Driving the Future of Mobility
UniCredit Automotive Credit Conference 2018

Ticker: CON
ADR-Ticker: CTTAY
Twitter: @Continental_IR
http://www.continental-ir.com

Stefan Scholz, Group Treasurer
## Agenda

<table>
<thead>
<tr>
<th></th>
<th>Results Q1 2018 and Outlook 2018</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Trends in the Sector of the Automotive Group</td>
<td>10</td>
</tr>
<tr>
<td>3</td>
<td>Trends in the Sector of the Rubber Group</td>
<td>17</td>
</tr>
<tr>
<td>4</td>
<td>Continental Strategy – Outlook 2020 and Beyond</td>
<td>22</td>
</tr>
</tbody>
</table>
1) Results Q1 2018
Most Important KPIs for Q1 2018

› Sales slightly up to €11.0 bn; organic sales growth at 4.3%; FX negative at €546 mn
› Adj. EBIT\(^1\) down by 9% to €1.1 bn; adj. EBIT\(^1\) margin at 9.7%
  (PPA\(^2\) -€42 mn and special effects -€6 mn)
› NIAT\(^3\) amounted to €738 mn, down by 2%
› Free cash flow amounted to €41 mn
  Free cash flow before acquisitions amounted to €186 mn
› Gearing ratio improved to 12% and equity ratio to 44%
› Value creation: trailing ROCE\(^4\) down to 19.8%

Other topics:
› Order intake in the Automotive Group increased to €11 bn in Q1 2018
› Change in outlook announced on April 18, 2018

\(^1\) Before amortization of intangibles from PPA, consolidation and special effects
\(^2\) Amortization of intangibles from PPA
\(^3\) Attributable to the shareholders of the parent
\(^4\) Trailing ROCE is calculated as reported EBIT for the last twelve months (LTM) divided by average operating assets for the LTM
1) Results Q1 2018
Sales and Adjusted EBIT\(^1\) by Quarter

<table>
<thead>
<tr>
<th></th>
<th>FY Sales €40,549 mn</th>
<th>FY Sales €44,009 mn</th>
<th>Q1 Sales €11,013 mn</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q1/16</td>
<td>9,851</td>
<td>11,000</td>
<td>11,013</td>
</tr>
<tr>
<td>Q2/16</td>
<td>10,191</td>
<td>11,033</td>
<td></td>
</tr>
<tr>
<td>Q3/16</td>
<td>9,984</td>
<td>10,693</td>
<td></td>
</tr>
<tr>
<td>Q4/16</td>
<td>10,524</td>
<td>11,284</td>
<td></td>
</tr>
</tbody>
</table>

\(^1\) Before amortization of intangibles from PPA, consolidation and special effects
1) Results Q1 2018
Automotive Group and Rubber Group by Quarter

### Automotive Group

- **Q1/16:** 6,011
- **Q2/16:** 6,158
- **Q3/16:** 5,958
- **Q4/16:** 6,370
- **Q1/17:** 6,754
- **Q2/17:** 6,661
- **Q3/17:** 6,344
- **Q4/17:** 6,806
- **Q1/18:** 6,814

Sales (€ mn) | Adj. EBIT\(^1\) (€ mn)
---|---
3,852 | 557
4,045 | 635
4,038 | 563
4,164 | 4,260
4,382 | 4,361
4,491 | 531
4,212 | 563

\(^1\) Before amortization of intangibles from PPA, consolidation and special effects

Q1 2018: organic sales growth at 5.5% and adj. EBIT\(^1\) margin at 8.3%

### Rubber Group

- **Q1/16:** 3,852
- **Q2/16:** 4,045
- **Q3/16:** 4,038
- **Q4/16:** 4,164
- **Q1/17:** 4,260
- **Q2/17:** 4,382
- **Q3/17:** 4,361
- **Q4/17:** 4,491
- **Q1/18:** 4,212

Sales (€ mn) | Adj. EBIT\(^1\) (€ mn)
---|---
6,011 | 6,158
6,158 | 6,370
5,958 | 4,164
6,370 | 4,260
6,754 | 4,382
6,661 | 4,361
6,344 | 4,491
6,806 | 4,212
6,814 | 531

