Deutsche Bank 2018
Global Auto Industry Conference

January 16, 2018

INCLUDED IN APPENDIX:

- *Financial Outlook Summary 2018, 2020*
- *Program Launches by Region*
- *New Accounting for Tooling and Pre-Production Activities*
- *2018 Outlook Based on Previous Reporting Segments*

Forward Looking Statements

This presentation contains statements that constitute "forward-looking statements" or “forward-looking information” within the meaning of applicable securities legislation, including, but not limited to, statements relating to: Magna's: positioning for future growth, including anticipated growth rate by product capability; continued market outperformance; Magna’s ability to capitalize on growth in vehicle electrification, vehicle light-weighting, and safety and autonomous driving; Magna's forecasts of light vehicle production in North America and Europe; expected consolidated sales, based on such light vehicle production volumes; expected sales in each of our Body Exteriors & Structures, Power & Vision, Seating Systems and Complete Vehicles segments; expected margin growth in our Body Exteriors & Structures, Power & Vision and Complete Vehicles segments; consolidated EBIT margin, consolidated Equity income; net interest expense; effective income tax rate; fixed asset expenditures; net income; sales and margin growth; return on invested capital; free cash flow generation; anticipated growth in dividend rate; planned share repurchase levels; and other matters. The forward-looking statements or forward-looking information in this press release is presented for the purpose of providing information about management's current expectations and plans and such information may not be appropriate for other purposes. Forward-looking statements or forward-looking information may include financial and other projections, as well as statements regarding our future plans, 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", "forecast", "outlook", "project", "estimate" and similar expressions suggesting future outcomes or events to identify forward-looking statements or forward-looking information. Any such forward-looking statements or forward-looking information 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. However, whether actual results and developments will conform with 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: the potential for a deterioration of economic conditions or an extended period of economic uncertainty; a decline in consumer confidence, which would typically result in lower production volume levels; the growth of protectionism and the implementation of measures that impede the free movement of goods, services, people and capital; planning risks created by rapidly changing economic or political conditions; fluctuations in relative currency values; legal claims and/or regulatory actions against us; our ability to successfully launch material new or takeover business; underperformance of one or more of our operating divisions; ongoing pricing pressures, including our ability to offset price concessions demanded by our customers; warranty and recall costs; our ability to successfully identify, complete and integrate acquisitions or achieve anticipated synergies; our ability to conduct appropriate due diligence on acquisition targets; an increase in our risk profile as a result of completed acquisitions; shifts in market share away from our top customers; shifts in market shares among vehicles or vehicle segments, or shifts away from vehicles on which we have significant content; inability to sustain or grow our business; risks of conducting business in foreign markets; our ability to successfully compete with other automotive suppliers, including disruptive technology innovators which are entering or expanding in the automotive industry; our ability to consistently develop innovative products or processes; our changing risk profile due to the increasing importance to us of product areas such as powertrain and electronics; restructuring, downsizing and/or other significant non-recurring costs; a reduction in outsourcing by our customers or the loss of a material production or assembly program; a prolonged disruption in the supply of components to us from our suppliers; shutdown of our or our customers' or sub-suppliers' production facilities due to a labour disruption; scheduled shutdowns of our customers' production facilities (typically in the third and fourth quarters of each calendar year); the termination or non-renewal by our customers of any material production purchase order; exposure to, and ability to offset, commodities price increases; restructuring actions by OEMs, including plant closures; work stoppages and labour relations disputes; risk of production disruptions due to natural disasters or catastrophic event; the security and reliability of our information technology systems; pension liabilities; changes in our mix of earnings between jurisdictions with lower tax rates and those with higher tax rates, as well as our ability to fully benefit tax losses; impairment charges related to goodwill, long-lived assets and deferred tax assets; other potential tax exposures; changes in credit ratings assigned to us; changes in laws and governmental regulations, including tax and transfer pricing laws; costs associated with compliance with environmental laws and regulations; liquidity risks; inability to achieve future investment returns that equal or exceed past returns; the unpredictability of, and fluctuation in, the trading price of our Common Shares; and other factors 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. In evaluating forward-looking statements or forward-looking information, we caution readers not to place undue reliance on any forward-looking statements or forward-looking information, 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 or forward-looking information.

