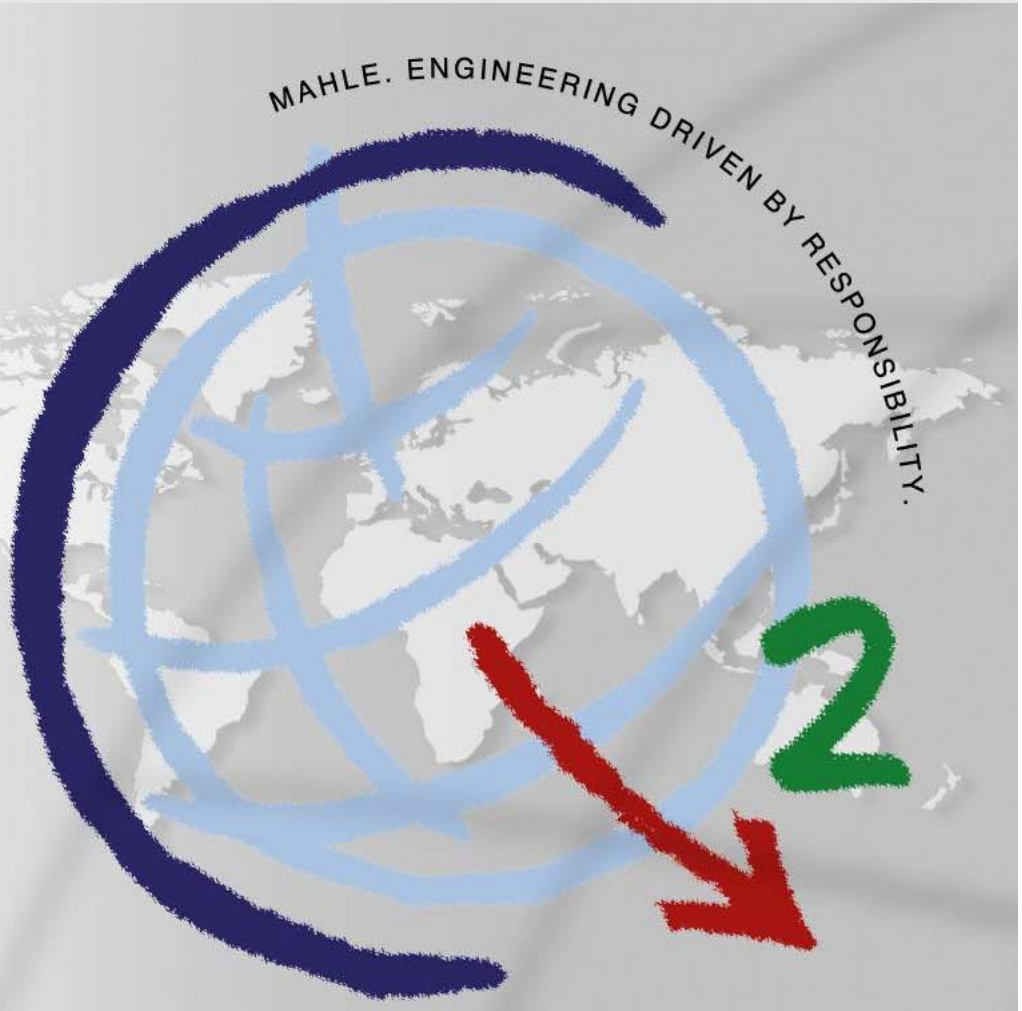
Driven by performance

Conference Call

Performance for the third quarter and accumulated period of 2012

MAHLE Metal Leve S.A.



