AMA GROUP

2026 Full Year Results Presentation

21 August 2026

Webcast

AMA Group

2026 Full Year Results

Friday, 21 August 2026

11:00am, AEST

To join the webinar online or via phone register via the following link:

https://s1.c-conf.com/diamondpass/10053764-umt4pl.html

Business Update

FY26 Overview

Revenue $1,039.1m FY26 ↑$25.4m vs. FY25	Normalised EBITDA $68.0m FY26 ↑$5.4m vs. FY25
Op. cash flow[1] $32.8m FY26 ↓$11.3m vs. FY25	Normalised EBITDA (%) 6.5% FY26 ↑0.3% vs. FY25
EPS 1.39 cps FY26 FY25 (1.65 cps)	NPAT $7.7m FY26 ↑$13.8m vs. FY25

Note: Throughout this document, FY26 refers to the 12 months from 1 July 2025 to 30 June 2026.
Refer to the Glossary on slide 22 for relevant definitions
[1] Total operating cash flows net of all lease costs

- **Record revenue of $1,039.1m and Normalised pre-AASB 16 EBITDA of $68.0m, up $5.4m (+8.6%) on FY25 reflecting growth in the majority of our businesses despite Q4, which is traditionally the strongest quarter for repair volumes, being affected by elevated fuel prices and public transport concessions**
- **Operating cash flow[1] of $32.8m for the financial year, despite higher income tax payments of $12.5m in FY26, an increase of $11.6m on the prior year**
- Capital SMART achieved a Normalised EBITDA margin of 10.6% for FY26 which is in line with expectations
- AMA Collision showed volume, revenue and EBITDA growth, with continued focus on process improvements to enhance margins
- Wales performance was impacted by softer work provision of large crash repair work. Pleasingly, 4Q26 was the strongest quarter of the financial year
- Specialist has seen considerable growth and improved financial performance, with increased capability and capacity for mechanical services and ADAS calibration, along with continued improvement in Prestige sites
- ACM Parts is now operating in a consistent and profitable manner, reflecting stronger performance and operating improvements
- Achieved an average of 4,747 repairs per week in FY26, with a shift to more complex repairs
  - Capital SMART & Collision ARP in FY26 of $3,737, representing a $120 or 3.3% increase from FY25 of $3,617
  - Capacity still exists for organic growth with our current footprint
- Vertical integration, combining vehicle repair services with automotive parts sourcing and supply, enabling greater control over repair quality, turnaround times and costs, provides us with a key competitive advantage

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Capital SMART

SMART

Sites 62 FY26 ↑ 1 site vs. FY25[2]	Revenue $490.7m FY26 ↑$0.3m vs FY25
Repairs[1] 144.2k FY26 ↓3.9k vs. FY25	Normalised EBITDA $51.9m FY26 ↓$6.5m vs FY25
Drivable repairs	Normalised EBITDA % 10.6% FY26 ↓1.3% vs FY25

Continued strong EBITDA performance

- Capital SMART continues to deliver improved customer outcomes , in conjunction with Suncorp
- Achieved Normalised EBITDA margin of 10.6% for FY26 in line with expectations
- Strong cost control measures and productivity initiatives have preserved margins as planned
- There has been a reduction in the number of drivable repairs since the start of the geopolitical events in the Middle East, which commenced in March, which has reduced the amount of available work largely from customers delaying minor repairs and some reduced road use
- 3 new sites opened through FY26, in SA, NSW & TAS in areas where the network was underrepresented
  - 2 site closures during the financial year in Vic Metro and NZ
- We will continue to grow, refresh and rationalise the network with customer needs and opportunities
- Focus on improving the effectiveness of our highly skilled team – through targeted initiatives in systems, process, tools and technology
- This has delivered industry leading benchmarks in customer experience and convenience
- FY27 initiatives include plans to extend the customer base and service offerings

