Progress Arises from Change.

Continental AG
UniCredit Automotive Credit Conference, June 22, 2022

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

Stefan Scholz, Group Treasurer
Agenda

1. Financial Situation
2. Technology Trends
3. Sustainability
4. Q1 2022 Results
5. 2022 Outlook

Back-up
1 | Financial Situation
Financial Position Remains Solid

Liquidity and bond maturities (€ mn)

Credit Lines
› €4 bn Revolving Credit Facility was not utilized as of March 31, 2022
› Availability of the credit facilities is not subject to financial covenants or ratings triggers

Bonds
› Next maturity in September 2023 nom. €500 mn

1 Bond amounts shown are nominal values.
1 | Financial Situation
Investment Grade Credit Profile

Continental’s current credit rating is:
› Fitch (since April 20, 2020): BBB, outlook stable
› S&P (since March 30, 2020): BBB, outlook negative
› Moody’s (since March 13, 2020): Baa2, outlook negative

Continental’s targets:
› Rating: BBB / BBB+
› Leverage ratio¹: well below 1.00x
› Gearing ratio²: below 40%
› Equity ratio³: above 30%

¹ Net indebtedness divided by adjusted EBITDA (LTM). For 2020, the leverage ratio comprises continuing and discontinued operations
² Net indebtedness divided by equity. For 2020 the gearing ratio comprises continuing and discontinued operations
³ For 2020 the equity ratio comprises continuing and discontinued operations.
1 | Financial Situation
Implementation of Structural Measures on Track

Targeted annual gross cost savings

<table>
<thead>
<tr>
<th>Year</th>
<th>2021</th>
<th>2022E</th>
<th>2023E</th>
<th>~ €850 mn</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>~ 70%</td>
<td>~ 30%</td>
</tr>
</tbody>
</table>

Program details

› Includes footprint, structures and processes
› Contributions from central functions and business areas
› Around 23,000 jobs worldwide affected
› Major portion in high-cost countries
› Negotiations with employee representatives ongoing
1 | **Financial Situation**
Cash Outflow for Restructuring Predominantly in 2021 and 2022

<table>
<thead>
<tr>
<th>Restructuring costs (€ bn)</th>
<th>Cash outflow for restructuring (€ bn)</th>
</tr>
</thead>
<tbody>
<tr>
<td>~ 1.1</td>
<td>~ 0.7</td>
</tr>
<tr>
<td>Group</td>
<td>2021</td>
</tr>
</tbody>
</table>

- Total costs, predominantly booked in 2019/2020
# Technology Trends

Six Dominating Trends Will Define the Future of Mobility

<table>
<thead>
<tr>
<th>Autonomous Mobility</th>
<th>User Experience</th>
</tr>
</thead>
<tbody>
<tr>
<td>Smart Mobility</td>
<td>Safety</td>
</tr>
<tr>
<td>Architecture and Networking</td>
<td>Software</td>
</tr>
</tbody>
</table>
2 | Technology Trends
Expanding Value Creation Opportunities in All Trends

Old World: Defined by Hardware

New World: Defined by Hardware and Software

Trends
- Autonomous Mobility
- Smart Mobility
- Architecture and Networking
- Software
- User Experience
- Safety

Evolution of Trends
- 2000
  - Assisted
  - Concepts
  - Distributed
  - Emerging
  - Analog
  - Stand-alone
- 2020
  - Automated
  - Islands
  - Domain
  - Critical
  - Digital
  - Integrated
- 2030
  - Autonomous
  - Ecosystems
  - Centralized
  - Key differentiator
  - Holistic
  - Comprehensive
2 | Technology Trends
Automotive – At The Forefront of User Experience

IN LAUNCH¹

L-Shape Display + Cockpit HPC²

C-Shape Display + Cockpit HPC²

V-Shape Display

UPCOMING LAUNCHES

Business win with German OEM

C-Shape OLED Display

Business win with Asian OEM

V-Shape Display

NEW ACQUISITIONS UNDERWAY

> €5.5 bn awarded lifetime sales
for Display Solutions with SOP ≥ 2022

1 Pictures featured on this page belong to their respective owners.
2 High-Performance Computer.
2 | **Technology Trends**
Automotive – Leadership in High Performance Computers (HPCs)

