



INVESTOR PRESENTATION

SEPTEMBER 2019

Forward Looking Statements



Certain statements in this presentation constitute "forward-looking information" or "forward-looking statements" (collectively, "forward-looking statements") and are intended to provide information about management's current expectations and plans. Such forward-looking statements may not be appropriate for other purposes. Forward-looking statements may include financial and other projections, as well as statements regarding our future plans, strategic objectives or economic performance, or the assumptions underlying any of the foregoing, and other statements that are not recitations of historical fact. We use words such as "may", "would", "could", "should", "will", "likely", "expect", "anticipate", "believe", "intend", "plan", "aim", "forecast", "outlook", "project", "estimate", "target" and similar expressions suggesting future outcomes or events to identify forward-looking statements.

Forward-looking statements in this presentation includes, but are not limited to, statements relating to:

- Magna's ability to capitalize on light-weighting, electrification, autonomy/ADAS and smart mobility opportunities;
- Cash flow expectations;
- Return on Capital and Return on Invested Capital Expectations;
- The expected benefits of our acquisition of Viza Seating;
- Magna's forecast of light vehicle production in North America, Europe and out top 30 programs in China;
- Expected consolidated sales, based on such light vehicle production, including expected split by segment in our Body Exteriors & Structures; Power & Vision; Seating Systems; and Complete Vehicles segments;
- Sales and Adjusted EBIT Margin percentage by product, segment and region;
- Consolidated Adjusted EBIT margin;
- Consolidated equity income;
- Net interest expense;
- Effective income tax rate;
- Adjusted net income;
- Fixed asset expenditures;
- The timing and success of new program launches; and
- Our ability to implement our financial strategy, including future returns of capital to our shareholders, including through dividends and share repurchases.

Our forward-looking statements are based on information currently available to us, and are based on assumptions and analyses made by us in light of our experience and our perception of historical trends, current conditions and expected future developments, as well as other factors we believe are appropriate in the circumstances. While we believe we have a reasonable basis for making such forward-looking statements, they are not a guarantee of future performance or outcomes. Whether actual results and developments conform to our expectations and predictions is subject to a number of risks, assumptions and uncertainties, many of which are beyond our control, and the effects of which can be difficult to predict, including, without limitation:

Risks Related to the Automotive Industry

- economic cyclicality;
- regional production volume declines;
- intense competition;
- potential restrictions on free trade;
- trade disputes/tariffs;

Customer and Supplier Related Risks

- concentration of sales with six customers;
- shifts in market shares among vehicles or vehicle segments;
- shifts in consumer "like rates" for products we sell;
- quarterly sales fluctuations;
- potential loss of any material purchase orders;
- a deterioration in the financial condition of our supply base;

Manufacturing Operational Risks

- product and new facility launch risks;
- operational underperformance;
- restructuring costs;
- impairment charges;
- labour disruptions;
- supply disruptions;
- climate change risks;
- attraction/retention of skilled labour;

IT Security Risk

- IT/Cybersecurity breach;

Pricing Risks

- pricing risks between time of quote and start of production;
- price concessions;
- commodity costs;
- declines in scrap steel prices;

Warranty / Recall Risks

- costs to repair or replace defective products;
- warranty costs that exceed warranty provision;
- costs related to a significant recall;

Acquisition Risks

- inherent merger and acquisition risks;
- acquisition integration risk;

Other Business Risks

- risks related to conducting business through joint ventures;
- our ability to consistently develop and commercialize innovative products or processes;
- our changing business risk profile as a result of increased investment in electrification and autonomous driving, including: higher R&D and engineering costs, and challenges in quoting for profitable returns on products for which we may not have significant quoting experience;
- risks of conducting business in foreign markets;
- fluctuations in relative currency values;
- tax risks;
- reduced financial flexibility as a result of an economic shock;
- changes in credit ratings assigned to us;

Legal, Regulatory and Other Risks

- antitrust risk;
- legal claims and/or regulatory actions against us; and
- changes in laws and regulations, including those related to vehicle emissions.

In evaluating forward-looking statements or forward-looking information, we caution readers not to place undue reliance on any forward-looking statement, and readers should specifically consider the various factors which could cause actual events or results to differ materially from those indicated by such forward-looking statements, including the risks, assumptions and uncertainties above which are discussed in greater detail in this document under the section titled "Industry Trends and Risks" and set out in our Annual Information Form filed with securities commissions in Canada and our annual report on Form 40-F filed with the United States Securities and Exchange Commission, and subsequent filings.

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Investment Profile



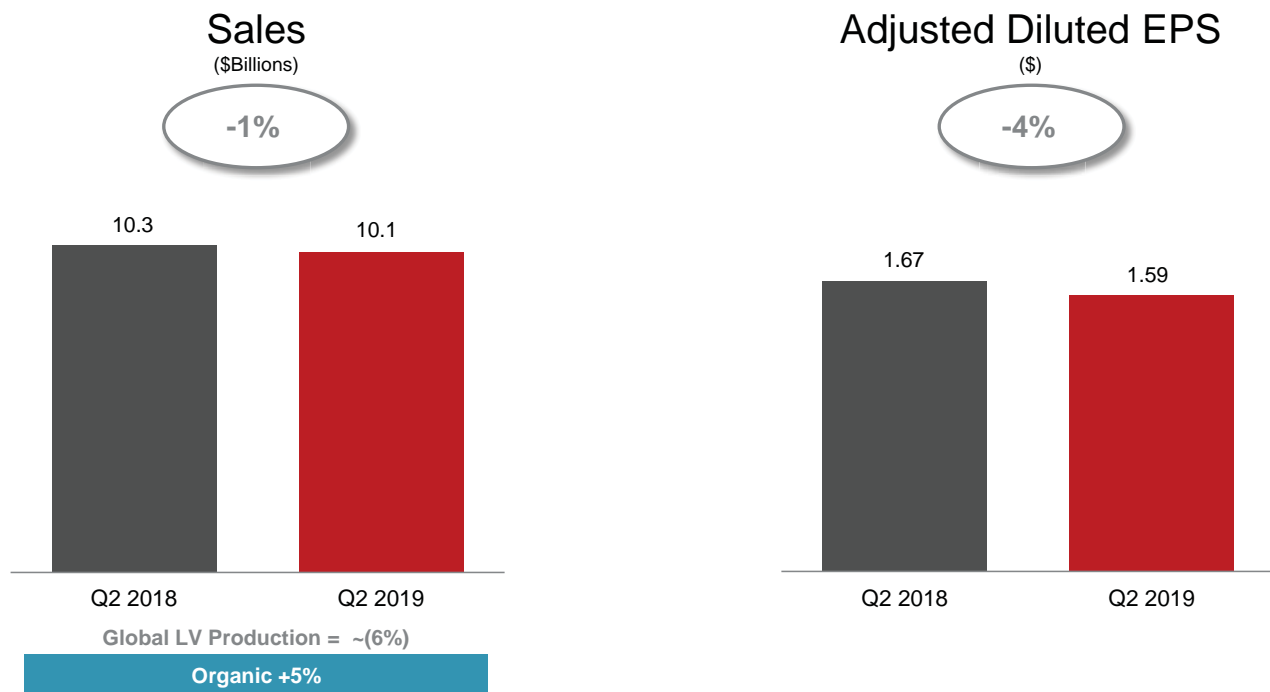
- World's 3rd largest automotive supplier by sales
- Strong capabilities in lightweighting, powertrain/electrification, ADAS, seating and mechatronics
- Complete vehicle operations are unique, growing and positioned for smart mobility
- Electrification and Autonomy investments drive further growth opportunities
- Generating strong returns on capital
- Ongoing focus on improving returns and free cash flow conversion
- Expect significant free cash flow in 2019-2021 period
- Attractive valuation

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- Q2-2019 Update
- Reporting Segment and Consolidated Outlooks
- Positioning for the Future
- Financial Strategy

Q2 2019 UPDATE

Q2 2019 Sales and Earnings



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Q2 2019 Segment Results



(\$Millions, unless otherwise noted)

BODY EXT. & STRUCTURES	Q2 2018	Q2 2019	POWER & VISION	Q2 2018	Q2 2019
Sales	4,551	4,243	Sales	3,197	2,808
Adjusted EBIT	388	341	Adjusted EBIT	299	201
Adjusted EBIT %	8.5%	8.0%	Adjusted EBIT %	9.4%	7.2%

SEATING SYSTEMS	Q2 2018	Q2 2019	COMPLETE VEHICLES	Q2 2018	Q2 2019
Sales	1,424	1,452	Sales	1,280	1,802
Adjusted EBIT	117	83	Adjusted EBIT	1	43
Adjusted EBIT %	8.2%	5.7%	Adjusted EBIT %	0.1%	2.4%

Organic Sales in Each Segment Outpaced Global Light Vehicle Production

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Financial Outlook – Key Assumptions



	MAY OUTLOOK 2019	AUGUST OUTLOOK 2019
Automotive Light Vehicle Production (millions of units)		
• North America	16.7	16.6
• Europe	21.5	21.4
• China – Magna's Top 30 Vehicles ¹	2.8	2.6
Foreign Exchange Rates		
• U.S. – Cdn	0.743	0.745
• U.S. – Euro	1.124	1.125
• U.S. – RMB	0.148	0.146
Acquisitions/Divestitures/Other Significant Transactions		
• No material unannounced acquisitions / divestitures / other significant transactions included		
• Outlook reflects divestiture of FP&C, which occurred at end of Q1, 2019		

¹ Represents ~2/3 of Magna's 2018 consolidated sales in China. Modified to only include Top 30 vehicles, previously based on platforms

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Financial Outlook¹



(U.S. GAAP) (\$Billions, unless otherwise noted)	MAY OUTLOOK 2019	AUGUST OUTLOOK 2019
Sales:		
• Body Exteriors & Structures	16.3 – 17.1	16.3 – 17.1
• Power & Vision	11.0 – 11.6	11.0 – 11.6
• Seating Systems	5.5 – 5.9	5.4 – 5.8
• Complete Vehicles	6.9 – 7.3	6.8 – 7.2
Total Sales	39.1 – 41.3	38.9 – 41.1
EBIT Margin % ²	6.7% – 7.0%	6.6% – 6.9%
Equity Income	150M – 195M	150M – 195M
Interest Expense	~100M	~90M
Tax Rate ²	~24%	~24%
Net Income Attributable to Magna ²	1.9 – 2.1	1.9 – 2.1
Capital Spending	~1.7	~1.6