Refer to the Glossary on slide 22 for relevant definitions

[1] Repairs include 129.8k for Suncorp in FY26

[2] FY25 refers to as at 30 June 2025

AMA Collision

AMA COLLISION

Sites	Revenue
57 FY26 ↓ 2 sites vs. FY25[1]	$379.7m FY26 ↑$19.6m vs FY25

Repairs	Normalised EBITDA
88.7k FY26 ↑1.6k vs. FY25	$10.6m FY26 ↑$3.2m vs FY25

Drivable & Non-Drivable repairs	EBITDA %
	2.8% FY26 ↑0.8% vs FY25

Improved volume, revenue and profitability

- AMA Collision remains on the path of improved network optimisation and capability, delivering higher volume, revenue and earnings than prior financial year
- Continued focus on and investment on the network footprint optimisation with various expansions, relocations and rationalisations completed and more to come in the new financial year
- Focus on improving the team's capability, by embedding best-practice operational models, delivering consistent systems, processes and behaviours, to improve margins and grow profitability
- Current economic conditions are shifting available work mix opportunities with a skew to more non drivable complex repairs
- Insurance relationships continue to improve and strengthen with volume growth seen across major insurers

Refer to the Glossary on slide 22 for relevant definitions.

[1] FY25 refers to as at 30 June 2025

Wales Heavy Vehicle

WALES
HEAVY VEHICLE REPAIRS

Sites 9 FY26 Flat vs FY25[1]	Revenue $76.7m FY26 ↓$1.2m vs FY25
Repairs 6.9k FY26 ↑0.5k vs. FY25	Normalised EBITDA $7.7m FY26 ↓$2.8m vs FY25
Drivable and non drivable repairs	EBITDA % 10.0% FY26 ↓3.5% vs FY25

Refer to the Glossary on slide 22 for relevant definitions.
1. FY25 refers to as at 30 June 2025

Wales impacted by fewer large-scale repairs

- FY26 has delivered a modest financial performance from the current market conditions
- Experienced a shift in work mix through FY26, with reduced claim volume and large-scale repairs as well as the deferral of non-urgent repairs impacting growth in NSW & WA. This is reflected in the reduced revenue from FY25
- These factors are expected to abate with more large-scale repairs expected to return in the next 12 months, with early signs in recent months, together with other revenue opportunities growing
- QLD saw strong year on year growth in volume, revenue and EBITDA across both the QLD sites, combined with a solid result from Darwin. Our sites in NSW, WA and Vic were impacted from the drop in volumes
- The business continues to strengthen its relationships with both market-leading insurers and smaller insurers as a preferred repairer. As well as continuing to expand its service to fleet and new customers with different types of repair including machinery, motorhomes and specialist equipment
- Results are building in our existing and potential partnerships, with non-traditional repair revenue streams and new energy/brand market entrants in pre delivery, assembly, service & maintenance and repair over the full life cycle of the vehicle. Now showing results and building

Specialist Businesses

Sites 20 Mechanical & ADAS Sites 4 Prestige	Revenue $65.6m FY26 ↑$9.3m vs FY25
Repairs[1] 7.1k FY26 ↑0.5k vs. FY25	Normalised EBITDA $5.6m FY26 ↑$4.1m vs FY25
Prestige repairs, calibrations and mechanical work	EBITDA % 8.6% FY26 ↑6.0% vs FY25

Refer to the Glossary on slide 22 for relevant definitions.
1. Includes Prestige and TrackRight repairs only. Does not include TechRight or SMART AVR calibrations.

Strong growth achieved with further runway to expand

- Mechanical & ADAS
  - Capacity increased through the expansion of ADAS calibration and mechanical service offering, with further opportunity available through expansion where opportunity exists, within the current network
  - This is expected to continue to positively contribute to the Groups profitability growth, delivering additional incremental EBITDA in FY27
  - Development plans continue with further expansion planned. The mechanical and ADAS stream of our business is quickly becoming a meaningful part of our diversified Group earnings
- AMA Prestige
  - Prestige sites FY26 revenue and EBITDA (Pre-AASB16) ahead of prior financial year
  - Improvements driven by best-practice operational model consistency, continuing to enhance capability, which is strengthening our financial performance
  - We have achieved good progress at the two Queensland sites, while the two sites in Victoria have been impacted from lower available volume
  - We have strengthened relationships across our key OEM and insurance partners

ACM Parts

Sites 5 FY26 ↓ 1 site vs. FY25[1]	Revenue $97.1m FY26 ↓$2.6m vs FY25
Parts sold[2] 263.4k FY26 ↓9.6k vs FY25	Normalised EBITDA $2.3m FY26 ↑$7.0m vs FY25
Mechanical and collision parts sales	EBITDA % 2.3% FY26 ↑7.0% vs FY25