**First to market**
For Volkswagen Group’s MEB platform

~ 500,000 ICAS<sup>1</sup> units delivered since 2019

**Upcoming SOPs**
HPCs for single domains

~ €5.5 bn cumulative order intake since 2018

**Future**
HPC servers for cross-domain solutions

> 15 active acquisitions underway with SOPs starting in 2024

Continuing to add value to ICAS through:
› Software maintenance
› Functional improvements

1 ICAS: In-Car Application Server.

Continental as industry & innovation leader in HPCs in all domains
› Server architecture needed to enable new business models for Continental and OEMs
2 | Technology Trends
Transformation Towards Innovative Mobility With a Comprehensive Portfolio

- Radar, Camera, Lidar
- ADAS / AD systems
- AM SW and services
- Brake systems
- Safety & Sensor systems
- Suspension systems
- Motion systems

- HPCs and Zone ECUs
- Telematics/Connectivity
- Access
- Control units
- OS & Middleware
- Cybersecurity
- Realtime computing
- CES

- Life cycle solutions
- Line fit / CV solutions
- Service solutions
- Display solutions
- Digital clusters
- HUD / Projection solutions

1 Commercial Vehicle
2 Head-up Display
3 Automated Driving
4 Autonomous Mobility, Software and Services
5 High Performance Computer
6 Operating System
2 | Technology Trends
Leveraging Strong AD¹ Position to Capture Growth Opportunities

Leading AD¹ Player

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenue (€ bn)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>0.9</td>
</tr>
<tr>
<td>2016</td>
<td>1.2</td>
</tr>
<tr>
<td>2017</td>
<td>1.6</td>
</tr>
<tr>
<td>2018</td>
<td>1.9</td>
</tr>
<tr>
<td>2019</td>
<td>2.0</td>
</tr>
<tr>
<td>2020</td>
<td>1.7</td>
</tr>
<tr>
<td>2021</td>
<td>1.7</td>
</tr>
</tbody>
</table>

Order Intake
2018 – 2021

Full Stack Solution Provider

- Continental
- Partners

- Compute & Software
  - Safety
  - Cruising
  - Parking
  - AD HPC²
- Integration
- Functions

- Sensors
  - Lidar
  - Vision
  - Radar

Growing Pipeline

- Total addressable market³
- Awarded to Continental

- 2018 – 2021
  - ~ €70 bn
  - ~ €48 bn
  - 2022E – 2024E
  - ~ €10.5 bn

Drivers

- Content growth from L1/L2 to L2+/L3 and beyond
- From components to systems
- Services, system integration and functions

1 Assisted/automated Driving. | 2 AD high-performance computer. | 3 Based on expected lifetime sales of orders awarded during the time period.
### 3 | Sustainability

Continental’s Total Carbon Footprint (109.94 mn mt CO$_2$e)

**2021**

- **0.82 mn mt CO$_2$e**
  - **Scope 1** emissions: Direct emission from owned or controlled sources (e.g., local fossil fuel combustion)
  - Reduction path in line with Paris Agreement

- **0.23 mn mt CO$_2$e**
  - **Scope 2** emissions: Indirect emissions from the generation of purchased energy
  - Reduction path in line with Paris Agreement

**2030**

- **2040 at the latest**
  - Carbon-neutral

**2050 at the latest**

- Carbon-neutral

**Related to value chain**

- **108.89 mn mt CO$_2$e**
  - **Scope 3** emissions: All indirect emissions (not included in scope 2) that occur in the value chain of the reporting company, including both upstream and downstream emissions.

Remark: The scopes are not shown to the exact scale for the purpose of better overview, but only indicate the relation of the scopes to each other.
3 | **Sustainability**
A Unique Offer in the Automotive Supplier Industry

WE OFFER OUR CUSTOMERS THE NEUTRALIZATION OF OUR CARBON BACKPACK

*Net|Zero|Now* … provides the necessary speed for our customers to reach their ambitious decarbonization targets.

