

JUNE 2025

INVESTOR PRESENTATION

Garrett
ADVANCING MOTION

Forward Looking Statements

This presentation, as well as statements incorporated by reference herein and related comments by our management, contain forward-looking statements within the meaning of the U.S. federal securities laws. All statements other than statements of historical fact, including, without limitation, statements regarding our future results of operations and financial position, expectations regarding the growth of the turbocharger and electric vehicle markets and other industry trends, the sufficiency of our cash and cash equivalents, anticipated sources and uses of cash, anticipated investments in our business, our business strategy, pending litigation, anticipated interest expense, and the plans and objectives of management for future operations and capital expenditures, are forward-looking statements. In many cases, you can identify forward-looking statements by terms such as “aim,” “anticipate,” “appears,” “approximately,” “believe,” “continue,” “could,” “designed,” “effect,” “estimate,” “evaluate,” “expect,” “forecast,” “goal,” “initiative,” “intend,” “may,” “objective,” “outlook,” “plan,” “potential,” “priorities,” “project,” “pursue,” “seek,” “should,” “target,” “when,” “will,” “would,” or the negative of these terms or other similar expressions. In making these forward-looking statements, we rely on our current expectations and projections about possible future events and financial trends that we believe may affect our business, financial condition and results of operations. We believe these judgments are reasonable, but these statements are not guarantees of any future events or financial results, and our actual results may differ materially due to a variety of important factors, many of which are beyond our control. These factors include, among other things, risks related to the evolving automotive industry generally; our strategy and growth prospects; macroeconomic and geopolitical uncertainty; recruitment, development, and retention of qualified personnel; our supply chain; economic, political, regulatory, foreign exchange and other risks of our international operations; protection of our intellectual property rights; warranty claims, product recalls, field actions or product liability actions; environmental matters and liabilities; information technology and data privacy, including cybersecurity and other security concerns; and our capital structure. For a further discussion of these and other risks, refer to Part I, Item 1A. “Risk Factors” of our Annual Report on Form 10-K (the “Form 10-K”) and subsequent documents that we file with the U.S. Securities and Exchange Commission (“SEC”) from time-to-time. You should read the Form 10-K and the documents that we reference therein completely and with the understanding that our actual future results may be materially different from those envisioned by these forward-looking statements. We qualify all of our forward-looking statements by this cautionary language. These forward-looking statements speak only as of the date of this document. Except as required by applicable law, we do not plan to publicly update or revise any forward-looking statements contained herein, whether as a result of any new information, future events, changed circumstances or otherwise.

Non-GAAP Financial Measures

This presentation includes the following Non-GAAP financial measures which are not calculated in accordance with generally accepted accounting principles in the United States (“GAAP”): constant currency sales growth, EBITDA, Adjusted EBITDA, Adjusted EBITDA margin, EBIT, Adjusted EBIT, Adjusted EBIT margin, Net Leverage Ratio, Adjusted free cash flow, Adjusted free cash flow conversion, and Adjusted free cash flow yield. The Non-GAAP financial measures provided herein are adjusted for certain items as presented in the Appendix containing Non-GAAP Reconciliations and may not be directly comparable to similar measures used by other companies in our industry, as other companies may define such measures differently. Management believes that, when considered together with reported amounts, these measures are useful to investors and management in understanding our ongoing operations and analysis of ongoing operating trends. Garrett believes that the Non-GAAP measures presented herein are important indicators of operating performance because they exclude the effects of certain items, therefore making them more closely reflect our operational performance. These metrics should be considered in addition to, and not as replacements for, the most comparable GAAP measure. For additional information with respect to our Non-GAAP financial measures, see the Appendix to this presentation and our annual report on Form 10-K for the year ended December 31, 2024, and our subsequent filings with the SEC.

Industry Information

Market data and industry information used throughout this presentation are based on management’s knowledge of the industry and the good faith estimates of management. Management also relied, to the extent available, upon management’s review of independent industry surveys, publications, public documents of our competitors, and other publicly available information prepared by a number of third-party sources. All of the market data and industry and competitor information used in this presentation involves a number of assumptions and limitations, and you are cautioned not to give undue weight to such estimates. Although we believe that these sources are reliable, we cannot guarantee the accuracy or completeness of this information, and we have not independently verified this information. While we believe the estimated market position, market opportunity and market size information included in this presentation are generally reliable, such information, which is derived in part from management’s estimates and beliefs, is inherently uncertain and imprecise. No representations or warranties are made by Garrett or any of its affiliates as to the accuracy of any such statements or projections. Projections, assumptions, and estimates of our future performance and the future performance of the industry in which we operate are necessarily subject to a high degree of uncertainty and risk due to a variety of factors, including those described above. These and other factors could cause results to differ materially from those expressed in our estimates and beliefs and in the estimates prepared by independent parties.

Past Performance

Past performance is not a reliable indicator of future results and should not be relied upon for any reason.

Garrett: Global Leader and Innovation Powerhouse

Key Statistics

Global #1
Turbo Player

>50%
Win Rate of New Business¹

\$3.5B
2024 Revenue

~\$2B
Market Capitalization

~9,000²
Employees

~1,400
Engineers

\$80M+
Annual Investment in Electrification

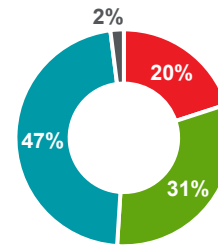
~1,300
Patents Issued or Pending

5
R&D Centers

13
State-of-the-art Manufacturing Facilities

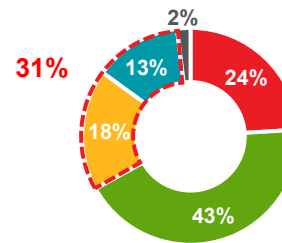
2024 Revenue Breakdown

By Geography



■ North America ■ Europe
■ Asia ■ Other

By Product Line



■ Diesel ■ Aftermarket
■ Gas ■ Commercial Vehicle
■ Other

Technologies Offering

Commercial Vehicle & Industrial



Large Free-Float



Double Axle VNT



Wastegate

Light Vehicle Diesel, Gas & Hybrid



Wastegate



Variable Nozzle Turbine (VNT)



