11 August 2026

Manager
Company Announcements
ASX Limited
Level 4, 20 Bridge Street
SYDNEY NSW 2000

Amotiv Limited (ASX: AOV): Investor Presentation - FY26 Full Year Results

Please find attached Amotiv's Investor Presentation - FY26 Full Year Results for immediate release to the market.

A briefing webcast on the full year results will be held at 8:45am (AEDT). This briefing will be webcast and is accessible via the Company's website at www.amotiv.com.

This announcement was approved for release by the Board

For inquiries:
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General Counsel & Company Secretary
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Amotiv

FY26 Result

Graeme Whickman, MD and CEO and Aaron Canning, CFO

11 August 2026

Contents

Vision X announced as the official lighting partner of CFMOTO USA - (ATV) manufacturer

RYCO awarded the 2026 GPC Asia Pacific Supplier of the Year

Projecta 48 Volt Power Management System - More power, delivered smarter

For serious off-grid travel, Projecta's Intelli-Grid 48V power management system delivers up to 4,000W of continuous power to smoothly run high-demand appliances. Moving from 12V to 48V enables the same power to be delivered while using lower current resulting in greater efficiency and less strain on components

Key messages

Guidance delivered in a challenging environment

Amotiv Unified target benefits realised

Resilient cash generation funded higher shareholder cash returns and lower leverage

Expect modest revenue and underlying EBITA growth in FY27[1]

1. Based on continuing operations and like-for-like growth after ECB divestment and assumes continuation of prevailing economic and trading conditions and no material adverse events.

Group financial performance overview[1]

Revenue
Up 2.7% to
$1023.9m

Underlying EBITA
Up 1.6% to
$195.1m

Underlying EBITDA
Up 1.6% to
$230.0m

Underlying EPSA
Up 4.5% to
89.4c

Cash conversion %
Improved 2.5pps to
93.1%

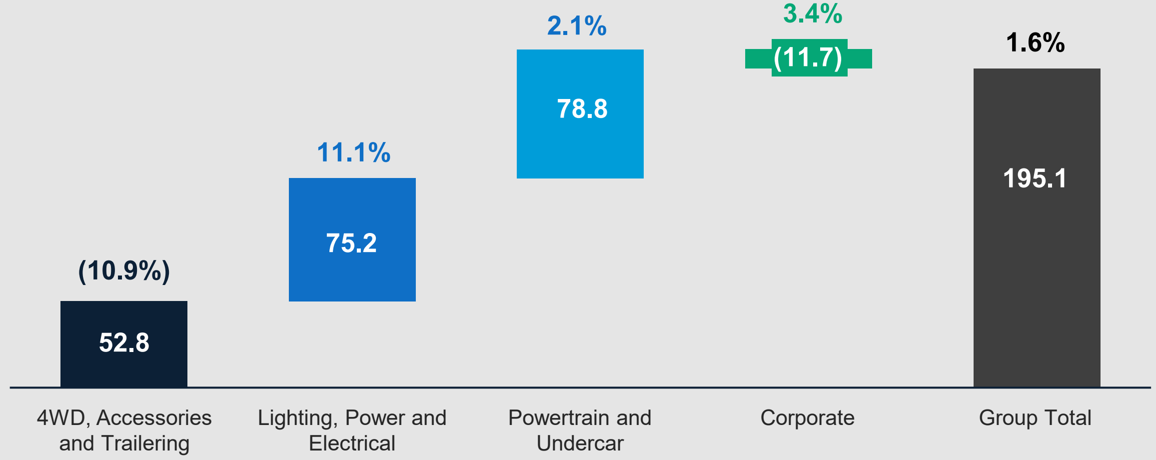
Leverage
Improved 0.06x to
1.85x

Full year dividend
Improved 6.2% to
43.0c

ROCE %
Improved 0.3pps to
13.4%

- **Revenue** predominantly volume driven due to filtration within PTU, 4WD wins reflecting product development investment and geographical diversification complemented by pricing
- **Gross margins** of 42.8%, down 1pps, with pricing actions improving margins through H2
- **Underlying EBITA** of $195.1m, in line with guidance, primarily driven by LPE offshore revenue, ANZ PTU growth and Amotiv Unified, partially offset by lower 4WD margins due to pricing timing
- **Underlying EPSA** up 4.5%, ahead of EBITA growth, reflecting completion of the buyback
- **Cash conversion** strength supported lower leverage and remained a key enabler of capital management initiatives. Total cash returned to shareholders in FY26 was $74.8m
- **ROCE** improving with earnings growth and improved balance sheet management

Underlying EBITA by segment[1,3]
($M)



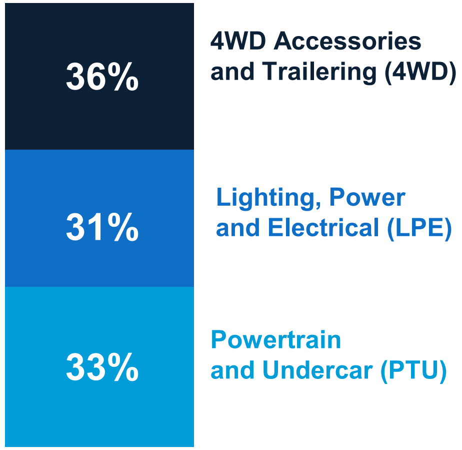
1. Refer to slide 31 for relevant definitions. Movements are relative to the prior corresponding period. 2. Inclusive of buyback, FY25 final dividend and FY26 interim dividend paid in FY26. 3. Refer to slides 7-10 for segment financials.

Strategic footprint with increasing offshore contribution

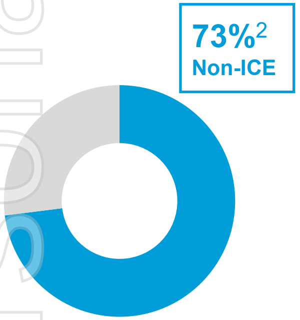
Diversified revenue mix and strategically located footprint supporting resilient earnings, efficiency and growth

Balanced and resilient revenue mix

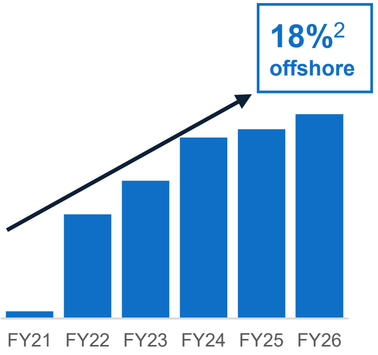
~$1bn
FY26 revenue



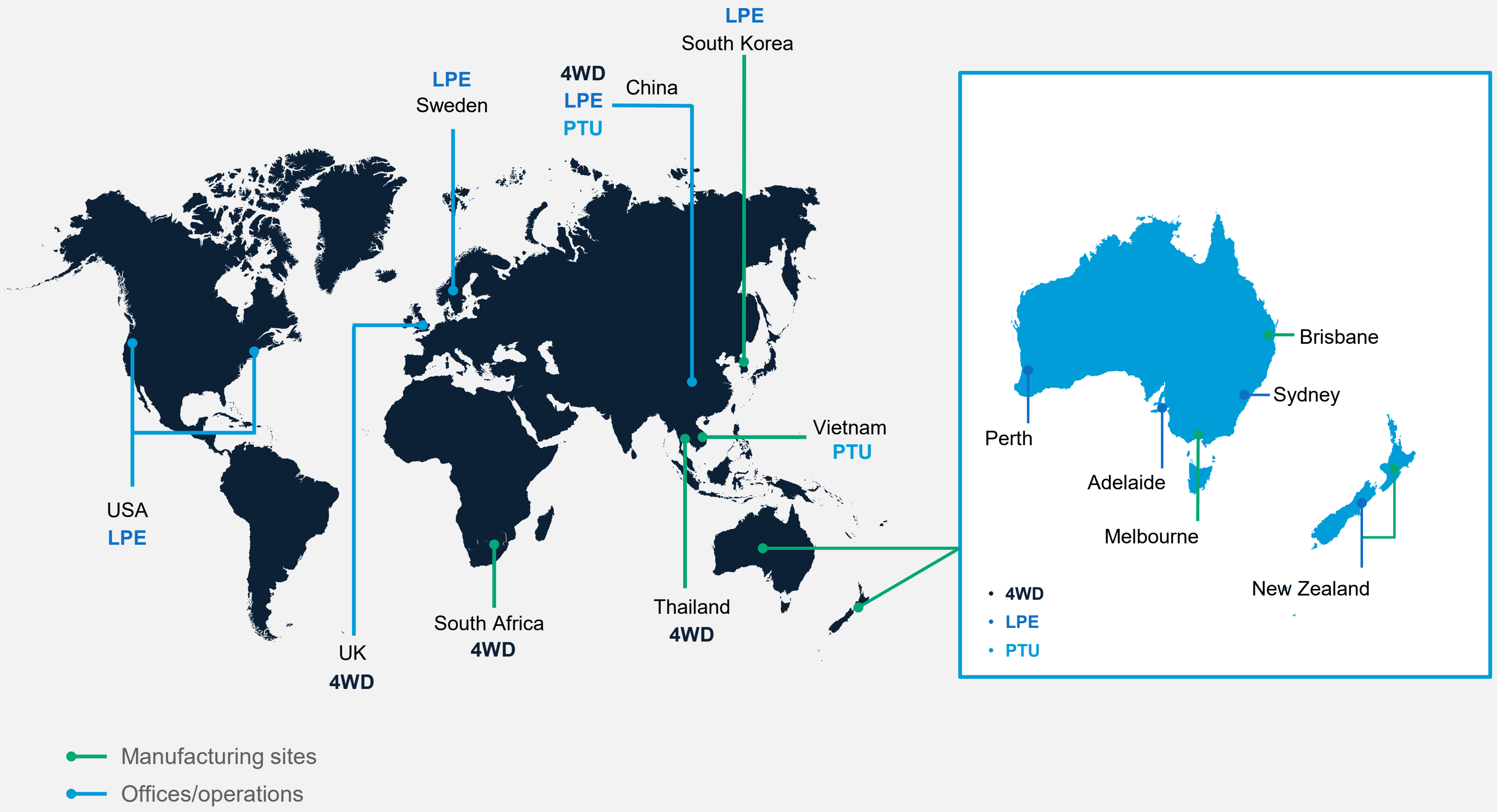
Revenues are largely ICE agnostic[1,2]



...and increasingly from offshore (non-ANZ) markets[2]



Strategically located multi-regional manufacturing footprint is a competitive advantage



