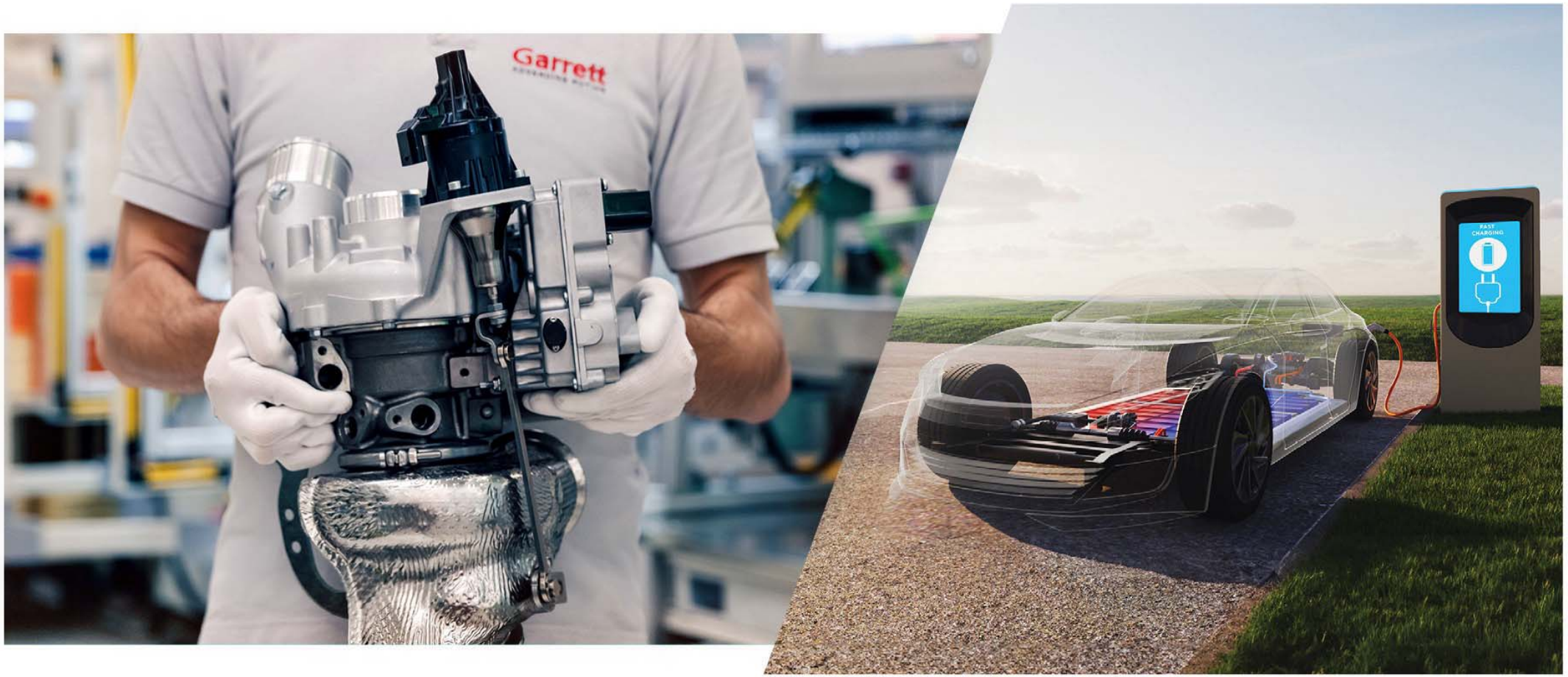


NOVEMBER 2024

# STRENGTHENING TODAY, SHAPING TOMORROW

Garrett
ADVANCING MOTION


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## Forward Looking Statements

This presentation contains “forward-looking statements” within the meaning of the Private Securities Litigation Reform Act of 1995. All statements, other than statements of fact, that address activities, events or developments that we or our management intend, expect, project, believe or anticipate will or may occur in the future are forward-looking statements including without limitation our statements regarding inflationary pressure on Garrett's business and management's inflation mitigation strategies, financial results and financial conditions, industry trends and anticipated demand for our products, Garrett’s strategy, anticipated supply constraints, anticipated developments in emissions standards, trends including with respect to production volatility and volume, Garrett's capital structure, new product development and capital deployment plans for the future including expected R&D expenditures, anticipated impacts of partnerships with third parties, and Garrett's outlook for 2024. Although we believe forward-looking statements are based upon reasonable assumptions, such statements involve known and unknown risks, uncertainties, and other factors, which may cause the actual results or performance of Garrett to be materially different from any future results or performance expressed or implied by such forward-looking statements. Such risks and uncertainties include but are not limited to those described in our annual report on Form 10-K for the year ended December 31, 2023, as well as our other filings with the Securities and Exchange Commission, under the headings “Risk Factors” and “Cautionary Note Regarding Forward-Looking Statements.” You are cautioned not to place undue reliance on these forward-looking statements, which speak only as of the date of this document. Forward-looking statements are not guarantees of future performance, and actual results, developments and business decisions may differ from those envisaged by our forward-looking statements.