¹ Outlook reflects divestiture of FP&C, which occurred at end of Q1, 2019. Outlook does not include the gain on sale of the business

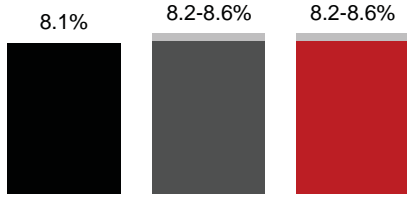
² Excluding other expense (income), net

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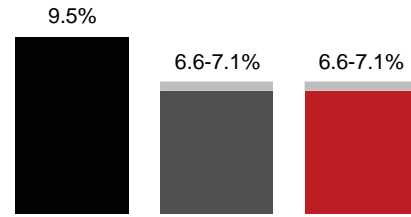
2019 Segment Adjusted EBIT Margin %



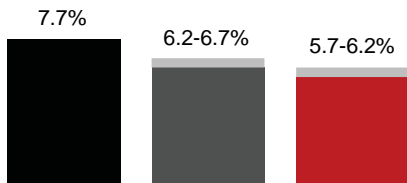
Body Exteriors & Structures



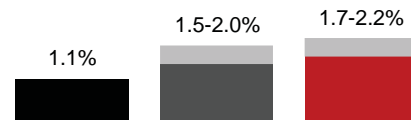
Power & Vision



Seating Systems



Complete Vehicles

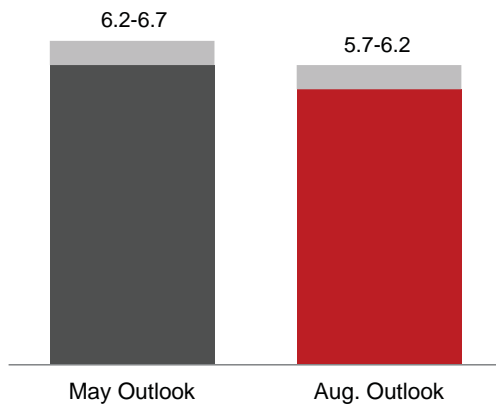


■ 2018 ■ Prior 2019 Outlook (May) ■ Current 2019 Outlook (August)

Revised 2019 Seating Margin Outlook



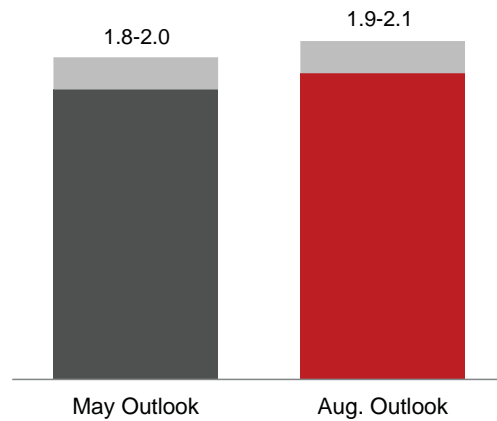
Adjusted EBIT Margin¹ (%)



- Higher launch costs and operational inefficiencies at a new facility (-)
- Lower equity income (-)
- Lower production volumes, particularly on key programs (-)

¹ Excluding other expense (income), net

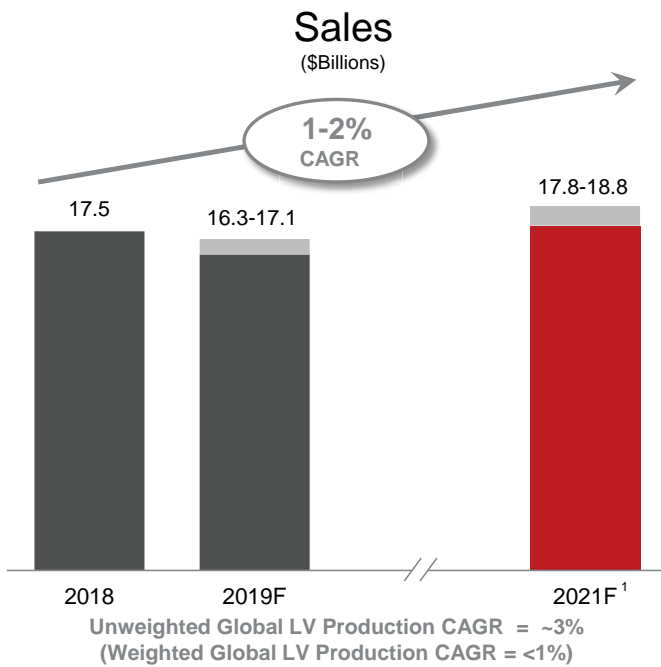
Free Cash Flow¹ (\$Billions)



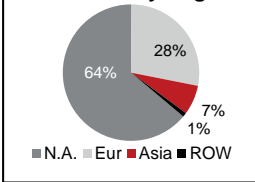
¹ Free Cash Flow is Cash from Operating Activities plus proceeds from normal course dispositions of fixed and other assets minus capital spending minus investment in other assets

REPORTING SEGMENT OUTLOOK

Growth In-Line with Production



2019 Sales By Region



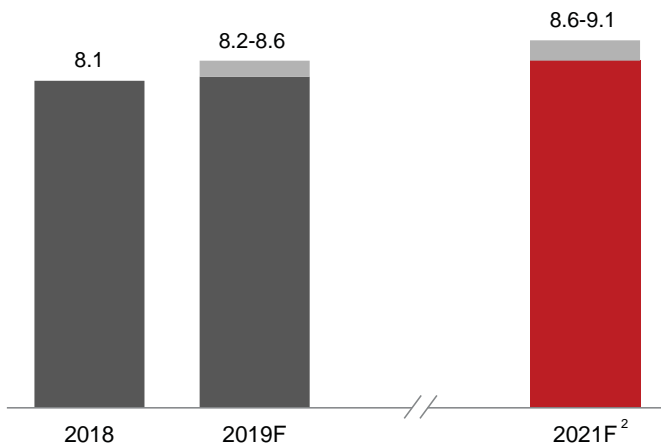
- Strong growth expected in Asia
- Lightweight technologies outgrowing market (hot stamping, high pressure aluminum casting, thermoplastic liftgates)
- Weaker €/C\$/RMB, GM plant actions negatively impact us
- Emerging opportunities:
 - Battery trays/covers for EVs
 - Active aerodynamics
 - ADAS sensor integration

¹ We have not updated 2021 ranges from our January 15, 2019 outlook

Solid Margins Expected to Improve



Adjusted EBIT Margin¹
(%)



Equity Income (\$M)	12	5-10	10-15
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2018 to 2019

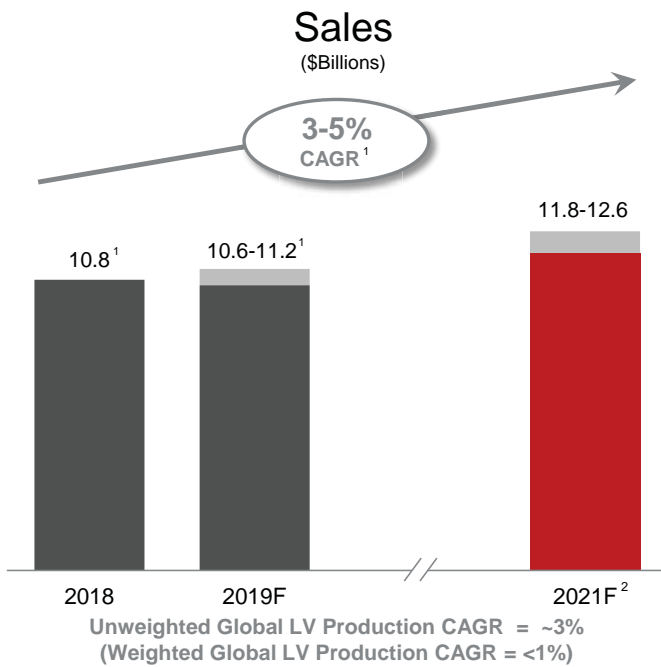
- Operational improvements (+)
- Lower launch and new facility costs (+)
- 2018 customer pricing resolutions (-)
- Higher commodity costs (-)
- Lower vehicle production (-)

2019 to 2021

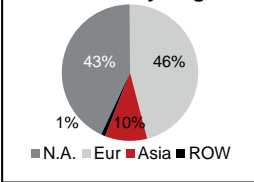
- Operational improvements (+)
- Lower launch and new facility costs (+)
- Contribution on higher sales (+)

¹ Excluding other expense (income), net

² We have not updated 2021 ranges from our January 15, 2019 outlook



2019 Sales By Region

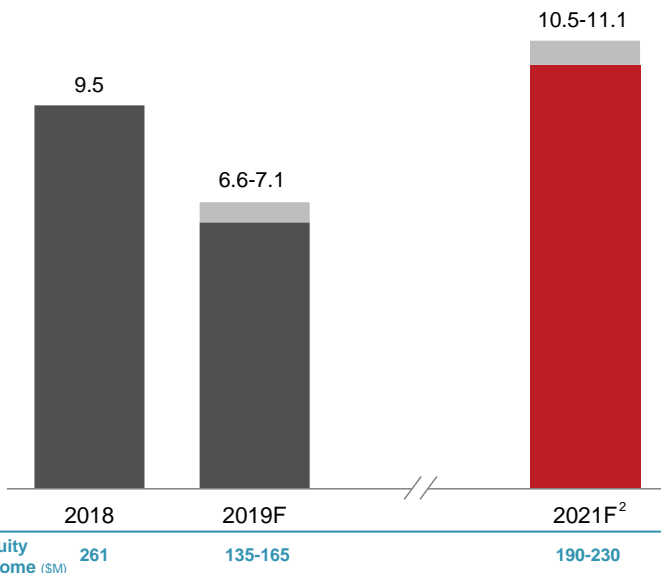


- Continued growth in all regions (adjusted for FP&C sale), highest % in Asia
- Growth driven by DCTs, mechatronics, electronics/ADAS, mirrors and lighting
- Weaker €/RMB/C\$ and Getrag Mexico wind-down in 2019 negatively impact us
- Emerging opportunities:
 - E-latches
 - E-drives
 - Hybrid DCTs
 - Power side doors

