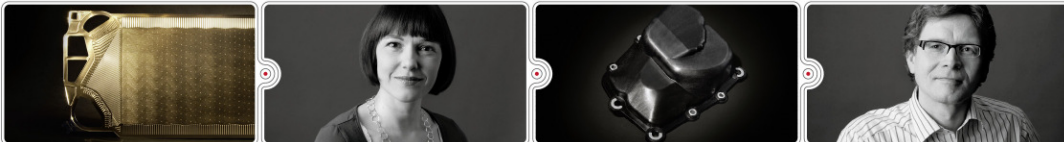


Mobilität erfahren – Zukunft entwickeln.
Experience mobility – Drive the future.



Conference Call
Results Third Quarter 2010

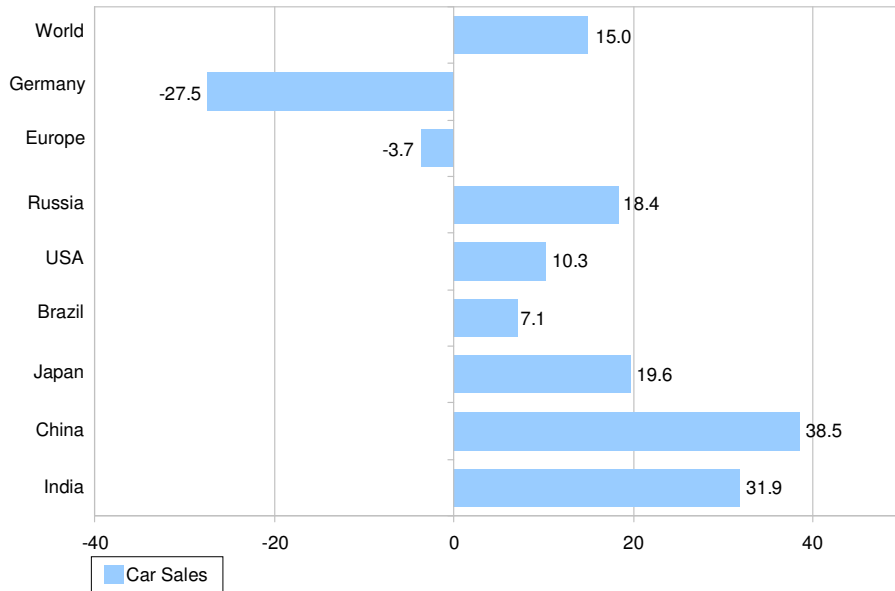
1

Q3 2010: Key developments

- Strong recovery in world car production: yet North American and European production figures sequentially below very strong Q2
- Improved cost structure, higher utilization and product start-ups combined to advance sales and earnings performance
- Pick-up in truck-related business, but still significantly below pre-crisis levels
- Q3 sales/EBIT at Q2 levels despite summer holiday season
- Consistently strong investments in ppe in preparation for capacity expansion in Asia, rationalization and tooling for new projects
- Second major in-series contract for lithium-ion battery cell connector modules
- Signing of takeover of Freudenberg Group's static metal gasket business
- Capital increase to optimize financial structure and finance „E-Mobility“ center/ production facility, truck-related PHM-plant as well as external growth opportunities

