

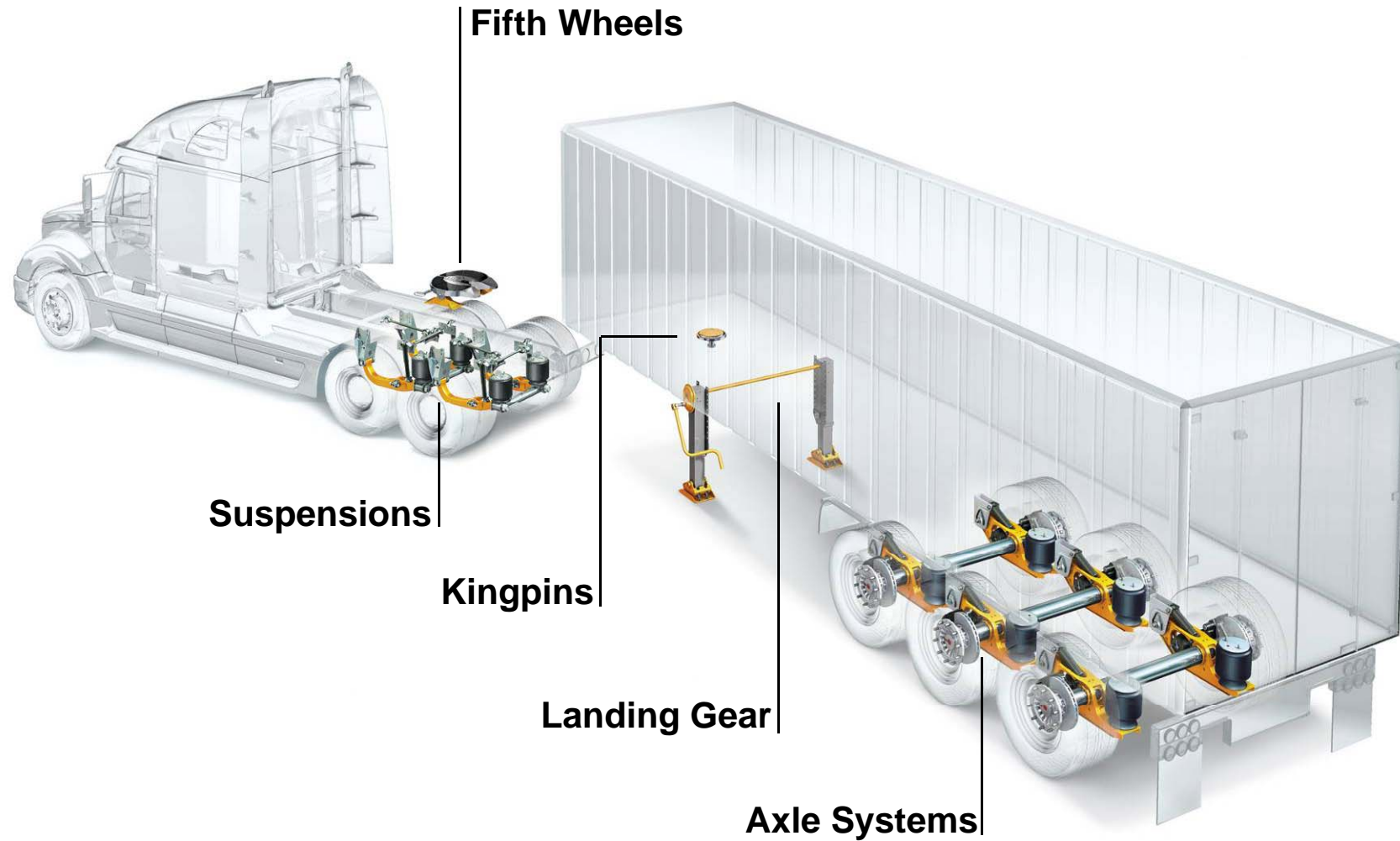
Welcome to our Annual General Meeting 2009



Agenda

- 1. Executive Summary**
- 2. Market**
- 3. Business**
- 4. Financials**
- 5. Strategy**
- 6. Restructuring Measures**
- 7. Outlook**

1. Executive Summary – Product Portfolio



1. Executive Summary

Strategy as a leading global supplier of high quality components and systems for the commercial trailer and truck industry remains valid

- Broad product range in combination with global manufacturing footprint and a world wide service and sales network
- Strong market position in key markets as well as in emerging markets (BRIC)

SAF-HOLLAND Group enjoyed strong growth until July 2008 and built up capacity to meet the increased demand

The truck and trailer market deteriorated in Q4 2008

- The impact of the global credit crisis has severe negative effects on the real economy
- Commercial vehicle manufacturers and suppliers have faced considerable market pressure and steep decline in order intake

Adjusted EBIT 2008 declined to €41.2m (prev. year: 60.5)

Group sales in 2008 total EUR 798.8 million (prev. year: 812.5), EUR 817.2 million on an exchange rate-adjusted basis

EPS with €0.69 (prev. year:1.15)

Management immediately initiated pro-active measures

- Cost-cutting initiatives and a working capital reduction programme introduced
- Cost reductions of €34m and inventory reduction of €25m are targeted for 2009

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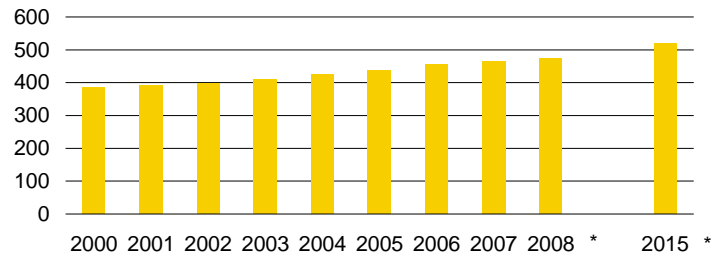
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2. Market

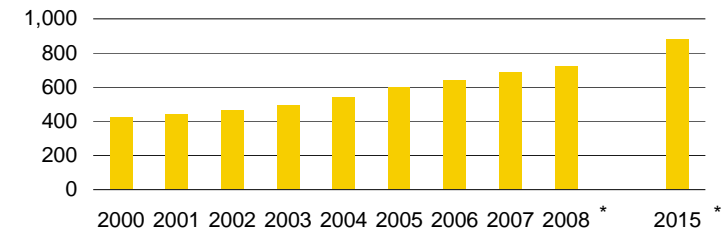
Historic growth in the sector primarily driven by increasing levels of international trade flows due to relocation of manufacturing in low cost countries

