



Forward. For all.

Q4 & Full Year 2024 + 2025 Outlook

February 14, 2025

Louis Tonelli

Vice President, Investor Relations

Forward Looking Statements

Certain statements in this presentation and accompanying document constitute "forward-looking information" or "forward-looking statements" (collectively, "forward-looking statements"). Any such forward-looking statements are intended to provide information about management's current expectations and plans and 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", "assume", "believe", "intend", "plan", "aim", "forecast", "outlook", "project", "potential", "estimate", "target" and similar expressions suggesting future outcomes or events to identify forward-looking statements. The following table identifies the material forward-looking statements contained in this presentation and accompanying document, together with the material potential risks that we currently believe could cause actual results to differ materially from such forward-looking statements. Readers should also consider all of the risk factors which follow below the table:

Material Forward-Looking Statement	Material Potential Risks Related to Applicable Forward-Looking Statement
Light Vehicle Production	<ul style="list-style-type: none"> • Light vehicle sales levels • Production disruptions, including as a result of labour strikes • Supply disruptions • Free trade arrangements and tariffs • Relative currency values • Commodities prices • Availability and relative cost of skilled labour
Consolidated/Total Sales Segment Sales	<ul style="list-style-type: none"> • Same risks as for Light Vehicle Production above • North American electric vehicle program deferrals, cancellations and volume reductions • The impact of elevated interest rates and availability of credit on consumer confidence and in turn vehicle sales and production • The impact of deteriorating vehicle affordability on consumer demand, and in turn vehicle sales and production • Alignment of our product mix with production demand • Customer concentration • Uncertain pace of EV adoption • Shifts in market shares among vehicles or vehicle segments • Shifts in consumer "take rates" for products we sell
Adjusted EBIT Margin, Free Cash Flow, Interest Expense, net, CapEx / Sales, Adjusted Net Income Attributable to Magna, Target Leverage Ratio / Adj. Debt to Adj. EBITDA, Capital Allocation, Dividend Growth, Ability to Repurchase Shares and Relative Spending on Investment and Capital Return	<ul style="list-style-type: none"> • Same risks as for Consolidated/Total Sales and Segment Sales above • Successful execution of critical program launches • Operational underperformance • Product warranty/recall risks • Restructuring costs • Impairments • Inflationary pressures • Our ability to secure cost recoveries from customers and/or otherwise offset higher input costs • Price concessions • Risks of conducting business with newer EV-focused OEMs • Commodity cost volatility • Scrap steel price volatility • Higher labour costs • Tax risks • Acquisition integration and synergies
Equity Income	<ul style="list-style-type: none"> • Same risks as Adjusted EBIT Margin, Free Cash Flow, Interest Expense, net, CapEx /Sales, Net Income Attributable to Magna, Target Leverage Ratio / Adj. Debt to Adj. EBITDA, Capital Allocation, Dividend Growth, Ability to Repurchase Shares and Relative Spending on Investment and Capital Return above • Risks related to conducting business through joint ventures • Risks of doing business in foreign markets • Legal and regulatory proceedings • Changes in laws

Forward Looking Statements (cont.)

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 any such forward-looking statements, they are not a guarantee of future performance or outcomes. In addition to the factors in the table above, 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:

Macroeconomic, Geopolitical and Other Risks

- threats to free trade agreements;
- international trade disputes;
- interest rates;
- geopolitical risks;

Risks Related to the Automotive Industry

- North American electric vehicle program deferrals cancellations and volume reductions;
- economic cyclicality;
- regional production volume declines;
- deteriorating vehicle affordability;
- uncertain pace of EV adoption
- intense competition;

Strategic Risks

- evolution of the vehicle
- evolving business risk profile;
- technology and innovation;
- investments in mobility and technology companies;

Customer-Related Risks

- customer concentration;
- market shifts;
- growth of EV-focused OEMs;
- risks of conducting business with newer EV-focused OEMs;
- dependence on outsourcing;
- customer cooperation and consolidation;
- consumer take rate shifts;
- customer purchase orders;
- potential OEM production-related disruptions;

Supply Chain Risks

- supplier claims;
- supply chain disruptions;
- regional energy supply and pricing;
- supply base condition;

Manufacturing/Operational Risks

- product launch;
- operational underperformance;
- restructuring costs;
- impairments;
- skilled labour attraction/retention;
- leadership expertise and succession;

Pricing Risks

- quote/pricing assumptions;
- customer pricing pressure/contractual arrangements;
- commodity cost volatility;
- scrap steel/aluminum price volatility;

Warranty/Recall Risks

- repair/replace costs;
- warranty provisions;
- product liability;

Climate Change Risks

- transition risks and physical risks;
- strategic and other risks;

IT Security/Cybersecurity Risks

- IT/cybersecurity breach;
- product cybersecurity;

Acquisition Risks

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

Other Business Risks

- joint ventures;
- intellectual property;
- risks of doing business in foreign markets;
- relative foreign exchange rates;
- returns on capital investments;
- financial flexibility;
- credit ratings changes;
- stock price fluctuation;

Legal, Regulatory and Other Risks

- legal and regulatory proceedings; and
- changes in laws.

In evaluating forward-looking statements or forward-looking information, we caution readers not to place undue reliance on any forward-looking statement. Additionally, 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 under the "Industry Trends and Risks" heading of our Management's Discussion and Analysis; and
- set out in our Annual Information Form filed with securities commissions in Canada, our annual report on Form 40-F with the United States Securities and Exchange commission, and subsequent filings.

Readers should also consider discussion of our risk mitigation activities with respect to certain risk factors, which can be also found in our Annual Information Form. Additional information about Magna, including our Annual Information Form, is available through the System for Electronic Data Analysis and Retrieval + (SEDAR+) at www.sedarplus.ca, as well as on the United States Securities and Exchange Commission's Electronic Data Gathering, Analysis and Retrieval System (EDGAR), which can be accessed at www.sec.gov.

Reminders

All amounts are in U.S. Dollars

Today's discussion excludes the impact of other expense (income), net ("Unusual Items") and amortization of acquired intangible assets. Please refer to the reconciliation of Non-GAAP measures in our press release dated February 14, 2025 for further information.

"Organic", in the context of sales movements, means "excluding the impact of foreign exchange, acquisitions and divestitures".

Weighted Sales Growth over Market (GoM) compares organic sales growth (%) to vehicle production change (%) after applying Magna geographic sales weighting, excluding Complete Vehicles, to regional production.

