

THIRD QUARTER 2021 CONFERENCE CALL

NOVEMBER 5, 2021

GOODYEAR

FORWARD-LOOKING STATEMENTS



Certain information contained in this presentation constitutes forward-looking statements for purposes of the safe harbor provisions of The Private Securities Litigation Reform Act of 1995. There are a variety of factors, many of which are beyond our control, that affect our operations, performance, business strategy and results and could cause our actual results and experience to differ materially from the assumptions, expectations and objectives expressed in any forward-looking statements. These factors include, but are not limited to: the impact on us of the COVID-19 pandemic; our ability to achieve the expected benefits of the Cooper Tire & Rubber Company acquisition; delays or disruptions in our supply chain or the provision of services to us; inflationary cost pressures; changes in tariffs, trade agreements or trade restrictions; our ability to implement successfully our strategic initiatives; actions and initiatives taken by both current and potential competitors; deteriorating economic conditions or an inability to access capital markets; increases in the prices paid for raw materials and energy; a labor strike, work stoppage, labor shortage or other similar event; foreign currency translation and transaction risks; work stoppages, financial difficulties, labor shortages or supply disruptions at our suppliers or customers; the adequacy of our capital expenditures; our failure to comply with a material covenant in our debt obligations; potential adverse consequences of litigation involving the company; as well as the effects of more general factors such as changes in general market, economic or political conditions or in legislation, regulation or public policy. Additional factors are discussed in our filings with the Securities and Exchange Commission, including our annual report on Form 10-K, quarterly reports on Form 10-Q and current reports on Form 8-K. In addition, any forward-looking statements represent our estimates only as of today and should not be relied upon as representing our estimates as of any subsequent date. While we may elect to update forward-looking statements at some point in the future, we specifically disclaim any obligation to do so, even if our estimates change.

THIRD QUARTER HIGHLIGHTS



- **Net sales growth of 42 percent compared with the third quarter of 2020, 16 percent growth excluding the Cooper Tire transaction**
- **Goodyear net income of \$132 million; adjusted net income of \$206 million^(a)**
- **Merger-adjusted segment operating income of \$449 million^(b)**
- **Global consumer replacement volume continued to exceed industry, driven by large-rim diameter volume**
- **Price/mix exceeds raw materials by more than \$165 million; revenue per tire (excluding currency impact) up 10% versus third quarter of 2020**
- **Expected synergies from Cooper Tire combination increase 50% to \$250 million**

(a) See Adjusted Net Income reconciliation in Appendix on page 29

(b) See Merger-Adjusted Segment Operating Income and Margin and Segment Operating Income and Margin reconciliation in Appendix on page 28



Positives

- Strongest price/mix performance in nearly a decade
- Favorable industry trends in key replacement markets
- Continued recovering consumer replacement share in Europe
- U.S. consumer replacement volume up 20%, well ahead of industry
- Commercial fleet business delivered strong results

Negatives

- Disruptions in OE production schedules continued
- Production and manufacturing costs impacted by staffing availability
- Strain on global supply chain resulting in cost pressures (e.g., higher transportation costs)
- Rising global energy costs

CONTINUED MOMENTUM DESPITE MACROECONOMIC CHALLENGES

CONSUMER REPLACEMENT INDUSTRY



U.S. Replacement Industry^(a)

	<u>Q3 21</u>	<u>YTD 21</u>
USTMA Members (≥17")	8%	25%
USTMA Members (<17")	-2%	14%
Total	5%	22%
Non-Members	-28%	4%
Total U.S.	-4%	18%
Goodyear (≥17")^(c)	23%	37%

Europool & Turkey Replacement Industry^(b)

	<u>Q3 21</u>	<u>YTD 21</u>
ETRMA Members (≥17")	8%	22%
ETRMA Members (<17")	-4%	10%
Total	0%	15%
Non-Members	10%	12%
Total EU & Turkey	3%	14%
Goodyear (≥17")^(c)	13%	24%

(a) Source: U.S. Tire Manufacturers Association (2021 vs. 2020 performance)

(b) Source: European Tyre & Rubber Manufacturer's Association (Europe, including Turkey and excluding Russia) + Non-Members internal estimation (2021 vs. 2020 performance)

(c) Excludes Cooper Tire volume



TARGETING 100% RENEWABLE ELECTRICITY ACROSS EMEA BY THE END OF 2022



700,000 MEGAWATT-HOURS TO BE PURCHASED



CO2 FOOTPRINT TO REDUCE BY 260,000 TONS



WE WILL PROCURE GUARANTEE OF ORIGIN ENERGY



HYDRO, WIND, SOLAR OR GEOTHERMIC BIOMASS POWER



NEW GLOBAL CLIMATE-RELATED GOALS TO BE SHARED BY YEAR END



Powered by **GOODYEAR** SightLine

Goodyear and Gatik enter multi-year collaboration to advance mobility solutions

Powered by Goodyear SightLine

Gatik's medium-duty fleet will be equipped with Goodyear's industry-leading tire intelligence technology

Sustainable solutions for autonomous fleets

Collaboration will contribute to more sustainable goods movement by autonomous middle-mile B2B fleets

Enhances safety and reduces wear

Technology designed to improve stopping distances and monitor tire pressure real-time for improved wear

Improves fleet productivity

Helps reduce fuel consumption and maintenance costs while increasing operational efficiencies

MAKING IT SAFER AND EASIER TO MOVE GOODS

FINANCIAL REVIEW

GOOD YEAR.

