1Q 2026 Results

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AGENDA

- Q1 2026 Results
- A resilient business model and a Sustainable Transformation
- 2026 Outlook

Q1 2026: FINANCIAL HIGHLIGHTS

Revenues at €250.2m *vs 256.0 in Q1 25*	• +0.7% at constant exchange rates (-2.3% at current), growth in Europe, North America and India offsetting the decline in China and South America
EBITDA at € 36.4m *vs €33.8m in Q1 25*	• **EBITDA adjusted** (excluding non-recurring items[1]): € 36.5m vs € 35.9m in Q1 2025 • Non-recurring items[1]: -€ 0.1m in Q1 2026 vs -€ 2.0m in Q1 2025, with change mainly related to exchange differences • Contribution margin € 75.9m (30.4%) vs € 75.7m (29.6%) in Q1 2025 • Fixed costs stable vs Q1 2025 in absolute value
EBIT at € 17.2m *vs € 15.1m in Q1 25*	• **EBIT adjusted** (excluding non-recurring items[1]) € 17.4m (6.9%) vs € 17.1m (6.7%) in Q1 2025
Net Income € 10.9m	• Net income of operating activities, including minorities, at € 11.7m vs € 9.8m in Q1 2025
FCF[2] at € 14.3m *vs €8.7m in Q1 25*	• Free Cash Flow including IFRS16 positive at € 7.7m vs €11.2m in Q1 2025 (negative IFRS16 impact due to the renewal of one main rental contract)
NFP[2] at € 4.8m *vs € 19.2m Dic '25*	• Net debt including IFRS16 at end of March 2026 € 48.6m, vs € 56.3m at end 2025. Lower use of factoring (- € 10.4m vs. Dic 2025)
Sale of the Precision Springs business unit EV € 20,0m	• Signed a Put Option agreement for the sale of non-core activities in Precision Springs ("PS") • PS has 3 plants (France, Netherlands, UK), 2025 revenues of €28.6m and €3.8m EBITDA • Transaction is expected to close by Q3 2026.

1. *Non-recurring items include restructuring costs* for actions already carried out or provisioned as in progress at the end of the period, gains/losses from divestitures and exchange rates, other non operating income/costs, with the exception of write-downs of tangible and intangible assets

2. *FCF and Net debt excluding IFRS 16*

Q1 2026: SALES BY GEOGRAPHY

€m	Q1 25	Q1 26	change	constant exchange rates	reference market production	performance vs market	weight based on Q1 26
Europe 27	138.4	142.7	3.2%	3.5%	-1.2%	4.7%	57.0%
North America	56.3	52.6	-6.7%	1.0%	-2.0%	3.0%	21.0%
South America	26.5	25.3	-4.4%	-1.9%	3.8%	-5.7%	10.1%
China	30.9	26.4	-14.5%	-9.5%	-9.8%	0.3%	10.6%
India	4.1	4.2	2.4%	19.9%	9.4%	10.5%	1.7%
Intercompany	(0.1)	(1.0)					
Total	**256.0**	**250.2**	**-2.3%**	**0.7%**	**-3.4%**	**4.1%**	**100.0%**

- **Global sales** at -2.3% vs Q1 2025, **+0.7% at constant FX, vs. -3.4% market production**
- **Europe: +3.5%**, thanks to the growth of A&C, better than the market (-1.2%)
- **North America: +1.0%**, overperforming the market (-2.0%)
- **South America: -1.9%**[1], lower than market
- **Cina: -9.5%**, in line with the market
- **India: +19.9%**, overperforming the market