Swamy Kotagiri

Chief Executive Officer



2024 Highlights

Financial Results – Q4 and Full Year 2024

	CONSOLIDATED SALES	ADJUSTED EBIT	ADJUSTED DILUTED EPS	FREE CASH FLOW
Q4 2024 YoY	\$10.6B ▲ 2%	6.50% ▲ 120 bps \$689M ▲ 23%	\$1.69 ▲ 27%	\$1,031M ▲ 118%
FY 2024 YoY	\$42.8B -	5.40% ▲ 20 bps \$2,329M ▲ 4%	\$5.41 ▼ 1%	\$1,058M ▲ \$849M

Notable 2024 Accomplishments Driving Performance

Financial Performance

- Weighted Sales Growth over Market of 1%
 - (2% excl. Complete Vehicles)
- Grew sales by 15% in China
 - ~60% of '24 sales to China-based OEMs
- Improved Adj. EBIT margins in all Operating Segments
- Returned \$746 million to shareholders in the form of dividends and share repurchases



Driving Innovation

- Won new business in key areas
 - Dedicated hybrid drives
 - Advanced interior cabin sensing systems
 - Hot stamping using advanced materials
 - Reconfigurable seat systems
- Selected for Automotive News PACE award for integrated driver & occupant monitor system
 - PACEpilot Innovation to Watch recognitions in Exteriors and Seating



Notable 2024 Accomplishments Driving Performance

Operational Excellence

- Contributed ~40 bps to '24 margin improvement
- 109 customer recognition awards
- Implemented energy saving projects resulting in over \$35M in cost savings

People Focus

- Graduated future leaders from inaugural Operational Management Accelerator Program
- Named to Ethisphere's "World's Most Ethical Companies" list
- Made Fortune's "World's Most Admired Companies" list (8th consecutive year)



Pat McCann

Executive Vice President & Chief Financial Officer



Q4 2024 Results

Q4 2024 Financial Results

Consolidated Sales

(\$Billions)

+2%

\$10.5

\$10.6

+2%
GoM

Q4'23

Q4'24

Adjusted EBIT Margin

(%)

+120 bps

5.3%

6.5%

Q4'23

Q4'24

Adjusted EPS

(\$)

+27%

\$1.33

\$1.69

Q4'23

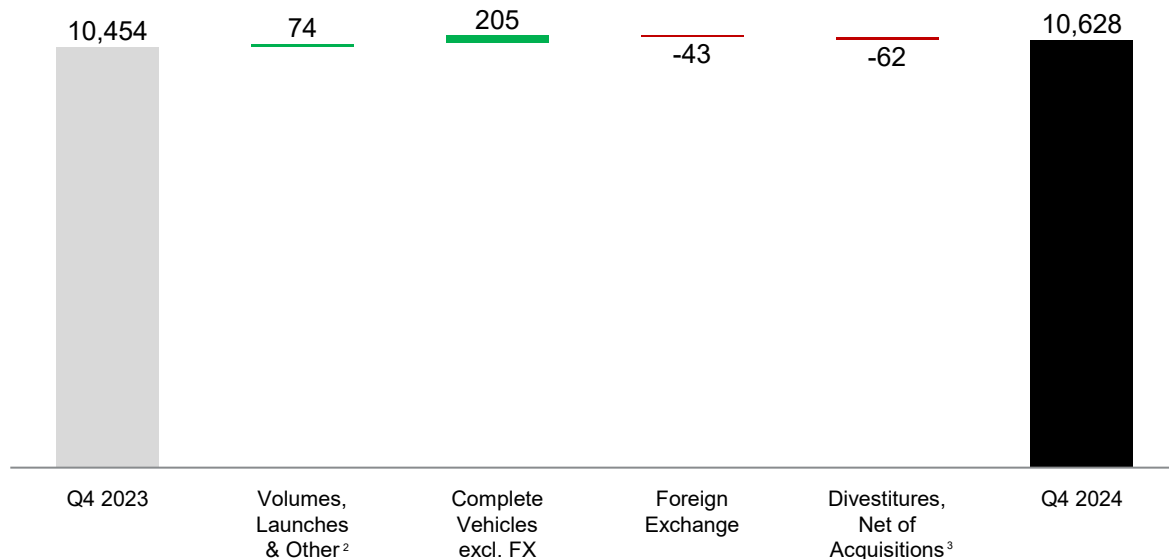
Q4'24

Q4 2024 Financial Results

Consolidated Sales

(\$Millions)

2%



Q4 2024 LV Production

Global	2%
North America	2%
Europe	-6%
China	10%
Magna Weighted	0%

Weighted Sales GoM¹ 2%
(1% excl. Complete Vehicles)

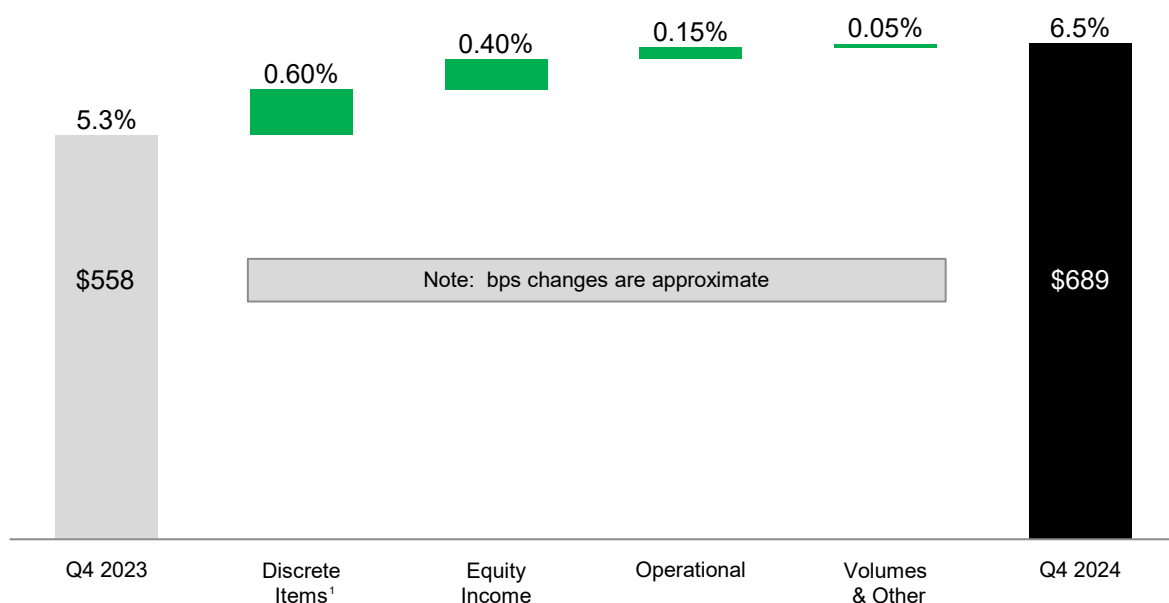
¹ Weighted Sales Growth over Market (GoM) compares organic sales growth (%) to vehicle production change (%) after applying Magna geographic sales weighting, excluding Complete Vehicles, to regional production

² Includes customer price increases to recover certain higher production input costs, favourable commercial items and net customer price concessions

³ Substantially the divestiture of our controlling interest in metalforming operations in India

Q4 2024 Financial Results

Adjusted EBIT & Margin (\$Millions and %)

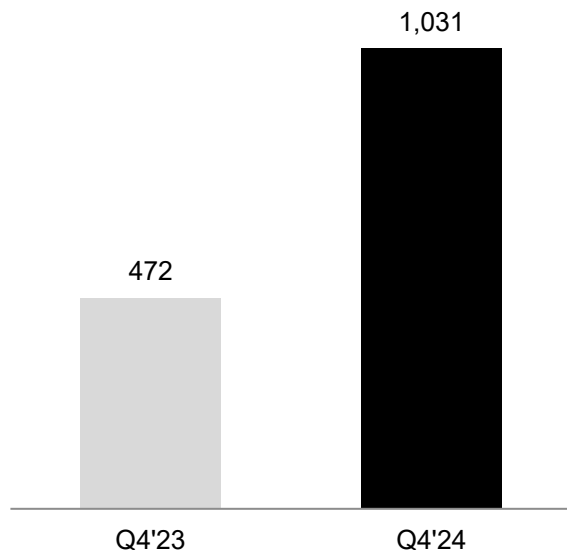


- Discrete Items¹
 - Higher net favourable commercial items (+)
 - Higher net warranty costs (-)
 - Impacts of Chinese OEM insolvencies (-)
 - Higher restructuring costs not included in Unusual Items (-)
- Equity Income
 - Higher net favourable commercial items (+)
(with respect to certain equity-accounted entities)
- Operational
 - Operational excellence activities driving productivity and efficiency improvements (+)
 - Higher net input costs (-)
 - Lower tooling contribution (-)
- Volumes & Other
 - UAW labour strike in Q4 2023 (+)
 - Recognition of previously deferred engineering revenue and costs on the cancellation of Complete Vehicle assembly program (+)
 - Higher net transactional foreign exchange gains (+)
 - Reduced earnings on lower sales (-)

¹ Includes items from both Q4 2024 and Q4 2023. Represents the net change year over year.