Business is producing consistent profitability month on month

- Significant uplift in financial performance as key initiatives relating to recycled, parallel, aftermarket parts and consumables have yielded positive results
  - Normalised EBITDA of $2.3m, up $7.0m on prior corresponding period
- Ongoing investment in inventory management and digital sales channels improving customer access and margins
- Network optimisation strategy has been successful with the relocation of a site in QLD to a more fit for purpose facility now complete and some further optimisation works underway in WA
- Procurement continues to be one of the businesses biggest opportunities with continued focus on supply chain & procurement efficiency, and sustainability initiatives are ongoing
- ACM is now a strategically important part of our diversified Group earnings and repair network capability and provides a positive differentiation to our market competitors/competitive advantage

Refer to the Glossary on slide 22 for relevant definitions.

[1] FY25 refers to as at 30 June 2025

[2] Parts sold in FY26, measured net of credits/returns.

Group Financials

Summary Financial Performance

Summary financial performance ($M)	FY26	FY25	Change
Revenue and other income	1,039.1	1,013.7	25.4
Operating expenses (inc. rent, normalisations)	(971.0)	(951.1)	(19.9)
Normalised EBITDA (pre-AASB 16)	68.0	62.6	5.4
Occupancy cost (AASB 16 adjustment)	60.3	52.5	7.8
Normalised EBITDA (post-AASB 16)	128.3	115.1	13.2
Normalisations	4.4	3.5	(0.9)
EBITDA (post-AASB 16)	123.9	111.6	12.3
Depreciation, amortisation, and impairment	(81.3)	(75.2)	(6.1)
Operating profit / (loss) before interest and tax	42.7	36.4	6.3
Finance costs - AASB 16 leases	(26.4)	(22.4)	(4.0)
Finance costs - other	(6.0)	(18.7)	12.7
Income tax (expense) / benefit	(2.7)	(1.5)	(1.2)
Net Profit / (Loss) after tax	7.7	(6.2)	13.9
Normalised EBITDA % (pre-AASB 16)	6.5%	6.2%	0.3%

Normalisation (pre-AASB 16) ($M)	FY26	FY25	Change
EBITDA (pre-AASB 16)	63.6	59.1	4.5
Normalisations			
Closed and hibernated sites	2.8	-	2.8
Restructuring costs	1.6	-	1.6
Legal settlement (income)/costs and associated expenses	(0.5)	3.5	(4.0)
Other	0.5	-	0.5
Normalised EBITDA pre-AASB 16	68.0	62.6	5.4

Figures in the above table may not add up due to rounding

- Record total Group revenue and other income up $25.4m (+2.5%) to $1,039m in FY26 (FY25: $1,014m)
  - Revenue for our core Vehicle Collision Repair businesses was $994m, up 2.6% vs FY25
- Normalised pre-AASB 16 EBITDA up $5.4m (+8.6%) to $68.0m in FY26 (FY25: $62.6m)
- Normalised pre-AASB 16 EBITDA % up from 6.2% to 6.5%
- Finance costs – leases increased $4.0m (17.8%) predominantly reflecting the increase in market rents
- Finance costs – other decreased by $12.7m due to the improved cost of funding following the refinancing of the Group's senior bank debt and lower levels of average debt. The prior period included several one-off impacts from refinancing activities.
- Dividend of 0.5c for FY26, first time since 2019
- Income tax expense for FY26 reflects the uplift in earnings
- Normalisations in FY26 relate to site closure, relocation and restructuring costs

Summary Financial Position

Summary financial position ($M)	30-Jun-26	30-Jun-25	Change
Cash and cash equivalents	41.6	57.3	(15.7)
Other current assets	141.6	141.0	0.6
Intangible assets	283.0	294.6	(11.6)
Other non-current assets [1]	458.3	391.9	66.4
Total Assets	924.5	884.8	39.7
Current liabilities	191.8	200.0	(8.2)
Non-current liabilities [1]	492.1	453.0	39.1
Total Liabilities	683.9	653.0	30.9
Net Assets	240.7	231.9	8.8
Contributed equity	707.5	707.3	0.2
Reserves	2.8	1.2	1.6
Retained earnings / (deficit)	(480.2)	(486.8)	6.6
Non-controlling interest	10.6	10.2	0.4
Total Equity	240.7	231.9	8.8