… meets the requirements of the *Paris Agreement* by extending the global carbon budget.

With *Net|Zero|Now*, we offer our customers the neutralization of our business carbon backpack through negative emissions. The offer focuses on business with zero-tailpipe-emission vehicles but can now also be used for other business.
3 | Sustainability
The GreenConcept: The Most Progressive Tire In Terms of Sustainability

Sustainable
>50% of renewable and recycled materials!

Lightweight
40% less weight with our innovative lightweight construction!

Efficient
Low rolling resistance exceeding A-Label requirements by 25%!

Current Technologies
Emerging Technologies

- Vegetable Oils and Resins
- Recycled Carbon Black
- Recycled PET Plastic Bottles
- Rubber from Worn Tires
- Recycled Steel
- Refreshable Tread
- Silicate from Ashes of Rice Husks
- Natural Rubber from Dandelions
- Recycled Steel
- Vegeable Oils and Resins
- Silicate from Ashes of Rice Husks

1 Dandelion already in series production for Continental Bicycle Tires
### Review Q1 2022

**Group**
- (+) Uncertainties in demand due to the war in Eastern Europe persist, however sales mostly unchanged
- (-) COVID-19 related lockdowns in China added challenges to the overall supply and logistics situation

**Automotive**
- (-) Inflation headwinds had material influence on margins
- (+) Customer negotiations to cover cost inflation in progress; first agreements achieved
- (+) Actively securing semiconductor supplies for 2023 and beyond
- (+) Order intake of more than €5.8 bn

**Tires**
- (+) Strong margin, supported also by inventory valuation
- (-) Further cost increases for raw materials, energy and logistics

**ContiTech**
- (+) Positive EBIT-contributions from pricing activities for non-OE business
- (-) Further cost increases for raw materials, energy and logistics

### Priorities FY 2022

**Operational topics**
- Increase performance with efficiency programs and strengthen focus on cost reduction measures
- Actively manage portfolio in line with our growth and value strategy
- Control order intake strictly for profitability optimization
- Implement sustainable pricing to mitigate broad inflationary headwinds
- Manage sourcing and logistics challenges to cope with the war in Eastern Europe and COVID-19 lockdowns in China
- Strategically manage semiconductor-related constraints

**Our employees**
- Top priority remains the health and safety of our people
- Attract and maintain talents within the organization
4 | Q1 2022 Results
Sales and Earnings Performance of Our Group Sectors

Sales (€ mn)

<table>
<thead>
<tr>
<th></th>
<th>Automotive</th>
<th>Tires</th>
<th>ContiTech</th>
<th>Contract Manufacturing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q1 2021</td>
<td>4,114</td>
<td>2,743</td>
<td>1,521</td>
<td>265</td>
</tr>
<tr>
<td>Q1 2022</td>
<td>4,246</td>
<td>3,295</td>
<td>1,570</td>
<td>210</td>
</tr>
</tbody>
</table>

Organic growth2 | Adj. EBIT margin1

-1.2% | +17.4% | +3.6% | -22.2%

Adjusted EBIT (€ mn)

<table>
<thead>
<tr>
<th></th>
<th>Automotive</th>
<th>Tires</th>
<th>ContiTech</th>
<th>Contract Manufacturing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q1 2021</td>
<td>16.6%</td>
<td>-3.9%</td>
<td>10.2%</td>
<td>97</td>
</tr>
<tr>
<td>Q1 2022</td>
<td>17.1%</td>
<td>-165</td>
<td>5.4%</td>
<td>86</td>
</tr>
</tbody>
</table>

1 Before amortization of intangibles from PPA, changes in the scope of consolidation and special effects.
2 Before changes in the scope of consolidation and exchange-rate effects.
Q1 2022 Results

Q1 2022 Results: Regional Production vs. Automotive Group Sector Sales Growth

Europe

- Share of sales:
  - Q1 2021: 49%
  - Q1 2022: 46%

- PC&LT production weighted by regional sales share:
  - Q1 2021: -19%
  - Q1 2022: -6%

North America

- Share of sales:
  - Q1 2021: 23%
  - Q1 2022: 24%

- PC&LT production weighted by regional sales share:
  - Q1 2021: -2%
  - Q1 2022: 3%