Two Stage



E-Turbo



E-Compressor

Emission Reduction

Zero Emission



Fuel Cell Compressor



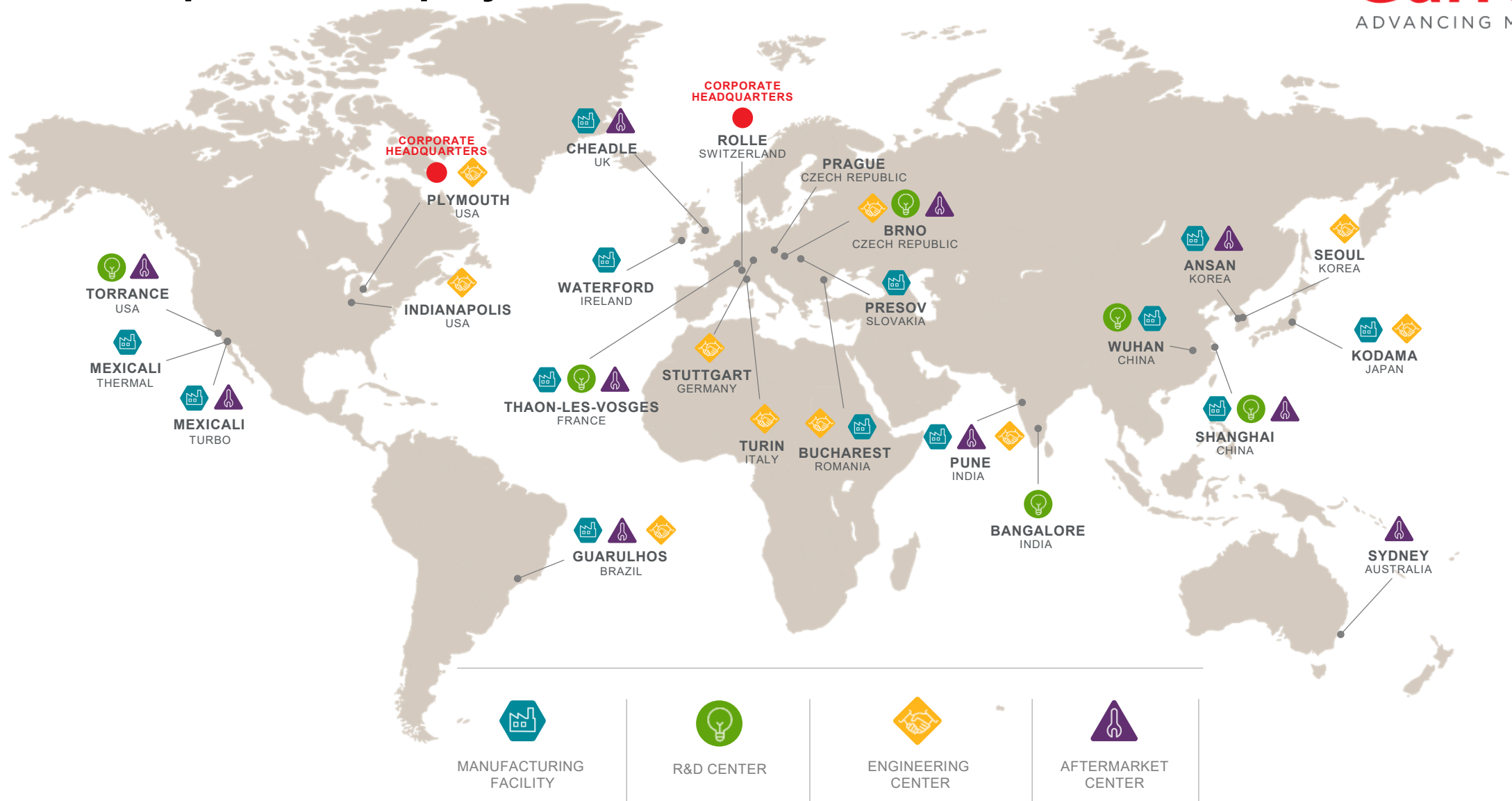
E-Powertrain



E-Cooling Compressor

¹ Reflects Garrett win rate on total turbo industry opportunities
² Includes approximately 7,000 permanent employees and approximately 2,000 contract workers globally as of 12/31/2024

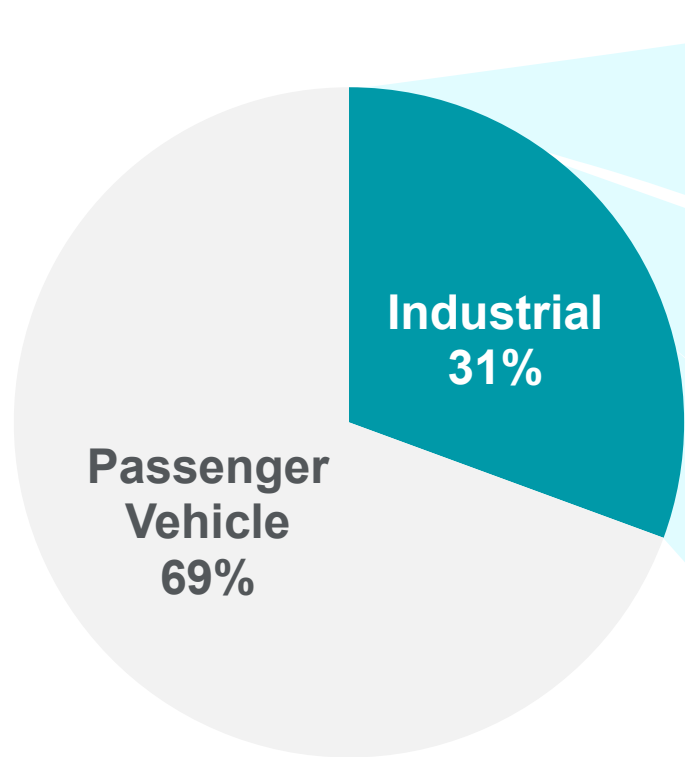
Global footprint, local player



Sales, R&D and Engineering close to our customers | Global manufacturing presencee

Attractive Aftermarket, CV and Industrial Business, Accounting for >30% of Sales and Even More on Profitability

Revenue by Segment (2024)



Non-PV Exposure in Focus

Aftermarket

Provides parts & services predominantly for commercial vehicle customers

✓ **Stable Earnings Stream**

Commercial Vehicle

Turbochargers for on highway vehicles including trucks and buses

✓ **Long Lifespan Projects**

✓ **High OE Stickiness**

Agriculture, Construction & Marine

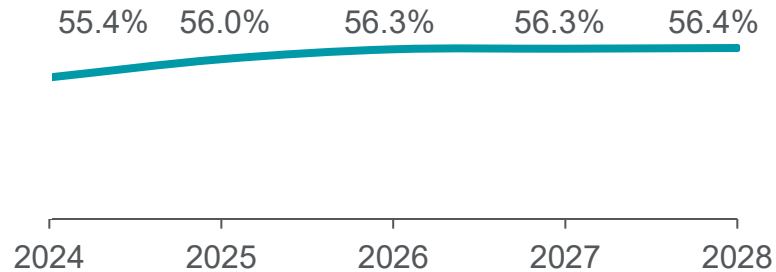
Turbochargers for off highway vehicles including agriculture, construction and mining equipment, as well as marine applications

✓ **Less Sensitivity to Electrification Trend**

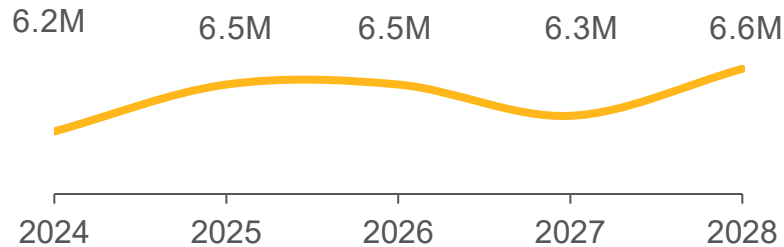
Leader in Turbo, a More Resilient Industry than ICE

Turbo tech: longer tail than ICE

Light Vehicles turbo penetration on Internal Combustion Engines (%)¹



Commercial Vehicles Turbocharged Engines (M engines)²



- Increasing Turbo tech content with tighter emission standards and penetration of **Hybrids**