Net Debt ($M)	30-Jun-26	30-Jun-25	Change
Debt - drawn cash facilities	60.0	75.0	(15.0)
Net Cash	(41.6)	(57.3)	15.7
Total Net Debt	18.4	17.7	0.7

- Balance Sheet remains strong and provides the organisation the capability to execute its capital management program
  - Capital expenditure to deliver organic growth
  - Funding M&A activity to deliver inorganic growth
  - Initiation of dividend program, first time since 2019; and
  - Buying back shares via the program initiated this year
- Net Debt of $18.4m at 30th June 2026 ($17.7m at 30th June 2025)
- The Group met all its financial covenants during the period and expects to operate within them for the next 12 months
- 1 for 10 share consolidation took place in 1H26

[1] The balance of Other Non-Current Assets & Non-Current Liabilities relates primarily to ROU Assets & Lease Liabilities recognised under AASB 16
Figures in the above table may not add up due to rounding

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Cash Flows

Statement of Cash Flows ($M)	FY26	FY25	Change
Receipts from customers (incl. GST)	1,140.9	1,112.0	28.9
Payments to suppliers and employees (incl. GST)	(1,028.9)	(1,000.7)	(28.1)
Payment for make good of leased sites	(3.7)	(1.8)	(2.0)
Net interest paid	(30.5)	(32.8)	2.3
Income taxes received / (paid)	(12.5)	(0.9)	(11.6)
Total Operating Cash Flows	65.3	75.8	(10.5)
Capital expenditure payments	(30.3)	(30.5)	0.2
Proceeds from sale of property, plant, & equipment	0.0	0.1	(0.1)
Payments for intangible assets	(0.1)	(0.1)	0.0
Payment for businesses acquired (incl. earn-outs)	(2.5)	(3.6)	1.1
Total Investing Cash Flows	(32.9)	(34.0)	1.3
Equity funding received (net of costs)	-	119.6	(119.6)
Share Buy Back	(0.1)	-	(0.1)
Debt repaid	(15.0)	(108.8)	93.8
Transaction costs related to loans and borrowings	-	(3.3)	3.3
Principal elements of lease payments	(32.5)	(31.7)	(0.8)
Dividend paid to non-controlling interest	(0.6)	-	(0.6)
Total Financing Cash Flows	(48.2)	(24.3)	(23.9)
Net (decrease) / increase in cash and cash equivalents	(15.8)	17.5	(33.3)
Cash and cash equivalents - at the beginning of period	57.4	39.9	17.5
Cash and cash equivalents - at the end of period	41.6	57.4	(15.8)

- Total operating cashflow of $65.3m in FY26 a decrease of $10.5m from FY25 of $75.8m. Impacted by an $11.6m increase in income tax paid during the financial year
- FY26 operating cash inflow of $32.8m (inclusive of all lease payments) reduced from $44.1m inflow in FY25 due to:
  - $11.6m increase in income tax paid, partially offset by a
  - $2.3m reduction in interest paid due to an improved cost of funding
- FY26 investing cash outflow of $32.8m, at a similar level to FY25, reflecting:
  - Investment in operating footprint
  - Investment in equipment and new technology
- The Group has a healthy cash position at 30th June 2026 which provides flexibility with our capital management, in the form of:
  - Capital expenditure to deliver organic growth
  - Funding M&A activity to deliver inorganic growth
  - Initiation of dividend program, first time since 2019; and
  - Buying back shares via the program initiated this year

	FY26
Operating Cash Inflow (inclusive of lease payments) [1]	32.8 [1]
Capital expenditure payments [2]	(30.3) [2]
Free Cash Flow	2.5

[1] Included within this balance, there were $6.0m of cash payments relating to non-recurring expenditure i.e. make good, lease cost on hibernated sites and redundancies

[2] Regular maintenance capex is in the range of $12.5m - $15.0m on an annual basis. Total capital expenditure will decrease once we complete catch up from prior years

 Figures in the above table may not add up due to rounding

Corporate

Summary financial performance ($M)	FY26	FY25	Change
Revenue and other income	0.0	0.1	(0.0)
Operating expenses (incl. rent)	(11.1)	(14.0)	2.9
EBITDA (pre-AASB 16)	(11.1)	(13.9)	2.8
Occupancy costs (AASB 16 adjustment)	0.2	0.3	(0.1)
EBITDA (post-AASB 16)	(10.9)	(13.6)	2.7
Normalisations	1.0	3.5	(2.5)
Normalised EBITDA (pre-AASB 16)	(10.1)	(10.4)	0.3

- Normalised Corporate costs decreased $0.3m in FY26 compared to FY25 predominantly due to:
  - Cost control measures offsetting higher LTI expense (non-cash)
- Normalisations in FY26 predominantly relate to the write off of capitalised costs
  - FY25 normalisation relates to a legal settlement claim over the earn-out calculated on a historical acquisition (2018)

Figures in the above table may not add up due to rounding.