China

- Share of sales:
  - Q1 2021: 14%
  - Q1 2022: 15%

- PC&LT production weighted by regional sales share:
  - Q1 2021: 6%
  - Q1 2022: 6%

Worldwide

- Outperformance:
  - Q1 2021: 49%
  - Q1 2022: 46%

- PC&LT production weighted by regional sales share:
  - Q1 2021: -10%
  - Q1 2022: -1%

1 Shown as change in organic sales Y-o-Y (adjusted for FX and consolidation effects). China including Hong Kong.
5 | **2022 Outlook**

Expectations do not include potential effects related to the current war

In the event the geopolitical situation, in particular in Eastern Europe, remains tense or even worsens, it could result in lasting consequences for production, supply chains and demand. Depending on the severity of the disruption, this may result in lower sales and earnings in all group sectors as well as for the Continental Group compared to the prior year.

<table>
<thead>
<tr>
<th></th>
<th>Vehicle Production</th>
<th>Replacement Tires</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Passenger Cars &amp; Light Trucks</td>
<td>Commercial Vehicles</td>
</tr>
<tr>
<td></td>
<td>Q1 2022</td>
<td>2022E</td>
</tr>
<tr>
<td>Europe</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>-19%</td>
<td>+2% to +6%</td>
</tr>
<tr>
<td>North America</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>-2%</td>
<td>+12% to +15%</td>
</tr>
<tr>
<td>China</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>+6%</td>
<td>-2% to +2%</td>
</tr>
<tr>
<td>Worldwide</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>-4%</td>
<td>+4% to +6%</td>
</tr>
</tbody>
</table>

*E = Expectations.*

Sources: S&P Global, own estimates.
### 2022 Outlook

In the event the geopolitical situation, in particular in Eastern Europe, remains tense or worsens, it could result in further lasting consequences for production, supply chains and demand. In addition, further negative effects could arise as a result of the ongoing COVID-19 pandemic and the related supply situation. Depending on the severity of the disruption, this may result in lower sales and especially earnings in all group sectors as well as for the Continental Group compared to the prior year.

<table>
<thead>
<tr>
<th></th>
<th>2022E</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Group consolidated sales</strong></td>
<td>Around €38.3 bn – €40.1 bn</td>
</tr>
<tr>
<td><strong>Adj. EBIT¹ margin</strong></td>
<td>Around 4.7% – 5.7%</td>
</tr>
<tr>
<td><strong>Automotive sales</strong></td>
<td>Around €17.8 bn – €18.8 bn</td>
</tr>
<tr>
<td><strong>Adj. EBIT¹ margin</strong></td>
<td>Around -0.5% – 1%</td>
</tr>
<tr>
<td><strong>Tires sales</strong></td>
<td>Around €13.8 bn – €14.2 bn</td>
</tr>
<tr>
<td><strong>Adj. EBIT¹ margin</strong></td>
<td>Around 12.0% – 13.0%</td>
</tr>
<tr>
<td><strong>ContiTech sales</strong></td>
<td>Around €6.3 bn – €6.5 bn</td>
</tr>
<tr>
<td><strong>Adj. EBIT¹ margin</strong></td>
<td>Around 6.0% – 7.0%</td>
</tr>
<tr>
<td><strong>Contract Manufacturing sales</strong></td>
<td>Around €600 mn – €700 mn</td>
</tr>
<tr>
<td><strong>Adj. EBIT¹ margin</strong></td>
<td>Around 0% – 1.0%</td>
</tr>
<tr>
<td><strong>Cost inflation</strong></td>
<td><strong>Automotive:</strong> Headwind of around €1 bn</td>
</tr>
<tr>
<td>(Materials, energy, logistics)</td>
<td><strong>Tires:</strong> Headwind of around €1.9 bn</td>
</tr>
<tr>
<td></td>
<td><strong>ContiTech:</strong> Headwind of around €600 mn</td>
</tr>
<tr>
<td><strong>PPA amortization</strong></td>
<td>Around -€150 mn</td>
</tr>
<tr>
<td><strong>Special effects</strong></td>
<td>Around -€150 mn</td>
</tr>
<tr>
<td><strong>Financial result</strong></td>
<td>Below -€200 mn²</td>
</tr>
<tr>
<td><strong>Tax rate</strong></td>
<td>Around 27%</td>
</tr>
<tr>
<td><strong>Capex before financial investments in % of sales</strong></td>
<td>Around 6%</td>
</tr>
<tr>
<td><strong>Adjusted free cash flow³</strong></td>
<td>Around €0.6 bn – €1.0 bn</td>
</tr>
</tbody>
</table>