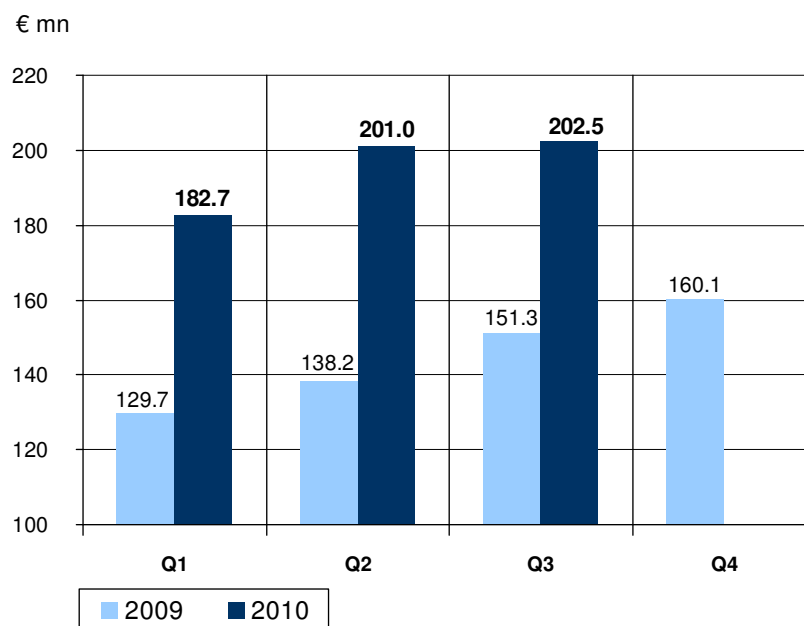
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9-mths 2010: Car sales pick up from crisis levels (% change y-o-y)



3

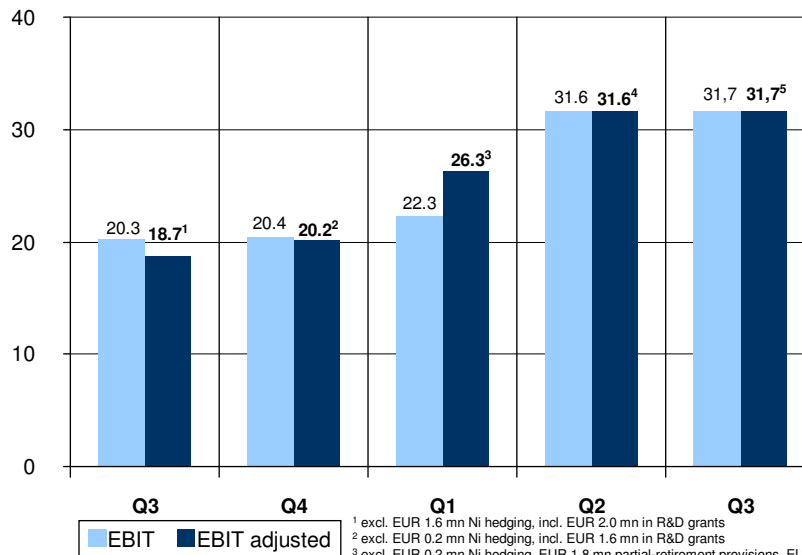
Sales recovery continues in Q3



4

Focusing on profitability: EBIT by quarter

€ mn



¹ excl. EUR 1.6 mn Ni hedging, incl. EUR 2.0 mn in R&D grants
² excl. EUR 0.2 mn Ni hedging, incl. EUR 1.6 mn in R&D grants
³ excl. EUR 0.2 mn Ni hedging, EUR 1.8 mn partial-retirement provisions, EUR 2.4 mn employee benefits
⁴ incl. EUR 1.4 mn in R&D grants ⁵ incl. EUR 2.0 mn in R&D grants

