

Quotation (03/31/2021)

PLAS3 - R\$ 5.18 (*)

Market value at 03/31/2021 – (MARKET CAP BOVESPA)

R\$ 64.4 milhões

Number of shares (*)

Ordinárias: 12,425 M

Investor Relations

Rua Wilhelm Winter, nº 300
– Sala 01 – Distrito
Industrial - Jundiaí – SP –
CEP 13213-000

Board of Directors

Paulo Silvestri
Andrew C. de Araújo
Antonio Farina
Rui Chammas
Paulo Zimath

Supervisory Board

Marcelo Ferreira do
Nascimento
Cleidir Donizete de Freitas
Charles Dimetrius Popoff

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Jundiaí, SP, May 11, 2021 - Plascar Participações Industriais SA (Bovespa: PLAS3), a company operating in the Brazilian market for plastic auto parts related to the internal and external finishing of automotive, light and heavy, supplying automakers in Brazil, announces its 2021 first quarter results. The Company's operating and financial information, except when otherwise indicated, is consolidated and the monetary values are expressed in Reais.

The 1st quarter of 2021 continued to be marked by the pandemic of COVID-19 and its effects on the industry. As in March 2020, the auto industry suffered production disruptions in March 2021, which continued for the following month. In addition to the challenges related to the pandemic, our customers faced occasional shortages of raw materials, which also contributed to production interruptions, consequently reflecting on the Company's scheduled production and billing volumes. Since the beginning of the pandemic, the Company has defined as a priority to protect the health and safety of its employees and their families, through the implementation of strict protocols. Upon resuming production, meeting the schedules of its customers, the Company was faced with the need to adapt its operations to these new health and safety demands.

According to ANFAVEA, in the 1st quarter of 2021 there was a slight increase in vehicle production of 2%, when compared to the same quarter of 2020. Despite the difficulties related to the pandemic and supply chain problems, the Company presented a superior performance to the market in these compared quarters. The Company's net revenue for the 1st quarter of 2021 was 55.2% higher than in the same quarter of 2020, thus showing the maintenance of a gradual and consistent recovery in volumes.

The gross margin increased from 6.2% in the first quarter of 2020 to 10.7% in the first quarter of 2021, just as there was an increase in the Company's EBITDA, which went from 2.9% or R \$ 2,631 in the first quarter from 2020, to 6.4% or R\$ 9,179 in the first quarter of 2021. These results are mainly explained by the effect of the increase in the Company's volumes and revenues in the compared quarters. On the other hand, the increase in the price of raw materials contributed to the loss of margin in the period, given that the Company was unable to pass all of them on to its customers. The Company's net result, in turn, added a loss of R\$ 14,208 in the first quarter of 2021, while in the same period of 2020 it added a loss of R \$ 26,684.

The year of 2021 should also be marked by the challenges of recovery, with the continued search for an increase in production volume, recovery of margins and strengthening of cash generation.

2021 Performance Framework:

- **EBITDA of R\$ 9.2 million (Margin 6.4%).**
- **Net Revenue of R\$ 142.3 million.**
- **Gross Margin of 10.7% (R\$ 15.2 million).**

Plascar	Performance in the Period		
	Amounts in R\$ thousand		
	Q1 2021	Q1 2020	Var %
Gross Sales	173,382	111,605	55.4%
Net Revenue	142,345	91,745	55.2%
Gross Income	15,238	5,699	167.4%
Gross Margin %	10.7%	6.2%	4.5p.p.
EBITDA (1)	9,179	2,631	248.9%
EBITDA Margin %	6.4%	2.9%	3.5p.p.
Reported Net Loss (2)	(14,208)	(26,684)	46.8%

Elimination of non-recurring items:

Automobile Manufacturers' stops (COVID-19)	-	4,815
Adjusted EBITDA (1)	9,179	7,446
Adjusted net loss (2)	(14,208)	(21,869)