¹ Excluding sales of Fluid Pressure & Controls (FP&C) business unit (2018-\$1.5B, 2019-\$0.4B) for which we announced agreement to sell

² We have not updated 2021 ranges from our January 15, 2019 outlook

Adjusted EBIT Margin¹
(%)



2018 to 2019

- Higher engineering & other costs in ADAS (-)
- Lower equity income (-)
- Higher investments for electrification and autonomy (-)
- Higher commodity costs (-)
- Lower vehicle production (-)
- FP&C disposal (+)
- Operational improvements (+)

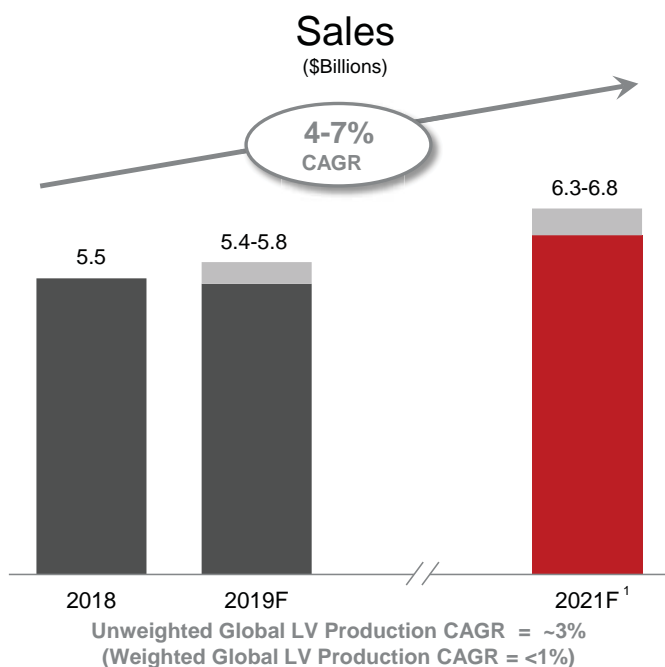
2019 to 2021

- Contribution on higher sales (+)
- Lower engineering & other costs in ADAS (+)
- Higher equity income (+)
- Lower investments for electrification and autonomy (+)

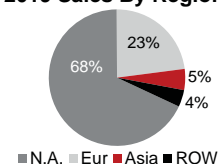
¹ Excluding other expense (income), net

² Adjusted EBIT Margin % and Equity Income were reduced on May 9, 2019 to reflect changes in our outlook at one of our transmission joint ventures in China. We have not updated key assumptions with respect to total light vehicle production volumes, foreign exchange rates and material unannounced acquisitions and divestitures as set out in our outlook dated January 15, 2019.

Further Success in Growing Well Above Market



2019 Sales By Region



- Double-digit growth in Europe and Asia
- High exposure to SUV/CUVs remains a positive
- BMW programs continue to launch
- Acquisition of Viza
- Unconsolidated sales growing
- Weaker Turkish Lira/€/C\$/RMB, GM plant actions negatively impact us
- Emerging opportunities:
 - Leverage strength in reconfigurable seating for smart mobility applications
 - Increased vertical integration where it makes economic sense

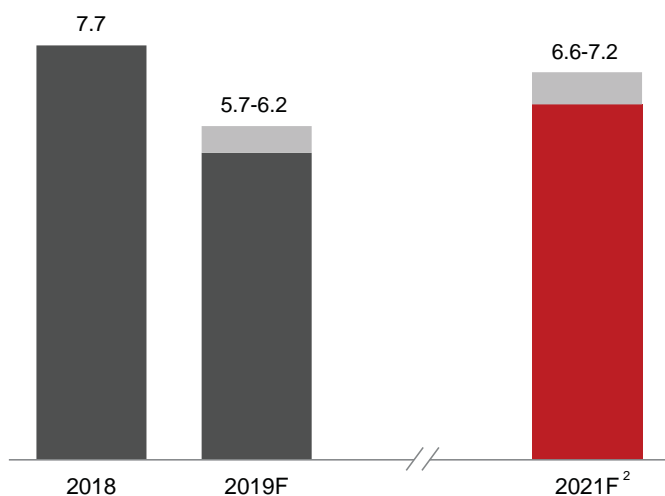
¹ We have not updated 2021 ranges from our January 15, 2019 outlook

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Margins Impacted by New Programs



Adjusted EBIT Margin¹
(%)



Equity Income (\$M)	2018	2019	2021
	3	5-10	20-25

2018 to 2019

- Launch costs & operational inefficiencies (-)
- New customer programs (-)
- Lower vehicle production (-)
- Higher commodity costs (-)
- GM plant actions (-)
- Facility disposal (+)

2019 to 2021

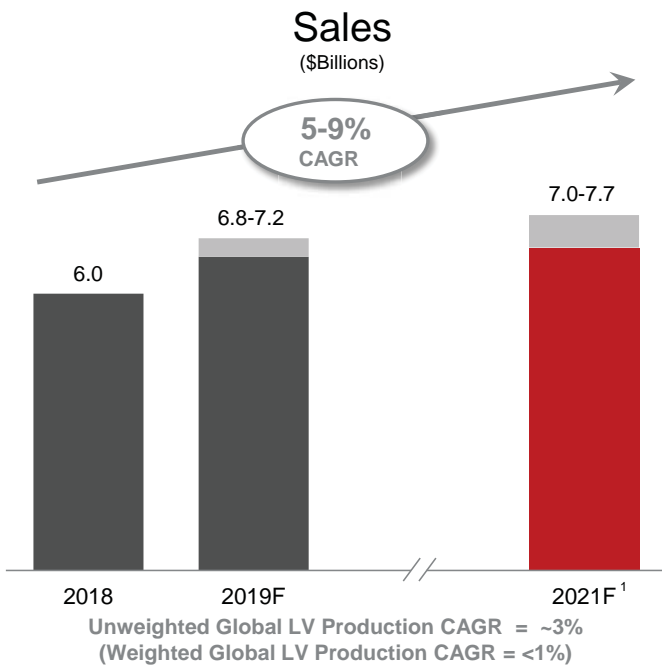
- New customer programs (-)
- More equity income (+)
- Lower launch costs (+)
- Operating improvements (+)

¹ Excluding other expense (income), net

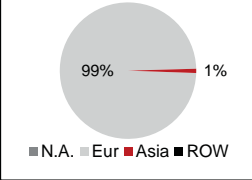
² We have not updated 2021 ranges from our January 15, 2019 outlook

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Launches Drive Continued Growth



2019 Sales By Region



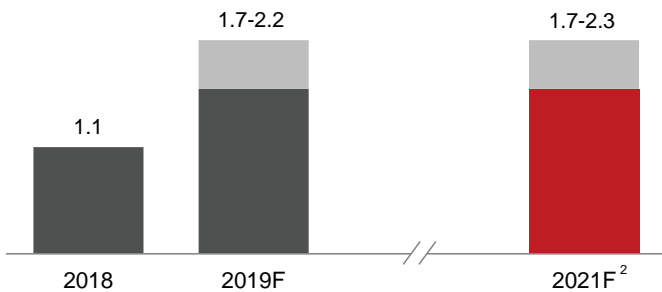
- Largest contract manufacturer of vehicles and leader in turnkey engineering services
- Launching Mercedes-Benz G-Class, Jaguar I-Pace, BMW Z4, and Toyota GR Supra in 2019
- Weaker € negatively impacts us
- Emerging opportunities:
 - China EV market with BJEV
 - New vehicle concepts

¹ We have not updated 2021 ranges from our January 15, 2019 outlook

Anticipate Margin Improvement as Launch Costs Subside



Adjusted EBIT Margin¹
(%)



2018 to 2019

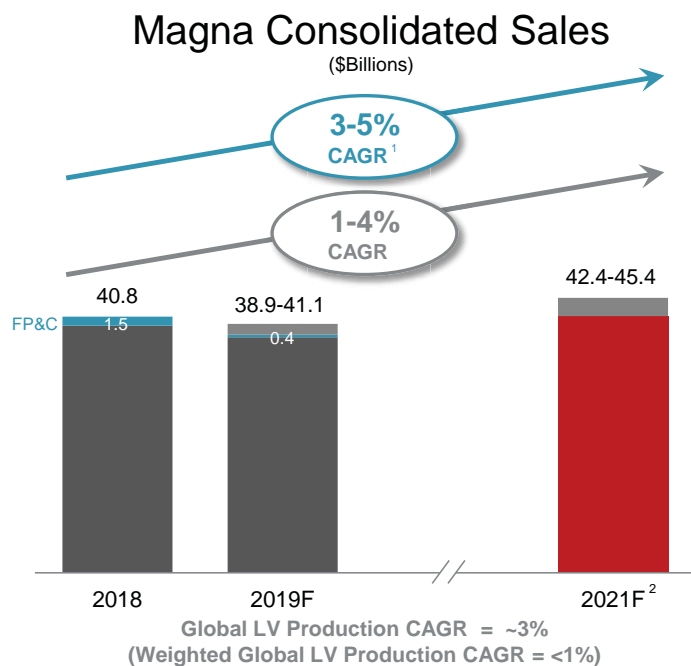
- Contribution on higher sales and lower launch costs (+)

¹ Excluding other expense (income), net

² We have not updated 2021 ranges from our January 15, 2019 outlook

CONSOLIDATED OUTLOOK

Magna's Consolidated Sales Continue to Grow



- Higher growth in Europe and Asia creating more balanced geographic diversification
- Weaker €/RMB/Turkish Lira/C\$, FP&C sale net of other M&A, and GM plant actions negatively impact us

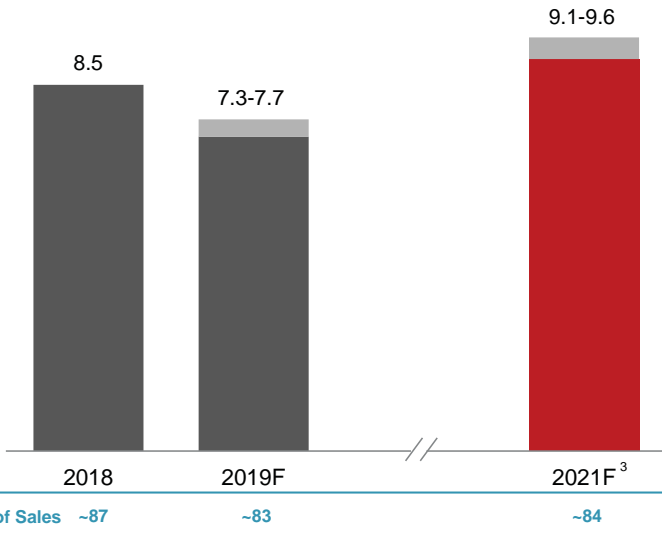
¹ Excluding sales of Fluid Pressure & Controls (FP&C) business unit for which we announced agreement to sell