Q4 2024 Cash Flow and Investment Activities

Free Cash Flow¹ (\$Millions)



¹ Free Cash Flow (FCF) is Cash from Operations plus Proceeds from normal course Dispositions of fixed and other assets minus Fixed Asset Additions and Increase in Investment in other assets

(\$Millions)	Q4 2023	Q4 2024
Cash from Operations Before Changes in Operating Assets & Liabilities	660	896
Changes in Operating Assets & Liabilities	918	1,014
Cash from Operations	1,578	1,910
Fixed Asset Additions	(944)	(709)
Increase in Investments, Other Assets and Intangible Assets	(189)	(207)
Proceeds from Dispositions	27	37
Investment Activities	(1,106)	(879)
Free Cash Flow¹	472	1,031
Key Sources (uses) of cash		
Net Repayment of Debt	(119)	(513)
Repurchase of Common Shares	(2)	(202)
Dividends paid	(133)	(133)

Maintaining Strong Balance Sheet

Total Liquidity (31DEC24) (\$millions)

Cash	1,247
Available Term & Operating Lines of Credit	3,229
Total Liquidity	4,476

Leverage Ratio (LTM, 31DEC24) (\$millions)

Adjusted Debt	7,193
Adjusted EBITDA	4,063
Adjusted Debt / Adjusted EBITDA	1.77

Investment-grade ratings from Moody's, S&P, DBRS



Performance vs. Initial Outlook Expectations

Delivered on '24 Adj. EBIT Margin and Exceeded FCF Outlook Despite Sales Below Outlook Range

	2024	
(\$Billions)	INITIAL FEBRUARY OUTLOOK	ACTUAL
Sales	43.8 – 45.4	42.836
Adjusted EBIT Margin	5.4% – 6.0%	5.4%
Adjusted Net Income	1.6 – 1.8	1.551
Capital Spending	~2.5	2.178
Free Cash Flow	0.6 – 0.8	1.058

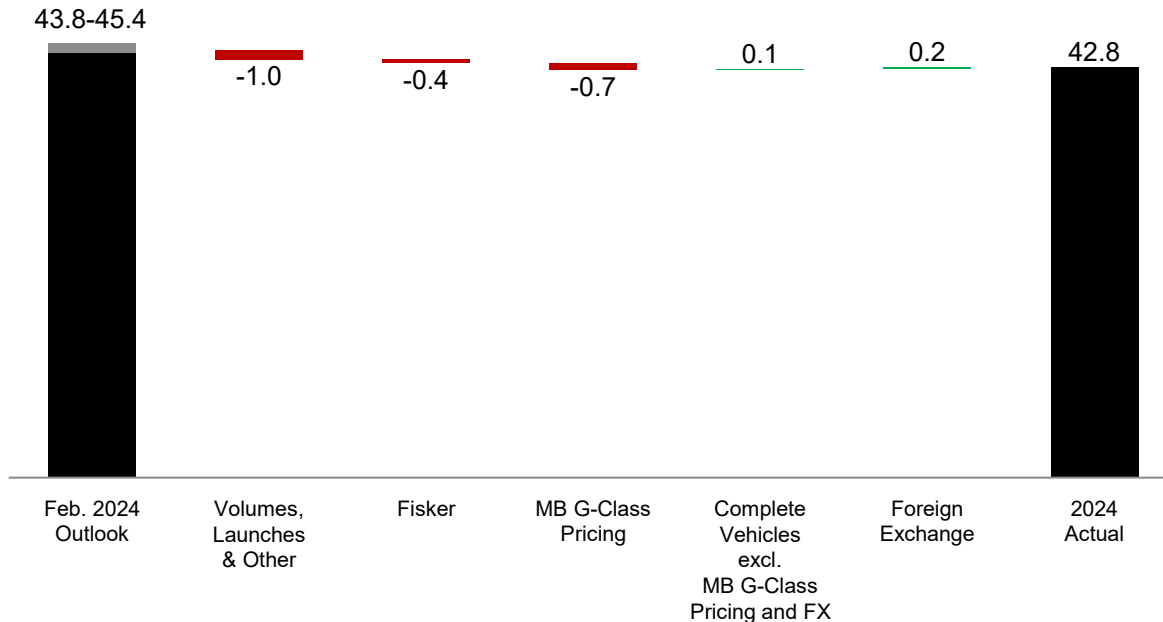
- '24 sales shortfall mainly due to lower-than-expected industry production in key markets, negative customer and program mix
- In response:
 - negotiated commercial recoveries
 - accelerated operational excellence and restructuring activities
 - reduced capital spending
- As a result, Adj. EBIT Margin within, FCF generation above initial Outlook ranges
- Also delivered '23 results in line with initial expectations

Lower Industry Production and Fisker Bankruptcy Impacted 2024 versus Initial Outlook

Consolidated Sales

(\$Billions)

-4%
at midpoint

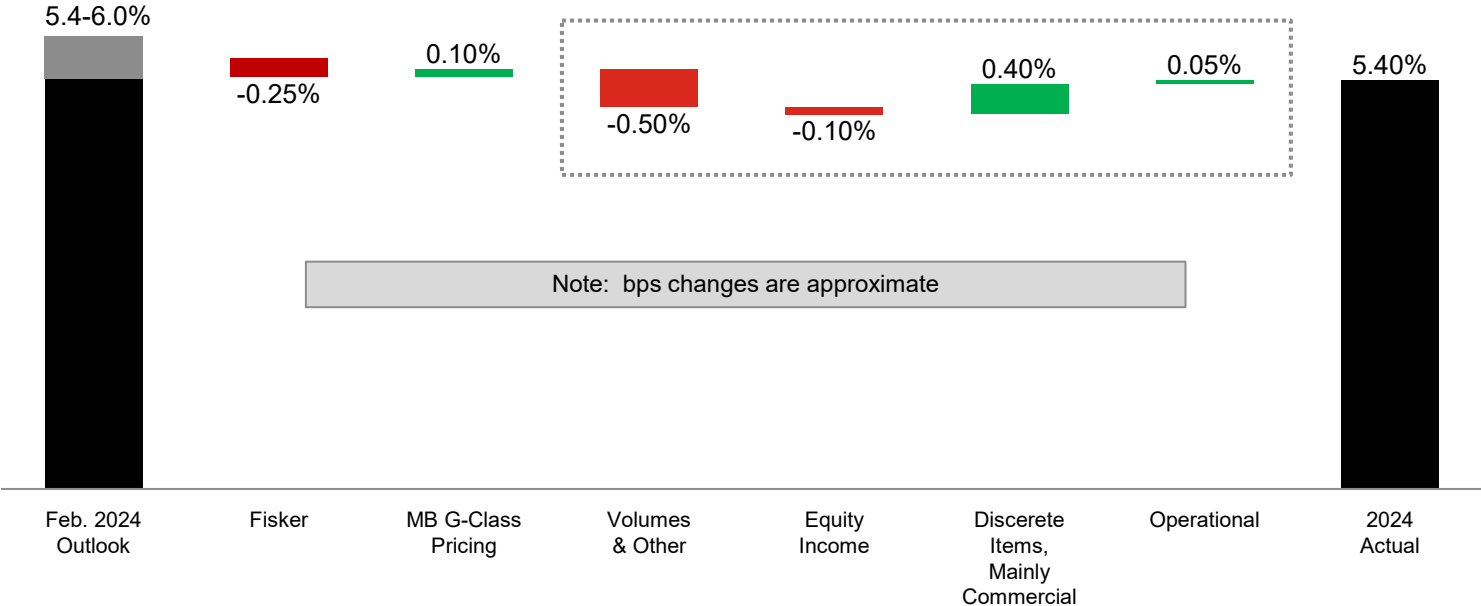


2024 LV Production vs. Initial 2024 Outlook

Global	+1%
North America	-1%
<i>Detroit-based</i>	-6%
Europe	-3%
China	+8%
Magna Weighted	-1%