Stable longterm growth expected

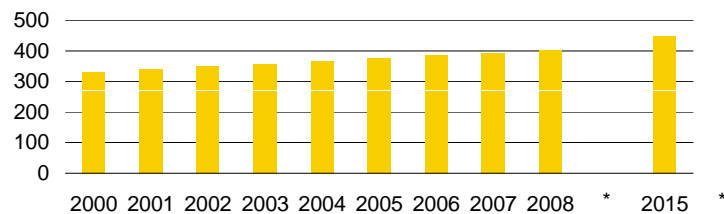
Freight transportation by road in Western Europe
(vehicle kilometers in bn)



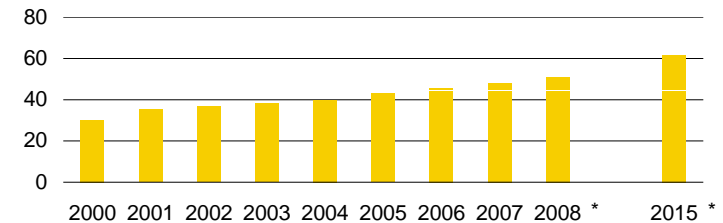
Freight transportation by road in China
(vehicle kilometers in bn)



Freight transportation by road in USA
(vehicle kilometers in bn)



Freight transportation by road in Russia
(vehicle kilometers in bn)