INCOME STATEMENT

THIRD QUARTER 2021

Terms: in millions
(except EPS)

	Three Months Ended		Change
	September 30, 2021	September 30, 2020	
Units	48.2	36.6	32%
Net Sales	\$ 4,934	\$ 3,465	42%
Gross Margin	21.1%	19.9%	1.2 pts
SAG	\$ 727	\$ 555	31%
Merger-Adjusted Segment Operating Income ^(a)	\$ 449	\$ 162	
Merger-Adjusted Segment Operating Margin ^(a)	9.1%	4.7%	4.4 pts
Segment Operating Income ^(a)	\$ 372	\$ 162	
Segment Operating Margin ^(a)	7.5%	4.7%	2.9 pts
Goodyear Net Income (Loss)	\$ 132	\$ (2)	
Goodyear Net Income (Loss) Per Share			
Weighted Average Shares Outstanding	283	234	
Basic	\$ 0.47	\$ (0.01)	
Weighted Average Shares Outstanding - Diluted	286	234	
Diluted	\$ 0.46	\$ (0.01)	
Adjusted Diluted Earnings Per Share ^(b)	\$ 0.72	\$ 0.10	

(a) See Merger-Adjusted Segment Operating Income and Margin and Segment Operating Income and Margin reconciliation in Appendix on page 28

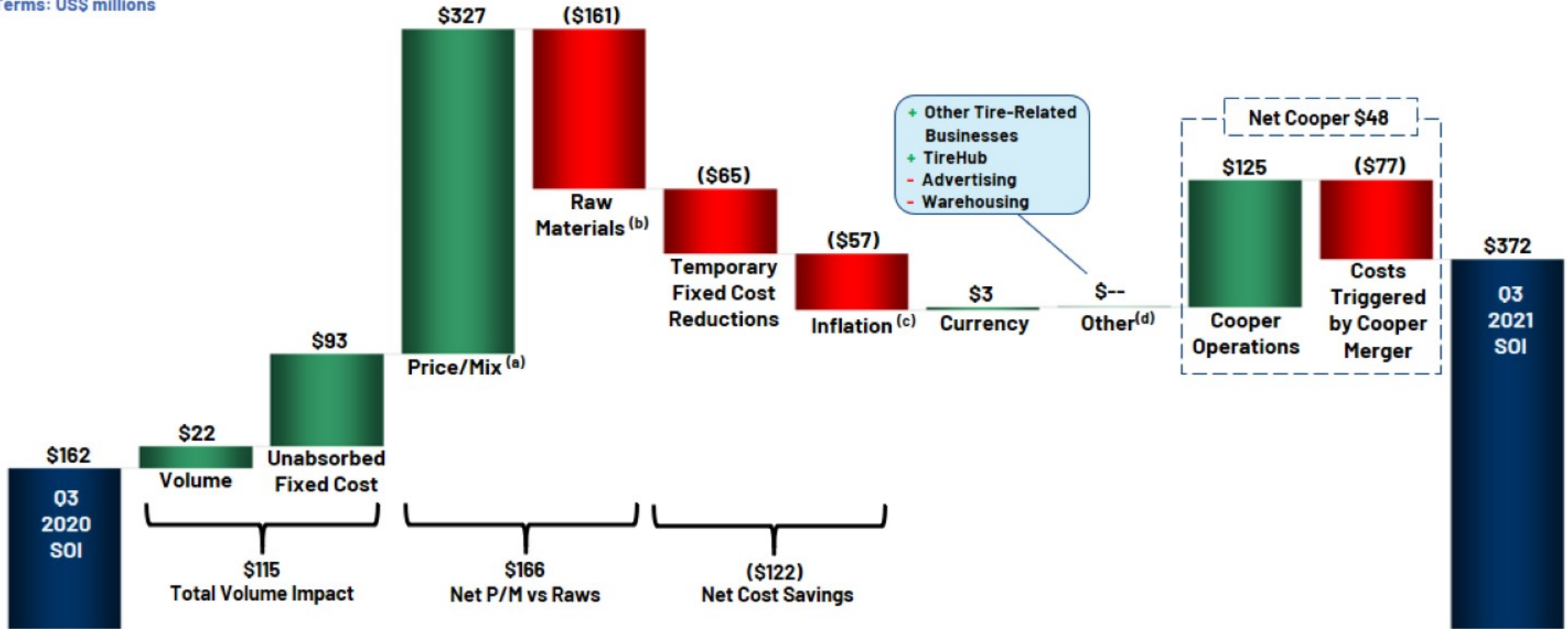
(b) See Adjusted Diluted Earnings Per Share reconciliation in Appendix on pages 29 and 30

SEGMENT OPERATING RESULTS



THIRD QUARTER 2021 VERSUS 2020

Terms: US\$ millions



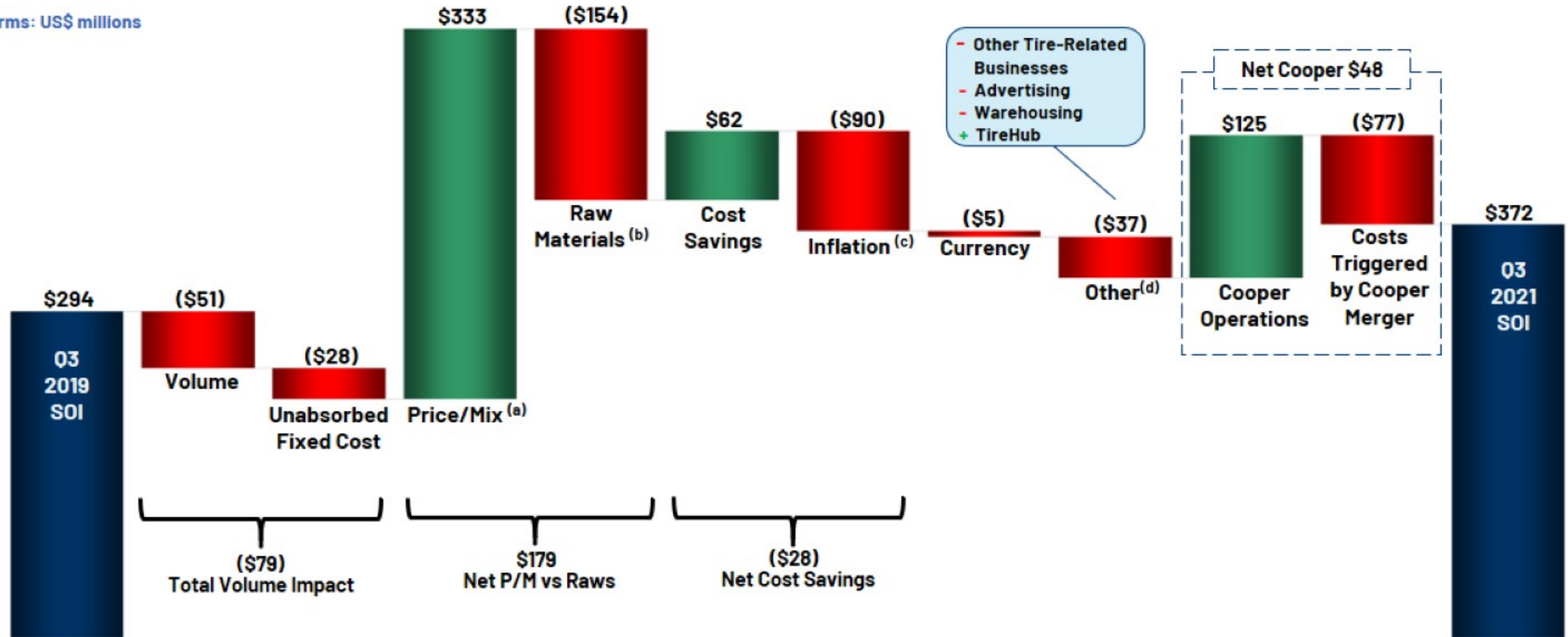
- (a) Price/mix excludes the impact of equity interest in TireHub (\$5 million benefit year over year)
- (b) Raw materials variance of (\$161) million includes raw material cost saving measures
- (c) Estimated impact of inflation (wages, utilities, energy, transportation and other)
- (d) Includes the impacts of other tire-related businesses, advertising, R&D and equity interest in TireHub (\$5 million benefit year over year)

