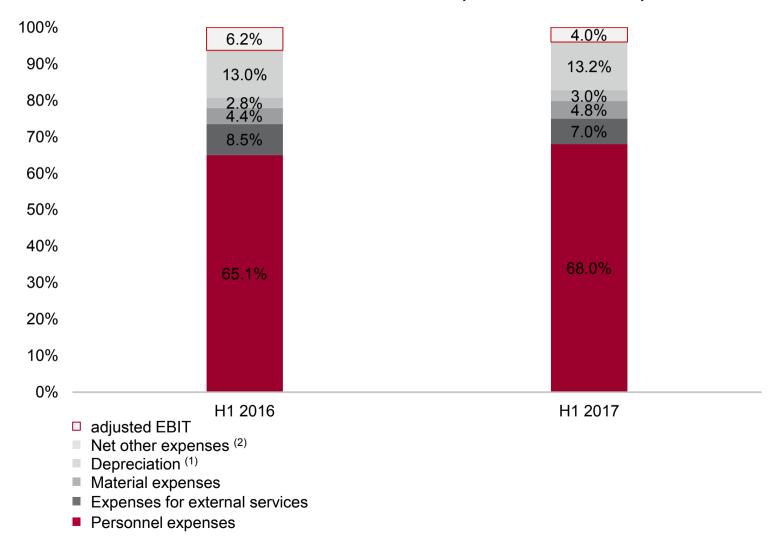
x.x% adjusted EBIT-Margin

<sup>1.</sup> Adj. for one-offs (purchase price allocation, consolidation effects, a. o.)

### **Expenses**



### Total cost structure breakdown (as % of revenues)



#### Notes

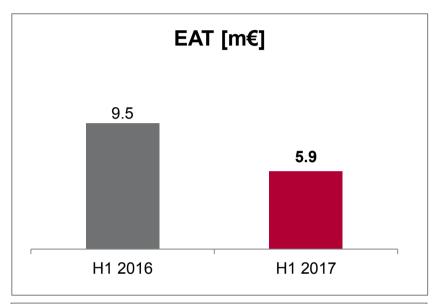
- Excluding PPA amortization
- 2. Defined as other expenses net of other income plus all EBIT adjustments other than PPA amortization

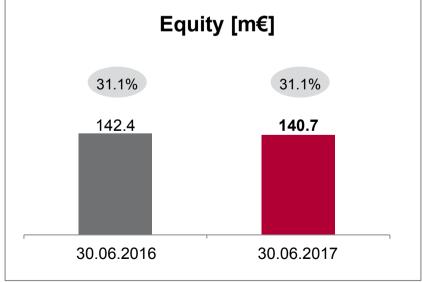
## **Development of EAT and Equity**



Decrease of EAT to 5.9 m€

Equity ratio stable at 31.1%

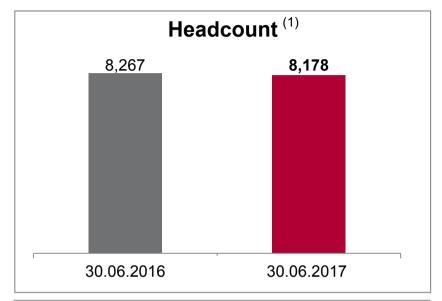




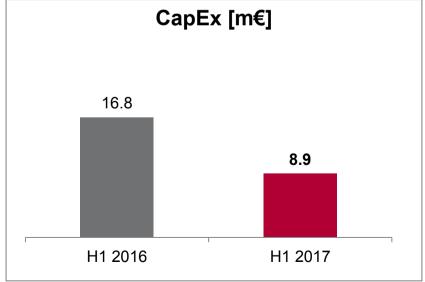
### **Development of Headcount and CapEx**



- Headcount decreased by 89 employees
  - Negative growth of 1.1% compared to H1 2016
  - Acquisition of HRM in Sweden with about
    120 employees already included in figures



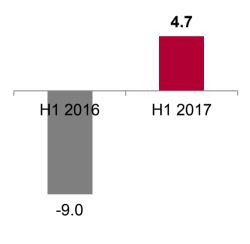
- CapEx showing significant decrease in H1 2017
- CapEx levels at about 2.5% of revenues





Operating CF [m€]

Free CF [m€]