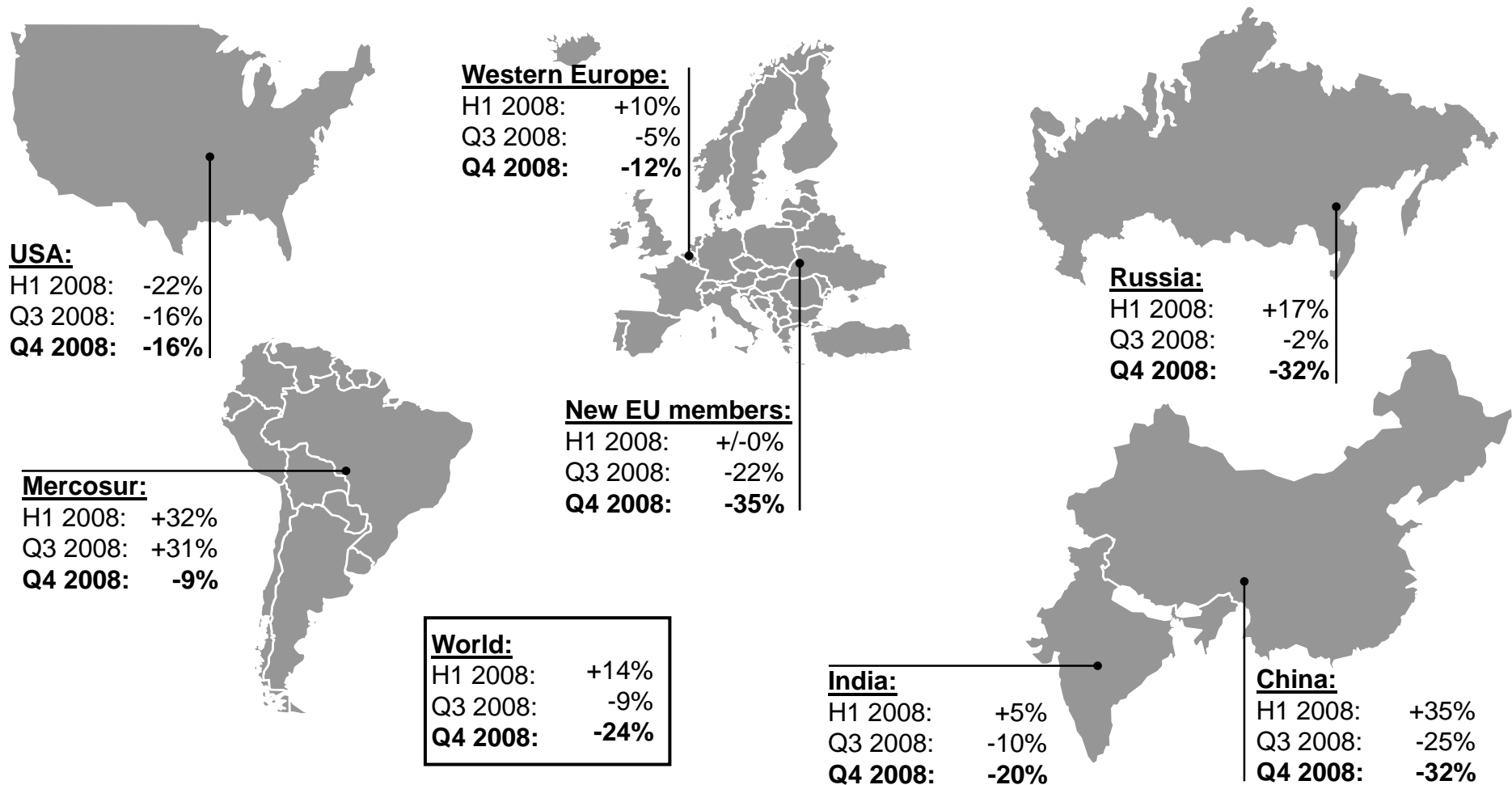


* estimated

Source: ProgTrans European Transport Report 2007 / 2008

2. Market

Sales of commercial vehicles (> 6t GVW¹) weakened significantly in Q4 2008



Note 1: Gross vehicle weight
Source: VDA, forecast Q4 2008

2. Market

Further decline of the markets in Q1 2009

Europe

- Production of trailers decreased by 75%
- Production of trucks declined by 50%

North America

- Production of trailer decreased by 45%
- Production of trucks declined by 30%

BRIC countries are following the trend

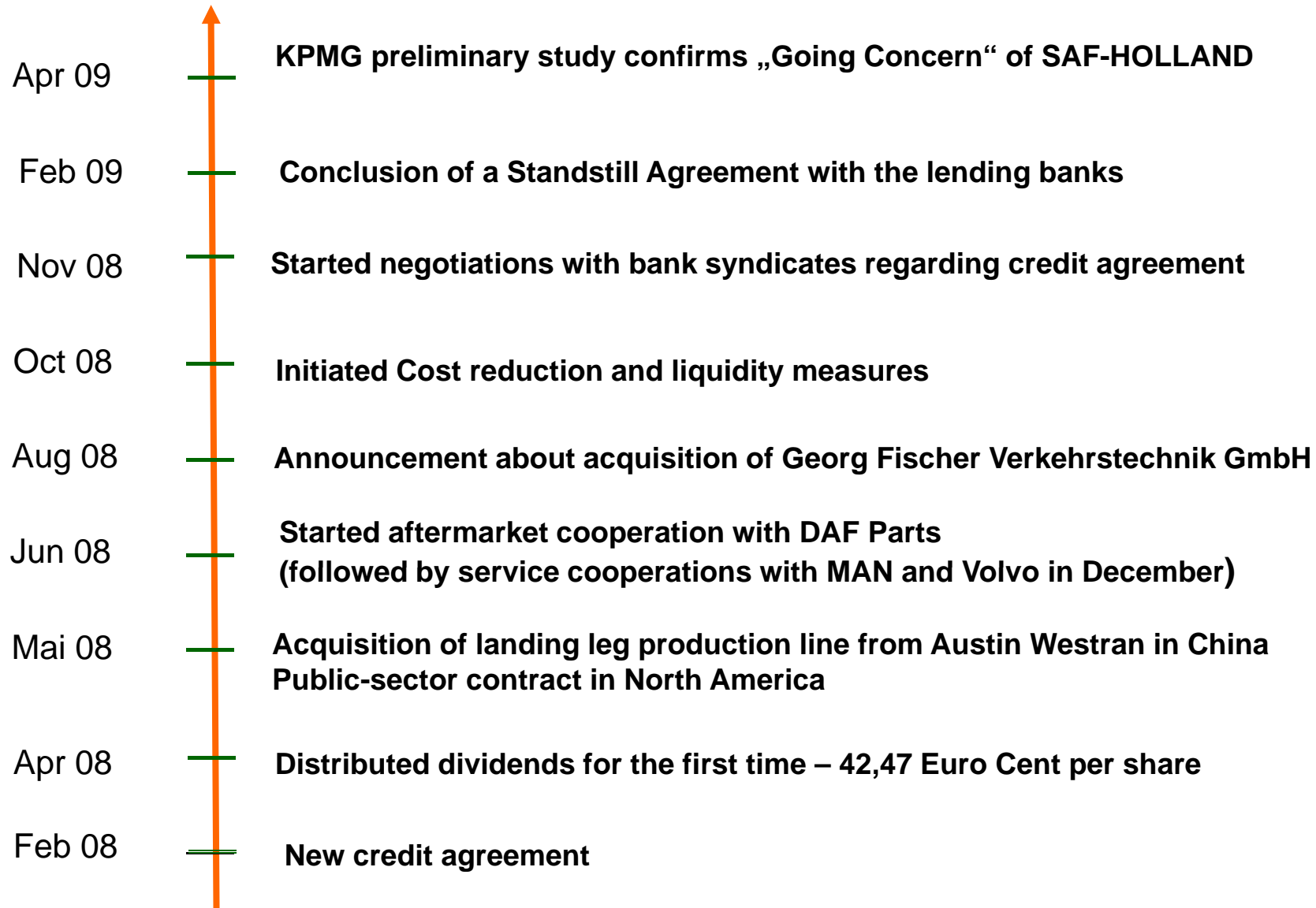
- Russian truck and trailer markets went down dramatically
- China was affected by a decline of Trailer production
- Brazilian trailer markets expect a downturn this year of 15% to 20%

First positive signs in the aftermarket and truck production North America

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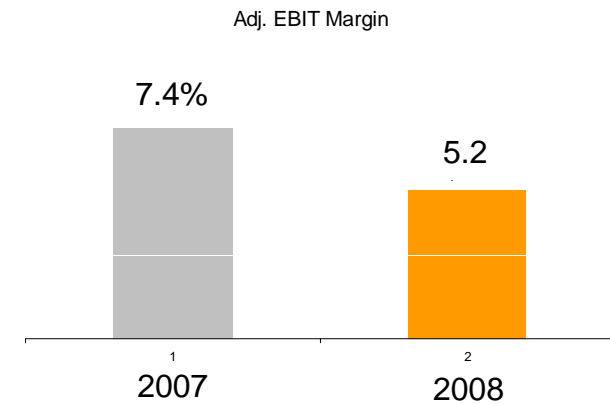
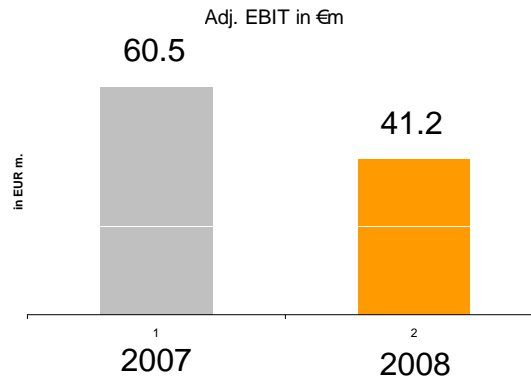
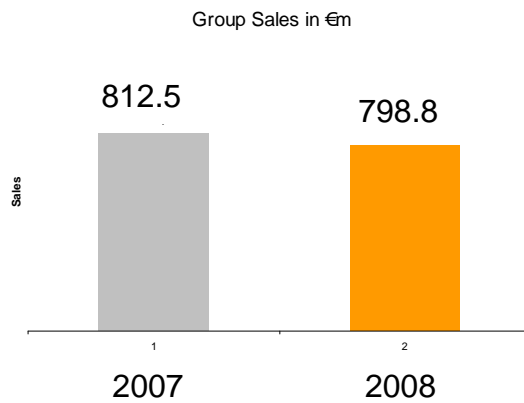
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3. Business – Major Events 2008/2009



3. Business - Overview

- Sales 2008: €798.8m (prev. year: 812.5)
- adj. EBIT 2008: €41.2m (prev. year: 60.5)
- adj. EBIT Margin 2008: 5.2 % (prev. year: 7.4)



