

HALDEX INTERIM REPORT

JANUARY - MARCH 2018

Q1 2018

Growth in all regions and improved operating income

The market conditions continued to improve during the first quarter, and Haldex increased its net sales in all geographic regions. The development in a number of product areas has been strong, including brake adjusters, disc brakes and actuators. The operating margin improved compared with the same period of the previous year. Large investments in R&D and increased costs to meet production increases in China had a negative impact on income but were offset by higher sales. The increased demand for primarily automatic brake adjusters in China also had a negative impact on both working capital and cash flow from operating activities. Earnings per share doubled compared to the same period of the previous year.



- Net sales for Q1 totalled SEK 1,252 (1,148) m, equivalent to an increase of 9% compared with the previous year. After currency adjustments, net sales increased by 13%.
- Operating income amounted to SEK 90 (37) m in Q1. This corresponds to an operating margin of 7.2 (3.2)%. Haldex did not report any one-off items in Q1.
- Net income after tax for Q1 totalled SEK 58 (29) m and earnings per share for Q1 totalled SEK 1.30 (0.64).
- Cash flow from operating activities in Q1 totalled SEK -64 (21) m.
- The Board of Directors has proposed to the annual general meeting that a dividend of SEK 0.55 (0.00) per share be distributed with record date of 7 May and payout date of 12 May. The annual general meeting will be held on 3 May 2018.

Key figures

Net sales, SEK m
Operating income, SEK m
Operating income, excl. one-off items, SEK m
Operating margin, %
Operating margin, excl. one-off items, %
Return on capital employed, excl. one-off items, % ¹
Return on capital employed, % ¹
Net income, SEK m
Earnings per share, SEK
Cash flow, operating activities, SEK m

Jan-Mar 2018	Jan-Mar 2017	Change
1,252	1,148	9%
90	37	143%
90	81	11%
7.2	3.2	4.0
7.2	7.0	3
13.5	13.8	-0.3
9.0	7.7	1.3
58	29	102%
1.30	0.64	102%
-64	21	-85

Full year 2017
4,462
149
292
3.3
6.5
13.3
6.8
79
1.67
173

¹ Rolling twelve months

Haldex AB (publ) is required to publish the above information under the EU Market Abuse Regulation. The information was submitted for publication by the Haldex media contact stated in the release on Wednesday, April 25, 2018 at 7:20 CEST.

Haldex AB, Corporate Registration Number 556010-1155, info@haldex.com, www.haldex.com



Innovative Vehicle Solutions

Comments from the CEO

Haldex's market is going through a transformation. In the short term, we are facing a shift in technology from drum brakes to disc brakes in North America and a sharp increase in demand for automatic brake adjusters due to a change in Chinese legislation. In the long-term, changes are under way that will affect society as a whole as the market moves toward connected, electric and self-driving vehicles. Haldex handled both the short-term and long-term changes well at the beginning of 2018.

Technological development

During Q1, Haldex clarified its product strategy and how we will contribute to the ongoing technology shift which was an appreciated part of our capital market day. It is becoming increasingly clear that OEMs share our view of an open and scalable system. The traditional forms of cooperation are being replaced by broad technology partnerships, where open standards ensure that systems within the vehicle can communicate with one another and with other vehicles on the road. New and old technologies will exist side-by-side on our roads for many years to come. Haldex is convinced that the intelligence will need to be moved to an independent software layer that can control different types of hardware, regardless of whether it is a drum brake, a disc brake or an electromechanical brake. Our view is shared by a number of customers, but there are different opinions on how open and scalable the systems should be.

Electromechanical brakes have been part of Haldex's development plan for more than a decade and are once again back in focus following our joint venture with Chinese VIE. We currently have knowledge about this new technology that few others in our industry have. Tests and prototype development is progressing well, and the next step is to pass testing at a government testing institution. No competitive solutions have been identified to date that have come as far in their development.

It is very important for Haldex's future competitiveness that we continue to pursue key development projects and are able to attract the right competence to these projects. R&D (research and development) is therefore one of our important focus areas, and the investment level will continue to be high during the year.

Improved market conditions in all regions

The market conditions improved in all of Haldex's geographic regions during Q1, and Haldex grew faster than the market in Europe, Asia and South America. The North American market grew the most with the highest levels of produced trucks and trailers since 2014. Growth in the USA has been so strong in Q1 that Haldex has not been able to fully benefit from it.

Greater demand in China for brake adjusters

The Chinese market is predicted to have a weaker growth trend in 2018. However, on 1 January 2018, a new law went into effect that requires automatic brake adjusters on newly produced heavy vehicles in China. The market for automatic brake adjusters is thus expected to quadruple in the future, and Haldex's sales of automatic brake adjusters in China already doubled in Q1. This expansion, however, resulted in higher costs at the same time as the margins are lower in China on this product group than in the western world. This creates challenges for how growth is balanced against expansion costs, and Haldex is continuously evaluating its growth plans to find an optimal level where the market share can be maintained or strengthened while also protecting profitability.



Åke Bengtsson, President and CEO

Technology shift in North America

In addition to greater production volumes for newly manufactured heavy vehicles, the North American market is expected to be positively impacted by the shift from drum brakes to disc brakes. However, this technology shift is expected to have a minor impact in 2018 and will primarily affect demand for disc brakes in coming years. Haldex has continued to win customer contracts for disc brakes in North America in Q1, and sales of the disc brake are growing, albeit from low levels.

Improved operating margin

Higher sales created conditions for a higher operating margin, and in Q1 Haldex's operating margin reached the same levels as prior to the public offers. This operating margin was generated despite a sales mix with a lower percentage of the more profitable aftermarket sales and higher costs for both expansion and R&D. Cost control continues to be good, and Haldex plans to continue with the current investment level.

Operating capital and cash flow

In the initial stage of growth, it is not unusual to experience an increased need for working capital. However, higher volumes should make it possible to optimise the supply chain and thus in the long run optimise working capital, which has been initiated in various activities at Haldex. The goal is to reduce the level of the working capital over time and thus also improve cash flow from operating activities.

Outlook for 2018

Market growth in Q1 has been slightly higher than in previous forecasts, but our overall assessment for 2018 has remained the same: We believe that net sales for 2018 will increase compared to 2017. Higher sales enable higher operating income. This will be offset by greater investment in development projects and costs for expansion in North America and China. The operating margin for 2018 is expected to be somewhat lower or in line with the operating margin excluding one-off items in 2017.

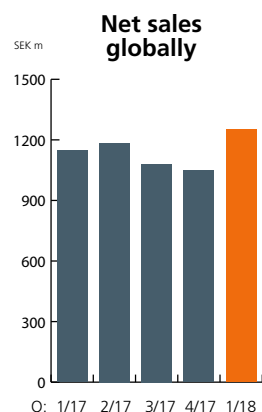
If market growth continues to exceed previous forecasts, Haldex may need to revise its assessment for 2018.

Åke Bengtsson
President & CEO

Net sales for the Group

Net sales in Q1 totalled SEK 1,252 (1,148) m, which corresponds to a 9% increase in absolute terms compared to the same period of the previous year. After currency adjustments, net sales increased by 13%.