## 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, and Adjusted free cash flow. 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, 2023.


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# Today's Presenters

## Sean Deason

**SVP & Chief Financial Officer**

***24*** *Years Industry Experience*

***4*** *Years at Garrett*

## Craig Balis

**SVP & Chief Technology Officer**

***26*** *Years Industry Experience*

***35*** *Years at Garrett / Honeywell*


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# Garrett: Global Leader and Innovation Powerhouse

## Key Statistics

**Global #1**
Turbo Player

**>50%**
Win Rate of New Business[1]

**$3.9B**
2023 Revenue

**~$2B**
Market Capitalization

**~9,700**[2]
Employees

**~1,300**
Engineers

**$100M+**
Annual Investment in Electrification

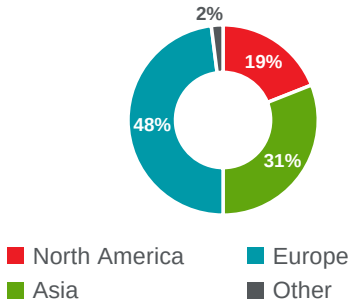
**~1,300**
Patents Issued or Pending

**5**
R&D Centers

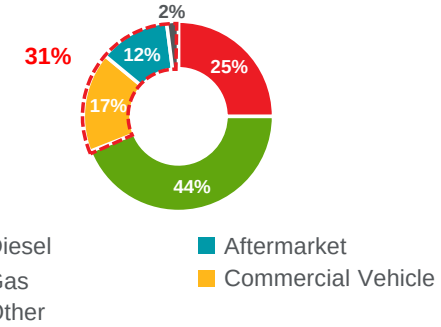
**13**
State-of-the-art Manufacturing Facilities

## 2023 Revenue Breakdown

### By Geography




### By Product Line




## Technologies Offering

**Emission Reduction**

*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

**Zero Emission**


Fuel Cell Compressor


E-Powertrain


E-Cooling Compressor

[1] Reflects Garrett win rate on total turbo industry opportunities
[2] Includes approximately 7,600 permanent employees and 2,100 temporary and contract workers globally as of 12/31/2023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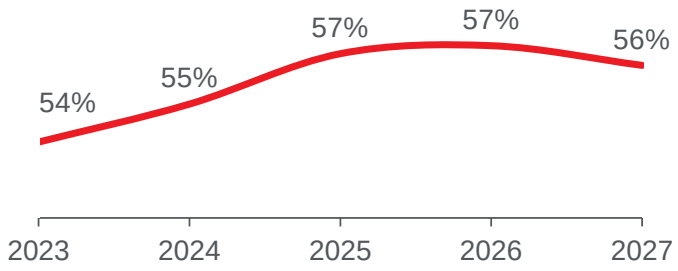
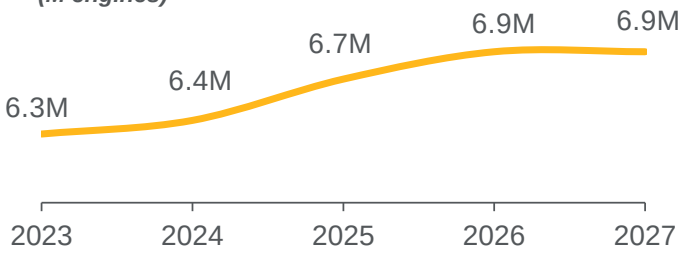
# Leader in Turbo, a more resilient industry than ICE

## Turbo tech: longer tail than ICE

*Light Vehicles turbo penetration on Internal Combustion Engines (%)[2]*




*Commercial Vehicles Turbocharged Engines (M engines) [2]*




- **Increasing Turbo tech. content** with tighter emission standards

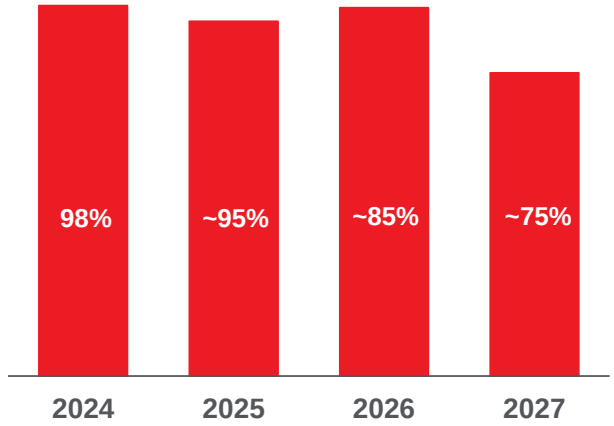
## Garrett leadership expansion

- **#1 Turbo** Industry Leader
- **>50% new business win rate** on average since 2018
- **Broadest 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 **secured 4 years in advance**

*Projected OEM Sales Already Awarded[1]*




- **31% of total sales** from Commercial Vehicles, Industrial & Aftermarket in 2023, **and growing**