3. Business- Overview

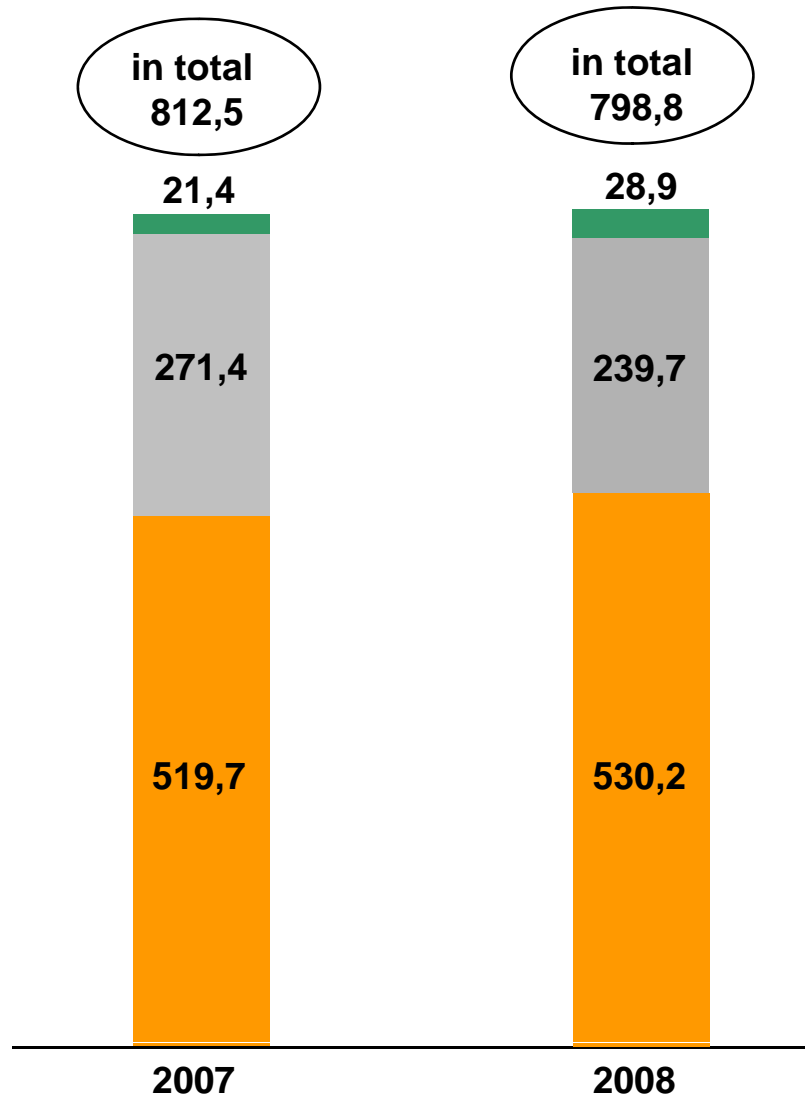
Due to the adverse market conditions and order cancellations by customers order intake of SAF-HOLLAND started to decline in Q3 2008

Underutilization of production capacity in H2 2008 lead to higher costs and lower operating profits

Extraordinary high inventory levels at the end of Q3 2008 of €111.9m due to:

- High order intake in H1 2008 in Europe
- Stock building for H2 2008 because of material shortage in H1 2008 in Europe
- Setting up of the own axle production in North America
- Stocking up for Oshkosh order and plant consolidation in North America

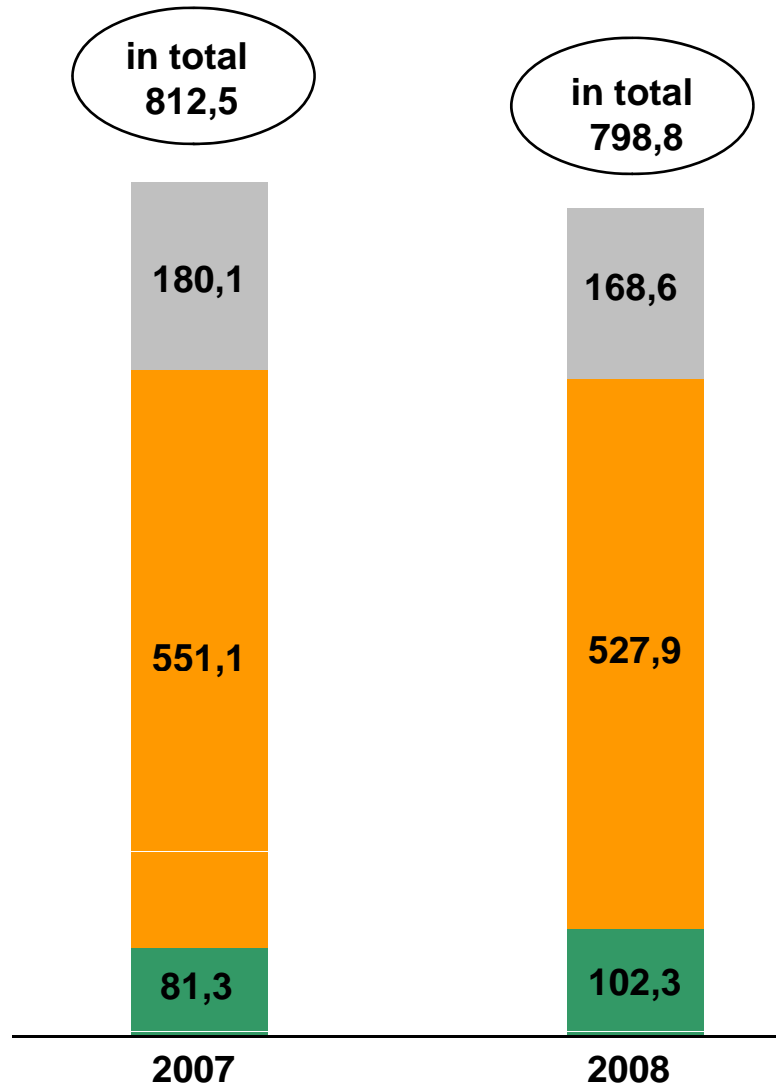
3. Business - Sales by Region in €m



- Others
- North America
- Europe

Sales by Region			
	2007	2008	f/x adjusted
Europe	519,7	530,2	530,2
North America	271,4	239,7	256,3
Others	21,4	28,9	30,7
Total	812,5	798,8	817,2