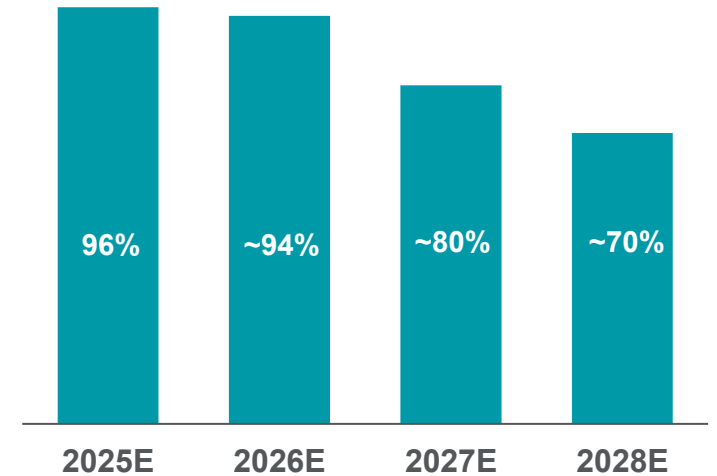
Garrett leadership expansion

- #1 Turbo² Industry Leader**
- >50% new business win rate** on average since 2018
- Broad portfolio** of Turbo technologies for Light Vehicle and Commercial Vehicle
- Expanding range further** in Industrial with **Large Frame Turbo** for Power Generation and Marine

Long term visibility on booked sales

- >80% cumulative OEM sales** already **awarded**

Projected OEM Sales Already Awarded³



- 31% of total sales** from Commercial Vehicles, Industrial and Aftermarket in 2024, and **growing**

¹ Source: S&P Mobility, April 2025 for LV; KGP April 2025 for CV (including On-highway and Off-highway)

² Turbo rankings based on 2024 sales

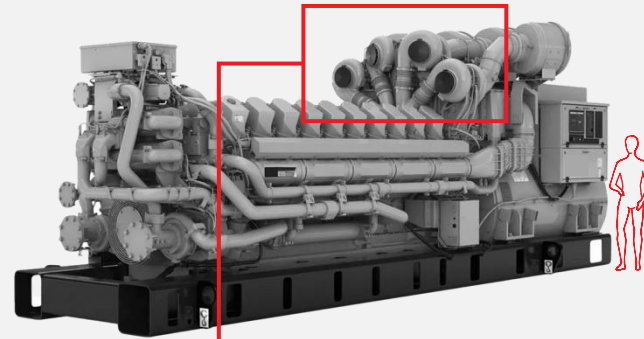
³ Source: Management estimates

Continuing to Expand Our Turbo Portfolio

Strong demand for our largest turbocharger for marine & auxiliary power

- Delivered **first marine prototype**, start of production in Q1 2026
- Won **back-up power development project**, start of production in Q4 2026
- Awarded **marine development project**, start of production in Q2 2027
- Won **two series production awards**, start of production in 2027

4X Large Turbochargers



Additional wins across Passenger and Commercial Vehicle applications:



Continuing to win new business for **natural gas applications** for **on-highway** use in China



Accelerating customer interest in North America tied to OEM **Tier 4 / plug-in hybrid**



Winning additional China business for **light vehicle gasoline export programs**

Strong Interest Across Portfolio Driving Momentum

Fuel Cell Compressor

First Generation launched in 2016, on the Honda Clarity



x2-3

ASP multiplier vs. Turbo Light Vehicle/Commercial Vehicle Waste Gate

>500

Prototypes Delivered in 2023

15+

Customers Engaged

PORTFOLIO: 4 FC COMPRESSOR FAMILIES

FCC15 for cars & light commercial vehicle

FCC22 for buses & medium-duty trucks

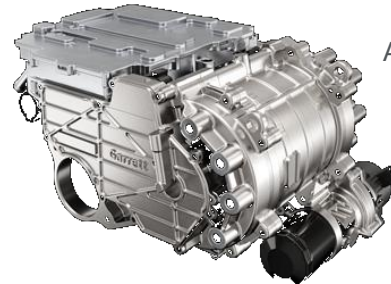
FCC25 for heavy duty trucks

FCC32 for heavy duty trucks, off highway & industrial applications

2 programs in production
6 series production launches on going



High Speed E-Powertrain



x5-20+

ASP multiplier vs. Turbo Light Vehicle/Commercial Vehicle Waste Gate

20+

Customers Engaged

PORTFOLIO: 4 E-POWERTRAIN FAMILIES

~150 kW: for small SUVs, compact / mid-size sedan

~250 kW for SUV, Pick-ups, premium, sports cars

>150 kW for delivery trucks, step-in-vans, ...

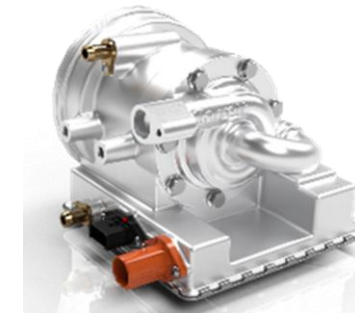
Up to 600 kW for class 4 to 8 trucks (incl. off-road like mining)

1 production award with SOP 2027

6 pre-development contracts won



E-Cooling Compressor



x1-3

ASP multiplier vs. Turbo Light Vehicle/Commercial Vehicle Waste Gate

30+

Customers Engaged

PORTFOLIO: 3 E-COOLING COMPRESSOR FAMILIES

20-25kW for Light Vehicles

25-35kW for Commercial Vehicles

50-150kWc for Industrial (incl. data center, battery storage farms, & Commercial/Residential HVAC usage)

15 pre-development contracts won for mobility & industrial applications



Garrett's Robust & Differentiated Zero Emission Pipeline

Garrett Technology Advantage...

Fuel Cell Compressor



- Unique **high-speed motor & controls electronics**
- Best in class **aerodynamics**, including turbine expander
- **IP protected** oil-less foil bearing & **high-speed balancing**
- **Broad portfolio** for fuel cell applications 40-300kW+

E-Powertrain



- Technology step change with **high-speed motor design**
- **Reduced weight & packaging space** benefit
- Major **reduction of material usage**, incl. critical **rare earth materials**
- Proven **system integration** experience

E-Cooling Compressor



- ✓ Build on **broad experience** with **fuel cell compressors**
- ✓ **High-speed motor & controls electronics** technology
- ✓ Best in class **aerodynamics** & IP protected **oil-less bearing**
- ✓ **System optimization & controls** key to success

... Delivering High Customer Value

- ✓ **Reducing total cost of ownership**
- ✓ **Increasing vehicle range**
- ✓ **Enhancing fleet productivity**
- ✓ **Proven durability: 7+ years in field**
- ✓ **Off-the shelf portfolio**

- ✓ **Weight savings & perf. improvements**
- ✓ **Reduced use of critical materials**
- ✓ **Fits space constrained applications, incl. REEVs**
- ✓ **Scalability for power needs**
- ✓ **Major TCO benefits for CV**