² We have not updated 2021 ranges from our January 15, 2019 outlook

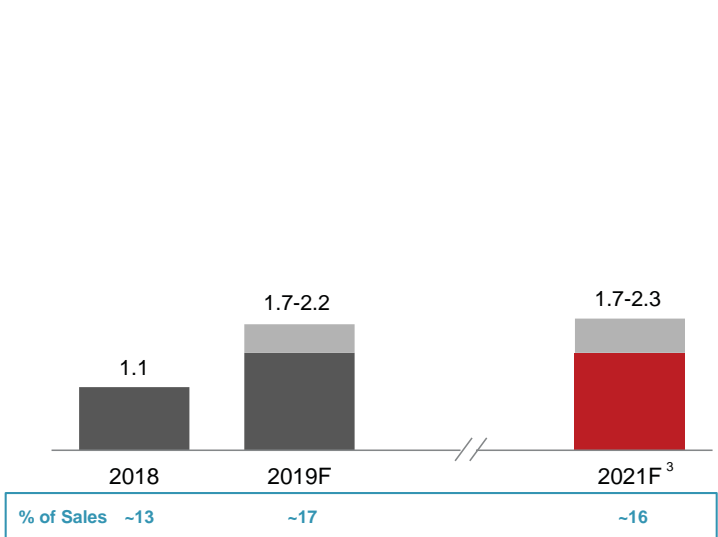
EBIT Margin %¹



Auto Parts and Systems² (%)



Complete Vehicles (%)

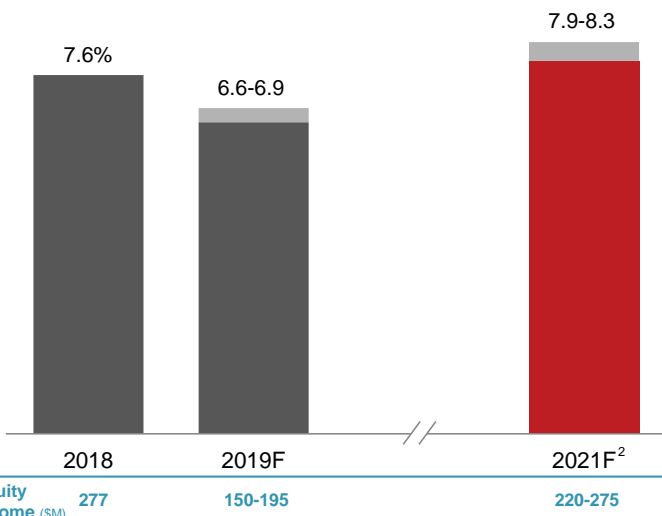


¹ Excluding other expense (income), net

² Represents combined Body Exteriors & Structures, Power & Vision, and Seating Systems

³ We have not updated 2021 ranges from our January 15, 2019 outlook **except for** EBIT Margin % and Equity Income (only impacting Auto Parts and Systems above) which were reduced as set out in our press release dated May 9, 2019 to reflect changes at one of our transmission joint ventures in China

Consolidated EBIT Margin %¹



2018-2019

- Higher engineering & other costs in ADAS (-)
- Lower equity income (-)
- Higher commodity costs (-)
- Higher investments for electrification and autonomy (-)
- Larger proportion of complete vehicle sales (-)
- Operational improvements (+)
- Lower launch and new facility costs (+)

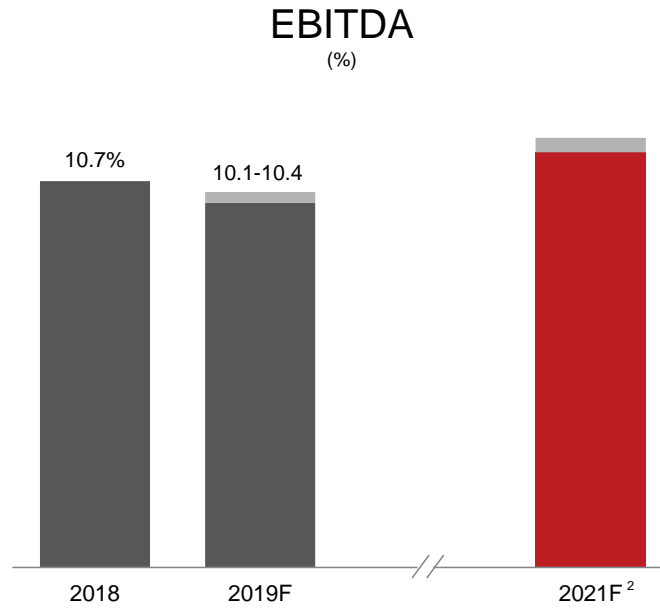
2019-2021

- Net contribution on higher sales (+)
- Lower engineering & other costs in ADAS (+)
- Higher equity income (+)
- Operational improvements (+)
- Lower investments for electrification and autonomy (+)

¹ Excluding other expense (income), net

² Adjusted EBIT Margin % and Equity Income were reduced on May 9, 2019 to reflect changes in our outlook at one of our transmission joint ventures in China. We have not updated key assumptions with respect to total light vehicle production volumes, foreign exchange rates and material unannounced acquisitions and divestitures as set out in our outlook dated January 15, 2019.

Consolidated EBITDA Margin %¹



¹ Excluding other expense (income), net

² Adjusted EBIT Margin % and Equity Income were reduced on May 9, 2019 to reflect changes in our outlook at one of our transmission joint ventures in China. We have not updated key assumptions with respect to total light vehicle production volumes, foreign exchange rates and material unannounced acquisitions and divestitures as set out in our outlook dated January 15, 2019.



POSITIONING FOR THE FUTURE



Lightweighting



Electrification



Autonomy



Smart Mobility

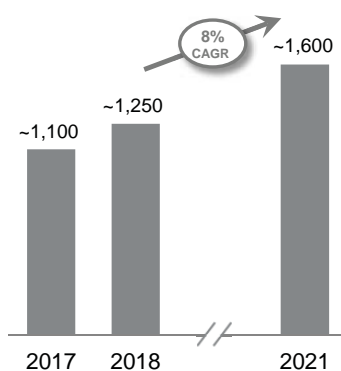


Positioned to Help Reduce Vehicle Weight

- Broadest offering of lightweight design and manufacturing solutions
- Ability to support OEMs with comprehensive engineering for product and process design
- Strong know-how in joining multi-materials
- Global footprint allows us to win, support and launch either regional or global programs

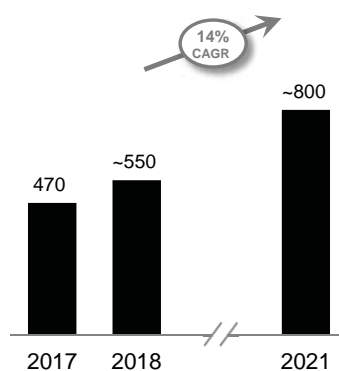
Hot Stamping

(\$Millions)



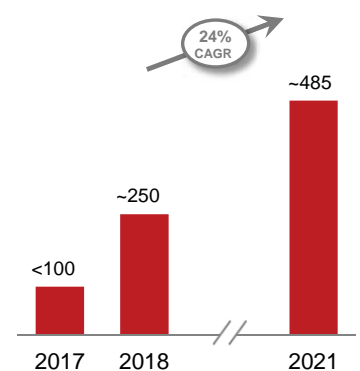
High Pressure Aluminum Casting

(\$Millions)



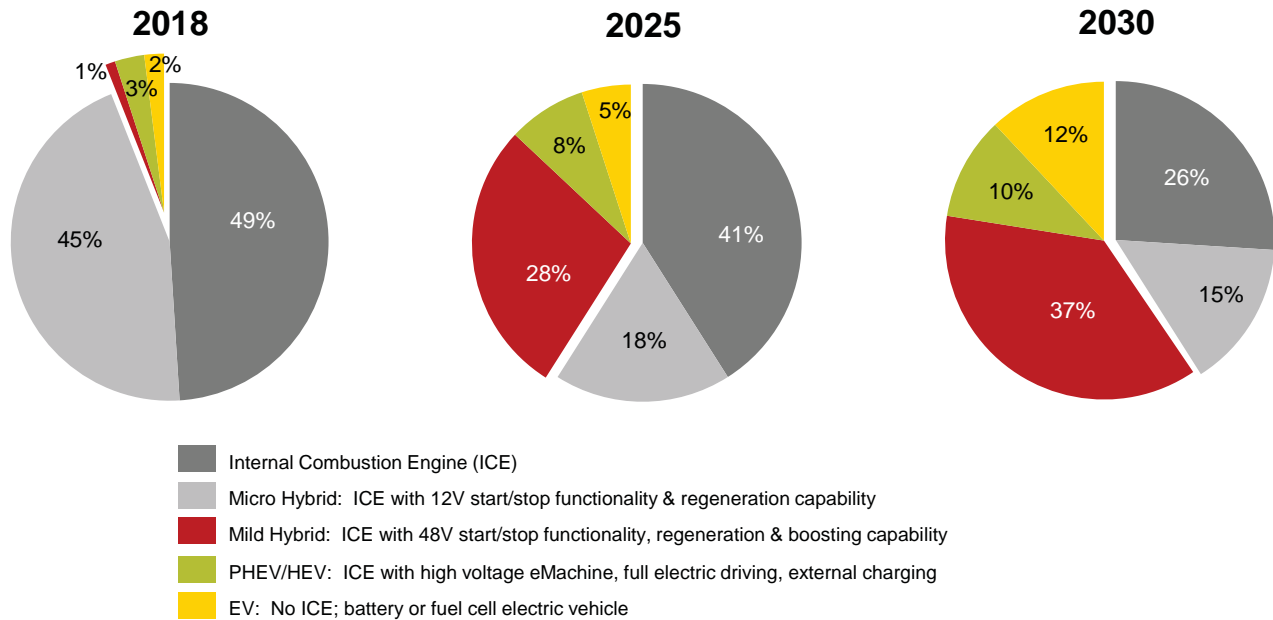
Thermoplastic Liftgates

(\$Millions)





Powertrain Electrification is Growing...