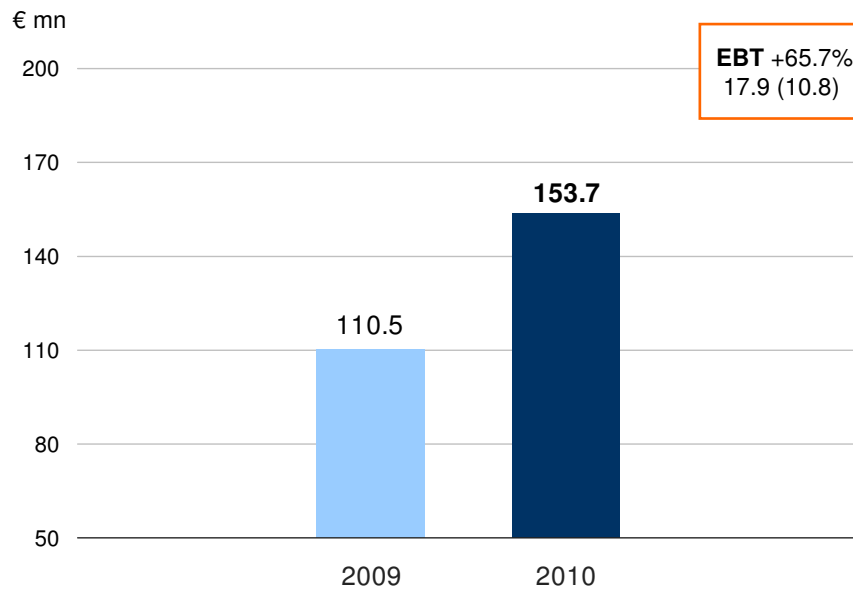
5

EBIT by quarter – exceptional items

	Q3 2010	Q2 2010	Q1 2010
	in € mn	in € mn	in € mn
Operating result	34.0	34.3	23.4
Total currency effects	- 2.3	- 2.7	-1.1
Thereof SEVEX neg. currency effect	- 0.02	- 3.8	- 2.2
EBIT (<i>EBIT-margin in %</i>)	31.7 (15.7)	31.6 (15.7)	22.3 (12.2)
Nickel hedging > impact on earnings		- 0.02	0.2
Other exceptional items > Partial retirement provisions > Employee benefit scheme > R&D grants (not adjusted)	0.6	1.4	- 1.8 - 2.4
EBIT adjusted (<i>EBIT-margin adjusted in %</i>)	31.7 (15.7)	31.6 (15.7)	26.3 (14.4)

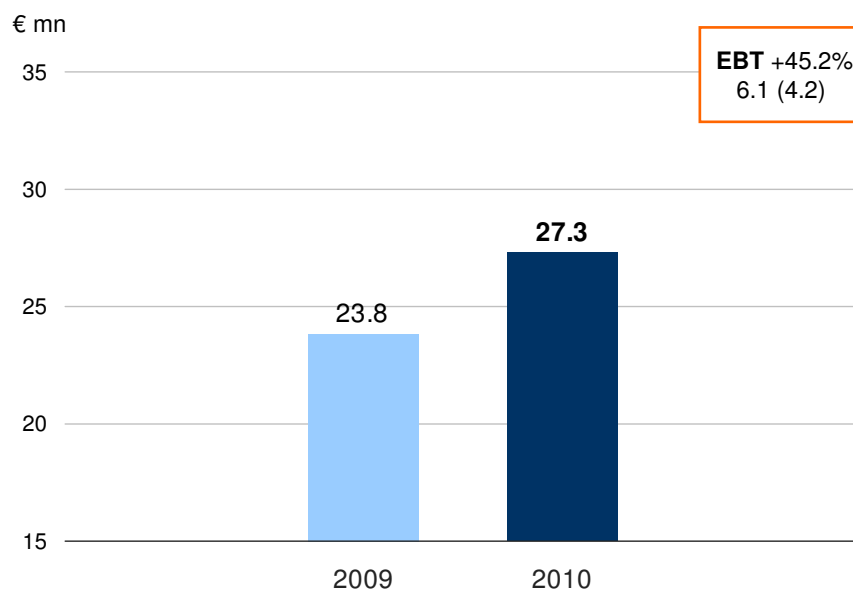
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Q3 2010: OEM sales up 39.1%