Geographically, net sales grew in all regions in Q1. In terms of products, sales of brake adjusters, disc brakes and actuators increased the most. The product line in which net sales fell is primarily ABS.



Net sales per product line

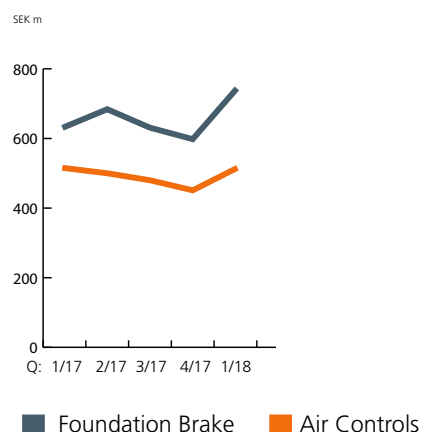
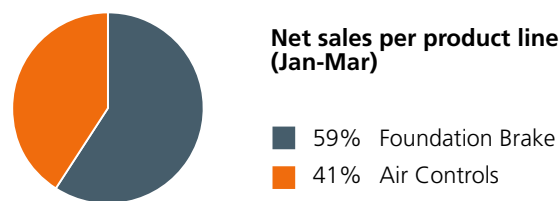
Net sales, SEK m	Jan-Mar 2018	Jan-Mar 2017	Change ¹	Full year 2017
Foundation Brake	739	633	22%	2,529
Air Controls	513	515	3%	1,933
Total	1,252	1,148	13%	4,462

¹ Currency adjusted

Haldex has two main product lines. Foundation Brake includes brake products for wheel ends such as disc brakes, brake adjusters for drum brakes and actuators. Air Controls includes products to improve brake systems' safety and driving qualities, such as treatment and dehumidifying of compressed air, valves and ABS and EBS.

Net sales within Foundation Brake amounted to SEK 739 (633) m in Q1. After currency adjustments, this is an increase of 22% compared to the same period of the previous year. In Q1, sales of brake adjusters, disc brakes and actuators continued to increase. These three product groups have had a positive sales trend for several quarters.

Net sales within Air Controls amounted to SEK 513 (515) m in Q1. After currency adjustments, this is an increase of 3% compared to the same period of the previous year. Within Air Controls, the air treatment products increased the most, while ABS decreased the most. The previous decline in Reman (product remanufacturing) stabilised, and sales in the Q1 are at the same level as the equivalent period of the previous year.

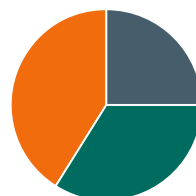


Net sales per customer category

Net sales, SEK m	Jan-Mar 2018	Jan-Mar 2017	Change ¹	Full year 2017
Truck (including buses)	317	246	36%	1,029
Trailer	427	380	14%	1,400
Aftermarket	508	522	2%	2,033
Total	1,252	1,148	13%	4,462

¹ Currency adjusted

Haldex operates in the market via three customer categories: Truck, Trailer and Aftermarket. Net sales within Truck amounted to SEK 317 (246) m in Q1. After currency adjustments, this is an increase of 36% compared to the same period of the previous year. During the quarter, Truck sales increased in all regions, with the largest increase coming from North American and Asia. Truck sales are impacted the most by the sales of brake adjusters and actuators.



Net sales per customer category (Jan-Mar)

25%	Truck
34%	Trailer
41%	Aftermarket

Net sales within Trailer amounted to SEK 427 (380) m in Q1. After currency adjustments, this is an 14% increase compared to the same period of the previous year. Trailer sales increased in all regions except North America. Disc brakes and brake adjusters are two products driving the growth within Trailer.

Net sales in Aftermarket totalled SEK 508 (522) m in Q1. After currency adjustments, this is an increase of 2% compared to the same period the previous year. Aftermarket sales increased in all geographic regions except Europe.

Industry production trends

New heavy trucks and trailers is a good indicator for the market Haldex operates on. It is important to remember that Haldex is affected depending on how large the proportion of sales is in each category.

Produced units Industry forecast ¹	Jan-Mar 2018	Change ²	Full year 2018	Change ²	Importance for Haldex sales
Truck					Haldex' sales to Truck customers in North America is larger than Truck sales in other regions. Changes in the production trends in North America are thus impacting Haldex' sales much more than changes in other regions. Changes in Europe and Asia have in turn slightly higher impact than changes of production trends in South America.
North America	73,700	50%	330,000	32%	
Europe	116,147	1%	495,939	2%	
China	344,214	24%	940,517	-18%	
India	69,368	12%	261,803	25%	
South America	13,946	28%	70,120	20%	
All regions	617,375	20%	2,098,379	-3%	
Trailer					Within Trailer, sales in Europe is more significant than sales in North America. Other regions in Asia and South America have lower sales and, as a result, a lower impact on Haldex' total net sales.
North America	81,200	9%	334,800	7%	
Europe	79,897	-4%	300,365	-2%	
China	120,000	-26%	396,000	-33%	
India	15,000	25%	47,000	9%	
South America	10,500	35%	42,400	13%	
All regions	306,597	-10%	1,120,565	-13%	

¹ The production statistics comprise a forecast from external sources. Historical figures also pertain to estimated production and not to the actual industrial outcome. Unless otherwise stated, the information pertaining to trucks is based on statistics from JD Powers. Information pertaining to the trailer market in Europe is based on statistics from CLEAR, the information pertaining to trucks and trailers in North America is based on statistics from FTR and the trailer information from South America and Asia is based on local sources.

² Change compared with same period previous year in percentage.

Net sales per region

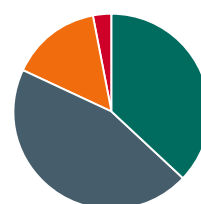
Net sales, SEK m	Jan-Mar 2018	Jan-Mar 2017	Change ¹	Full year 2017
Europe	467	444	2%	1,665
North America	559	573	7%	2,202
Asia & Middle East	188	102	88%	462
South America	38	29	45%	133
Total	1,252	1,148	13%	4,462

¹ Currency adjusted

In Europe, Haldex has higher Trailer sales than Truck sales. Aftermarket accounts for a significant percentage of sales. In Europe, net sales totalled SEK 467 (444) m in Q1. After currency adjustments, this is an increase of 2% compared to the same period the previous year. In Europe, sales increased primarily in the disc brake and actuator product areas in Q1.

In North America, the distribution between Truck and Trailer is more even than in Europe. Aftermarket accounts for a significant percentage of sales here as well. In North America, net sales totalled SEK 559 (573) m in Q1. After currency adjustments, this is an increase of 7% compared to the same period of the previous year. In Q1, sales of brake adjusters and actuators continued to increase. Disc brake sales in North America continue to grow, albeit from low levels.

In Asia, with China and India as the primary markets, trucks without trailers are still the most common type of vehicle combination. This means that Haldex's sales are more focused on Truck than on Trailer. Aftermarket accounts for a smaller percentage of sales. In Asia and the Middle East, net sales totalled SEK 188 (102) m in Q1. After currency adjustments this is an increase of 88% compared to the same period the previous year. The large increase is primarily due to new legislation in China, which is driving demand for automatic brake adjusters. In China, disc brakes for a European customer with production in the Middle East, contributed to the growth.