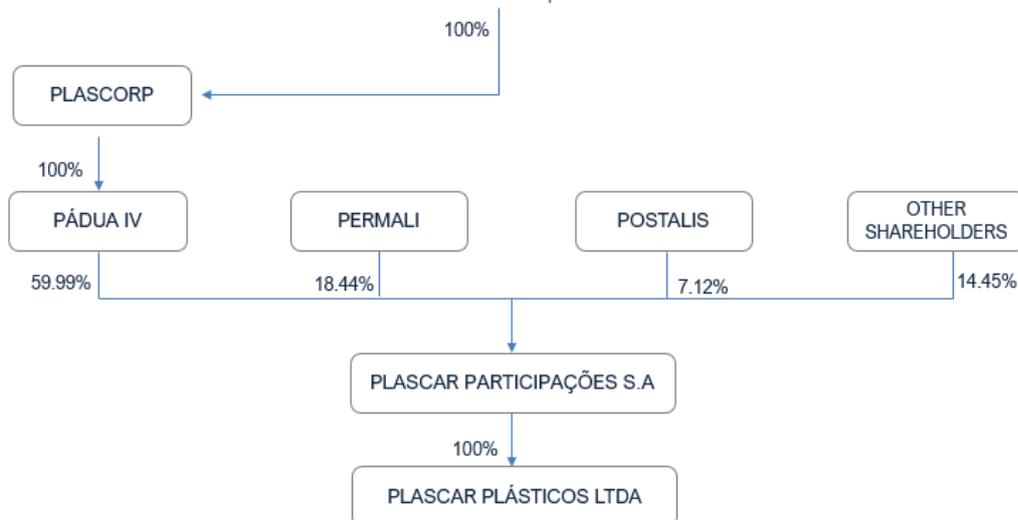
History

The company started its activities in October 1963 in Jundiaí/SP, in the field of rubber artifacts. From 1973, it began to operate in the automotive market, and in the mid-1980s, after several incorporations, the company impressed a great boost in its activities, through a program of growth and modernization, which turned Plascar into a leading company in the plastic parts market for the automotive sector.

Following the completion of the Company's financial restructuring on January 31, 2019, the controlling entity of Plascar S.A. became padua IV S.A., with a 59.99% stake in its capital, which is also composed of Permali do Brasil Indústria e Comércio Ltda., with 18.44%, by Postalís Instituto de Seguridade dos Correios e Telégrafos, with 7.12%, and by other individual shareholders who have , together, 14.45%.

Corporate Structure

Mapa Capital



Operating Performance

According to data from the Brazilian Association of Motor Vehicle Manufacturers (ANFAVEA), vehicle production in the 1st quarter of 2021 increased by 2.0% over the same period in 2020. The increase in the Company's net revenue was 55.2% in the compared periods, reaching a gross margin of 10.7%.

Source: ANFÁVEA – BRAZIL			
AUTOMOTIVE INDUSTRY SCENARIO	Q1 2020	Q1 2021	VAR. %
VEHICLE PRODUCTION	586	598	2.0%
VEHICLE SALES	558	528	-5.4%

Vehicle production is up slightly even with closed factories

Growth of 1.7% in March was achieved despite the closure of a large part of the manufacturing units in the month, thanks to the greater number of working days.

According to the figures in the monthly balance sheet of ANFAVEA (National Association of Motor Vehicle Manufacturers), the national automotive industry produced 200.3 thousand units in March, which corresponds to a slight increase of 1.7% in relation to the result of February, when 197 thousand vehicles left the production lines. In comparison with March 2020 (which accounted for 190 thousand cars), the increase was greater, of 5.5%. A positive result, but also a modest one, was obtained in the first quarter of 2021, with an increase of 2% over the same period last year. 597.8 thousand automobiles were manufactured this year, against 585.90 thousand in 2020.

"We can say that this is a very positive result, taking into account the fact that the sector recorded several stoppages in the last week of the month," said Luiz Carlos Moraes, president of ANFAVEA.

"So, despite these stops, we managed to close the month with very interesting numbers in production," he added, also recalling that March had three working days more than February.

On March 31, the country had 30 factories from 14 automakers totally stopped or partially operating in six states (Minas Gerais, Paraná, Rio de Janeiro, Rio Grande do Sul, Santa Catarina and São Paulo), due to the measures adopted by state governments to curb the spread of the pandemic, such as anticipating holidays.

Many companies took advantage of the interruption to adjust their lines with the supply of components, which was - and still is - hindering the pace of the factories. On April 7 - when the balance sheet was presented - the sector still had ten factories from five automakers stopped in four states (Rio de Janeiro, Rio Grande do Sul, Santa Catarina and São Paulo).