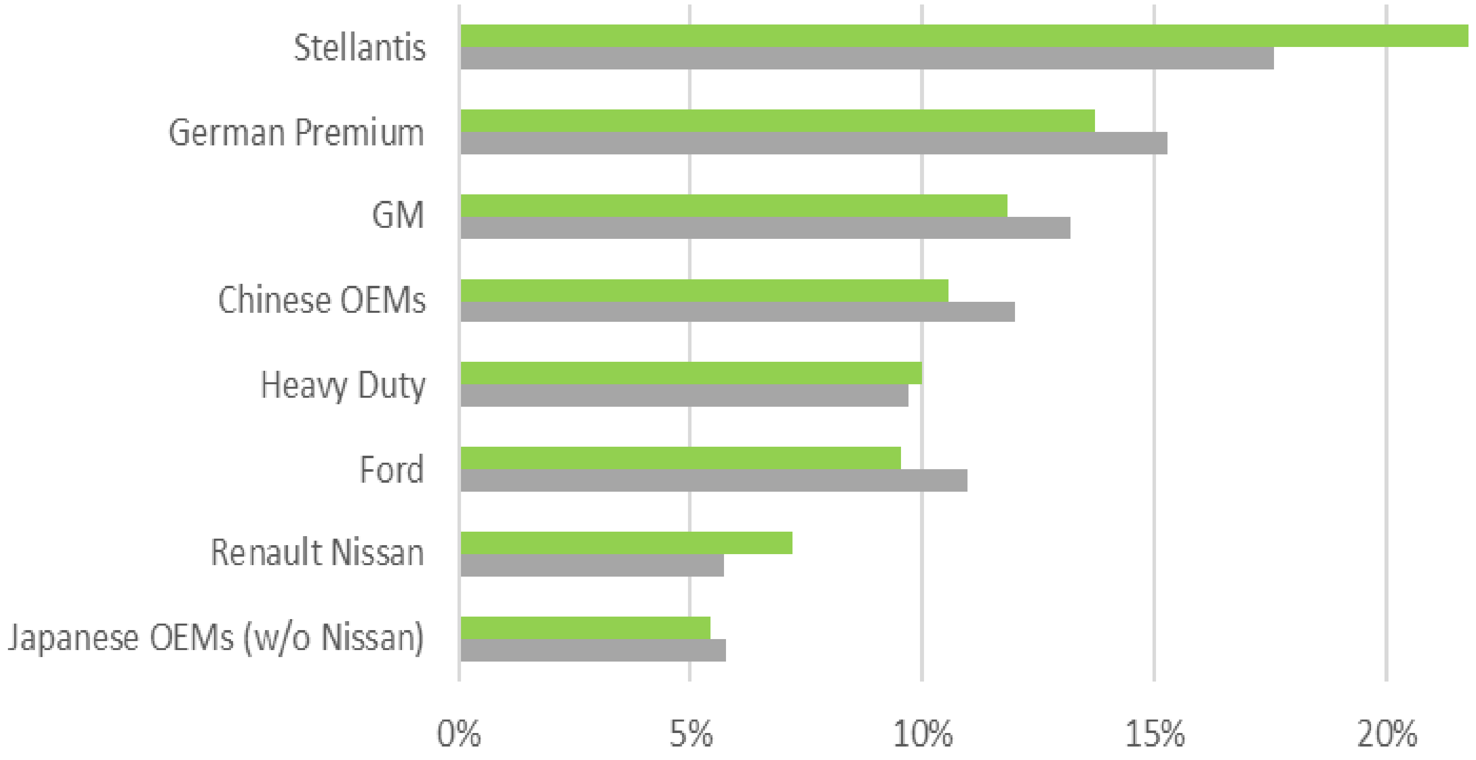
1. at constant FX and excluding Argentina inflation
Source: Sogefi and S&P Global (IHS) data. Passenger cars and Light commercial vehicles only.

Q1 2026: SALES BY BUSINESS UNIT

€m	Q1 25	Q1 26	change	constant exchange rates change
Air&Cooling	117.3	115.4	-1.7%	3.1%
Suspensions	138.5	135.3	-2.3%	-0.8%
Intercompany	0.2	(0.5)		
Total	**256.0**	**250.2**	**-2.3%**	**0.7%**

- **Suspensions: -0.8%** at constant FX
  - ✓ Passenger Cars and Heavy Duty substantially stable in Europe
  - ✓ Decline in South America (-1.9%) and China (-9.9%)
  - ✓ India up 19.9%
- **Air and Cooling: +3.1%** at constant FX
  - ✓ better-than-market performance in Europe, +10.4% thanks to new projects
  - ✓ growth in North America (+1.0%)
  - ✓ decrease in China, -9.2%, in line with market