1. FY26 revenue. 2. Refer to slide 31 for definitions.

Amotiv 2030

Strategic imperatives to deliver our 2030 ambition

With progress highlights on each imperative since FY26 H1

Optimise our **Powertrain and Undercar** portfolio while adding 1-2 adjacent non-ICE categories

PROGRESS SINCE FY26 H1

- **Planned increase in Vietnam manufacturing shareholding** – deepening vertical integration and increasing US exposure, lifting shareholding to 40%
- **ANZ independent channel expansion** – portfolio changes delivering strong growth with investment progressing to expand AU footprint

Solidify and defend our ANZ **Lighting, Power and Electrical** business while growing a **global** niche lighting and power business from our established bases

PROGRESS SINCE FY26 H1

- **Continued US and European growth** – offsetting muted ANZ market with further investment in resourcing and capability
- **Divestment of Twisted Throttle** – non-core business, simplifying US operations

Build a leading integrated **4WD Accessories and Trailering** business in Australia while leveraging key expertise to carefully launch a **focused global business**

PROGRESS SINCE FY26 H1

- **European OEM wins ex-Thailand** – Kia (1 model in addition to EV6), Hyundai (2 models) and Suzuki (1 model). Supply from late CY27
- **BYD Shark 3.5T towing component supply –** commenced in FY26 H2
- **Cruisemaster manufacturing consolidation** – Brisbane site closing commenced, transitioning to Keysborough by end of FY27 H1

Simplify and improve via **Amotiv Unified** to make us more **efficient and effective**

PROGRESS SINCE FY26 H1

- **Tech Stack -** including transitioning to single ANZ payroll system and piloting warehouse management system
- **US 'One Amotiv' approach** - continuing with increased investment
- **Shared service Unified operating model** – moving to execution phase from Q1 FY27

Strategic Business Units Review

Graeme Whickman, MD and CEO

4WD Accessories and Trailering (4WD)[1]

Result reflects cyclical ANZ NVS headwinds and investment to support growing offshore revenue

Revenue growth from new business wins and building offshore contribution, with margins impacted by lower OE volumes and cost inflation

- Revenue growth from new business wins – including full period of South Africa (SA) - plus H2 pricing offsetting softer ANZ volumes.
- ANZ Pick Up volumes down 3% (ex BYD Shark)[2] with Ranger down 5% and Hilux down 7%. Fitment rates on pick ups remain stable
- Chinese OEM growth to date has been weighted to small and medium SUVs, with higher-content pick-ups recently launched/launching (refer slide 8)
- Cruisemaster continues to gain share in a soft AU RV/caravan market
- Underlying EBITA reflects 2.4pps margin reduction. H2 underlying EBITA margin of 14.9%, +1.1pps on H1 due to out-of-cycle OEM pricing and non recurrence of the Zone RV provision

Pricing actions, new programs and offshore scaling to support margins into FY27

- OE out-of-cycle FY26 pricing to annualise through FY27, with further pricing on aftermarket and OE out-of-cycle OE planned for FY27 H1
- BYD Shark 3.5T towing component supply commenced in FY26 H2. Nissan Navara shifted to FY27 Q1 supply
- European OEM wins (ex-Thailand) – supply late CY27 (refer slide 5)
- South Africa – orders received and commencing supply for Mazda and Mahindra

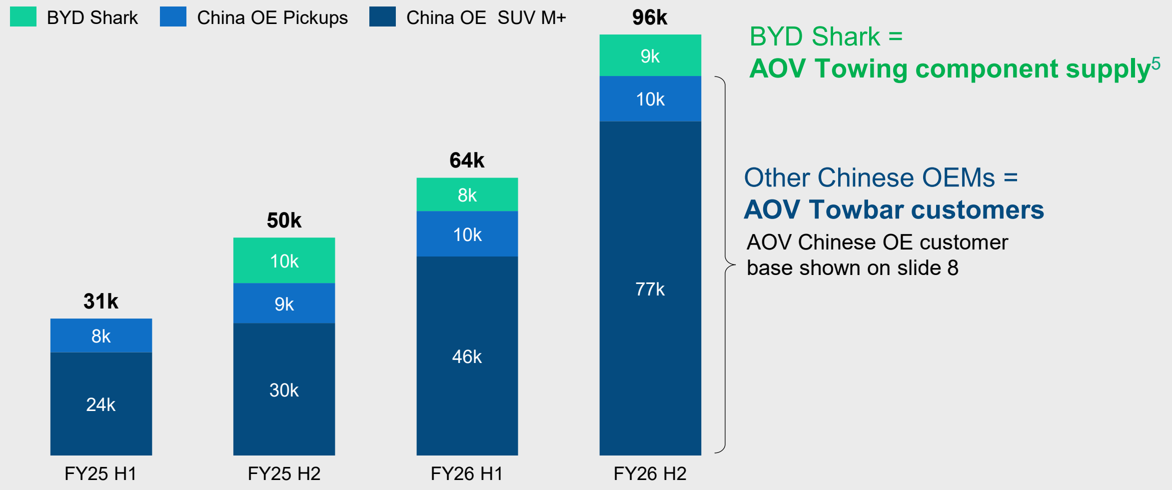
Offshore growth expected to more than offset AU market softness over medium term

- UK presence established, supporting European OE towbar wins. Expected annualised FY28 volume of 30-60k units p.a. (+7%-14% uplift on FY26 volume) with more in the pipeline
- US momentum building via U-Haul and Cruisemaster penetration

$M	FY26	FY25	Change
Revenue	368.5	354.9	3.8%
Underlying EBITDA	71.3	76.2	(6.5%)
Underlying EBITDA margin	*19.4%*	*21.5%*	*(2.1pps)*
Depreciation	(18.5)	(17.0)	8.8%
Underlying EBITA	**52.8**	**59.2**	**(10.9%)**
Underlying EBITA margin	*14.3%*	*16.7%*	*(2.4pps)*

4WD continues to win with the growing, new Chinese OEMs, protecting AOV's market position

Chinese OEM Pickup and SUVM+ Vehicle Sales in Australian Market [4]



1. Refer to slide 31 for relevant definitions. 2. FY26 ANZ pickups sales -1% on FY25. 3. Currently supplying a broad range of Chinese OEMs and upcoming model launches including GWM, LDV, Chery, JMC, MG and Foton. 4. VFACTs and Electric Vehicle Council. 5. ECB FY26 Revenue and EBITA was $20.8m and $4.3m respectively and FY25 Revenue and EBITA was $24.9m and $5.6m. 5. As referenced on slide 8 Towball mount for 3.5T tow capacity Performance model.

4WD continues to win with new Chinese OEMs, protecting AOV market position

Relationships established with all major Chinese OEMs, incl BYD

OEM	Aus Total Vehicle Sales[1]	Customer	Comments
BYD (Eagers[2] & BYD)	83k	✓	Towbar (excl. Shark 6), towball mount (Shark 6 Performance), cargo barrier and roof rack supplier[3]
GWM (Haval, Cannon, Tank)	58k	✓	Towbar and functional accessory supplier with 24 new product developments since 2020
Chery	46k	✓	Towbar, cargo barrier and roof rack supplier
MG	43k	✓	Towbar and cargo barrier supplier
LDV	13k	✓	Towbar, bullbar, nudge bar, sports bar, roof rack, roof tray and cargo barrier supply to Ateco (LDV importer)
Geely	14k	✓	Towbar, Cargo barrier and roof rack supplier
Omoda Jaecoo (Chery subsidiary)	12k	✓	Towbar and cargo barriers supplier (in collaboration with Chery)
Zeekr	7k	✓	Zeekr 7X towbar in final stages of development and supply
JAC	1k	✓	Towbar, alloy bulbar, nudge bar, roof tray and roof rack supplier
Deepal	1k	✓	Tow Bar for E07,S07 & S05 in final stages of development to supply
Leapmotor	1k	✓	Towbar supplier
Foton	<1k	✓	Foton Tunland towbar
Xpeng	<1k	✓	G6 Tow Bar supply. Working with XPENG China on GX (REEV) towbar for launch ~2027.
Forthing	-	✓	Towbar. Forthing Taikon, launched June 2026
+7 New brands yet to launch[2]	-		Active engagement with seven new Chinese vehicle brands preparing to launch in the Australian market

Supplying 50+ Chinese models including leading Pickup and SUVs

Key Vehicle Models		Towbar	Accessory Supply
	BYD Shark 6	-	AOV towball mount for new 3.5T tow capacity Performance model
	GWM Cannon/Alpha	✓	Nudge Bar, Roof Rack, Roof Tray, Bull Bar
	GWM Tank 300	✓	Nudge Bar, Roof Racks and Roof Tray
	LDV T60 Max	✓	Nudge Bar, Roof Racks, Roof Tray, Bull Bar
	BYD Sealion	✓	Towbar. Current supply to Eagers Automotive (BYD Dealer) to be transitioned direct to BYD
	Chery Tiggo 8	✓	Roof Rack, Cargo Barrier
	LDV D90	✓	Towbar, Nudge Bar, Roof Racks
	MG U9	✓	Nudge Bar
	LDV Terron 9	✓	Nudge Bar, Bull Bar, Roof Rack
	JAC T9 & Hunter	✓	Roof Rack, Roof Tray, Nudge Bar, Bull Bar

1. Source: FY26 vehicle sale Vfacts & EVC. 2. Including subsidiaries and sub-brands of parent automotive groups such as Chery and GWM.