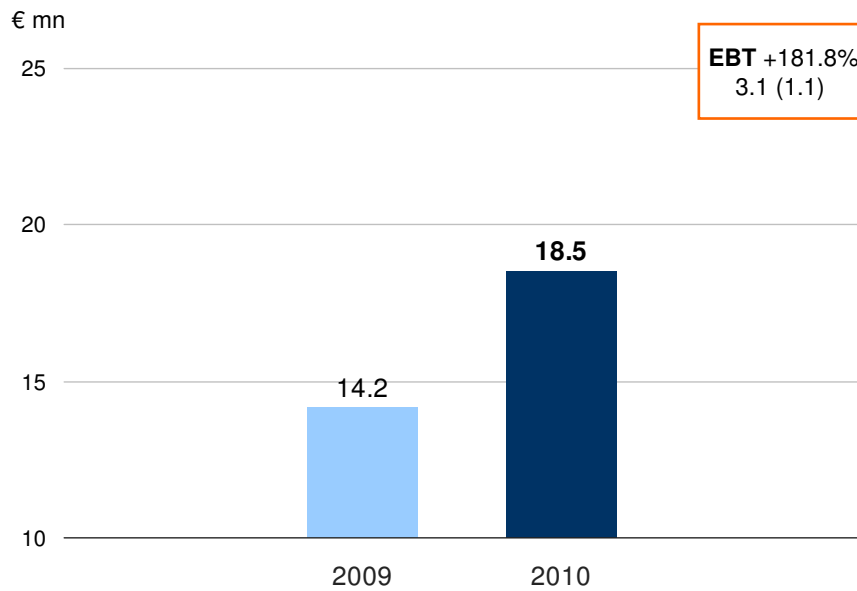
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Q3 2010: Aftermarket sales up 14.7%

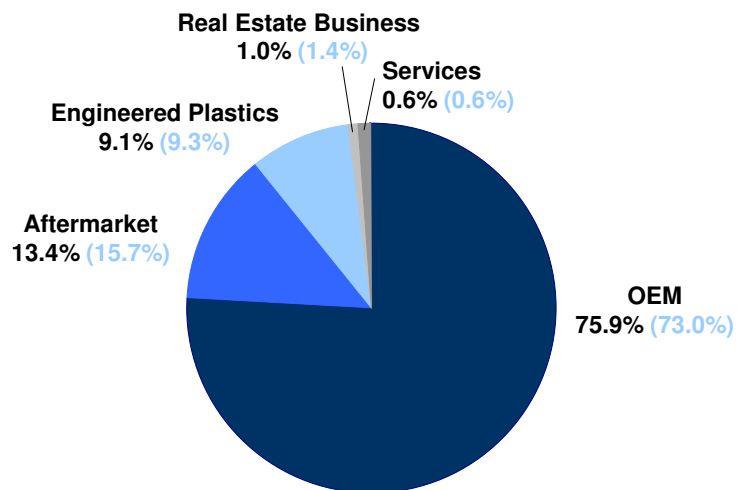


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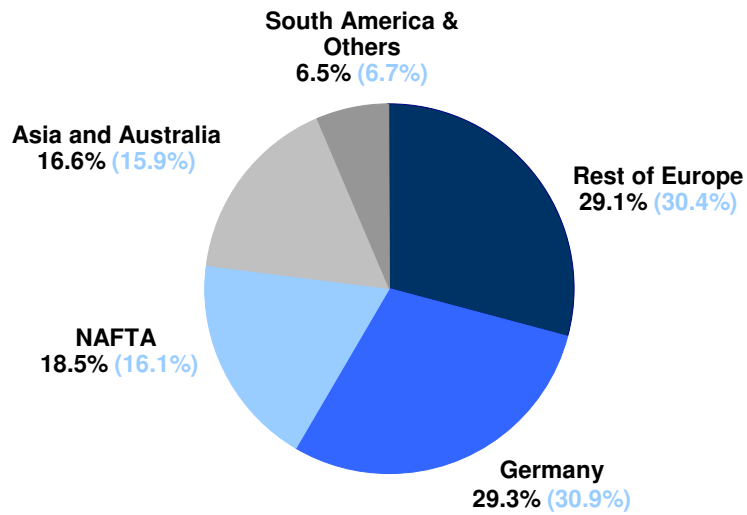
Q3 2010: Sales Engineered Plastics up 30.3%



Group Sales by market segment Q3 2010 (py)