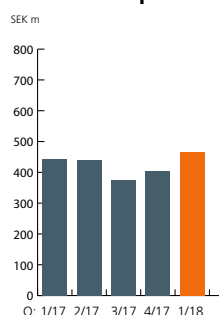


Net sales per region (Jan-Mar)

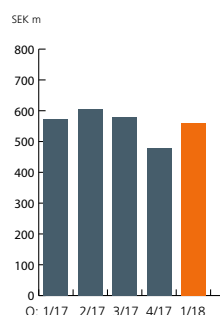
37%	Europe
45%	North America
15%	Asia & Middle East
3%	South America

In South America, sales for Truck are more significant than sales for Trailer and Aftermarket. Net sales totalled SEK 38 (29) m in Q1, which is equivalent to a currency-adjusted increase of 45%. The market conditions in Brazil, which is the most important market in South America, have begun to improve, albeit from low levels after several years of weak demand. Aftermarket sales, however, resisted the downturn throughout all of 2017 and continued to increase in Q1.

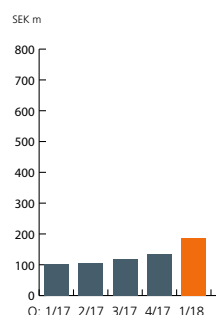
Net sales Europe



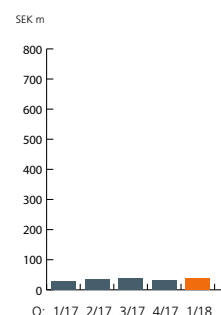
Net sales North America



Net sales Asia & Middle East



Net sales South America



Earnings

Operating income totalled SEK 90 (37) m in Q1, which is equivalent to an operating margin of 7.2 (3.2)%. Q1 operating income was not burdened by any one-off items. Without one-off items, net income increased by SEK 9 m and amounted to SEK 90 (81) m. This corresponds to an operating margin excluding one-off items of 7.2 (7.0)%. The improvement is primarily attributable to higher sales, but it was offset by higher R&D costs, a change in the sales mix and higher costs for a rapid production increase in China.

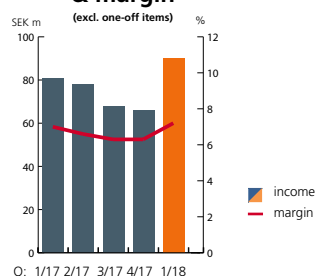
Financial items amounted to SEK -4 (-8) m during the quarter. The decrease in expenses is due to lower pension costs and lower net interest expenses. The figures from the previous year also include a positive translation effect of SEK 13 m.

Income before tax amounted to SEK 82 (44) m in Q1 and income after tax amounted to SEK 58 (29) m. This resulted in earnings per share of SEK 1.30 (0.64) in Q1.

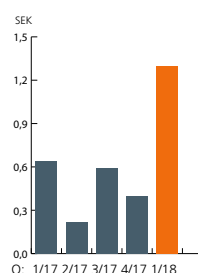
Currency fluctuations, including gains/losses from currency hedging and currency translation effects, had a positive impact on the Group's operating income excluding one-off items of SEK 1 (3) m in Q1. The currency effect in net financial items amounted in Q1 to SEK 0 (13) m.



Operating income & margin
(excl. one-off items)



Earnings per share



Earnings

	Jan-Mar 2018	Jan-Mar 2017	Change	Full year 2017
Operating income, SEK m	90	37	143%	149
Operating income, excl. one-off items, SEK m	90	81	11%	292
Operating margin, %	7.2	3.2	4.0	3.3
Operating margin, excl. one-off items, %	7.2	7.0	0.2	6.5
Net income, SEK m	58	29	102%	79
Earnings per share, SEK	1.30	0.64	102%	1.67

Financial position

As at 31 March, consolidated net debt was SEK 746 (541) m, an increase of SEK 162 m in comparison to the end of the previous year. This change is primarily due to an increase in interest-bearing liabilities and the pension liabilities.

Total financial items amounted to SEK -8 (7) m in Q1, including net interest income and expenses of SEK -4 (-6) m. Shareholders' equity amounted to SEK 1,502 (1,386) m, resulting in an equity/asset ratio of 43 (45)%.

Haldex's primary sources of loan financing comprise:

- A bond loan of SEK 270 m maturing in January 2020.
- A syndicated credit facility in the amount of EUR 90 m, maturing in April 2021. EUR 9.7 m of this facility had been used at the end of the quarter.

Pledged assets and contingent liabilities

There were no changes to the Group's pledged assets or contingent liabilities during the quarter.

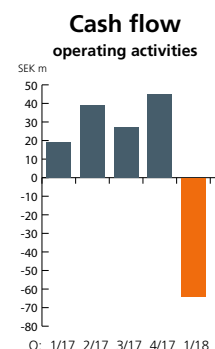
Net debt and Net interest, SEK m	Mar 31 2018	Mar 31 2017	Change
<i>Assets as part of the net debt:</i>			
Cash and cash equivalents	195	279	-30%
<i>Liabilities as part of the net debt:</i>			
Interest-bearing liabilities including derivative instruments	-481	-372	29%
Pension liabilities ¹	-460	-448	30%
Net debt in total	-746	-541	38%
Net of interest during the year	-4	-6	-33%

¹ The change of pension liabilities are primarily related to variations in actuarial assumptions (changes in market interest rates).

Cash flow

Cash flow from operating activities in Q1 totalled SEK -64 (21) m. Cash flow from operating activities in Q1 was burdened primarily by increased inventories in preparation for the increase in demand on the Chinese market and increased accounts receivable due to high sales at the end of the quarter.

Investments, including capitalised R&D expenses, amounted to SEK -81 (-47) m in Q1. Cash flow after investments was SEK -145 (-28) m. Total cash flow was SEK -3 (-21) m in Q1.

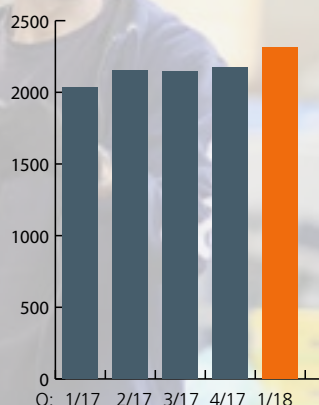


Cash flow and cash equivalents, SEK m	Jan-Mar 2018	Jan-Mar 2017	Change	Full year 2017
Cash flow, operating activities	-64	21	-85	173
Cash flow after investment activities	-145	-28	-117	-58
Cash and cash equivalents (at end of period)	195	279	-84	194

Employees

At the end of Q1, there were 2,315 (2,033) employees, which is an increase of 139 compared to the end of the previous year. The greatest personnel increase occurred in China due to the increase in production volumes.