Outlook

FY27 Outlook

For the FY27 financial year, we expect normalised pre-AASB 16 EBITDA to be in the range of $75m - $80m, subject to ordinary business trading conditions

- AMA Group continues to progress towards achieving a pre-AASB 16 EBITDA % of 10% within 3 years, by leveraging our vertically integrated structure
- Capital SMART expecting another strong result in FY27 with an EBITDA margin in the 10% - 11% range
  - Initiatives to improve market share of Suncorp total claims
  - Initiatives to expand customer base and service lines with a view to growth
- AMA Collision will continue to implement operational capability improvements, with continued focus on and investment on the network footprint optimisation. Further improvement in margins and profitability is expected in the new financial year
- Wales is expected to have a better year in FY27 with heavier mix showing improvement and non-traditional revenue streams gaining momentum
- Specialist businesses expecting further growth in FY27
  - Mechanical & ADAS: Roll out of road map to internally capture greater level of mechanical and ADAS services together with meeting the need of ADAS growth demand
  - Prestige: Continue to embed best in practice operational models and explore growth opportunities
- ACM will continue to grow and improve its profitability in FY27
- We continue unlock organic growth within our existing footprint
- Further developing high performing, highly capable teams with a focus on systems & tools incorporating AI to improve effectiveness
- Future dividends are expected
- AMA Group's vertical integration provides a key competitive advantage

Refer to the Glossary on slide 22 for relevant definitions.

Other Information

AMA GROUP

TOGETHER WE DO IT RIGHT

SMART

Drivable passenger vehicle collision repairs
$490.7m FY26 revenue
1,596 team members
144.2k repairs

AMA COLLISION

Drivable and non-drivable passenger vehicle collision repairs
$379.7m FY26 revenue
1,253 team members
88.7k repairs

WALES

Heavy vehicle collision repairs
$76.7m FY26 revenue
267 team members
6.9k repairs

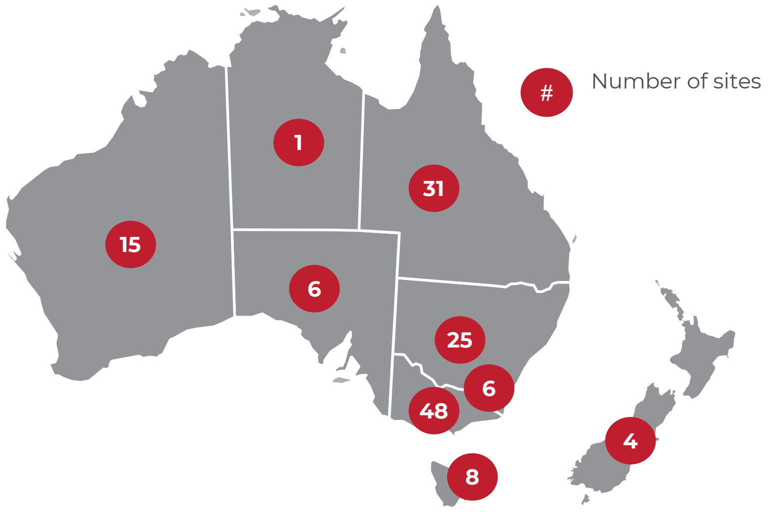
AMA PRESTIGE
TrackRight
TechRight
SMARTAVR

Specialist Businesses
- Prestige vehicle collision repairs,
- Mechanical collision repairs,
- ADAS calibrations

199 team members
$65.6m FY26 revenue

ACM PARTS

Collision & mechanical parts and consumables
$97.1m FY26 revenue
151 team members
263.4k parts sold