SEGMENT OPERATING RESULTS



THIRD QUARTER 2021 VERSUS 2019

Terms: US\$ millions



- (a) Price/mix excludes the impact of equity interest in TireHub (\$5 million benefit year over year)
- (b) Raw materials variance of (\$154) million includes raw material cost saving measures
- (c) Estimated impact of inflation (wages, utilities, energy, transportation and other)
- (d) Includes the impacts of other tire-related businesses, advertising, R&D and equity interest in TireHub (\$5 million benefit year over year)

BALANCE SHEET

THIRD QUARTER 2021

Terms: US\$ millions

	Includes impact of Cooper transaction			
	September 30, 2021	June 30, 2021	December 31, 2020	September 30, 2020
Cash and cash equivalents	\$ 1,187	\$ 1,030	\$ 1,539	\$ 1,057
Accounts receivable	\$ 3,193	\$ 2,819	\$ 1,691	\$ 2,251
Inventories	3,443	3,314	2,153	2,152
Accounts payable - trade	(3,962)	(3,858)	(2,945)	(2,330)
Working capital ^(a)	<u>\$ 2,674</u>	<u>\$ 2,275</u>	<u>\$ 899</u>	<u>\$ 2,073</u>
Total debt ^(b)	\$ 8,301	\$ 7,972	\$ 5,990	\$ 6,648
Net debt ^(b)	\$ 7,114	\$ 6,942	\$ 4,451	\$ 5,591

(a) Working capital represents accounts receivable and inventories, less accounts payable - trade
 (b) See Total Debt and Net Debt reconciliation in Appendix on page 31

FREE CASH FLOW

THIRD QUARTER 2021

Terms: US\$ millions

	Three Months Ended September 30,		Trailing Twelve Months Ended
	2021	2020	September 30, 2021
Net Income	\$ 134	\$ 3	\$ 290
Depreciation and Amortization	240	193	839
Change in Working Capital	(524)	248	79
Pension Expense	16	30	87
Pension Contributions and Direct Payments	(49)	(7)	(87)
Provision for Deferred Income Taxes	(3)	(48)	(56)
Rationalization Payments	(39)	(43)	(204)
Other ^(a)	294	205	404
Cash Flow from Operating Activities (GAAP)	\$ 69	\$ 581	\$ 1,352
Capital Expenditures	(281)	(124)	(826)
Free Cash Flow (non-GAAP)	\$ (212)	\$ 457	\$ 526
Cash Flow from Investing Activities (GAAP)	\$ (258)	\$ (125)	\$ (2,643)
Cash Flow from Financing Activities (GAAP)	\$ 335	\$ (369)	\$ 1,403

Includes \$72M inventory fair value adjustment related to the merger

Includes \$1,856 million for net cash portion of merger consideration

(a) Other includes amortization and write-off of debt issuance costs, net pension curtailments and settlements, net rationalization charges, amortization of inventory fair value step-up and transaction and other costs and payments related to Cooper Tire acquisition, net (gains) losses on asset sales, operating lease expense and payments, compensation and benefits less pension expense, other current liabilities, and other assets and liabilities

SEGMENT RESULTS – AMERICAS



Terms: US\$ millions
Units in millions

Third Quarter

	<u>2021^(a)</u>	<u>2020</u>	<u>Change</u>
Units	25.9	16.2	59.3%
Net Sales	\$2,967	\$1,823	62.8%
Operating Income	\$259	\$106	144.3%
Margin	8.7%	5.8%	

- U.S. consumer replacement share continued recovering (units +20% excluding Cooper merger)
- U.S. commercial replacement business benefited from strong fleet volume
- OE volume impacted by semiconductor shortage
- Price/mix > raw material costs
- Costs increased, reflecting non-recurrence of temporary cost reductions in 2020, inflation pressures, including transportation and labor, and staffing issues in North American factories

(a) The Cooper transaction closed on June 7, 2021, and segment results include Cooper operations since that date

SEGMENT RESULTS - EMEA



Terms: US\$ millions
Units in millions

Third Quarter

	<u>2021^(a)</u>	<u>2020</u>	<u>Change</u>
Units	14.2	13.2	7.7%
Net Sales	\$1,397	\$1,156	20.8%
Operating Income	\$81	\$22	268.2%
Margin	5.8%	1.9%	

- EU consumer replacement business benefitting from aligned distribution, temporary volume losses being recovered
- OE volume impacted by semiconductor shortage
- Goodyear commercial business continued to benefit from strong fleet volume
- Price/mix > raw material costs

(a) The Cooper transaction closed on June 7, 2021, and segment results include Cooper operations since that date

SEGMENT RESULTS – ASIA PACIFIC



Terms: US\$ millions
Units in millions

Third Quarter

	<u>2021^(a)</u>	<u>2020</u>	<u>Change</u>
Units	8.1	7.2	12.6%
Net Sales	\$570	\$486	17.3%
Operating Income	\$32	\$34	(5.9)%
Margin	5.6%	7.0%	

- Volume growth reflects the addition of Cooper Tire business
- China consumer replacement business impacted by COVID-19 lockdowns and flooding
- Consumer OE business continued outperforming industry