Investment Profile

- Strong capabilities in lightweighting, powertrain/electrification and ADAS
- Complete vehicle operations are unique and growing
- New segment reporting will provide increased transparency
- Electrification and Autonomy investments drive future opportunities
- Focused on improving return on capital and free cash flow conversion
- Expect free cash flow of over $6 billion in 2018-2020 period
- Attractive valuation vs. peer group

Agenda

Positioning for the Future

New Reporting Segments

Reporting Segment and Consolidated Outlooks

Financial Strategy

Positioning for the Future

Lightweighting

Electrification

Autonomy

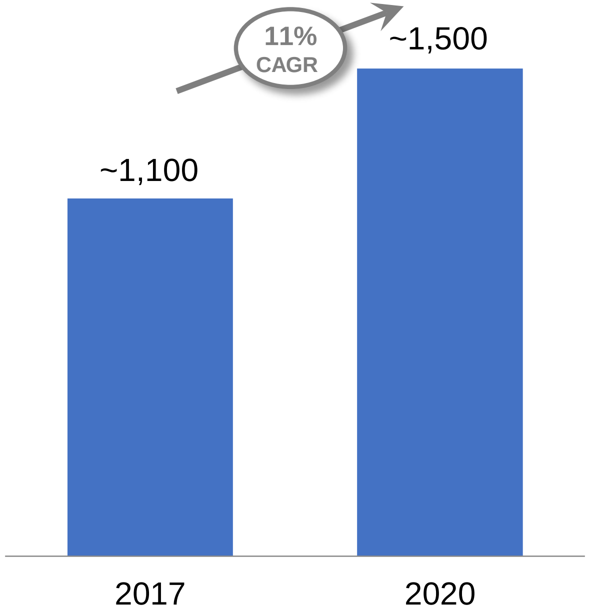
New Mobility

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 joining know-how
- Global footprint allows us to win, support and launch either regional or global programs

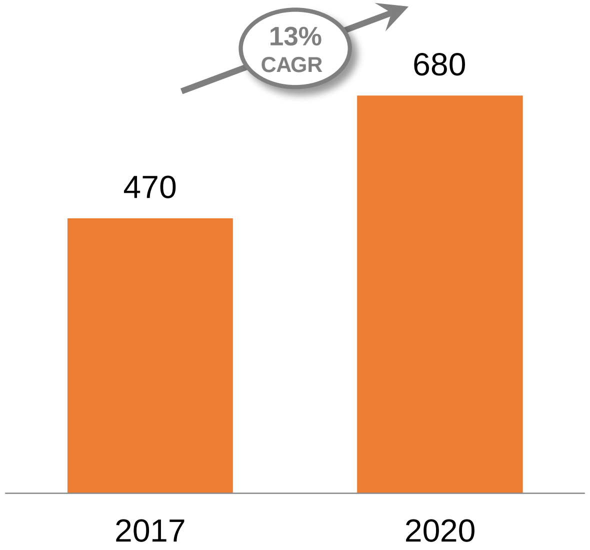
Hot Stamping

($Millions)



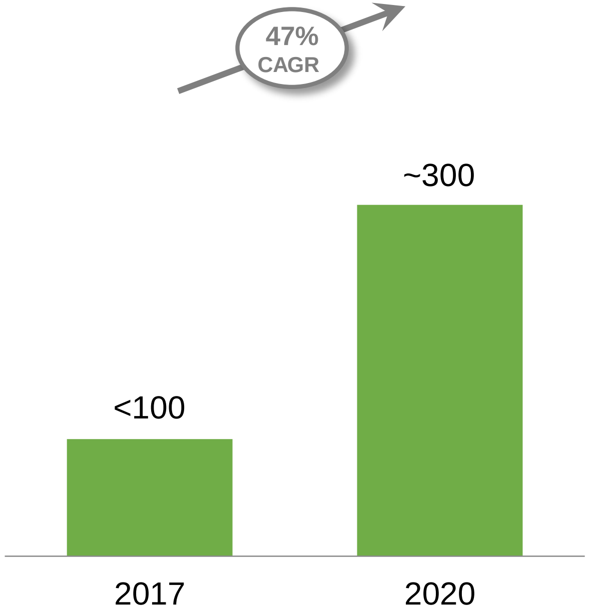
High Pressure Aluminum Casting

($Millions)

