

MAHLE

Driven by performance

Press conference on the business development of the MAHLE Group for the business year 2008

April 27, 2009



Agenda

- Business environment/automobile economic situation
- Business development 2008
 - Sales development
 - Income statement
 - Balance sheet
 - Investments
 - Development of headcounts
- Group development
- MAHLE innovations to reduce fuel consumption and emissions
- Outlook to business year 2009

Worldwide automobile production 2007/2008

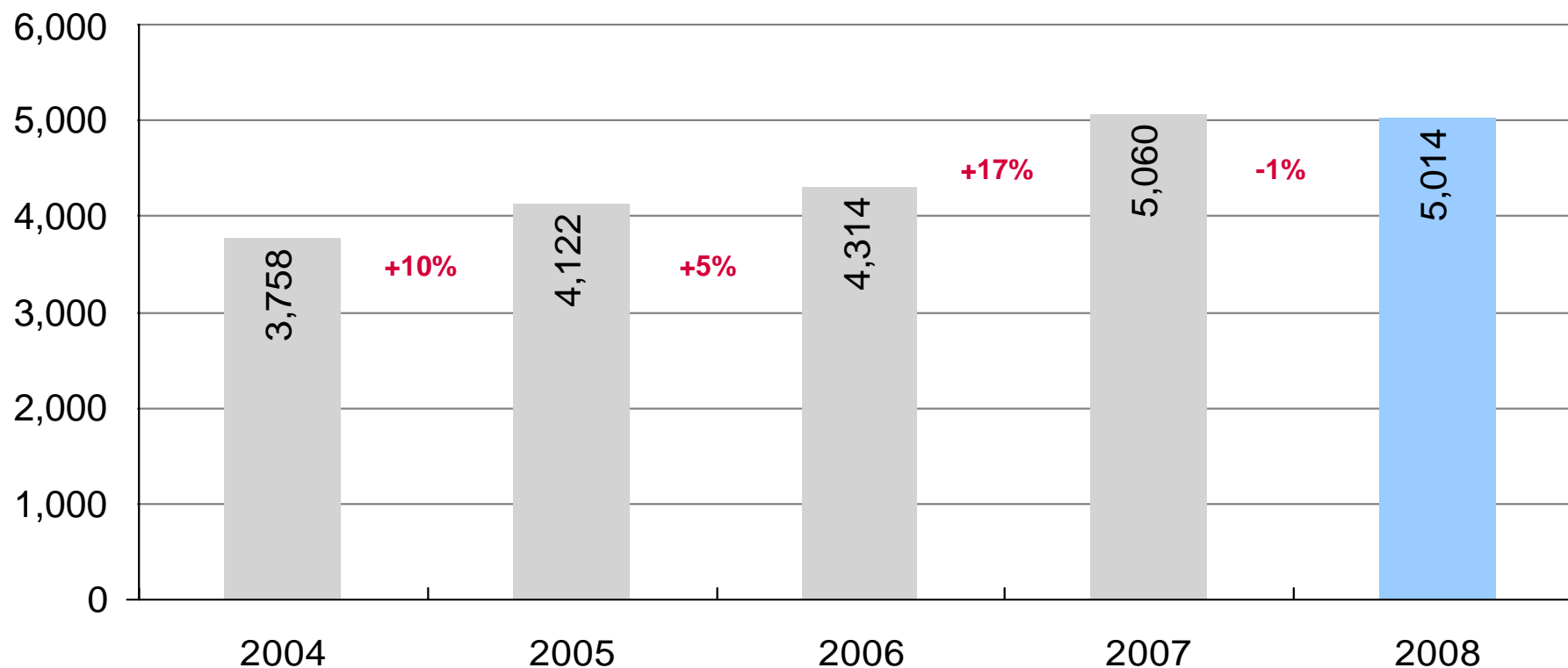
[in 1.000]

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	2007		2008	
	Passenger cars & light comm. vehicles	Commercial vehicles (incl. buses)	Passenger cars & light comm. vehicles	Commercial vehicles (incl. buses)
America	18,700	736	16,416	673
- NAFTA	15,110	544	12,659	450
- South America	3,590	193	3,757	223
Asia/Pacific	26,942	1,488	27,393	1,551
- Japan	11,099	191	10,999	199
- China	7,002	801	7,369	863
Europe	21,763	815	20,650	881
- Germany	5,603	197	5,467	206
Other countries	1,733	5	1,720	4
Total	69,138	3,044	66,179	3,109

Source: CSM, March 2009

Sales development
[in million EUR]