Employees



Parent Company

Haldex AB (publ), Company Registration Number 556010-1155, is a registered limited liability corporation with its domicile in Landskrona, Sweden. Haldex AB's shares are listed on Nasdaq Stockholm, Mid Cap. The parent company performs corporate office functions, including the corporate finance function. Net sales in the parent company amounted to SEK 23 (34) m in Q1. Income after tax totalled SEK 18 (14) m in Q1.

Annual General Meeting

Haldex will hold its Annual General Meeting on 3 May 2018 at 4:00 p.m. at Haldex in Landskrona, Sweden. Shareholders are invited to a tour of the factory and presentations at 3:00 p.m.

Notice of the annual general meeting was given on 3 April, and the notice is published on Haldex's website along with the complete documentation for the meeting, including the annual report.

Shareholders who wish to attend the Annual General Meeting must be registered in the share register maintained by Euroclear Sweden AB as of 26 April 2018 and must register their attendance with the company by post to Haldex AB, Wiveca Kivi, Box 507, 261 24 Landskrona, Sweden, by telephone at +46 418 47 61 63 or by email to anmalan.stamma@haldex.com, no later than Thursday, 26 April 2018. When registering their attendance, shareholders shall provide their name, address, telephone number and personal ID number (comp. reg. no.).

Powers of attorney, certificates of registration and other authorisation documents must be available at the meeting, and should be

provided to the company no later than 26 April 2018 to facilitate the entry at the meeting. A power of attorney must be presented in its original form. The power of attorney must not be older than one year, unless it is stated in the power of attorney that it is issued for a longer period of time (not more than five years). A proxy form is available on the company's website, <http://corporate.haldex.com/en/investors/corporate-governance/annual-general-meeting/2018>

In order to participate in the annual general meeting, shareholders with nominee registered shares must request their bank or broker to have their shares owner-registered with Euroclear Sweden AB. Such registration must be made as of Thursday 26 April 2018, and the bank or broker should therefore be notified in good time before this date. The registration can be temporary.

Dividends

The Board of Directors of Haldex proposes a dividend of SEK 0.55 (0.00) per share to the Annual General Meeting, which is in line with the policy that one-third of the annual net income shall be distributed. The record date is 7 May, with payment on 12 May.

Outlook for 2018

The official production forecasts provide insight into how the market is expected to perform. However, Haldex does not have an even distribution of income between the Truck and Trailer categories and does not necessarily share the view of the future espoused by the forecasters. Therefore, Haldex provides its own overall view of how the company sees each market performing.

Miscellaneous

Significant risks and uncertainties

Haldex is exposed to risks of a financial and operational nature. The Group has a process for risk identification and risk management that is described in Haldex's 2017 Annual Report and Corporate Governance Report on pages 30-33 and 71-79. As described in the Annual Report, the consolidated financial statements contain some assessments and assumptions about the future that are based on both historical experience and future expectations. Goodwill, development projects, taxes and pensions are the areas representing considerable risk of future adjustments to recognized values. Warranty provisions and customer commitments have been identified as the areas where the uncertainty for future adjustments to estimated values is the highest.

Forward-looking information

This report includes forward-looking information with statements concerning the future outlook for Haldex's operations. This information is based on the current expectations, estimates and forecasts of Haldex's management. Actual future outcomes may vary significantly from the forward-looking information presented in this report. This may be due to changes in assumptions concerning economic factors, markets and competition.

Transactions with related parties

There have been no transactions with a significant impact on the Group's financial position and performance between Haldex and related parties.

Seasonal effects

Haldex does not have any significant seasonal variations. However, sales are affected by the production schedules of Haldex's customers, which results in lower sales during holiday periods and when customers are closed for public holidays, for example at the end of the year.

Acquisitions and disposals

There were no acquisitions or disposals in 2018.

North America is expected to reach a higher level than the record year of 2015. It is difficult, though, to assess how quickly the shift to disc brakes will occur and how much of the market share Haldex will take when sales increase.

Europe is considered to be stable with slightly higher order intake in 2018.

China has a soft market according to the forecast institutes but is estimated to grow in the parts of the market that are relevant for Haldex. This is primarily due to greater demand for the brake adjuster, which will have lower margins than in other regions.

India is expected to return to growth in 2018.

Accounting principles

This interim report is presented in accordance with IAS 34 Interim Financial Reporting. The interim information on pages 1-20 form an integral part of this financial report. The consolidated financial statements were prepared in accordance with the International Financial Reporting Standards (IFRS) as adopted by the EU. The Parent Company's financial statements were prepared in accordance with the Swedish Financial Reporting Board's recommendation RFR 2 "Financial Reporting for Legal Entities" and the Swedish Annual Accounts Act (Årsredovisningslagen). The accounting policies are thus unchanged from those presented in the 2017 Annual Report on pages 39-43.

Holdings in associated companies are reported in accordance with the equity method; the Group's share of the associated company's income is reported on a separate line in the income statement under financial items.

Haldex's revenue refers primarily to goods and services that are transferred to the customer at a single point in time.

Changed estimates and judgements

Actuarial assumptions for the measurement of the pension liability are determined on an ongoing basis. In Q1 2018 this did not result in a change to the pension liability, SEK 0 (16) m. The change in the pension liability is primarily related to lower discount rates than before in countries where the Group has large pension provisions.

Changed accounting principles for 2018

IFRS 9 is not judged to have an impact on Haldex's financial statements. IFRS 15 is judged to have a very limited effect on the current classification in the income statement. Since the effects are immaterial, the transition to the opening balance for 2018 is not affected. The transition entails only gross accounting of amounts that were previously accounted for net. The full-year effect in 2017 is negligible both for net sales and the operation margin since Haldex only reports the change with the effect from 1 January 2018.

Brazil's market is expected to grow, although from very low levels.

This means that, as a whole, net sales for 2018 will increase compared to 2017. Higher sales enable higher operating income. This will be offset by greater investment in development projects and costs for expansion in North America and China. The operating margin for 2018 is expected to be somewhat lower or in line with the operating margin excluding one-off items in 2017.

Landskrona, April 25, 2018

Board of Directors

This report has not been audited by the company's auditors.

Consolidated income statement

SEK m	Jan-Mar 2018	Jan-Mar 2017	Full year 2017
Net sales	1,252	1,148	4,462
Cost of goods sold	-927	-824	-3,237
Gross income	325	324	1,225
<i>Gross margin</i>	<i>26.0%</i>	<i>28.2%</i>	<i>27.5%</i>
Selling, admin, and product development costs	-237	-251	-955
Other operating income and expenses ¹	2	-36	-121
Operating income ¹	90	37	149
Financial income and expenses	-4	8	-8
Share of result from joint venture	-4	-1	-12
Income before tax	82	44	129
Tax	-24	-15	-50
Net income	58	29	79
<i>attributable to non-controlling interests</i>	<i>0</i>	<i>1</i>	<i>5</i>
Earnings per share, before and after dilution, SEK	1.30	0.64	1.67
Average No. of shares, thousands	44,204	44,204	44,204

Operating income, by nature of expenses

SEK m	Jan-Mar 2018	Jan-Mar 2017	Full year 2017
Net sales	1,252	1,148	4,462
Direct material costs	-704	-619	-2,425
Personnel costs	-256	-241	-973
Depreciation and amortization	-30	-33	-132
Other operating income and expenses	-172	-218	-783
Operating income ¹	90	37	149