Risk of new outages, inventory and employment

Asked about the difference in the factories' response to the advance of Covid-19 in the so-called "first wave", when all 60 factories of the companies associated with ANFAVEA suspended their activities in the country and now, Luiz Carlos Moraes explained: "A year ago we were in the dark, we didn't know how to deal with Covid-19; since then, we've invested millions in adopting distance and hygiene protocols that have made factories safe, so we've been able to continue working safely," he replied.

The executive, however, recalled that the moment continues to demand attention and great care. "The risk still exists and the pandemic can undoubtedly cause new outages," he said. "We have already noticed higher absenteeism today, including absences motivated by the company, which does not let the employee work if there is any suspicion of contagion. It is necessary to raise the awareness of employees to continue with the care also outside the factory", declared Luiz Carlos Moraes.

With regard to inventories, the level remained stable in March, with 101.1 thousand units, 83.3 thousand in dealerships and 17.8 thousand in factory yards. These numbers correspond to 16 days of sales, based on the current pace. In February, 97.8 thousand vehicles were stocked (80.7 thousand in stores and 17.1 thousand in factories), which corresponded to 15 days of sales. The sector has been presenting this average (around 100 thousand units) since December and, according to Moraes, it is the level that is proving to be balanced for the current scenario.

The number of employees in the automotive sector in March was exactly the same registered in February, of 104.7 thousand employees. The president of ANFAVEA said that there were layoffs in the month, but the hiring ended up paying off. In relation to the same month of 2020 (the last, before the announcement of the pandemic), there was a decrease of 2.1%, since the sector had 107 thousand registered employees.

Truck production grows 33.9% in the first quarter, despite the pandemic

Manufacturers installed in the country assembled 33.1 thousand units and the sector was the only one with significant increase in the period.

Truck production in March totaled 12,500 units, recording a 5.7% increase over February. In comparison with March of last year, there was an increase of 48.4%. And throughout the first quarter, 33.1 thousand units were produced, resulting in an increase of 33.9% over the same months last year.

The data are from the National Association of Motor Vehicle Manufacturers (ANFAVEA). The increase in trucks was the only significant one in the quarter. Production was driven by domestic sales and grew in all segments, from semi-light (with 3.5 to 6 tons of Total Gross Weight, PBT) to heavy (from 15 tons onwards).

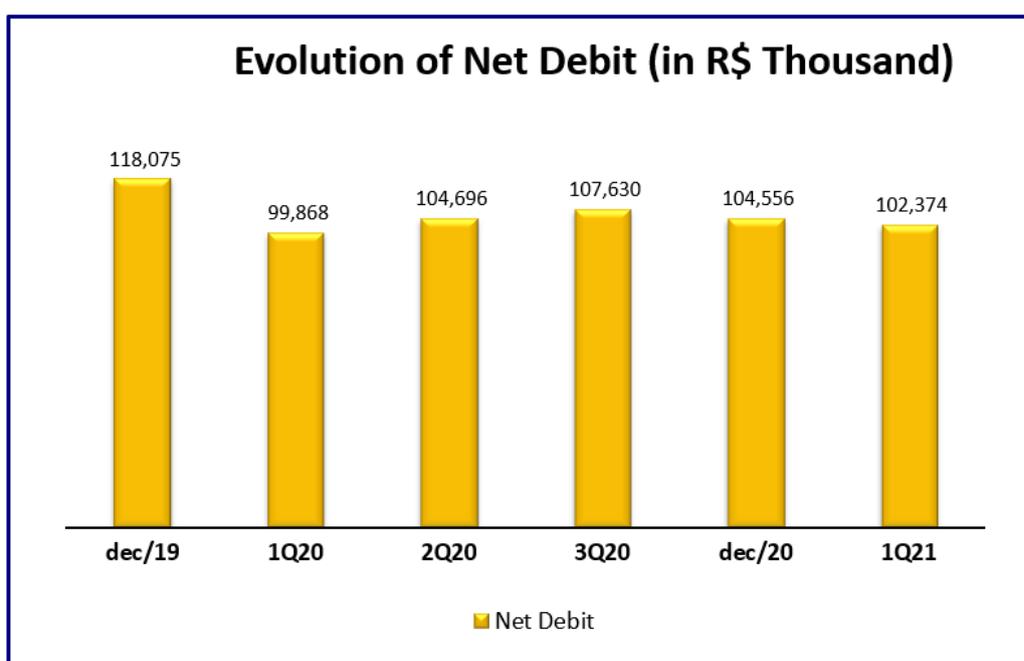
In this first quarter, the industry assembled 15.9 thousand heavy trucks, registering an increase of 22.8% over the same months of last year. Semi-heavy were 9.7 thousand in the period and grew 50.1%. Light vehicles totaled 5,500 units, an increase of 34.6%.