Lighting, Power & Electrical (LPE)[1]

Geographic diversification and Amotiv Unified benefits underpin performance

Offshore growth and Amotiv Unified benefits drove margin expansion, offsetting persistent ANZ softness

- **Revenue** broadly flat with US and Europe delivering record growth mitigating soft ANZ demand
  - **Lighting down 1%:** Vision X unit growth (US and Europe) supported by new customer wins and improved supply lead times offset by a muted ANZ reseller channel
  - **Power Management up 3%:** continued growth in premium RV products including Projecta's market leading 48V system
  - **Electrical and Accessories down 3%:** constrained by soft ANZ reseller demand
- **Underlying EBITA up 11.1% with margin expansion of 2.5pps**
  - Largely driven by Amotiv Unified delivering a leaner operating model, with operating costs 11% lower than pcp. Result impacted by one off legal benefit of ~$2m with associated costs recorded in prior periods
  - Improved Vision X pricing and product mix also supported earnings

Offshore growth and US pricing benefits to annualise, with ANZ reseller conditions expected to remain subdued in the near term

- US and European growth to provide further revenue diversification
- Vision X announced as the official lighting partner of CFMOTO USA - ATV manufacturer
- New-to-market Projecta 48v power management system expected to support OEM/OES growth
- Annualised benefits of US tariff-related pricing to continue through FY27 H1
- Amotiv Unified benefits to continue, moderating by the end of FY27 H1 as savings annualise

$M	FY26	FY25	Change
Revenue	315.9	318.2	(0.7%)
Underlying EBITDA	82.7	76.2	8.6%
Underlying EBITDA margin	*26.2%*	*23.9%*	*2.2pps*
Depreciation	(7.5)	(8.5)	(11.8%)
Underlying EBITA	**75.2**	**67.7**	**11.1%**
Underlying EBITA margin	*23.8%*	*21.3%*	*2.5pps*

Category revenue mix and growth on pcp

Lighting	Power Management	Electrical & Accessories
50% -1% on pcp[2]	**23%** +3% on pcp[2]	**27%** -3% on pcp[2]

Channel revenue mix and growth on pcp

~47% ANZ resellers[3,4]	~19% ANZ Caravan/RV/Truck[3]	~34% Offshore (ex ANZ)[3]
-7% on pcp	-8% on pcp	+12% on pcp
Aftermarket	OEM/OES	Solutions-orientated

1. Refer to slide 31 for relevant definitions. 2. Revenue percentage change relative to the pcp. 3. Management categorisation based on FY revenue. 4. Resellers include large format resellers and independents (trade and retail)

Powertrain and Undercar (PTU)[1]

Outperformance reflects diversification, Amotiv Unified and accelerating EV contribution

Revenue continues to outpace resilient ‘wear and repair’ market growth, supported by leading, diverse aftermarket brand portfolio and accelerating EV repair and remanufacture contribution

- Revenue growth of 4.7% reflects unit growth and strategic price increases across select product categories driving growth ahead of the market
- Growth led by filtration and brakes, with continued diversification into adjacencies
- NZ revenue up 22.9% against a soft pcp driven by enhanced distribution across filtration
- Ryco awarded GPC 2026 supplier of year

Efficiency and margins supported by ongoing Amotiv Unified consolidation benefits and improving EV business performance

- Underlying EBITA growth of 2.1% with margin improving half-on-half against a strong FY25 comparative; full year margin marginally below pcp
- Gross margins improved through H2 largely related to mix offset at the EBITA line by incentives and transitory logistics costs
- Accelerating growth of EV business combined with moderating investment levels drove meaningful profit improvement. On track to break even by end of FY27 (run rate basis)

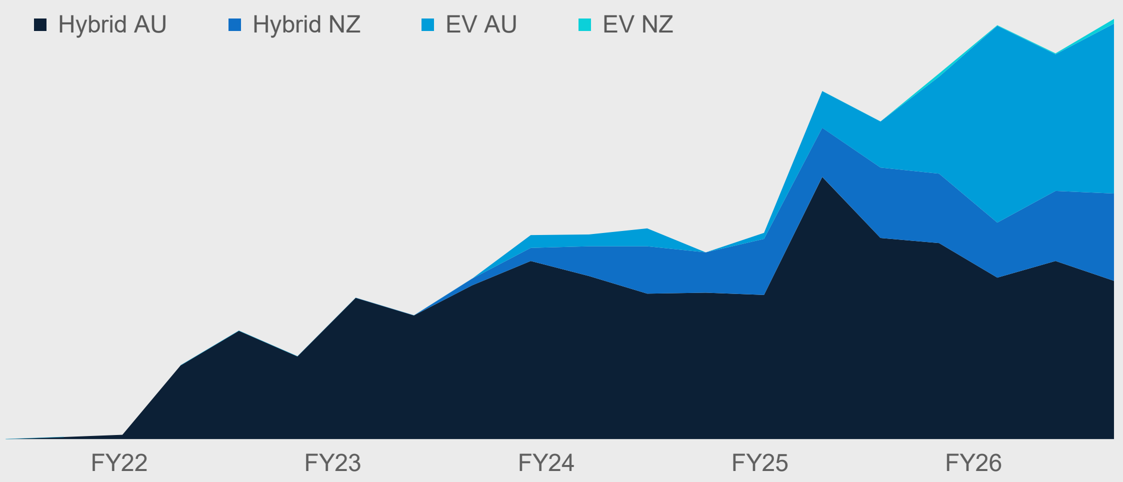
Further investment into AU operational backbone expected to support future growth

- Infinitev operations site consolidated into single operation with Innovative Mechatronics Group
- ERP rationalisation completed for ACS simplifying technology roadmap and facilitating warehouse rationalisation
- Modest H2 price increases implemented with further pricing to take effect from Q1 FY27 expected to support margins
- Independent channel expansion with investment into AU warehouse footprint in FY27 as part of Amotiv Unified

$M	FY26	FY25	Change
Revenue	339.5	324.3	4.7%
Underlying EBITDA	87.1	85.5	1.9%
Underlying EBITDA margin	*25.6%*	*26.4%*	*(0.7pps)*
Depreciation	(8.3)	(8.3)	0.0%
Underlying EBITA	**78.8**	**77.2**	**2.1%**
Underlying EBITA margin	*23.2%*	*23.8%*	*(0.6pps)*

EV repair/re-manufacture (Infinitev) delivering sustained growth from a low base

Quarterly revenue by powertrain (FY22 – FY26)



1. Refer to slide 31 for relevant definitions.

Portfolio optimisation and recycling capital to support future growth

A strategic investment in the Filtration category in Powertrain and Undercar — partially funded by non-core divestments

PLANNED INVESTMENT

VAFI Filter Manufacturer (Vietnam)

Shareholding structure

19.99% today → **40.0%** From Q1 FY27 → **Exclusive optionality** to progressively increase shareholding

What it is: Vietnam based filtration manufacturer - a leading supplier to US aftermarket and OE brands. Ownership structure related to existing Ryco/Wesfil supplier

Rationale: Vertical manufacturing opportunity to integrate Ryco/Wesfil. Production expanding via an additional greenfield site. Provides a platform for future US growth

Consideration: ~A$15m for additional 20.01% and subject to customary working capital adjustments

P&L impact: To be equity accounted

Group ROCE impact: Investment return >20%, significantly above 15% hurdle. Group ROCE impact ~+0.2ppt

Timing: Signing expected mid August with completion end August 2026

DIVESTMENTS

ECB (East Coast Bullbars)

Rationale: Sub scale manufacturing with limited growth potential

Consideration: $11.3m[1] proceeds

P&L impact: FY26 Revenue $20.8m, Underlying EBITA $4.3m

Group ROCE impact: Accretive but immaterial +<0.1ppt

Timing: Completion early July 2026

Twisted Throttle

Rationale: Non-core US motorcycle marketplace e-commerce business

Consideration: $0.3m[1] proceeds

P&L impact: Immaterial

Group ROCE impact: Immaterial

Timing: Completion early July 2026

RECYCLING CAPITAL — CONSISTENT WITH CAPITAL ALLOCATION FRAMEWORK

- Divestment proceeds redeployed into higher-returning, more growth-oriented opportunities
- Net Group ROCE impact from portfolio changes +~0.2ppt

1. ECB final proceeds amount subject to customary completion adjustments with proceeds to date received July 2026. ECB FY26 Revenue and underlying EBITA was $20.8m and $4.3m respectively and FY25 Revenue and underlying EBITA was $24.9m and $5.6m. Twisted Throttle proceeds largely received in July 2026 with no further completion adjustments.

Amotiv Unified - funding efficiency and growth

Three wave program commenced January 2025; has evolved to fund targeted growth engines into FY27 and beyond

AMOTIV UNIFIED ROADMAP

Prioritised Efficiency Projects

Efficiency benefits to fund the growth engines

- Warehouse Network
- Unified Tech Stack & Data Standards
- High Performance Culture & Capability
- Common Indirect Sourcing
- COGS Attack
- AI Acceleration
- Brand Management & Marketing ROI

Growth Engines

Revenue generating initiatives to accelerate growth

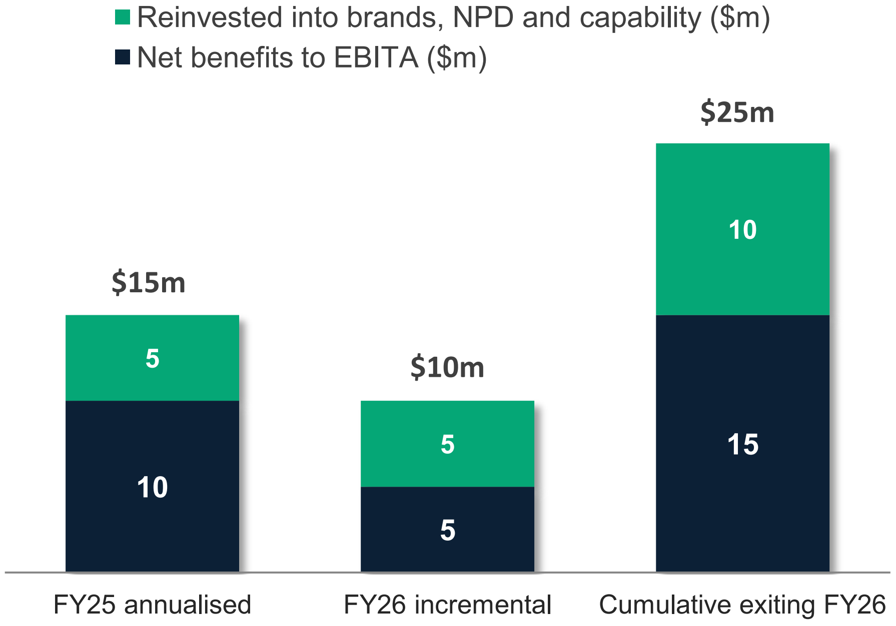
- Omnichannel Capability
- International Expansion
- ANZ Independent Channel Expansion
- OEM Cross-Sell
- ANZ Fitment & Fleet

Active | Prep. underway | Future phase

AMOTIV UNIFIED FINANCIAL BENEFITS

$25m gross annualised benefits delivered, with $10m reinvested into brands, NPD and capability - $15m net to underlying EBITA[1]

Cumulative gross and net benefits exiting FY26 ($m)[1]



1. Management estimate.

Amotiv

Financials

Aaron Canning, CFO

Group financials[1]