Self-Help Activities Largely Offset Sales Headwinds

Adjusted EBIT & Margin (%)





Consolidated Outlook

Overview of 2025 Outlook (relative to '24)

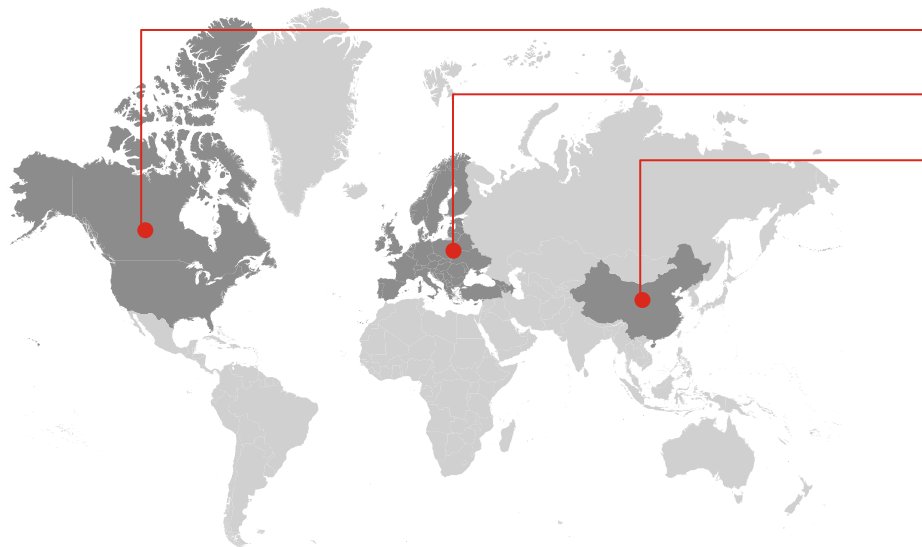
Tailwinds

- Further margin contribution from Operational Excellence activities
 - Continuous improvement activities
 - Optimizing current operations
 - Factory of the Future initiatives
- Benefits of restructuring actions
- Insourcing business to optimize capacity
- Lower net engineering spend
- Return to normal cadence of CapEx/Sales
- Significant EV investments behind us

Headwinds

- Macro Challenges
 - Continued weak LVP
 - Strong USD
- Additional net input cost increases
 - predominantly labour
- Lower expected net favourable commercial items
 - Driven by less industry volatility from OEM program recalibration

Financial Outlook – Key Assumptions



**Impacts of potential tariffs
not included in Outlook**

Automotive Light Vehicle Production (millions of units)

	2024	2025	2026
North America	15.5	15.1	15.4
Europe	16.9	16.6	17.0
China	30.7	29.7	30.8
Weighted GLVP CAGR		(2%) '24-'25	0% '24-'26

U.S. Foreign Exchange Rates

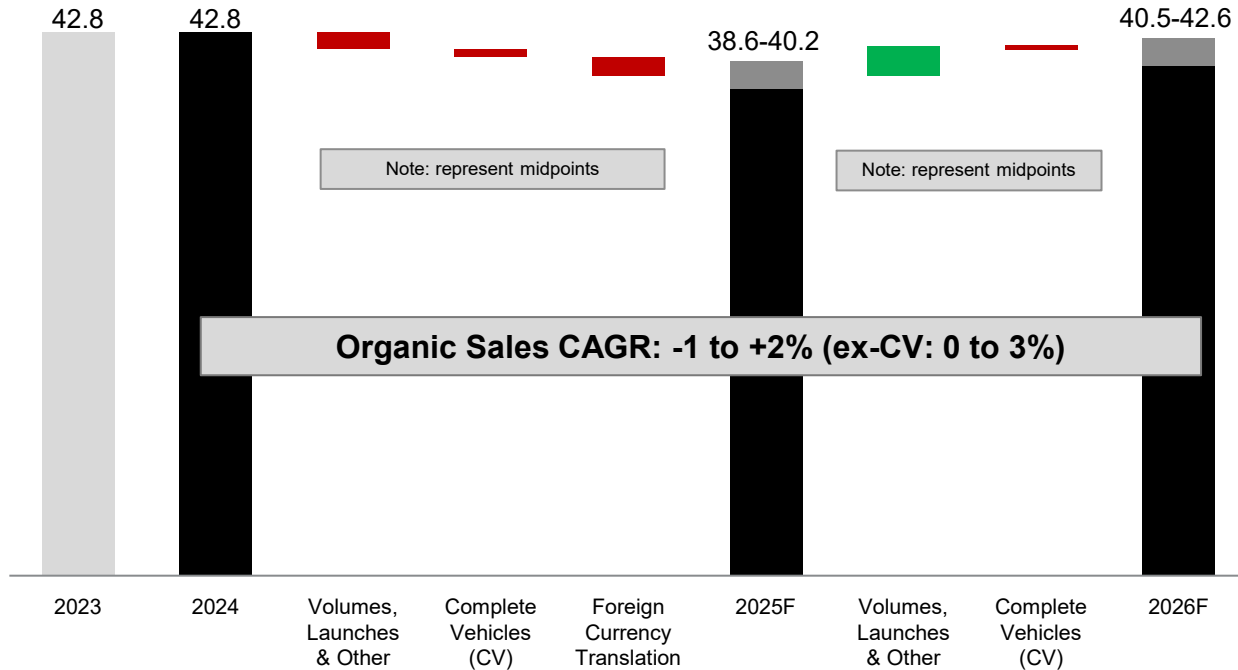
	2024	2025	2026
Cdn	0.730	0.690	0.690
Euro	1.082	1.030	1.030
RMB	0.139	0.137	0.137