"More than agribusiness, civil construction, mining and electronic commerce moved the sector and almost half of the demand is for heavy trucks", says the vice president of ANFAVEA, Gustavo Bonini.

Company Restructuring

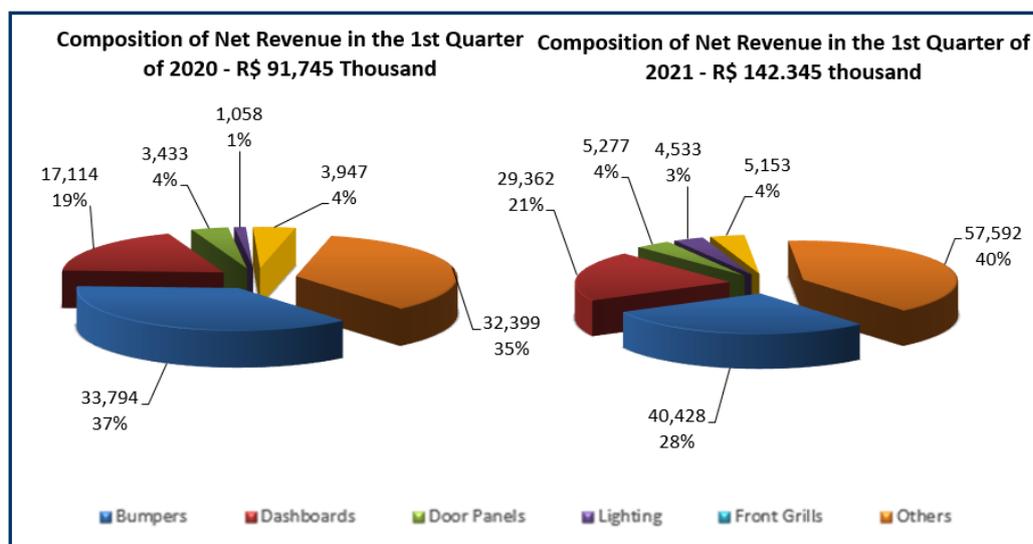
On December 13th, 2018, the restructuring of the Company's debt was approved according to the Extraordinary General Meeting.

On January 31th, 2019, in accordance with the Notice to Shareholders and with the ad-hoc announcement, the Company's capital was increased R\$ 449.483, through the issuance of new 7,455,251 common shares, totally subscribed by Padua IV S.A. and paid-up with credits held against Plascar Ltda, thus concluding the Company's restructuring process.



Management continues to negotiate liabilities with several creditors, in order to adjust them to the Company's cash generation capacity. Throughout 2019 and early 2020, certain liabilities were renegotiated, which are now reported in non-current liabilities.

PLASCAR		
	Gross Revenue	Net Revenue
Q1 2021	R\$ 173,382	R\$ 142,345
Q1 2020	R\$ 111,605	R\$ 91,745
Change (%)	55.4%	55.2%



Gross P&L vs. Gross Margin %

In the first quarter of 2021, the gross margin was 10.7% against 6.2% in the first quarter of 2020.

EBITDA in R\$ vs. EBITDA%

EBITDA in the 1st Quarter of 2021 totaled R\$ 9,179. The EBITDA margin was 6.4% in the first quarter of 2021, against 2.9% in the first quarter of 2020.

The net loss amounted to R\$ 14,208 thousand in the 1st Quarter of 2021 and in the same period in the year 2020 it totaled R \$ 26,684.

Human Resources

Despite the economic adversities in the country, the Company continued to invest in the professional development of its employees, with approximately 20,28 hours of teaching and training per employee (in the last 12 months), focused on SENAI learning courses, internships, in addition to internal training, with technical and operational development.

The Company ended the 1 st quarter of 2021 with 1,718 employees (1,797 in the 1 st quarter of 2020).