- ✓ **Enabling ultra fast charging & high-speed driving**
- ✓ **Enhancing cabin comfort**
- ✓ **Increased reliability (oil-free) / maintenance savings**
- ✓ **Quiet operation**

Successful Innovation Shift to Electrification Technologies

Turbomachines for Air Compression



High precision design & assembly, high speed balancing, and ability to operate in harsh environments across multiple use cases



Working at temperatures up to **1,050°C**
Operating with clearances **~microns**

High-Speed Motors



Best-in-class power density, producing the same amount of power in a smaller, more compact form



Rotational speed up to **225,000 revs per minute**
High power density, delivering **>40kW/L**

Power Electronics

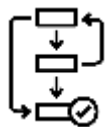


Unique, compact design for high speed / high power motor control, operating in harsh environments (vibration, temperature)



High switching frequency, **up to 30,000 Hertz**, with best-in-class efficiency and power density

Control Software



Use on-board digital twins to optimize energy efficiency of all vehicle types in real-time



State-of-the-art **sensor-less electric motor controls**, enabling high motor efficiency & dynamic performance

Strong Financial Framework and Cash Flow Powers Shareholder Returns and Supports De-Levering

Our Target Financial Framework

Adj. EBIT Margin ¹	> 13%
R&D as % of Net Sales	< 5%
Capex as % of Net Sales	< 3%
Working Capital Turns	> 20x
Adjusted Free Cash Flow Conversion on Adj. EBIT ¹	~75%
Net Leverage Ratio ¹	~ 2x

Delivering Value to Shareholders

Targeting distribution of **at least 75%** of Adj FCF¹ to shareholders over time

Intend to pay quarterly dividends on common stock amounting to **~\$50 million** in 2025

2025 share repurchase authorization for up to **\$250 million** in buybacks³

Prudent Debt Management

De-levered materially since conversion of Series A Preferred Stock in Q2 2023²

Ample liquidity position with no significant debt maturities until **2032**

Maintaining stable net leverage ratio¹ of **~ 2x**

¹ See Appendix for reconciliations of Non-GAAP measures

² Source: Company financial reports

³ Approximately \$220mm currently available as of 03/31/2025

Track Record of Attractive Profitability and Cash Flow Generation

Garrett financial framework



High product profitability driven by sustainable technology differentiation



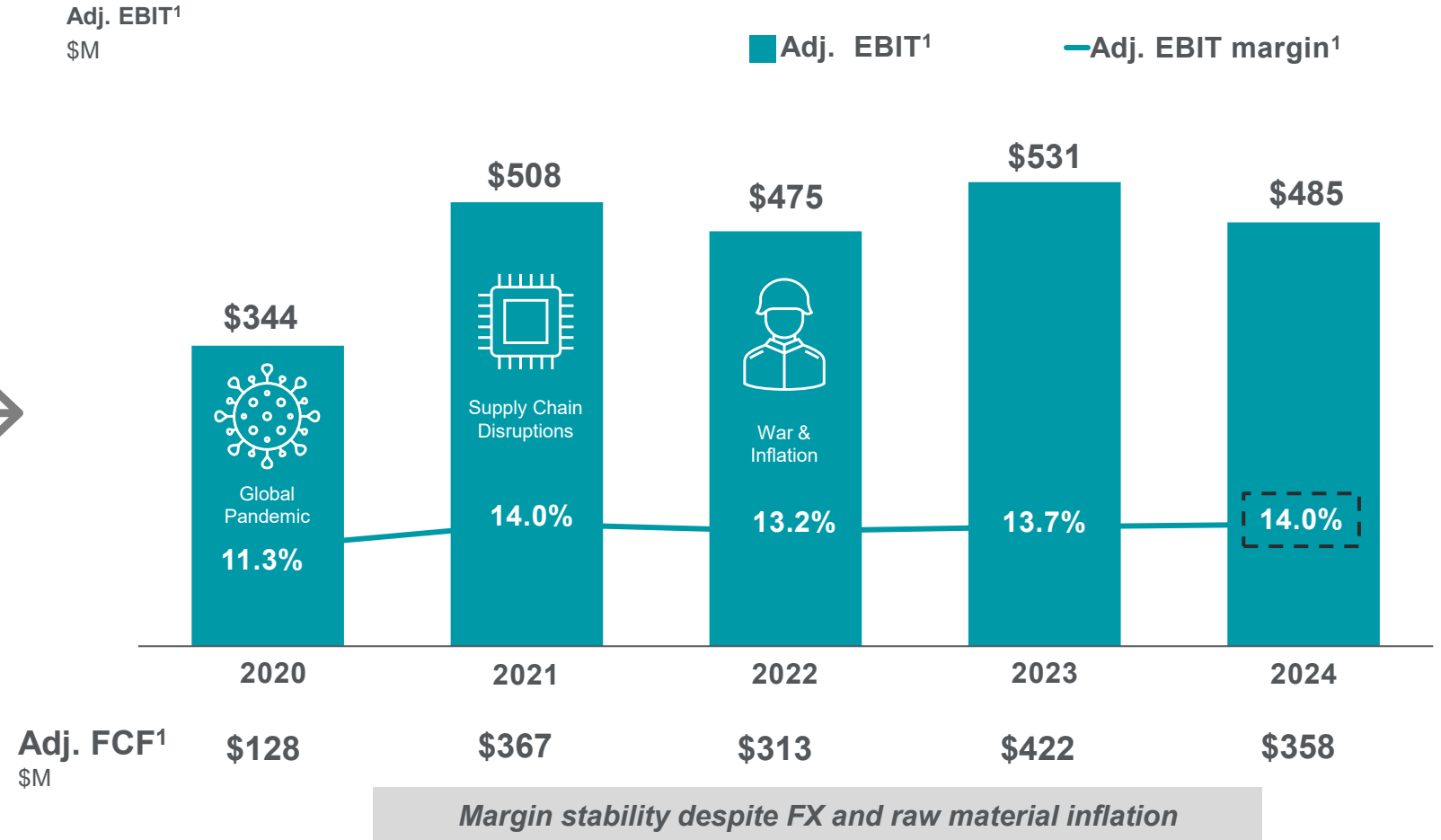
Flexible, low-cost structure ensures financial performance through macroeconomic conditions



Capital “light” operating model drives low capital intensity and strong cash flow generation



Leading to solid profitability and cash flow resilience across cycles



¹ See Appendix for reconciliations of Non-GAAP measures

We Remain Focused on Value Creation

Industry Leadership

Continue to be #1 Turbo player¹ and leader in a technology-driven industry; still investing in new Turbo technologies especially for hybrids; expanding into industrial applications

Cash generation

Proven performance through business cycles with target of ~60% adjusted free cash flow conversion on EBITDA² while funding R&D and target return of ~75% or more of adjusted free cash flow² to shareholders over time through share repurchases and dividends

Focused zero emission strategy

Focused investments on differentiated technology solutions for our E-Powertrain, E-Cooling Compressor, and Fuel Cell Compressor

Tech differentiation

New **zero-emission³** offerings, addressing unmet customer needs; sustaining **high margins** through **differentiated technology** that is difficult for competitors to replicate

Talent & Culture

Experienced team, proven performance, strong culture of innovation centered on creating and delivering **breakthrough technology** at scale