¹ Before amortization of intangibles from PPA, changes in the scope of consolidation and special effects.
² Before effects of currency translation, effects from changes in the fair value of derivative instruments, and other valuation effects.
³ Free cash flow before acquisitions and divestments.
Questions and Answers
Disclaimer

This presentation has been prepared by Continental Aktiengesellschaft solely in connection with the virtual UniCredit Automotive Credit Conference on June 22, 2022. It has not been independently verified. It does not constitute an offer, invitation or recommendation to purchase or subscribe for any shares or other securities issued by Continental AG or any subsidiary and neither shall any part of it form the basis of, or be relied upon in connection with, any contract or commitment concerning the purchase or sale of such shares or other securities whatsoever.

Neither Continental Aktiengesellschaft nor any of its affiliates, advisors or representatives shall have any liability whatsoever (in negligence or otherwise) for any loss that may arise from any use of this presentation or its contents or otherwise arising in connection with this presentation.

This presentation includes assumptions, estimates, forecasts and other forward-looking statements, including statements about our beliefs and expectations regarding future developments as well as their effect on the results of Continental. These statements are based on plans, estimates and projections as they are currently available to the management of Continental. Therefore, these statements speak only as of the date they are made, and we undertake no obligation to update publicly any of them in light of new information or future events. Furthermore, although the management is of the opinion that these statements, and their underlying beliefs and expectations, are realistic as of the date they are made, no guarantee can be given that the expected developments and effects will actually occur. Many factors may cause the actual development to be materially different from the expectations expressed here. Such factors include, for example and without limitation, changes in general economic and business conditions, fluctuations in currency exchange rates or interest rates, the introduction of competing products, the lack of acceptance for new products or services and changes in business strategy.

All statements with regard to markets or market position(s) of Continental or any of its competitors are estimates of Continental based on data available to Continental. Such data are neither comprehensive nor independently verified. Consequently, the data used are not adequate and the statements based on such data are not meant to be an accurate or proper definition of regional and/or product markets or market shares of Continental and any of the participants in any market.

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.

The tables on the key figures for the group sectors show only the figures for continuing operations in the reporting and comparative periods for all group sectors. As part of the new organizational structure in place since January 1, 2022, the Continental Group is divided into the four group sectors Automotive, Tires, ContiTech and Contract Manufacturing. All key figures for the group sectors reflect this over the entire reporting period and are adjusted accordingly for the comparative period.
Back-up
Back-up
Q1 2022 Free Cash Flow (Continuing Operations Only) – Impacted by Higher Inventories

Cash Flow (€ mn)

<table>
<thead>
<tr>
<th></th>
<th>Operating</th>
<th>Investing</th>
<th>Free cash flow¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q1 2021</td>
<td>542</td>
<td>-210</td>
<td>333</td>
</tr>
<tr>
<td>Q1 2022</td>
<td>124</td>
<td>-298</td>
<td>-173</td>
</tr>
</tbody>
</table>

**Operating Cash Flow**
- Higher inventory levels and higher material prices led to a lower operating cash flow

**Investing Cash Flow**
- Higher capital expenditure on property, plant and equipment, and software

¹ Due to missing comparable data for Q1 2021, this number does not equal the definition of the free cash flow before acquisitions and divestments as described in the guidance.
# Q1 2022 Results: Most Important KPIs