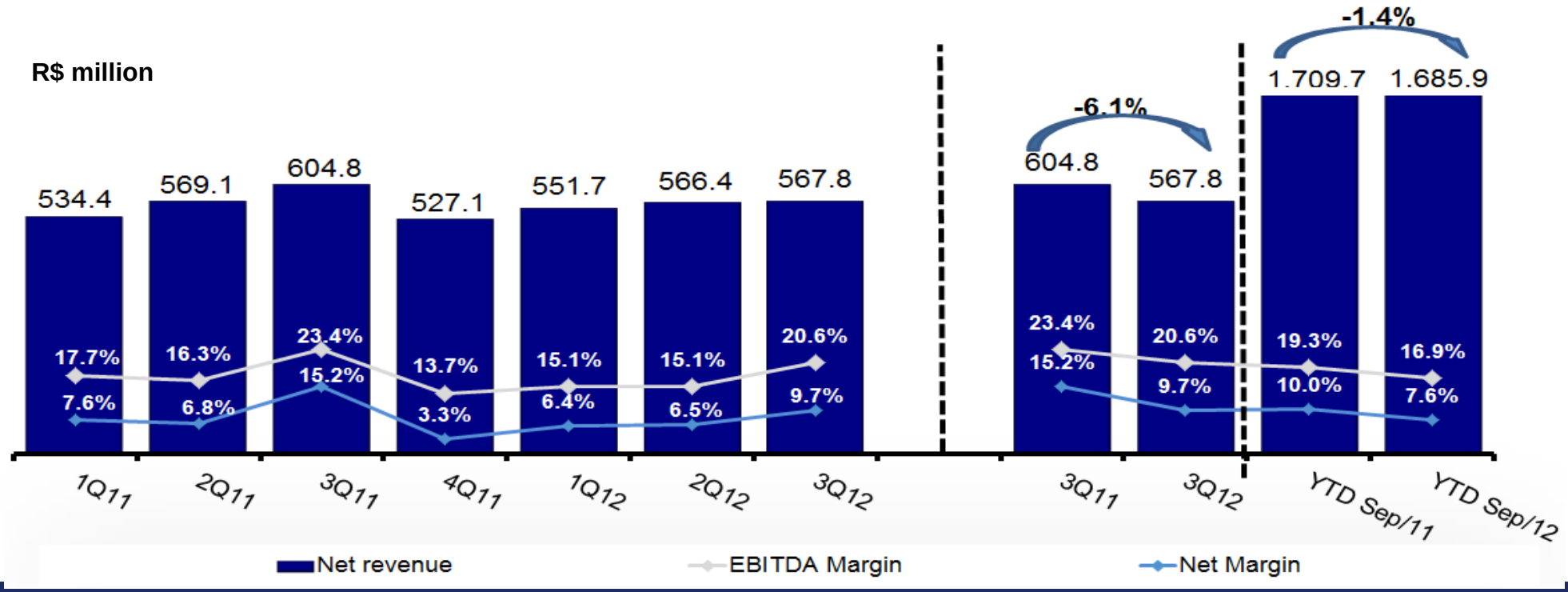
November 9th, 2012 – 1:00 p.m. (in English)

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Highlights (Performance for the 3Q12 and accumulated period)

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- **Net Sales Revenue: R$ 1,685.9 million** (lower 1.4% compared to the same accumulated period of 2011)
- **EBITDA**: **285.7 million**, in the accumulated period representing an **EBITDA margin** of **16.9**%
- **Net Income: 127.4 million** in the accumulated period, representing a **net margin** of **7.6%**



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At present macroeconomic scenario

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- **GDP** (Brazil)
  - In 2011: growth of 2.7% compared to FY 2010 (R$ 4.143 trillion)
  - In the last 4 quarters (3Q11 to 2Q12): 1.2%
- **Basic interest rate** (SELIC / Brazil)**:** Down at 7.25% per year, w/o bias (in October)
- **Inflation** (12 months / IPCA / Brazil)**:** 5.28%; and Target for 2012: 4.50% ± 2 p.p.
- **Exchange rate** (regarding the Brazilian currency)**:** period of relative stability with a trend of devaluation of Brazilian currency, in favor of exports

Exchange rate variations for the USD (US$) and EUR (€)					
Currency	Year	Average exchange rate in the quarter			Exchange rate of the end of the quarter on 28-Sep-12
		3Q	2Q	1Q	
R$/US$	2012	2.03	1.96	1.77	**2.03**
	2011	1.64	1.60	1.67	
R$/€	2012	2.54	2.52	2.32	**2.61**
	2011	2.31	2.30	2.28	

Source: Bacen.

- **Global economy:** the international outlook is still complex, given the absence of a definitive solution for the European financial crisis. Thus, the period of weakness of the global economy tends to be longer than expected

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Evolution of the Brazilian automotive industry

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Brazilian automotive industry			
Vehicle Sales (locally-manufactured and imported)	**Jan - Sep 2012 B**	**Jan - Sep 2011 A**	**B/A**
Passenger Cars	2,100,360	1,958,732	7.2%
Light Commercials	565,786	568,869	-0.5%
Total of Light vehicle	2,666,146	2,527,601	5.5%
Trucks	101,318	129,901	-22.0%
Buses	21,836	25,204	-13.4%
Total of medium and heavy vehicle	123,154	155,105	-20.6%
Total vehicle sales	**2,789,300**	**2,682,706**	**4.0%**
Exports	322,548	393,470	-18.0%
Imports	597,316	609,999	-2.1%
Automotive trade balance	(274,768)	(216,529)	26.9%
Vehicle inventory variation in the period **(*)**	(51,659)	144,641	-135.7%
Total vehicle production	**2,462,873**	**2,610,818**	**-5.7%**

(*) Vehicle inventory variation = production - (sales + exports - imports).