¹ Turbo ranking based on 2024 sales

² See Appendix for reconciliations of Non-GAAP measures

³ Zero Emission includes Battery Electric and Fuel Cell Vehicles

APPENDIX



Reconciliation of Net Income to Adjusted EBIT, Adjusted EBITDA and Consolidated EBITDA

(\$ in millions)	Q1 2025	FY 2024	FY 2023	FY 2022	FY 2021	FY 2020
Net income	\$62	\$282	\$261	\$390	\$495	\$80
Interest expense, net of interest income	29	153	152	6	82	76
Tax expense	23	61	86	106	43	39
Repositioning costs	7	21	13	4	16	10
Reorganization items, net	-	-	(1)	3	(125)	73
Foreign exchange loss on debt, net of related hedging loss	1	(1)	-	-	9	(38)
Loss on extinguishment of debt	-	-	-	5	-	-
Discounting costs on factoring	1	4	4	2	-	-
Gain on sale of equity investment	-	(27)	-	-	-	-
Other non-operating (income) expense	(1)	(12)	(6)	(41)	(12)	5
Acquisition and divestiture expenses	3	2	-	-	-	-
Professional service costs	-	-	-	-	-	52
Other expense, net (including indemnification, asbestos and environmental expenses)	-	-	-	-	-	45
Capital tax expense	-	-	-	-	-	2
Capital structure transformation costs	-	-	22	-	-	-
Debt refinancing and redemption costs	6	2	-	-	-	-
Adjusted EBIT	\$131	\$485	\$531	\$475	\$508	\$344
Depreciation	22	90	90	84	92	86
Stock compensation expense	6	23	14	11	7	10
Adjusted EBITDA	\$159	\$598	\$635	\$570	\$607	\$440
Unrealized foreign exchange loss (gain)	10	(12)	-	-	-	-
Interest income	-	3	-	-	-	-
Other expenses ¹	-	29	-	-	-	-
Consolidated EBITDA ²	\$169	\$618	\$635	\$570	\$607	\$440
Net Sales	\$878	\$3,475	\$3,886	\$3,603	\$3,633	\$3,034
Net income margin	7.1%	8.1%	6.7%	10.8%	13.6%	2.6%
Adjusted EBIT margin	14.9%	14.0%	13.7%	13.2%	14.0%	11.3%
Adjusted EBITDA margin	18.1%	17.2%	16.3%	15.8%	16.7%	14.5%

¹ Relates to qualifying expenses such as costs of public company registration, listing and compliance, facility start-up and transition costs and other non-recurring expenses as defined under our credit agreement.

² As defined in Garrett credit agreement

Reconciliation of Cash Flow from Operations to Adjusted Free Cash Flow and Related Ratios

(\$ in millions)

	Q1 2025	FY 2024	FY 2023	FY 2022	FY 2021	FY 2020
Net cash provided by (used for) operating activities	\$56	\$408	\$465	\$375	(\$310)	\$25
Expenditures for property, plant and equipment	(26)	(91)	(83)	(91)	(72)	(80)
Net cash provided by (used for) operating activities less expenditures for property, plant and equipment	\$30	\$317	\$382	\$284	(\$382)	(\$55)
Payments for repositioning	3	18	11	4	14	5
Cash proceeds from cross currency swaps	4	17	19	-	-	-
Factoring and P-notes	(8)	4	2	20	10	34
Capital structure transformation costs	-	1	8	-	-	-
Acquisition and divestiture expenses	1	1	-	-	-	-
Honeywell Indemnity Agreement expenses	-	-	-	-	-	43
Stalking horse termination reimbursement	-	-	-	-	79	-
Payments for stock compensation	-	-	-	-	10	-
Chapter 11 professional service costs	-	-	-	5	220	101
Honeywell Settlement as per Emergence Agreement	-	-	-	-	375	-
Chapter 11 related cash interests	-	-	-	-	41	-
Adjusted free cash flow	\$36	\$358	\$422	\$313	\$367	\$128
Net income	\$62	\$282				
Operating cash flow conversion	90%	145%				
Adjusted EBITDA	\$159	\$598	\$635	\$570	\$607	\$440
Adjusted free cash flow conversion on EBITDA	23%	60%	66%	55%	60%	29%
Adjusted EBIT	\$131	\$485	\$531	\$475	\$508	\$344
Adjusted free cash flow conversion on EBIT	27%	74%	79%	66%	72%	37%
Net income less Capex		\$191				
Net income less Capex conversion		68%				
Adjusted EBITDA less Capex		\$507				
Adjusted EBITDA less Capex conversion		85%				
Operating cash flow yield		21%				
Adjusted free cash flow yield		19%				

Reconciliation of Long-Term Debt to Net Debt and Related Ratios

<i>(\$ in millions)</i>	Q1 2025	FY 2024
Cash and cash equivalents	\$130	\$125
Undrawn revolver credit facility	\$630	570
Total liquidity	\$760	\$695
Long-term term debt	\$1,462	\$1,464
Short-term term debt	7	7
Deferred financing costs	25	22
Bank overdraft	17	-
Gross debt	\$1,511	\$1,493
Cash and cash equivalents	\$130	\$125
Net debt	\$1,381	\$1,368
Consolidated LTM EBITDA	\$626	\$618
Net leverage ratio⁽¹⁾	2.21x	2.21x

¹ Net leverage ratio defined as Net Debt divided by Consolidated EBITDA

Reconciliation of Constant Currency Sales % Change

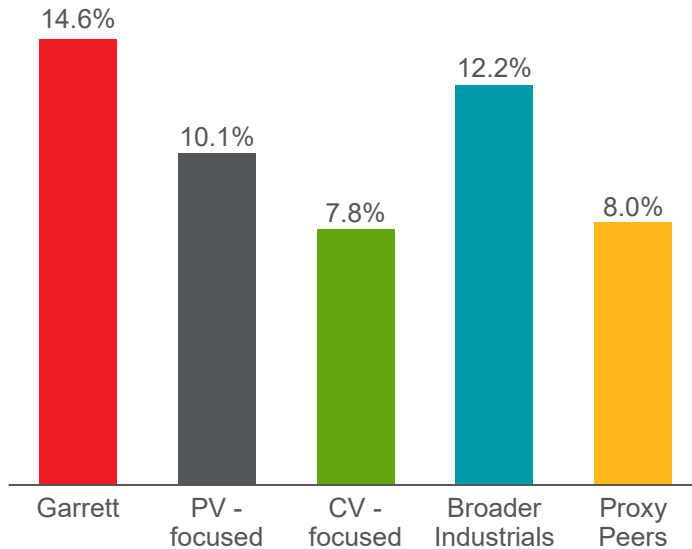


	Q1 2025	Q1 2024
Reported sales % change	(4%)	(6%)
Foreign currency translation	(2%)	(1%)
Constant currency sales % change	(2%)	(5%)