Acquisitions/Divestitures

No material unannounced acquisitions/divestitures

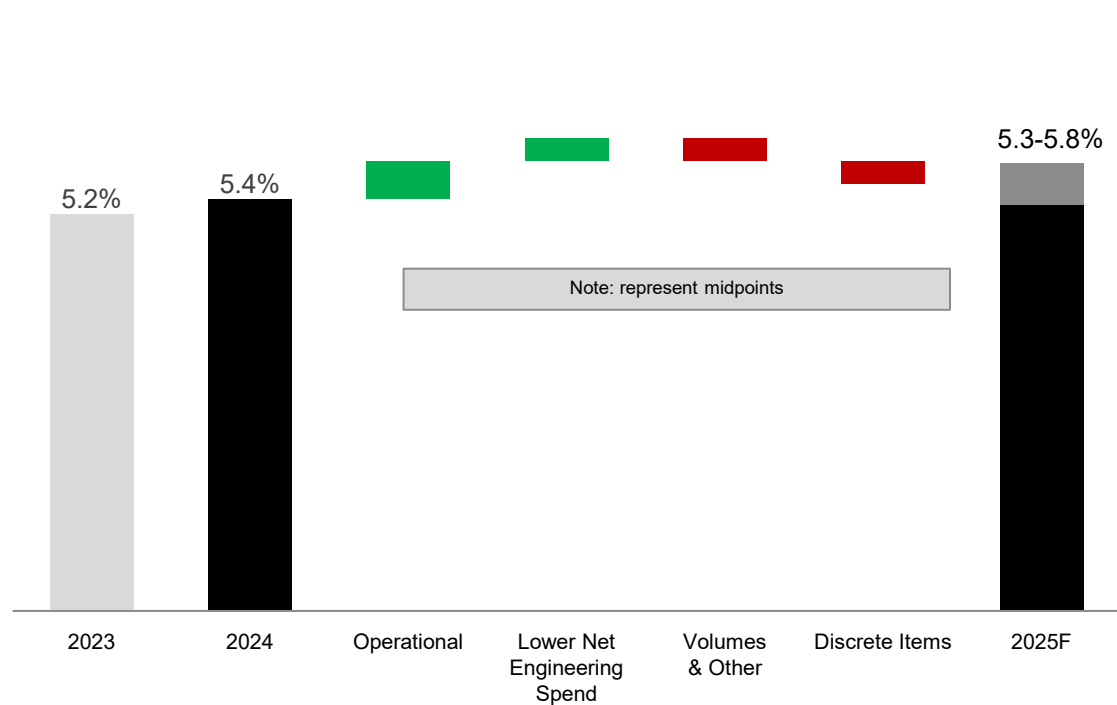
Consolidated Sales

(\$Billions)



- LVP down in North America and Europe in '25, flattish '24-'26
- New and replacement program launches
- Program EOPs in Complete Vehicles
- Stronger US\$

Consolidated Adjusted EBIT Margin %

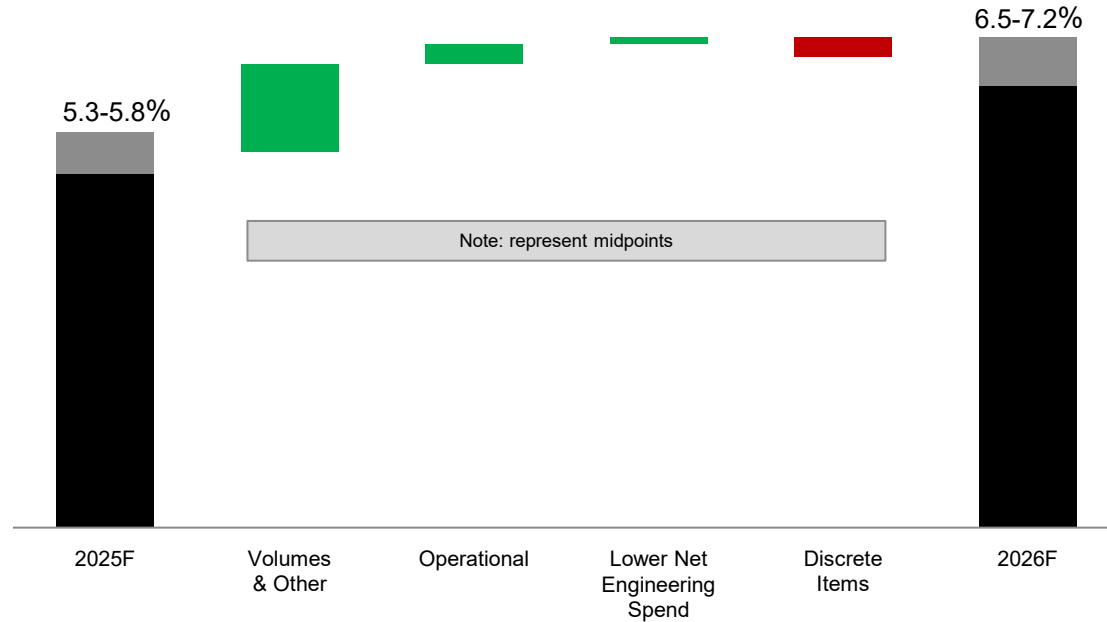


- Operational
 - Operational Excellence activities (+)
 - Benefits of restructuring actions (+)
 - Benefits of insourcing activities (+)
 - Higher labour costs (-)
 - Higher launch & new facility costs (-)
- Lower net engineering spend (+)
- Volumes & other
 - Reduced earnings on lower sales (-)
 - Incremental earnings on new program launches (+)
- Discrete Items
 - Lower net favourable commercial items (-)
 - Lower warranty costs (+)

Equity Income (\$M)	2023	2024	2025F
	112	101	60-90



Consolidated Adjusted EBIT Margin %



- Volumes & other
 - Contribution on higher sales, including due to new launches (+)
- Operational
 - Operational Excellence activities (+)
 - Benefits of restructuring actions (+)
 - Benefits of insourcing activities (+)
 - Higher labour costs (-)
- Lower Net Engineering Spend (+)
- Discrete Items
 - Lower net favourable commercial items (-)

Equity Income (\$M)	65-110
60-90	



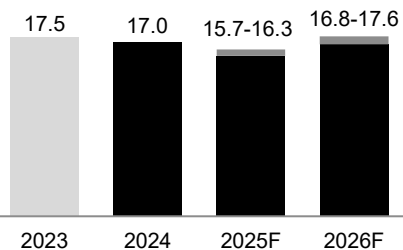
Segment Outlook

Segment Sales & Adjusted EBIT Margin %

Sales
(\$Billions)

Body Exteriors & Structures

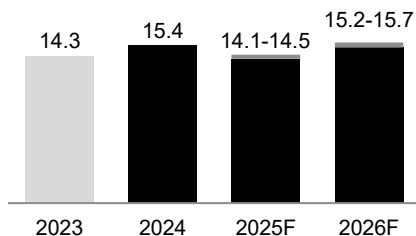
'24-'26
-1 to +2%
CAGR



Organic CAGR 1 to +3%

Power & Vision

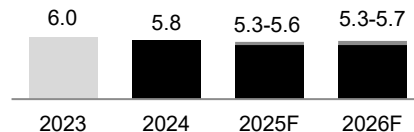
'24-'26
-1 to +1%
CAGR



Organic CAGR +1 to +3%

Seating Systems

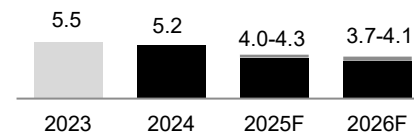
'24-'26
-4 to -1%
CAGR



Organic CAGR -2 to +1%

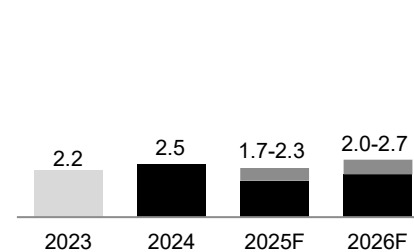
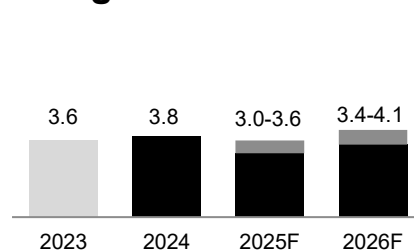
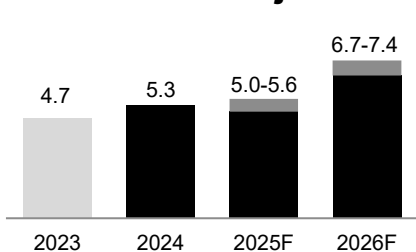
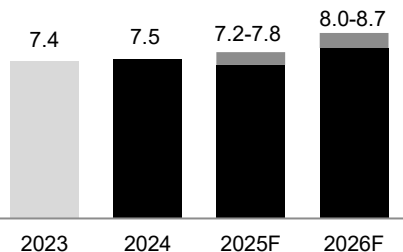
Complete Vehicles