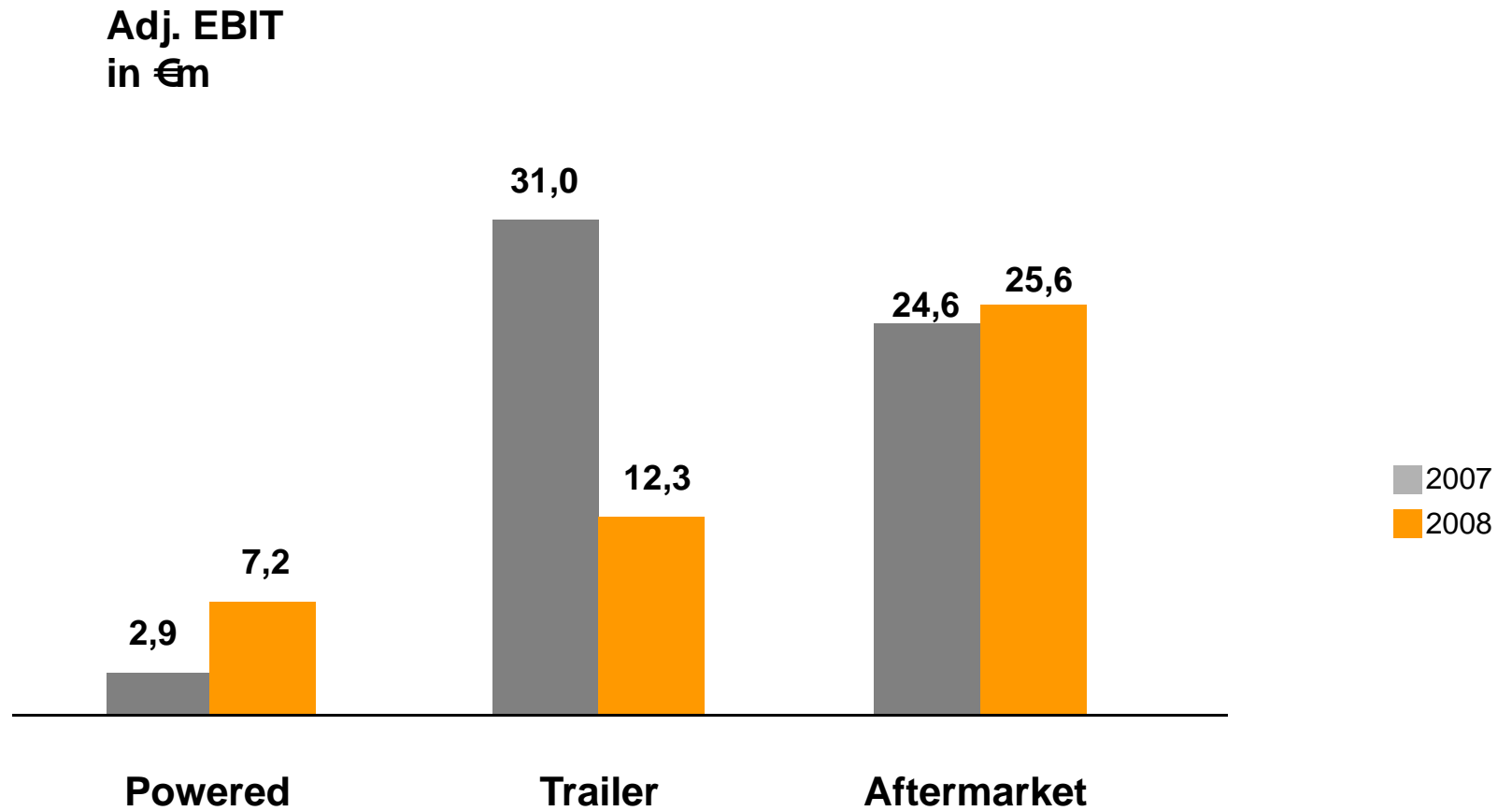
3. Business - Sales by Business Unit in €m



