Summary YTD 2010

- **Sales of SEK 5,201m (4,237)**
  - Adjusted for currency and divestments, sales increased by 36%
  - Sales in Q3 of SEK 1,807 m (1,266), +3% compared to Q2 2010 currency adjusted

- An increase in demand was noticed within all product segments and regions

- **Adjusted Operating Income of SEK 331m (-155)**
  - Operating margin 6.4% (-3.7)
  - Operating income in Q3 of SEK 138m (-10) and a margin of 7.6% (-0.8)
  - Continued operations, excluding one-off items and amortization of acquisition related surplus values

- **Operating Income of SEK 210m (163)**
  - Operating margin 4.0% (3.8)
Summary YTD 2010

- Earnings after tax of SEK 80m (105)
  - Earnings per share of SEK 1:71 (3:29)

- Cash Flow amounted to SEK 242m (690)
  - Reduced debt to SEK 721m (1,675)
  - Cash Flow from operating activities was positive SEK 358m

- The reorganization of the Group into three separate listed companies is proceeding according to plan
Business Event 2010

- AWD order from a European Super Sports Car manufacturer
  - Order value of 100 MSEK over 5 years
  - Gen V, SOP 2013

- Development tests for variable water- and oil pump for Euro 6 Engines successfully
  - Fuel savings of 0.5-3%
  - Development contract with several European Truck manufacturer
  - SOP 2013
Business Event 2010
Order worth SEK 1,000m for air disc brakes to SAF Holland

- A major break through for Haldex’s air disc brake product line

- ModulIT – a new air disc brake platform for various applications within the truck, bus and trailer segments.
  - 22” version intended for 9t trailer axles the first product.
  - Significantly lighter than a conventional air disc brake – 15% weight saving and the lightest 22” trailer brake available

- SEK 1,000m over a five year period. In addition the order will generate aftermarket deliveries for many years to follow

- Deliveries will start in 2011
Business Events 2010

- **Haldex secured order for All-Wheel Drive system to Volvo Car Corporation**
  - Haldex fifth generation AWD-system replaces fourth generation AWD-system for the current and future platform
  - Start of production in 2012

- **New Technology - Haldex eAWD**
  - Modular and flexible concept
  - Cost effective solution for hybridisation (small changes in engine compartment)
  - Integrated disconnect unit for improved fuel economy

Hybrid AWD Torque Vectoring Differential brake

25 % fuel economy improvement Traction improvement Superior stability and handling Improved traction
Cost Reduction Program (1/2)

Personnel Reduction

● The earlier launched (mid 2008) cost reduction program generated approx. SEK 700m until 2009.

● The program continues during 2010
  - Initiated actions will generate approx. SEK 100m annual cost reduction.

● Consolidation of two Hydraulics factories in the US and personnel reduction in the Hydraulics factory in Germany
  - Production in Statesville will be closed and manufacturing moved to Rockford
    - Progressing according to plan, will be closed during Q4 2010
  - Total restructuring cost SEK 23m, annualized savings SEK 44m
Cost Reduction Program (2/2)
Personnel Reduction

● Further concentration of Haldex CVS’ North American manufacturing to the plant in Monterrey, Mexico
  - The production in Iola, Kansas, will be moved to Mexico and the factory will be closed during the fourth quarter 2010
  - The cost is estimated to 5-9 MUSD (approx 45 MSEK) with annual savings of 6 MUSD (approx 50 MSEK)
  - Additional personnel reductions are planned in other parts of CVS with a cost of approx 10-15 MSEK with annual synergies of 10-15 MSEK
  - The cost has been charged in Q3 2010
Reorganisation of Divisions into three Separate Listed Entities

- The Haldex Board of Directors will propose a distribution of the divisions of Haldex
- Haldex shareholders will subsequently own shares in three separate listed companies instead of a single company
- The intention is to submit this proposal to shareholders at the AGM 8th of June 2011
- The Haldex Board of Directors will propose a distribution in accordance with the so-called Lex Asea rules