'24-'26
-16 to -11%
CAGR



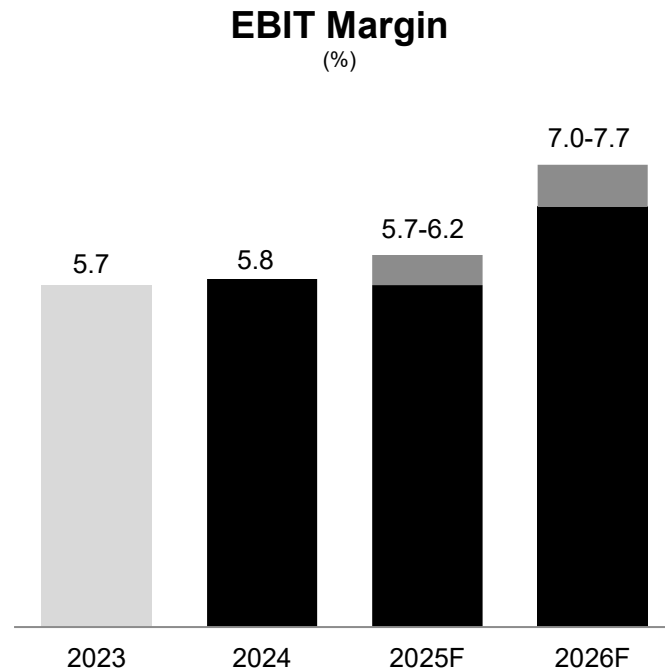
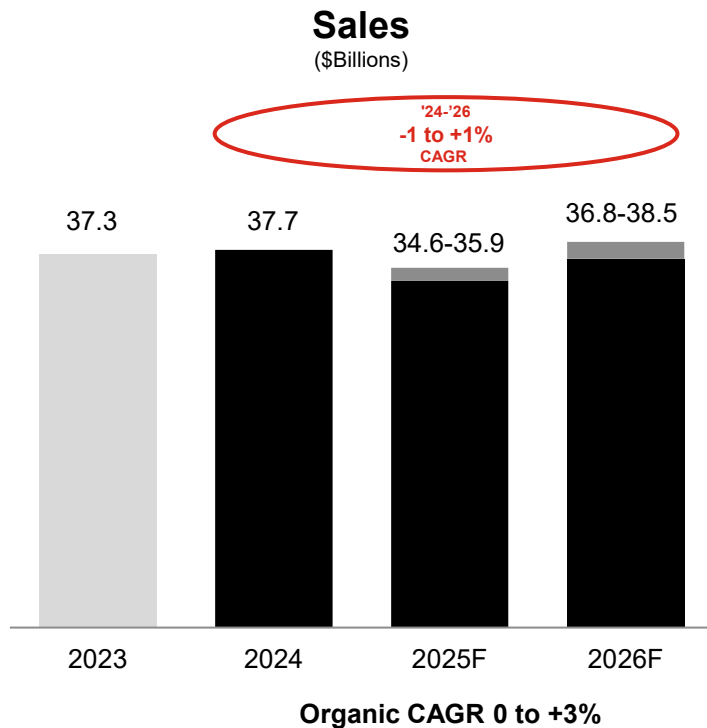
Organic CAGR -12 to -7%

Adjusted EBIT Margin %



Sales & Adjusted EBIT Margin %

Magna Excluding Complete Vehicles



Swamy Kotagiri

Chief Executive Officer



Business Strategy

Guiding Principles

Long-Term Ownership Mentality



- Culture of accountability with compensation aligned with short-term execution, long-term value creation
- Solutions-oriented approach to building durable partnerships with OEMs
- Investment decisions based on long-term ownership mindset

Portfolio Management



- Target meaningful or growing markets with stable or growing profit pools
- Strong (or path towards) market positioning and profitable growth
- Sustainable competitive advantage from differentiated technology and/or manufacturing capabilities
- Exit businesses that do not align with portfolio criteria

Maintain Strong Balance Sheet



- Maintain flexibility to navigate industry cyclicalities and to invest for profitable growth
- Preserve liquidity and solid investment grade credit ratings (Adj. Debt / Adj. EBITDA between 1.0-1.5x)

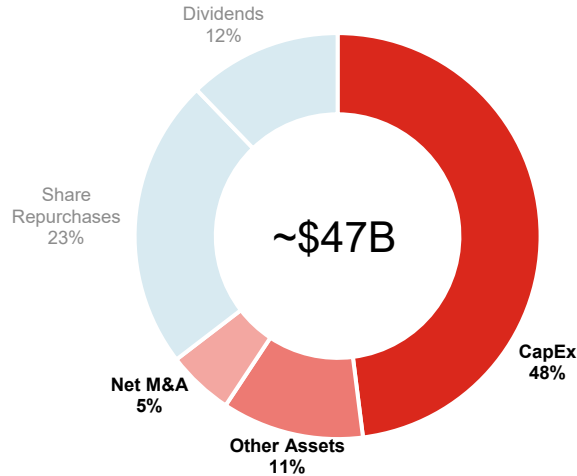
Capital Allocation Strategy



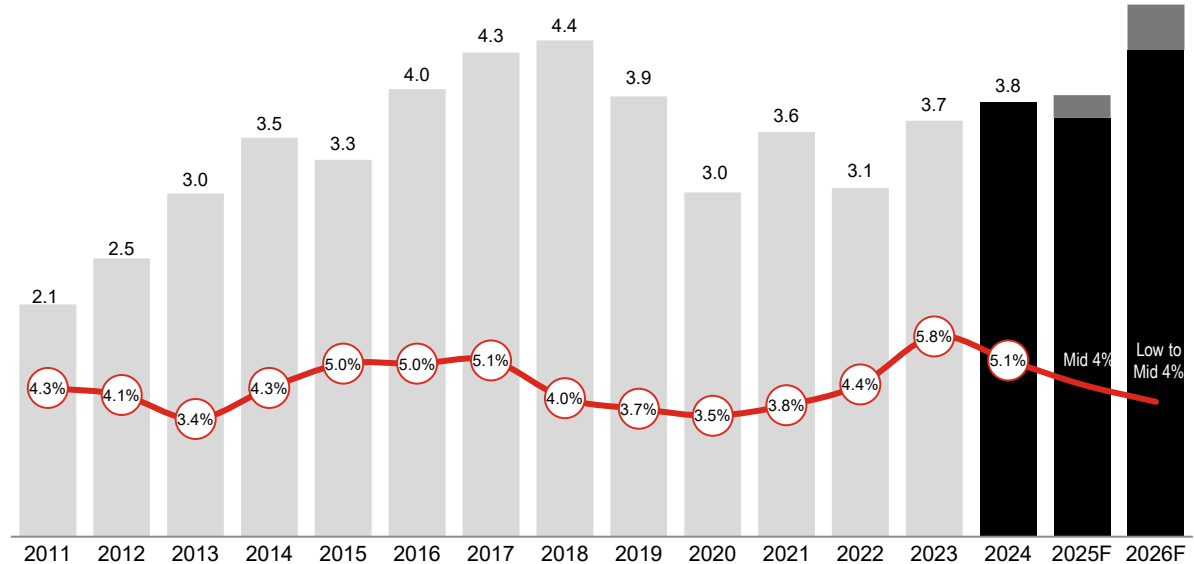
- Disciplined approach to investments that support long-term free cash flow per share growth:
 - 1. Invest for Profitable Growth:**
 - Organic/inorganic investment in product capabilities, customer diversification, or geographic footprint
 - 2. Return Capital to Shareholders:**
 - Continued dividend growth over time
 - Repurchase shares with excess liquidity