(a) The Cooper transaction closed on June 7, 2021, and segment results include Cooper operations since that date

MERGER SYNERGIES



Original Forecast

(February 2021)

~\$165M

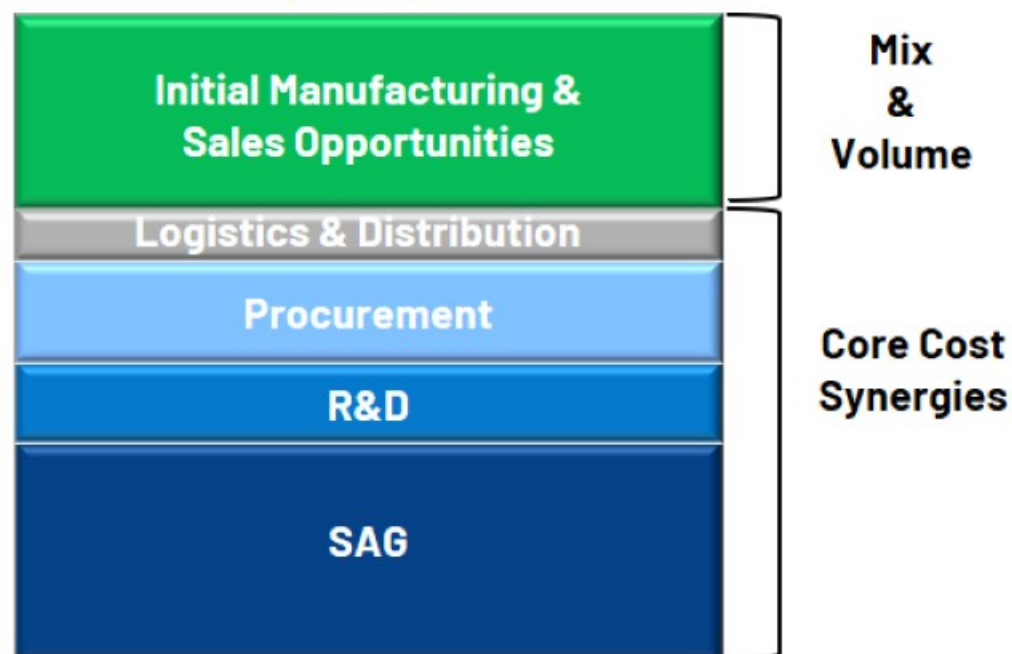


Estimated costs to achieve synergies: \$150 to \$175 million

Upgraded Outlook

(November 2021)

~\$250M



Estimated costs to achieve synergies: ~\$200 million

**EXPECT TO ACHIEVE \$250 MILLION OF RUN-RATE SYNERGIES BY MID-2023;
RECONFIRMING TAX AND WORKING CAPITAL SAVINGS**



- **Markets continue stabilizing, volume comparison similar to Q3 (vs. 2019)^(a)**
- **Positive price/mix vs. raw material costs**
- **Continued inflationary cost pressures, including higher transportation, labor and energy costs**
 - **Transitory cost pressures in our U.S. factories (~\$50M)**
 - **Impact of electricity shortages in China**
- **Normal working capital seasonality will generate positive cash flow**

^(a) Cooper unit volume of approximately 10.7 million in Q4 2019

2021 OUTLOOK: OTHER FINANCIAL ASSUMPTIONS



Includes impact of Cooper transaction except as noted	Current Assumption
Raw Materials	\$450 to \$475 million higher than prior year, net of raw material cost savings ^(a)
Interest Expense	~\$400 million
Other (Income) Expense	Financing fees: ~\$40 million, including ~\$10 million of one-time fees related to merger financing Global pension related (excluded from SOI) ^(b) : \$30 to \$50 million
Income Tax	Cash: ~\$150 million ^(c)
Depreciation & Amortization	~\$865 million ^(d)
Amortization of Inventory Step-Up	~\$110 million (~\$0 million in Q4) ^(e)
Incremental Amortization of Intangible Assets	~\$25 million (~\$10 million in Q4) ^(e)
Global Pension Cash Contributions	\$50 to 75 million ^(f)
Working Capital	Use of \$300 to \$500 million
Capital Expenditures	~\$1 billion
Rationalization Payments	~\$225 million
Corporate Other	~\$175 million

(a) Excludes impact of Cooper Tire merger

(b) Excludes one-time charges and benefits from pension settlements and curtailments

(c) Includes payments deferred from 2020 and excludes extraordinary payments

(d) Excludes amortization of Cooper Tire inventory step-up and incremental amortization of Cooper Tire intangible assets

(e) Based on preliminary purchase price allocation

(f) Excludes direct benefit payments

APPENDIX

GOOD YEAR.

LEGACY GOODYEAR MODELING ASSUMPTIONS



Volume Sensitivities

(Impact on Goodyear's Annual Units in 000's)

• 1% Δ in U.S. Consumer OE Industry	~90
• 1% Δ in U.S. Consumer Replacement Industry	~290
• 1% Δ in U.S. Commercial OE Industry	~8
• 1% Δ in U.S. Commercial Replacement Industry	~25
• 1% Δ in European Consumer OE Industry	~90
• 1% Δ in European Consumer Replacement Industry	~290
• 1% Δ in European Commercial OE Industry	~8
• 1% Δ in European Commercial Replacement Industry	~25

Pricing

(Annual Impact of Effective Pricing Yield)

• 1% Δ in U.S. Consumer Replacement	~\$29M
• 1% Δ in U.S. Commercial Replacement	~\$10M
• 1% Δ in European Consumer Replacement	~\$22M
• 1% Δ in European Commercial Replacement	~\$7M

Translational Foreign Currency

(Annual Impact on FX portion of SOI Walk)

• +/- 0.01 Δ USD/BRL	(e.g. R\$3.79 to R\$3.78 is favorable by 0.01)	+/- \$0.3M
• +/- 0.01 Δ USD/CNY	(e.g. ¥6.75 to ¥6.74 is favorable by 0.01)	+/- \$0.2M
• +/- 0.01 Δ USD/EUR	(e.g. €0.87 from €0.86 is favorable by 0.01)	+/- \$1.5M
• +/- 0.01 Δ USD/TRY	(e.g. ₺5.42 from ₺5.41 is favorable by 0.01)	+/- \$0.1M

