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SANLUIS Corporación, S.A.B. de C.V. and Subsidiaries
Results for the 2nd Quarter of 2009
(Amounts in Million of US Dollars)

Mexico City as of July 28, 2009

SANLUIS Corporación, S.A.B. de C.V. (Mexican Stock Exchange Ticker: SANLUIS), a Mexican industrial company engaged in the manufacture of automotive parts (mainly Suspension and Brake system components), reports its second quarter results for the period ended June 30, 2009.

- Total consolidated sales for the first six months of the year were \$180.6 million, 47% lower than the same period of last year, due to lower volume in the US and Brazilian automotive markets. The important contraction in world auto markets, but mainly in the US as a result of the economic recession and the contraction of credit reflected since 2008, with additional negative effects materializing this year, seriously affected vehicle demand in North America. This situation aggravated during the second quarter of this year when Chrysler and General Motors, respectively initiated in April 30 and June 1, 2009, reorganization procedures along the lines contained in Chapter 11 of the US Bankruptcy Law, which eventually forced such companies into a nine week shutdown of their operations, an unprecedented outcome that seriously affected our sales to the most important auto market in the world.
- EBITDA (Earnings Before Interest, Taxes, Depreciation and Amortization) of \$ 9.8 million (5.4% to sales) for the first half of 2009, was 62% lower than in the same period of last year due to the drastic volume reduction in our sales levels, both in the Suspension and Brake businesses as a consequence of a shrinking market, that was partially compensated through important savings in our cost structure as a result of large headcount reductions and cost savings initiatives started in April 2008.



In the first half of 2009, the consolidated operating results of SANLUIS present lower sales levels than those registered in 2008, due to the important volume reduction experienced in North American vehicle production as a result of a massive inventory correction to adjust to the lower demand levels experienced in the automotive market. It is in this context, while we are currently experiencing one of the largest world wide economic recessions of the last 70 years, that an industry so dependent on consumer discretionary spending and credit access, cannot subtract itself from the ravaging consequences of lower economic activity. In the first half of 2009, we experienced a 52.2% decline in vehicle production in North America, equivalent on an annualized basis to 6.7 million units less than the levels seen in the first six months of last year. This recessionary scenario coupled with the financial reorganization procedures pursued by General Motors and Chrysler and their prolonged plant shutdowns, plus the uncertainty related to the final outcome that these restructuring processes will eventually have on the new shape of the auto industry, have intensified the decay in demand in such a form that the total light vehicle production in the US for the month of June 2009 was of only 3.94 million units on an annualized basis, or 56.4% lower than in June 2008.

From the various operating units of the company, the largest reduction in sales with respect to 2008 were experienced by the Nafta Suspension and Brake businesses, reflecting the aforementioned adjustments in inventories and production levels in order to align them to the new reduced volume of the automotive market. The lower market size was faced accordingly by the company by taking immediate actions aimed at adjusting its operating levels. The company rationalized its production by concentrating the majority of its suspension component manufacturing base in the Piedras Negras, Coahuila facility, while increasing at the same time the productivity levels of other subsidiary businesses through labor flexibility programs and additional training, which helped us reduce the unit consumption of power, freight, packaging and coating, eventually reducing 51% total headcount in North America with respect to the same period of last year. The level of fixed manufacturing costs, sales and general administrative expenses were substantially reduced since April 2008, which lowered the breakeven point of our operations.

The resulting cost reduction and the rationalization of our operations that started to fully materialize during the first half of this year, reduced the breakeven point of the Nafta Suspension business 41% and that of the Brake business 58%, helping both operating units to face with more ease the very low light vehicle volumes seen in the North American Free Trade Agreement region.

However, in spite of the successful efforts to reduce the size of our businesses according to what happened in our main markets, the drastic sales volume reduction was so large that EBITDA fell 62% with respect to the same period of last year. Lower market levels both in North America and Brazil, reduced EBITDA in \$ 33.7 million of which, through cost reductions, productivity improvements and improved pricing we were able to partially compensate nearly two thirds of the reduction, or \$ 22.5 million; therefore, nearly all of the drop in profitability was linked to lower sales volume.



The lower operating profitability in the first half of 2009, even supported by a lower interest expense due to the drop in benchmark interest rates worldwide, resulted in a net loss of \$ 22.7 million. However, it is important to stress that such negative result includes a series of extraordinary costs linked to our rationalization efforts and corresponding headcount reductions, implying \$ 3.4 million in severance payments during the quarter.

This very challenging economic environment and the continuous decay in the financial health of our main customers, severely hampered our access to the traditional funding sources through which we historically financed our working capital requirements. The lines of credit under which we were normally operating in the past, discounting our customer receivables, were cancelled when our funding sources rejected to take these receivables as acceptable collateral. Derived from this, the company during the last quarter of 2008, immediately instrumented an aggressive plan to reduce working capital, reducing collection terms, inventories, and raw material purchases, while extending payment terms with key suppliers. Thanks to our pre-emptive efforts and the support received from customers and suppliers, we were able to reduce working capital in \$ 4.7 million with respect to year ago levels, partially compensating the 62% lower EBITDA. Additionally, the rescheduling of debt payments for 2009 and the renegotiation of the financial covenants contained in our loan agreements, coupled with our cost reductions and productivity improvements, helped us sail through these very challenging economic conditions meeting all our financial obligations without impairing our operations.