- **Revenue -** +2.7% organic growth driven by a combination of volume and price with H2 growth moderating across 4WD due to softer NVS and mix. LPE and PTU revenue trends were comparable to H1
- **Gross Profit -** +0.4% with margins at 42.8% lagged revenue growth with pricing predominately benefiting H2. Margins in H2 were +0.8ppts vs H1, marginally behind pcp, further pricing in FY27 Q1
- **Operating Costs -** down 0.9% as Amotiv Unified benefits offset inflation relating to wages/salaries, rent and higher incentives
- **Underlying EBITA -** $195.1m, up 1.6% and in line with guidance
- **Significant items[3] -** includes $15.8m non-cash ECB impairment on divestment with the balance largely reflecting Amotiv Unified costs
- **Statutory NPAT -** change reflects materially higher significant items in the pcp. Effective tax rate of 27.7%[4]
- **Underlying EPSA -** up 4.5% reflects underlying EBITA growth supported by buyback
- **Dividends -** final dividend up 1.0 cps taking the full year to 43.0 cps (+2.5cps vs pcp) representing a 55% payout of underlying NPAT
- **Capital Management** - $18.3m invested in the year to complete 5% SOI buyback. Increased interim and final dividends.Total cash returned to shareholders in FY26 was $74.8m

$M	FY26	FY25	Change	
Revenue	1023.9	997.4	2.7%	↑
COGS	(585.7)	(561.0)	4.4%	
Gross profit	438.2	436.4	0.4%	
Operating cost	(208.2)	(210.0)	(0.9%)	
Underlying EBITDA	**230.0**	**226.4**	**1.6%**	↑
Depreciation	(34.9)	(34.4)	1.5%	
Underlying EBITA	**195.1**	**192.0**	**1.6%**	↑
Amortisation	(22.9)	(22.5)	1.8%	
Significant items	(35.0)	(216.8)	(83.9%)	
EBIT	137.2	(47.3)	n.m.	
Finance and interest costs	(27.2)	(28.0)	(2.9%)	
Tax	(34.9)	(31.0)	12.6%	
Statutory NPAT	**75.1**	**(106.3)**	**n.m.**	↑

Shareholder returns (cents)	FY26	FY25	Change	
EPS (Basic)	55.8	(76.4)	n.m.	↑
Underlying EPSA	89.4	85.6	4.5%	↑
Full year dividend	43.0	40.5	6.2%	↑

1. Refer to slide 31 for relevant definitions. 2. NVS, Caravan/RV/ Truck/Bus. 3. Refer to slide 26. 4. Refer slide 27.

Net working capital efficiency driving strong cash conversion[1]

Net working capital as % revenue remains well managed with further opportunities to be derived from operating efficiencies

- **Inventory** management improved through H2 and with total holdings increasing 5.3% vs pcp reflecting planned US increases in LPE and timing factors in PTU
  - LPE: higher US inventory levels to support growth with opportunities to drive further efficiencies across ANZ
  - 4WD: lower inventory levels across ANZ due to OEM order timing
  - PTU: increased transitory holdings in filtration to maintain high DIFOT performance
- **Payables** marginally ahead of pcp. No material changes in underlying terms
- **Receivables** flat vs pcp with revenue growth of 2.7% reflecting improved aged collections and terms compliance
- **Receivables** factoring of $16.2m marginally below the pcp

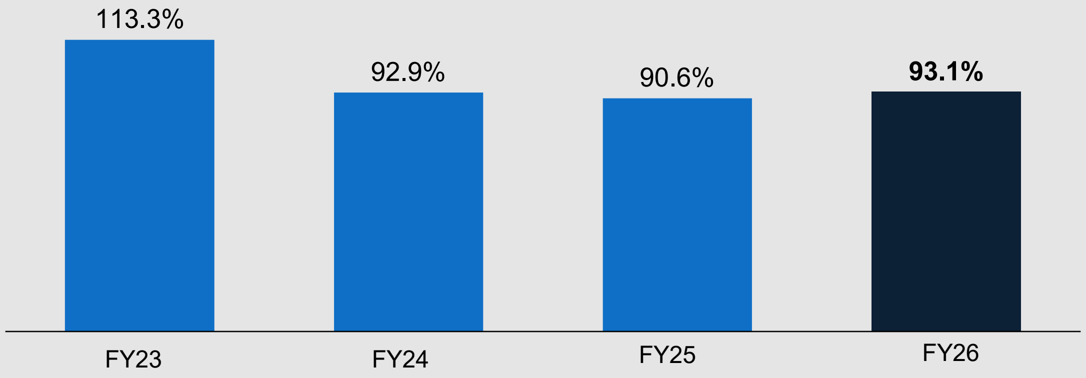
Strong resilient cash conversion reflecting predictable multi year returns

- Cash conversion of 93.1%[2] improved 2.5pps vs pcp and remains ahead of Capital Allocation Framework target of >75% reflecting operating model resilience
- Strong cash performance expected to be maintained into FY27 with results at similar levels to those delivered since FY24

Net working capital (NWC)

$M	FY26	FY26 H1	FY25	FY25 H1	Movement FY25	Movement H1 FY26
Inventories	246.6	255.0	234.2	236.2	12.4	(8.4)
Payables	(154.8)	(157.7)	(152.1)	(156.2)	(2.7)	2.9
Receivables	200.2	192.8	200.2	201.3	0.0	7.4
Total Statutory NWC	292.0	290.1	282.3	281.3	9.7	1.9
NWC/Net Revenue %	*28.5%*	*28.7%*	*28.3%*	*29.7%*		

Strong and reliable cash conversion[2]

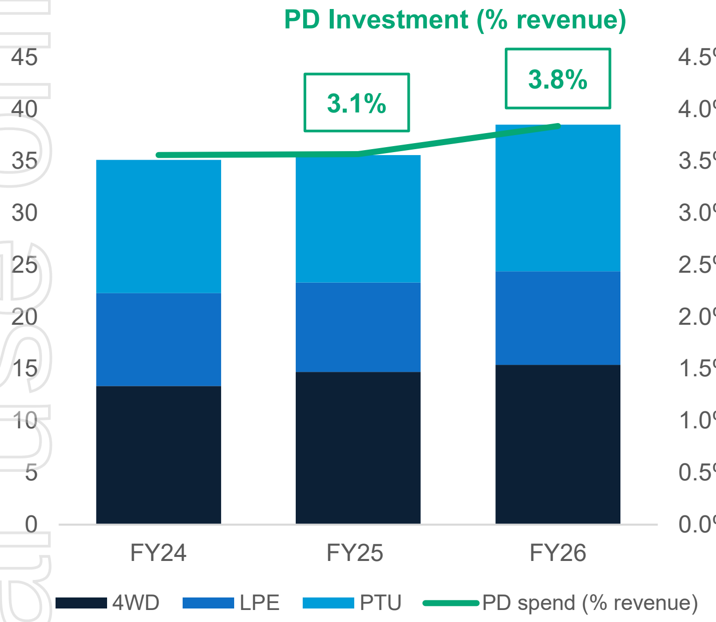


1. Refer to slide 31 for relevant definitions. 2. Refer to slide 29 for cash conversion calculation.

Capital investment supporting growth and offshore expansion[1]

Product Development (PD) investment supports organic growth

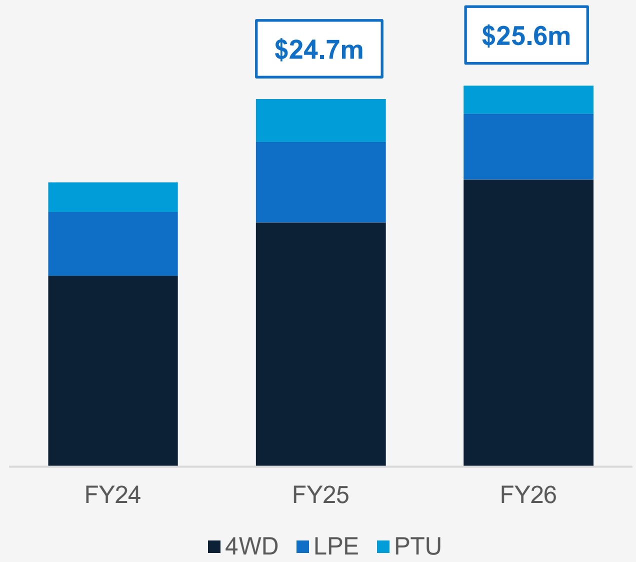
PD investment by division ($m, % revenue)



- PD spend reflects both opex and capex investment with growth vs pcp driven by 4WD and to a lessor extent LPE
- PD spend as a % of revenue is expected to remain between 3.5% to 4%

Capex marginally up on pcp

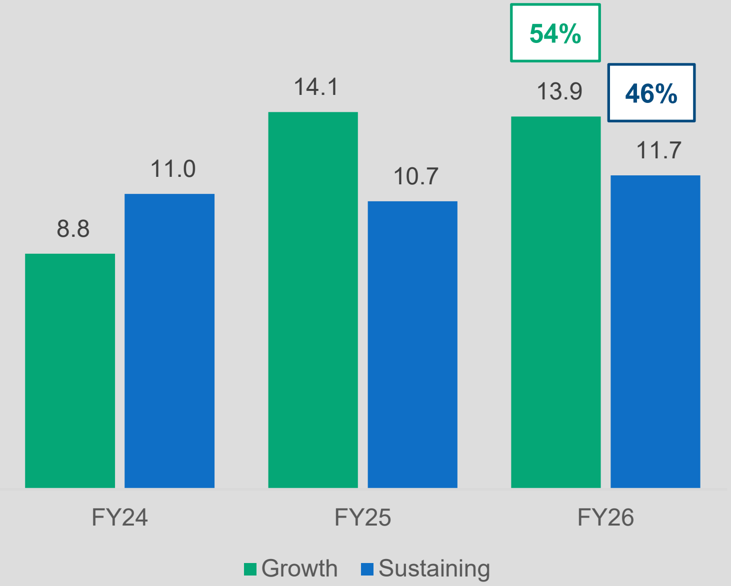
Capex by divison[2] ($m)



- FY26 capex grew 3.6% driven by increased capitalised R&D investment
- R&D investment increases predominately related to 4WD to support confirmed future business wins e.g. Europe OE wins, U-Haul in US
- Thailand expansion completed and operational

Balanced Capex investment

Divisional growth and sustaining capex[2] ($m)



- FY26 capex maintained the focus on investment in growth whilst balancing investment in the core business aligned to Capital Allocation Framework targets

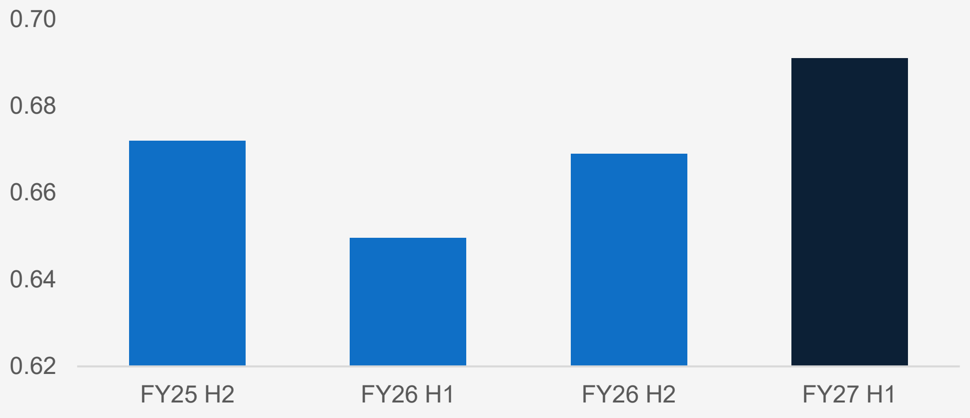
1. Refer to slide 31 for relevant definitions. 2. Excludes "Unallocated" segment capex. Refer to the Segment note 7 in the financial statements.