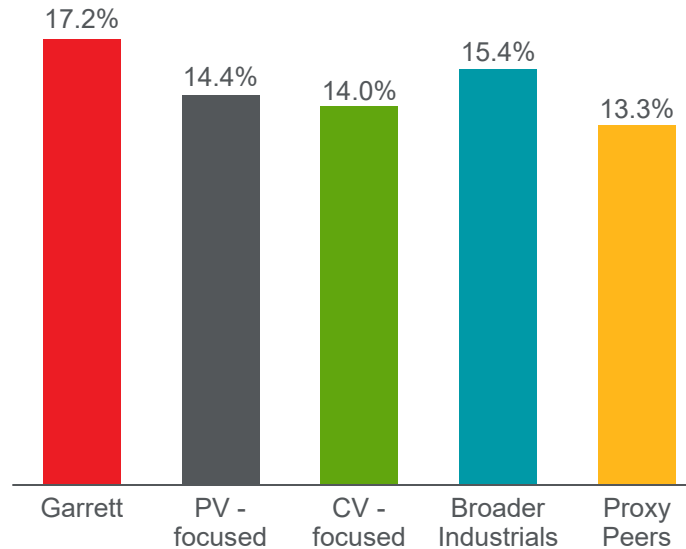
We define constant currency sales growth as the year-over-year change in reported sales relative to the comparable period, excluding the impact on sales from foreign currency translation. This is the same definition we previously used for "organic sales growth". We believe this measure is useful to investors and management in understanding our ongoing operations and in analysis of ongoing operating trends.

Metrics vs. peers – EBIT, EBITDA & EV / Adj. EBIT

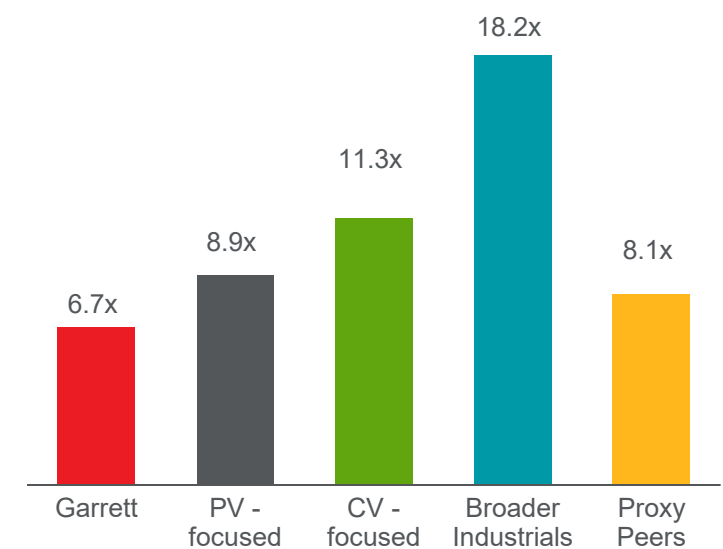
2024A Adj. EBIT Margin



2024A Adj. EBITDA Margin



EV / 2024A Adj. EBIT



Source Bloomberg as of December 30, 2024

PV-focused Borg, Linamar, Schaeffler, Vitesco, Brembo, Autoliv, Stabilis, Aptiv

CV-focused Dana, Cummins, American Axle, Allison Transmission

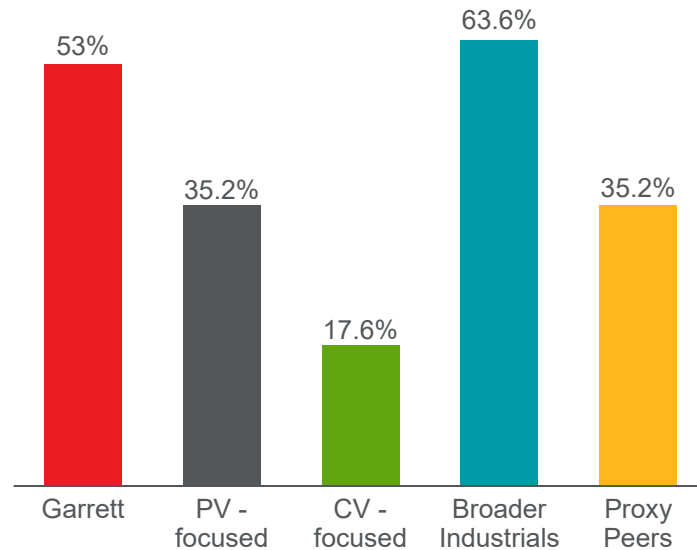
Broader Industrials Sulzer, Burckhardt, Wartsila, Mitsubishi Heavy Industrials, Accelleron, Rolls-Royce, Westinghouse Air Brake, Belimo, SFS Group, Schindler, Georg Fischer, Landis+Gyr, VAT group

Proxy-peers Borg, Linamar, Schaeffler, Vitesco, Brembo, Autoliv, Stabilis, Aptiv, Dana, Cummins, American Axle, Allison Transmission, Magna, Valeo, Forvia, Compagnie Plastic Omnium, Norma group, Continental, Gestamp, Visteon

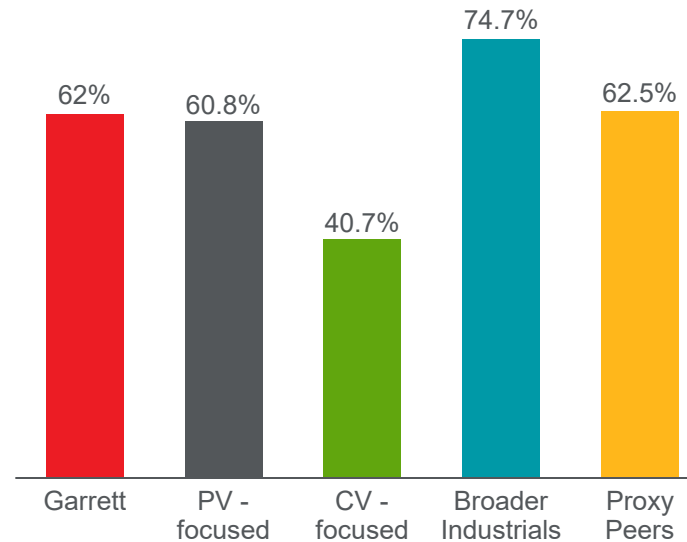
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Metrics vs. peers – EBIT and EBITDA conversion; FCF yield