Approximate Profit Margin Per Tire

(Industry Estimate)

• Consumer OE ≥ 17"	~\$15
• Consumer Replacement ≥ 17"	~\$28
• Consumer OE < 17"	~\$5
• Consumer Replacement < 17"	\$7 - \$9
• Commercial - U.S. and Europe	\$50 - \$60

Tire Raw Material Spend

(Annual Impact)

• 1% Δ in Synthetic Rubber Prices (3 to 4 month lag)	~\$7M
• 1% Δ in Natural Rubber Prices (4 to 6 month lag)	~\$5M
• 1% Δ in Pigment, Chemical, & Oil Prices (3 to 4 month lag)	~\$5M
• 1% Δ in Wire/Other Prices (3 to 4 month lag)	~\$4M
• 1% Δ in Carbon Black (3 to 4 month lag)	~\$4M
• 1% Δ in Fabric Prices (3 to 4 month lag)	~\$3M

Transactional Foreign Currency

(Annual Impact on Raw Material portion of SOI Walk)

• +/- 0.01 Δ USD/BRL	(e.g. R\$3.79 to R\$3.78 is favorable by a 0.01)	+/- \$0.5M
• +/- 0.01 Δ USD/CNY	(e.g. ¥6.75 to ¥6.74 is favorable by a 0.01)	+/- \$0.2M
• +/- 0.01 Δ USD/EUR	(e.g. €0.87 from €0.86 is favorable by a 0.01)	+/- \$3.4M
• +/- 0.01 Δ USD/TRY	(e.g. ₺5.42 from ₺5.41 is favorable by a 0.01)	+/- \$0.2M
• +/- 0.01 Δ EUR/TRY	(e.g. ₺6.25 from ₺6.24 is favorable by a 0.01)	+/- \$0.2M

Approximate OH Absorption Per Tire

(1 Quarter Lag)

• Americas Consumer	\$10 - \$15
• Americas Commercial	\$50 - \$60
• EMEA Consumer	\$8 - \$12
• EMEA Commercial	\$30 - \$35

Cost Inflation

(Annual Impact)

• 1% Δ in Global Inflation	~\$50M
• 1% Δ in Americas Inflation	~\$25M
• 1% Δ in EMEA Inflation	~\$20M

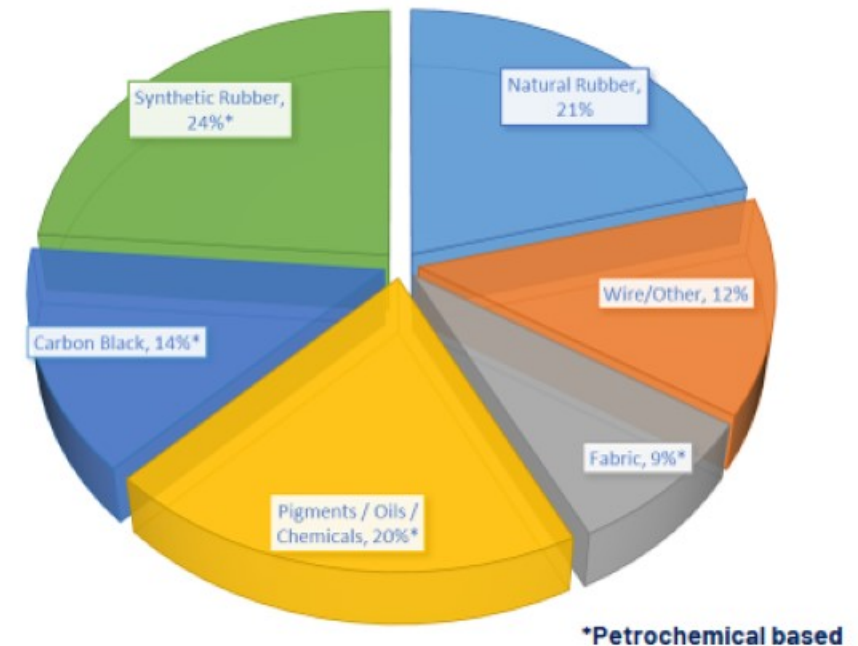
Note: Volume, pricing and raw materials modeling assumptions based on Goodyear's public disclosures. Currency, cost inflation, profit margin and overhead absorption figures based on internal estimates



- ✓ Raw materials are ~36%^(a) of tire COGS
- ✓ ~67% of raw materials are ***influenced*** by oil prices
 - P&L impact lags spot rates by 1-2 quarters depending on commodity
- ✓ ~61% of raw materials are purchased in USD
- ✓ Customer agreements indexed to raw materials
 - OE customers
 - Certain large commercial fleets
 - OTR customers