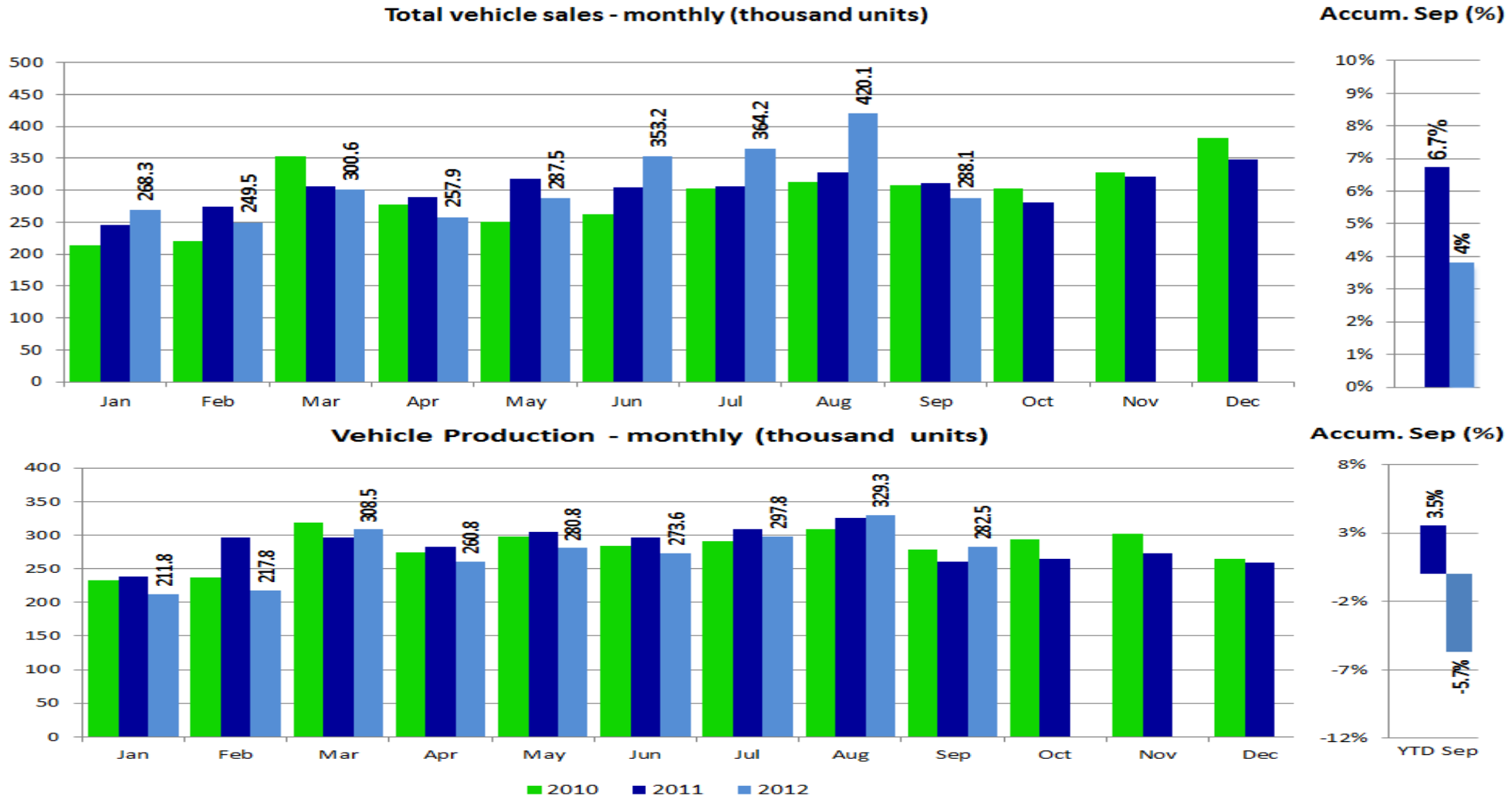
Source: Anfavea

Production of Light vehicle	**2,337,545**	**2,409,584**	**-3.0%**
Production Trucks	**99,410**	**165,542**	**-39.9%**
Production Buses	**25,918**	**35,692**	**-27.4%**
Agricultural	**63,347**	**61,830**	**2.5%**
Production of medium and heavy vehicle	**188,675**	**263,064**	**-28.3%**

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Evolution of the Brazilian automotive industry

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Source: Anfavea

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Evolution of the Argentinean automotive industry

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Argentinian automotive industry			
Vehicle Sales (locally-manufactured and imported)	**Jan - Sep 2012 B**	**Jan - Sep 2011 A**	**B/A**
Passenger Cars	437,549	483,903	-9.6%
Light Commercials	146,921	133,507	10.0%
Total of Light vehicle	584,470	617,410	-5.3%
Trucks	15,131	19,556	-22.6%
Buses	4,144	5,171	-19.9%
Total of medium and heavy vehicle	19,275	24,727	-22.0%
Total vehicle sales	603,745	642,137	-6.0%
Exports	277,790	387,776	-28.4%
Imports	351,518	408,095	-13.9%
Automotive trade balance	(73,728)	(20,319)	262.9%
Vehicle inventory variation in the period **(*)**	16,071	5,740	180.0%
Total vehicle production	546,088	627,558	-13.0%

(*) Vehicle inventory variation = production - (sales + exports - imports).
Source: Adefa