<table>
<thead>
<tr>
<th></th>
<th>Q1 2021</th>
<th>Q1 2022</th>
<th>Change</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sales</td>
<td>€8.6 bn</td>
<td>€9.3 bn</td>
<td>+8.2%</td>
<td>Organic growth +5.3%; FX €266 mn</td>
</tr>
<tr>
<td>Adjusted EBIT¹</td>
<td>€728 mn</td>
<td>€439 mn</td>
<td>-€290 mn</td>
<td>-380 bps</td>
</tr>
<tr>
<td>Adjusted EBIT¹ margin</td>
<td>8.5%</td>
<td>4.7%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PPA²</td>
<td>-€40 mn</td>
<td>-€39 mn</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special effects</td>
<td>-€35 mn</td>
<td>-€17 mn</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carve-out effects</td>
<td>-€10 mn</td>
<td>-€8 mn</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Restructuring</td>
<td>-€2 mn</td>
<td>-€1 mn</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Impairments</td>
<td>€0 mn</td>
<td>-€24 mn</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other effects</td>
<td>-€23 mn</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NIAT³</td>
<td>€448 mn</td>
<td>€245 mn</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adjusted free cash flow⁵</td>
<td>€646 mn</td>
<td>-€174 mn</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gearing ratio</td>
<td>n.a.⁶</td>
<td>30.1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Equity ratio</td>
<td>n.a.⁵</td>
<td>36.7%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trailing ROCE⁷</td>
<td>-1.4%</td>
<td>8.3%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Net indebtedness</td>
<td>€3,707 mn</td>
<td>€4,117 mn</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 Before amortization of intangibles from PPA, changes in the scope of consolidation and special effects.
2 Amortization of intangibles from PPA.
3 Net income attributable to the shareholders of the parent.
4 The figures shown comprise continuing and discontinued operations.
5 Free cash flow before acquisitions and divestments.
6 Due to missing comparable data for Q1 2021, no values are given.
7 Calculated as reported EBIT for the last twelve months (LTM) divided by average operating assets for the LTM.
Back-up
Q1 2022 Results: Group Sector Automotive

Sales (€ mn)  Adjusted EBIT (€ mn)

- Organic growth2  |  Adj. EBIT margin1

<table>
<thead>
<tr>
<th>Q1 2021</th>
<th>Q1 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>VNI</td>
<td>SAM</td>
</tr>
<tr>
<td>4,114</td>
<td>4,246</td>
</tr>
<tr>
<td>1,582</td>
<td>1,588</td>
</tr>
<tr>
<td>2,096</td>
<td>2,173</td>
</tr>
<tr>
<td>Impact from FX: +3.6%</td>
<td>97</td>
</tr>
<tr>
<td>Contribution to sales from ex Osram Continental JV</td>
<td>-15</td>
</tr>
<tr>
<td>Organic growth: strong sales in Asia and North America nearly compensated lower volumes in Europe</td>
<td>-165</td>
</tr>
<tr>
<td>Profitability negatively impacted by cost inflation and FX</td>
<td>-3.9%</td>
</tr>
<tr>
<td>Autonomous Mobility</td>
<td></td>
</tr>
<tr>
<td>Sales lifted by higher radar and camera volumes</td>
<td></td>
</tr>
<tr>
<td>Earnings burdened also by additional R&amp;D activities</td>
<td></td>
</tr>
<tr>
<td>Safety and Motion</td>
<td></td>
</tr>
<tr>
<td>Higher volumes for one box brake systems (MK Cx), lower volumes for hydraulic brakes and ESC systems</td>
<td></td>
</tr>
<tr>
<td>Vehicle Networking &amp; Information</td>
<td></td>
</tr>
<tr>
<td>Higher sales with connectivity and aftermarket products, lower sales with instrument cluster and multimedia</td>
<td></td>
</tr>
<tr>
<td>Profitability impacted by upfront R&amp;D activities and FX</td>
<td></td>
</tr>
</tbody>
</table>

1 Before amortization of intangibles from PPA, changes in the scope of consolidation and special effects.
2 Before changes in the scope of consolidation and exchange-rate effects.
Back-up

Q1 2022 Results: Group Sector Tires

Sales (€ mn)  Adjusted EBIT (€ mn)