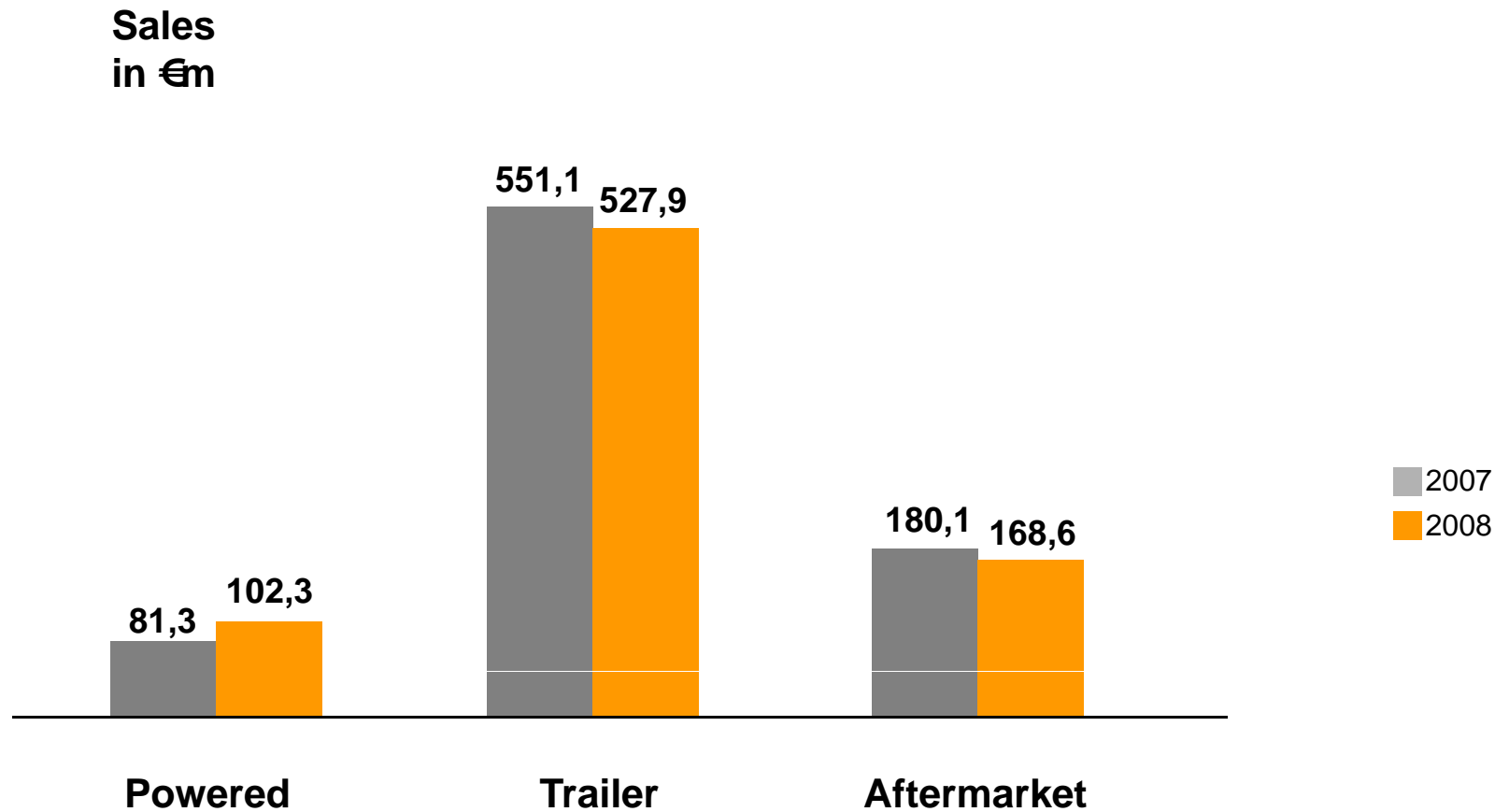
■ Aftermarket
■ Trailer
■ Powered

Sales by Business Unit					
	2007		2008		f/x adjusted
Powered	81,3	10.0%	102,3	12.8%	107,7
Trailer	551,1	67.8%	527,9	66.1%	534,0
Aftermarket	180,1	22.2%	168,6	21.1%	175,5
Total	812,5	100.0%	798,8	100.0	817,2

3. Business – EBIT by Business Units in €m

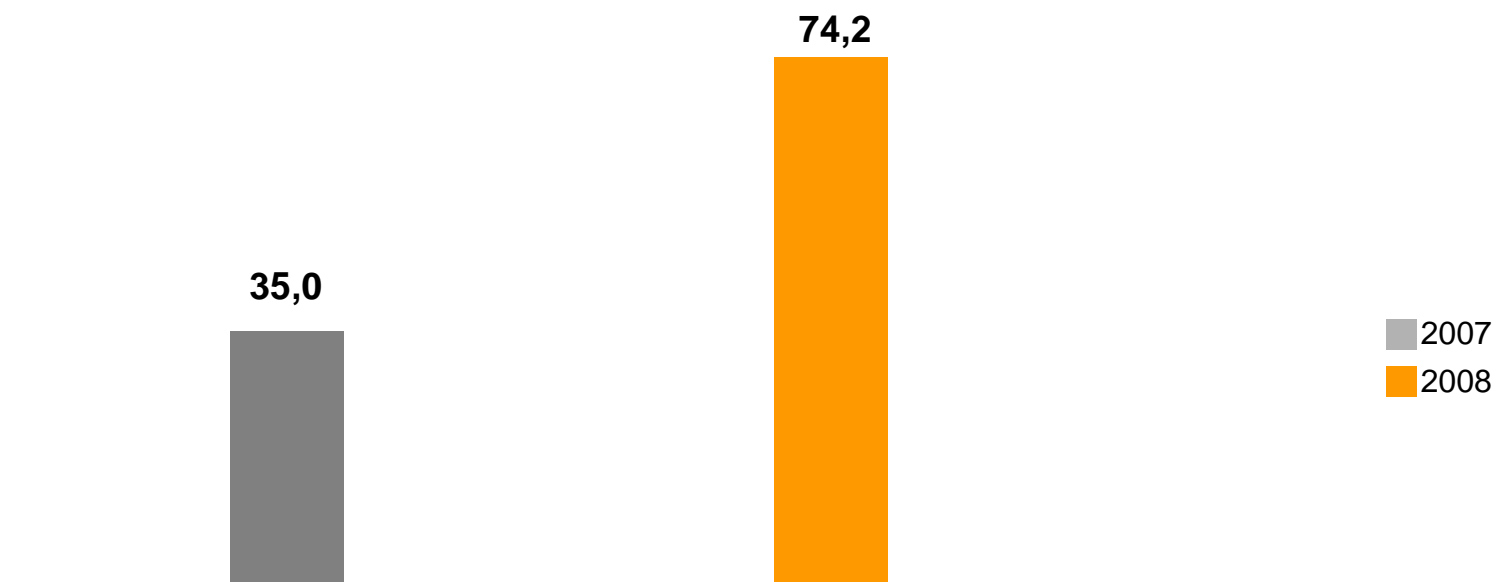


3. Business – Sales by Business Units in €m



3. Business - Investments

Investments
in €m



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4. Financials - Key Figures

in €m	2008	2007
Sales	798.8	812.5
Cost of Sales	680.3	670.9
Gross profit	118.5	141.6
in %	14.8%	17.4%
Adj. profit	13.4	22.3
in% of sales	1.7%	2.7%
Adj. EPS in €*	0.69	1.15
Adjusted EBITDA	54.7	72.5
in% of sales	6.8%	8.9%
Adjusted EBIT	41.2	60.5
in% of sales	5.2%	7.4%
Operating cash flow	41.9	51.7

•Adj. Earnings per share/number of shares outstanding (weighted average) using the assumption that weighted average number of shares for 2008 and 2007 is the same.