Invest for Profitable Growth

Capital Allocation (2011 – 2024)¹



Adj. EBITDA CapEx % of Sales² (\$ Billions)



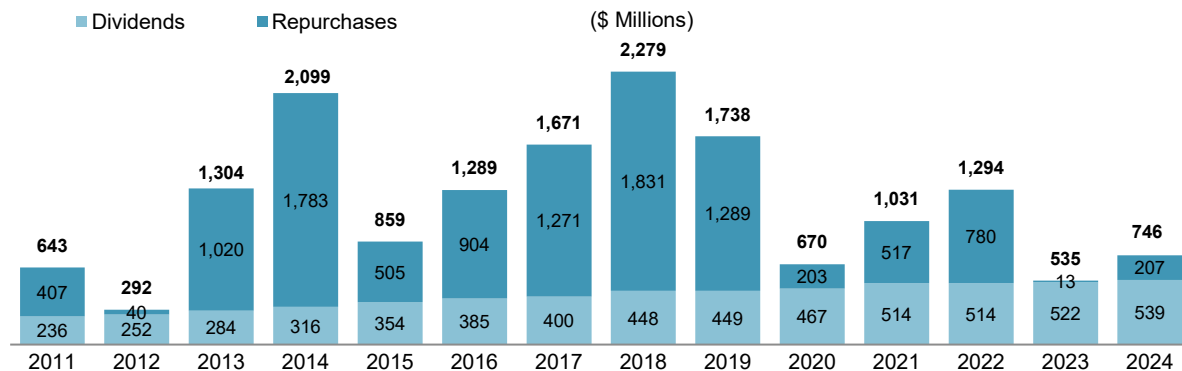
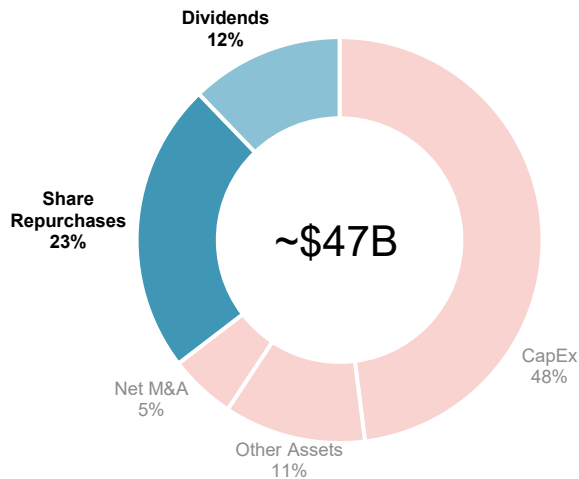
Expect continued EBITDA growth and CapEx/Sales to normalize (2024-2026)

¹ Percentage of cumulative spend on CapEx, Other Assets, Net M&A (including divestitures), Share Repurchases and Dividends

² 2025 to 2026 are based on mid-point of our sales outlook

Return Capital to Shareholders

Capital Allocation (2011 – 2024)¹



Dividend:

- 15th consecutive year of quarterly dividend increase
- Quarterly dividend increased to \$0.485/share

Share Repurchases (since 2011):

- Returned ~\$10.8 billion to shareholders
- ~40% reduction of shares December 31, 2010 to December 31, 2024²

Investment cycle normalizing – planning to increase return of capital to shareholders

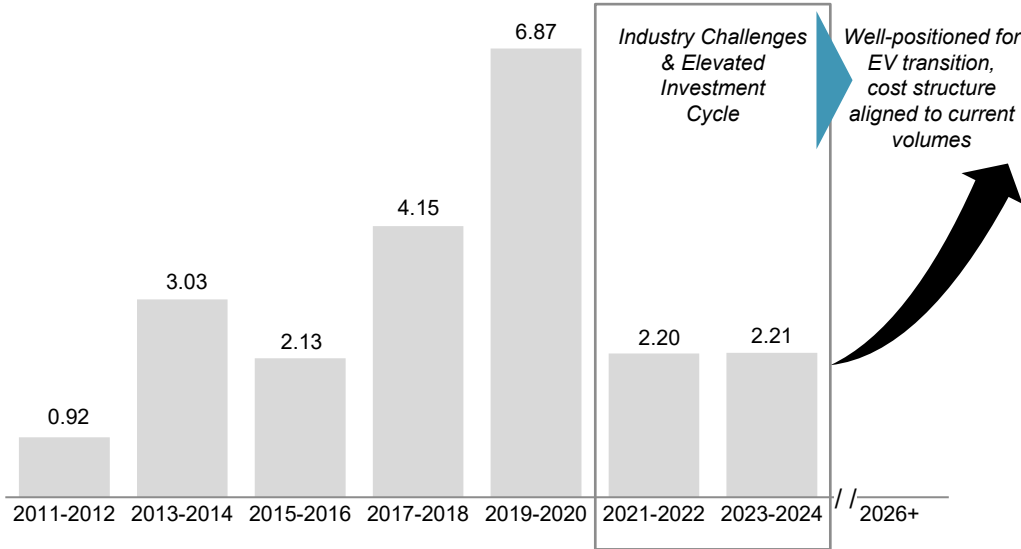
¹ Percentage of cumulative spend on CapEx, Other Assets, Net M&A (including divestitures), Share Repurchases and Dividends.

² Common Shares outstanding reduced from 485.1M (restated to account for March 2015 2:1 stock split, 242.6M pre-split) on December 31, 2010, to 282.9M on December 31, 2024.

Free Cash Flow ("FCF") Growth Per Share¹

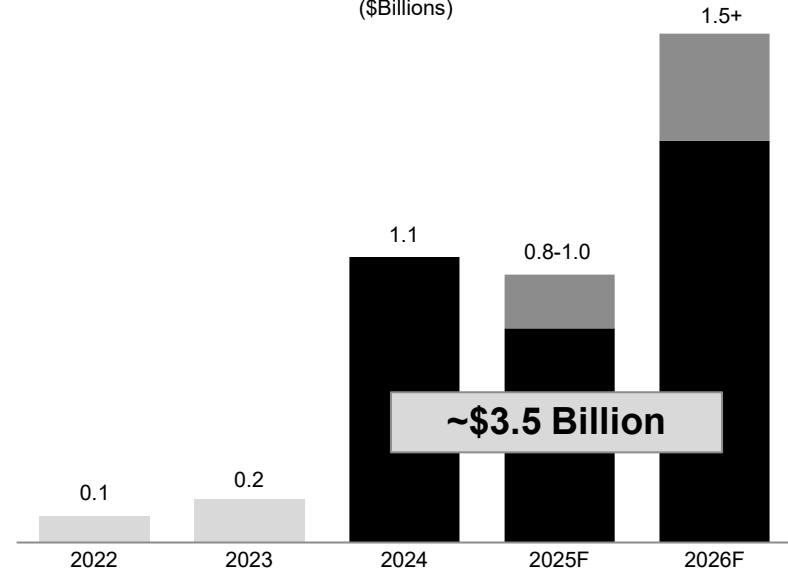
Average Annual FCF per Share (2011 – 2024)¹

(\$ per share)



FCF Generation¹

(\$Billions)



Expect to generate ~\$3.5 billion in free cash flow (2024-2026)

¹ FCF is Cash from Operating Activities plus proceeds from normal course dispositions of capital and other assets minus capital spending minus investment in other assets. FCF per share is FCF/Average Diluted Shares Outstanding.