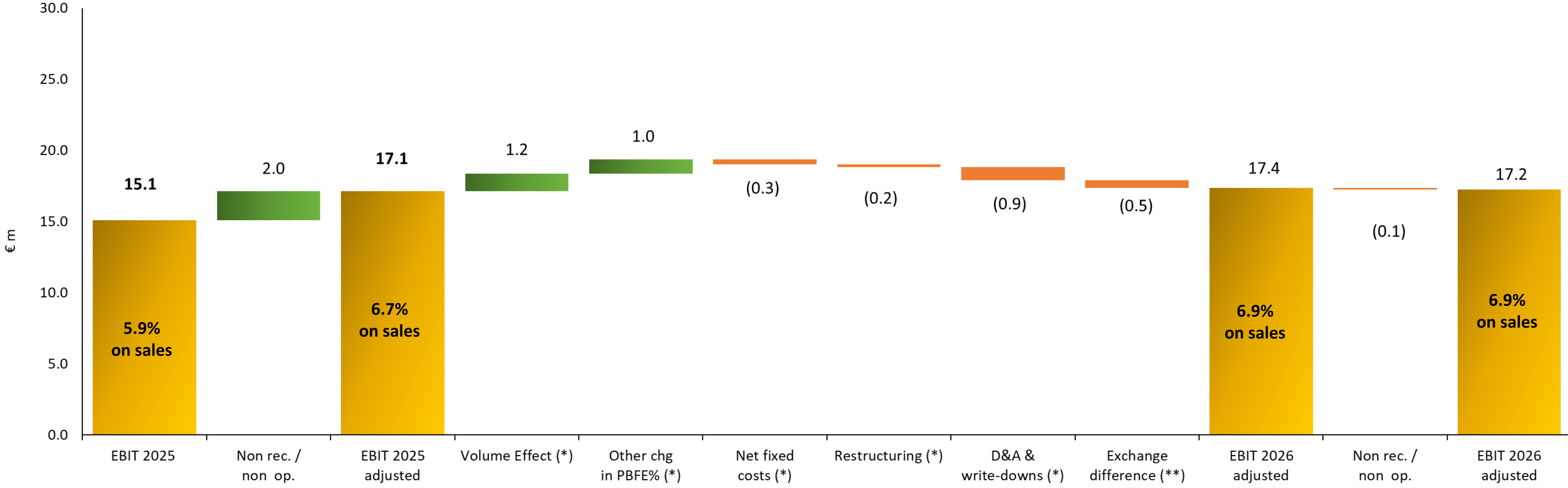
OUR CUSTOMERS (% of sales)



Q1 2025

Q1 2026

Q1 2026: EBIT PERFORMANCE BREAKDOWN VS Q1 25



(*) Variances calculated at stable FX

(**) Exchange rate impact net of Argentinian inflation

Q1 2026: P&L

€m	Q1 2025	%	Q1 2026	%
REVENUES	**256.0**	**100.0%**	**250.2**	**100.0%**
CONTRIBUTION MARGIN	**75.7**	**29.6%**	**75.9**	**30.4%**
Fixed Costs	(39.9)	-15.6%	(39.4)	-15.7%
EBITDA Adjusted	**35.9**	**14.0%**	**36.5**	**14.6%**
Non Recurring Items	2.0	0.8%	0.1	0.0%
EBITDA	**33.8**	**13.2%**	**36.4**	**14.5%**
D&A	(18.7)	-7.3%	(19.1)	-7.6%
Write downs	-	0.0%	-	0.0%
EBIT	**15.1**	**5.9%**	**17.2**	**6.9%**
EBIT Adjusted	**17.1**	**6.7%**	**17.4**	**6.9%**
Financial results	(2.7)	-1.1%	(2.4)	-1.0%
Income Tax	(3.1)	-1.3%	(3.0)	-1.2%
NET INCOME OF OPERATING ACTIVITIES	**9.8**	**3.8%**	**11.7**	**4.7%**
Minority Interest	(0.7)	-0.3%	(0.8)	-0.3%
Net income from discontinued operations	-		-	
NET INCOME	**9.0**	**3.5%**	**10.9**	**4.4%**

Higher contribution margin in %, thanks to effective management of pricing and purchasing

Fixed costs stable (slightly down in absolute value)

EBITDA Adjusted growing in % and value

Non-recurring items mainly related to exchange differences

EBIT Adjusted growing in % and value

Of which € 1.5m **Cash Interests**

Group Net Income up in % and absolute value

(*) For EBITDA/EBIT adjustment definition see appendix

Q1 2026: FREE CASH FLOW[1]