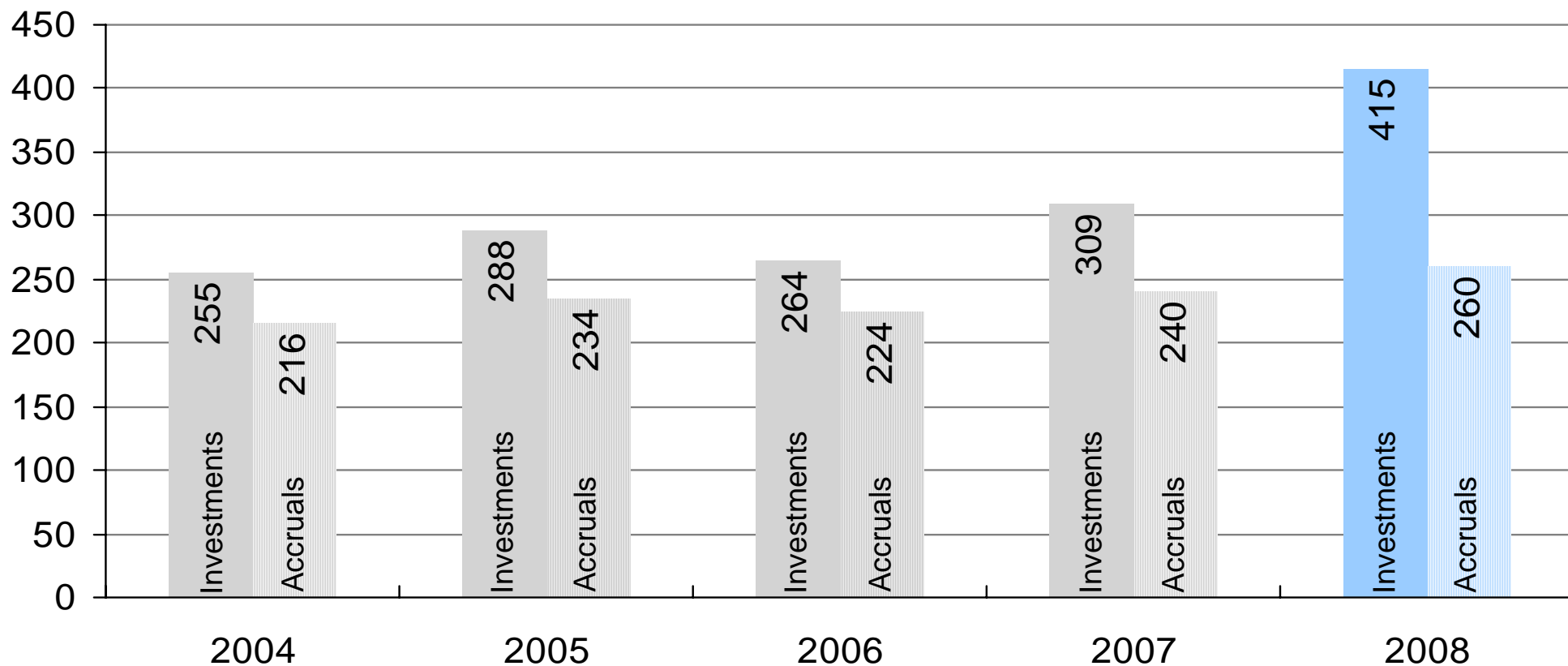


	2007	2008	Difference
	million EUR	million EUR	million EUR
Sales	5,060.4	5,013.7	-46.8
Cost of sales	-3,935.1	-4,035.3	-100.2
Gross profit on sales	1,125.4	978.4	-147.0
Selling expenses	-284.6	-316.5	-31.8
General administrative expenses	-234.0	-246.2	-12.2
Research and development expenses	-277.7	-285.9	-8.2
Other operating income	121.5	244.5	123.0
Other operating expenses	-101.8	-205.5	-103.7
Financial result	-40.7	-83.5	-42.9
Income from ordinary business activities	308.1	85.3	-222.8
Taxes	-85.1	-63.5	21.6
Net income for the year	223.0	21.8	-201.2

Financial statements
Balance sheet

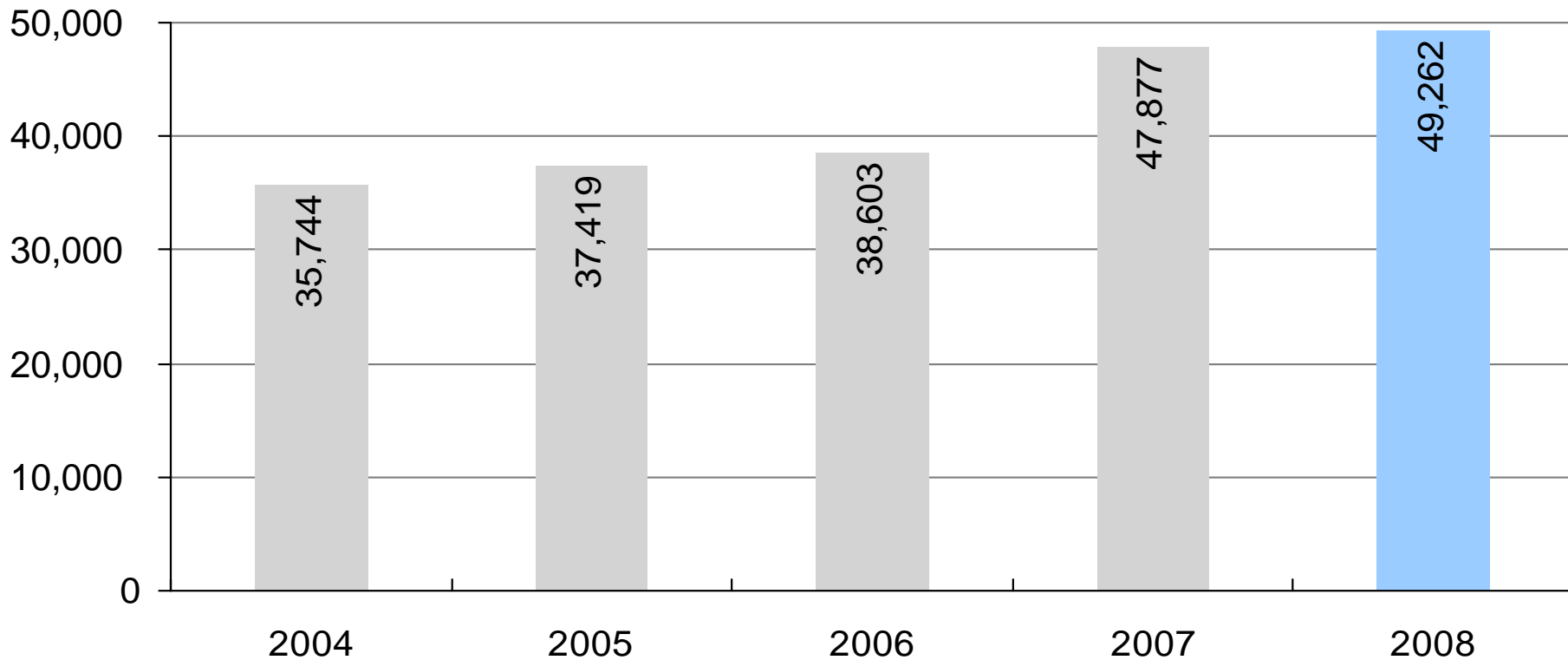
	2007		2008			2007		2008	
	million EUR	%	million EUR	%		million EUR	%	million EUR	%
Assets					Equity and liabilities				
Intangible assets	250.4	6.7	315.8	8.1	Equity	1,538.3	41.1	1,511.2	38.7
Tangible fixed assets	1,429.8	38.2	1,569.5	40.2	Provisions f. pensions	372.4	10.0	403.7	10.3
Financial assets	19.9	0.5	35.1	0.9	Other accruals	765.2	20.5	705.8	18.1
Inventories	676.1	18.1	759.7	19.4	Liabilities to banks	441.4	11.8	687.3	17.6
Receiv./other assets	1,063.8	28.4	966.6	24.7	Trade payables	490.8	13.1	438.5	11.2
Liquid assets (incl. bonds)	279.5	7.5	245.8	6.3	Other liabilities	132.7	3.5	160.9	4.1
Other assets	21.3	0.6	14.9	0.4					
Balance sheet total	3,740.8	100.0	3,907.4	100.0	Balance sheet total	3,740.8	100.0	3,907.4	100.0