Credit Exclusion of ICMS from the calculation basis of PIS / COFINS - Accounting record transit on trial

The Company informs that, in 2010, it issued a Writ of Mandamus in order to exclude ICMS from the PIS and COFINS calculation base. In September 2017, the Company obtained a favorable decision at first instance and, in October 2019, it obtained a new favorable sentence in appeal (STF). At the same act, the process became final. In view of this, the Company initiated a procedure to collect amounts unduly paid as from 2005 and claim their respective reimbursement. The Company has reliably calculated and measured the respective amounts.

On August 19th, 2019, the Company had a favorable sentence for the use of the ICMS in tax notes for credit calculation.

In the fourth quarter of 2019, based on the opinion and report prepared by its advisors, the Company recorded the amount of R\$ 179,069 as tax credits in the balance sheet, to offset against taxes administered by the Brazilian Federal Revenue, in future periods.

The principal amount of the credits, net of lawyers' success fees, was recognized as other operating income. The monetary restatement was recognized as financial income in the statement for the period.

The approval and qualification of R\$ 123,396, a portion of the referred credit with the Federal Revenue of Brazil for future tax compensation, occurred on January 3, 2020. The remaining amount of the credit in the amount of R \$ 55,673, will be subject to analysis by the Federal Revenue of Brazil, for a possible cash refund or for future compensation of taxes which had previously been renegotiated under tax amnesty programs in years past.

As of March 31, 2021, the Company had compensated the amount of R\$ 51,671 in taxes, using the referred tax credits and based on projections, it believes that the balance will be fully realized in the next 45 months, with no need to set up a provision for losses (impairment).

Impacts of COVID-19 (Coronavirus) on the Company's business

On March 11, 2020, the World Health Organization (WHO) declared the Coronavirus outbreak (COVID-19) as a pandemic on a global scale. The outbreak triggered significant decisions by governments and private sector entities, which added to the potential impact of the outbreak, increased the degree of uncertainty for economic agents and could generate impacts on financial statements. The world's main economies and major economic blocs have implemented e support packages of significant economic stimulus to overcome the potential recession caused by the measures to mitigate the spread of COVID-19.

In Brazil, the Executive and Legislative Branches of the Union published several normative acts to prevent and contain the pandemic, as well as mitigate the respective impacts on the economy, especially Legislative Decree No, 6, published on March 20, 2020, which declares the state of public calamity. State and municipal governments have also published several normative acts seeking to restrict the free movement of people and commercial and service activities, in addition to enabling emergency investments in the health area.

Automotive production suspensions have reached almost the entire sector in the country, with 123,000 workers stopped at 63 factories located in 40 cities in 10 states.

During the crisis, Management constantly assessed the impact of the outbreak on the operations and on the equity and financial position of the Company and its subsidiary, in order to implement appropriate measures to mitigate impacts on operations. Management immediately called its Crisis Committee to ensure the safety of its employees, service providers and customers served.

The Company implemented the following measures since the 1st quarter of 2020:

- Implementation of a Crisis Management committee;
- Restrictions on the movement and agglomeration of people in their facilities, as a way to prevent the spread of the virus;
- Suspension of trips, face-to-face training and participation in events for all employees;
- Guidance of home office regime for employees whose function enables this modality of work and isolation of all employees classified as at higher risk (over 60 years and with chronic diseases, according to the guidance of public entities);
- Intensification of internal communications of preventive measures, availability of 24-hour medical care channels to support employees and family members and availability of internal communication channels to employees, focused on pandemic care; And
- Optimization of the use of technology to ensure virtual service to its customers, impacting as little as possible its administrative and operational activities.

In order to reduce the financial impacts, the Administration also adopted the following measures:

- Acceleration of collective vacations for its employees and, on April 1, 2020, aligned with the unions responsible for the category, implemented reduced working hours, at 50% for all employees, a measure which was reversed in the third quarter;
- Renegotiation of maturities of certain liabilities with banks, suppliers and other creditors;
- From the end of February through early March 2020, the Company implemented an even greater control of its inventories to keep them at the minimum level;
- The Administration benchmarked with other auto parts makers and also with selected OEMs to exchange covid related information and measures for application in the Company.

Despite the total shutdown of the automakers, which occurred in different periods between the months of March and June 2020, the three plants continued to operate. However, the pace of work was very reduced, focusing on specific projects and preventive maintenance activities. The costs related to the idle capacity of the plants for the entire period of reporting were measured by Management and recorded directly in the income for the period, in accordance with CVM guidance 24/92.