€m	Q1 2025	Q1 2026
FUNDS PROVIDED BY OPERATIONS	**25.7**	**29.2**
Working Capital	0.2	-4.6
Capex (Tangible, Intangibles & IFRS15)	-18.3	-13.1
Others	1.1	2.8
FREE CASH FLOW (NET) EX DISPOSAL	**8.7**	**14.3**
NET DEBT	**0.8**	**4.8**
FACTORING	**57.6**	**54.7**

Difference mainly due to lower use of factoring

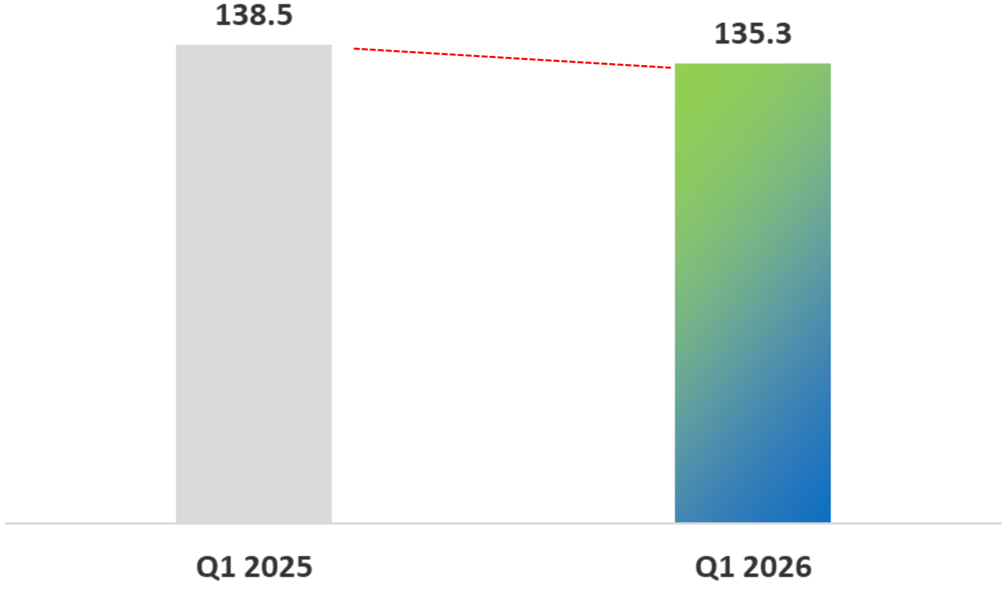
Lower capex due to phasing effect

lower use of factoring (-€ 2.9m)

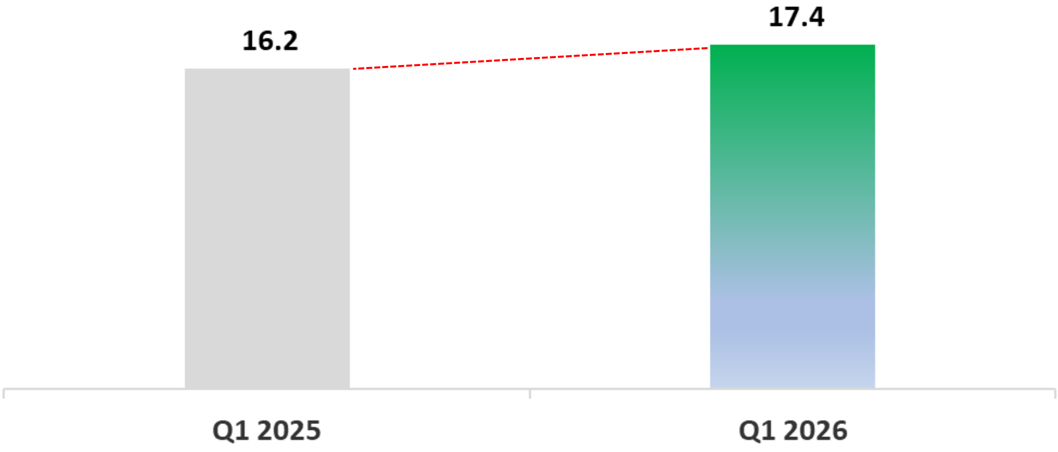
1. *FCF and Net debt excluding IFRS 16; FCF also excludes disposal proceeds, fair value of financial instruments and dividends paid*

Q1 2026: SUSPENSIONS

SALES (€m)