Source: Magna OEM Fleet Analysis June 2019

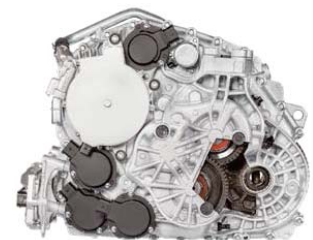
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...Electrification Trend an Opportunity for Magna



- Outside of Magna Powertrain, our business not significantly impacted by electrification trend
- Vehicles will still require systems such as bodies, seats, ADAS, latches, mirrors
- Magna's Powertrain business well-positioned to benefit from electrification
 - Making increased investments in electrification in both driveline and transmission systems
- We see increased CPV opportunity from 48V and high voltage systems including BEVs
 - Hybrids: Hybrid DCT (P2.5), Hybrid Transfer Case (P3), Electric Rear Axle Drive (P4)
 - EVs: Highly integrated primary and secondary e-drives (front and/or rear axles)



48V Hybrid DCT

Our Strategy Addresses the Shift to Electrified Powertrains

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ADAS – Autonomous Driving Roadmap



Monitored Driving

Non-Monitored Driving

LEVEL 0 LEVEL 1 LEVEL 2 LEVEL 3 LEVEL 4 LEVEL 5

Functional Safety

High Availability (Redundancy)

← Driver

Automation →

Penetration Rates¹

	LEVEL 0	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5
2025	23%	33%	32%	8%	4%	0%
2030	17%	28%	33%	15%	7%	

¹ Magna Internal ADAS market forecast 2019



Positioning Magna for an Autonomous Future



- Building on strength in vision-based ADAS
- Program award with BMW for solid state LiDAR
- Quoting high-definition, digital radar
- Scalable platforms for domain controllers
- MAX4 demonstrator vehicle shows our systems integration and level 4 capability
- Increased ADAS investments to support new features



Technology Platforms to Support Smart Mobility



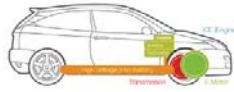
Vehicle Architecture



- Micro
- Sedan
- Van
- CUV

Powertrain

BEV



BEV + Rx



- HV battery and control module
- Independent drive axles
- Range extender

Seating



- Seat reconfiguration

ADAS and Electronics



- Cameras
- LiDAR
- RADAR
- Domain Controller
- Ultrasonic Sensors

Design, Engineering, Complete Vehicle Assembly



Select Magna Technologies Supporting Autonomy and Smart Mobility

- Magna is a pioneer in reconfigurable seating
 - Stow 'n Go® seats on 4 generations of Chrysler minivans
 - Pitch Slide EZ Entry 1st to market on GMC Acadia
- New system designed for flexible collaborative interior
 - Car sharing
 - Long road trips
 - Autonomous ride sharing
- Reconfigurability will play key role in smart mobility
 - Seats adjusting to the consumer
 - Increase useable cabin space
 - Improve interaction between drivers and riders



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- SMARTACCESS™: Complete power door system
 - Features industry-first advanced haptic motion control
- Easily operated through multiple HMI solutions
 - Gesture recognition, capacitive touch, key fob, phone, e-handles
- Enhanced safety through obstacle detection
 - Available in contact and non-contact
- Fully customizable feature set
 - Virtual door check, door presenter, ice breaker, cinching
- Autonomy/smart mobility applications
- Significant content opportunity



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Select Cross Group Collaboration Activities

Magna's Competitive Advantage: Agility and Cross Group Collaboration

Liftgate Synergy Project



- Exteriors & Mechatronics co-development initiative
- Development of best-in-class design for thermoplastic liftgate solution
- Global SUV/CUV Market and 5th door vehicles

48 Volt E-Drive



- Electronics & Powertrain 48Volt E-Drive
- Add-On Hybrid solution for simple package integration
- High Power Design (25kW) to gain full recuperation potential
- Up to 18% CO₂ reduction
- Integrated decoupling element

Battery Enclosures



- Exteriors & Cosma co-development initiative
- Development of best-in-class multi-material battery enclosure solution
- Material-agnostic focus on integration and complexity reduction

FINANCIAL STRATEGY

Our Ongoing Financial Focus

- Unchanged capital allocation strategy
 - Maintain strong balance sheet, invest for growth and return capital to shareholders
 - Adjusted Debt to Adjusted EBITDA ratio of between 1.0 and 1.5x
- Driving down our capital spending % of sales
- Further increasing free cash flow generation
- Continued dividend growth over time
- Share repurchases with excess cash
- Delivering strong ROIC

Capital Allocation Principles Unchanged



1 Maintain Strong Balance Sheet

- Preserve liquidity and high investment grade credit ratings
- Maintain flexibility to invest for growth

2 Invest for Growth

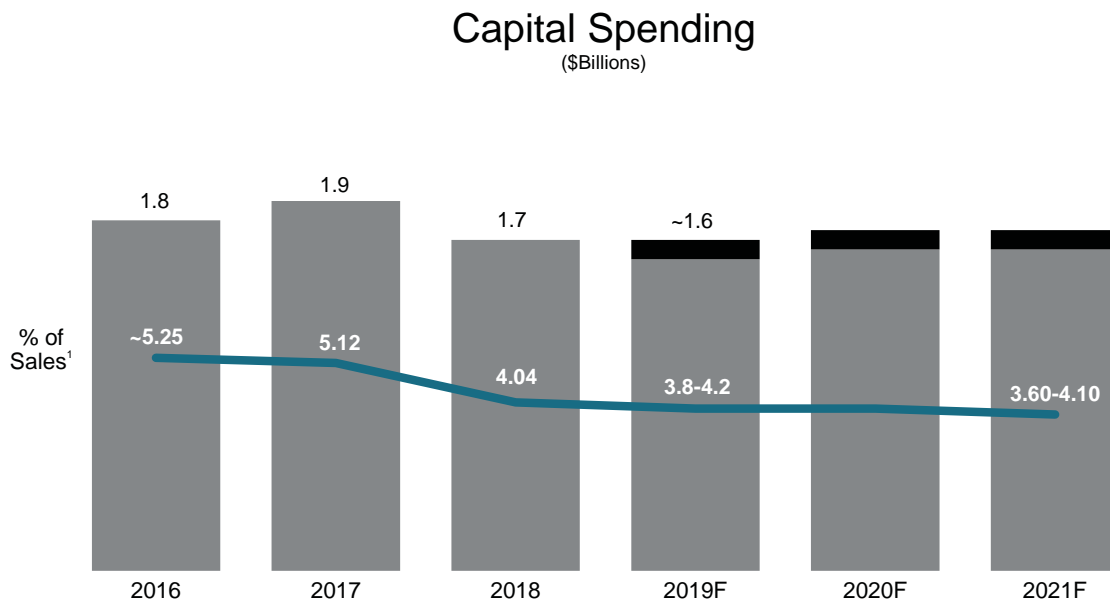
- Organic opportunities
- Innovation
- Acquisitions that fit product strategy

3 Return Capital to Shareholders

- Continued dividend growth over time
- Repurchase shares with excess cash

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Capital/Sales Expected to Decline 2019-2021



Consistent with Previous Expectations

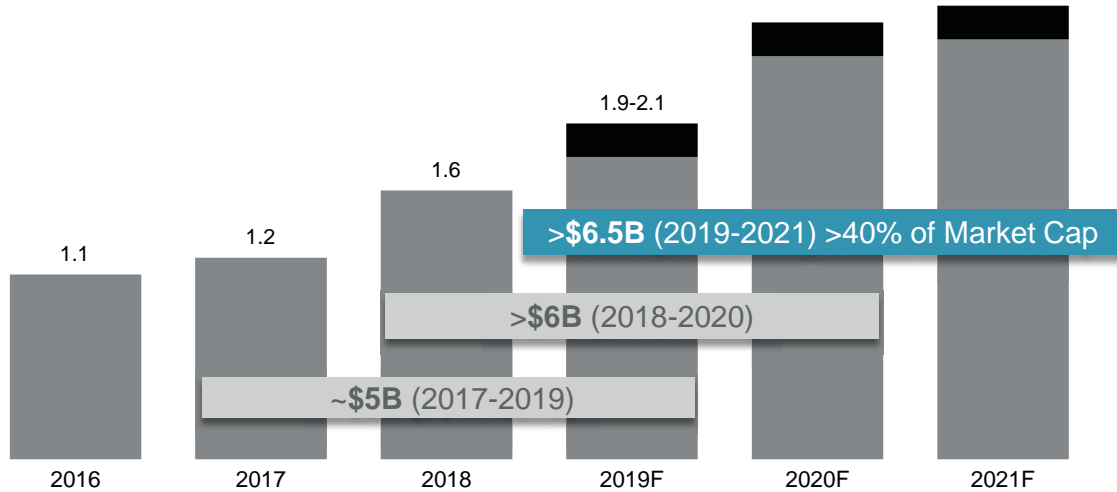
¹ 2019 to 2021 are based on the level of business reflected in our sales outlook

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Further Strong Free Cash Flow Generation



Free Cash Flow¹
(\$Billions)

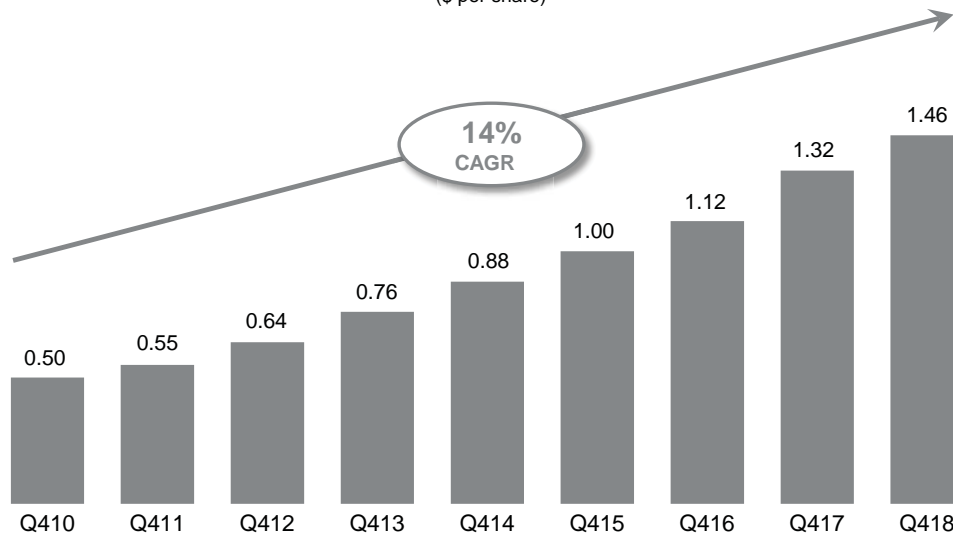


¹ Free Cash Flow is Cash from Operating Activities plus proceeds from normal course dispositions of fixed and other assets minus capital spending minus investment in other assets

Dividend Growth Remains a Priority...