Update

- The reorganisation of the Group is proceeding according to plan
- The process for a separate stock exchange listing starts in the beginning of 2011 and is planned for June 2011
- The cost of the reorganisation is estimated to approx. 100 MSEK
  - Cost in 2010 approx. 40 MSEK
  - 4 MSEK booked in Q3 2010
### Vehicle Production* – 2010 vs. 2009

<table>
<thead>
<tr>
<th>Product</th>
<th>9th month</th>
<th>3rd quarter</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>North America</td>
<td>Europe</td>
</tr>
<tr>
<td>Heavy trucks</td>
<td>+30%</td>
<td>+49%</td>
</tr>
<tr>
<td>Heavy trailers</td>
<td>+37%</td>
<td>+37%</td>
</tr>
<tr>
<td>Light vehicles</td>
<td>+46%</td>
<td>+15%</td>
</tr>
<tr>
<td>Forklifts</td>
<td>+38%</td>
<td>+11%</td>
</tr>
<tr>
<td>Engine</td>
<td>+29%</td>
<td>+17%</td>
</tr>
</tbody>
</table>

- An increase in demand was noticed within all product segments and regions during the first nine months.
  - Production effect in 3rd quarter due to new emission regulation for Tier 4 engines and some stock build up.
- Increases are expected in both the North American (+26%) and the European (+59%) heavy truck market in 2010 compared to 2009, but still from low levels. The official outlook indicates the second half of 2010 to be stronger than the first.
- 2010 trailer production in North America is expected to grow by 48%, while European production is predicted to grow by approx. 45% compared to 2009. The official outlook indicates the second half of 2010 to be stronger than the first.
- Production of light vehicles in North America in 2010 is expected to increase by 31%, while European production is estimated to increase by 11% compared to 2009 levels.
- Construction equipment indicate a flat production rate for both North America and Europe in 2010 compared to 2009. Engine is expected to grow by 39% in North America and 12% in Europe in 2010 compared to prior year. The outlook for Forklifts indicates growth in both the North American and European markets y-o-y 2010.

* Based on statistics from JD Powers, ACT, Clear, Power Systems Research, Off-highway Research and International Truck Association Q3 2010 update
## Actual YTD 2010

### SEKm

<table>
<thead>
<tr>
<th>Sales</th>
<th>Nom</th>
<th>Xadj</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sales</td>
<td>5,201</td>
<td>(4,005)</td>
</tr>
<tr>
<td>Sales(^1)</td>
<td>5,201</td>
<td>(4,237)</td>
</tr>
</tbody>
</table>

### Sales

- Commercial Vehicle Systems: 2,836, 20% → 27%
- Hydraulic Systems: 1,457, 41% → 50%
- Traction Systems: 909, 51% → 51%
- NA: 2,438, 27% → 34%
- EU: 2,239, 30% → 36%
- Asia & ME: 355, 40% → 46%
- SA: 170, 63% → 51%

\(^1\) Sales including Discontinued Operations.
Actual YTD 2010

SEKm

OPERATING INCOME 1) 331 (-103)
Discontinued Operations - (-52)
Restructuring costs -80 (-69)
One-off items -19 (411)
Amortization PPA -22 (-24)
OPERATING INCOME 210 (163)

2010 2009

● CVS
125 -57
● Hydraulic Systems
119 -57
● Traction
87 12

1) Adjusted Operating Income.
2) Adjusted Operating Income incl. Discontinued Operations
Development per division - CVS

<table>
<thead>
<tr>
<th>SEKm</th>
<th>2010</th>
<th>2009</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net sales</td>
<td>2 836</td>
<td>2 371</td>
<td>20%</td>
</tr>
<tr>
<td>Operating income¹</td>
<td>125</td>
<td>-57</td>
<td>N.A</td>
</tr>
<tr>
<td>Operating income</td>
<td>72</td>
<td>-109</td>
<td>N.A</td>
</tr>
<tr>
<td>Operating margin¹</td>
<td>4.4%</td>
<td>-0.7%</td>
<td>5.1</td>
</tr>
<tr>
<td>Operating margin</td>
<td>2.5%</td>
<td>-4.6%</td>
<td>7.1</td>
</tr>
<tr>
<td>Return on capital employed²</td>
<td>3.5%</td>
<td>-12.9%</td>
<td>16.4</td>
</tr>
</tbody>
</table>