EBITDA Adjusted (€m)
excluding non-recurring



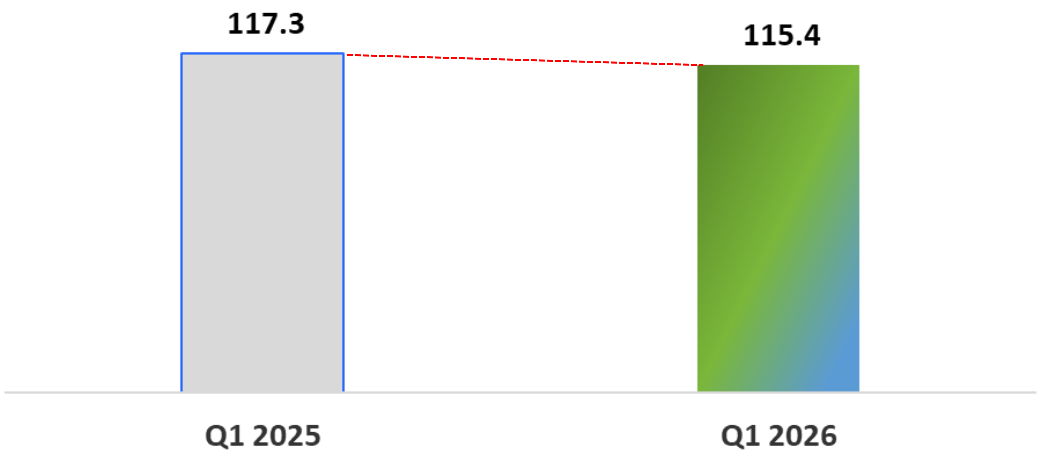
	Q1 2025	Q1 2026
EBITDA Margin	*11.7%*	*12.9%*

- 2025 **down -0.8% at constant FX** and net of Argentina inflation (-2.3% at current exchange rates)
- EU Passenger Cars and Heavy-Duty both stable
- Sales up in India (+19.9% at constant FX)
- In South America -1.9% at constant FX and net of the effect of local inflation
- China down 9.9% at due constant FX, in line with the market

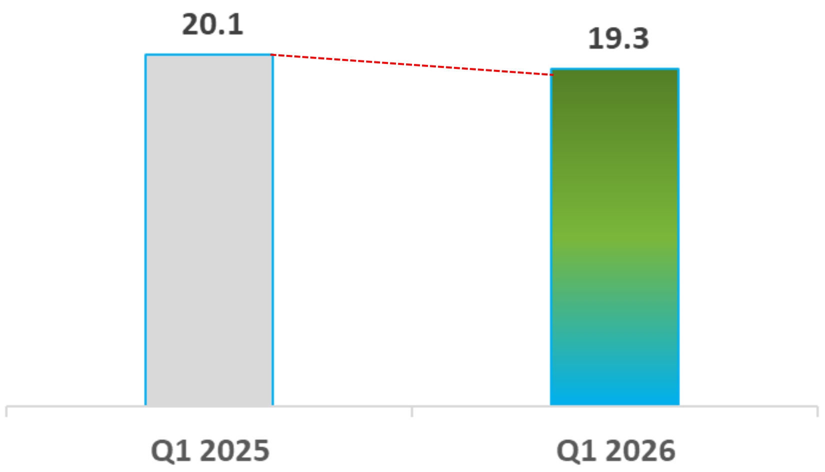
- EBITDA Adjusted growing in absolute value and in %
- Contribution margin up in % (from 30.0% to 31.4%) and value (+2.1%), thanks to effective management of pricing and purchasing
- Fixed costs decreasing by 1.0%, allowing to maintain a substantially stable ratio on revenues, thanks to actions implemented in Europe

Q1 2026: AIR&COOLING

SALES (€m)