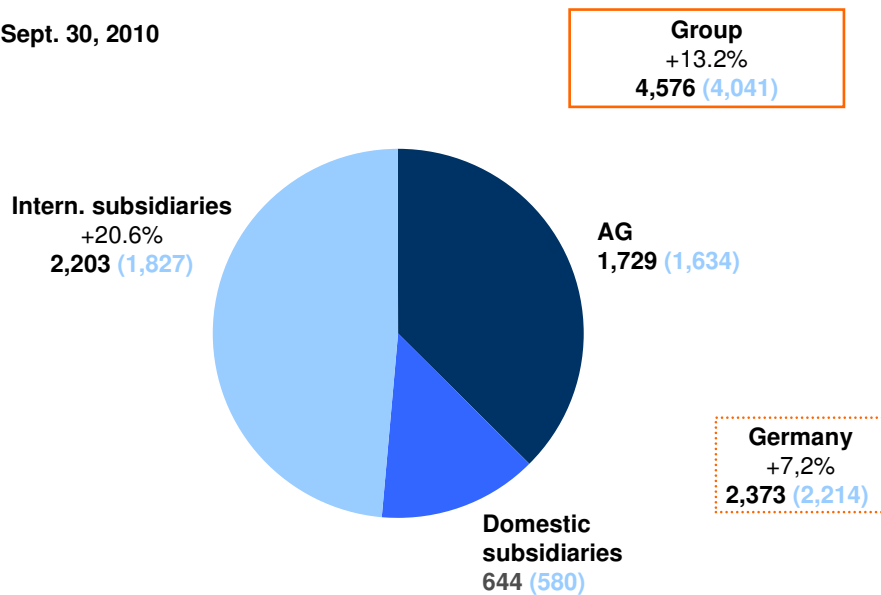
Group Sales by region Q3 2010 (py)
 Strong growth in Asia, dynamic recovery in North America



11

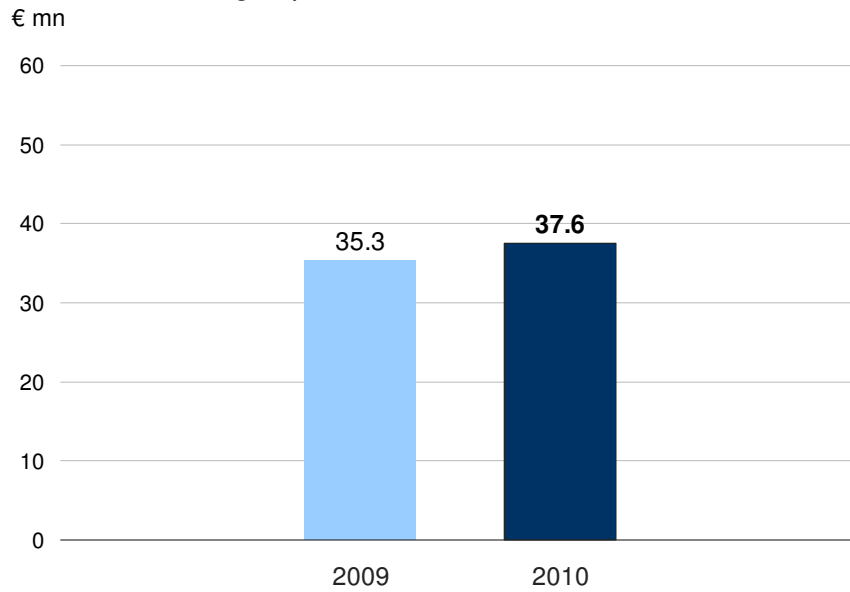
Number of employees rises yet at a lower pace than sales –
 focus on international subsidiaries

as of Sept. 30, 2010
 (py)