Annualized Dividend¹
(\$ per share)



Growing Dividends In Line with Earnings

¹ Based on Q4 run rate

...Proven Track Record of Returning Capital to Shareholders



2011-2018

Dividends

\$2.7B

Share Repurchases

\$7.7B

178 million shares

~37% of 12/31/2010 shares outstanding

Returned

\$10.4B

Since 2011

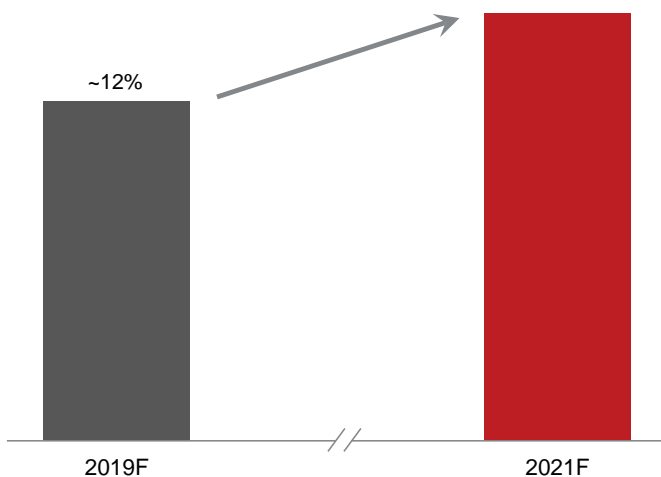
Returned >\$1B to date in 2019

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Delivering Strong and Improving Returns



Return On Invested Capital¹
(%)



- Launching significant new business at appropriate returns
- Lower Cap Ex % of sales (2019-2021)
- Operational improvements
- Higher equity income
- Lower engineering and other costs in ADAS

¹ Adjusted to reflect new accounting guidelines for Right of Use Assets for operating leases (impacts ROIC by ~1.4% in each year)

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In Summary

- Continuing to grow sales
- Increasing investment in electrification and autonomy
- Expect significant free cash flow generation (2019-2021)
- Well positioned for future mobility
- Attractive valuation



APPENDIX

OUR BUSINESS

Magna At A Glance

3rd

Largest Auto Supplier
Globally¹

> \$6.5B

FCF 2019-2021

\$40.8B

2018 Total Sales

> \$15B

Market Cap

¹ Automotive News ranking based on 2018 Sales

Body Exteriors & Structures Today



BODY & CHASSIS



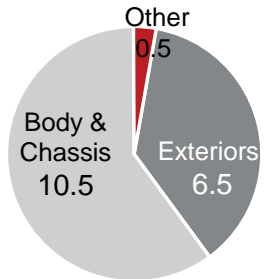
EXTERIORS

Products and Capabilities

- Body & Chassis
- Exterior Fascia, Front End & Liftgate Modules
- Active Aerodynamic Systems
- Exterior Trim
- Fuel Tanks
- Roof Systems

\$17.5B

2018 Sales



Key Trends: Lightweighting, Aerodynamics, Multi-Materials
Material and Process Technologies Most Important
Leader in Shaping Vehicle Body, Joining Technologies
Fast Growing Product Areas: Hot Stamping, High Pressure Casting, Composite Liftgates

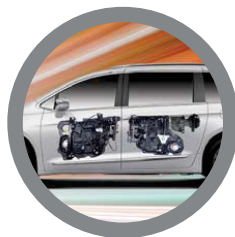
Power & Vision Today



POWERTRAIN



ELECTRONICS



MECHATRONICS



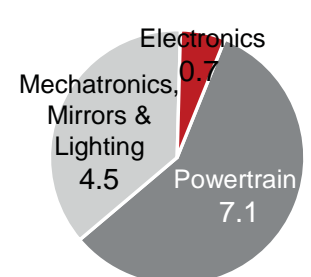
VISION SYSTEMS

Products and Capabilities

- Powertrain & Electrification
- Electronics
- Active Safety, Vision & Autonomy
- Lighting
- Mirrors
- Actuators
- Mechanisms

\$12.3B

2018 Sales



Key Trends: Electrification, Autonomy, Mobility
Significant Product Technologies
Faster Growing Addressable Market
Faster Rate of Technology Change
Electronics Critical Throughout Portfolio

Seating Systems Today



SEATING

Products and Capabilities

- Seating Structures
- Seat Trim & Foam
- Seating Mechanisms
- Complete Seats

\$5.5B

2018 Sales

Key Trends: Vertical Integration, Autonomy, Seat Content Growth
Comfort & Convenience for Consumer
Design/Engineering for Manufacturing is Critical
Strong Global Growth and excellent exposure to SUVs/CUVs

Complete Vehicles Today



COMPLETE VEHICLE
MANUFACTURING



COMPLETE VEHICLE
ENGINEERING

Capabilities and Expertise

- Contract Vehicle Manufacturing
- Complete Vehicle Engineering
- System Architecture
- System Integration

\$6.0B

2018 Sales

Key Trends: More Niche Vehicles off High Volume Platforms, New Mobility
Unique Business Profile
OEM-Level Expertise
Higher Magna Content on Vehicles We Assemble
Significant Launches Underway

Viza Seating Acquisition



- Expands our global footprint and vertical integration in seat structures
- 2017 sales of approximately €125 million in four production facilities supporting customers that include VW, PSA, and Renault Nissan
- Brings seat-structure expertise and a portfolio of products including patented floor-latch systems and foldable seats
- Will help further develop reconfigurable seating solutions for the smart mobility landscape
- Closed April 2019

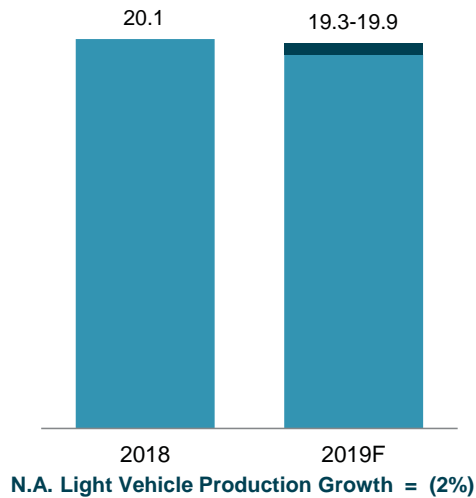
55



GEOGRAPHIC SALES

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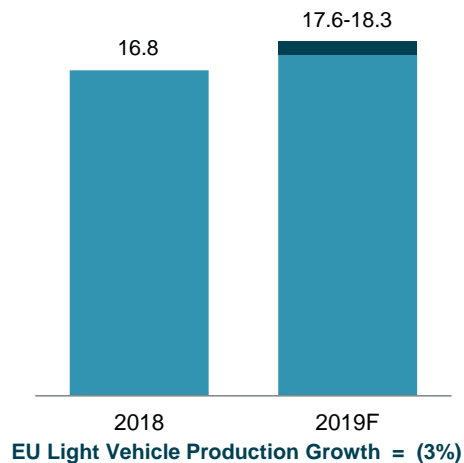
Sales¹ (\$Billions)



- Launch of new programs (+)
- GM plant actions (-)
- Getrag Mexico wind-down (-)
- Weaker C\$ (-)
- Lower NA vehicle production (-)

¹ Excluding sales of Fluid Pressure & Controls (FP&C) business unit (2018-\$0.6B, 2019-\$0.1B) for which we announced agreement to sell

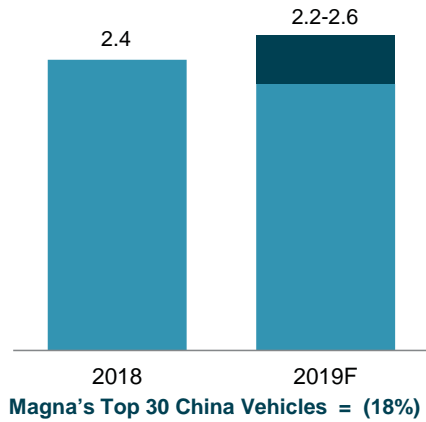
Sales¹ (\$Billions)



- Launch of new programs (+)
- Acquisitions of Olsa and Viza (+)
- Weaker € (-)
- Lower Europe vehicle production (-)

¹ Excluding sales of Fluid Pressure & Controls (FP&C) business unit (2018-\$0.6B, 2019-\$0.2B) for which we announced agreement to sell

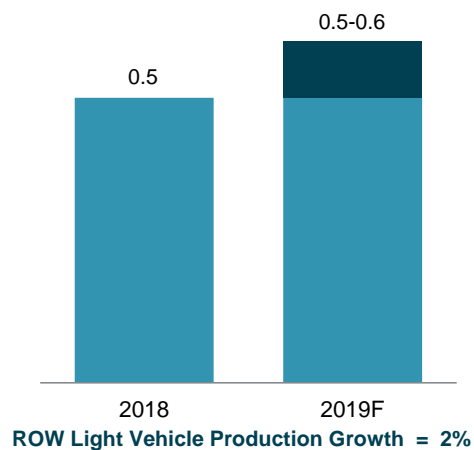
Sales¹ (\$Billions)



- Launch of new programs (+)
- Lower China vehicle production (-)
- Lower renminbi (-)

¹ Excluding sales of Fluid Pressure & Controls (FP&C) business unit (2018-\$0.3B, 2019-\$0.1B) for which we announced agreement to sell

Sales (\$Billions)



- Launch of new programs (+)
- Higher South America vehicle production (+)