Development of capital expenditure on fixed assets – investments/accruals [in million EUR]



Development of headcounts
[12/31/2008]

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Development of headcounts by regions

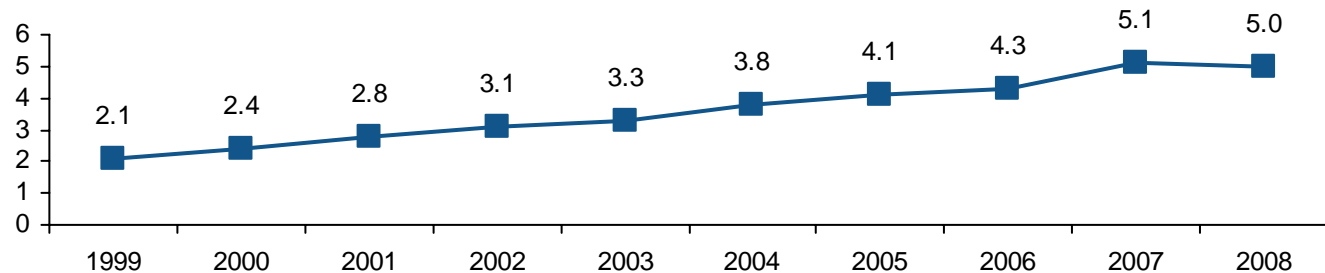
[12/31/2008]



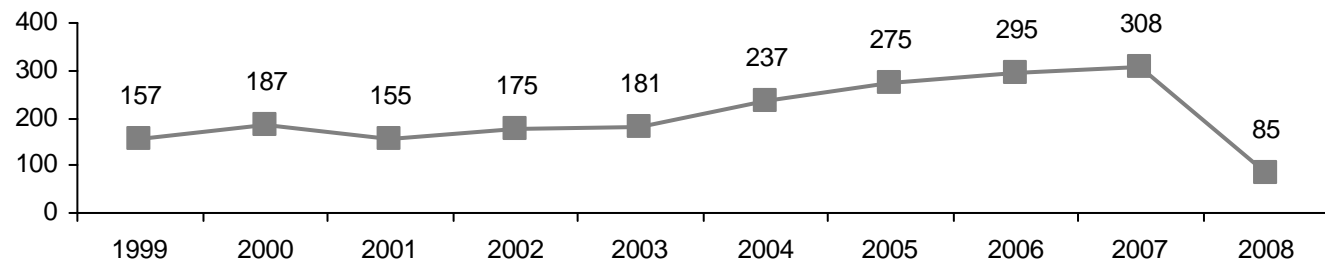
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	2007	2008
Europe	20,314	21,480
<i>Thereof Germany</i>	9,185	9,284
North America	7,325	6,788
South America	11,649	12,090
Asia/Pacific	8,589	8,904
Total	47,877	49,262

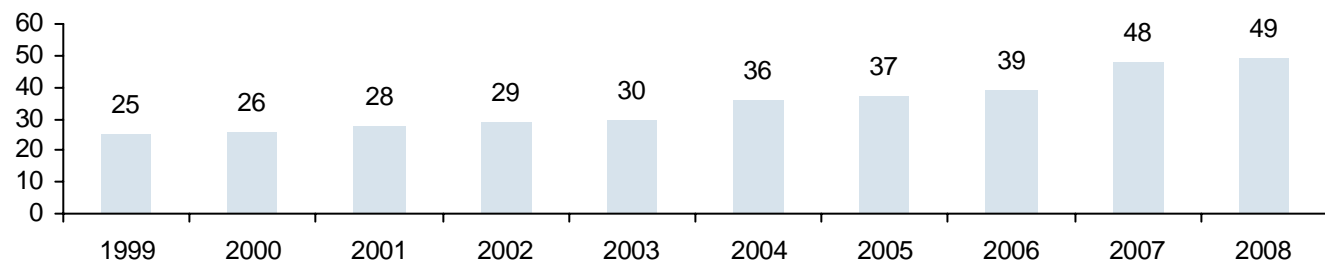
Sales in billion EUR



Income from ordinary business activities in million EUR (profit before taxes)