[1] Source: Management estimates and %, $ billions bar height
[2] Source: S&P Mobility, December 2023 for LV; KGP December 2023 for CV (including On-highway and Off-highway)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# Track Record of Attractive Profitability and Cash Flow Generation

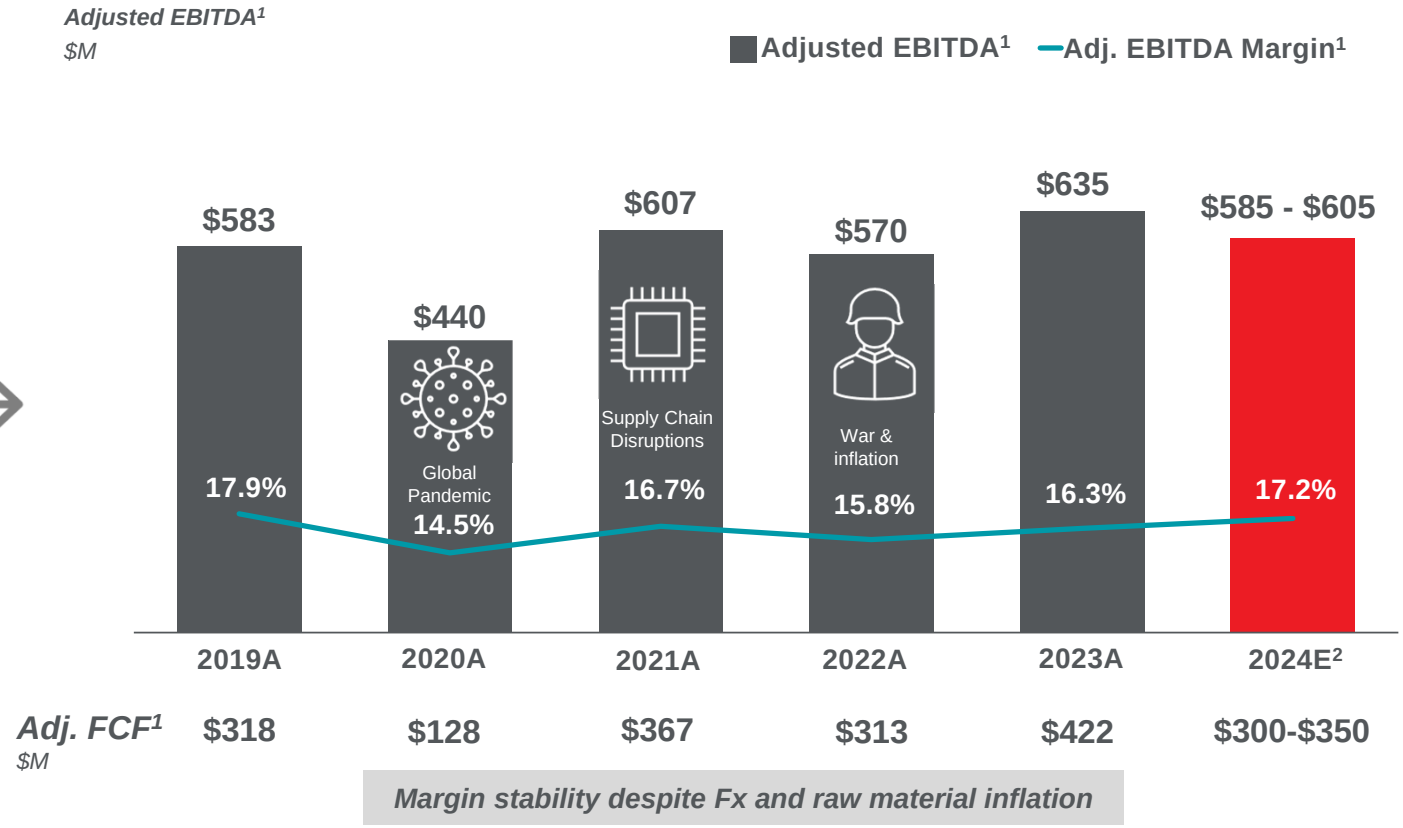
## Garrett financial framework

**High product profitability** driven by sustainable technology differentiation

**Flexible, low-cost structure** insures 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




*Margin stability despite Fx and raw material inflation*

[1] See Appendix for reconciliations of the Non-GAAP measures
[2] Outlook as communicated on 10/24/2024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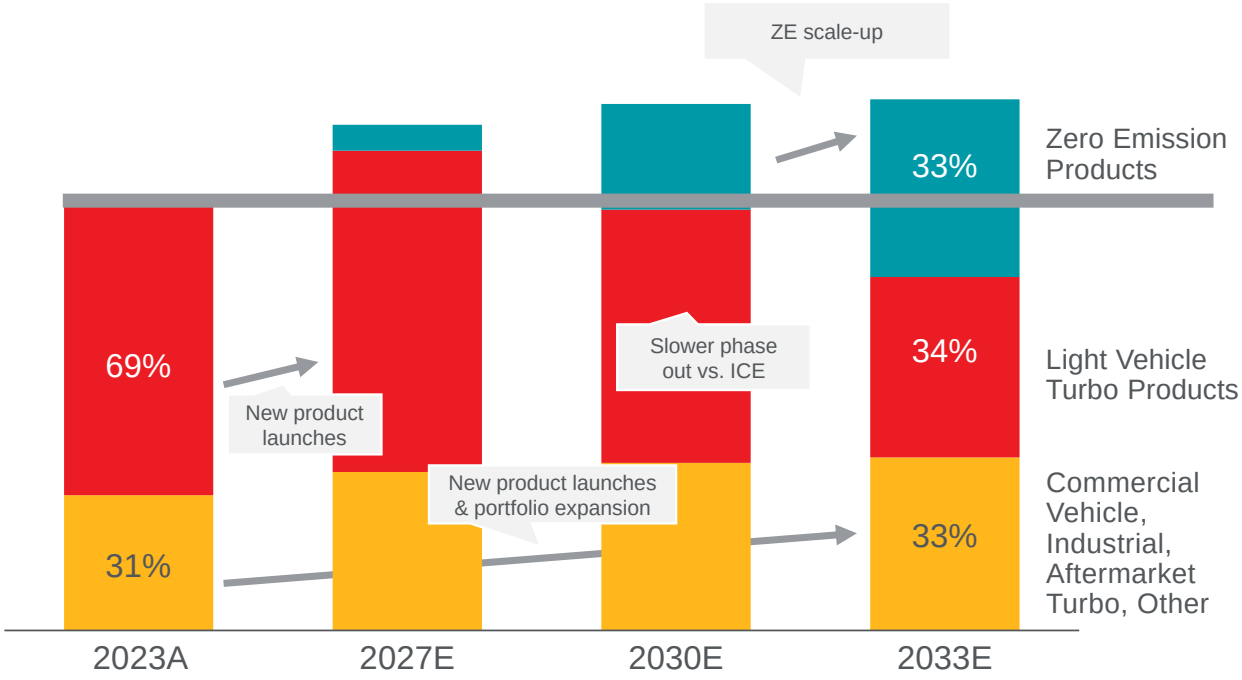
# Technology-driven mission provides long term profitable growth

## Applying Our Financial Framework…

| | |
|---|---|
| > 16% | Adj. EBITDA Margin[1] |
| < 5% | R&D as % of Net Sales |
| < 3% | Capex as % of Net Sales |
| > 20x | Working Capital Turns |
| 60% | Free Cash Flow Conversion[1] |
| < 2x | Net Leverage Ratio[1] |

## …While Growing Beyond LV Turbo

*Garrett Sales[2]*