Foreign Exchange well managed with continued growth in offshore earnings[1]

Foreign Exchange – USD exposure well managed

- FX provided a positive tailwind through H2 vs H1 and was neutral vs pcp
- Negative translation impact of offshore profits mostly offset by natural hedge
- Hedging strategy has provided a high level of certainty regarding pricing/margins
- FY27 H1 AUDUSD ~95% hedged reflecting 4c delta on pcp and 2c delta on FY26 H2
- THB 100% hedged and other currencies highly hedged for FY27 H1 at largely favourable rates vs pcp

AUDUSD average hedge rate

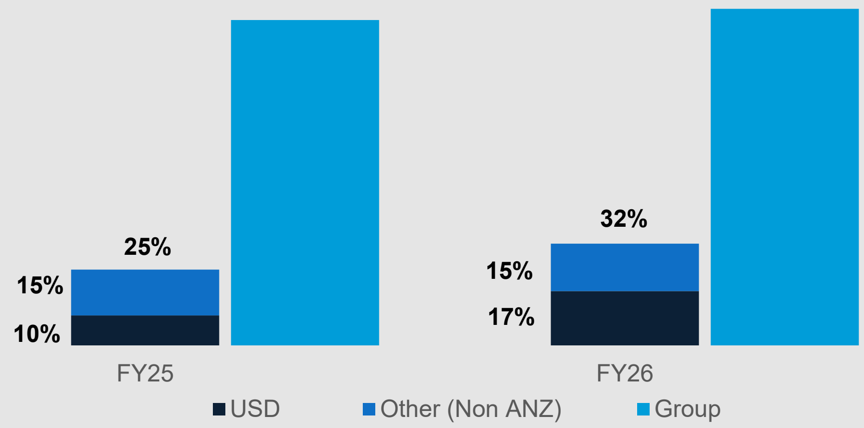


Increasing offshore earnings contribution providing natural hedge

- USD profit contribution up 7pps representing 17% of Group NPATA
- Contribution from other non-ANZ denominated profits broadly flat vs pcp at a headline level with China growth offsetting other currencies
- Other currencies have been well managed with minor net exposures

Foreign currency NPATA contribution

FY26 v FY25

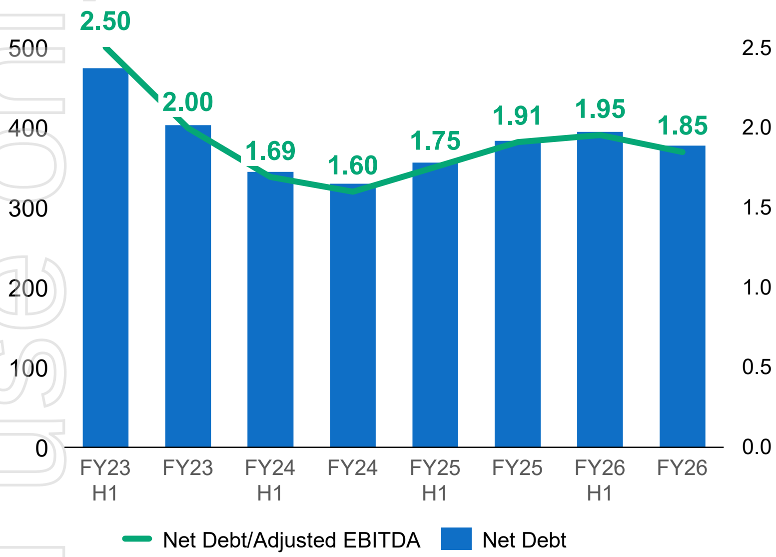


1. Refer to slide 31 for relevant definitions.

Balance sheet strength with long dated debt profile and attractive cost[1]

Business de-levered in line with guidance

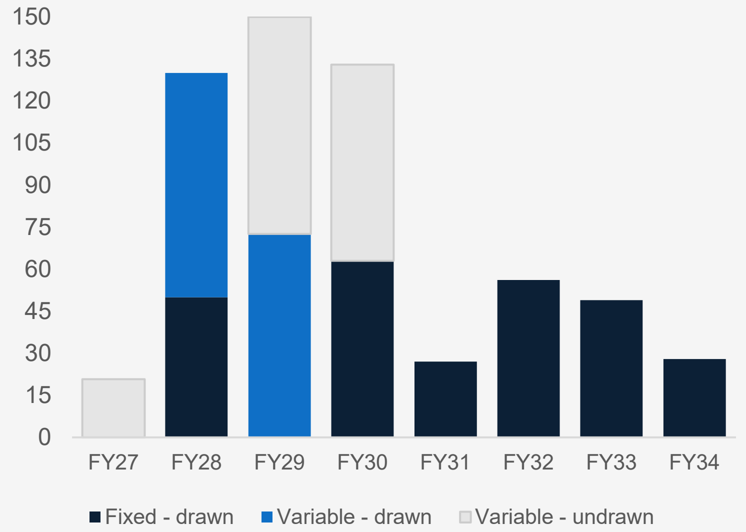
Net Debt vs Net Debt/Adjusted EBITDA[2]



- Resilient earnings and strong cashflow underpinned H2 de-leveraging in line with guidance
- FY26 leverage reduced 0.06pps to 1.85x post investments in share buyback, increased dividends and higher new product development spend
- Leverage remains well within Capital Allocation Framework range of 1.5-2.25x

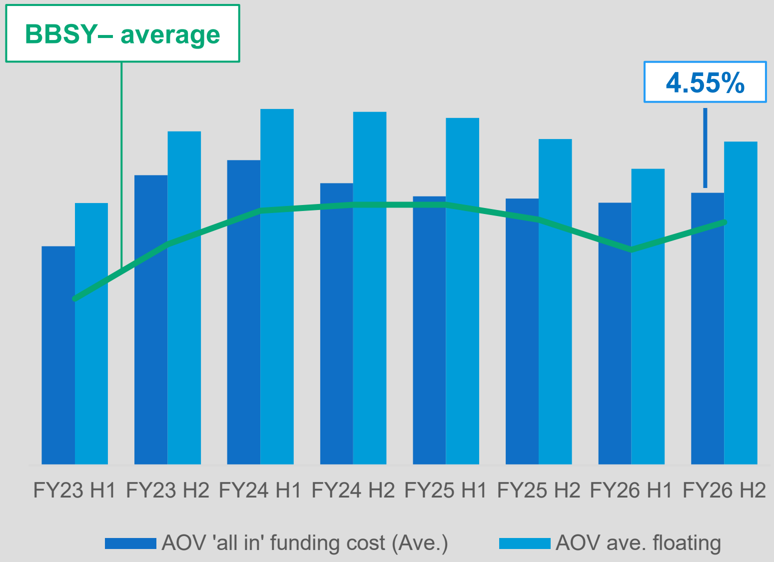
Debt profile is long dated and mostly fixed...

Maturity profile ($m)



- Largely long-term fixed debt drawn at attractive rates (64% fixed and 5% hedged)
- Current lender group supportive of continued investment in strategic growth opportunities with appetite for further support
- Refinancing discussions commenced with execution to be completed before H1 FY27

…at an attractive "all in" rate



- A ~9 basis point increase in funding cost vs pcp due to maturing interest rate swaps and mix of debt
- Cost of funds remain attractive largely due to high levels of fixed debt facilities at favourable rates that reflect credit quality

1. Refer to slide 31 for relevant definitions. 2. Refer to slide 29 for leverage calculation.

Capital Allocation Framework – continued strong performance

Amotiv

Framework	FY26	Performance	Commentary
Cash conversion ratio >= 75%	93.1%		Strong cash conversion +2.5pps ahead of pcp
Sustaining capex (maintenance) Target annual spend of 90%– 130% of depreciation (~$10-15m)	91%		Balanced investment with sustaining capex of $11.7m reflecting 91% of depreciation
Maintain strong balance sheet and leverage position Target leverage range of 1.5x – 2.25x (absent major growth initiatives)	1.85x		Leverage improved by 0.06x vs pcp, well within target range
Disciplined growth investments Core growth projects and value-accretive M&A	+$10m Amotiv Unified benefits		Amotiv Unified delivered incremental $10m in annualised gross benefits on FY26 exit
Consistent, reliable dividends to shareholders Dividend payout ratio of greater than or equal to 50% of Underlying NPAT	55%		Full year dividend increased 6.2% (+2.5cps), a 55% underlying NPAT payout ratio
Strategic investments Projects and acquisitions in line with strategy and above specified returns **Additional returns to shareholders** Capital returns / share buybacks	**Buyback complete; increased dividend**		Buyback completed. Increased interim and final dividend. Total cash returned to shareholders in FY26 was $74.8m. Portfolio optimised and recycling capital to support future growth e.g ECB divestment and VAFI acquisition
Maximising the creation of shareholder value Deliver a return on capital employed (ROCE) of greater than or equal to 15%[1]	13.4%[2]		ROCE improved +0.3ppt to 13.4% on like for like basis but remains behind medium term 15% target[2]

Achieved | Substantially met | WIP

1. Over the medium term for strategic acquisitions. 2. ROCE is presented excluding any benefit from the APG impairment in FY25. Reported ROCE at June 2026 post impairment is 15.8% representing a +0.5pps yoy improvement on the same basis. Refer slide 31 for definitions.