Q1 2018: organic sales growth at 2.3% and adj. EBIT\(^1\) margin at 12.9%

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London, June 6, 2018
EDMR - Equity and Debt Market Relations
1) Results Q1 2018
Net Indebtedness and Gearing Ratio

<table>
<thead>
<tr>
<th>Year</th>
<th>Net Indebtedness (€ mn)</th>
<th>Gearing Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>YE 2014</td>
<td>2,824</td>
<td>26%</td>
</tr>
<tr>
<td>YE 2015</td>
<td>3,542</td>
<td>27%</td>
</tr>
<tr>
<td>YE 2016</td>
<td>2,798</td>
<td>19%</td>
</tr>
<tr>
<td>Q1 2017</td>
<td>2,768</td>
<td>18%</td>
</tr>
<tr>
<td>H1 2017</td>
<td>3,469</td>
<td>23%</td>
</tr>
<tr>
<td>9M 2017</td>
<td>3,298</td>
<td>21%</td>
</tr>
<tr>
<td>YE 2018</td>
<td>2,048</td>
<td>13%</td>
</tr>
<tr>
<td>Q1 2018</td>
<td>1,984</td>
<td>12%</td>
</tr>
</tbody>
</table>

Net indebtedness (€ mn) Gearing ratio
1) Results Q1 2018
Maturities for Bonds\(^1\) (€ mn)

As at March 31, 2018

<table>
<thead>
<tr>
<th>(€ mn)</th>
<th>FY 17</th>
<th>Q1 18</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross indebtedness</td>
<td>4,090</td>
<td>4,456</td>
</tr>
<tr>
<td>Cash</td>
<td>1,882</td>
<td>2,289</td>
</tr>
<tr>
<td><strong>Net indebtedness</strong></td>
<td><strong>2,048</strong></td>
<td><strong>1,984</strong></td>
</tr>
<tr>
<td>Available credit lines</td>
<td>3,687</td>
<td>3,599</td>
</tr>
<tr>
<td>Total liquidity</td>
<td>5,568</td>
<td>5,888</td>
</tr>
</tbody>
</table>

\(^1\) All amounts shown are nominal values

No amounts drawn under the syndicated loan as at March 31, 2018
1) **Outlook 2018**

**Market Outlook**

### PC & LT¹ Production (mn units)

<table>
<thead>
<tr>
<th>Region</th>
<th>2017</th>
<th>2018E</th>
<th>Chg.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Europe</td>
<td>22.1</td>
<td>22.5</td>
<td>+2%</td>
</tr>
<tr>
<td>North America</td>
<td>17.1</td>
<td>16.8</td>
<td>-2%</td>
</tr>
<tr>
<td>South America</td>
<td>3.3</td>
<td>3.6</td>
<td>+8%</td>
</tr>
<tr>
<td>Asia</td>
<td>51.5</td>
<td>52.5</td>
<td>+2%</td>
</tr>
</tbody>
</table>

**Worldwide production to increase more than 1%**

IHS and own estimates

### Commercial Vehicle² Production (k units)

<table>
<thead>
<tr>
<th>Region</th>
<th>2017</th>
<th>2018E</th>
<th>Chg.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Europe</td>
<td>660</td>
<td>673</td>
<td>+2%</td>
</tr>
<tr>
<td>North America</td>
<td>513</td>
<td>559</td>
<td>+9%</td>
</tr>
<tr>
<td>South America</td>
<td>102</td>
<td>112</td>
<td>+10%</td>
</tr>
<tr>
<td>Asia</td>
<td>2,140</td>
<td>2,033</td>
<td>-5%</td>
</tr>
</tbody>
</table>

**Worldwide production to decrease by 1%**

IHS and own estimates

### PC & LT¹ Replacement Tire Market (mn units)

<table>
<thead>
<tr>
<th>Region</th>
<th>2017</th>
<th>2018E</th>
<th>Chg.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Europe</td>
<td>351</td>
<td>358</td>
<td>+2%</td>
</tr>
<tr>
<td>North America</td>
<td>285</td>
<td>290</td>
<td>+2%</td>
</tr>
<tr>
<td>South America</td>
<td>73</td>
<td>76</td>
<td>+4%</td>
</tr>
<tr>
<td>Asia</td>
<td>453</td>
<td>475</td>
<td>+5%</td>
</tr>
</tbody>
</table>