[1] See Appendix for reconciliations of the Non-GAAP measures
[2] Source: Management estimates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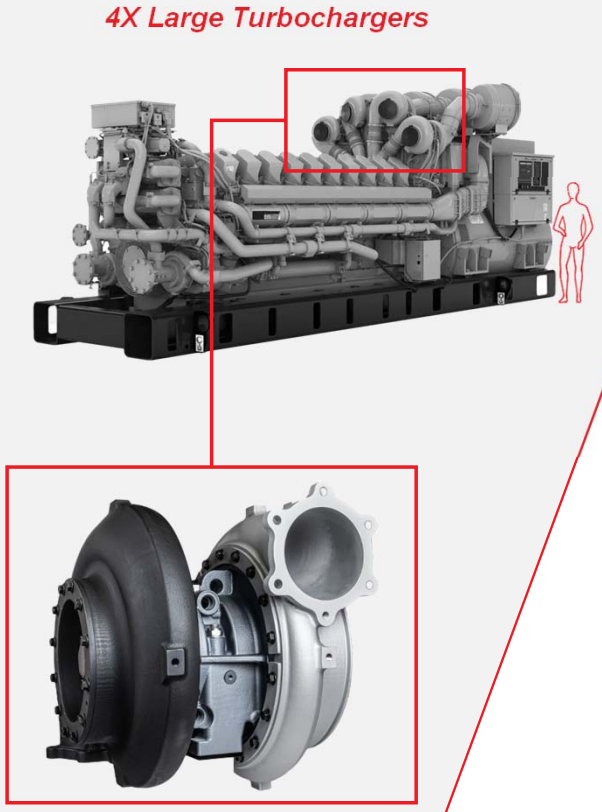
# Q3 2024: Continuing to expand our turbo portfolio

## 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




## 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**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# While progressing our electrified solutions for the future of mobility

## Customers embracing our differentiated high-speed E-Powertrain technology

- Signed **Letter of Intent** with **SinoTruk** to put zero-emission trucks **on the road by 2027**
- Developing an **electric beam axle** with a leading **commercial vehicle axle player**
- Demonstrating **significant weight savings**, up to 300kg, per axle for CV applications
- Moving to **production intent design and testing** phase with a major global PV OEM

***E-Powertrain***

**Fuel Cell:** Won **series production** for bus, medium-duty and heavy-duty trucks with industry-leading compressors

**E-Cooling Compressors:** Signed **two pre-development contracts** with electric bus makers for battery and cabin cooling