1) One-off items included in the operating income

SEK m	Jan-Mar 2018	Jan-Mar 2017	Full year 2017
Operating income, including one-off items	90	37	149
Restructuring costs	-	-1	-18
Product related warranty	-	-19	-56
Costs related to the bidding process	-	-24	-69
Operating income, excluding one-off items	90	81	292

Consolidated statement of comprehensive income

SEK m	Jan-Mar 2018	Jan-Mar 2017	Full year 2017
Net income	58	29	79
Other comprehensive income/loss			
<i>Items not to be reclassified to the income statement:</i>			
Remeasurement of pension obligation, after tax	0	-16	-12
Total	0	-16	-12
<i>Items that may be reclassified subsequently to the income statement:</i>			
Currency translation differences	51	-5	-42
Changes in financial instruments at fair value, after tax	-2	4	-2
Total	49	-1	-44
Total other comprehensive income/loss	49	-17	-56
Total comprehensive income	107	12	23
<i>attributable to non-controlling interests</i>	0	0	5

Consolidated statement of financial position

SEK m	Mar 31 2018	Mar 31 2017	Dec 31 2017
Goodwill	412	418	398
Other intangible assets	183	85	151
Tangible assets	626	552	586
Financial assets	33	75	41
Deferred tax assets	182	161	173
Total non-current assets	1,436	1,291	1,349
Inventories	617	535	585
Current receivables	1,231	974	924
Derivative instruments	52	25	26
Cash and cash equivalents	195	279	194
Total current assets	2,095	1,813	1,729
Total assets	3,531	3,104	3,078
Equity	1,502	1,386	1,395
Pension and similar obligations	460	448	443
Deferred tax liabilities	18	24	26
Non-current interest-bearing liabilities	371	270	271
Other non-current liabilities	35	32	35
Total non-current liabilities	884	774	775
Derivative instruments	51	15	31
Current interest-bearing liabilities	117	107	61
Current liabilities	977	822	816
Total current liabilities	1,145	944	908
Total equity and liabilities	3,531	3,104	3,078

Statement of changes in equity

SEK m	Jan-Mar 2018	Jan-Mar 2017	Full year 2017
Opening balance	1,395	1,374	1,374
Net income	58	29	79
Other comprehensive income/loss	49	-17	-56
Total comprehensive income	107	12	23
Transactions with shareholders:			
Dividend to Haldex' shareholders	-	-	-
Dividend to non-controlling interests	-	-	-2
Value of employee services/incentive programs	0	0	0
Total transactions with shareholders	0	0	-2
Closing balance	1,502	1,386	1,395
<i>attributable to non-controlling interests</i>	25	25	25

Consolidated statement of cash flow

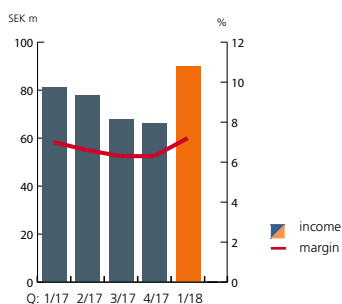
SEK m	Jan-Mar 2018	Jan-Mar 2017	Full year 2017
Operating income	90	37	149
Reversal of non-cash items	30	33	181
Interest paid	-8	-6	-23
Tax paid	-25	-15	-45
Cash flow from operating activities before change in working capital	87	49	262
Change in working capital	-151	-28	-89
Cash flow from operating activities	-64	21	173
Investments, incl. capitalized R&D expenses	-81	-49	-231
Cash flow from investment activities	-81	-49	-231
Dividend to Haldex' shareholders	-	-	-
Dividend to non-controlling interests	-	-	-2
Change of interest-bearing liabilities	142	7	-33
Cash flow from financing activities	142	7	-35
Net cash flow	-3	-21	-93
Cash and cash equivalents, opening balance	194	297	297
Currency translation diff. in cash and cash equivalents	4	3	-10
Cash and cash equivalents, closing balance	195	279	194

Key figures

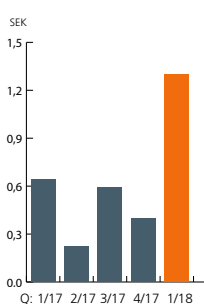
	Jan-Mar 2018	Jan-Mar 2017	Full year 2017
Operating margin, excl. one-off items, %	7.2	7.0	6.5
Operating margin, %	7.2	3.2	3.3
Cash flow, operating activities, SEK m	-64	21	173
Cash flow after investment activities, SEK m	-145	-28	-58
Return on capital employed, excl. one-off items, % ¹	13.5	13.8	13.3
Return on capital employed, % ¹	9.0	7.7	6.8
External investments, SEK m	66	47	218
R&D, %	3.7	4.0	4
Number of employees	2,315	2,033	2,176
Return on shareholders' equity, % ²	7.5	10.8	5.4
Interest coverage ratio	17.9	13.5	14.2
Equity ratio, %	43	45	45
Net debt/equity ratio, %	50	39	42
Share data:			
Earnings per share, before dilution, SEK	1.30	0.64	1.67
Earnings per share, after dilution, SEK	1.30	0.64	1.67
Equity per share, SEK	33.97	30.85	30.98
Cash flow, operating activities, SEK	-0.14	0.43	3.91
Share price, SEK	85.40	119.25	87.25
Average No. of shares, thousands	44,216	44,216	44,216
Total No. of shares at end of period, thousands	44,216	44,216	44,216
<i>of which is treasury shares, thousands</i>	<i>12</i>	<i>102</i>	<i>12</i>

¹ Rolling twelve months² Twelve months

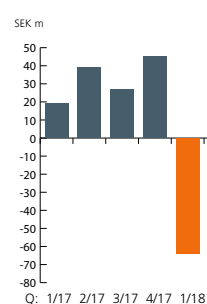
Operating income & margin (excl. one-off items)



Earnings per share



Cash flow operating activities



Parent company's income statement

SEK m	Jan-Mar 2018	Jan-Mar 2017	Full year 2017
Net sales	23	34	102
Administrative costs	-10	-22	-114
Operating income	13	12	-12
Dividend from Group companies	-	-	22
Impairment shares in subsidiaries	-	-	-40
Financial income and expenses	13	2	56
Income after financial items	26	14	26
Group contribution	-	-	-50
Income before tax	26	14	-24
Tax	-8	0	-3
Net income	18	14	-27

Parent company's statement of comprehensive income

SEK m	Jan-Mar 2018	Jan-Mar 2017	Full year 2017
Net income	18	14	-27
Other comprehensive income	-	-	-
Total comprehensive income	18	14	-27

Parent company's statement of financial position

SEK m	Mar 31 2018	Mar 31 2017	Dec 31 2017
Non-current assets	2,808	2,841	2,782
Current assets	953	434	1,016
Total assets	3,761	3,275	3,798
Shareholders' equity	1,223	1,246	1,205
Provisions	52	41	55
Interest-bearing liabilities, external	370	270	270
Other liabilities	2,116	1,718	2,268
Total equity and liabilities	3,761	3,275	3,798