Outlook Summary

	CONSOLIDATED SALES	ADJUSTED EBIT MARGIN	CAP EX/SALES	FREE CASH FLOW
2025	\$38.6 - \$40.2B	5.3% - 5.8%	Mid 4%	\$0.8 - \$1.0B
2026	\$40.5 - \$42.6B	6.5% - 7.2%	Low to Mid 4%	\$1.5B+

In Summary

Strong Q4/24 results, including > \$1 billion in FCF, despite continued challenging industry backdrop

Operational excellence drives '24 margin performance, continued contributions in '25 and '26

Increased dividend for 15th consecutive year, expect continued **share repurchases** during '25

Solid two-year Outlook, including strong margin expansion and FCF generation

**Remain Confident in Executing Plan
and Driving FCF Growth**



Forward. For all.



Appendix – Q4 2024 Results

Q4 2024 Reconciliation of Reported Results

Excluding:

- (1) Other Expense (Income), Net and
- (2) Amortization of Acquired Intangible Assets

\$Millions, except for share figures

	Reported	(1)	(2)	Adjusted
Income Before Income Taxes	\$ 381	\$ 228	\$ 28	\$ 637
% of Sales	3.6%			6.0%
Income Tax Expense	\$ 147	\$ (29)	\$ 6	\$ 124
% of Pretax	38.6%			19.5%
Income Attributable to Non-Controlling Interests	\$ (31)	\$ -	\$ -	\$ (31)
Adjusted Net Income Attributable to Magna ¹	\$ 203	\$ 257	\$ 22	\$ 482
Adjusted Diluted Earnings Per Share	\$ 0.71	\$ 0.90	\$ 0.08	\$ 1.69

¹ Adjusted Net Income Attributable to Magna represents Net Income excluding Other expense (income), net and Amortization of Acquired Intangible Assets

Q4 2023 Reconciliation of Reported Results

Excluding:

- (1) Other Expense (Income), Net and
- (2) Amortization of Acquired Intangible Assets

\$Millions, except for share figures

	Reported	(1)	(2)	Adjusted
Income Before Income Taxes	\$ 310	\$ 164	\$ 31	\$ 505
% of Sales	3.0%			4.8%
Income Tax Expense	\$ 12	\$ 77	\$ 6	\$ 95
% of Pretax	3.9%			18.8%
Income Attributable to Non-Controlling Interests	\$ (27)	\$ -	\$ -	\$ (27)
Net Income Attributable to Magna	\$ 271	\$ 87	\$ 25	\$ 383
Adjusted Diluted Earnings Per Share	\$ 0.94	\$ 0.30	\$ 0.09	\$ 1.33

Sales Performance vs Market

Q4 2024 vs Q4 2023

	Reported	Organic ¹	Performance vs Weighted Global Production (Weighted GoM)
Body Exteriors & Structures	(3%)	(1%)	(1%)
Power & Vision	0%	0%	0%
Seating Systems	6%	6%	6%
Complete Vehicles	17%	17%	17%
TOTAL SALES	2%	2%	2%

Unweighted Production Growth

2%

Weighted Production Growth²

0%

¹ Organic Sales represents sales excluding acquisitions net of divestitures and FX movements

² Calculated by applying Magna geographic sales weighting, excluding Complete Vehicles, to regional production

Sales Performance vs Market

2024 vs 2023

	Reported	Organic ¹	Performance vs Weighted Global Production (Weighted GoM)
Body Exteriors & Structures	(3%)	(2%)	0%
Power & Vision	8%	4%	6%
Seating Systems	(4%)	(4%)	(2%)
Complete Vehicles	(6%)	(7%)	(5%)
TOTAL SALES	0%	(1%)	1%

Unweighted Production Growth

0%

Weighted Production Growth²

(2%)

¹ Organic Sales represents sales excluding acquisitions net of divestitures and FX movements

² Calculated by applying Magna geographic sales weighting, excluding Complete Vehicles, to regional production

Segment Impact on Adjusted EBIT % of Sales

Q4 2024 vs Q4 2023

(\$Millions)	Sales	Adjusted EBIT	Adjusted EBIT as a Percentage of Sales
4 th Quarter of 2023	\$ 10,454	\$ 558	5.3%
Increase (Decrease) Related to:			
Body Exteriors & Structures	\$ (111)	\$ 91	0.9%
Power & Vision	\$ 11	\$ 4	0.0%
Seating Systems	\$ 82	\$ 23	0.2%
Complete Vehicles	\$ 201	\$ 13	0.0%
Corporate and Other	\$ (9)	\$ 0	0.1%
4th Quarter of 2024	\$ 10,628	\$ 689	6.5%

Geographic Sales

Q4 2024 vs Q4 2023



Q4 2024 Financial Results

(\$Millions, unless otherwise noted)	Q4 2023		Q4 2024		Change
Sales	10,454		10,628		174
Adjusted EBIT	558	5.3%	689	6.5%	131
Interest Expense	53		52		1
Adjusted Pre-Tax Income	505		637		132
Adjusted Income Taxes	95	18.8%	124	19.5%	(29)
Income Attributable to Non-Controlling Interests	27		31		(4)
Adjusted Net Income Attributable to Magna	383		482		99
Diluted Shares Outstanding (millions of shares)	286.6		285.9		0.7
Adjusted Diluted EPS (\$)	1.33		1.69		0.36

Leverage Ratio Q4 2024

(\$Millions)

Debt per Balance Sheet	\$	7,068
Credit Rating Agency Adjustments		125
Adjusted Debt	\$	7,193
LTM EBITDA	\$	3,839
Credit Rating Agency Adjustments		224
Adjusted EBITDA	\$	4,063
Adjusted Debt / Adjusted EBITDA Ratio (Q4 2024)		1.77x



Appendix - Outlook

Financial Outlook

(\$Billions, unless otherwise noted)	2025	2026
Sales:		
• Body Exteriors & Structures	15.7 – 16.3	16.8 – 17.6
• Power & Vision	14.1 – 14.5	15.2 – 15.7
• Seating Systems	5.3 – 5.6	5.3 – 5.7
• Complete Vehicles	4.0 – 4.3	3.7 – 4.1
Total Sales	38.6 – 40.2	40.5 – 42.6
Adjusted EBIT Margin % ¹	5.3% – 5.8%	6.5% – 7.2%
Equity Income (included in EBIT)	60M – 90M	65M – 110M
Interest Expense, net	~210M	
Income Tax Rate ²	~25%	
Adjusted Net Income attributable to Magna ³	1.3 – 1.5	
Capital Spending	~1.8	

¹ Adjusted EBIT Margin is the ratio of Adjusted EBIT to Total Sales

² Income Tax Rate has been calculated using Adjusted EBIT and is based on current tax legislation

³ Adjusted Net Income attributable to Magna represents Net Income excluding Other expense (income), net, and amortization of acquired intangible assets, net of tax



Forward. For all.