**Won 2024 Stellantis Innovation Award for our Zero-Emission Technologies**


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# TECHNOLOGIES FOR ZERO EMISSION VEHICLES

# Garrett Technologies for Zero Emission Vehicles and beyond

## Commercial Vehicles | Battery, Hybrid, Fuel Cell

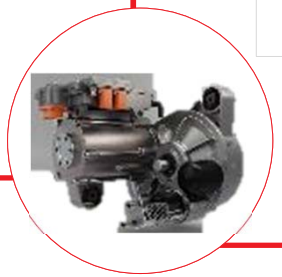
**Fuel Cell Compressor** for Hydrogen Vehicles

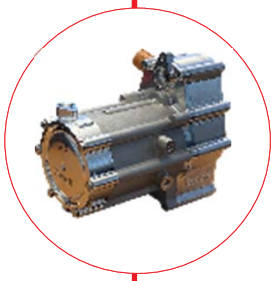
Feeds the fuel cell stack with the air needed to generate electricity

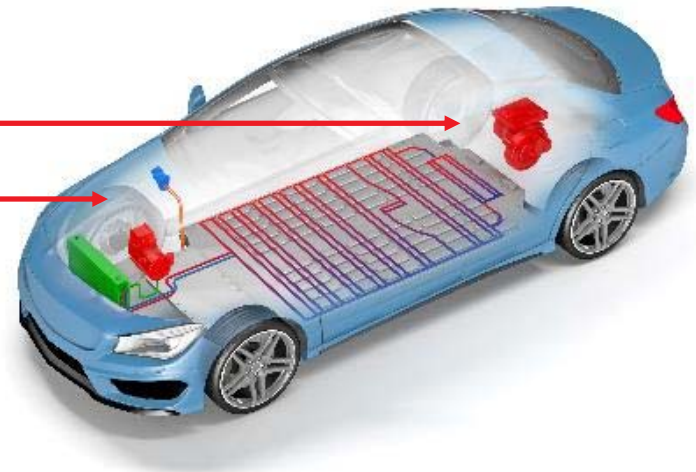
## Passenger Vehicle | Battery, Hybrid

**E-Powertrain** for Electric Vehicles

Integrated E-motor, inverter (power electronics) and transmission solution for EV propulsion







**E-Cooling Compressor** for Electric Vehicles

Crucial component in EV thermal management; circulates refrigerant fluid to cool the battery, E-Powertrain and cabin

*Opportunities in battery storage systems and other industrial applications*



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# Successful Innovation Shift to Electrification Technologies

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**Turbomachines for Air Compression**

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

**Withstands temperatures up to 1,900°F**

**Operating with tolerances of 7x thinner than hair**

**High-Speed Motors**

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

**E-Turbo motor can rotate in excess of 200,000 revs per minute**

**Operates at 10x typical automotive E-motor speeds**

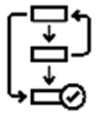
**Power Electronics**

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

**High voltage 400-800V electronics in a compact design**

**Industry-leading 30,000 Hertz switching frequency**

**Control Software**



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

**Up to 30x smaller memory footprint**

**Up to 6x faster execution time vs. closest competitor**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# Garrett's Robust & Differentiated Zero Emission Pipeline

| | Garrett Technology Advantage… | … Delivering High Customer Value |
|---|---|---|
| **Fuel Cell Compressor**  | • Unique **high-speed motor & controls electronics** technology<br>• Best in class **aerodynamics,** including turbine expander<br>• **IP protected** oil-less foil bearing & **high-speed balancing**<br>• **Broadest portfolio** for fuel cell applications 40-300kW+ | ✓ **Reducing total cost of ownership**<br>✓ **Increasing vehicle range**<br>✓ **Increasing vehicle/fleet productivity**<br>✓ **Proven durability, 7 years in the field** |
| **E-Powertrain**  | • Driving major technology step with **high-speed motor enabling 2-3x** industry standard of 15k rev/min<br>• **40%+ reduced weight & packaging space** benefit<br>• Proven **system integration** experience | ✓ **Increasing vehicle range & performance**<br>✓ **Freeing up space for better modularity across vehicle platforms**<br>✓ **Enabling installation in constrained applications** |
| **E-Cooling Compressor**  | ✓ Build on **broad experience** with **fuel cell compressors**<br>✓ **High-speed motor & controls electronics** technology<br>✓ Best in class **aerodynamics** & IP protected **oil less bearing**<br>✓ **System optimization & controls** key to success | ✓ **Enabling ultra fast charging & high-speed driving**<br>✓ **Enhancing cabin comfort**<br>✓ **Easing installation (no oil lines)**<br>✓ **Quiet operation** |


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# Fuel Cell Compressor (FCC)... Results so far

*First Generation launched in 2016, on the Honda Clarity*

**x2-3**

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

**WINNING BUSINESS**

**2** programs in production
**7** series production launches on going

| >500 | 15+ |
|---|---|
| Prototypes Delivered in 2023 | 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


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# High Speed E-Powertrain... Results so far