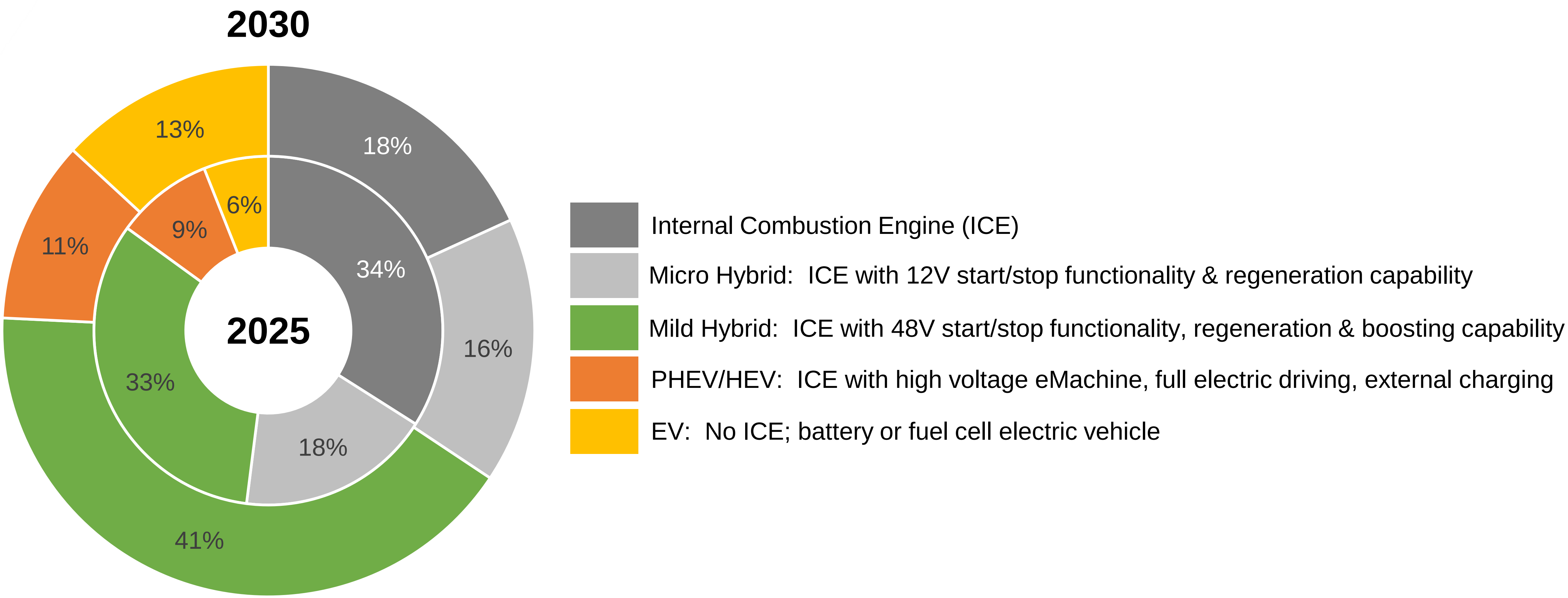


Composite Liftgates

($Millions)



Powertrain Electrification is Growing…



…94% of All Vehicles are Forecasted to Have an ICE Engine on Board in 2025

Source: Magna OEM Fleet Analysis 2017

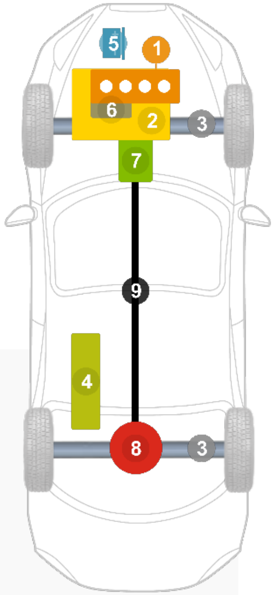
Electrification Trend an Opportunity for Magna