**Operating cash flow is the cash flow from operating activities before income tax payments.

4. Financials - Balance Sheet

in €m	12/31/08	12/31/07
Non-current assets	350.5	333.8
Cash and cash equivalents	8.6	27.8
Current other assets	175.4	193.0
Total assets	537.4	554.6
Equity	72.1	108.2
Other non current liabilities	66.2	67.9
Other current liabilities	86.7	115.6
Bank loans	312.4	262.9
Total equity and liabilities	537.4	554.6

4. Financials - Cash Flow Statement

in €m	12/31/08	12/31/07
Profit before tax	-22.2	6.8
Finance income/expenses	26.2	32.6
Amortization/depreciation	39.0	18.7
Change in NWC	-2.1	-5.3
Other items cash flow	1.0	-1.2
Operating cash flow before income tax	41.9	51.7
Income tax paid	-7.1	-8.2
Operating cash flow	34.8	43.5
Cash flow from investing	-72.1	-33.8
Net cash flow from financing	18.4	-4.7
Effect of f/x changes	-0.3	0.8
Net change in cash	-19.2	5.8





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5. Strategy – Market position

Leading market positions in core products

The strategic setup remains valid despite the financial crisis

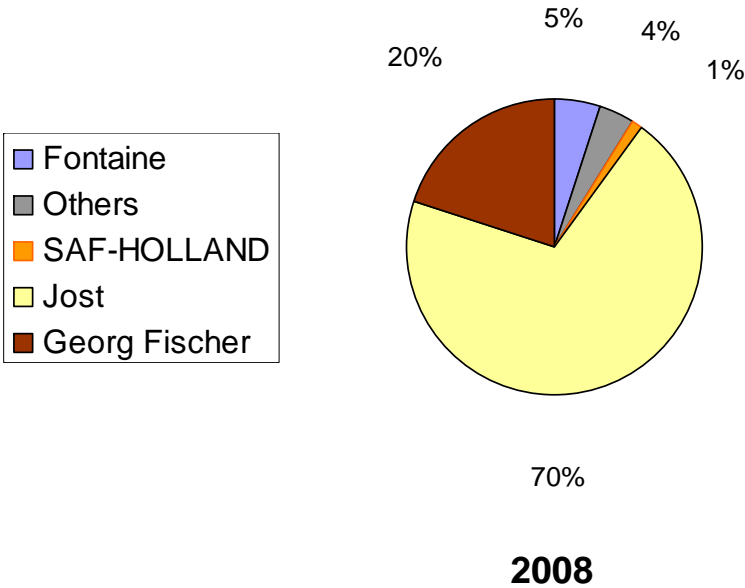
Product		Market Share	
		Europe	North America
Trailer axle systems		37%	Production started in 2008
Landing gear		Production starting 2009	48%
Kingpins		28% (Acquisition GF VKT)	70%
Fifth wheels		20% (Acquisition GF VKT)	48%

Source: LEK

5. Strategy – Powered Vehicle Systems

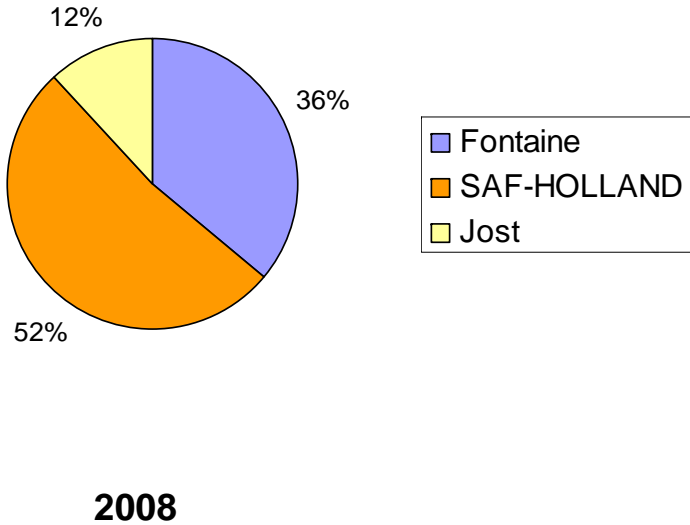
Europe

Integration of Georg Fischer VKT into SAF-HOLLAND organization and further growth of market share



North America

Maintain and improve our relationships with the truck, bus and recreational OEMs in North America and capture additional business



5. Strategy Highlights - Trailer Systems Europe

MODUL product line



New generation of modular built products in order to fulfill market demands for special applications

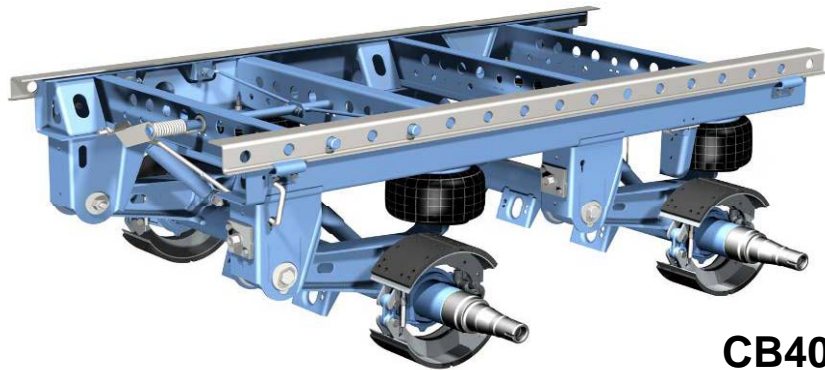
Bigfoot Titan



New generation of landing legs will be launched in second half of 2009 by benefiting from lower productions costs in China

5. Strategy – Trailer Systems North America

Axle slider suspension systems



CB4000

Development of different product versions for specialities in order to go in line with current market trends



CBX40

Introduction of first disc brake axle generation based on a European design. It is combined with the successful SAF-HOLLAND CB airsuspension /slider system