Employees in thousand



Group development
MAHLE Mopisan, Turkey

MAHLE

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Group development

MAHLE HIRSCHVOGEL FORJAS, Brazil

MAHLE

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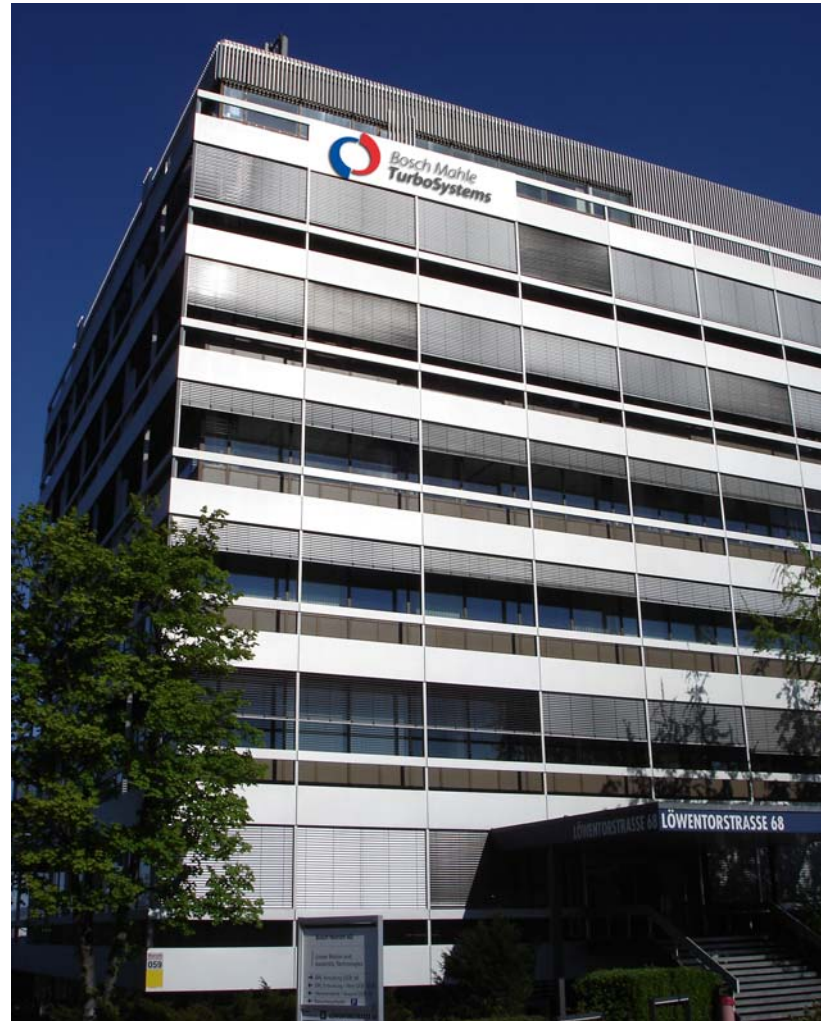


Group development

Bosch Mahle Turbo Systems, Germany

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Group development

New research and development center in
São Paulo (Jundiaí), Brazil

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Group development
ENTEC, Germany

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ENTEC in Brattendorf



ENTEC in Crock



Group development
Product overview Amafilter
Filter products and filter systems



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Backwashable filter systems



Pressure leaf filters



Depth filter sheets and
lenticular filters



Filter cartridges and housings



MAHLE innovations to reduce fuel consumption and emissions

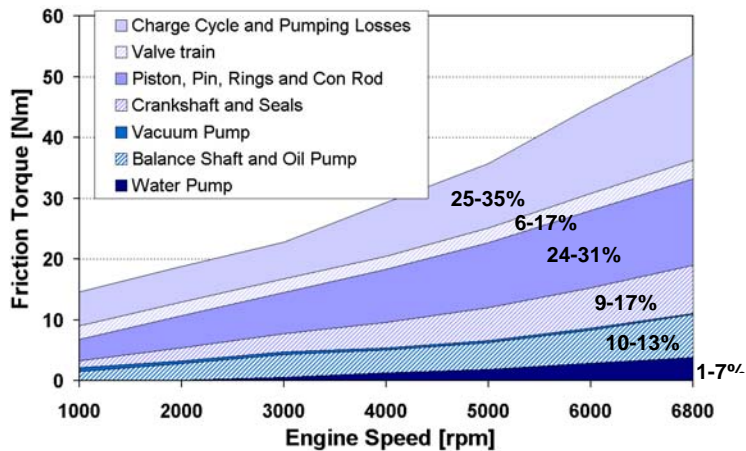
Optimized Power Cell Unit (PCU)



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Friction analysis of test engine by friction teardown measurement