Production of Light vehicle	**540,240**	**620,927**	**-13.0%**
Production Trucks	**3,719**	**4,161**	**-10.6%**
Production Buses	**2,129**	**2,470**	**-13.8%**
Production of medium and heavy vehicle	**5,848**	**6,631**	**-11.8%**

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Vehicle production in the MERCOSUL

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Vehicle production in MERCOSUR (*)			
Vehicle production in MERCOSUR (*)	**Jan - Sep 2012 B**	**Jan - Sep 2011 A**	**B/A**
Production of Light vehicle	**2,877,785**	**3,030,511**	-5.0%
Production Trucks	**103,129**	**169,703**	-39.2%
Production Buses	**28,047**	**38,162**	-26.5%
Production Agricultural	**63,347**	**61,830**	2.5%
Production of medium and heavy vehicle	**194,523**	**269,695**	-27.9%
Total Vehicle Production	**3,072,308**	**3,300,206**	-6.9%

(*) Considering Brazil and Argentina.

Source: Anfavea and Adefa

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Excellence and Technological Innovation

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- **The Company's Tech Center, as it has been long preparing itself, can rapidly adapt to the changes introduced by the final text of the "*INOVAR-AUTO*" Program, announced at the beginning of October:**
  - The fuel economy requirements for light vehicles, which must be on average 12% to 19% until 2017
  - Vehicle manufacturers must invest directly or indirectly part of their revenues in research and development (R&D)

- **Research incentives**
  - Researches done together with universities or public research support agencies that, in addition to developing skilled labor, may leverage projects

- **Other activities**
  - The Company tends to increase its participation in trade and technical associations
  - Until September the Company had launched 7 out of the 11 products scheduled for this year, and filed 15 out of the 21 patent applications with the objective of reducing taxes

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Performance of the Net Sales Revenue

Driven by performance

Performance of the net sales revenue by segment (R$ million)	3Q12 (a)	% Share by market	3Q11 (b)	% Share by market	% (a/b)	Accum 2012 (Jan-Sep) (a)	% Share by market	Accum 2011 (Jan-Sep) (b)	% Share by market	%
Domestic market										
.Original equipment	223.3	39.3%	235.8	38.9%	-5.3%	619.9	36.8%	678.7	39.7%	-8.7%
.Aftermarket	143.4	25.3%	147.6	24.4%	-2.9%	419.4	24.9%	402.2	23.5%	4.3%
Total	**366.7**	**64.6%**	**383.4**	**63.3%**	**-4.4%**	**1,039.3**	**61.6%**	**1,080.9**	**63.2%**	**-3.8%**
Export market										
.Original equipment	176.6	31.1%	194.2	32.0%	-9.1%	567.5	33.7%	546.8	32.0%	3.8%
.Aftermarket	24.6	4.3%	28.5	4.7%	-14.0%	79.1	4.7%	81.9	4.8%	-3.4%
Total	**201.1**	**35.4%**	**222.7**	**36.7%**	**-9.7%**	**646.6**	**38.4%**	**628.7**	**36.8%**	**2.8%**
Total geral	**567.8**	**100.0%**	**606.2**	**100.0%**	**-6.3%**	**1,685.9**	**100.0%**	**1,709.7**	**100.0%**	**-1.4%**

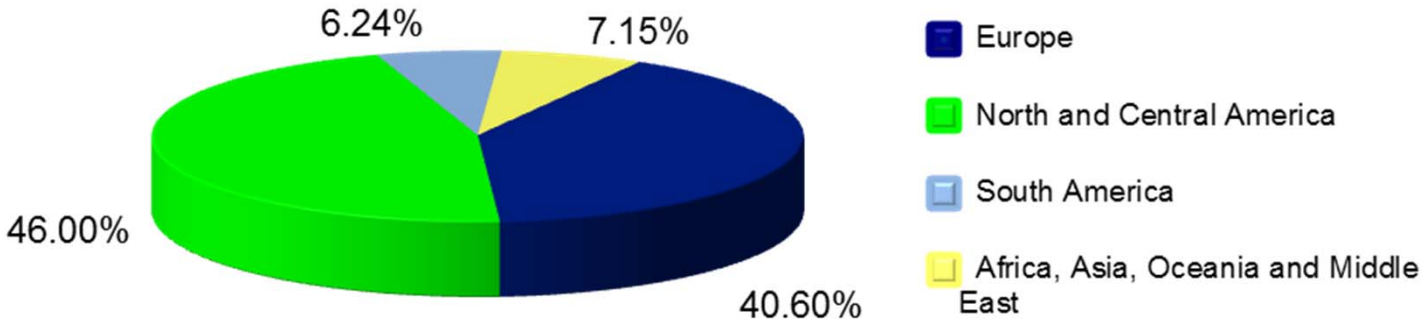
- In the third quarter, sales recovered in the domestic market, however presented a deceleration in the export market. From January to September, although sales recorded a reduction, the domestic market tends to perform better
  - **Domestic market:** *OEM:* light vehicles sales recovery, with a slowdown in heavy-duty vehicles production, partially offset by new projects (conrods, cylinder liners and filters); *AM:* moderate economic activity influenced a lower maintenance of vehicles fleet
  - **Export market:** *OEM:* sales recovery, specially in the USA, indeed positive foreign exchange effect, whereas reviews in the European customer orders and holiday period in the Northern hemisphere; *AM:* A sales decrease, still considering the positive effect of the exchange variation