With respect to the arbitration proceedings initiated on December 3, 2007 against Brembo, S.p.A., our minority partner in the Brake business, in July 8 of this year, SANLUIS Rassini, S.A. de C.V. and Rassini Frenos, S.A. de C.V. reached an amicable and mutually beneficial settlement agreement with Brembo involving the termination of the Joint Venture agreement that linked both companies.

SANLUIS considers that in spite of the very challenging and complicated economic environment that the world has experienced during the last eighteen months, our ability and pre-emptive actions to align the size and structure of our operations to maintain an important share in the Suspension and Brake system component market to serve OEMs as an essential supplier within the Nafta and Mercosur regions, will support our positioning to generate shareholder value in the inevitable rebound expected when the economic cycle recovers in the medium term, from which the automotive industry is expected to become one of the main beneficiaries as soon as consumer credit starts flowing again in industrialized nations.



SANLUIS

SANLUIS manufactures Suspension and Brake system components for the global automotive industry, with a focus on original equipment manufacturers (OEMs).

Suspension products include Leaf springs (parabolic and multi-leaf), Coil springs, Torsion Bars, Bushings, and Stabilizer Bars. The Brake business manufactures Rotors, Drums, Assemblies and Clutch Housings.

SANLUIS-Rassini has a 93% share of the Nafta market for Light truck suspensions. In the Brake business the company maintains a growing share of the Light vehicle market in the US and Mexico, while in Brazil the company has a 65% share of the Leaf spring market. Its solid and diversified customer base includes: General Motors, Ford Motor Company, Chrysler, Nissan, Volkswagen, Toyota, Scania, BMW and Mercedes Benz.



SANLUIS Corporación, S.A.B. de C.V. and Subs.

Consolidated Statements of Income for the period January-Jun, 2009 and 2008
(in thousands of Mexican Pesos)

	<u>2009</u>	<u>2008</u>
Net Sales	2,501,927	3,615,137
Cost of Sales	2,146,927	3,124,626
Gross Profit	355,000	490,511
General Expenses	321,463	383,845
Operating Income	33,537	106,666
Interest Expenses	(71,634)	(42,095)
Financial Expenses	(185,396)	(162,064)
Other Financial Charges	(89,676)	(9,468)
Interest Gain	3,613	11,381
Exchange Loss - Net	0	151,408
Income from affiliates	(10,326)	0
(Loss) income before Taxes	(319,882)	55,828
Taxes	4,266	48,479
Deferred Taxes	5,695	(2,735)
Net (Loss) Income	(329,843)	10,084
Minority Stockholders	(12,603)	52,188
Majority Stockholders	(317,240)	(42,104)
Depreciation and Amortization	102,500	142,827
EBITDA	136,036	249,493

Financial and operating indicators

Gross Margin	14.19%	13.57%
EBITDA Margin	5.44%	6.90%
Operative Margin	1.34%	2.95%
Net Interest coverage (EBITDA/Net Interest Expense)	0.7	1.7

SANLUIS Corporación, S.A.B. de C.V.

Consolidated Results

(amounts in USD million)

Quarter #	2008				2008 Total	2009		
	1	2	3	4		1	2	LTM
Divisional Sales								
- Suspensions	134.8	141.5	126.0	93.0	495.3	86.4	75.8	381.2
- Brakes	30.1	33.6	37.4	27.8	128.9	8.4	10.0	83.6
Total Sales	164.9	175.1	163.4	120.8	624.2	94.8	85.8	464.8
EBITDA*	14.3	11.8	7.7	5.1	38.9	5.3	4.5	22.6
*Before Leasing								
Margin (EBITDA/Sales)	9%	7%	5%	4%	6%	6%	5%	5%



SANLUIS Corporación, S.A.B. de C.V. and Subs.

Consolidated Balance Sheet as of Jun 30, 2009 and 2008

(in thousands of Mexican Pesos)

	<u>2009</u>	<u>2008</u>
Assets		
Cash and equivalents	270,214	237,532
Customer receivables	370,343	779,653
Other Accounts Receivable	189,417	175,014
Inventories	447,145	638,272
Other Current Assets	40,619	71,322
Total current assets	<u>1,317,738</u>	<u>1,901,793</u>
Investment in affiliates and long-term receivables	83,569	98,647
Property, Plant and Equipment, net	4,178,414	3,280,803
Other assets	1,126,006	1,068,523
Total Assets	<u>6,705,727</u>	<u>6,349,766</u>
Liabilities		
Suppliers	785,202	975,429
Short Term Debt	3,004,288	536,908
Other Current Liabilities	1,051,430	682,020
Long Term Debt	153,718	1,833,930
Other Long Term Liabilities	210,844	147,934
Total Liabilities	<u>5,205,482</u>	<u>4,176,221</u>
Stockholders' Equity		
Majority Stockholders	445,066	1,160,976
Minority Stockholders	1,055,179	1,012,569
Total Stockholders' Equity	<u>1,500,245</u>	<u>2,173,545</u>
Total liabilities and Stockholders' Equity	<u>6,705,727</u>	<u>6,349,766</u>