Sales
- Impact from FX: +2.7%
- Volumes: +1.4%
- Replacement volumes above prior year in all regions
- Declining OE volumes
- Price/mix: +15.9%, more than 50% attributable to pricing, predominantly in the Replacement market in Europe and North America

Adjusted EBIT\(^1\)
- Strong inflation in raw materials, logistics and energy costs of ~ €400 mn
- Price/mix contribution compensated cost increases
- Effect from inventory valuation ~ +€200 million

Organic growth\(^2\) | Adj. EBIT margin\(^1\)

1 Before amortization of intangibles from PPA, changes in the scope of consolidation and special effects.
2 Before changes in the scope of consolidation and exchange-rate effects.
Back-up
Q1 2022 Results: Group Sector ContiTech

Sales (€ mn) | Adjusted EBIT (€ mn)
---|---
Q1 2021 | 1,521 | 151
Q1 2022 | 1,570 | 86

- Impact from FX: +2.8%
- Automotive: volumes down Y-o-Y, burdened by decline in Europe; high volatility of call-offs well managed
- Industrial and aftermarket: solid growth, especially in conveying solutions and industrial fluid solutions

Sales
- Adjusted EBIT\(^1\)
  - Margins challenged by inflationary headwinds from raw materials, energy and logistics (~ €120 mn)
  - Positive contributions from pricing activities for industrial and aftermarket business
  - Price negotiations with OE customers on inflation topics ongoing

\[^1\] Before amortization of intangibles from PPA, changes in the scope of consolidation and special effects.
\[^2\] Before changes in the scope of consolidation and exchange-rate effects.
## Back-up

### Relevant Bonds

<table>
<thead>
<tr>
<th>Issuer</th>
<th>Continental AG</th>
<th>Conti-Gummi Finance B.V., Netherlands&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Conti-Gummi Finance B.V., Netherlands&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Continental AG</th>
<th>Continental AG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issue</td>
<td>Senior Notes</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Principal amount</td>
<td>€500 mn</td>
<td>€750 mn</td>
<td>€625 mn</td>
<td>€600 mn</td>
<td>€750 mn</td>
</tr>
<tr>
<td>Offering price</td>
<td>99.804%</td>
<td>99.559%</td>
<td>99.589%</td>
<td>99.802%</td>
<td>98.791%</td>
</tr>
<tr>
<td>Rating at issue date</td>
<td>Baa1 (Moody’s)</td>
<td>Baa2 (Moody’s)</td>
<td>Baa2 (Moody’s)</td>
<td>Baa1 (Moody’s)</td>
<td>Baa2 (Moody’s)</td>
</tr>
<tr>
<td></td>
<td>BBB+ (Fitch)</td>
<td>BBB (Fitch)</td>
<td>BBB (Fitch)</td>
<td>BBB+ (Fitch)</td>
<td>BBB (Fitch)</td>
</tr>
<tr>
<td>Current rating (group)</td>
<td>BBB (S&amp;P&lt;sup&gt;2&lt;/sup&gt;), BBB (Fitch&lt;sup&gt;3&lt;/sup&gt;), Baa2 (Moody’s&lt;sup&gt;4&lt;/sup&gt;)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coupon</td>
<td>0.000% p.a.</td>
<td>2.125% p.a.</td>
<td>1.125% p.a.</td>
<td>0.375% p.a.</td>
<td>2.500% p.a.</td>
</tr>
<tr>
<td>Maturity</td>
<td>Sept. 12, 2023</td>
<td>Nov. 27, 2023</td>
<td>Sept. 25, 2024</td>
<td>June 27, 2025</td>
<td>Aug. 27, 2026</td>
</tr>
<tr>
<td>Interest payment</td>
<td>Annual</td>
<td>Annual</td>
<td>Annual</td>
<td>Annual</td>
<td>Annual</td>
</tr>
<tr>
<td></td>
<td>Nov. 27</td>
<td>Sept. 25</td>
<td>June 27</td>
<td>Aug. 27</td>
<td></td>
</tr>
<tr>
<td>WKN</td>
<td>A2YPE5</td>
<td>A28XTQ</td>
<td>A28YEC</td>
<td>A2YPAE</td>
<td>A28XTR</td>
</tr>
<tr>
<td>ISIN</td>
<td>XS2051667181</td>
<td>XS2178585423</td>
<td>XS2193657561</td>
<td>XS2056430874</td>
<td>XS2178586157</td>
</tr>
<tr>
<td>Denomination</td>
<td>€1,000 with minimum tradable amount €1,000</td>
<td>€1,000 with minimum tradable amount €1,000</td>
<td>€1,000 with minimum tradable amount €1,000</td>
<td>€1,000 with minimum tradable amount €1,000</td>
<td>€1,000 with minimum tradable amount €1,000</td>
</tr>
</tbody>
</table>