Amotiv

FY27 Outlook

Graeme Whickman, MD and CEO

FY27 outlook

Expect modest revenue and underlying EBITA growth in FY27[1],
with growing offshore revenue, pricing and Amotiv Unified offsetting subdued ANZ conditions

- **Growing offshore revenue, pricing and Amotiv Unified offsetting subdued ANZ conditions**
  - **4WD:** Business remains well positioned for continued growth in Chinese OEM mix with new vehicle launches in FY27. FY26 pricing to annualise with further out of cycle pricing in FY27 H1. NVS (PU/SUV Med+) expected to remain soft
  - **LPE:** US and Europe growth expected to continue. EBITA margins to moderate slightly vs. FY26 due to absence of prior year one off and ongoing investment in US market. ANZ headwinds expected to persist
  - **PTU:** Wear and repair categories expected to remain resilient. Infinitev is on track to break even by end of FY27 on a run rate basis
- Pricing benefits to skew towards H2 due to 4WD/PTU timing and LPE changes to be enacted in H2
- Further Amotiv Unified benefits expected to support outlook driven by prioritised efficiency programs and growth engines
- Balance sheet strength and strong cash performance expected to be maintained, providing flexibility to support growth and capital management, including potential buy back optionality
- Closely monitoring any further developments with the Middle East conflict and resulting impacts on end user demand. Focus remains on factors within our control

1. Based on continuing operations and like-for-like growth after ECB divestment and assumes continuation of prevailing economic and trading conditions with no material adverse events and the inclusion of further Amotiv Unified net benefits. Assumes no further material deterioration in prevailing conditions over the remainder of FY27.

Appendices

FY26 Result - Supplementary information

4WD - Pick Up sales were slightly down, but softer again in H2

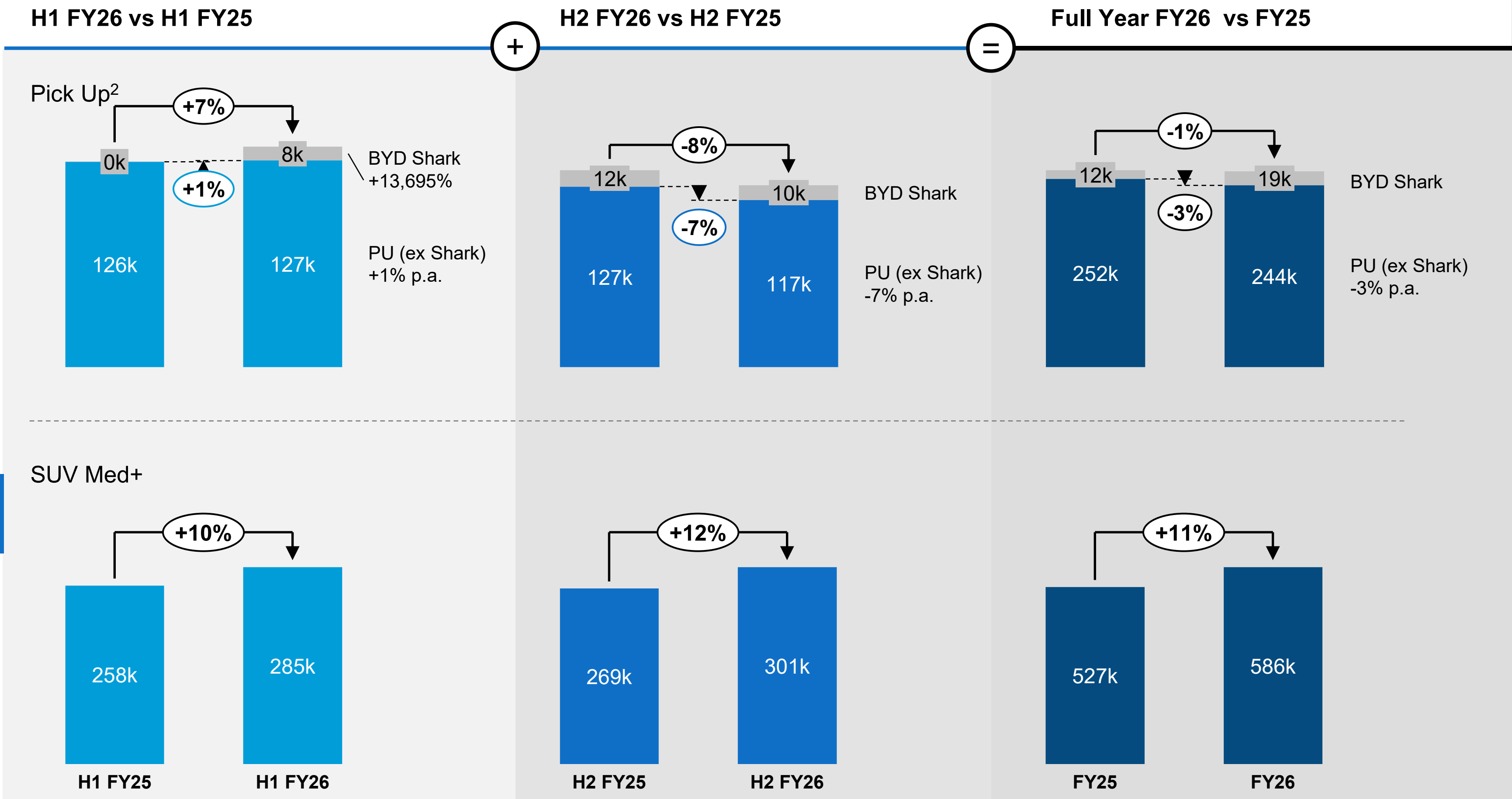
ANZ Pick Up: H2 down -8%

- **FY26 PU sales -1% (-3% net of BYD) – sales swung between H1 (+7%) and H2 (-8% pcp)**
- **H2 sales predominately impacted by slowdown in Q4 following middle east conflict**
  - Q3 sales down 2%
  - Q4 sales down 13%
- **New Pick Up entrants winning greater share**
  - GWM, Kia, BYD, MG, JAC winning share
  - Ranger (-5%) and Hilux (-7%) down on FY26[4]
  - New BYD Shark Performance model with 3.5T towing capacity now launched in late FY26[5]

ANZ SUV Med+: H2 up +12%

- **Strong growth in SUVM +segment +11% on pcp**
  - SUV medium fastest growing segment in FY26
  - Multiple new/refreshed models from Chinese OEM and EV variants including:
    - BYD Sealion, Tesla Model Y, Chery Tiggo, Geely EX5, and Zeekr 7X
  - RAV4 (SUV segment leader) sales impacted by stock shortages and launch delay of model refresh

ANZ New Vehicle Sales in Key Segments: FY26 vs FY25[1,3] (not to same scale)



1. FCAI Vfacts, Electric Vehicle Council, MIA NZ and NZ Transport Agency. 2. 4WD segment currently does not provide towbars to the BYD Shark
3. Figures may not sum to total due to rounding. 4. Australia sales. 5. As referenced on slide 8 AOV supplied Towball mount for 3.5T tow capacity Performance model.

Current and future car parc dynamics underpin long-term, structural demand

Growing, ageing fleet drives aftermarket demand; mix shift to SUVs and LCVs lifts vehicle accessorisation

Growing and ageing fleet drives strong aftermarket demand

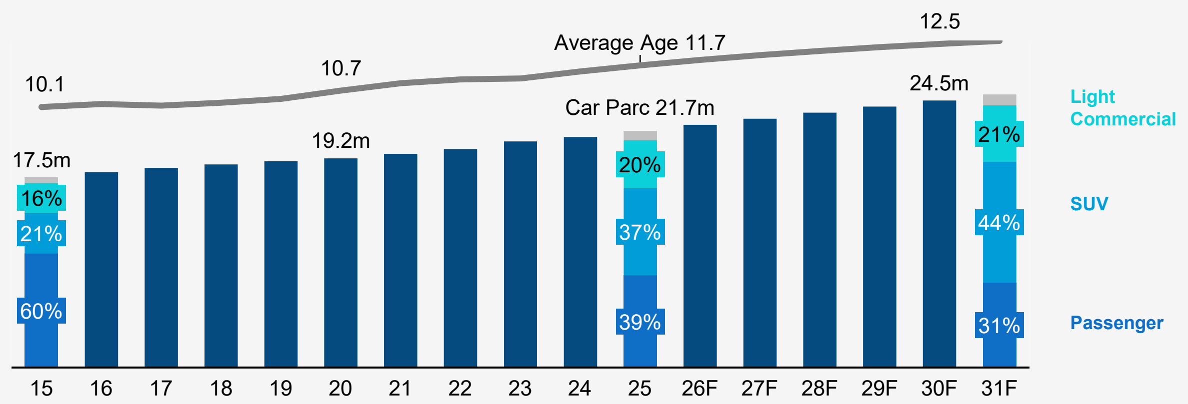
- Average age projected to grow to 12.5 years by 2030
- ~24.5m vehicles forecast by 2030 ⟶ ~40% larger base than 2015
- CY25 car parc segmentation - 20% Light Commercial, 37% SUV, 39% Passenger Vehicle

LPE and 4WD's key vehicle segments continue to take share from passenger vehicles

- SUVs + LCVs ~89% of new sales by 2030; a global structural trend
- These vehicle segments attract higher accessory revenue per vehicle

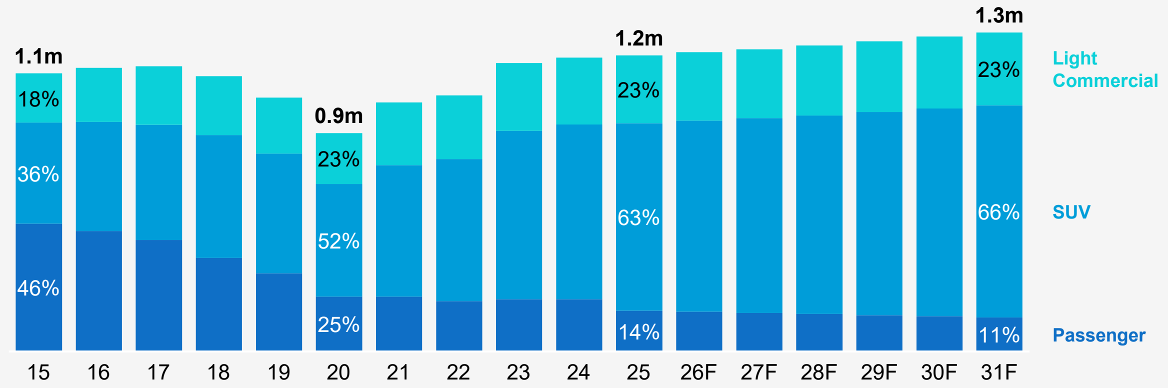
Car parc keeps growing and ageing

Australia Car Parc (millions of vehicles), Average Age (years): Five-year forecast to CY31[1]