NORTH AMERICA
New Launches Ramping Up



BMW X7



Chevrolet Blazer



Ford Explorer | Lincoln Aviator



Ford Ranger



Honda Passport



Jeep Gladiator

● Body ● Power & Vision ● Seating

EUROPE
New Launches Ramping Up



Audi A3 Sportback



BMW 1-Series



BMW Z4



Mercedes-Benz B-Class



Mercedes-Benz EQC



Toyota GR Supra

● Body ● Power & Vision ● Seating ● Complete Vehicles



Acura RDX



Audi A6



BMW 3-Series



Changan COS



Ford Focus



Geely CV-2

● Body ● Power & Vision ● Seating



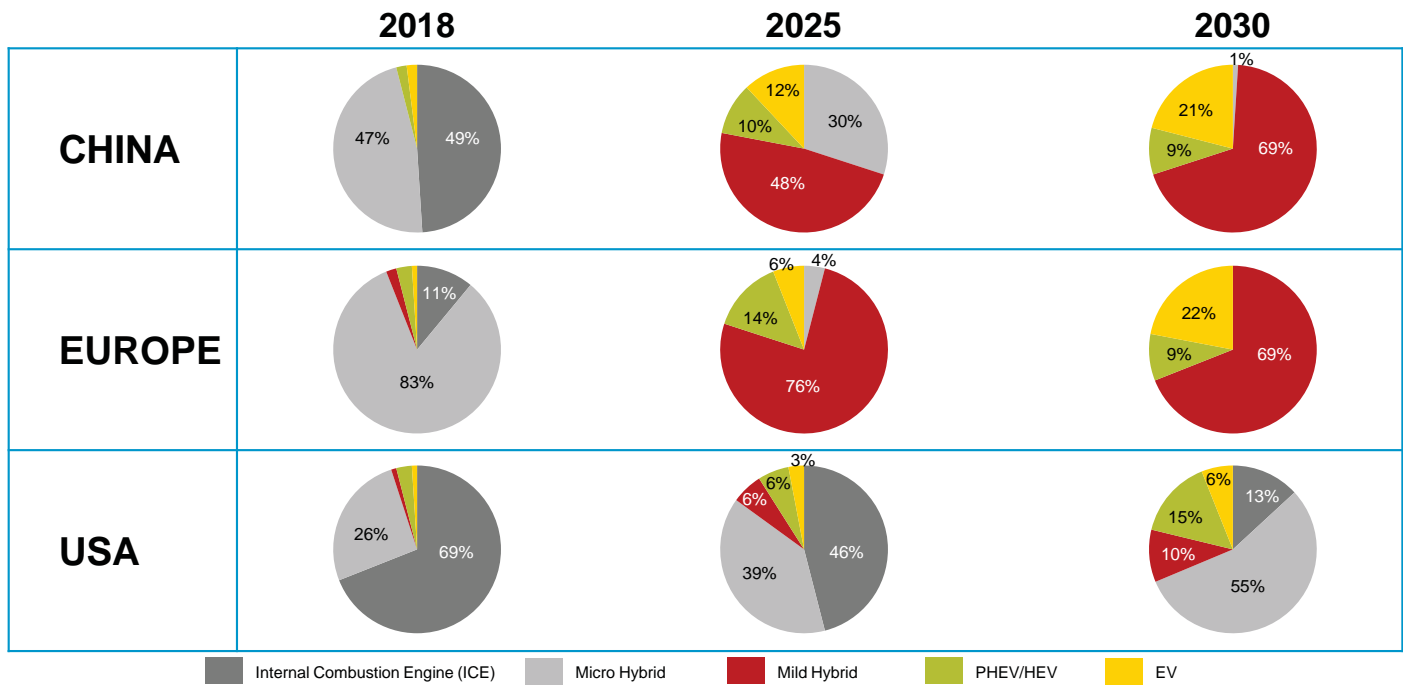
Powertrain Content per Vehicle Opportunities

Powertrain Configuration	Price	Key Components
ICE Powertrain AWD MAGNA CONTENT \$1,900		<ol style="list-style-type: none"> ICE Engine Transmission Half-Shafts (Front, Rear) Fuel Tank 12v Battery 12v Starter PTU & Disconnect Rear Drive Module (RDM) Flex-4 RDM Driveshaft
Full EV AWD MAGNA CONTENT \$2,300		<ol style="list-style-type: none"> High Voltage Battery & Control Module Wiring Harness (High Voltage) Thermal Management High Voltage Inverter Highly Integrated eDrive Systems Gearbox/Trans (2-speed) High Voltage Inverter High Voltage Motor (75 kW ASM) Gearbox/Trans (1-speed) Highly Integrated eDrive Systems Half-shafts
48V Mild Hybrid P2.5 AWD MAGNA CONTENT \$2,500		<ol style="list-style-type: none"> ICE Engine Transmission 48V Hybrid DCT Half-Shafts (Front, Rear) Fuel Tank 12v Battery 12v Starter PTU & Disconnect Flex4 Disconnect Rear Drive Module (RDM) Flex4 RDM Driveshaft 48v Battery Wiring Harness (Low Voltage) 12.48v Inverter 13.48v Motor
300V HEV / PHEV P2.5 / P4 AWD MAGNA CONTENT \$2,900		<ol style="list-style-type: none"> ICE Engine Transmission 300V Hybrid DCT Half-Shafts (Front, Rear) Fuel Tank 12v Battery 12v Starter High Voltage Battery & Control Module High Voltage Wiring Harness 300v Inverter 10.300v Motor (80 kW PSM) 11.300v Inverter Highly Integrated eDrive Systems 12.300v Motor (75 kW ASM) 13.Gearbox / Transmission (1-speed) Highly Integrated eDrive Systems

Our Product Portfolio Maintains High Content Level for All Powertrain Configurations