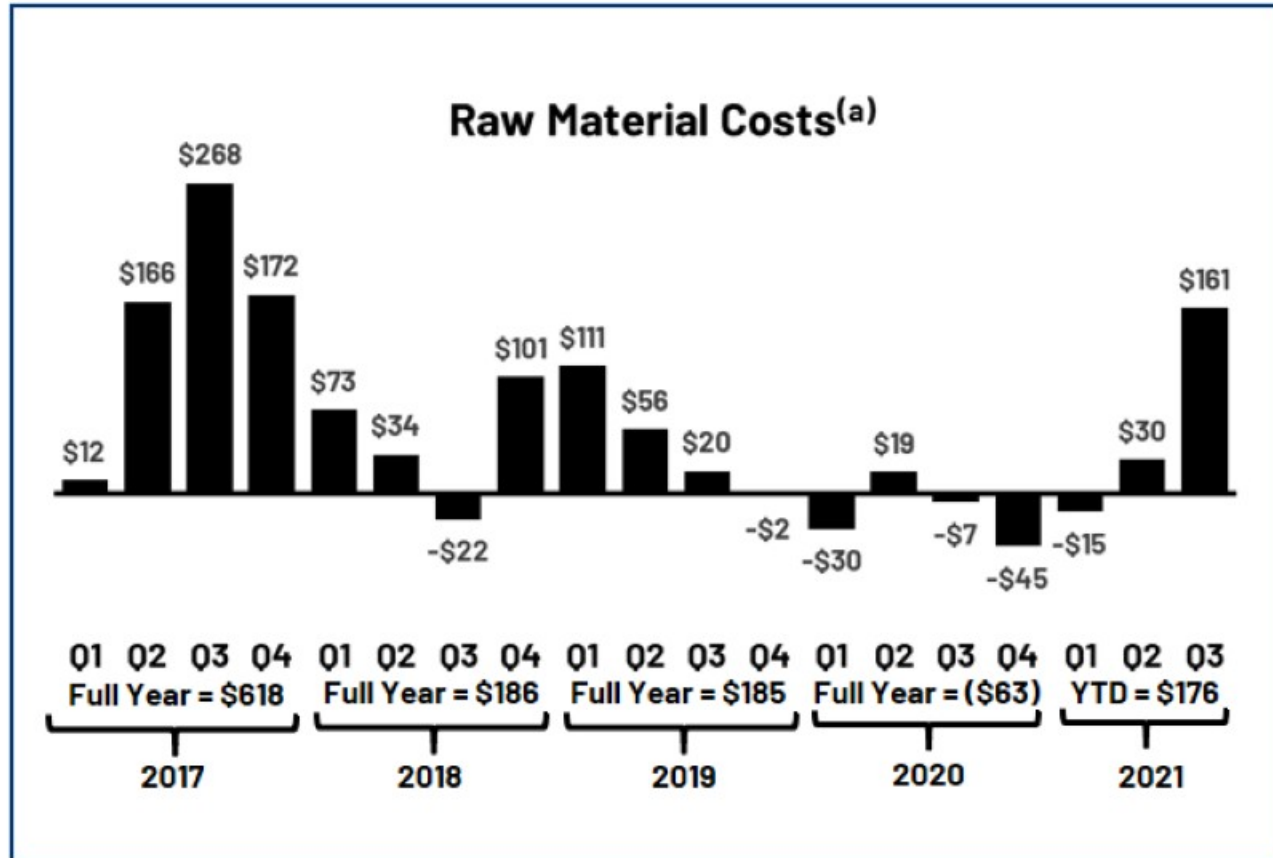
Global Raw Material Spend

FY 2020 (\$3.2 Billion)^(b)



Feedstock ~63% of raw material spend

(a) Raw materials were 44% of tire COGS in 2019
(b) Spend totaled \$4.4 billion in 2019



2021 Outlook^(b)

Raw material costs expected to increase \$450 to \$475 million, net of raw material cost savings

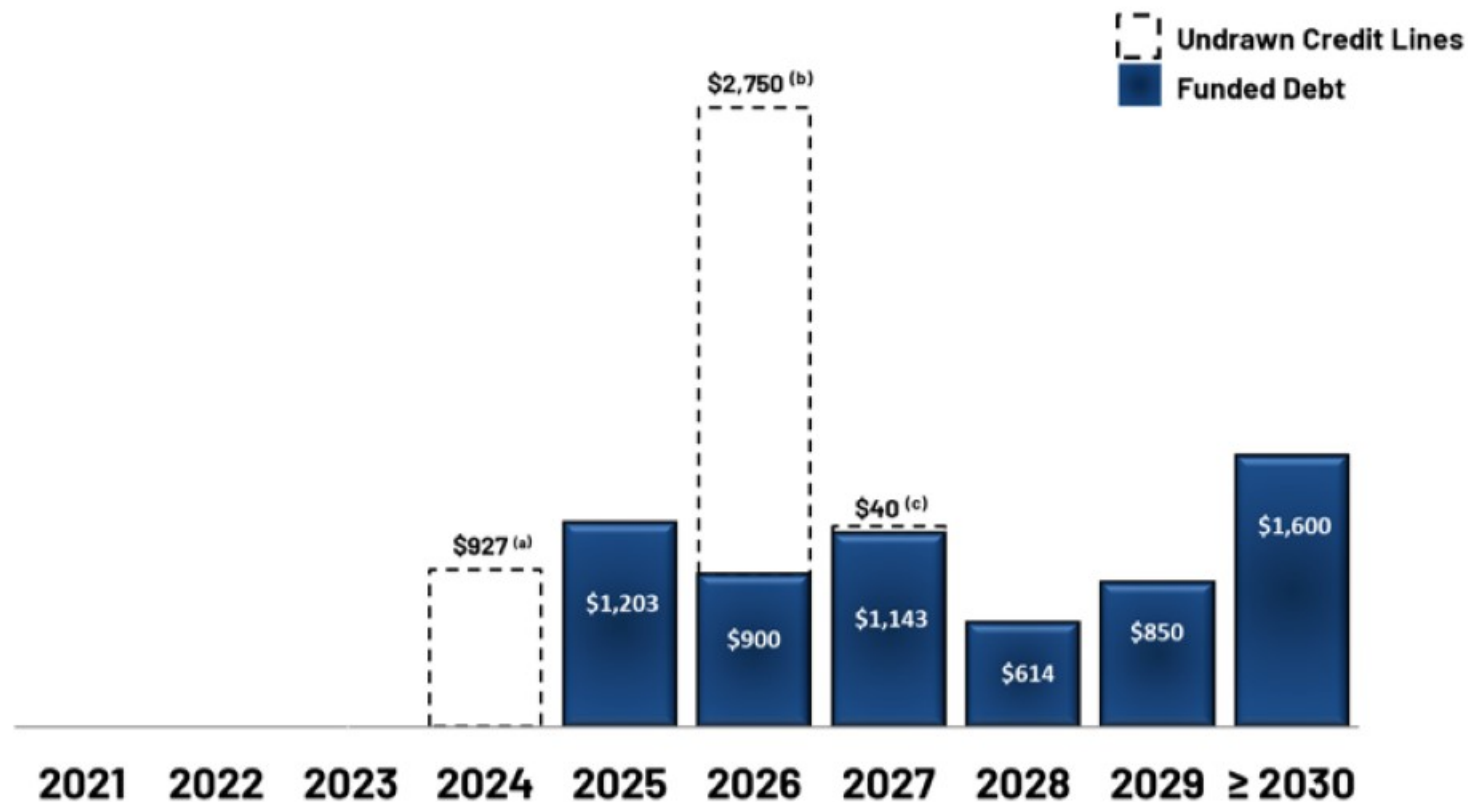
- Includes adverse transactional foreign currency impact of ~\$40 million^(c)

(a) Impact to cost of goods sold versus prior period, net of cost savings measures
 (b) Excludes impact of Cooper Tire merger
 (c) Based on current spot rates