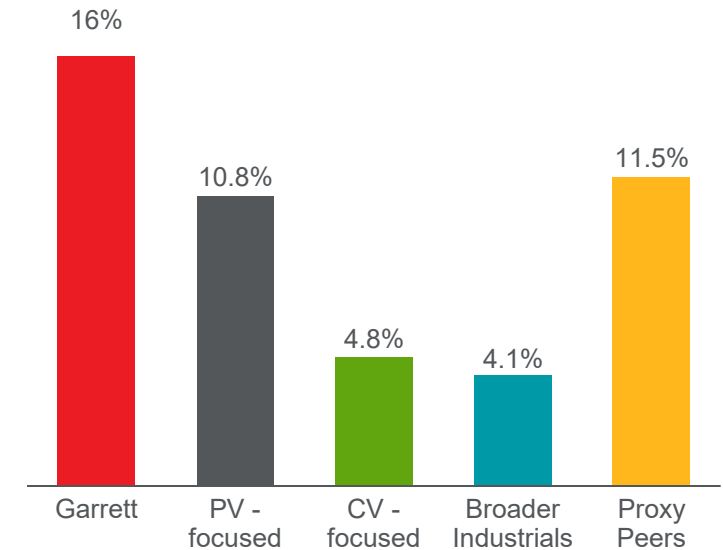
2024A FCF / EBITDA



2024A FCF / EBIT



2024A FCF Yield



Source Bloomberg as of December 30, 2024

PV-focused Borg, Linamar, Schaeffler, Vitesco, Brembo, Autoliv, Stabilis, Aptiv

CV-focused Dana, Cummins, American Axle, Allison Transmission

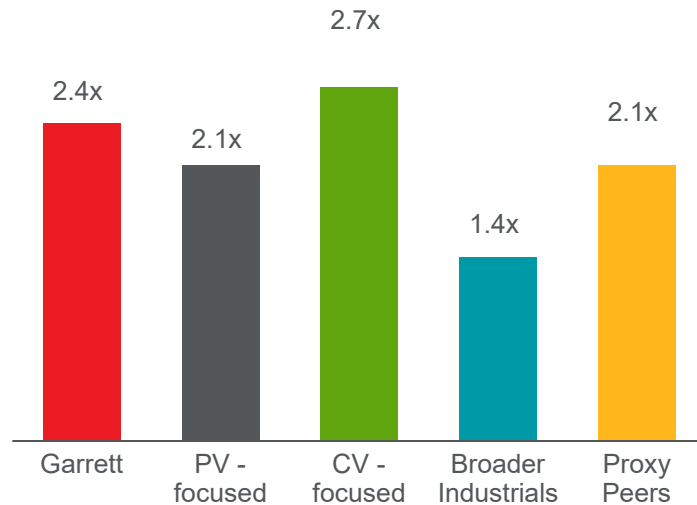
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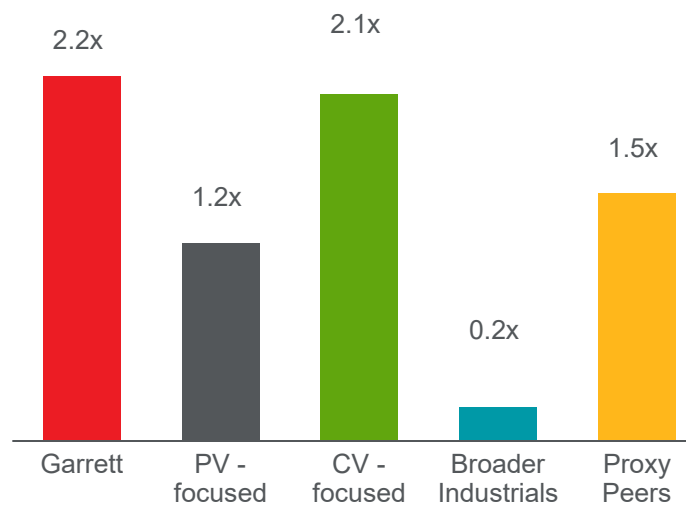
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Metrics vs. peers – EBIT and EBITDA leverage

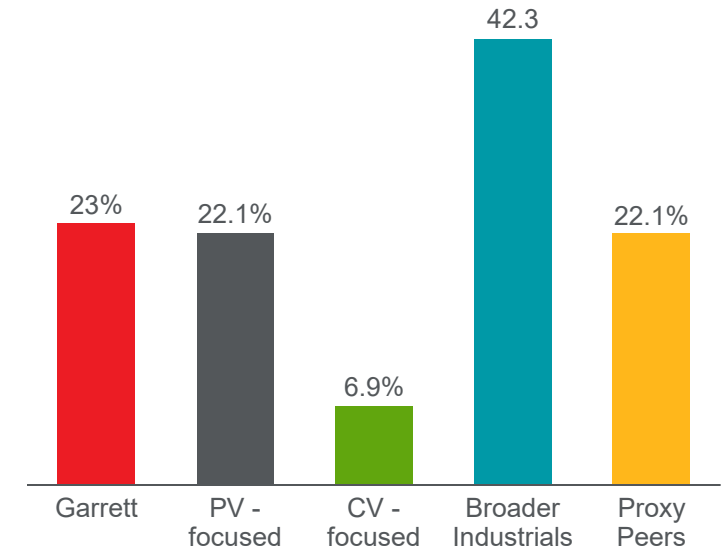
Gross leverage (EBITDA)



Net leverage (EBITDA)



FCF / Net leverage



Source Bloomberg as of December 30, 2024

PV-focused Borg, Linamar, Schaeffler, Vitesco, Brembo, Autoliv, Stabilis, Aptiv

CV-focused Dana, Cummins, American Axle, Allison Transmission

Broader Industrials Sulzer, Burckhardt, Wartsila, Mitsubishi Heavy Industrials, Accelleron, Rolls-Royce, Westinghouse Air Brake, Belimo, SFS Group, Schindler, Georg Fischer, Landis+Gyr, VAT group

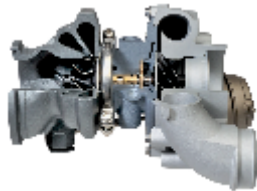
Proxy-peers Borg, Linamar, Schaeffler, Vitesco, Brembo, Autoliv, Stabilis, Aptiv, Dana, Cummins, American Axle, Allison Transmission, Magna, Valeo, Forvia, Compagnie Plastic Omnium, Norma group, Continental, Gestamp, Visteon

Garrett leverage calculated based on Adjusted EBITDA for consistency

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Industry Transition Driving Greater Content & Higher ASP

Core Tech



Waste Gate (WG) technology

Advanced Turbo Technologies



Variable Nozzle Technology (VNT)



E-Turbo

New Zero Emission Technologies



E-Cooling Compressor



Fuel Cell Compressor



E-Powertrain

Light Vehicles (LV)

\$100-400

Average Selling Price (ASP) per Turbo

x1.2-1.3

ASP multiplier vs. LV WG

x2

ASP multiplier vs. LV WG

Commercial Vehicles & Industrials (CV)

x1-5+¹

ASP multiplier vs. Light vehicle

x2

ASP multiplier vs. CV WG

x2

ASP multiplier vs. CV WG

x1-3

ASP multiplier vs. LV/CV WG

x2-3

ASP multiplier vs. LV/CV WG

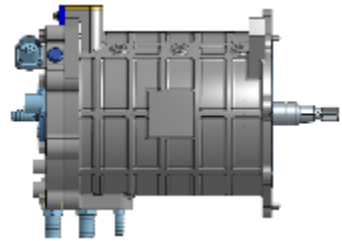
x5-20

ASP multiplier vs. LV/CV WG

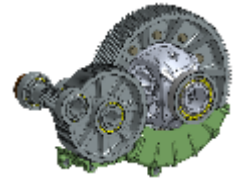
¹ Depending on size & volumes, up to several thousand dollars

High Speed E-Powertrain: Higher Power, Smaller Package

Designed to re-set the benchmark...