- Turbocharged 2-liter-gasoline DI

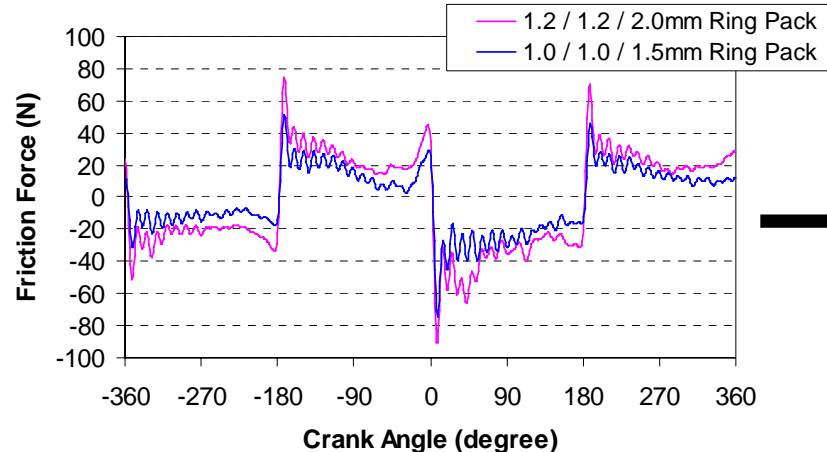
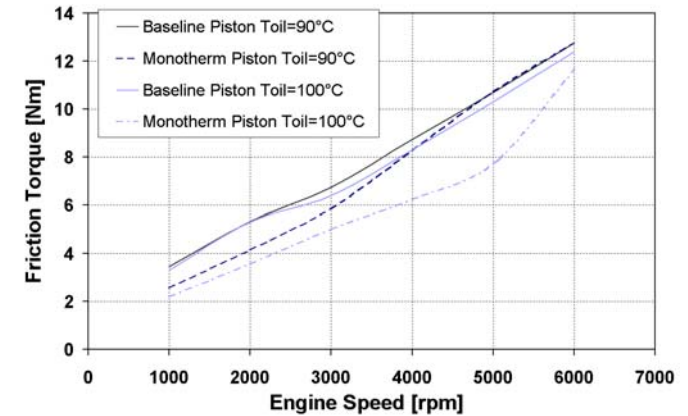


Optimized PCU

- MONOTHERM® steel piston with GRAFAL®-coating on piston skirt
- DLC-coated piston pin

Optimized ring pack

- PVD-CrN- and DLC-coated piston rings
- Reduced tangential forces
- Reduced ring heights
- High form filling ability



Friction reduction:
32% at 1,500 rpm
21% at 2,500 rpm

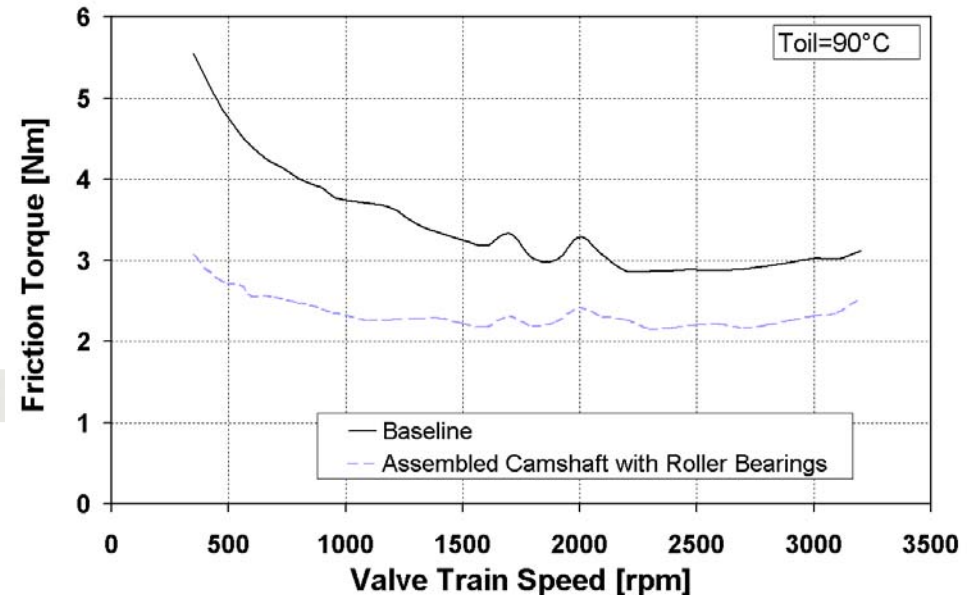
MAHLE innovations to reduce fuel consumption and emissions

Minimizing frictional losses in valve train

Assembled MAHLE camshaft with roller bearings

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- Optimized mixed friction behavior at lower engine speed
- Reduced influence of valve spring forces on the overall valve train friction behavior
- Up to 2% CO₂ reduction in a inline DOHC engine