**x5-20+**

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

**WINNING BUSINESS**

**6** pre-development contracts won, including **3** moving into production intent design & validation phase

15+ Customers Engaged

PORTFOLIO: **5 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 900 kW** for class 4 to 8 trucks (incl. off-road like mining)


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# E-Cooling Compressor... Results so far


**x1-2**

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

**WINNING BUSINESS**

**12** pre-development contracts won, for mobility & industrial applications

20+ Customers Engaged

PORTFOLIO: **3 E-COOLING COMPRESSOR FAMILIES**

**15-25kW** for Light Vehicles

**25-35kW** for Commercial Vehicles

**40-80kW** for industrial usage


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# We remain focused on value creation

| | |
|---|---|
| **Industry Leadership** | **Continue to be #1 Turbo player** and leader in a technology-driven industry; Still investing in new Turbo technology especially for hybrids; Expanding into industrial applications |
| **Cash generation** | **Proven performance** through business cycles; Framework of 60% adjusted free cash flow conversion[1] for the next 5 years while funding R&D and returning cash to shareholders |
| **Focused zero emission[2] strategy** | **Focused investments on differentiated technology solutions** for our Fuel Cell Compressor, E-Powertrain and E-Cooling Compressor, targeting **$1B annual zero emission[2] sales** by 2030 |
| **Tech differentiation** | New **zero emission** 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** centred on creating and delivering **breakthrough technology** at scale |

[1] See Appendix for reconciliations of the Non-GAAP measures
[2] Zero Emission includes Battery Electric and Fuel Cell Vehicles


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# APPENDICES

# Reconciliation of Net Income to Adjusted EBITDA and Related Ratios

| *($ in millions)* | FY 2023 | FY 2022 | FY 2021 | FY 2020 | FY 2019 |
|---|---|---|---|---|---|
| **Net income - GAAP** | **$261** | **$390** | **$495** | **$80** | **$313** |
| Net interest expense | $152 | $6 | $82 | $76 | $61 |
| Tax expense | $86 | $106 | $43 | $39 | $33 |
| Depreciation | $90 | $84 | $92 | $86 | $73 |
| **EBITDA (Non-GAAP)** | **$589** | **$586** | **$712** | **$281** | **$480** |
| Other expense, net (includes expense incurred to discount or factor the Company's receivables) | 4 | 2 | 0 | 45 | 40 |
| Non-operating income | (6) | (41) | (12) | 5 | 8 |
| Reorganization items, net | 0 | 3 | (125) | 73 | 0 |
| Stock compensation expense | 14 | 11 | 7 | 10 | 18 |
| Repositioning charges | 13 | 4 | 16 | 10 | 2 |
| Foreign exchange (gain) loss on debt, net of related hedging (gain) loss | (1) | 0 | 9 | (38) | 7 |
| Spin-off costs | 0 | 0 | 0 | 0 | 28 |
| Professional service costs | 0 | 0 | 0 | 52 | |
| Capital structure transformation costs | 22 | 0 | 0 | 0 | 0 |
| Capital tax expense | 0 | 0 | 0 | 2 | 0 |
| Loss on extinguishment of debt | 0 | 5 | 0 | 0 | 0 |
| **Adjusted EBITDA (Non-GAAP)** | **$635** | **$570** | **$607** | **$440** | **$583** |
| | | | | | |
| **Net sales** | **$3,886** | **$3,603** | **$3,633** | **$3,034** | **$3,248** |
| Net income (loss) margin | 6.7% | 10.8% | 13.6% | 2.6% | 9.6% |
| Adjusted EBITDA margin | 16.3% | 15.8% | 16.7% | 14.5% | 17.9% |


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

| *($ in millions)* | FY 2023 | FY 2022 | FY 2021 | FY 2020 | FY 2019 |
|---|---|---|---|---|---|
| **Net cash provided by operating activities (GAAP)** | $465 | $375 | ($310) | $25 | $242 |
| Expenditures for property, plant and equipment | (83) | (91) | (72) | (80) | (102) |
| **Net cash provided by operating activities less expenditures for property, plant and equipment (Non-GAAP)** | **$382** | **$284** | **($382)** | **($55)** | **$140** |
| Honeywell Indemnity Agreement expenses | 0 | 0 | 0 | 43 | 0 |
| Stalking horse termination reimbursement | 0 | 0 | 79 | 0 | 0 |
| Chapter 11 Professional service costs | 0 | 5 | 220 | 101 | 0 |
| Capital structure transformation costs | 8 | 0 | 0 | 0 | 0 |
| Honeywell Settlement as per Emergence Agreement | 0 | 0 | 375 | 0 | 0 |
| Chapter 11 related cash interests | 0 | 0 | 41 | 0 | 0 |
| Pension cash | 0 | 0 | 0 | 0 | 0 |
| Stock compensation cash | 0 | 0 | 10 | 0 | 0 |
| Cash payments for repositioning | 11 | 4 | 14 | 5 | 0 |
| Cash proceeds from cross currency swap | 19 | 0 | 0 | 0 | 0 |
| Factoring and P-notes | 2 | 20 | 10 | 34 | 0 |
| Honeywell indemnity and mandatory transition tax related payments | 0 | 0 | 0 | 0 | 178 |
| **Adjusted free cash flow (Non-GAAP)** | **$422** | **$313** | **$367** | **$128** | **$318** |
| | | | | | |
| Net income - GAAP | **$261** | **$390** | **$495** | **$80** | **$313** |
| operating cash flow conversion | 178% | 96% | -63% | 31% | 77% |
| | | | | | |
| Adjusted EBITDA | **$635** | **$570** | **$607** | **$440** | **$583** |
| Adjusted free cash flow conversion | 66% | 55% | 60% | 29% | 55% |