EBITDA Adjusted (€m)
excluding non-recurring

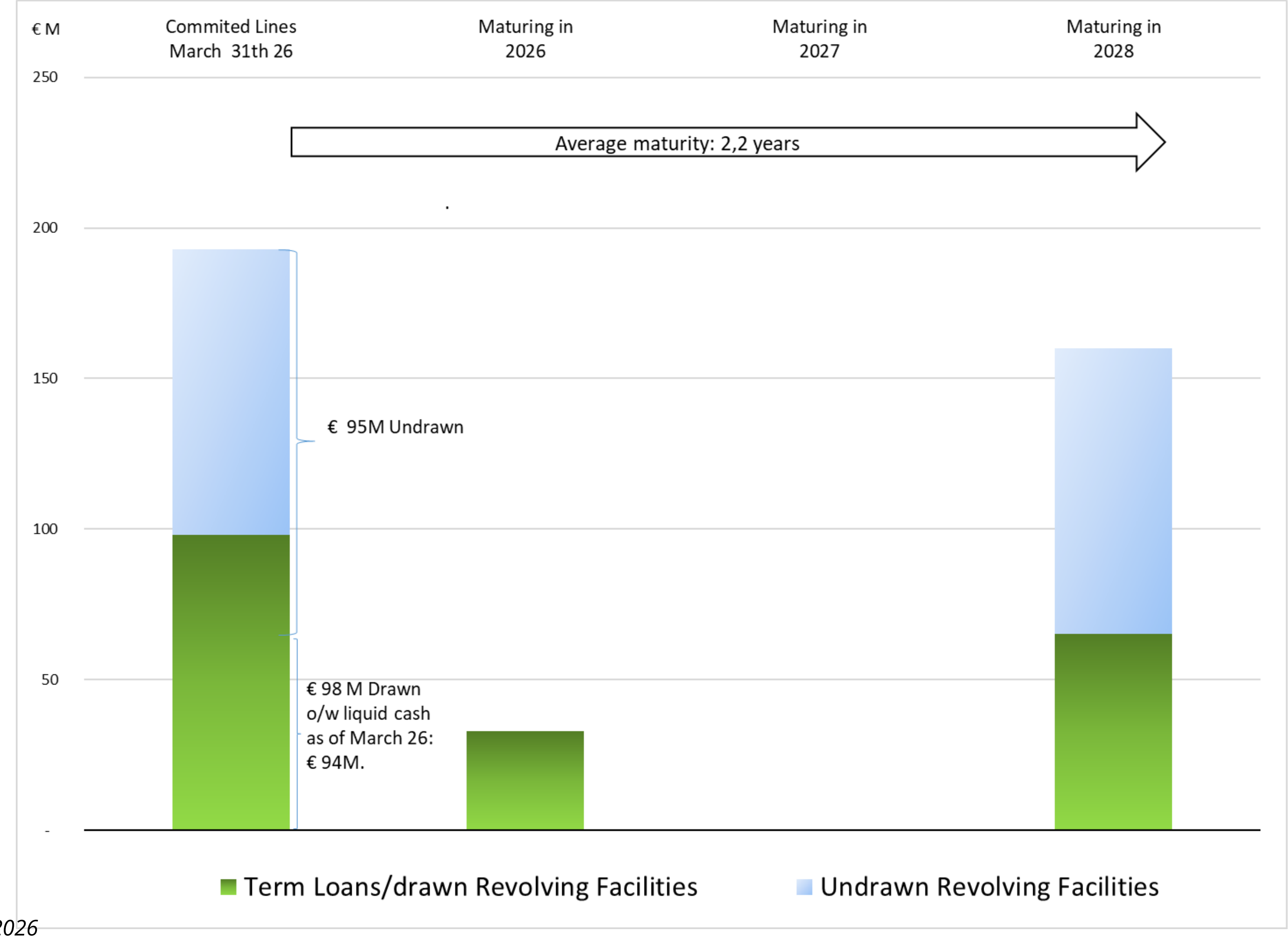


EBITDA Margin	*17.1%*	*16.7%*

- In 2025 **+3.1% at constant FX** (-1.7% at current)
- Europe: +10.4% thanks to new projects
- China: down 9.2% at constant FX, in line with the market
- North America: +1.0% at constant FX (-6.7% at current exchange)

- EBITDA Adjusted slightly down in absolute value and in % due to different production mix in NAFTA
- Contribution margin slightly up from 28.5% to 29.0%
- Slight increase in fixed costs and amortization ratios, linked to the development of new e-mobility products

Q1 2026: : DEBT PROFILE



Figures as of March 31st 2026

02

A Resilient Business Model and a Sustainable Transformation

Q1 2026: NEW CONTRACTS 47% E-MOBILITY[1]

Air&Cooling

49% of the awards related to **E-mobility**

A&C is committed to developing a business portfolio of new products for purely electric vehicles, while continuing to leverage its leadership position on ICE platforms. During 1Q 2026, A&C:

- ✓ was awarded with contract renewals in North America with a leading **North American manufacturer** for the supply of traditional components for both combustion and hybrid engines.
- ✓ New contracts were also awarded in **China**
- ✓ Concluded a first agreement with major Indian OEM to supply EV cooling plates

Suspensions

46%* of the awards related to **E-mobility**

Suspensions (not impacted by the EV transition) in Q1 2026 obtained new business:

- ✓ In passenger cars, mainly for stabilizer bars in China and Europe
- ✓ In the European Heavy-Duty segment

1. Excluding Heavy Duty

2026: MANAGEMENT EXPECTATIONS ON TARIFFS

In Q1 2026 no major changes were recorded in relation to the tariff situation, hence management expectations remain in line with the previously released assessment below.

Air & Cooling achieved €217m revenues of in the USMCA region in 2025, selling components produced in Canada and Mexico primarily to General Motors, Ford, and Stellantis. Of these, 50% were destined to customer production facilities in Canada and Mexico, and 50% were imported by customers in the United States.

Direct impact of tariffs:

- ✓ Since Sogefi does not directly export to the United States, leaving this task to its customers, and does not produce in the US, thus not being subject to import duties on materials and components there, no significant direct impacts from tariffs are currently being recorded, nor are expected based on current regulation
- ✓ Moreover, approximately 70% (in value) of components exported to the US are USMCA-compliant and therefore, based on current regulation, are not subject to duties even on Sogefi's customers
- ✓ Regarding procurement, since Canada introduced counter-tariffs on steel products, Sogefi's manufacturing operations in Canada are experiencing an increase in the cost of steel components purchased from US suppliers which, however, is not significant at this time

Therefore, the direct impact of the tariffs on Sogefi is currently not significant; however, given the high uncertainty on the evolution of the tariff regimes, it cannot be excluded that an impact could arise in the future

In the medium term, if the tariffs remain in place, Sogefi could also be exposed to:

- ✓ the risk of weaker volumes in USMCA and Europe (exports), due to lower demand as a consequence of higher car costs
- ✓ The risk of increased pressure by OEMs on selling prices
- ✓ the risk of losing competitiveness vs. competitors producing in the US, due to the tariffs that North American customers may have to pay on products purchased from Sogefi in Canada and Mexico (this risk could be mitigated, if not offset, by the increases in production costs that US competitors could experience due to the tariffs on imported raw materials and components)

03

2026 Outlook

2026 OUTLOOK

- Visibility of the automotive market's performance in the coming months is severely impacted by **uncertainties** surrounding the geopolitical context, particularly in the Middle East, which could significantly impact macroeconomic trends, particularly inflation, international trade and the supply chain, economic growth, and demand trends.

- S&P Global's latest estimate predicts that, after the decline in the first quarter of 2026 (-3.4%), **global automobile production** for the full year 2026 will decline by 1.8%, with a further 2.6% decline in production in Europe and -2.0% in NAFTA. Following significant growth in 2025, China will also experience a 2.4% decline. Growth of 6.0% is expected in India and 2.4% in South America. For Heavy Duty, however, slight growth and a recovery in European production are expected.

- Regarding **raw material and energy** prices, significant increases and higher volatility have been recorded following the escalation of the conflict in the Middle East.

- Considering the weight of Europe and North America in its business portfolio and current exchange rates, Sogefi confirms its forecast for 2026, **a low/mid-single-digit revenues decline** and an **Adjusted EBIT margin substantially in line** with that recorded in the 2025 financial year, excluding any currently unforeseen non-recurring charges. These forecasts are made in a context of considerable uncertainty regarding the evolution of the global geopolitical and macroeconomic scenario and the resulting impacts on production costs and demand. Therefore, scenarios of reduced demand and/or a temporary decline in industrial margins cannot be ruled out.