3,500+ Team members

247k Vehicles repaired in FY26

144 Operating locations[1]

$1,039m FY26 revenue

$68.0m FY26 EBITDA[2]

Refer to the Glossary on slide 22 for relevant definitions.
Notes: Team Members and Locations as at 30 June 2026. Vehicle repairs and parts sold for FY26.
[1] Operating locations includes Corporate Head Office in VIC
[2] Normalised pre-AASB 16 EBITDA

Summary Financial Performance

Summary financial performance ($M)	FY26 (Post AASB 16)	FY26 (Pre AASB 16)
Revenue and other income	1,039.1	1,039.1
Operating expenses (inc. rent, normalisations)	(910.8)	(971.1)
Normalised EBITDA	128.3	68.0
Normalisations	4.4	4.4
EBITDA	123.9	63.6
Depreciation and amortisation (excl. SMART contract)	(65.3)	(17.8)
Amortisation of SMART customer contract	(15.1)	(15.1)
Impairment expense	(0.9)	(0.9)
Operating profit / (loss) before interest and tax	42.6	29.8
Finance costs	(32.3)	(6.0)
Profit / (loss) before tax	10.3	23.8
Profit before tax (excl. impairment and amortisation of SMART contract)	26.3	39.8
Income tax (expense) / benefit	(2.7)	(2.7)
Profit after tax (excl. impairment and amortisation of SMART contract)	23.6	37.1

Refer to the Glossary on slide 22 for relevant definitions.
Figures in the above table may not add up due to rounding.

FY26 Result

Improvement in operating position of overall business on prior year

Summary financial performance ($M)	Vehicle Collision Repairs FY26	Vehicle Collision Repairs FY25	Vehicle Collision Repairs Change	ACM FY26	ACM FY25	ACM Change	Corporate / Eliminations FY26	Corporate / Eliminations FY25	Corporate / Eliminations Change	Total Group FY26	Total Group FY25	Total Group Change
Revenue and other income	1,012.6	984.5	28.1	97.1	99.7	(2.6)	(70.7)	(70.5)	(0.2)	1,039.1	1,013.7	25.4
Operating expenses (inc. rent)	(938.7)	(906.8)	(31.9)	(96.4)	(104.4)	8.0	59.8	56.6	3.1	(975.4)	(954.6)	(20.8)
EBITDA (pre-AASB 16)	73.9	77.7	(3.8)	0.7	(4.7)	5.4	(10.9)	(13.9)	3.0	63.6	59.1	4.5
Occupancy cost (AASB 16 adjustment)	54.7	46.3	8.4	6.0	5.9	0.1	(0.5)	0.3	(0.8)	60.3	52.5	7.7
EBITDA (post-AASB 16)	128.6	124.1	4.6	6.7	1.2	5.5	(11.4)	(13.6)	2.2	123.9	111.6	12.3
Normalisations	1.9	-	1.9	1.6	-	1.6	1.0	3.5	(2.5)	4.4	3.5	0.9
Normalised EBITDA (pre-AASB 16)	75.8	77.7	(1.9)	2.3	(4.7)	7.0	(10.0)	(10.4)	0.4	68.0	62.6	5.4
Normalised EBITDA (post-AASB 16)	130.5	124.1	6.5	8.3	1.2	7.1	(12.4)	(10.1)	(2.2)	128.3	115.1	13.2
Normalised EBITDA % (pre-AASB 16)	7.5%	7.9%	(0.4%)	2.3%	(4.7%)	7.0%				6.5%	6.2%	0.3%

Refer to the Glossary on slide 22 for relevant definitions.
Business unit figures may not add up to Group figures due to rounding.