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# Full Year 2024 Outlook Reconciliation of Net Income to Adjusted EBITDA

| *($ in millions)* | 2024 Full Year Low End | 2024 Full Year High End |
|---|---|---|
| **Net income** | **$240** | **$255** |
| Interest expense, net of interest income * | 151 | 151 |
| Tax expense | 82 | 87 |
| Depreciation | 90 | 90 |
| **Full year 2024 outlook EBITDA** | **$563** | **$583** |
| Other non-operating income | (28) | (28) |
| Discounting costs on factoring | 3 | 3 |
| Stock compensation expense | 21 | 21 |
| Acquisition and divestiture expenses | 1 | 1 |
| Debt refinancing and redemption costs | 2 | 2 |
| Repositioning costs | 23 | 23 |
| **Full Year 2024 Outlook Adjusted EBITDA** | **$585** | **$605** |

* Excludes the effects of marked-to-market fluctuations from our interest rate swap contracts


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# Full Year 2024 Outlook Reconciliation of Cash Flow from Operations to Adjusted Free Cash Flow

| *($ in millions)* | 2024 Full Year Low End | 2024 Full Year High End |
|---|---|---|
| **Net cash provided by operating activities** | **$348** | **$398** |
| Expenditures for property, plant and equipment | (86) | (86) |
| **Net cash provided by operating activities less expenditures for property, plant and equipment** | **$262** | **$312** |
| Cash payments for repositioning | 21 | 21 |
| Cash proceeds from cross currency swap | 15 | 15 |
| Acquisition and divestiture expenses | 1 | 1 |
| Capital structure transformation costs | 1 | 1 |
| **Full year 2024 outlook Adjusted Free Cash Flow** | **$300** | **$350** |


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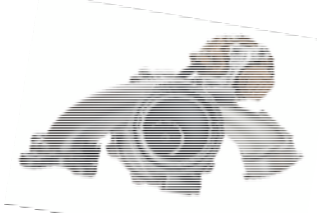
# Industry Transition Driving Greater Content & Higher ASP

| | Core Tech | Advanced Turbo Technologies | | New ZEV Technologies | | |
|---|---|---|---|---|---|---|
| |  |  |  |  |  |  |
| | Waste Gate (WG) technology | Variable Nozzle Technology (VNT) | E-Turbo | E-Cooling Compressor | Fuel Cell Compressor | E-Powertrain |
| Light Vehicles (LV) | **100-400$**<br>***Average Selling Price (ASP)*** *per Turbo* | **x1.2-1.3**<br>***ASP multiplier*** *vs. LV WG* | **x2**<br>***ASP multiplier*** *vs. LV WG* | **x1-2**<br>***ASP multiplier*** *vs. LV/CV WG* | **x2-3**<br>***ASP multiplier*** *vs. LV/CV WG* | **x5-10**<br>***ASP multiplier*** *vs. LV/CV WG* |
| Commercial Vehicles & Industrials (CV) | **x1-5+**[1]<br>***ASP multiplier*** *vs. Light vehicle* | **x2**<br>***ASP multiplier*** *vs. CV WG* | **x2**<br>***ASP multiplier*** *vs. CV WG* | | | |

[1]Depending on size & volumes, up to several thousand dollars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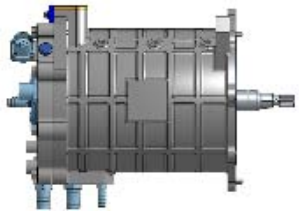
# High Speed E-Powertrain: Higher Power, Smaller Package