**Worldwide replacement tire market to increase by 3%**

LMC and own estimates

### Commercial Vehicle Replacement³ Tire Market (mn units)

<table>
<thead>
<tr>
<th>Region</th>
<th>2017</th>
<th>2018E</th>
<th>Chg.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Europe</td>
<td>25.3</td>
<td>25.8</td>
<td>+2%</td>
</tr>
<tr>
<td>North America</td>
<td>24.5</td>
<td>25.3</td>
<td>+3%</td>
</tr>
<tr>
<td>South America</td>
<td>15.7</td>
<td>16.4</td>
<td>+5%</td>
</tr>
<tr>
<td>Asia</td>
<td>89.2</td>
<td>91.0</td>
<td>+2%</td>
</tr>
</tbody>
</table>

**Worldwide replacement market to increase by 2%**

LMC and own estimates

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¹ Passenger cars and light trucks <6t
² Medium and heavy vehicles >6t
³ Radial and bias
1) **Outlook 2018**  
Continental Corporation

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>2018E (as of May 8, 2018)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Consolidated sales</strong></td>
<td>€44.0 bn</td>
<td>To increase to ~€47 bn at constant FX rates</td>
</tr>
<tr>
<td>adj. EBIT¹ margin</td>
<td>10.9 %</td>
<td>&gt;10% adj. EBIT¹ margin</td>
</tr>
<tr>
<td><strong>Automotive Group</strong></td>
<td>€26.6 bn</td>
<td>To increase to ~€28.5 bn at constant FX rates</td>
</tr>
<tr>
<td>adj. EBIT¹</td>
<td>€2.2 bn</td>
<td>~8.5% adj. EBIT¹ margin</td>
</tr>
<tr>
<td><strong>Rubber Group</strong></td>
<td>€17.5 bn</td>
<td>To increase to ~€18.5 bn at constant FX rates</td>
</tr>
<tr>
<td>adj. EBIT¹</td>
<td>€2.6 bn</td>
<td>&gt;14% adj. EBIT¹ margin</td>
</tr>
<tr>
<td><strong>Raw materials cost impact</strong></td>
<td>More than €450 mn for the Rubber Group</td>
<td>Raw materials to have <strong>limited impact</strong> on Rubber Group based on current estimates</td>
</tr>
<tr>
<td><strong>Special effects</strong></td>
<td>-€14 mn</td>
<td>-€100 mn</td>
</tr>
<tr>
<td>Financial result</td>
<td>-€187 mn at constant FX²</td>
<td>&lt;-€180 mn at constant FX rates</td>
</tr>
<tr>
<td>Tax rate</td>
<td>29%</td>
<td>&lt;30%</td>
</tr>
<tr>
<td><strong>Capex</strong></td>
<td>€2.9 bn</td>
<td>Capex at around 7% of sales</td>
</tr>
<tr>
<td>PPA amortization</td>
<td>€171 mn</td>
<td>~€180 mn</td>
</tr>
<tr>
<td><strong>Free cash flow before acquisitions</strong></td>
<td>€2.3 bn</td>
<td>~€2 bn</td>
</tr>
</tbody>
</table>

¹ Before amortization of intangibles from PPA, consolidation and special effects  
² Before effects of currency translation and effects from changes in the fair value of derivative instruments, and other valuation effects
2) Trends in the Sector of the Automotive Group
New Business Opportunities Arise

- Revenue pool for suppliers reached more than €1 trn in 2017
- Business related to “established” business will grow by ~1% p.a. and reach ~€1.1 trn in 2025
- Revenues share of Electrification\(^1\), Automated Driving and Holistic Connectivity represented in total <3% in 2017
- Revenue share of Electrification\(^1\), Automated Driving and Holistic Connectivity will grow by ~30% p.a. to >€200 bn in 2025
- It will account for ~15% of the overall supplier revenue market by 2025

Sources: Roland Berger and Continental estimates. FX rate assumption 1.13 EUR/USD.
\(^1\) Not including market for electric vehicle batteries but including hybrid solutions.