Mix shift to SUVs + Pick Ups drives higher accessory attachment

New Vehicle Sales – Light Vehicles Australia: Five-year forecast to CY31[1,2]



1. Fifth Quadrant Car Parc Forecast - based on VFacts (Australia), ABS Motor Vehicle Census (2014 – 2021) and BITRE Road Vehicles Australia (2021 – 2025) and Electric Vehicle Council Sales Report data sources.
2. Light Vehicle segments only (i.e. excluding Heavy Commercial Vehicles)

A unique solutions provider across an increasingly diverse car parc

EV adoption gradual despite recent spike; Chinese OEM growth expanding 4WD's customer base and reinforcing aftermarket moat

Rising brand and model proliferation reinforces the value of our comprehensive aftermarket SKU coverage (>100k SKU count)

- Amotiv depth of range across the car parc creates a powerful natural moat

China brands reshaping AU vehicle market

- APG has increased PD resource to keep pace with accelerating model releases, and maintained overall market share by securing growing Chinese brands (excluding BYD shark)

Chinese OEM growth expands 4WD's customer base

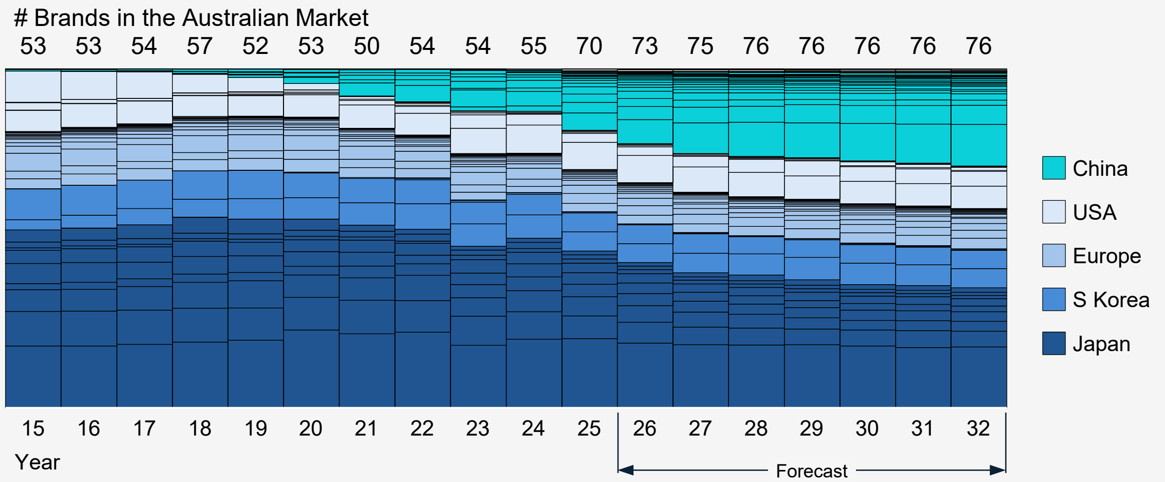
- Customer relationships established with all major current and future Chinese OEMs ex BYD, with direct China supply established
- Strong engagement with BYD China on upcoming 3.5T BYD Shark for towing components

BEV only 2% of the car parc today - long runway until a material shift

- March 2026 BEV sales +14.6%[3] reflecting consumer response to fuel prices and supply concerns
- Pure EV adoption is gradual, not disruptive, protecting aftermarket demand
- PTU's Infinitev business is Australia's leading EV battery re-manufacturer

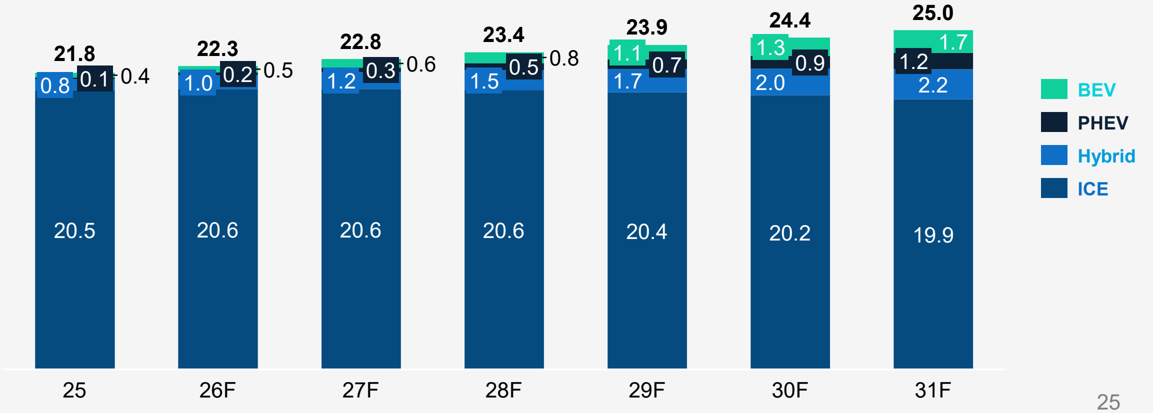
Proliferation of vehicle brands driven by Chinese market entrants

Australia New Vehicle Sales mix by brand and brand region - CY15 to CY32F[1]



ICE (inc. Hybrid & PHEV) **still dominates the car parc through to 2030**

Australia Car Parc: Five-year forecast by powertrain type (millions of vehicles) to CY31F[2]



1. S&P Global light vehicle sales forecast – Australia. 2. Fifth Quadrant Forecast based on VFacts, ABS Motor Vehicle Census, BITRE Road Vehicles Australia and Electric Vehicle Council Sales Report. 3. FCAI Media Release April 2026.

Significant items

$M	4WD Accessories & Trailering	Lighting, Power & Electrical	Powertrain & Undercar	Unallocated	FY26
Cash items					
Acquisition support and integration costs	-	-	0.3	-	0.3
UK / South Africa / USA set-up costs	0.8	-	-	-	0.8
AOV Unified restructuring and redundancy costs	3.5	0.2	1.9	0.9	6.5
AOV Unified program costs	0.3	-	-	1.0	1.3
Total cash items - H1	4.6	0.2	2.2	1.9	8.9
Acquisition support and integration costs	-	-	-	0.4	0.4
UK / South Africa / USA set-up costs	0.7	-	-	-	0.7
AOV Unified restructuring and redundancy costs	4.1	0.3	1.6	0.1	6.2
AOV Unified program costs	0.7	0.8	0.4	1.8	3.7
Total cash items - H2	5.5	1.1	2.0	2.3	11.0
Total cash items	**10.1**	**1.3**	**4.2**	**4.2**	**19.9**
Non-cash items					
Acquisition support and integration costs	-	(0.1)	-	(1.1)	(1.2)
UK / South Africa / USA set-up costs	0.3	-	-	-	0.3
AOV Unified Restructuring and redundancy costs	-	-	0.1	-	0.1
AOV Unified program costs	-	0.1	-	0.1	0.1
Impairment of intangibles	15.8	-	-	-	15.8
Total non-cash items	**16.1**	**(0.0)**	**0.1**	**(1.0)**	**15.1**
Total significant items	**26.2**	**1.3**	**4.3**	**3.2**	**35.0**

Reconciliation to statutory NPAT and effective tax rate calculation

Reconciliation to statutory NPAT

$M	FY26	FY25	Change
Revenue	1023.9	997.4	2.7%
COGS	(585.7)	(561.0)	4.4%
Gross profit	438.2	436.4	0.4%
Operating cost	(208.2)	(210.0)	(0.9%)
Underlying EBITDA	230.0	226.4	1.6%
Depreciation of property, plant and equipment	(12.7)	(11.8)	7.6%
Depreciation of right of use asset	(22.2)	(22.6)	(1.8%)
Underlying EBITA	195.1	192.0	1.6%
Amortisation	(22.9)	(22.5)	1.8%
Significant items[1]	(35.0)	(216.8)	(83.9%)
EBIT	137.2	(47.3)	(390.1%)
Net Finance Expense	(20.7)	(21.0)	(1.4%)
Interest on lease liability	(6.5)	(7.0)	(7.1%)
Profit Before Tax	110.0	(75.3)	n.m
Tax	(34.9)	(31.0)	12.6%
Statutory NPAT	**75.1**	**(106.3)**	**n.m**
Add back amortisation of acquired intangibles (post tax)	16.0	15.8	
Add back impairments (post tax)	15.8	198.9	
Add back transaction, set up and Amotiv Unified costs (post tax)	13.4	10.8	
Underlying NPATA	**120.3**	**119.1**	**1.0%**
Less amortisation of acquired intangibles (post tax)	(16.0)	(15.8)	
Underlying NPAT	**104.3**	**103.4**	**0.9%**

Effective tax rate

$M	FY26	FY25
Profit before tax	**110.0**	**(75.3)**
Prima facie income tax expense calculated at 30% (2025: 30%)	33.0	(22.6)
Increase/(decrease) in income tax expense / (benefit)		
Non-deductible expenditure and assessable income	1.8	0.7
Non-deductible impairment expense	4.7	58.0
(Over)/under provision of income tax in prior year	0.2	(0.6)
Research and development incentives	(0.9)	(0.8)
Tax rate differences for overseas entities	(3.3)	(2.1)
Non-assessable income	(0.5)	(1.6)
Income tax expense on continuing operations	**34.9**	**31.0**
Profit before tax before goodwill impairment	125.8	119.7
Effective tax rate before goodwill impairment	27.7%	25.9%

1. Refer to slide 26.

Reconciliation to segment EBIT

4WD Accessories and Trailering[1]

$M	FY26	FY25	Change
Revenue	368.5	354.9	3.8%
Operating costs	(297.2)	(278.7)	6.6%
Underlying EBITDA	71.3	76.2	(6.5%)
Depreciation	(18.5)	(17.0)	8.8%
Underlying EBITA	52.8	59.2	(10.9%)
Amortisation of intangibles	(19.1)	(18.4)	3.8%
EBIT pre significant items	33.7	40.8	(17.5%)
Significant items	(26.2)	(210.7)	(87.6%)
Segment EBIT	7.5	(169.9)	n.m.