5. Strategy – Trailer Systems

BRIC – continued internationalisation



Brazil



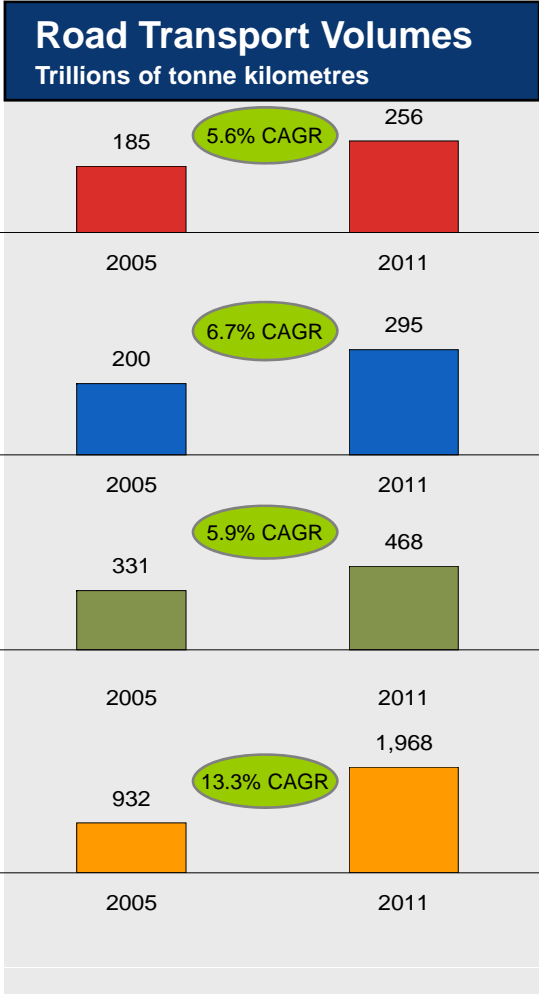
Russia



India



China



Comments

- SAF-HOLLAND production of rigid axles started end of 2007
- Steering axles and air suspensions will start in 2009
- Future growth in trade with EU – road freight driven
- Established dense service network all over Russia
- Major growth potential enabled by infrastructure improvement
- Focus on bus suspensions
- Two digit growth potential in China
- Consolidation of SAF-HOLLAND plants

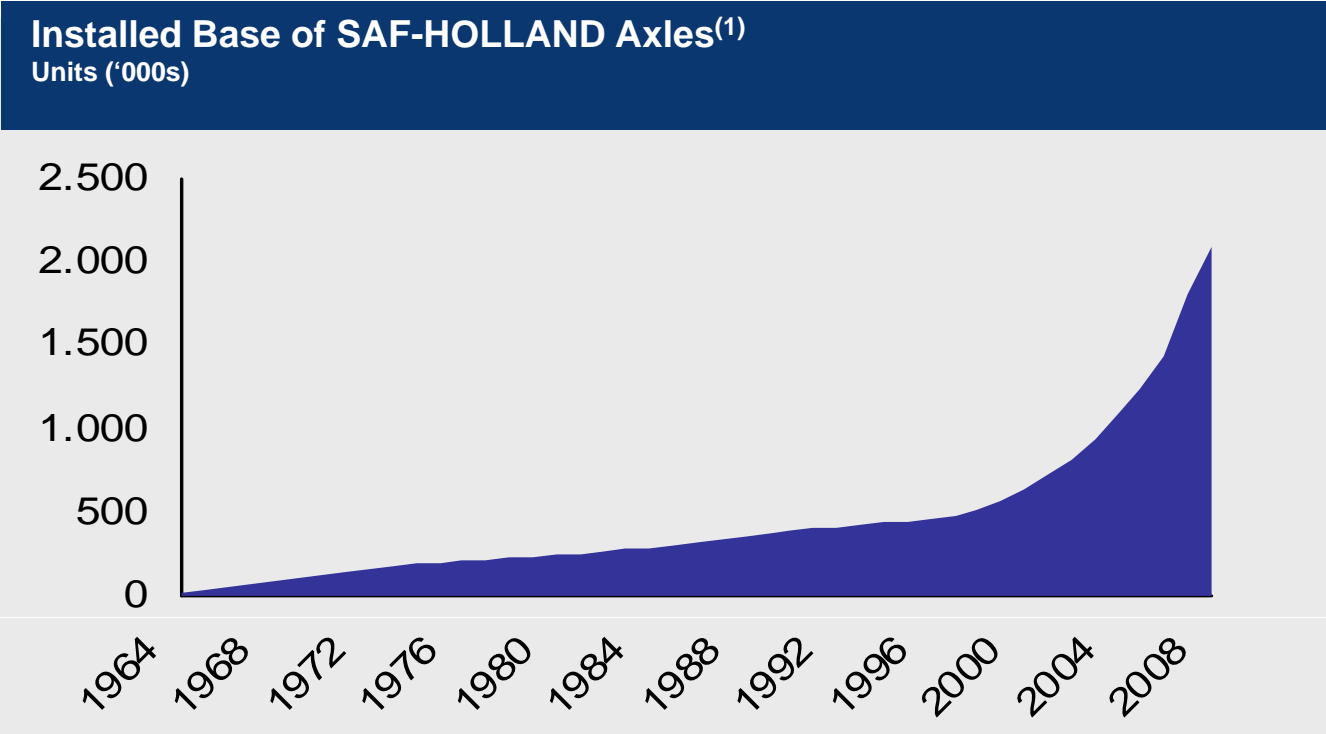
Source: IMF EIU, 04/2007; LEK



5. Strategy – Aftermarket

Increase of the installed base of SAF-HOLLAND trailer axles in Europe up to 2.1m axles in 2008 will drive aftermarket demand in the future.

Expand the service network:



Note 1 Company estimate assuming 10-year useful life of sold axle systems
Source: SAF-HOLLAND



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6. Restructuring Measures

1. Consolidation of specific production sites in North America and Europe to reduce costs

- The current measures comprise the following steps:
- Closed plant USA (IAC) plant in November 2008
- Closed Slovakia plant in December 2008
- Consolidate China activities through April 2009
- Freeze plant in Keilberg (Germany)

2. Reduction of headcount and labor cost:

- Reduction of headcount by 723 employees (excl. Acquisitions) in Q3 and Q4 2008,
- Reduced work hours from December 1, 2008 onwards
- Reduction of salaries by min. 10% in 2009 and bonus cancellation in 2008
- Further reduction of overhead personnel by 80-100 in 2009/2010

3. Total cost reduction of €16m in 2008 and €34m annualized in 2009 and 2010

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7. Outlook

Operating Business

- Focus on cost reduction and liquidity measures
- Cost reduction by €34m in 2009
- Reduction of inventories by € 25m in 2009



Mid Term perspective

- Expect to achieve €1 bn Sales and an EBIT-margin of 10% on a longterm perspective
- Benefit from the companies good international market position and its restructuring program as soon as market conditions will improve

Annual General Meeting 2009