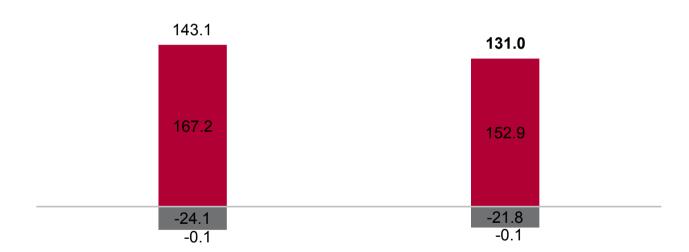


### **Net financial debt**









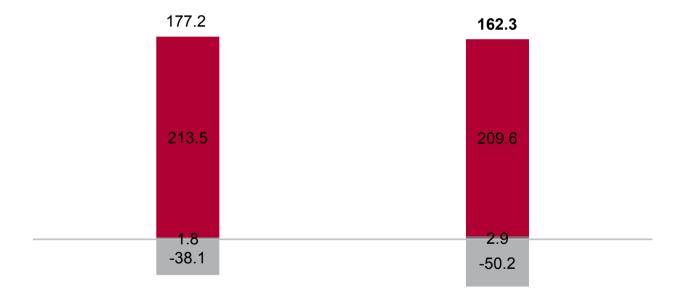
30.06.2016 30.06.2017

- x Net financial debt / Adj. EBITDA (LTM)
  - Net Gearing (Net financial debt / equity)

## **Trade Working Capital**



### **Trade Working Capital [m€]**



30.06.2016 30.06.2017

■ Trade receiveables ■ Inventories ■ Trade payables

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### **Current OEM spendings on R&D and new technologies**



### Overall R&D Budgets are increasing or remain on high level

- <u>Daimler</u>: Increase number of models from 30 in 2016 to 40 in 2020;<sup>(1)</sup> invest of 10 bn. EUR into 10 new electric-vehicles until 2022 <sup>(2)</sup>
- BMW: Research & Development ratio shall remain within 5-5.5% of until 2020; but in 2017 and 2018 a higher R&D ratio of up to 6% is expected (4)
- Audi: Research & Development ratio within 6-6.5% until 2025; <sup>(5)</sup>
  in 2017 a slightly higher R&D ratio is expected <sup>(6)</sup> with 6.9% in H1 2017 <sup>(7)</sup>
- Volkswagen: Research & Development ratio targeted at about 6% until 2020;<sup>(8)</sup>
  Volkswagen Group to bring >30 additional, pure-electric vehicles to the market until 2025<sup>(9)</sup>
- Bosch: Research & Development ratio increased from 9% to 9,5% in 2016.
  For 2017 R&D expenses of 7bn. EUR are planned (10)
- Continental: Research & Development ratio in H1 2017 at 7.2%, budget growth from H1 2016 to H1 2017 amounting to about 137 mEUR<sup>(11)</sup>

Sources 1. Daimler Corporate presentation Summer 2016, 2. CEO Dieter Zetsche at Daimler annual shareholder meeting Mar. 29, 2017, 3. BMW Investor Presentation February 2017, 4. BMW CFO Peter in Börsenzeitung from May 20th, 2017; 5. Audi Investor and Analyst Day July 29, 2016, 6. Audi "Talking business" from March 15, 2017, 7. Audi "Talking business" from July 28, 2017, 8. Frank Witter (CFO) at VW Capital Markets Day 2017, March 14, 2017, 9. VW CEO Matthias Müller at Geneva fair March 6, 2017, 10. Automobilwoche.de from May 2nd, 2017, 11. Continental H1 2017 report from August 3

### **Outlook**



- Continued challenging market conditions, characterized by persisting pricing pressure in Germany.
- R&D investments of all major OEM and suppliers remain on high level. But transition in the automotive industry towards e-mobility, autonomous driving and digital business models leads to reallocation of R&D budgets.
- EDAG adopts strategy accordingly and conducts realignment of the personnel structure, in order to be prepared for future customer requirements.
- Overall, short-term market perspectives overclouded by extraordinary effects, but mediumand long-term market perspectives remain positive and intact.
- For the full year 2017, we expect an increase in revenues of up to 5% and an adjusted EBITmargin of about 4-6%.

### **Preview IAA 2017**



### Highlights at the EDAG booth:

- "#collectivio" probably the first live engineering project in the history of the automobile!
- NextGenSpaceframe 2.0
- Lightweight-design in the Interior and Exterior with "Micro Bubbles"
- Interactive demonstrator "cable set 2026" for increased ethernet speed and weight reduction
- And many other innovative and forwardlooking technologies around the mobility of the future





visit us at Hall 5-1/Stand B04



# **Questions / Answers**