Quarterly Key Metrics

Key Metrics - Quarter on Quarter	Units	1Q25	2Q25	3Q25	4Q25	1Q26	2Q26	3Q26	4Q26
Safety									
LTIFR	#/mhrs	4.91	4.19	2.72	2.85	2.37	3.12	4.23	5.39
Collision Repair									
Repair volume	'000	66.0	57.5	61.3	63.3	65.3	58.8	61.8	61.0
Average repair price	$	3,735	3,933	3,881	4,076	4,025	4,094	3,888	4,111
Revenue	$m	246.3	226.1	237.9	258.0	262.7	240.9	240.1	250.6
Labour									
Average headcount	#	3,498	3,503	3,524	3,591	3,583	3,538	3,539	3,528
Apprentices (end of quarter)	#	452	419	460	491	465	456	443	422
Group									
Revenue	$m	256.4	238.2	249.6	269.6	273.2	250.9	252.3	262.9
Reported EBITDA (post AASB 16)	$m	27.3	19.7	34.3	30.3	34.5	26.1	32.7	30.8
AASB-16 adjustments	$m	(12.5)	(13.0)	(13.2)	(13.8)	(14.4)	(17.1)	(14.9)	(14.0)
Reported EBITDA (pre AASB 16)	$m	14.8	6.7	21.1	16.5	20.1	9.0	17.8	16.8
Normalisations	$m	0.0	3.5	0.0	0.0	0.0	1.4	0.1	2.8
Normalised EBITDA (pre AASB 16)	$m	14.8	10.2	21.1	16.5	20.1	10.4	17.9	19.6
Normalised EBITDA % (pre AASB 16)	%	5.8%	4.3%	8.5%	6.1%	7.4%	4.1%	7.1%	7.5%
Capital SMART	$m	12.9	12.9	15.9	16.7	14.3	9.7	13.3	14.6
AMA Collision	$m	0.9	(2.9)	4.6	4.8	5.0	1.1	2.0	2.5
Wales	$m	3.0	2.4	2.0	3.1	2.2	1.6	1.5	2.4
Specialist Businesses	$m	0.4	0.0	0.6	0.5	1.3	0.7	1.8	1.8
ACM	$m	0.1	(0.8)	0.0	(4.0)	0.3	0.4	0.9	0.7
Corporate/Eliminations	$m	(2.5)	(1.4)	(2.0)	(4.5)	(3.0)	(3.1)	(1.6)	(2.4)
Operating cash flow (pre AASB 16)	$m	0.8	9.7	5.3	28.4	(3.1)	15.3	(0.4)	21.0
Principal lease elements	$m	7.9	7.9	8.1	8.2	8.2	8.8	8.0	7.5
Operating cash flow (post AASB 16)	$m	8.7	17.6	13.4	36.6	5.1	24.1	7.6	28.5

Figures in the above table may not add up due to rounding.

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Definitions

Item	Definition
EBITDA	Earnings before interest, tax, depreciation, amortisation, impairment and fair value adjustments on contingent vendor consideration.
Normalised EBITDA	EBITDA as defined above, excluding the impact of normalisations as identified on slide 12.
EBITDA %	EBITDA margin, calculated based on revenue and normalised EBITDA as defined above.
EPS	Earnings per share
NPAT	Net Profit After Tax
NPATA	NPAT as defined above, excluding impairment and amortisation of acquired intangibles (Capital SMART customer contract)
Operating cash flow	Cash flow from operations reflects the inflows and outflows related to the Group's principal activities being the operation of vehicle collision repair facilities and the supply of automotive parts and consumables. Pre-AASB 16 includes the principal elements of lease payments (shown in financing cashflows for statutory reporting purposes)

Non-International Financial Reporting Standards (Non-IFRS) information

Non-IFRS measures, including Normalised EBITDA, are financial measures used by management and the Directors as the primarily measures of assessing the financial performance of the Group and individual segments. The Directors also believe these non-IFRS measures assist in providing additional meaningful information for stakeholders and provide them with the ability to compare against prior periods in a consistent manner. Non-IFRS measures are not subject to audit by the Group's auditor.

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Basis of preparation

This document includes the presentation of results on a statutory as well as non-statutory basis. The non-statutory basis includes pre-AASB 16 results and normalisations, and NPATA. EBITDA numbers and EBITDA margin % in this publication are prepared on a pre-ASSB 16 basis unless specifically referred to as statutory. All financial results are presented in AUD unless otherwise stated. Data used for calculating percentage movements has been based on whole actual numbers. Percentage changes are based on prior comparative period unless otherwise stated. Refer to the Glossary on slide 22 for an explanation of terms used throughout the publication. Non-IFRS measures are financial measures other than those defined or specified under any relevant Australian Accounting Standard and may not be directly comparable with other companies' information. The Group believes that non-IFRS measures provide useful information, however, should not be considered as an indication of, or as a substitute for, statutory financial information and measures. Pre-AASB 16 EBITDA, normalised Pre-AASB 16 EBITDA and NPATA are not audited.

Q&A

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