The Company's operations in 2020 were significantly impacted by the pandemic, recording a total drop in revenues of 9.4% when compared to 2019.

Management continues to monitor the effects of the crisis. After a period of recovery in the Brazilian vehicle market, which in September, October, November and December 2020 registered higher volumes than those recorded before the Coronavirus pandemic hit the country, ANFAVEA presented new and improved sales projections for production, foreseeing a 25% increase in vehicle production for 2021. However, the manufacturers' association places a number of caveats to the new estimates, pointing out that there are still uncertainties on the horizon of the coming months that may change the numbers down or upwards, starting with the development of Covid-19 itself, which continues to be a major threat to the economy. Also, according to ANFAVEA, there was an increase in vehicle production in December 2020 of the order of 22.8% compared to December 2019.

In view of this potential market recovery, the Company has already adopted some flexibility measures and a gradual resumption of its production capacity, including:

- Resumption of working hours gradually from August 2020. From September 2020 all employees of the Company had full working hours;
- Flexibilization of the home office regime;
- Resumption of visits by third parties to the Company's facilities, by prior appointment and following security protocols;
- Intensification of hygiene and health protocols to ensure the health of all employees, customers and partners of the Company.

Despite the demobilization of the Crisis Committee implemented at the beginning of the pandemic, the committee can be called immediately, if necessary. It should be noted that in December, with the worsening of the pandemic rates in the general population, the Company decided to reinstate the home-office regime for the administrative areas, in addition to limiting travel and visits. Guidance and alert initiatives for employees regarding the risks of the pandemic and preventive measures were intensified.

The enactment of new measures to restrict circulation and trade in the first quarter of 2021 led to new closings of automakers. The Company continues to monitor the situation, always ready to intervene in the event of a worsening pandemic situation.

**Summarized
financial
statements**

**Asset
Statement of Financial
Position**

(In Thousands of reais)

Current Assets

	Individual		Consolidated	
	03/31/2021	12/31/2020	03/31/2021	12/31/2020
Cash and cash equivalents	32,899	31,444	34,415	33,681
Trade accounts receivable	-	-	75,483	58,774
Inventories	-	-	56,753	43,008
Taxes recoverable	-	-	26,074	30,406
Other assets	17	17	2,634	2,414
Total current assets	32,916	31,461	195,359	168,283

Noncurrent assets

	03/31/2021	12/31/2020	03/31/2021	12/31/2020
Taxes recoverable	-	-	127,993	126,601
Judicial deposits	-	-	3,297	4,103
Other assets	-	-	157	158
Investment property			8,430	8,452
Property, plant and equipment in operation	7	7	271,526	275,848
Right-of-use assets			15,061	21,672
Total noncurrent assets	7	7	426,464	436,834
Total assets	32,923	31,468	621,823	605,117

Liabilities and equity

Statement of financial position

(In thousands of reais)

	Individual		Consolidated	
	03/31/2021	12/31/2021	03/31/2021	12/31/2021
Current liabilities				
Loans and financing	-	-	28,006	19,864
Lease liabilities	-	-	22,992	23,175
Trade accounts payable	-	-	42,273	36,886
Taxes payable	32	32	47,060	46,848
Payroll, vacation pay and social charges payable	-	-	112,834	101,168
Advances from customers	-	-	30,293	15,184
Other liabilities	-	-	41,572	30,919
Total current liabilities	32	32	325,030	274,044
Noncurrent liabilities	03/31/2021	12/31/2021	03/31/2021	12/31/2021
Loans and financing	-	-	108,783	118,373
Lease liabilities	-	-	21,337	22,377
Related parties	46,332	44,460	8,031	7,450
Payroll, vacation pay and social charges payable	-	-	10,295	10,366
Taxes payable	-	-	112,217	110,592
Deferred income and social contribution taxes	-	-	19,292	19,205
Contingencies	-	-	10,476	11,550
Provision for capital deficiency	189,983	176,192	-	-
Other accounts payable	-	-	209,786	220,376
Total noncurrent liabilities	236,315	220,652	500,217	520,289
	236,347	220,684	825,247	794,333
Equity				
Capital	931,455	931,455	931,455	931,455
Equity adjustments	327	335	327	335
Accumulated losses	(1.135,206)	(1.121,006)	(1.135,206)	(1.121,006)
Attributed to the participation of the controllers	(203,424)	(189,216)	(203,424)	(189,216)
Total equity	(203,424)	(189,216)	(203,424)	(189,216)
Total liabilities and equity	32,923	31,468	621,823	605,117