## Designed to re-set the benchmark…

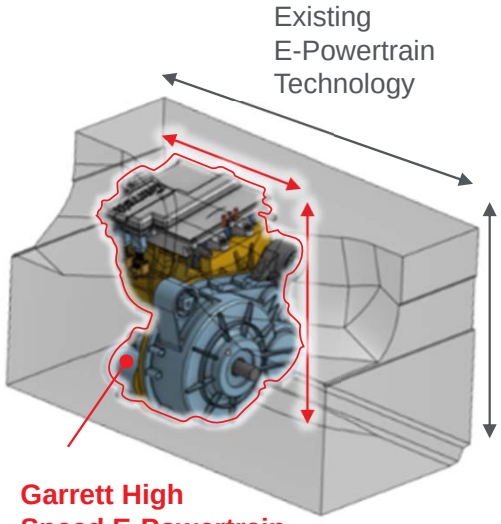


**IPM Motor**
True high-speed
**35krpm**

**Gearbox**
Gear ratio
**24:1**

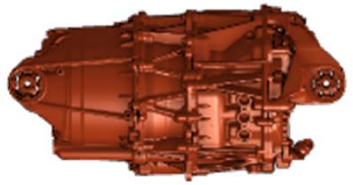
**Inverter**
800V **>15kHz**

## …via Best-in-Class Power Density



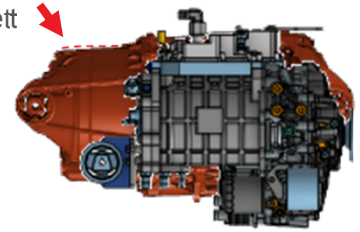

**Garrett High Speed E-Powertrain**

***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**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# E-Cooling Compressor: step change in cooling & heating power

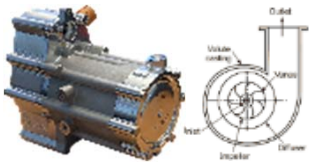
## A new refrigerant compressor technology…

### Industry standard

**Volumetric scroll compressor**
10 kRPM, oil lubricated

Cooling performance ↘ @ higher ambient T °C
Heating performance ↘ @ lower ambient T °C

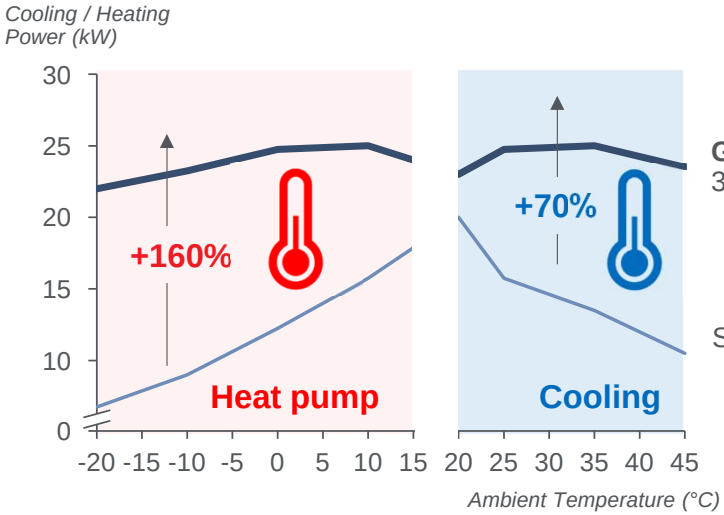
### Garrett



**Centrifugal compressor**
160 kRPM, oil-free foil bearings

Cooling performance ↗ @ higher ambient T °C
Heating performance ↗ @ lower ambient T °C

## … bringing breakthrough in performance




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

Scroll compressor
60 cc

| >20% | No de-rating | 3x | 2x | -10dB | Oil less |
|---|---|---|---|---|---|
| **Reduction in fast-charging time** | **During intensive driving** | **Faster cabin cool-down** | **smaller for same cooling/heating power** | **Low vibration and low noise** | **No mounting limitations** |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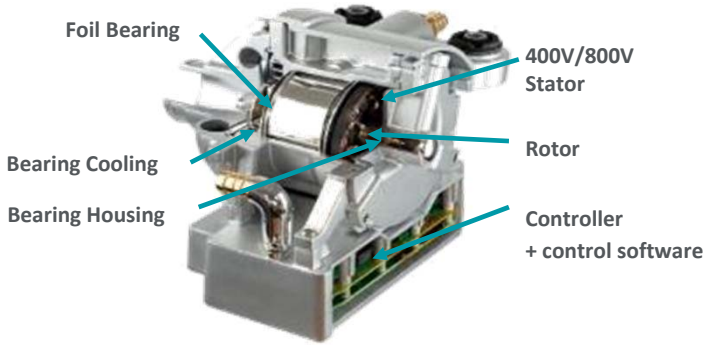
# Fuel Cell Compressor (FCC): efficient and durable

## 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** $m^3$ 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**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# Founded on unique set of capabilities & IP difficult to acquire

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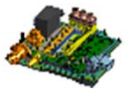
| |  65y exp. with air compression turbomachine |  Unique ultra high-speed electric motor |  High switching freq. power electronics |  Unique high-speed sensor-less controls | And more: High speed and oil-less bearings | Industry status | Why so difficult to catch up? |
|---|---|---|---|---|---|---|---|
| **Fuel Cell Compressor** Industry 1st SOP 2016  | ✓ | 100-150k RPM ✓ | ✓ | ✓ | ✓ | Patchy portfolio, **higher power consumption**, **heavier & bulkier** design, limited field experience | • Need **multi-domain optimization** & IP protected critical tech. bricks<br>• **Portfolio breadth** to support the variety of applications & field experience (Garrett 10y and 3 gen. know-how, widest portfolio) |
| **E-Powertrain** 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**, … |
| **E-Cooling Compressor** 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<br>• Garrett leveraging **field experience** & established portfolio of Fuel cell Compressor |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