Financial instruments by category - Group

SEK m	Mar 31, 2018		Mar 31, 2017		Dec 31, 2017	
	Assets	Liabilities	Assets	Liabilities	Assets	Liabilities
Forward exchange contracts - cash flow hedges	1	10	3	2	1	5
Forward exchange contracts- at fair value through profit or loss	3	2	2	2	1	2
Currency swaps - at fair value through profit or loss	48	39	20	11	24	24
Financial assets available for sale	-	-	23	-	-	-
Total	52	51	48	15	26	31

Financial instruments categorized as financial assets available for sale are recognized at fair value in the statement of financial position according to Tier 1 in the fair value hierarchy, i.e. to a price quoted in an active market. Other financial instruments are recognized at fair value in the statement of financial position according to Tier 2 in the fair value hierarchy, meaning that the fair value is determinable, directly or indirectly, from observable market data. No transit has taken place between the different Tier levels during the year. Haldex multicurrency revolving credit facility and bond loan are subject to a variable interest term of 1-6 months, thus the fair values correspond to the carrying amounts. In regard of other financial assets and liabilities such as accounts receivables, other current receivables, cash and cash equivalents and debt to suppliers, the fair values are considered to correspond to the carrying amounts.

Quarterly data

SEK m, if not otherwise stated	2018	2017				2016			
	Q1	Q4	Q3	Q2	Q1	Q4	Q3	Q2	Q1
Income statement:									
Net sales	1,252	1,049	1,081	1,184	1,148	1,054	1,076	1,147	1,097
Cost of good sold	-927	-774	-786	-853	-824	-774	-768	-824	-789
Gross income	325	275	295	331	324	280	308	323	308
Selling, admin. and product development costs	-237	-218	-229	-257	-251	-253	-217	-241	-236
Other operating income and expenses	2	-24	-18	-43	-36	-52	-23	5	5
Operating income	90	33	48	31	37	-25	68	87	77
<i>Operating income, excl. one-off items</i>	<i>90</i>	<i>66</i>	<i>68</i>	<i>78</i>	<i>81</i>	<i>-25</i>	<i>80</i>	<i>87</i>	<i>77</i>
Financial income and expenses	-8	-7	-3	-17	7	-27	-12	3	-5
Income before tax	82	26	45	14	44	-52	56	90	72
Tax	-24	-12	-19	-4	-15	-4	-19	-28	-24
Net income/loss	58	14	26	10	29	-56	37	62	48
Statement of financial position:									
Non-current assets	1,436	1,349	1,259	1,274	1,291	1,306	1,195	1,178	1,162
Current assets	2,095	1,729	1,861	1,881	1,813	1,751	1,709	1,744	1,723
Total assets	3,531	3,078	3,120	3,155	3,104	3,057	2,904	2,922	2,885
Equity	1,502	1,395	1,361	1,339	1,386	1,374	1,374	1,340	1,389
Non-current liabilities	884	775	749	797	774	757	786	761	717
Current liabilities	1,145	908	1,010	1,019	944	926	744	821	779
Total equity and liabilities	3,531	3,078	3,120	3,155	3,104	3,057	2,904	2,922	2,885
Statement of cash flow:									
Cash flow from operating activities before change in working capital	87	53	75	85	49	-29	66	102	99
Cash flow from operating activities	-64	58	42	52	21	88	65	61	42
Cash flow from investment activities	-81	-51	-74	-57	-49	-81	-50	-44	-47
Cash flow from financing activities	142	-79	35	2	7	11	0	-46	-17
Net cash flow	-3	-72	3	-3	-21	18	15	-29	-22
Key figures:									
Operating margin, excl. one-off items, %	7.2	6.3	6.3	6.6	7.0	4.6	7.4	7.6	7.0
Operating margin, %	7.2	3.1	4.5	2.6	3.2	-2.4	6.3	7.6	7.0
Earnings per share, before and after dilution, SEK	1.30	0.25	0.59	0.22	0.64	-1.27	0.82	1.39	1.08
Equity per share, SEK	33.97	30.98	30.3	29.83	30.85	30.63	31.08	29.94	31.07
Cash flow, operating activities, per share, SEK	-0.14	1.02	0.62	0.88	0.43	1.99	1.47	1.38	0.95
Share price, SEK	85.40	87.25	100.75	106.00	119.25	116.50	120.00	80.25	71.50
Return on capital employed excl. one-off items, % ¹	13.5	13.3	12.6	12.2	13.8	13.8	14.8	17.3	19.6
Return on capital employed, % ¹	9.0	6.8	4.2	4.6	7.7	9.7	14.1	11.7	13.9
Return on equity, %	4.0	0.8	2.1	0.7	2.1	-4.7	2.7	4.5	3.5
Equity ratio, %	43	45	44	42	45	45	47	46	48
Net debt/equity ratio, %	50	42	42	38	39	36	37	38	27
External investments	66	43	59	69	47	81	50	44	47
R&D, %	3.7	4.5	3.7	3.4	4.0	3.6	3.4	3.6	3.5
Number of employees	2,315	2,176	2,149	2,150	2,033	2,045	2,051	2,140	2,114

¹ Rolling twelve months

5 year in summary

SEK m, if not otherwise stated	2017	2016	2015	2014	2013
Income statement:					
Net sales	4,462	4,374	4,777	4,380	3,920
Cost of good sold	-3,237	-3,155	-3,418	-3,142	-2,827
Gross income	1,225	1,219	1,359	1,238	1,093
Selling, admin. and product development costs	-955	-950	-942	-857	-839
Other operating income and expenses	-121	-65	-92	-148	-101
Operating income	149	204	325	233	153
<i>Operating income, excl. one-off items</i>	<i>292</i>	<i>291</i>	<i>444</i>	<i>408</i>	<i>281</i>
Financial income and expenses	-20	-39	-54	-28	-43
Income before tax	129	165	271	205	110
Tax	-50	-74	-80	-98	-72
Net income	79	91	191	107	38
Statement of financial position:					
Non-current assets	1,349	1,306	1,177	1,148	1,047
Current assets	1,729	1,751	1,678	1,788	1,439
Total assets	3,078	3,057	2,855	2,936	2,486
Equity	1,395	1,374	1,407	1,278	1,152
Non-current liabilities	775	757	692	718	728
Current liabilities	908	926	756	940	606
Total equity and liabilities	3,078	3,057	2,855	2,936	2,486
Statement of cash flow:					
Cash flow from operating activities before change in working capital	262	238	349	356	249
Cash flow from operating activities	173	256	220	435	282
Cash flow from investment activities	-231	-222	-174	-151	-71
Cash flow from financing activities	-35	-52	-179	-216	-230
Net cash flow	-93	-18	-133	68	-19
Key figures:					
Operating margin, excl. one-off items, %	6.5	6.6	9.3	9.3	7.2
Operating margin, %	3.3	4.7	6.8	5.3	3.9
Earnings per share, before and after dilution, SEK	1.67	2.00	4.28	2.32	0.80
Equity per share, SEK	30.98	30.63	31.46	28.48	26.06
Cash flow, operating activities, per share, SEK	3.91	5.8	4.99	9.84	6.38
Dividend, SEK	0.55 ²	0.00	2.00	3.00	2.00
Share price, SEK	87.25	116.50	79.50	101.75	60.00
Return on capital employed excl. one-off items, % ¹	13.3	13.8	21.7	21.4	14.6
Return on capital employed, % ¹	6.8	9.7	15.9	12.2	7.8
Return on equity, %	5.4	13.1	14.1	8.7	3.1
Equity ratio, %	45	45	49	44	46
Net debt/equity ratio, %	42	36	24	21	33
External investments	218	222	174	147	94
R&D, %	4.0	3.5	3.6	3.4	3.5
Number of employees	2,176	2,045	2,140	2,235	2,135