MAHLE innovations to reduce fuel consumption and emissions

Optimized load exchange with CamInCam® technology

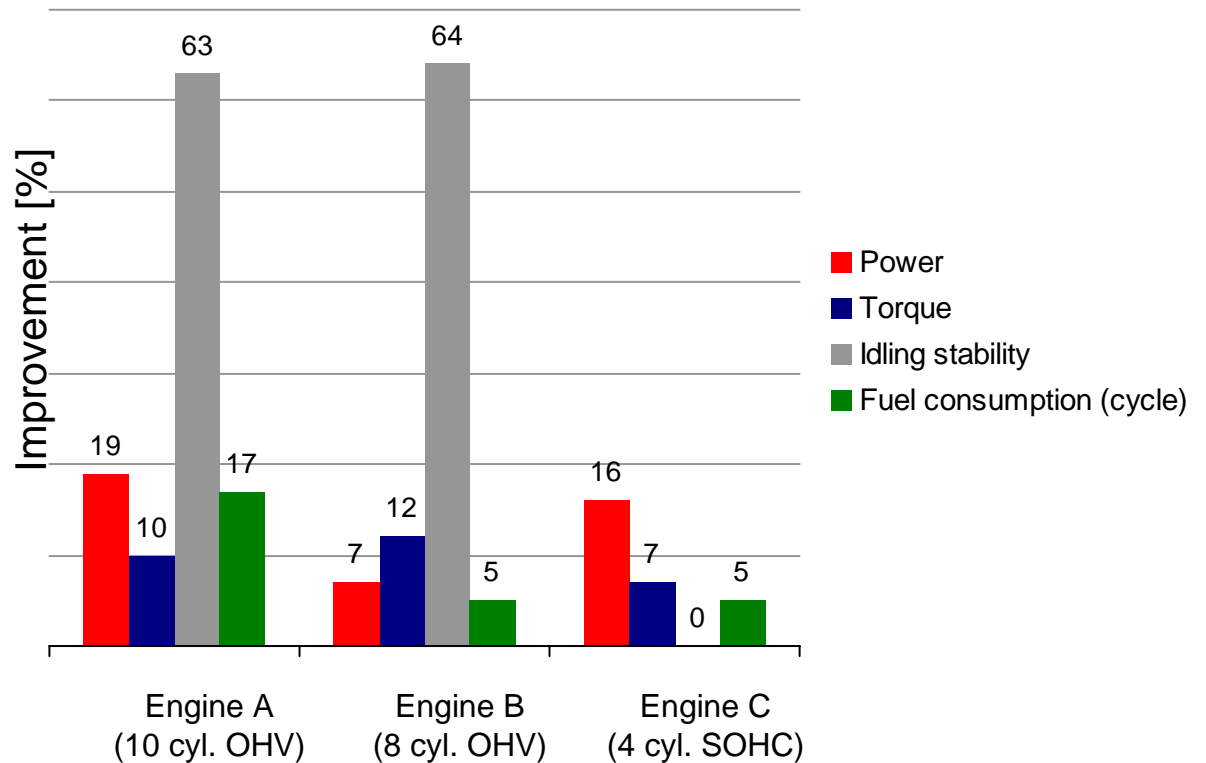


Driven by performance

MAHLE CamInCam® camshaft combines increase in power with reduction of fuel consumption and emissions

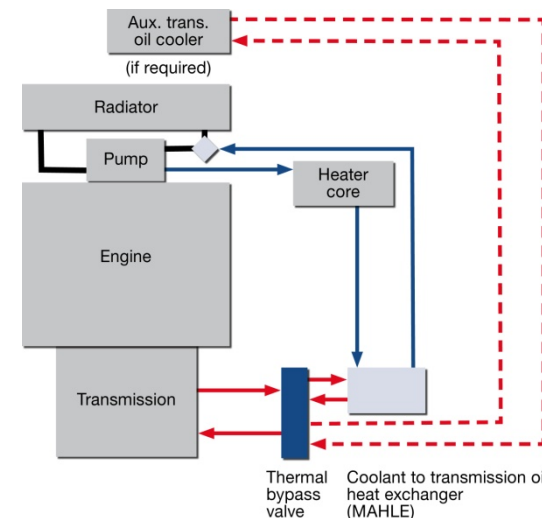


Outlet camshaft
+
Inlet camshaft
=
MAHLE CamInCam®



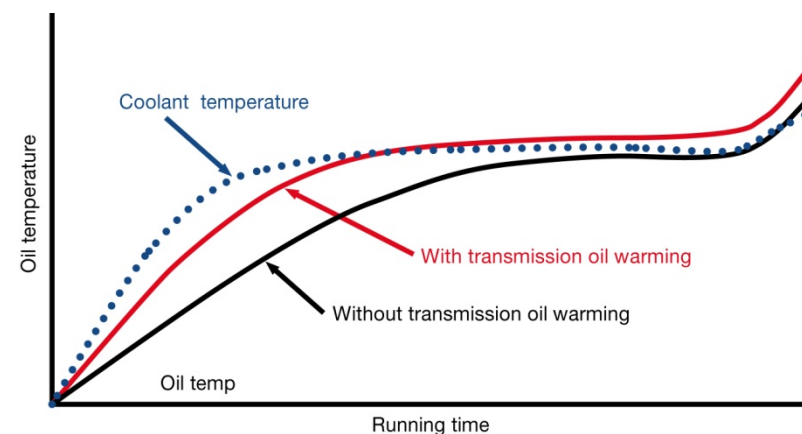
Plastic transmission oil filter module with oil warmer/cooler

- All plastic transmission oil filter module with highly efficient MAHLE liquid/liquid heat exchanger
- Thermostatic control of the transmission oil by-pass flow