¹ Excluding restructuring costs.
² Rolling 12 months

- **Sales increased with 27% YTD compared to previous year currency adjusted**
  - The increase was noticed within all segments and regions.
  - Sales in the Q3 was on the same level as in Q2 2010 currency adjusted

- **Operating income¹ SEK 125m, an improvement of SEK 182m compared to last year**
  - An operating margin of 4.4%
  - Improved operating income through stronger volumes and the lower cost level
  - Operating income of SEK 52m (-5) in the Q3, an operating margin of 5.3% (-0.7)
## Development by division - Hydraulics

<table>
<thead>
<tr>
<th>$SEKm$</th>
<th>2010</th>
<th>2009</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net sales</td>
<td>1 457</td>
<td>1 033</td>
<td>41%</td>
</tr>
<tr>
<td>Operating income(^1)</td>
<td>119</td>
<td>-57</td>
<td>N.A</td>
</tr>
<tr>
<td>Operating income</td>
<td>56</td>
<td>-93</td>
<td>N.A</td>
</tr>
<tr>
<td>Operating margin(^1)</td>
<td>8.2%</td>
<td>-5.5%</td>
<td>13.7</td>
</tr>
<tr>
<td>Operating margin</td>
<td>3.8%</td>
<td>-9.1%</td>
<td>12.9</td>
</tr>
<tr>
<td>Return on capital employed(^2)</td>
<td>3.6%</td>
<td>-4.5%</td>
<td>8.1</td>
</tr>
<tr>
<td>Return on capital employed(^2,3)</td>
<td>10.6%</td>
<td>-7.5%</td>
<td>18.1</td>
</tr>
</tbody>
</table>

\(^1\) Excluding restructuring costs and amortization of acquisition-related surplus values.

\(^2\) Rolling 12 months.

\(^3\) Adjusted for acquisition-related surplus values.

- **Sales increased with 50% YTD compared to last year currency adjusted**
  - Sales increased with 11% in the Q3 compared to the Q2 2010 currency adjusted
  - Sales volumes continued to increase within all segments

- **Adjusted Operating income of SEK 119m (-57) with an operating margin of 8.2% (-5.5)**
  - Adjusted operating income of SEK 56m (-14) in the Q3, an operating margin of 10.4% (-4.3)
Development by division - Traction

<table>
<thead>
<tr>
<th>SEKm</th>
<th>2010</th>
<th>2009</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net sales</td>
<td>909</td>
<td>601</td>
<td>51%</td>
</tr>
<tr>
<td>Operating income¹</td>
<td>87</td>
<td>12</td>
<td>N.A</td>
</tr>
<tr>
<td>Operating income</td>
<td>87</td>
<td>9</td>
<td>N.A</td>
</tr>
<tr>
<td>Operating margin¹</td>
<td>9.6%</td>
<td>2.0%</td>
<td>7.6</td>
</tr>
<tr>
<td>Operating margin</td>
<td>9.6%</td>
<td>1.5%</td>
<td>8.1</td>
</tr>
<tr>
<td>Return on capital employed²</td>
<td>46.9%</td>
<td>3.8%</td>
<td>43.1</td>
</tr>
</tbody>
</table>

¹ Excluding restructuring costs
² Rolling 12 months

- **Sales increased with 51% YTD compared to last year adjusted for currency**
  - Sales in the Q3 decreased with 8% compared to the Q2 2010 currency adjusted

- **Operating income¹ amounted to SEK 87m (12), an operating margin¹ of 9.6% (2.0)**
  - Operating income in the Q3 of SEK 31m (8), an operating margin of 10.4% (4.4)
Actual YTD 2010