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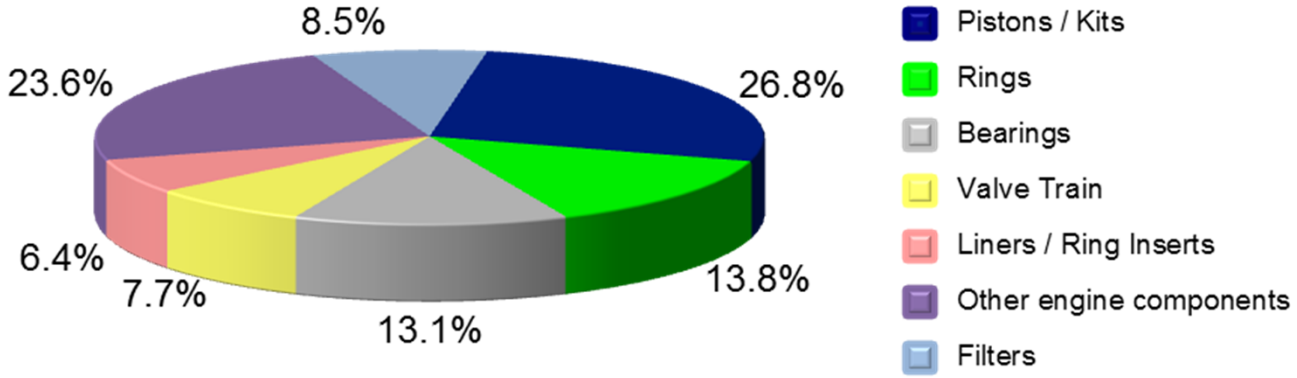
Exports by region and net sales revenue by product

Driven by performance

- **Consolidated exports by region in the 3Q12:**



- **Net sales revenue by product in the 3Q12:**



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Summary of Statements of Income

Driven by performance

Summary of Statements of Income (R$ million)	3Q12	3Q11	%	Accum 2012 Jan-Sep	Accum 2011 Jan-Sep	%
Operational Performance	(a)	(b)	(a/b)	(c)	(d)	(c/d)
Net sales revenue	**567.8**	**604.8**	**-6.1%**	**1,685.9**	**1,709.7**	**-1.4%**
Cost of goods sold	(397.6)	(434.6)	-8.5%	(1,240.6)	(1,266.6)	**-2.1%**
Gross income	**170.2**	**170.2**	**0.0%**	**445.2**	**443.0**	**0.5%**
Gross margin	30.0%	28.1%	1,8 p.p.	26.4%	25.9%	0,5 p.p.

- **Gross income and gross margin:**
  - For the period of January to September 2012: recorded an increase of 0.5 p.p. in margin
    - **Positive impact:** positive exchange rate effect on the exports, payroll tax relief, as well as streamlining measures (i.e., rationalization)
    - **Negative impact:** low level of production in the heavy-duty vehicle segment in the domestic OEM in the domestic market

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Summary of Statements of Income

Driven by performance

Summary of Statements of Income (R$ million)	3Q12	3Q11	%	Accum 2012 Jan-Sep	Accum 2011 Jan-Sep	%
Operational Performance	(a)	(b)	(a/b)	(c)	(d)	(c/d)
Selling expenses	(38.0)	(39.6)	-3.9%	(112.1)	(110.6)	**1.4%**
General and administrative expenses	(23.3)	(20.1)	15.8%	(72.7)	(63.4)	**14.6%**
Tech and product development expenses	(16.8)	(19.5)	-14.0%	(49.0)	(53.6)	**-8.6%**
Other operating income (expenses)	(3.2)	10.9	-129.1%	(14.6)	17.3	**-184.1%**
SG&A expenses to Net sales revenue	10.8%	9.9%	0,9 p.p.	11.0%	10.2%	0,8 p.p.