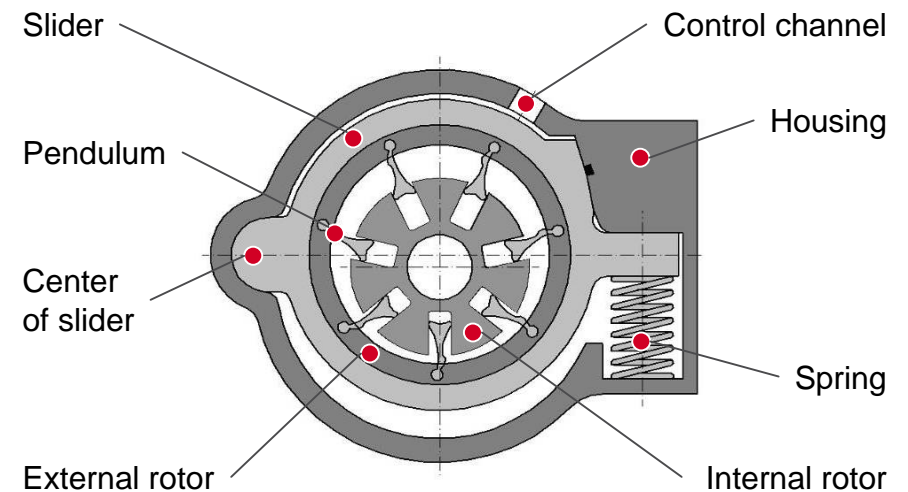
Advantages

- Highly efficient MAHLE oil/coolant heat exchanger for enhanced engine warm-up
 - CO₂ reduction potential of up to 2%
- Cost reduction due to lower systems costs
- Compact design → reduced packaging volume
- High filtration efficiency



Pendulum-slider oil pump (MAHLE patent):

- Very robust design – resistant against wear
- Different control strategies possible – from 1-point control up to complex fully variable control
- Very high volumetric efficiency over life time (>92% → about 10% higher compared to competitors' solutions)
- Overall efficiency: 65 – 70% in operating window
 - smooth operation
 - up to 3% CO₂ reduction



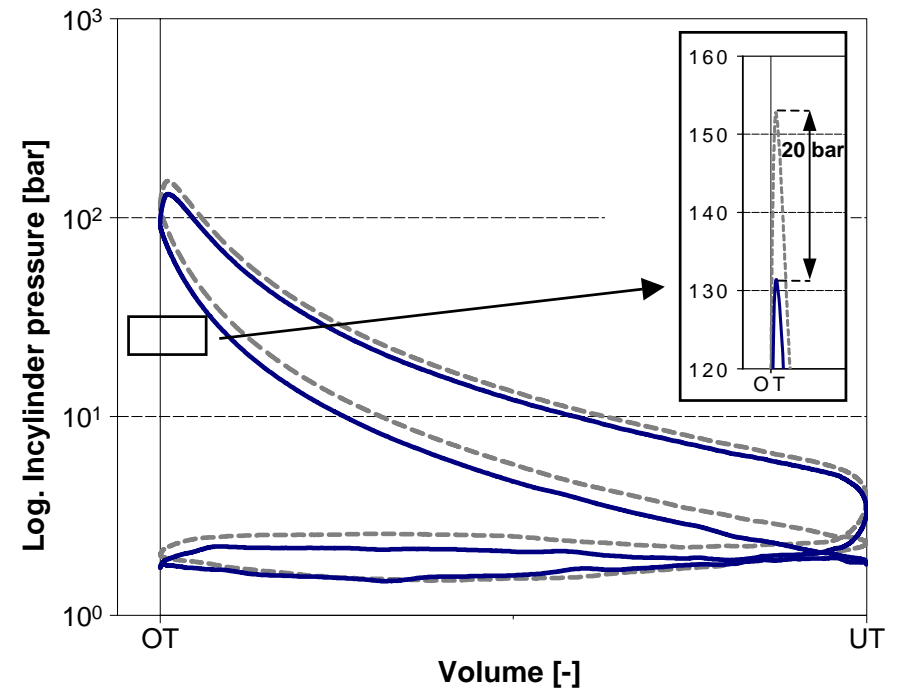
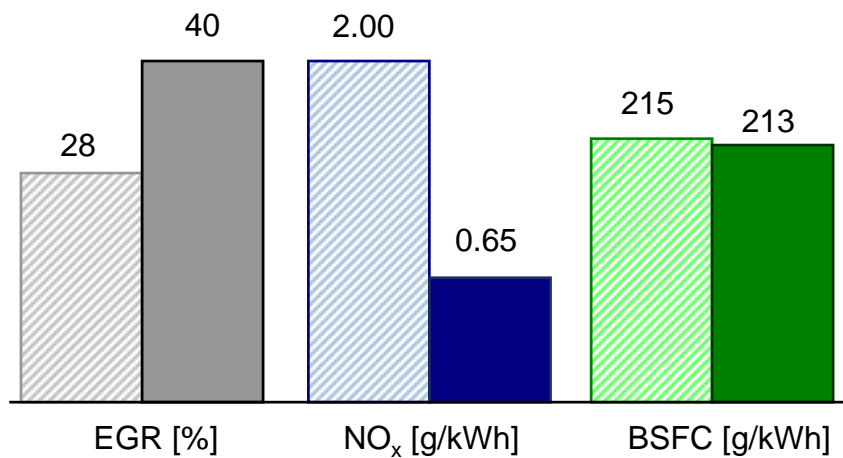
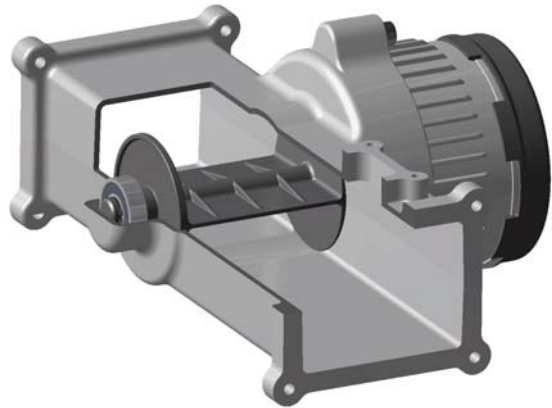
MAHLE innovations to reduce fuel consumption and emissions