---

1 Guaranteed by Continental AG.
2 Contracted rating since May 19, 2000.
3 Contracted rating since November 7, 2013.
4 Contracted rating since January 1, 2019.
Continental’s Credit Rating

- BBB+ / Baa1
- BBB / Baa2
- BBB- / Baa3
- BB+ / Ba1
- BB / Ba2
- BB- / Ba3
- B+ / B1
- B / B2

Before Siemens VDO

Standard & Poor’s¹  Moody’s²  Fitch³

1 Contracted rating since May 19, 2000.
2 Contracted rating since January 1, 2019.
3 Contracted rating since November 7, 2013.
# References

Useful Links to Continental Websites

<table>
<thead>
<tr>
<th>Investor Relations</th>
<th><a href="http://www.continental-ir.com">www.continental-ir.com</a></th>
</tr>
</thead>
<tbody>
<tr>
<td>Latest Presentations</td>
<td>Presentations</td>
</tr>
<tr>
<td>Events</td>
<td>Events</td>
</tr>
<tr>
<td>Sustainability</td>
<td>Sustainability</td>
</tr>
<tr>
<td>2021 Integrated Sustainability Report</td>
<td>2021 Integrated Sustainability Report</td>
</tr>
<tr>
<td>Corporate Governance Principles</td>
<td>Corporate Governance Principles</td>
</tr>
<tr>
<td>Shares</td>
<td>Shares</td>
</tr>
<tr>
<td>Debt and Rating</td>
<td>Debt and Rating</td>
</tr>
</tbody>
</table>
## Continental Financial Calendar

### 2022

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Financial Press Conference</td>
<td>March 9, 2022</td>
</tr>
<tr>
<td>Annual Shareholders' Meeting</td>
<td>April 29, 2022</td>
</tr>
<tr>
<td>Q1 Quarterly Statement</td>
<td>May 11, 2022</td>
</tr>
<tr>
<td>Half-Year Financial Report</td>
<td>August 9, 2022</td>
</tr>
<tr>
<td>Nine-Month Quarterly Statement</td>
<td>November 10, 2022</td>
</tr>
</tbody>
</table>

### 2023

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Financial Press Conference</td>
<td>March</td>
</tr>
<tr>
<td>Annual Shareholders' Meeting</td>
<td>April 27, 2023</td>
</tr>
<tr>
<td>Q1 Quarterly Statement</td>
<td>May</td>
</tr>
<tr>
<td>Half-Year Financial Report</td>
<td>August</td>
</tr>
<tr>
<td>Nine-Month Quarterly Statement</td>
<td>November</td>
</tr>
<tr>
<td>Name</td>
<td>Position</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>Anna-Maria Fischer</td>
<td>Head of Investor Relations (IR)</td>
</tr>
<tr>
<td>Jana Maddison</td>
<td>Assistant to the Head of IR, Roadshow and Conference Organization</td>
</tr>
<tr>
<td>Andrea Kraft</td>
<td>Analysts and Institutional Investors</td>
</tr>
<tr>
<td>Klaus Paesler</td>
<td>Analysts, Institutional Investors, ADR and Private Investors</td>
</tr>
<tr>
<td>Michael Saemann</td>
<td>Analysts, Institutional Investors and Sustainability Investors</td>
</tr>
<tr>
<td>Sabine Reese</td>
<td>ASM, Capital Market Disclosure Requirements, IR Website, Sustainability</td>
</tr>
</tbody>
</table>