- **SG&A expenses to Net sales revenue:**
  - In the quarter: Selling expenses decreased due to payroll tax relief
  - In accumulated period of Jan-Sep, 2012: despite the Selling expenses increase, there was a reduction in costs of special transportation freight, and a trademark license agreement with MAHLE GmbH entered into effect
  - Part of G&A expenses rise is due to a reversal of the provision for insurances occurred in 2Q'11

- **Tech and Product Development Expenses:**
  - Expiration of the piston production technology agreement in February

- **Other operating income (expenses), net:**

  (YTD-September, 2012 vs. 2011, not considering nonrecorring effects on labor contingencies of R$12.5 milllion)
  - Labor contingencies: (R$ 11.6 million)
  - Prov. for warranty of products: (R$ 8.0 million)
  - Impairment in Argentina: (R$ 4.5 million)
  - Reintegra Program: R$ 15.6 million

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Summary of Statements of Income

Driven by performance

Summary of Statements of Income (R$ million)	3Q12	3Q11	%	Accum 2012 Jan-Sep	Accum 2011 Jan-Sep	%
Operational Performance	(a)	(b)	(a/b)	(c)	(d)	(c/d)
EBITDA	**116.9**	**141.8**	**-17.6%**	**285.7**	**330.1**	**-13.4%**
EBITDA margin	20.6%	23.4%	-2,8 p.p.	16.9%	19.3%	-2,4 p.p.

- The EBITDA margin has improved along this year:
  - Regarding to the last quarter: EBITDA margin increased 5.5 p.p. (from 15.1% to 20.6%) mainly due to an increase in the gross margin in this quarter
  - From January to September, 2012: EBITDA margin was impacted by the increase in other operating income and expenses, net, of which a part consists of nonrecurring effects in the previous year

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Financial Management

Driven by performance

Net financial result (R$ million)	3Q12	3Q11	Var.	Accum 2012 (Jan-Sep)	Accum 2011 (Jan-Sep)	Var.
Interests, net	(7.5)	1.6	(9.1)	(16.5)	(1.3)	(15.2)
Net monetary variation	(4.3)	8.4	(12.7)	(12.5)	(0.8)	(11.7)
Net exchange variation	0.7	32.2	(31.5)	20.9	22.3	(1.4)
Result with derivatives	1.5	(27.3)	28.8	(4.0)	(11.4)	7.3
Other	(1.0)	(0.5)	(0.5)	(3.5)	(2.9)	(0.5)
Financial income (expenses), net	**(10.5)**	**14.4**	**(24.9)**	**(15.5)**	**6.0**	**(21.5)**

- **Net Financial Result:** R$ 15.5 milion (negative) in the period of January to September 2012
  - **lower net interest income** (a lower financial income on interest received from a lower volume of short-term investments at lower rates, and a higher average cost of financing from BNDES).
  - **monetary adjustment** in Jan-Sep period of previous year (nonrecurring labor and tax lawsuits and respective escrow deposits of R$ 14.4 million)

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Financial Management

Driven by performance

Net indebtedness				R$ million
Liabilities	**As of 30/Sep/12**	**%**	**As of 30/Sep/11**	**%**
Financings:	576.1		763.2	
.short term	381.2	66%	457.6	60%
.long term	194.9	34%	305.6	40%
Assets:				
Cash / banks / cash investments	(315.8)		(584.8)	
Net indebtedness	**260.3**		**178.4**	

- **Indebtedness:**
  - The debt rescheduling (from 7% to 34% for long-term financing contracts)
  - The reduction of the net indebtedness from R$ 321.0 million to R$ 260.3 million compared to the previous quarter recorded this period
  - In comparison with the same period of last year, there was a reduced level of financing and a change in the debt structure due to the repayment of financing contracts at attractive rates contracted with the BNDES, with a consequent reduction in cash and cash equivalents

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Net Income

Driven by performance

- **Net income** in the period of January to September 2012 **: R$ 127.4 million**
  - It represents a **net margin** of **7.6%** (9.7% in the 3Q12)
  - The increase in other operating revenues and expenses, net, and financial income and expenses, net impacted the result in the period
  - R$ 43.6 million lower than that obtained in the same period of 2011, without considering the nonrecurring effects in the previous year, net income would have been of R$ 26.7 million (-17.3%)
- **The basis for calculating distribution of dividends or interest on equity accumulated in 2012:**
  - Approximately R$ 133.7 million

    (=) Net income (R$ 127.4 million)

    (+) Deemed cost depreciation (R$ 12.7 million)

    (-) Statutory Reserve – 5% (R$ 6.4 million)
  - Out of the basis for calculating above, R$ 38.5 million (gross amount) was already paid , under the form of interest on equity
    - R$ 16.7 million paid on April 20th and R$ 21.8 million paid on August 24th