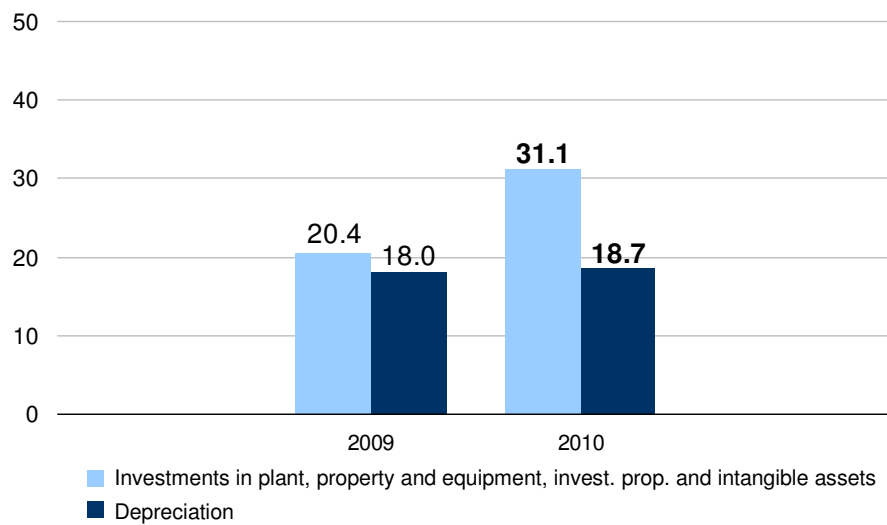
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Q3 2010: Net cash from operating activities affected by working capital increase



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Q3 2010: Investments vs. depreciation



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Q3 2010: Sales and operating performance

in € mn	Q3 2010	Q3 2009	Change in %
Sales	202.5	151.3	+ 33.8
Cost of sales	139.1	106.6	+ 30.4
EBITDA	50.5	38.3	+ 31.9
Operating result	34.0	21.4	+ 58.9
EBIT ¹	31.7	20.3	+ 56.2

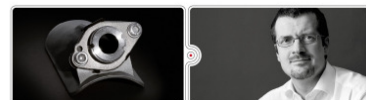
¹ Incl. currency effects



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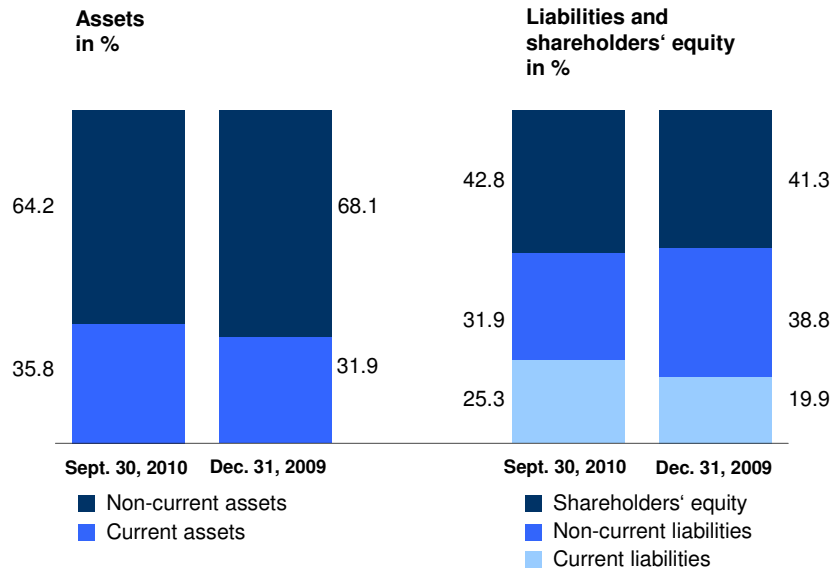
Q3 2010: Earnings

in € mn	Q3 2010	Q3 2009	Change in %
Net finance cost	- 5.4	- 4.6	
EBT	28.5	16.8	+ 69.6
Taxes	7.8	4.7	+ 66.0
Net income	20.7	12.1	+ 71.1
Minority interests	1.0	0.5	+ 100.0
Profit attributable to shareholders of EK	19.7	11.6	+ 69.8