Innovative high EGR systems

Heavy duty vehicle applications



Driven by performance

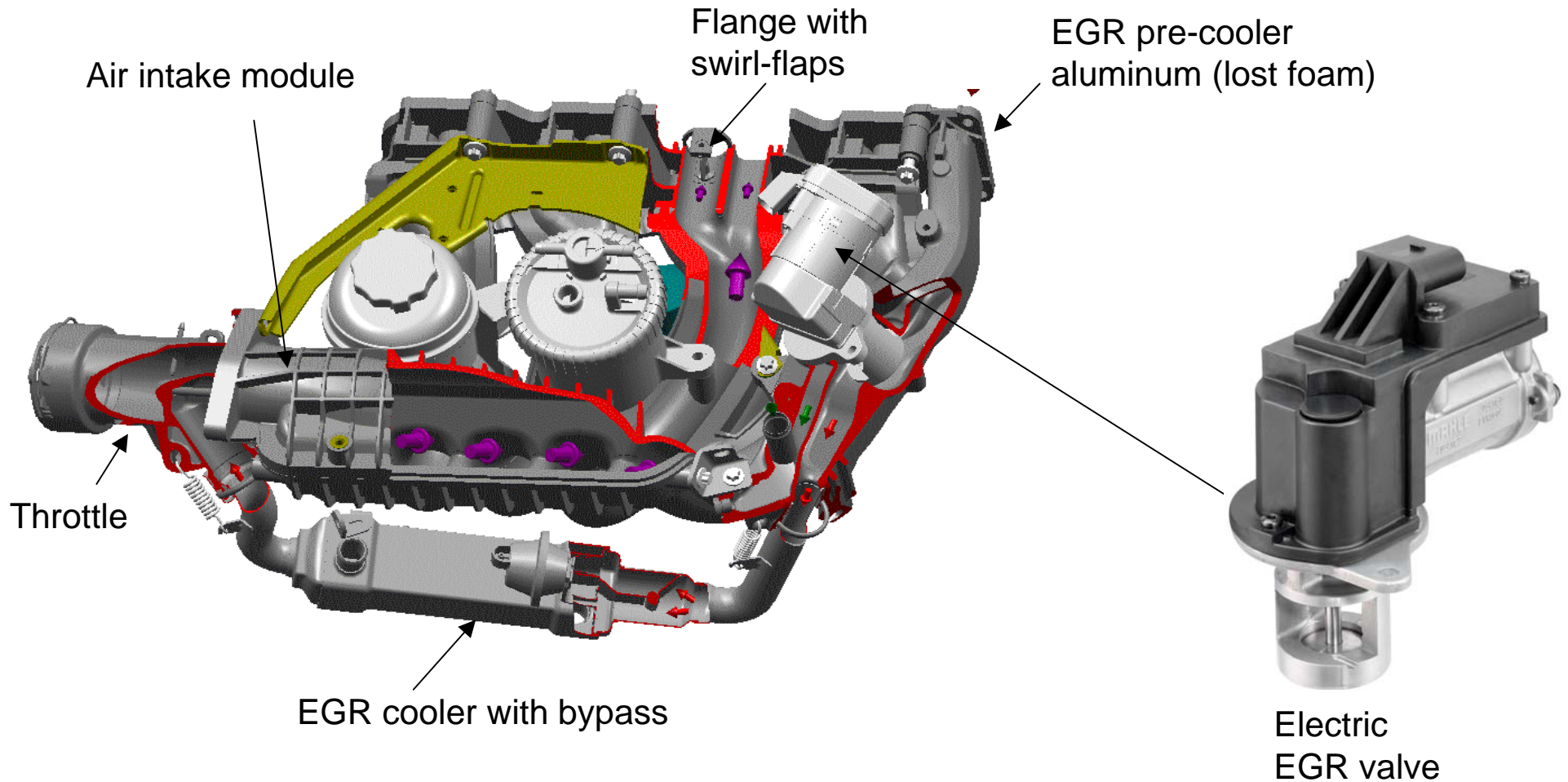


Base	Base	Engine speed: 1.200 rpm Load: 575 Nm
SLV-Valve	SLV-Valve	

MAHLE innovations to reduce fuel consumption and emissions
System competence for complete air duct system
Air intake modules with integrated EGR system



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Worldwide automobile production 2008/2009 – Scenario 1
[in 1.000]

	2008		2009	
	Passenger cars & light comm. vehicles	Commercial vehicles (incl. buses)	Passenger cars & light comm. vehicles	Commercial vehicles (incl. buses)
America	16,416	673	13,685	677
- NAFTA	12,659	450	10,023	446
- South America	3,757	223	3,662	231
Asia/Pacific	27,393	1,551	24,845	1,480
- Japan	10,999	199	8,824	203
- China	7,369	863	7,720	799
Europe	20,650	881	17,443	812
- Germany	5,467	206	4,797	188
Other countries	1,720	4	1,680	4
Total	66,179	3,109	57,653	2,973

Source: CSM, March 1, 2009

Worldwide automobile production 2008/2009 – Scenario 2

[in 1.000]

	2008		2009	
	Passenger cars & light comm. vehicles	Commercial vehicles (incl. buses)	Passenger cars & light comm. vehicles	Commercial vehicles (incl. buses)
America	16,416	673	11,608	560
- NAFTA	12,659	450	8,165	369
- South America	3,757	223	3,443	191
Asia/Pacific	27,393	1,551	23,601	1,430
- Japan	10,999	199	7,735	204
- China	7,369	863	7,879	827
Europe	20,650	881	15,966	606
- Germany	5,467	206	4,520	143
Other countries	1,720	4	1,664	5
Total	66,179	3,109	52,839	2,601

Source: CSM, March 15, 2009