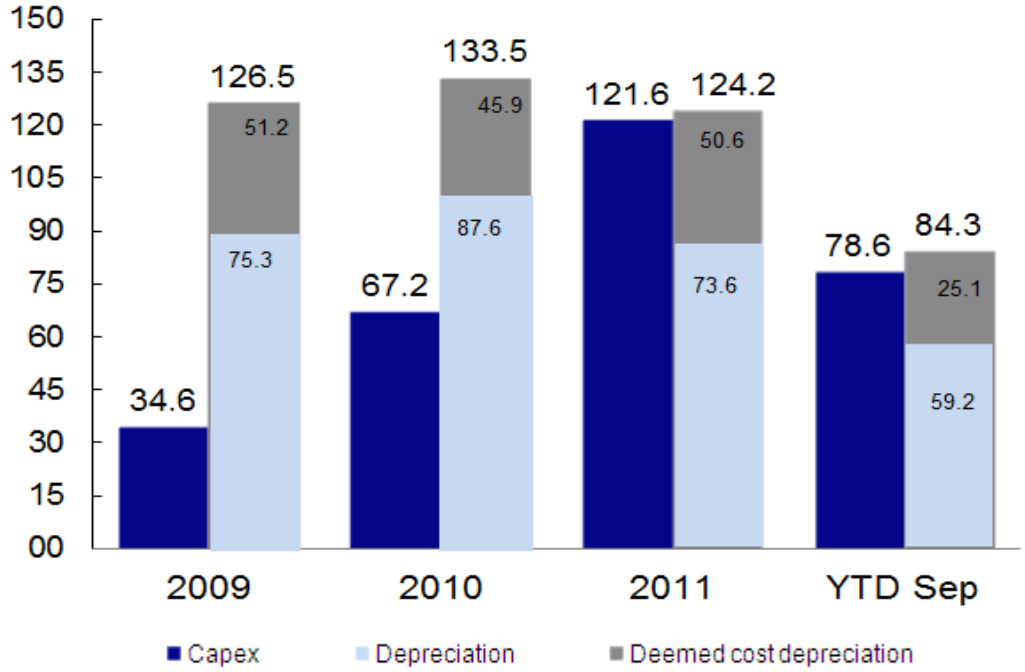
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Capex e Depreciation

Driven by performance

- **Capex expected for 2012:** R$ 131.5 million (R$ 123.5 million + R$ 7.9 million increased)
- **Consolidated realized Capex until September, 2012:** R$ 78.6 million (R$ 62.9 million in the same period of 2011)
- **Total Depreciation accumulated in 2012:** normal depreciation and deemed cost depreciation of property, plant and equipment, that is, fixed assets (IFRS-related accounting adjustment)**:** R$ 84.3 million

R$ million



Capex	2009	2010	2011	YTD Sep
% Net sales	2.3%	3.7%	5.4%	4.7%
% Depreciation	27.4%	50.3%	97.9%	93.3%

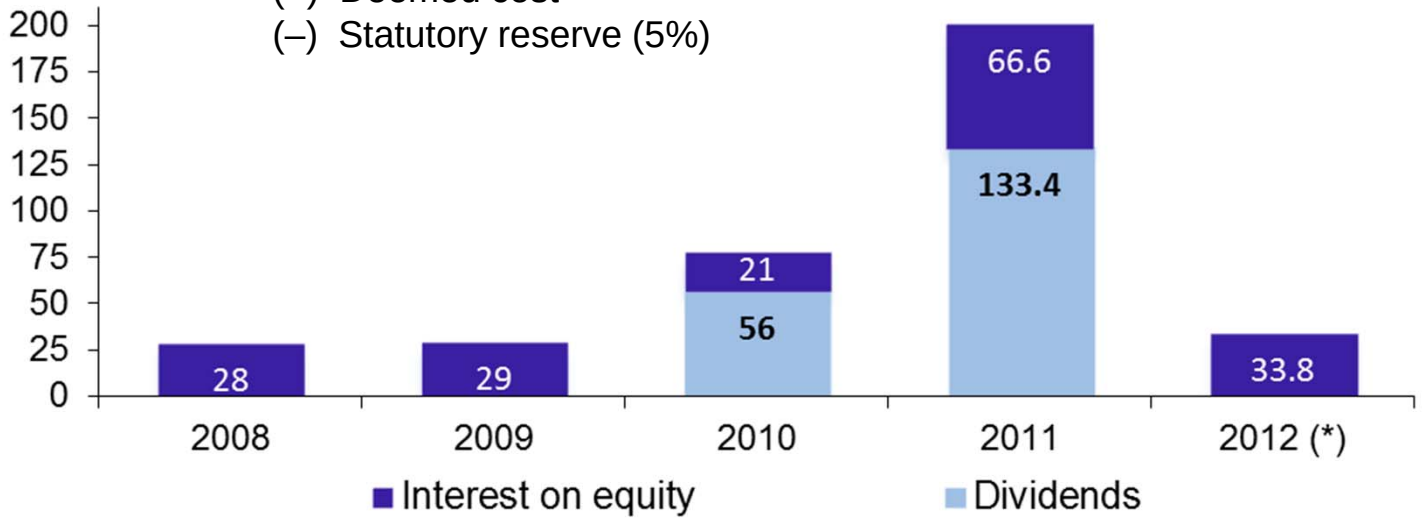
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MAHLE Metal Leve S.A. – Consolidated
Dividends and Interest on Equity (net of income tax)

Driven by performance

Basis of calculation for dividends:

(=) Net income
(+) Deemed cost
(–) Statutory reserve (5%)