PRO FORMA MATURITY SCHEDULE

THIRD QUARTER 2021

Terms: US\$ millions



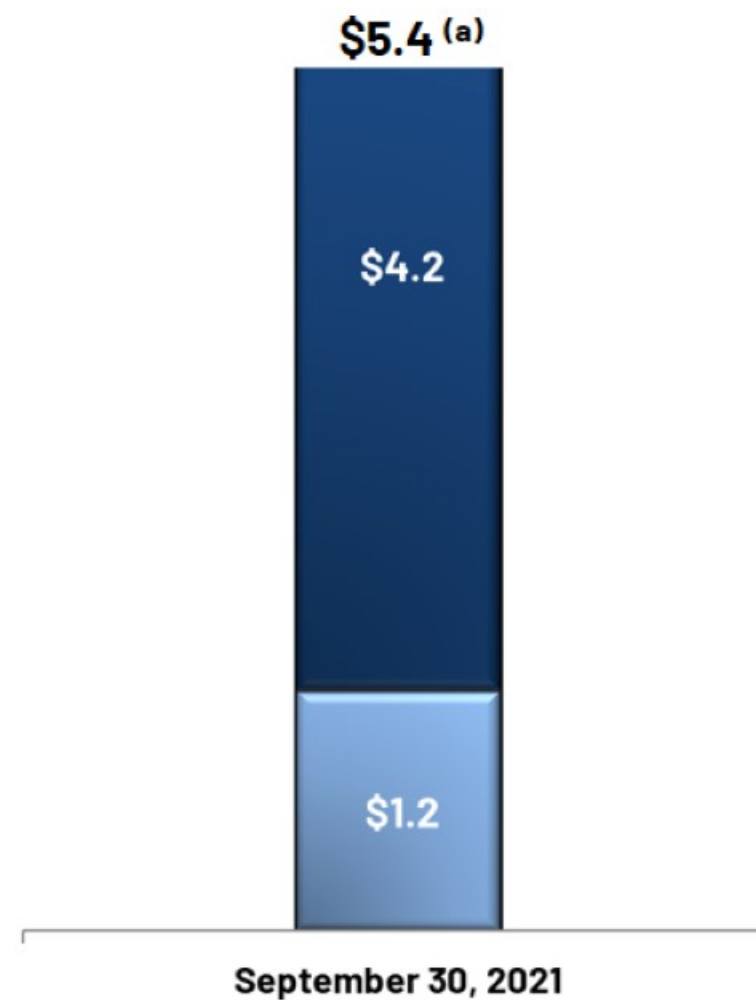
Note: Based on September 30, 2021 balance sheet values, pro forma for the redemption of the €250 million 3.75% Senior Notes due 2023 of GEBV on Oct. 28, 2021 and an amendment to the Pan-European securitization program extending the term to 2027 and increasing the maximum amount to €300 million, and excludes notes payable, finance and operating leases and other domestic and foreign debt

- (a) At September 30, 2021, there were \$0 million (€0 million) of borrowings and no letters of credit issued under the €800 million European revolving credit facility
- (b) At September 30, 2021, our borrowing base, and therefore our availability, under the U.S. revolving credit facility was \$395 million below the facility's stated amount of \$2.75 billion; At September 30, 2021, there were no borrowings and \$19 million of letters of credit issued
- (c) At September 30, 2021, the amounts available and utilized under the Pan-European securitization program totaled \$308 million (€266 million)

LIQUIDITY PROFILE

THIRD QUARTER 2021

Terms: US\$ billions



(a) Total liquidity is comprised of \$1,187 million of cash and cash equivalents, as well as \$4,195 million of unused availability under various credit agreements

COOPER TIRE MERGER: SUBSTANTIAL IMMEDIATE AND LONGER-TERM CASH FLOW BENEFITS



**~\$250
Million**

Working Capital Savings

- **Estimated one-time working capital savings of ~\$250 million from improvement in cash conversion cycle**

**\$450+
Million**

Tax Savings

- **Accelerated utilization of available Goodyear tax attributes with estimated net present value of \$450 million or more**

WORKING CAPITAL IMPROVEMENT AND ABILITY TO LEVERAGE GOODYEAR'S TAX POSITION EXPECTED TO SIGNIFICANTLY ENHANCE COMBINED COMPANY CASH FLOW PROFILE

USE OF NON-GAAP FINANCIAL MEASURES



This presentation contains historical non-GAAP financial measures, including Total Segment Operating Income and Margin, Merger-Adjusted Segment Operating Income and Margin, Free Cash Flow, Adjusted Net Income (Loss) and Adjusted Diluted Earnings (Loss) Per Share (EPS), which are important financial measures for the company but are not financial measures defined by U.S. GAAP, and should not be construed as alternatives to corresponding financial measures presented in accordance with U.S. GAAP.

Total Segment Operating Income is the sum of the individual strategic business units' (SBUs') Segment Operating Income as determined in accordance with U.S. GAAP. Total Segment Operating Margin is Total Segment Operating Income divided by Net Sales as determined in accordance with U.S. GAAP. Management believes that Total Segment Operating Income and Margin are useful because they represent the aggregate value of income created by the company's SBUs and exclude items not directly related to the SBUs for performance evaluation purposes. The most directly comparable U.S. GAAP financial measures to Total Segment Operating Income and Margin are Goodyear Net Income (Loss) and Return on Net Sales (which is calculated by dividing Goodyear Net Income (Loss) by Net Sales).

Merger-Adjusted Segment Operating Income is Total Segment Operating Income less the impact of the amortization of inventory step-up adjustments, other transaction-related items and the amortization of intangible assets related to the Cooper Tire merger. Merger-Adjusted Segment Operating Margin is Merger-Adjusted Segment Operating Income divided by Net Sales as determined in accordance with U.S. GAAP. Management believes that Merger-Adjusted Segment Operating Income and Margin are useful because they allow investors to understand and evaluate the aggregate value of income created by the company's SBUs in a manner that is more comparable to the performance of The Goodyear Tire & Rubber Company and Cooper Tire & Rubber Company in the periods before the merger by adjusting for certain expenses related to the Cooper Tire merger, including amortization of the Cooper Tire inventory step-up adjustments, incremental amortization of Cooper Tire intangible assets, and other transaction-related items.