MARKET OUTLOOK

€m	Q1 2026 vs Q1 2025	S&P Global (IHS) March 2026 Q2 2026 vs Q2 2025	Q3 2026 vs Q3 2025	Q4 2026 vs Q4 2025	FY 2026 vs FY 2025	FY 2026 vs FY 2019
Europe 27	-1.2%	-6.2%	-2.0%	-2.0%	-2.6%	-20.4%
North America	-2.0%	-3.6%	-2.4%	0.2%	-2.0%	-8.3%
South America	3.8%	2.3%	2.2%	1.9%	2.4%	-2.0%
China	-9.8%	-0.4%	0.9%	-1.3%	-2.4%	31.4%
India	9.4%	8.8%	8.8%	-2.7%	6.0%	54.6%
Total	**-3.4%**	**-1.9%**	**-0.3%**	**-1.8%**	**-1.8%**	**2.7%**

Expecting a weak Q2 2026 in Europe and North America

- **Low-single digit decline expected in 2026**
- **Higher than pre-covid level in 2026 thanks to China and India**

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APPENDIX

EBITDA/EBIT adjusted definition

EBITDA	EBITDA is calculated by adding to EBIT “Depreciation and amortization” and the amount of impairment losses on tangible and intangible assets (equal to zero in Q1 2025 and Q1 2026) included in the item “Other non-operating costs (revenues)” in the “Consolidated Income Statement” financial statements.
EBITDA Adjusted	Adjusted EBITDA is calculated by adding to EBITDA the items “Restructuring costs,” “Capital losses (gains) on disposals,” “Exchange rate differences (active) passive,” and “Other non-operating costs (revenues)” (with the exception of the amount of write-downs of tangible and intangible fixed assets included therein, as already added to EBITDA) in the “Consolidated Income Statement” financial statements. Adjusted EBITDA therefore represents gross operating profit before all non-recurring items.
EBIT Adjusted	Adjusted EBIT is calculated by adding to EBIT the items “Restructuring costs,” “Capital losses (gains) on disposals,” “Exchange rate differences (active) passive” and “Other non-operating costs (revenues)” (with the exception of the amount of write-downs of tangible and intangible fixed assets included therein) from the “Consolidated Income Statement” accounting statement.

Environment, Social and Governance

Area	KPIs	Actual 2025	Target 2026
ENVIRONMENT	ENERGY INTENSITY *Ratio between total energy consumed (GJ) and total turnover (M€ net of price effect)*	-1.9% vs 2024	-1.8% vs 2025
	ENERGY MIX *Ratio between the renewable energy (used and purchased) and total energy (used and purchased)*	25.7%	30%
	GHG EMISSION INTENSITY (Scope1+2 Market based) *Ratio between CO2 emission (tons) (Scope 1 + Scope 2 market based) and total turnover (M€ net of price effect)*	-23% vs 2024	-5% vs 2025
	WASTE VALORIZATION *Ratio between valorized waste and total waste*	+2.2 BP vs 2024	+0.5 BP vs 2025
	PERCENTAGE OF RECYCLED RAW MATERIAL ON PURCHASES *Ratio between recycled material purchased and total material purchased (Plastic resin for A&C; Steel for Suspension)*	Suspensions: 30.3%; A&C: N/A	Suspensions: 34%; A&C: target introduced from 2027
SOCIAL	PEOPLE SATISFACTION *Results of Annual Opinion Survey on employee satisfaction*	+5.4 vs. 2024 (76/100)	71.6
	ACCIDENT FREQUENCY RATE *Number of accident of employees and supervised workers with lost time divided by million hours worked*	1.9	< 1.3
	NUMBER OF TRAINING HOURS PER EMPLOYEE PER YEAR	24h	> 25h
	GENDER EQUALITY INDEX *Pay equity Index by gender, expressed in score out of 100 (as per French law)*	67/100	67/100
	NUMBER OF LEGAL ENTITIES AUDITED ON HUMAN RIGHTS POLICY RESPECT	5	5
	PERCENTAGE OF SOGEFI SITES TISAX CERTIFIED *IT Security certification iso perimeter*	100%	100%
GOVERNANCE	ANTI-CORRUPTION POLICY IMPLEMENTATION AND TESTING	Policy implemented	3 tested Companies
ENTITY SPECIFIC	PERCENTAGE OF SOGEFI SITES CERTIFIED on Environmental, Quality and Health & Safety systems certified according to international standards *Quality (QL): IATF 16949:2016* *Environmental (EV): ISO 14001:2015* *Health & Safety (HS): ISO 45001:2018*	QL: 100% EV: 100% HS: 9 sites	QL: 100% EV: 100% HS: 10 sites
	PERCENTAGE OF R&D SPENDING ON E-MOBILITY PRODUCTS *Ratio between R&D spending on e-mobility products (electric + hybrid) and total R&D spending*	58%	55%