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Global Supplier Revenue Pool (bn €)

- New Business Opportunities
- Established Business

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2) **Trends in the Sector of the Automotive Group**

Four ACES\(^1\) Will Drive Our Growth

**Automated Driving**

**Holistic Connectivity**

**Electrification**

---

**Sources:** McKinsey and Continental estimates

1) Four ACES: autonomous, connected, electrified and shared mobility

2) Total Addressable Market

3) Not including market for batteries but hybrid solutions

4) McKinsey estimates a market for digital services of US70$ - 110 billion in 2025; FX rate assumption of 1.13 EUR/USD
2) **Trends in the Sector of the Automotive Group**

**The Most Digitalized Portfolio in The Supplier Sector**

The percentage of sales from Electronics/Sensors/SW products today and Continental's target for 2025 are shown in the chart. Continental estimates that the share of sales from these products should increase to around 70% by 2025.

Source: Company filings and Continental estimates.

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## 2) Trends in the Sector of the Automotive Group
Approaching Automated Driving: Three-Layer Model

<table>
<thead>
<tr>
<th>Components</th>
<th>Sensors</th>
<th>~€26 bn(^1)</th>
<th>Electronics Software Integration</th>
<th>~€7 bn(^1)</th>
<th>Software Electronics</th>
<th>~€2 bn(^1)</th>
</tr>
</thead>
</table>

**Market for Automated Driving**
~€35 bn\(^1\) by 2025

**Recent additions to the portfolio**
(incl. cooperations and JVs)

- solid-state flash lidar
- ADCU
- Baidu
- easyMile
- NVIDIA
- HUAWEI
- NTT Docomo
- BMW/Intel platform

---

\(^1\) Source: Continental estimates.
2) Trends in the Sector of the Automotive Group
From Very Specific ECU Design to High Performance Computing

Past
- High number of embedded ECU’s
- Several domains
- Very specific ECU design

Today
- Increased functionality
- High performance computing
- HW & SW separation
- Less embedded ECU’s, domains

Tomorrow
- High standardization
- Reduced HW variance
- HW plug & play if additional resources are needed
- Safety through redundancies
2) **Trends in the Sector of the Automotive Group**

Strong Order Intake Drives Sustainable Growth…

**Automotive Group: Strong Order Intake (bn €)**

<table>
<thead>
<tr>
<th>Year</th>
<th>Automotive Group Sales</th>
<th>Order Intake (LTS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>23.6</td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td>24.5</td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>26.6</td>
<td></td>
</tr>
<tr>
<td>2018E</td>
<td>28.5</td>
<td>&gt;30</td>
</tr>
<tr>
<td>2019E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2020E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2021E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2022E</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

\(^1\) Lifetime Sales
2) Trends in the Sector of the Automotive Group

… but Causes Sustained High R&D and Capex

R&D and capex have a lead time of about 2-3 years and the increase is mainly a consequence of the strong order intake.
3) **Trends in the Sector of the Rubber Group**

Tires Division: Four ACES Will Reduce Costs per Mile Traveled

- **Electrification**
  - **Connectivity**
    - Higher utilization of car park
    - Lower cost per mile traveled
    - Results in greater access to mobility

- **Shared Mobility**
  - **Automated Mobility**
    - Better safety
    - Fuel efficiency
    - Economies of scale

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3) **Trends in the Sector of the Rubber Group**
Tires Division: Greater Access to Mobility for a Growing World Population

**Growth of global population**
- World population
  - 2015
  - 2020
  - 2025
  - Emerging
  - Developed

**Increased global mobility**
- Miles per capita
  - 2015
  - 2020
  - 2025
  - Emerging
  - Developed

**More miles traveled**
- Global miles traveled
  - 2015
  - 2020
  - 2025
  - Emerging
  - Developed

Sources: Continental, World Bank, Morgan Stanley, Roland Berger
3) Trends in the Sector of the Rubber Group
Tires Division: Strategy 2025 – Globalize Growth (mn units)\(^1\)

- 2010-2025: Continental growth to outperform global market growth
- Strongest growth in APAC, followed by The Americas
- Improving Global sales split