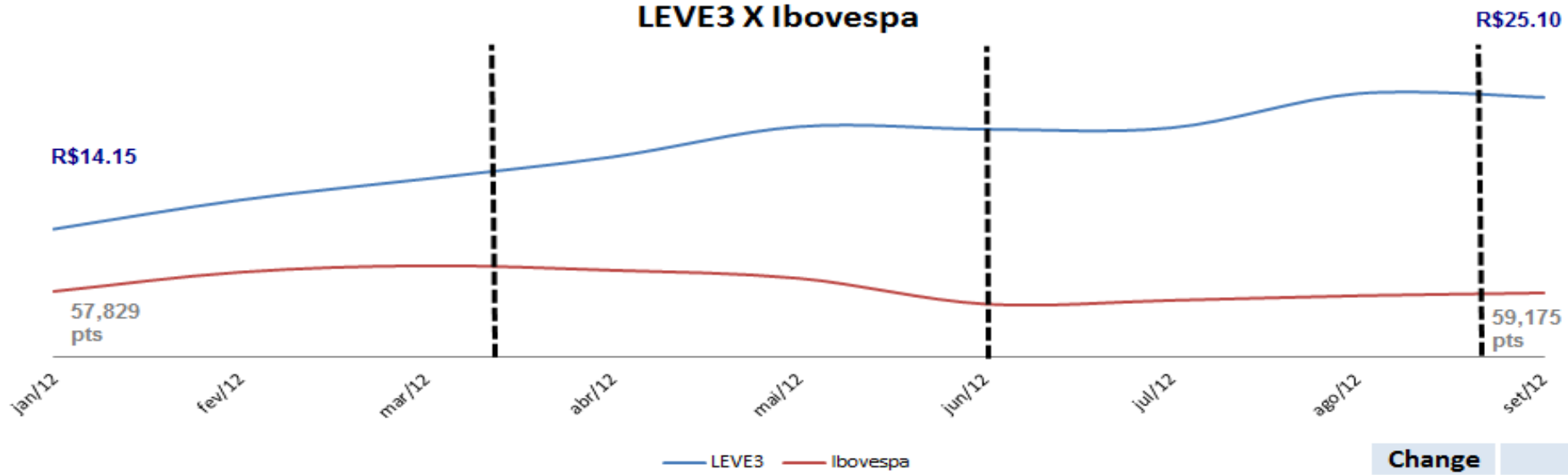
	2008	2009	2010	2011	YTD Sep
Payout	46.8%	56.0%	72.6%	95.7%	36.57%
Dividend yield	3.6%	6.0%	8.9%	10.3%	1.5%

* Regarding to two payments of interest on equity

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MAHLE Metal Leve S.A. - Consolidated Stock performance and Shareholder's profile - September 30, 2012

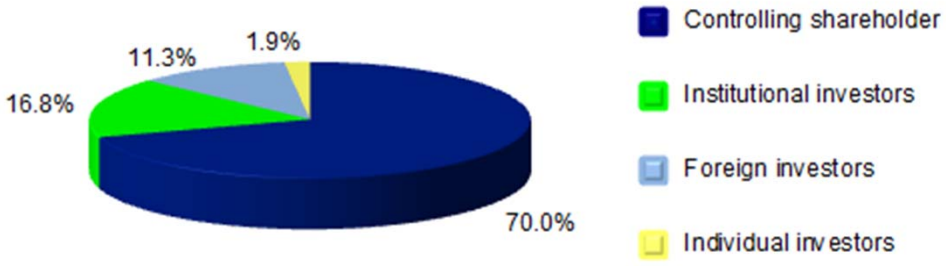
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Change	
LEVE3	77.43%
Ibovespa	2.33%

Fonte: Economática.

Average Daily Trading Volume (ADTV) and ADTV turnover to Free-Float Mkt Cap					
Period	3Q11	4Q11	1Q2	2Q12	3Q12
Trading Volume (R$ mio)	1.8	1.7	4.9	4.9	5.8
Turnover (%)	0.44%	0.37%	0.77%	0.64%	0.67%



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Outlook

Driven by performance

- **MACROECONOMIC SCENARIO**
  - The outlook for the economic activity in the domestic macroenvironment for the coming months remains favorable, however, dependent on the global scenario
  - Domestic demand tends to keep resilient until being effectively impacted by the effects of the actions adopted by the federal government
  - Bacen's credit indicators show in general more flexible conditions for the fourth quarter of 2012 in comparison with the third quarter
  - Global economy: the probability of extreme events in international markets decreased while the international outlook is still complex. The period of uncertainty of the global economy tends to be longer than expected
- **AUTOMOTIVE INDUSTRY**
  - Anfavea has kept its projections (2012): vehicles sales up 4 to 5% and vehicle production up 2%
  - INOVAR-AUTO Program: positive prospects
    - Requirements of fuel economy for light vehicles must be on average 12% to 19% until 2017
    - Increase in 30% of the regional content of vehicles produced in Brazil, with an increase of vehicle manufacturers' local purchases
- **COMPANY**
  - Stable operational performance and margins in line with the previous year

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Questions & Answers

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