IPM Motor
True high-speed
35krpm

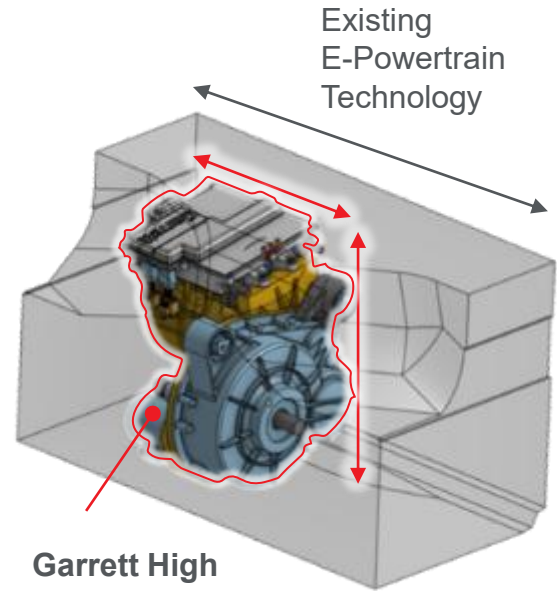


Gearbox
Gear ratio
24:1



Inverter
800V >15kHz

...via Best-in-Class Power Density



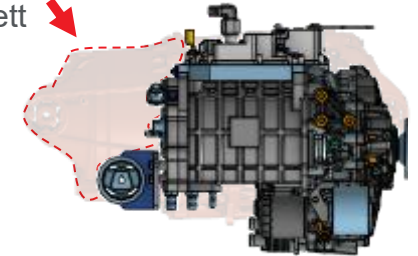
Garrett High Speed E-Powertrain

Leading US BEV player



Space freed up by Garrett

Garrett
ADVANCING MOTION
250kW A-Sample



-50%

Packaging size reduction

-40%

Weight reduction

-35%

Rare earth (magnet & copper) content reduction

60%

Continuous to peak power ratio

Best In Class

Energy efficiency

E-Cooling Compressor: Step Change in Cooling & Heating Power

A new refrigerant compressor technology...

... bringing breakthrough in performance

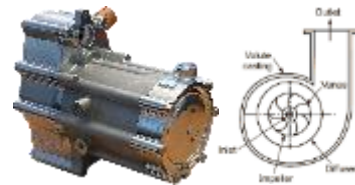
Industry standard



Volumetric scroll compressor
10 kRPM, oil lubricated

Cooling performance \downarrow @ higher ambient T °C
Heating performance \downarrow @ lower ambient T °C

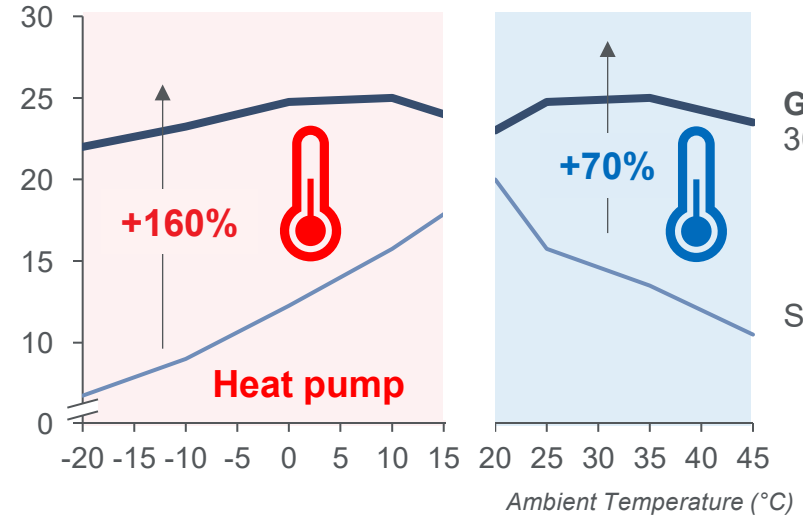
Garrett



Centrifugal compressor
160 kRPM, oil-free foil bearings

Cooling performance \uparrow @ higher ambient T °C
Heating performance \uparrow @ lower ambient T °C

Cooling / Heating Power (kW)



GTX compressor
30 mm wheel dia
Similar size & weight (6kg)

Scroll compressor
60 cc

>20%

Reduction in fast-charging time

No de-rating

During intensive driving

3x

Faster cabin cool-down

2x

Smaller for same cooling/heating power

-10dB

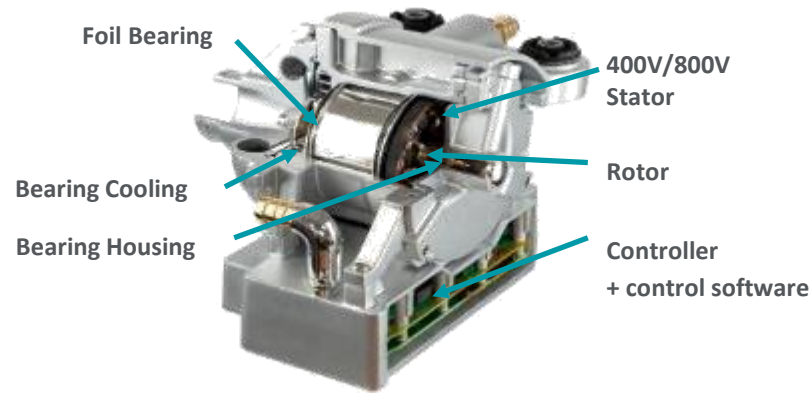
Low vibration and low noise

Oil less

No mounting limitations

Fuel Cell Compressor (FCC): Efficient and Durable

High-Speed Air Compressor System...



A **high-speed** electric motor (>150krpm), enclosed in an **ultra-compact** form factor, and controlled by **high voltage** inverter

...Bringing Best-in-Class Efficiency and Durability

To drive **100** km a Fuel Cell Electric Vehicle consumes
... **1** kg of Hydrogen
... **60** m³ of air

The **Fuel Cell Compressor** plays the **critical mission** of providing that compressed **air**, determining the **efficiency of the entire system**, from light vehicle to heavy duty trucks (40kW to 300kW)

-10%

Power consumption

40%

Downsizing fuel stack

-30%

Weight reduction

220-800V

Power architecture compatible

2x

More durable

Founded on Unique Set of Capabilities & IP Difficult to Acquire

- 65y exp. with air compression turbomachine*
- Unique ultra high-speed electric motor*
- High switching freq. power electronics*
- Unique high-speed sensor-less controls*
- And more:*
High speed and oil-less bearings



Industry status



Why so difficult to catch up?

Industry 1st SOP 2016



Patchy portfolio, **higher power consumption, heavier & bulkier** design, limited field experience

- Need **multi-domain optimization** & IP protected critical tech. bricks
- **Portfolio breadth** to support the variety of applications & field experience (Garrett 10y and 3 gen. know-how, widest portfolio)

Industry 1st 35kRPM



35k RPM



Lower speed (~15k RPM) motor implies **heavier & bulkier** product w/ integration challenges

- Major technology step required to manage challenges with **super-high-speed vibration, cooling, high-speed balancing, high-speed sensor-less controls**

Industry 1st centrifugal



160k RPM



Low speed (<10k RPM) volumetric compressors **noisy & losing efficiency** in hot or cold conditions

- Need **high speed centrifugal air compression** building blocks for design & manufacturing
- Garrett leveraging **field experience** & established portfolio of Fuel cell Compressor

Garrett

ADVANCING MOTION

www.garrettmotion.com



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[f](#)



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