- Outside of Magna Powertrain, our products not impacted by powertrain electrification
- Vehicles will still have a body, seats, ADAS, latches, mirrors, etc.
- Magna's Powertrain business well-positioned to benefit
  - *Making increased investments in electrification*
- We see increased CPV opportunity from hybridization to pure BEVs driven by our products
  - *Includes e-motors/pumps, gears and shafts, hybrid DCTs, inverters and software*

Our Strategy Addresses the Shift to Electrified Powertrains

Content per Vehicle Opportunities

MAGNA

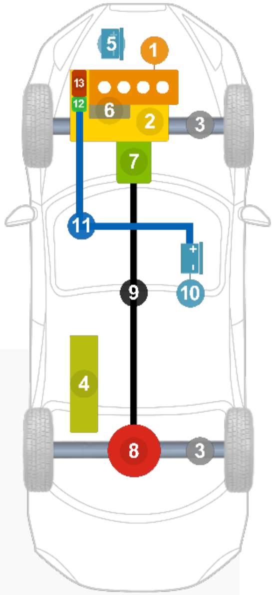


ICE
Powertrain
AWD

MAGNA CONTENT

$2,000

1. ICE Engine
eWater Pump, eCooling Fan
2. Transmission
DCT
3. Half-Shafts (Front, Rear)
4. Fuel Tank
5. 12v Battery
6. 12v Starter
7. PTU & Disconnect
Flex-4 AWD
8. Rear Drive Module (RDM)*
Flex-4 RDM
9. Driveshaft

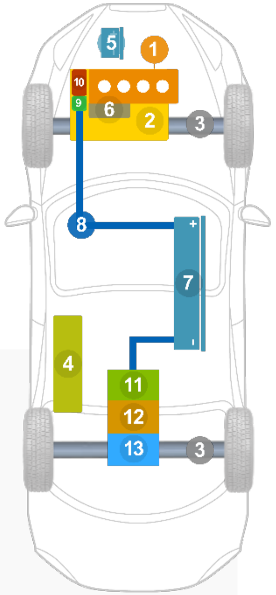


48V Mild
Hybrid
P2.5 AWD

MAGNA CONTENT

$2,600

1. ICE Engine
eWater Pump, eCooling Fan
2. Transmission
48V Hybrid DCT
3. Half-Shafts (Front, Rear)
4. Fuel Tank
5. 12v Battery
6. 12v Starter
7. PTU & Disconnect
PTU, Flex4 Disconnect
8. Rear Drive Module (RDM)*
Flex4 RDM
9. Driveshaft
10. 48v Battery
11. Wiring Harness (Low Voltage)
12. 48v Inverter
13. 48v Motor

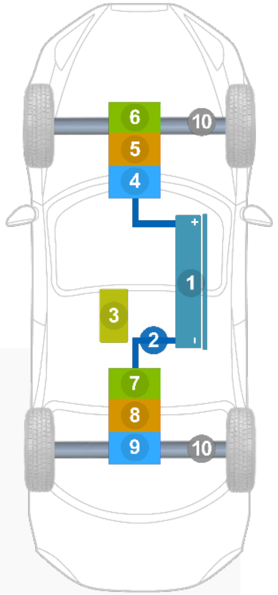


300V
HEV / PHEV
P2.5 / P4 AWD

MAGNA CONTENT

$3,000

1. ICE Engine
eWater Pump, eCooling Fan
2. Transmission
300V Hybrid DCT
3. Half-Shafts (Front, Rear)
4. Fuel Tank
5. 12v Battery
6. 12v Starter
7. High Voltage Battery& Control Module
8. High Voltage Wiring Harness
9. 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