¹Rolling twelve months ²Proposed dividend

Haldex in short

Haldex develops, manufactures and distributes products for brake and suspension systems for commercial vehicles. Our customers include manufacturers of heavy trucks, buses and trailers, and axle manufacturers for these types of vehicles as well as workshops serving the aftermarket. Other applications as agriculture and special vehicles are also served. The product portfolio comprises all of the main components and sub-systems included in a complete brake or suspension system. Haldex has a global presence in terms of sales, research, development, technical service and production. Manufacturing takes place in Sweden, Germany, Hungary, China, India, Brazil, Mexico and the USA.

Haldex is listed on the Nasdaq Stockholm Mid Cap list. The main owners are ZF (20%), and Knorr-Bremse (10-15%, unconfirmed owner share).

Vision

A world of safer vehicles.

Mission

We develop and provide reliable and innovative brake solutions that improve safety, vehicle dynamics and environmental sustainability in the global, commercial vehicle industry.

Business model

Our business model is based on strong sales to the OEMs that then serves as a volume

engine; an increased installed base of Haldex products on trucks, busses and trailers results in a great potential for aftermarket sales of service and spare parts.

Strategy

Haldex will offer a world-class, focused product range for OEM customers. Products within the portfolio should have market leading potential with features standing out among the competition. For the aftermarket, the product offering, service level, pricing and channel distribution will be adapted over the vehicles lifecycle, with the ambition to offer support during the vehicle's main lifetime. Products within the Foundation Brake product family will continue to serve as the base complemented with selected product investments in the Air Controls product family.

Financial targets

- Organically grow faster than the market (weighted segment volume).
- Sustainable operating margin of 10% or above.
- Net debt/equity ratio less than 1.
- 1/3 of the yearly net income over a business cycle in dividend.

Value drivers

- Number of heavy vehicles being produced.
- Development of a competitive product offering.

Financial definitions and glossary

FINANCIAL DEFINITIONS

Following the European Securities and Markets Authority's new guidelines for alternative key figures, the list of financial definitions have been expanded. The purpose of the added terms is to create an enhanced understanding and promote the usefulness of the financial information and provide the reader with a more nuanced and deeper picture of the business. No new key figures has been added in the period relative to the previous quarter. If the base for the calculations of alternative key figures are not stated in the report, please refer to the appendix for additional information.

Return on equity¹: The proportion of net income for the year attributable to owners of the parent Company as a percentage of the proportion of average equity attributable to owners of the parent Company.

Return on capital employed¹: Operating income plus interest income as a percentage of average capital employed.

Gross margin: Gross profit i.e net sales minus cost of goods sold, divided by net sales.

Equity per share¹: Total equity attributable to the owners of the parent Company, divided by the average No of shares.

One-off items¹: Income statement items, which are of non-recurring nature in normal operations. One-off items may for example include restructuring costs, impairment and product related warranties related to a specific customer obligations. The purpose of specifying this is to demonstrate the underlying business performance. For numerical data, see page 10 and the appendix.

R&D, %¹: Research and development cost excluding depreciations divided by net sales.

Cash flow per share: Cash flow from operating activities divided by the average number of shares.

Net debt¹: Cash and cash equivalents plus interest-bearing receivables minus interest-bearing liabilities and provisions. For numerical data, see page 7 and the appendix.

Net debt/equity ratio¹: Interest-bearing liabilities and provisions minus cash and cash equivalents and interest-bearing receivables divided by equity including non-controlling interests.

Earnings per share¹: Proportion of net income for the year attributable to the owners of the parent Company divided by weighted average number of shares.

Net of interest¹: The economical difference in absolute terms between the reported interest income for financial assets and interest expense on interest-bearing liabilities and provisions.

Interest coverage ratio¹: Operating income excluding one-off items plus interest income divided by interest expenses.

Operating margin: Operating income as a percentage of net sales for the year.

Operating income:¹ Operating income before financial items and tax. For numerical data, see page 10 and the appendix.

Operating income excluding one-off items: Operating income before financial items and tax, adjusted for one-off items. For numerical data, see page 10.

Equity ratio: Equity including non-controlling interests as a percentage of total assets.

Capital employed¹: Total assets less non-interest bearing liabilities and non-interest bearing provisions.

Currency adjusted information¹: Financial figures converted to the same exchange rate as in the comparative period. The aim is to show how the business has developed without the impact of currency fluctuations.

GLOSSARY

Air Controls: Haldex' product line for products to improve brake systems' safety and driving qualities, such as treatment and dehumidifying of compressed air, valves and ABS & EBS.

Aftermarket: Spare parts sold to, and training and services provided to the workshops that repair and service vehicles.

Foundation Brake: Haldex' product line for brake products for wheel ends such as disc brakes, brake adjusters for drum brakes and brake cylinders.

OEM: Original equipment manufacturer.

Truck: Heavy trucks and busses.

Trailer: Trailers attached to a semi-tractor (truck).

¹ Additional financial information is presented in an appendix.

Haldex' product range

The Foundation Brake product line includes brake products for wheel ends such as disc brakes, brake adjusters and actuators. Air Controls comprises products to improve brake systems' safety and driving qualities, such as treatment of compressed air, valves and ABS and EBS.

A selection of our products in each product group:

FOUNDATION BRAKE



BRAKE ADJUSTERS are the central part of a drum brake and automatically control the distance between the brake lining and the brake drum.



DISC BRAKES have higher braking performance. As opposed to brake adjusters, which are a part of a drum brake, Haldex manufactures complete air disc brakes.



ACTUATORS and brake chambers are available for both drum brakes and disc brakes. Haldex offers several versions both with and without parking brakes.

AIR CONTROLS



EBS controls the braking system electronically. The system ensures that the brake power is always optimal for all brakes on a trailer including stability control.



The **SEPERATOR** Consep separates dirt, water and oil before compressed air is passed on to the air dryer, which reduces the need for maintenance in the air system.



PARKING BRAKE CONTROL for trailers ensures that the trailer can be manouvered and safely parked.



RAISING AND LOWERING of vehicles with the help of the vehicles suspension system. A simple handle allows the driver to raise or lower the vehicle to the correct height at the loading bay.



ABS, in combination with the ITCM modul, results in added intelligence which enables some functions found in EBS, such as stability control and lift axle control valve.