Free Cash Flow is the company's Cash Flows from Operating Activities as determined in accordance with U.S. GAAP, less capital expenditures. Management believes that Free Cash Flow is useful because it represents the cash generating capability of the company's ongoing operations, after taking into consideration capital expenditures necessary to maintain its business and pursue growth opportunities. The most directly comparable U.S. GAAP financial measure is Cash Flows from Operating Activities.

Adjusted Net Income (Loss) is Goodyear Net Income (Loss) as determined in accordance with U.S. GAAP adjusted for certain significant items. Adjusted Diluted Earnings (Loss) Per Share (EPS) is the company's Adjusted Net Income (Loss) divided by Weighted Average Shares Outstanding-Diluted as determined in accordance with U.S. GAAP. Management believes that Adjusted Net Income (Loss) and Adjusted Diluted Earnings (Loss) Per Share (EPS) are useful because they represent how management reviews the operating results of the company excluding the impacts of non-cash impairment charges, rationalizations, asset write-offs, accelerated depreciation, asset sales and certain other significant items.

It should be noted that other companies may calculate similarly-titled non-GAAP financial measures differently and, as a result, the measures presented herein may not be comparable to such similarly-titled measures reported by other companies.

RECONCILIATION FOR MERGER- ADJUSTED SEGMENT OPERATING INCOME / MARGIN & SEGMENT OPERATING INCOME / MARGIN

THIRD QUARTER
2021

Terms: US\$ millions

	Three Months Ended September 30,		
	2021	2020	2019
Merger-Adjusted Segment Operating Income	\$ 449	\$ 162	\$ 294
Amortization of Cooper Tire Inventory Step-up Adjustments	(70)	-	-
Incremental Amortization of Intangible Assets	(7)	-	-
Total Segment Operating Income	\$ 372	\$ 162	\$ 294
Rationalizations	(13)	(25)	(21)
Interest Expense	(104)	(88)	(88)
Other Income (Expense)	(9)	(32)	(35)
Asset Write-offs and Accelerated Depreciation	(1)	(4)	(1)
Corporate Incentive Compensation Plans	(25)	(14)	(13)
Retained Expenses of Divested Operations	(3)	(2)	(1)
Other	(30)	(7)	(14)
Income (Loss) before Income Taxes	\$ 187	\$ (10)	\$ 121
United States and Foreign Tax Expense (Benefit)	53	(13)	31
Less: Minority Shareholders' Net Income	2	5	2
Goodyear Net Income (Loss)	\$ 132	\$ (2)	\$ 88
Net Sales (as reported)	\$4,934	\$3,465	\$3,802
Return on Net Sales (as reported)	2.7%	(0.1)%	2.3%
Total Segment Operating Margin	7.5%	4.7%	7.7%
Merger-Adjusted Segment Operating Margin	9.1%	4.7%	7.7%

THIRD QUARTER 2021 SIGNIFICANT ITEMS



Terms: US\$ millions
(except EPS)

	As Reported	Amortization of Acquisition Related Inventory Fair Value Adjustment	Rationalizations, Asset Write-offs, and Accelerated Depreciation	Pension Settlement Charges	Colombia National Strike	Americas Winter Storm Impact	Asset and Other Sales	As Adjusted
Net Sales	\$ 4,934	\$ -	\$ -	\$ -	\$ 26	\$ -	\$ -	\$ 4,960
Cost of Goods Sold	3,894	(72)	(1)	-	21	(2)	-	3,840
Gross Margin	1,040	72	1	-	5	2	-	1,120
SAG	727	-	-	-	-	-	-	727
Rationalizations	13	-	(13)	-	-	-	-	-
Interest Expense	104	-	-	-	-	-	-	104
Other(Income)Expense	9	-	-	(11)	-	-	7	5
Pre-tax Income	187	72	14	11	5	2	(7)	284
Taxes	53	19	3	3	-	-	(2)	76
Minority Interest	2	-	-	-	-	-	-	2
Goodyear Net Income	\$ 132	\$ 53	\$ 11	\$ 8	\$ 5	\$ 2	\$ (5)	\$ 206
EPS	\$ 0.46	\$ 0.18	\$ 0.04	\$ 0.03	\$ 0.02	\$ 0.01	\$ (0.02)	\$ 0.72

THIRD QUARTER 2020 SIGNIFICANT ITEMS



Terms: US\$ millions
(except EPS)

	As Reported	Rationalizations, Asset Write-offs, and Accelerated Depreciation	Pension Settlement Charges	Indirect Tax Settlements and Discrete Tax Items	As Adjusted
Net Sales	\$ 3,465	\$ -	\$ -	\$ -	\$ 3,465
Cost of Goods Sold	2,775	(4)	-	(6)	2,765
Gross Margin	690	4	-	6	700
SAG	555	-	-	-	555
Rationalizations	25	(25)	-	-	-
Interest Expense	88	-	-	-	88
Other (Income) Expense	32	-	(16)	-	16
Pre-tax Income (Loss)	(10)	29	16	6	41
Taxes	(13)	6	4	15	12
Minority Interest	5	-	-	-	5
Goodyear Net Income (Loss)	\$ (2)	\$ 23	\$ 12	\$ (9)	\$ 24
EPS	\$ (0.01)	\$ 0.10	\$ 0.05	\$ (0.04)	\$ 0.10

RECONCILIATION FOR TOTAL DEBT AND NET DEBT

THIRD QUARTER 2021

Terms: US\$ millions

Long-Term Debt and Finance Leases
Notes Payable and Overdrafts
Long-Term Debt and Finance Leases Due Within One Year
Total Debt
Less: Cash and Cash Equivalents
Net Debt

<u>September 30, 2021</u>	<u>June 30, 2021</u>	<u>December 31, 2020</u>	<u>September 30, 2020</u>
\$ 7,153	\$ 6,978	\$ 5,432	\$ 5,708
497	459	406	529
651	535	152	411
<u>\$ 8,301</u>	<u>\$ 7,972</u>	<u>\$ 5,990</u>	<u>\$ 6,648</u>
<u>1,187</u>	<u>1,030</u>	<u>1,539</u>	<u>1,057</u>
<u>\$ 7,114</u>	<u>\$ 6,942</u>	<u>\$ 4,451</u>	<u>\$ 5,591</u>

GOODYEAR  **YEAR**®