Full
EV
AWD

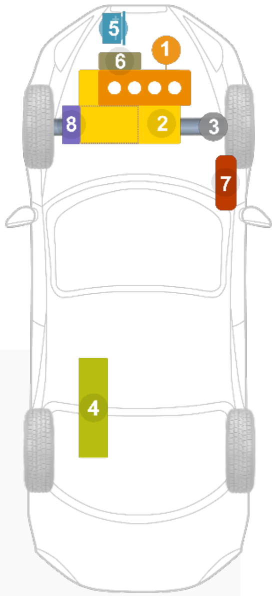
MAGNA CONTENT

$2,500

1. High Voltage Battery & Control Module
2. Wiring Harness (High Voltage)
3. Thermal Management (TM)
4. High Voltage Inverter
Highly Integrated eDrive Systems
5. High Voltage Motor (150 kW PSM)
6. Gearbox/Trans (2-speed)
7. High Voltage Inverter
8. High Voltage Motor (75 kW ASM)
9. Gearbox/Trans (1-speed)
Highly Integrated eDrive Systems
10. Half-shafts

Our Product Portfolio Maintains High Content Level for All Powertrain Configurations

Content per Vehicle Opportunities



48V Mild Hybrid
2WD

MAGNA CONTENT

$1,000

1. ICE Engine
eWater Pump, eCooling Fan
2. Transmission
Trans Oil Pan, eTrans Oil Pump
3. Half-Shafts (Front, Rear)
4. Fuel Tank
5. 12v Battery
6. 48v Starter Generator
7. 48v Battery
PTU, Flex4 Disconnect
8. 48V Hybrid Module (eDS48V 2WD)
   48V Rotor, 48V Inverter (ME), Gearbox

(w/OEM Transmission)

- Incremental opportunity:

48V Hybrid Module

- *Can apply to 2WD vehicles with automatic transmissions*
- *High power density and vehicle packaging advantages*

Expertise in Supplying Power to the Wheels

Ford Focus BEV (2012)

- Battery Electric Vehicle
- Magna supplies the complete powertrain:
  - ➢ *E-motor, Inverter, Transmission / Gearbox*
  - ➢ *Controls and System Integration*
- In production since 2012 (North America)

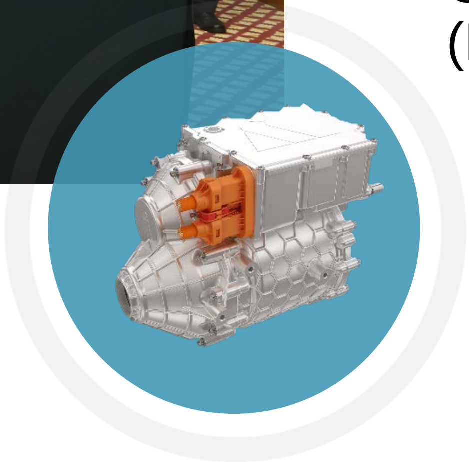
Volvo V60 (2012)

- Plug-in Hybrid Vehicle with ZEV capability
- Magna supplies the complete electric axle:
  - ➢ *E-motor, Inverter, Transmission / Gearbox*
  - ➢ *Enables multiple hybrid modes (incl. eAWD)*
- In production since 2012 (Europe)

e1 (2017)