SEKm

INCOME BEF TAXES

- Financial costs

125 (87) 44%

-85 -76 +11%

NET INCOME

- Taxes

-45 (18) N.A

36 (21) N.A

Tax rate %
Actual YTD 2010

SEKm

**CAPITAL EXPENDITURES** 105 (82) +28%  
(Tangible assets)

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Vehicle Systems</td>
<td>89</td>
<td>56</td>
</tr>
<tr>
<td>Hydraulics Division</td>
<td>5</td>
<td>17</td>
</tr>
<tr>
<td>Traction Systems</td>
<td>12</td>
<td>9</td>
</tr>
<tr>
<td>Discontinued operations</td>
<td>-</td>
<td>6</td>
</tr>
</tbody>
</table>

*Depreciation*  
-179 -196
Actual YTD 2010

SEKm

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>OIBD</td>
<td>466</td>
<td>-5</td>
</tr>
<tr>
<td>Working capital change</td>
<td>-1</td>
<td>77</td>
</tr>
<tr>
<td>Capital expenditure</td>
<td>-139</td>
<td>-115</td>
</tr>
<tr>
<td><strong>Operating Cash Flow</strong></td>
<td><strong>326</strong></td>
<td><strong>-43</strong></td>
</tr>
<tr>
<td>Financials</td>
<td>-87</td>
<td>-82</td>
</tr>
<tr>
<td>Taxes</td>
<td>-20</td>
<td>-12</td>
</tr>
<tr>
<td><strong>Cash Flow</strong></td>
<td>219</td>
<td>-137</td>
</tr>
</tbody>
</table>

Cash Flow

![Graph showing cash flow over quarters for 2010 and 2009]
## Actual YTD 2010

### BALANCE SHEET, SEKm

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2009</th>
<th>Nom</th>
</tr>
</thead>
<tbody>
<tr>
<td>Working Capital</td>
<td>463</td>
<td>666</td>
<td>-30%</td>
</tr>
<tr>
<td>Intangible assets</td>
<td>1,555</td>
<td>1,686</td>
<td>-8%</td>
</tr>
<tr>
<td>Capital Employed</td>
<td>3,465</td>
<td>3,893</td>
<td>-11%</td>
</tr>
<tr>
<td>Total Assets</td>
<td>4,980</td>
<td>5,052</td>
<td>-1%</td>
</tr>
<tr>
<td>Net Indebtedness</td>
<td>721</td>
<td>1,675</td>
<td>-57%</td>
</tr>
<tr>
<td>Equity</td>
<td>2,300</td>
<td>1,855</td>
<td>24%</td>
</tr>
</tbody>
</table>

- Equity/assets ratio: 46% 37%
- Net indebtedness: 31% 90%
### Funding as of September, 2010

<table>
<thead>
<tr>
<th>Source</th>
<th>Currency</th>
<th>Nominal amount</th>
<th>Unutilized</th>
<th>Maturity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Syndicated loan facility</td>
<td>USD</td>
<td>225,000,000</td>
<td>203,000,000</td>
<td>2012</td>
</tr>
<tr>
<td>Bond Loans</td>
<td>SEK</td>
<td>650,000,000</td>
<td></td>
<td>2015</td>
</tr>
</tbody>
</table>

**Funding as per June 30, 2010**

<table>
<thead>
<tr>
<th>Source</th>
<th>Currency</th>
<th>Nominal amount</th>
<th>Unutilized</th>
<th>Maturity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding as per June 30, 2010</td>
<td>SEK~</td>
<td>2,165,000,000</td>
<td>1,382,000,000</td>
<td></td>
</tr>
</tbody>
</table>
Outlook

- 2010 and 2011 Market Outlook indicates expected growth in most markets
  - Some uncertainty in the engine and agriculture sector
- The Cost Reduction Program has had a positive impact and will give further improvements going forward
  - The Cost Reduction Program will end with the last announced activities
- Higher raw material cost expected
- A more focused and lean company that is well positioned to generate good results as the market situation continues improve
  - Good trend towards the Group Financial Targets
- Three well positioned divisions that can continue their successful development as stand-alone companies
Innovative Vehicle Technology