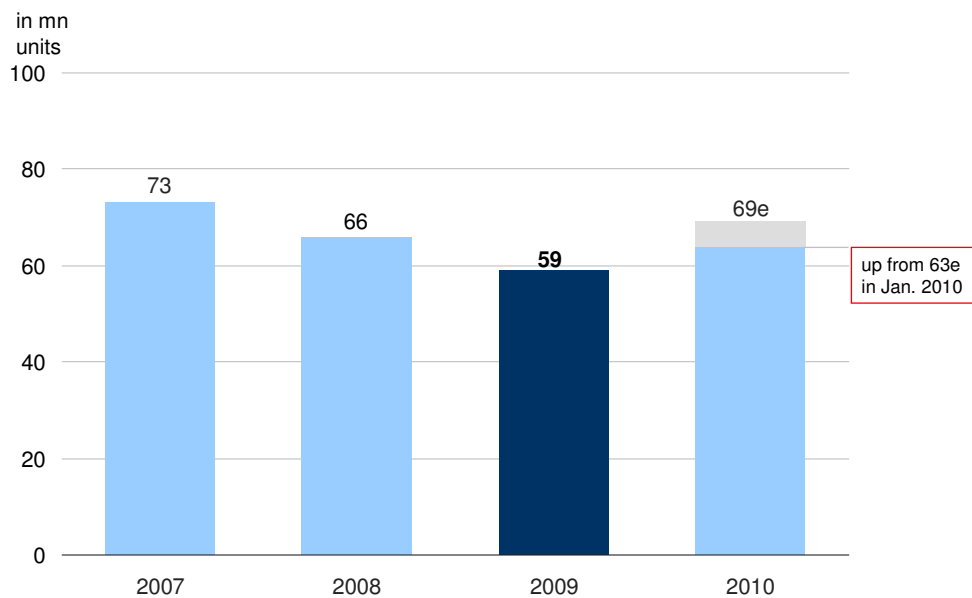
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Strong balance sheet structure



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World car production recovery driven by Asia and the Americas



Source: PWC, April 2010

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Outlook: Markets

- For 2010 global car production ElringKlinger now anticipates overall growth of around 13%
- Germany/Europe: Expiration of 2009/ early 2010 scrappage incentives in Europe has European car sales fall approx. 8% in 2010
- Car sales in Western Europe could see approx. 15% decline in HY2
- Dynamic exports and improving Eastern European market compensate, so European car production is to increase at an upper single-digit growth rate.
- North American car production continues steep recovery up to approx. 11.5 (8.6) mn units in 2010.
- Car production in Asian markets just keeps on growing, however, mostly due to base effects, at a slower rate; year-on-year increase should come close to 20% in 2010
- For 2011 ElringKlinger estimates world car production to rise 2 to 3%, with Western Europe and the US stagnating

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Outlook: Corporate

- Better visibility when compared to a year-ago but still behind pre-crisis levels
- Truck-related business still clearly below pre-crisis level but noticeable pick-up in volume of components requested by truck manufacturers
- Due to strong order intake and ramp-ups, upped capex in plant, property, equipment and tooling
- New distribution center at Dettingen to improve cost structure and product turnover (EUR 14 mn capex)
- Opening of new Suzhou plant, China (> EUR 15 mn total capex in China in 2010) to be enlarged further in 2011
- Build-up of „E-Mobility“ competence center and production facility for Lithium-ion-battery ceel contact sytems production (EUR 20 mn in 2011)
- Building of large PHM-plant for truck components (EUR 20 mn in 2011)

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Outlook: Financial performance

- Book-to-bill-ratio has remained strong: Q3 order intake came in at at EUR 214.7 (165.9) mn, order backlog up 37 % (EUR 315,3 mn)
- Assuming a continued recovery of world car markets and stable economic environment ElringKlinger increases revenue and earnings forecast for 2010
 - > ElringKlinger now anticipates sales of EUR 745 to 755 mn (previously EUR 690 to 710 mn)

The cylinder-head and exhaust system division of Freudenberg will not contribute until the scheduled closing of the transaction in Q1 2011

- > EBIT is expected to grow at a more pronounced rate than sales and is estimated to reach EUR 105 to 110 mn (previously EUR 90 to 95 mn)

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ElringKlinger Group

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Thank you for your attention.

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Disclaimer – Forward-looking Statements and Predictions

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