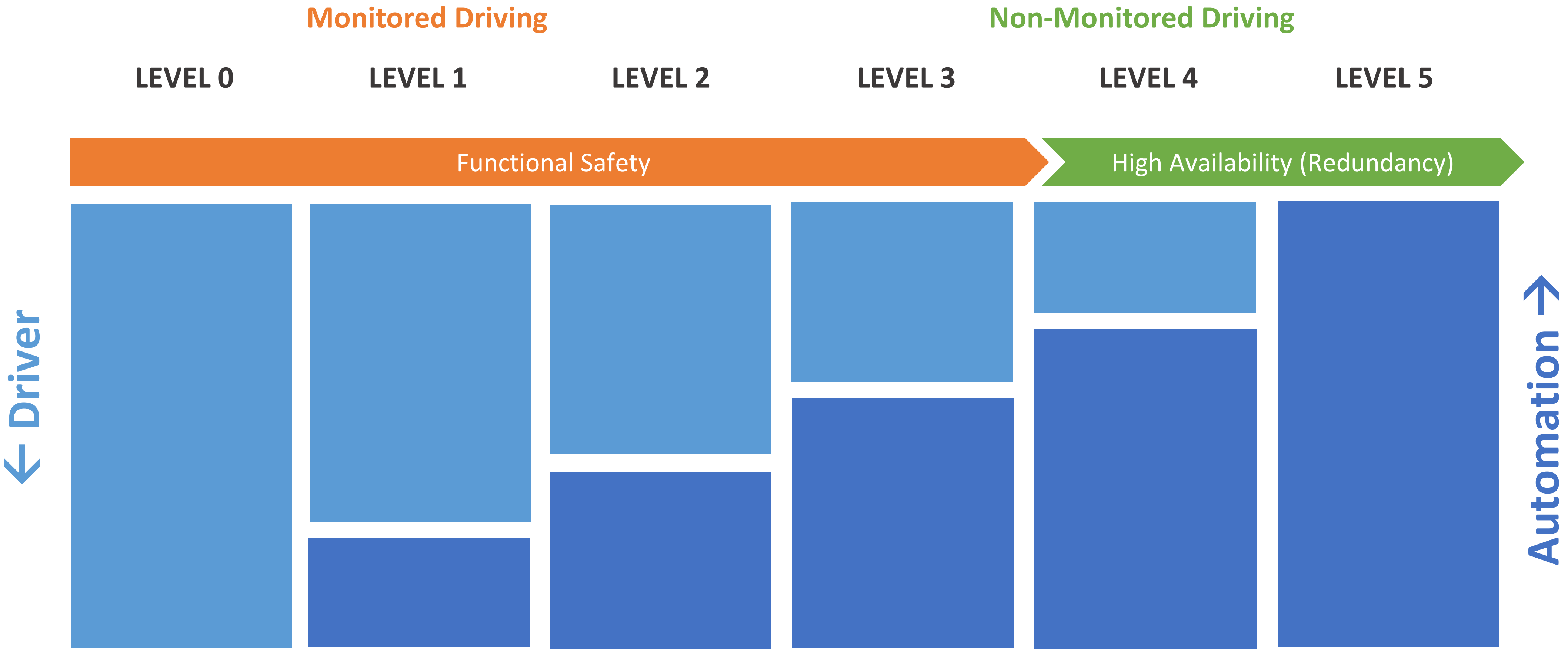
- Highly integrated e-drive system on front axle
- Additional e-drive on rear axle with two electric motors
- Allows for torque vectoring and better handling

E-Drive Award/JV with Hasco



- Expanding electrified powertrain offerings in China
- New Joint Venture with Huayu Automotive Systems Co (Hasco)
- JV supports Magna's first e-drive business in China
- Cross group collaboration
(Magna Powertrain and Magna Electronics)

ADAS – Autonomous Driving Roadmap

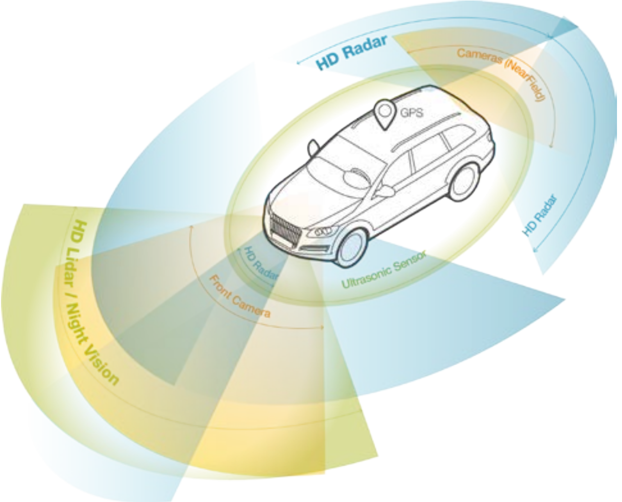


	LEVEL 0	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5
2025*	21%	33%	32%	10%	3%	1%
2030*	3%	24%	22%	21%	23%	7%