Lighting, Power and Electrical

$M	FY26	FY25	Change
Revenue	315.9	318.2	(0.7%)
Operating costs	(233.2)	(242.0)	(3.6%)
Underlying EBITDA	82.7	76.2	8.6%
Depreciation	(7.5)	(8.5)	(11.8%)
Underlying EBITA	75.2	67.7	11.1%
Amortisation of intangibles	(2.9)	(2.9)	-
EBIT pre significant items	72.3	64.8	11.6%
Significant items	(1.3)	0.1	n.m.
Segment EBIT	71.0	64.9	9.4%

Powertrain and Undercar

$M	FY26	FY25	Change
Revenue	339.5	324.3	4.7%
Operating costs	(252.4)	(238.8)	5.7%
Underlying EBITDA	87.1	85.5	1.9%
Depreciation	(8.3)	(8.3)	0.0%
Underlying EBITA	78.8	77.2	2.1%
Amortisation of intangibles	(0.9)	(1.2)	(25.0%)
EBIT pre significant items	77.9	76.0	2.5%
Significant items	(4.3)	(3.2)	34.4%
Segment EBIT	73.6	72.8	1.1%

1. Reported 4WD Accessories and Trailering results include ECB FY26 Revenue and EBITA of $20.8m and $4.3m respectively with FY25 Revenue and EBITA of $24.9m and $5.6m.

Cash conversion and balance sheet calculations

Cash conversion

$M	FY26	FY25	Change
Operating cashflow	155.2	149.6	3.7%
Adjustments:			
+Tax paid	41.3	41.4	(0.2%)
− Payments for lease liability	(26.6)	(26.9)	(1.1%)
- Payments for significant items/Gain (loss) on sale	19.9	17.5	13.6%
Gross operating cashflow	**189.7**	**181.6**	**4.5%**
Underlying EBITDA	230.0	226.4	1.6%
− Lease payments	(26.6)	(26.9)	(1.1%)
− Other adjustments	0.2	0.1	-
− Interest income	0.3	0.9	(66.7%)
Underlying EBITDA (lease adjusted)	**203.9**	**200.5**	**1.7%**
Cash flow conversion	**93.1%**	**90.6%**	**2.5pps**

Balance sheet ratios

$M	FY26	FY25	Change
Bank overdraft	0.0	1.9	(1.9)
Current Borrowings	0.0	0.8	(0.8)
Non-Current Borrowings	425.8	434.0	(8.2)
Cash and Cash Equivalents	(49.3)	(53.4)	4.1
Net debt	**376.5**	**383.3**	**(6.8)**
Adjusted EBITDA	203.9	200.5	3.4
Net Debt/Adjusted EBITDA	**1.85x**	**1.91x**	**(0.06)x**
Net Interest Expense – Lease Adjusted	20.8	19.5	1.3
Adjusted EBITDA / Net Interest	**9.80x**	**10.28x**	**(0.45)x**

1. Refer to slide 31 for relevant definitions. 2. Adjusted EBITDA is banking covenant EBITDA excluding impact of significant items – refer to slide 30 for calculation.

Adjusted (bank covenant) EBITDA and net interest

Adjusted EBITDA

$M	FY26	FY25
EBIT post AASB 16	137.2	(47.3)
Add ROU depreciation	22.2	22.6
Less lease payments	(26.6)	(26.9)
Add other adjustments	0.2	0.1
EBIT pre AASB 16	**133.0**	**(51.5)**
Add amortisation	22.9	22.5
Add significant items	35.0	216.8
Add interest income	0.3	0.9
Add PP&E depreciation	12.7	11.8
Adjusted EBITDA	**203.9**	**200.5**

Net interest

$M	FY26	FY25
Reported Interest (rolling 12 months)	27.3	26.5
Interest on lease liablities	(6.5)	(7.0)
Adjusted Net Interest	**20.8**	**19.5**

Glossary of terms (1 of 2)

Term	
4WD	4WD Accessories & Trailering Division
ACS	Australian Clutch Services, a subsidiary company of Amotiv Ltd
Adjusted EBITDA	A non-IFRS measure, Earnings Before Interest, Tax and Amortisation adjusted for the impact of leases and acquisitions/disposals
AGM	Annual General Meeting
ANZ	Australia and New Zealand
APCO	Australian Packaging Covenant Organisation
APG	AutoPacific Group, a subsidiary company of Amotiv Ltd and part of the 4WD, Accessories and Trailering segment
BP	Basis point
Cash conversion	Operating cashflow adjusted for tax paid, lease payments and transaction costs as a percentage of underlying EBITDA adjusted for leases. Refer slide 29 for calculation
CES	Caravan Electrical Solutions, a subsidiary company of Amotiv Ltd and part of the Lighting, Power and Electrical segment
DBA	Disc Brakes Australia, a subsidiary company of Amotiv Ltd and part of the Powertrain and Undercar segment
DC	Distribution Centre
DIFOT	Delivered in full, on time
EBIT	Earnings Before Interest and Tax
EPSA - Underlying	A non-IFRS measure, Earnings Per Share before amortisation from continuing operations
EU	European Union
EV	Electric Vehicle

Term	
FCAI	Federal Chamber of Automotive Industries
FX	Foreign Exchange
Gross margin (GM)	Gross profit divided by revenue
GP	Gross profit, being revenue less cost of goods sold
ICE	Internal Combustion Engine (petrol or diesel fuelled)
ICE Agnostic	Revenue derived from sales of Non-ICE Products – refer to definition below.
ICE Revenue	Revenue derived from sales of ICE Products
ICE Products	Those in categories of automotive parts, accessories and services that can only be applied to ICE vehicles (i.e. they are dependent on an ICE for their operation).
Inventory step up	Relates to step up in inventory acquired via a business combination as a result of an inventory fair valuation exercise performed as part of the purchase price accounting. This is cycled through cost of goods sold in the Income Statement as the acquired inventory is sold.
Leverage	Net Debt to adjusted EBITDA (refer to slide 29 for calculation)
LPE	Lighting, Power & Electrical Division
LTIFR	Lost Time Injury Frequency Rate
MIA	Motor Industry Association of New Zealand
MW	Megawatts
N.M.	Not meaningful

Glossary of terms (2 of 2)

Term	
Non-ICE Revenue	Revenue derived from sales of Non-ICE Products. Within Non-ICE Product categories (being, categories of product which don't depend on an ICE for their operation), a particular SKU may apply to a specific vehicle model, whether an ICE model, EV or hybrid model. As the mix of models in the car parc evolves over time, the particular SKUs offered and sold by the relevant Amotiv business will be altered to apply to those models.
Non-ICE Products	Those in categories of parts, accessories and services that are not ICE Products; i.e. are not dependent on an ICE for their operation. For example, products in the category of brakes are considered Non-ICE Products because all vehicles can use brakes, regardless of whether the vehicle has an ICE. Another example is products in the category of hybrid drive batteries are Non-ICE Products; whereas categories of products which depend on the ICE part of a hybrid vehicle, like ignition coils, are ICE Products.
NVS	New Vehicle Sales
NWC	Net Working Capital, comprising of debtors and other receivables, inventory and creditors and other payables
NZ	New Zealand
OEM	Original Equipment Manufacturer
Organic	Removes the impact of acquisitions made in the current period or any acquisitions made in the prior period that were not in place for the full 12 period.
PCP	Prior comparative period
PD or NPD	Product Development or New Product Development
PPS	Percentage points

Term	
PTU	Powertrain & Undercar Division
R&D	Research and Development
ROCE	Return on capital employed
RV	Recreational vehicle
Significant items	Includes material (>$100 thousand) non-recurring items of income and expenditure which are excluded from EBIT, so the measure better reflects the maintainable earnings of the group.
SOI	Shares on issue
SUV	Sports utility vehicle
SUVM+	Sports utility vehicle medium plus (based on FCAI-defined footprint)
TAM	Total Addressable Market
TRIFR	Total Recordable Injury Frequency Rate
Underlying EBITA	A non-IFRS measure, Earnings Before Interest, Tax and Amortisation from continuing operations adjusted for significant items as outlined in note 7 of the financials
Underlying EBITDA	A non-IFRS measure, Earnings Before Interest, Tax, Depreciation and Amortisation from continuing operations adjusted for significant items as outlined in note 7 of the financials

Disclaimer

Important notices
This Presentation has been prepared by Amotiv Limited (ABN 99 004 400 891) ("Amotiv" or "Company").

Summary information
This Presentation contains summary information about Amotiv and its activities as at 11 August 2026. The information in the Presentation is of a general nature and does not purport to be complete or to comprise all information which a shareholder or potential investor may require in order to determine whether to deal in Amotiv shares. It should be read in conjunction with Amotiv's other periodic and continuous disclosure announcements lodged with the Australian Securities Exchange, which are available at www.asx.com.au.

Not financial advice
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Currency
All dollar values are in Australian dollars ($) unless stated otherwise.

Non-IFRS financial information
Amotiv's results are reported under International Financial Reporting Standards (IFRS). This Presentation also includes certain non-IFRS measures including "underlying", "adjusted", "'organic“, "pro-forma“ and other measures that are used internally by management to assess the operational performance of the Group and its businesses. Non-IFRS measures have not been subjected to audit or external review. All numbers designated as "statutory" comply with IFRS and have been reviewed or audited.

Past performance
Past performance information (including past share price performance) referred to in this Presentation is given for illustrative purposes only and should not be relied upon as an indication of future performance.

Future performance
This Presentation contains certain "forward-looking statements" including statements regarding our intent, belief or current expectations with respect to the Company's businesses and operations, market conditions, results of operations, financial condition and risk management practices. The words "likely", "expect", "aim", "should", "could", "may", "anticipate", "predict", "believe", "plan" and other similar expressions are intended to identify forward-looking statements. Indications of, and guidance on, future earnings and financial position and performance are also forward-looking statements. Forward-looking statements, opinions and estimates provided in this Presentation are based on assumptions and contingencies which are subject to change without notice, and may not eventuate, as are statements about market and industry trends, which are based on interpretations of current market conditions. Forward-looking statements including projections, guidance on future earnings and estimates are provided as a general guide only and should not be relied upon as an indication of, prediction of, or guarantee of future performance. This Presentation contains statements that are subject to risk factors associated with an investment in Amotiv. Amotiv believes that the expectations reflected in these statements are reasonable, but they may be affected by a range of variables which could cause actual results or trends to materially differ.