\(^1\) Continental global production capacity of PC&LT and CV tires
3) Trends in the Sector of the Rubber Group
ContiTech Division: Relevant Markets and Growth Opportunities

- Balanced portfolio of OE Automotive and Non-OE Automotive businesses
- Growth through volume and (added) value\(^1\) expansion of products

\(^1\) Additional sales driven by servitization and software
3) **Trends in the Sector of the Rubber Group**

**ContiTech Division: Unveiling the Power of Digitalization**

- **Automation and horizontal integration**
- **Functional integration**
- **Lifecycle integration**

**Value Creation**

- Advanced use of process data helps to improve asset efficiency, logistics and maintenance by facilitating operational excellence.

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\(^1\) Example for combination of our air springs with the sensor technology, software, control devices for height adjustment and Continental compressors

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**Continental**
4) Continental Strategy – Outlook 2020 and Beyond
2020E: Sales Exceed €50 bn and ROCE More Than 20%


¹ ACES: Automated Driving, Connectivity, Electrification and Shared Mobility
² Passenger car and light truck
Thank you!
Disclaimer

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Unless otherwise stated, all amounts are shown in millions of euro. Please note that differences may arise as a result of the use of rounded amounts and percentages.

Note: Due to the application of the modified retrospective approach during first time adoption of IFRS 9, Financial Instruments, and IFRS 15, Revenues from Contracts with Customers, as at January 1, 2018, all the figures from comparative periods are shown unadjusted.
# Continental

## Share Data/ADR Data

### Share Data

<table>
<thead>
<tr>
<th>Type of share</th>
<th>No-par value share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bloomberg Ticker</td>
<td>CON</td>
</tr>
<tr>
<td>Reuters Ticker</td>
<td>CONG</td>
</tr>
<tr>
<td>German Security Identification Number (WKN)</td>
<td>543 900</td>
</tr>
<tr>
<td>ISIN</td>
<td>DE0005439004</td>
</tr>
<tr>
<td>Shares outstanding as at March 31, 2018</td>
<td>200,005,983</td>
</tr>
</tbody>
</table>

### ADR Data

<table>
<thead>
<tr>
<th>Ratio</th>
<th>1:5 (ordinary share : ADRs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bloomberg Ticker</td>
<td>CTTAY</td>
</tr>
<tr>
<td>Reuters Ticker</td>
<td>CTTAY.PK</td>
</tr>
<tr>
<td>ISIN</td>
<td>US2107712000</td>
</tr>
<tr>
<td>ADR Level</td>
<td>Level 1</td>
</tr>
<tr>
<td>Exchange</td>
<td>OTC</td>
</tr>
<tr>
<td>Sponsor</td>
<td>Deutsche Bank Trust Company Americas</td>
</tr>
</tbody>
</table>
# Continental

## Bond Data

<table>
<thead>
<tr>
<th>Issuer</th>
<th>Continental AG</th>
<th>Continental Rubber of America, Corp.¹</th>
<th>Continental AG</th>
<th>Continental AG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issue</td>
<td>Senior Notes</td>
<td>Senior Notes</td>
<td>Senior Notes</td>
<td>Senior Notes</td>
</tr>
<tr>
<td>Principal amount</td>
<td>€750 mn</td>
<td>€500 mn</td>
<td>€600 mn</td>
<td>€750 mn</td>
</tr>
<tr>
<td>Offering price</td>
<td>98.950%</td>
<td>99.739%</td>
<td>99.410%</td>
<td>99.228%</td>
</tr>
<tr>
<td>Rating at issuance date</td>
<td>Ba2 (Moody’s⁴)</td>
<td>BB (S&amp;P)</td>
<td>BBB+ (S&amp;P)</td>
<td>Ba1 (Moody’s⁴)</td>
</tr>
<tr>
<td></td>
<td>BB (Fitch²)</td>
<td>BBB (Fitch)</td>
<td>BBB+ (Fitch)</td>
<td>BB (S&amp;P)</td>
</tr>
</tbody>
</table>