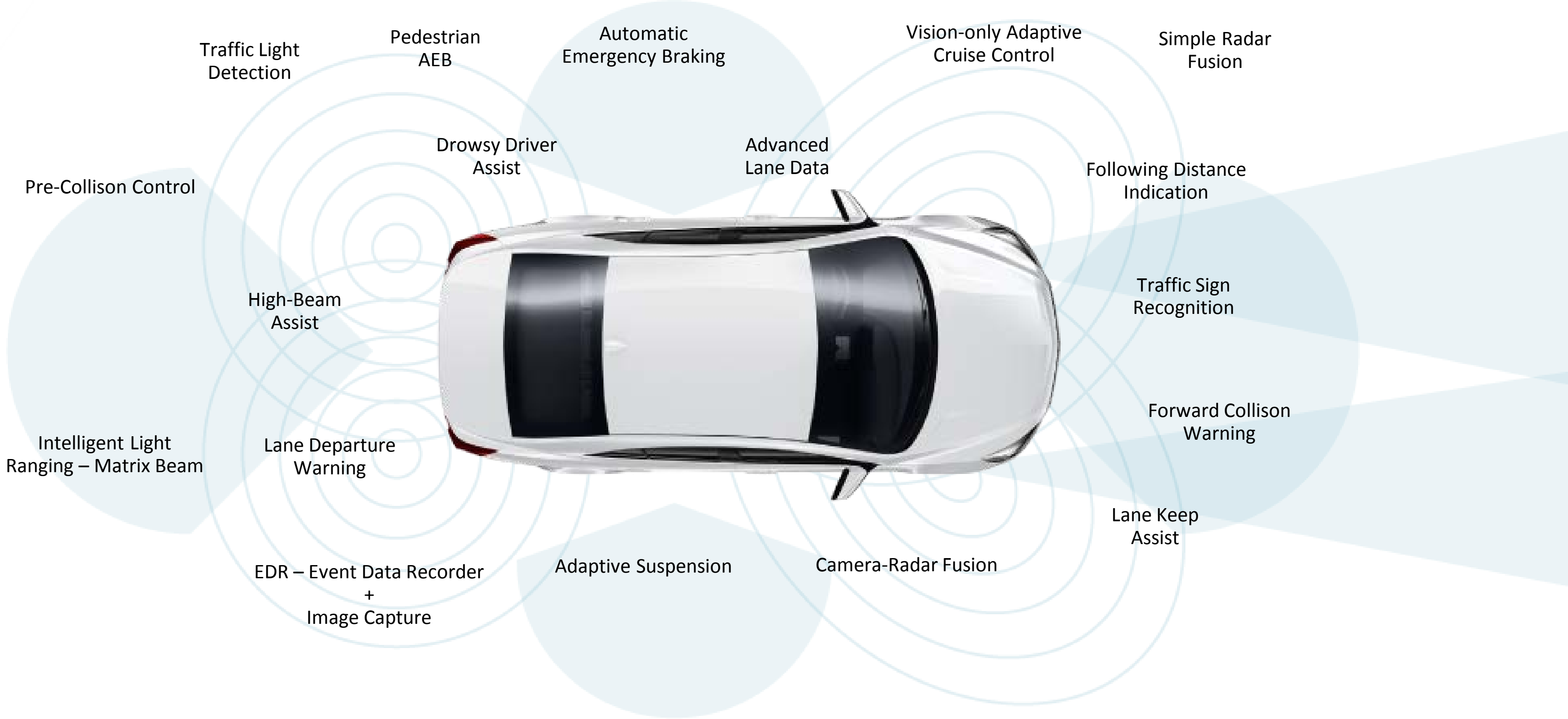
** Magna Internal Fleet Analysis*

Positioning Magna for an Autonomous Future

- Building on Strength in Vision-based ADAS
- Developing High-Definition Radar and LiDAR
- Developing Scalable Platform for Domain Controllers
- MAX4 Demonstrates our Systems Integration and Level 4 Capability
- Joined BMW, Mobileye, Intel Platform to Develop Autonomous Driving Technology
- Increased investments in Autonomy