**Profit and Loss Statement for the periods ended
of March 31, 2021 and 2020**

(In thousands of reais)

	Individual		Consolidated	
	<u>03/31/2021</u>	<u>03/31/2020</u>	<u>03/31/2021</u>	<u>03/31/2020</u>
Net operating revenue	-	-	142,345	91,745
Cost of goods sold	-	-	-	-
	-	-	127,107	86,046
Gross profit / (loss)	-	-	15,238	5,699
Operating (expenses) and income				
Selling expenses	-	-	(6,525)	(6,293)
General and administrative expenses	(445)	(449)	(15,952)	(12,239)
Equity pick-up	(13,791)	(26,245)	-	-
Other operating income/(expenses), net	-	-	71	132
Operating expenses	(14,236)	(26,694)	(22,406)	(18,400)
Operating income before finance income (expenses)	(14,236)	(26,694)	(7,168)	(12,701)
Finance income (expenses)				
Finance income	(4)	(3)	(12,643)	(17,851)
Finance costs	32	13	5,690	4,131
	28	10	(6,953)	(13,720)
Loss before income and social contribution taxes	(14,208)	(26,684)	(14,121)	(26,421)
Income and social contribution taxes				
Deferred	-	-	(87)	(263)
	-	-	(87)	(263)
Net loss for the period	(14,208)	(26,684)	(14,208)	(26,684)
Loss attributable to:				
Controlling shareholders	-	-	(14,208)	(26,684)
	-	-	(14,208)	(26,684)

Summarized financial statements

Cash flow statements for the periods ended March 31, 2021 and 2020

(In thousands of reais)

	Individual		Consolidated	
	03/31/2021	03/31/2020	03/31/2021	03/31/2020
Cash flows from operating activities				
Net loss for the year before income and social contribution taxes	(14,208)	(26,684)	(14,121)	(26,421)
Adjustments to reconcile net income to cash from (used in) operating activities:				
Depreciation	-	-	9,713	9,604
Amortization	-	-	6,611	5,688
Loss on disposal of assets	-	-	-	24
Interest and monetary variation, net	-	-	9,708	14,914
Provision for legal claims	-	-	1,350	684
Provision for adjustment of inventories at market value and obsolescence	-	-	(5)	533
Constitution of provision for property, plant and equipment loss	-	-	796	1,606
Equity pick-up	13,791	26,245	-	-
(Increase)/decrease in asset and liability accounts				
Accounts receivable from customers	-	-	(17,505)	3,925
Inventories	-	-	(13,740)	(6,996)
Taxes to recover	-	-	2,940	25,602
Judicial Deposits	-	-	806	(39)
Other asset accounts	-	-	(197)	(537)
Suppliers	-	-	5,239	10,007
Obligations with staff and social charges	-	-	9,257	7,929
Advance of customers	-	-	13,960	(3,557)
Taxes, contributions and installments to be collected	-	(5)	137	(19,178)
Provision for legal claims (payments)	-	-	(2,424)	(1,456)
Other accounts payable	-	-	(437)	1,264
Interest paid	-	-	(1,971)	(2,833)
Net cash from (applied in) operating activities	(417)	(444)	10,117	20,763
Cash flows from investment activities				
Acquisitions of fixed assets and intangible assets	-	-	(5,391)	(1,533)
Net cash used in investment activities	-	-	(5,391)	(1,533)
Cash flows from financing activities				
Borrowings	-	-	750	2,027

Payment of loans, financing and leasing (principal)	-	-	(5,324)	(11,137)
Net increase in receivables from related parties	1,872	26,813	581	1,132
Net cash from (used in) financing activities	1,872	26,813	(3,993)	(7,978)
(Reduction)/Increase in cash and cash equivalents	1,455	26,369	733	11,252
Cash and cash equivalents at the beginning of the period	31,444	29	33,682	17,383
Cash and cash equivalents at the end of the period	32,899	26,398	34,415	28,635
(Reduction)/Increase in cash and cash equivalents	1,455	26,369	733	11,252