The **LIFT AXLE CONTROL** ensures that the lift axle of a trailer is automatically raised and lowered to adapt to the load situation.

HALDEX TECHNOLOGY STRATEGY:**Development of smarter vehicles and transports**

New technology, stricter safety and environmental requirements, cost pressure and growing transport needs lead to the development of smarter vehicles.

Connected vehicles

A prerequisite for creating smarter vehicles is that the different parts of the vehicle are connected to one another, as well as the vehicle itself being connected to its surroundings. Data, collected from sensors, will be analyzed. Was that a leaf fluttering past the front of the vehicle or was it a child running across the road?

The driving characteristics of a vehicle are determined largely by the characteristics of the wheels as the friction is transferred to the road. By measuring and analyzing the behavior of the wheels, such as their speed and resistance, the brake system can act preventively, stabilizing the vehicle. Whether the driving surface is wet or dry, affects how the braking effect should be distributed. The brake system can also be used to steer to avoid a potential collision by distributing the braking effect between the various wheels. Consequently, a brake system that is connected to the other parts of the vehicle is crucial to the driving experience and vehicle safety.

Another aspect of connected vehicles is how they communicate with their surroundings. If connected vehicles are to operate on a large scale in society, open standards must be applied on a broad front, with all vehicles communicating with one another to create a safer traffic environment.

Electrification

Electric trucks, tractors and buses have been on the market for several years. The challenge lies in getting batteries to last for long distances, especially for a fully loaded truck with trailer. Part of this challenge involves the design of the brake system. Heavy vehicles have pneumatic brake systems operated by compressed air. One of the advantages of pneumatic systems is the brake force, since hydraulic systems are not adequate to brake a fully loaded tractor with trailer. Today's electric heavy vehicles have smaller pneumatic systems installed to operate the brakes. This is complicated, however, and adds weight. The solution is electromechanical brakes, built on the same principles as pneumatic brakes for heavy vehicles, but without compressed air.

Self-driving vehicles

Self-driving vehicles offer many advantages. Safety is one of them. A clear majority of car accidents are attributable to driver mistakes. Self-driving vehicles would make the traffic environment safer. Another advantage is that self-driving vehicles free up time for the driver. This

entails major savings for the transport sector, since personnel costs represent the largest cost item per mile driven for fleet operators. For society, there are several advantages. With self-driving vehicles, the road network can be utilized when there is less traffic on the roads, such as at night. Self-driving vehicles have shorter reaction times and can therefore be positioned closer to one another on the road. A truck convoy can consist of one truck with a driver at the front, followed by a row of driverless freight pods. This would mean a more intelligent utilization of our roads while increasing safety.

Self-driving vehicles also raise questions and issues in new areas. Software will be a key component of the vehicle, in many cases distinguishing vehicles from one another. Who bears the legal responsibility if something goes wrong? What should vehicle manufacturers develop in-house and what should be purchased by subcontractors to still be able to offer unique and competitive vehicles? How open must each system then be for the vehicle manufacturer to be certain that it has sufficient influence and can assume legal responsibility?

Haldex's technology strategy

Vehicles beginning to be developed today will roll on our roads in about 2030. By then, self-driving vehicles will probably have been launched. At the same time, trucks that have just begun being sold today will be in service for another 20–30 years. This means that new and old technologies must work side by side. Haldex is convinced that the decisive functionality will be in the software that then controls the hardware. The same software can control how an electromechanical brake, disc brake or drum brake behaves. Many of the solutions being developed today have a very tight connection to the hardware. Haldex believes in the concept of having the software layer disconnected from the hardware, resulting in greater flexibility and lower costs.

Another important principle in Haldex's development work is open standards. To create a world of safer vehicles, all vehicles must interact. Customers want open systems in which they can choose what features are to be prioritized and that generate unique values for their end customers.

We also have an open mind regarding what the vehicle's architecture will look like in the future. An electric vehicle combines propulsion and braking in a completely different manner than a gasoline/diesel fueled car. In a self-driving vehicle, the brake system is used as a backup system for steering, as the vehicle can be steered by distributing the driving and braking force differently between the wheels. The boundaries between propulsion, braking and steering are being redefined.

The development of self-driving vehicles has taken a major leap forward. Both Haldex and our customers increased investments in development projects to keep up with the fast progression in this area. We are heading towards a very exciting change in society that will affect us all.

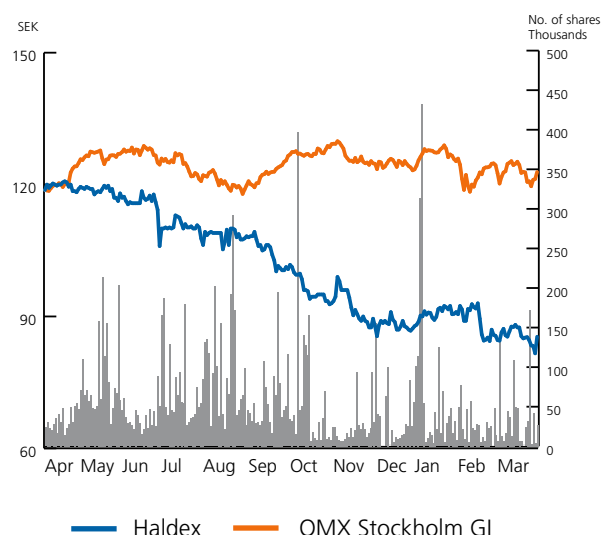


Haldex share

Jan-Mar 2018

Change in share price	-2%
Share price (Mar 31)	85.40 SEK
Market capital (Mar 31)	3,776 MSEK
Highest share price	93.00 SEK
Lowest share price	81.60 SEK
Average No. of traded shares/day	216,925
Total No. of shares (Mar 31)	44,215,970

This document is essentially a translation of Swedish language original thereof. In the event of any discrepancies between this translation and the original Swedish document the latter shall be deemed correct.



Press and analyst meeting

Media and analysts are invited to a telephone conference at which the report will be presented with comments by Åke Bengtsson, President and CEO and Andreas Ekberg, acting CFO. The presentation will also be webcasted live and you can participate with questions by telephone.

Date & Time: Wednesday, April 23 at 9.00 CEST

The press conference is broadcasted at:
<https://tv.streamfabriken.com/haldex-q1-2018>

To join the telephone conference:

SE: +46 85 66 42 696

UK: +44 203 008 98 10

US: +1 855 831 59 48

The webcast will also be available afterwards and you can download the Interim report and the presentation from Haldex website:
<http://www.haldex.com/financialreports>

Financial calendar 2018

Annual general meeting	May 3
Interim report, Apr-Jun	July 18
Interim report, Jul-Sep	October 25

Contacts

Catharina Paulcén, SVP Corporate Communications
Phone: +46 418 47 61 57
E-mail: catharina.paulcen@haldex.com

Åke Bengtsson, President & CEO
Phone: +46 418 47 60 00

Andreas Ekberg, acting CFO
Phone: +46 418 47 60 00



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Haldex AB, Corporate Registration Number 556010-1155, info@haldex.com, www.haldex.com