### Current corporation and bond ratings³

<table>
<thead>
<tr>
<th>Coupon</th>
<th>3.0% p.a.</th>
<th>0.5% p.a.</th>
<th>0.0% p.a.</th>
<th>3.125% p.a.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maturity</td>
<td>July 16, 2018</td>
<td>February 19, 2019</td>
<td>February 5, 2020</td>
<td>September 9, 2020</td>
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<td>Interest payment</td>
<td>Semi annual</td>
<td>Annual</td>
<td>Not applicable</td>
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<td></td>
<td>January 16/July 16</td>
<td>February 19,</td>
<td></td>
<td>September 9</td>
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<td>Commenced February 20, 2017</td>
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<td>WKN</td>
<td>A1X24V</td>
<td>A1Z7C3</td>
<td>A2DARM</td>
<td>A1X3B7</td>
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<td>ISIN</td>
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<td>DE000A1Z7C39</td>
<td>XS1529561182</td>
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<tr>
<td>Denomination</td>
<td>€1,000 with minimum tradable amount €1,000</td>
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¹ Guaranteed by Continental AG
² Non-contracted rating at date of issuance
³ Non-contracted rating since February 1, 2014
⁴ Moody’s since June 30, 2015; S&P since May 11, 2016; Fitch since October 24, 2016

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UniCredit Automotive Credit Conference 2018
London, June 6, 2018
EDMR - Equity and Debt Market Relations
Continental Credit Rating

S&P, Fitch / Moody's

**Investment Grade**
- BBB+ / Baa1
- BBB / Baa2
- BBB- / Baa3

**Non-Investment Grade**
- BB+ / Ba1
- BB / Ba2
- BB- / Ba3
- B+ / B1
- B / B2

**Timeline**
- 2000
- 2001
- 2002
- 2003
- 2004
- 2005
- 2006
- 2007
- 2008
- 2009
- 2010
- 2011
- 2012
- 2013
- 2014
- 2015
- 2016
- 2017
- 2018

**Key Points**
- Before Siemens VDO

**Note**
2. Non-contracted rating since February 1, 2014.
<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
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<tr>
<td>Preliminary figures for fiscal 2017</td>
<td>January 9, 2018</td>
</tr>
<tr>
<td>Annual Financial Press Conference</td>
<td>March 8, 2018</td>
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<tr>
<td>Annual Shareholders’ Meeting (incl. key data for Q1 2018)</td>
<td>April 27, 2018</td>
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<tr>
<td>Q1 Financial Report</td>
<td>May 8, 2018</td>
</tr>
<tr>
<td>Half-Year Financial Report</td>
<td>August 2, 2018</td>
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<tr>
<td>Nine-Month Financial Report</td>
<td>November 8, 2018</td>
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<table>
<thead>
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<td>January 2019</td>
</tr>
<tr>
<td>Annual Financial Press Conference</td>
<td>March 2019</td>
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<tr>
<td>Annual Shareholders’ Meeting (incl. key data for Q1 2019)</td>
<td>April 26, 2019</td>
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<tr>
<td>Q1 Financial Report</td>
<td>May 2019</td>
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<td>Half-Year Financial Report</td>
<td>August 2019</td>
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# References

## Useful Links

<table>
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<tr>
<th>Category</th>
<th>Website</th>
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<tr>
<td>Continental Investor Relations website</td>
<td><a href="http://www.continental-ir.com">www.continental-ir.com</a></td>
</tr>
<tr>
<td>Annual and interim reports</td>
<td><a href="http://www.continental-corporation.com/en/investors/reports">www.continental-corporation.com/en/investors/reports</a></td>
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<tr>
<td>Investor Relations events and presentations</td>
<td><a href="http://www.continental-corporation.com/en/investors/events/presentations">www.continental-corporation.com/en/investors/events/presentations</a></td>
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<td><a href="http://www.continental-sustainability.com">www.continental-sustainability.com</a></td>
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<td>Continental shares</td>
<td><a href="http://www.continental-corporation.com/en/investors/share">www.continental-corporation.com/en/investors/share</a></td>
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<tr>
<td>Continental IR on Twitter</td>
<td><a href="http://www.twitter.com/Continental_IR">www.twitter.com/Continental_IR</a></td>
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