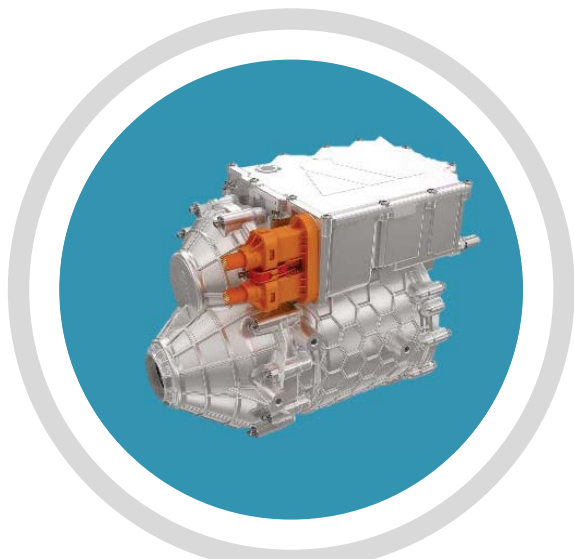
Powertrain Electrification by Region



Source: Magna OEM Fleet Analysis June 2019



Our Powertrain JV with Hasco is Positioned for EV Growth in China

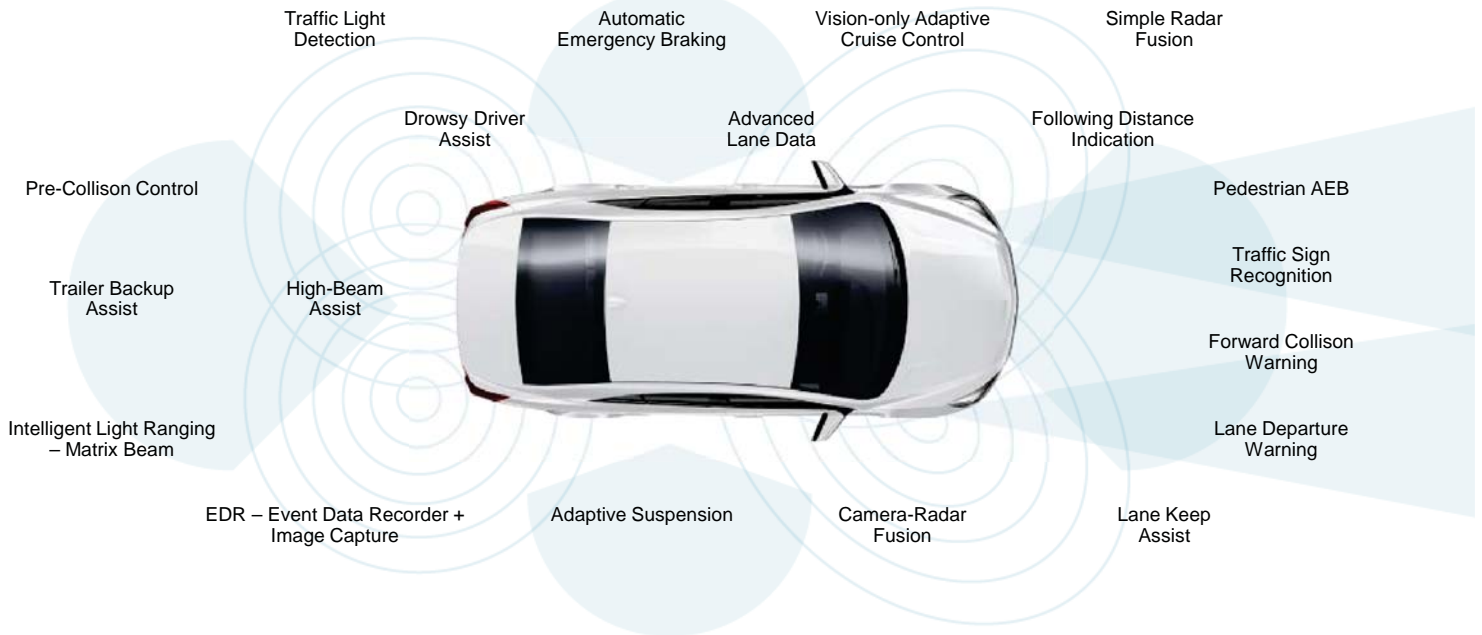


Integrated E-Drive System

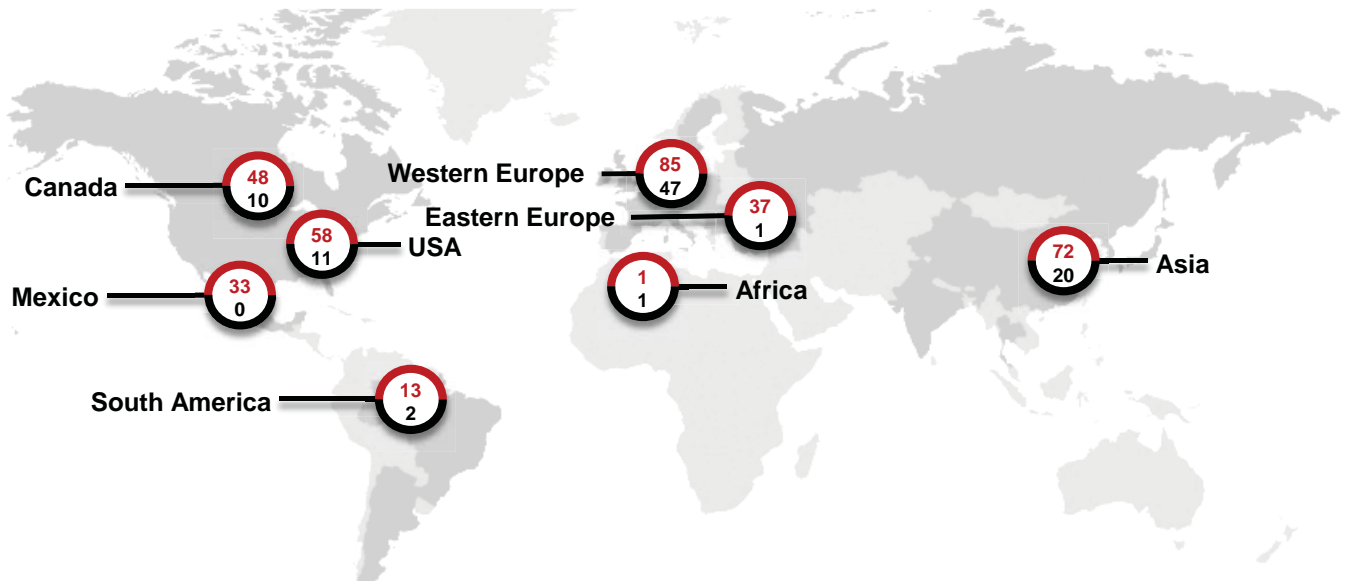
- EV share of the Chinese market could grow to ~23% by 2030
- JV with Huayu Automotive Systems Co. (Hasco) formed in late 2017
- Awarded HV highly-integrated e-drive system on Volkswagen MEB platform in China for BEV's
- JV quoting on other BEV programs with multiple OEMs in China
- Magna has additional opportunities in China's EV market through Getrag (gear boxes) and our Complete Vehicles segment (activities with BJEV)



ADAS Features by Magna



Locations in All Key Markets



~168,000¹ People

28 Countries

● 347¹
Manufacturing / Assembly

● 92
Engineering / Production Development / Sales

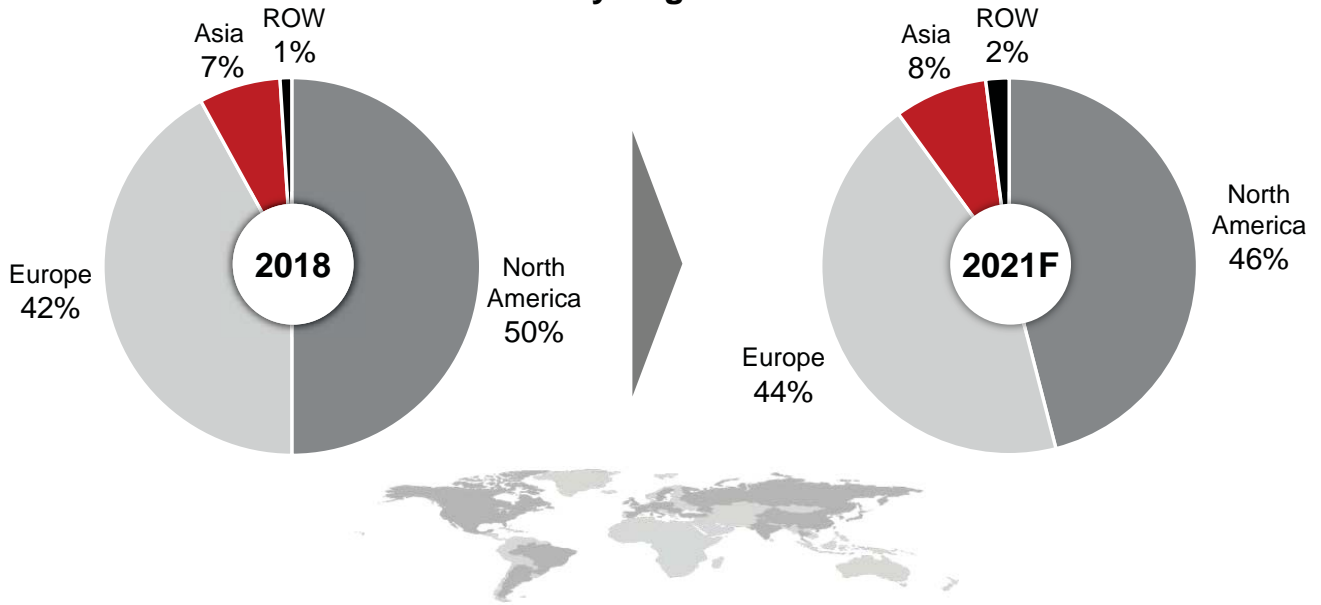
As of June 30, 2019

¹ Includes certain equity-accounted operations

Improving Geographic Diversification



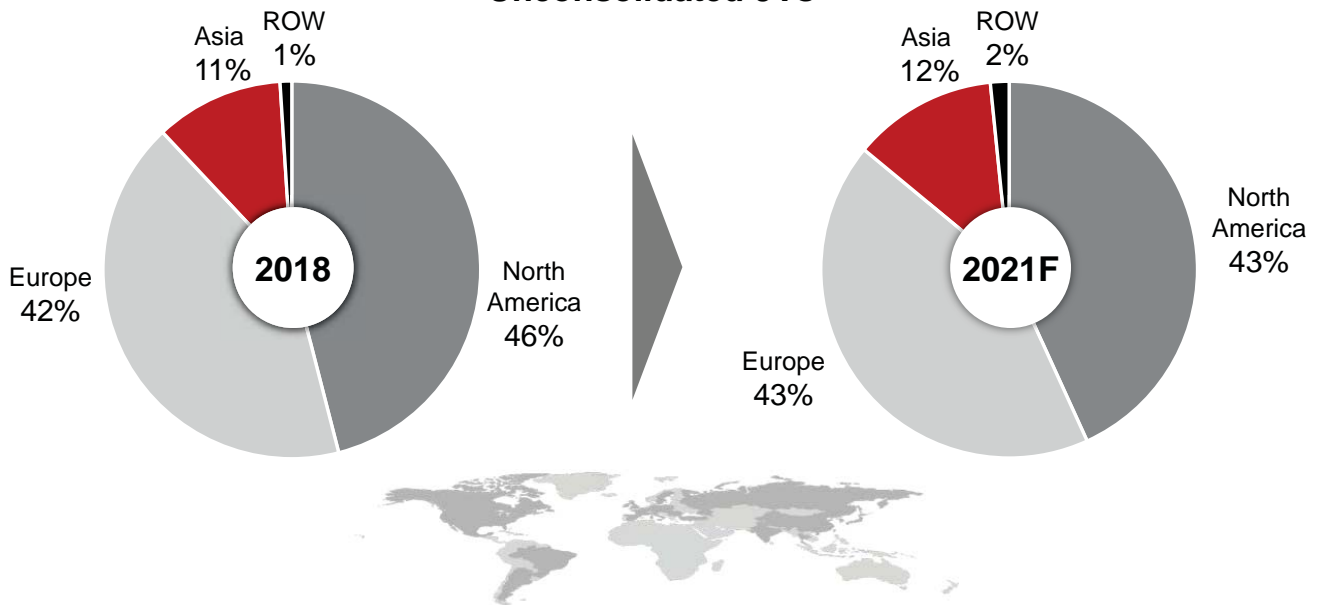
Consolidated Sales By Region



Improving Geographic Diversification



Total Sales by Region Including Unconsolidated JVs



2021 Financial Outlook – Key Assumptions



	2021 ¹
Automotive Light Vehicle Production (millions of units)	
• North America	17.0
• Europe	22.9
• China – Magna's Top 30 Vehicles ²	3.1
Foreign Exchange Rates	
• U.S. – Cdn	0.760
• U.S. – Euro	1.130
• U.S. – RMB	0.145
Acquisitions/Divestitures/Other Significant Transactions	
• No material unannounced acquisitions / divestitures / other significant transactions included	
• Outlook reflects divestiture of FP&C, which occurred at end of Q1, 2019	

¹ We have not updated 2021 key assumptions from our January 15, 2019 outlook

² Represents ~2/3 of Magna's 2018 consolidated sales in China. Modified to only include Top 30 vehicles, previously based on platforms

2021 Financial Outlook¹



(U.S. GAAP) (\$Billions, unless otherwise noted)	2021 ²
Sales:	
• Body Exteriors & Structures	17.8 – 18.8
• Power & Vision	11.8 – 12.6
• Seating Systems	6.3 – 6.8
• Complete Vehicles	7.0 – 7.7
Total Sales	42.4 – 45.4
EBIT Margin % ³	7.9% – 8.3%
Equity Income	220M – 275M
Interest Expense	
Tax Rate ³	
Net Income Attributable to Magna ³	
Capital Spending	

¹ Outlook reflects divestiture of FP&C, which occurred at end of Q1, 2019. Outlook does not include the gain on sale of the business

² We have not updated 2021 ranges from our January 15, 2019 outlook **except for** EBIT Margin % and Equity Income which were reduced as set out in our press release dated May 9, 2019 to reflect changes at one of our transmission joint ventures in China

³ Excluding other expense (income), net

Adjusted Debt to Adjusted EBITDA Calculation



(\$Millions)	Q2 2019
LTM EBITDA	\$ 4,124
LTM Other Income per Financial Statements & Restructuring (Expense)	\$ 512
Other	\$ (134)
Adjusted EBITDA	\$ 4,502
Debt per Balance Sheet	\$ 3,382
Lease Liability per Balance Sheet	\$ 1,758
Other	\$ 218
Adjusted Debt	\$ 5,358
Adjusted Debt / Adjusted EBITDA	1.19x