Magna's ADAS Features on the Road Today



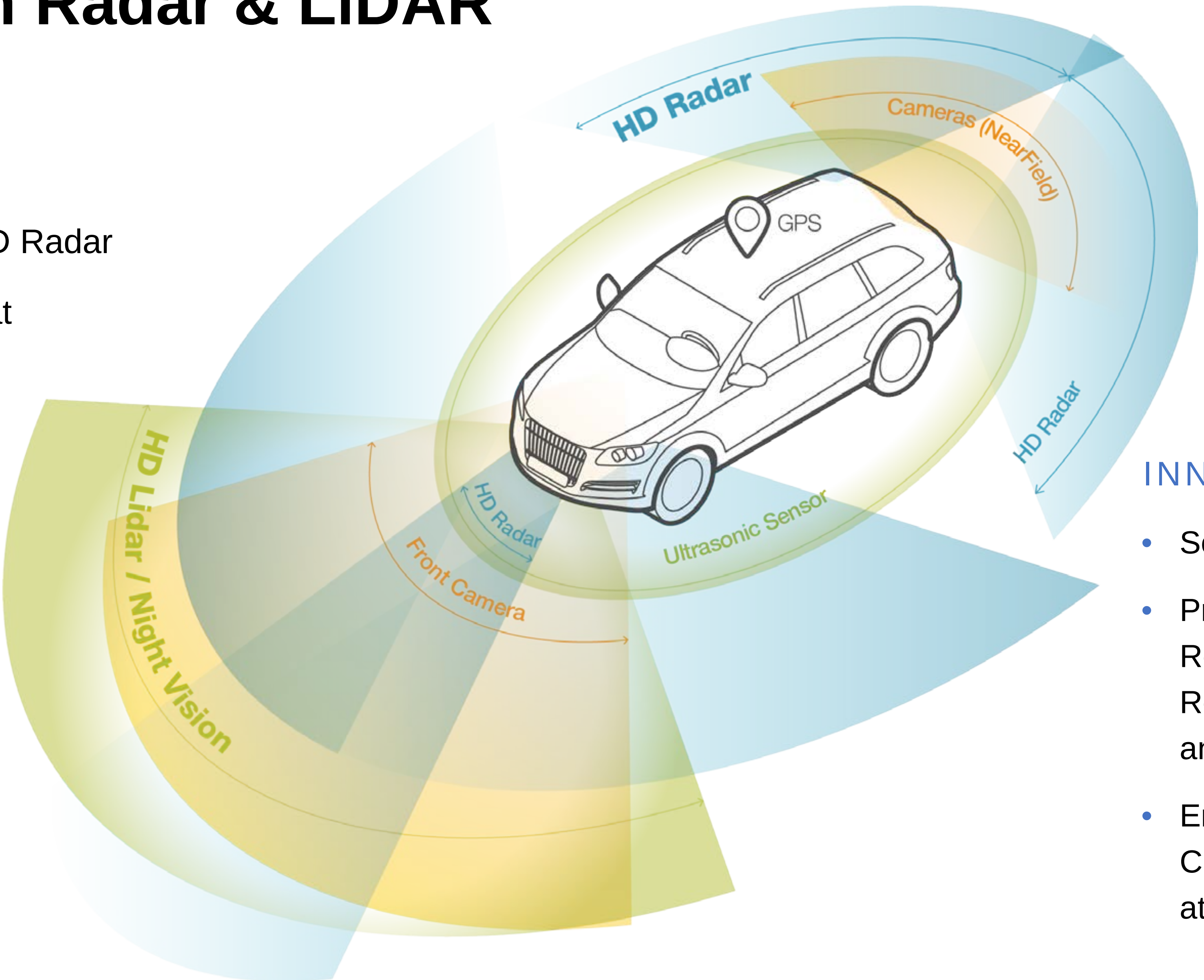
Magna Electronics Capabilities

- Image signal processing
- Machine vision
- Multi-sensor fusion
- High precision sensor manufacturing
- Functional safety
- Extensive drive data library
- Large IP portfolio
- Software/algorithms

Further Enhancing ADAS Capabilities with Radar & LiDAR

ICON RADAR

- Next Generation HD Radar
- Higher Resolution at Longer Ranges
- Improved Object Classification and Identification



INNOVIZ

- Solid-State LiDAR Developer
- Provides HD, 3D, Real-Time Images Regardless of Light and Weather
- Enables Object Detection, Classification, and Tracking at Long Distances

MAX4 Autonomous Drive Platform

max4
: AUTONOMOUS DRIVE PLATFORM

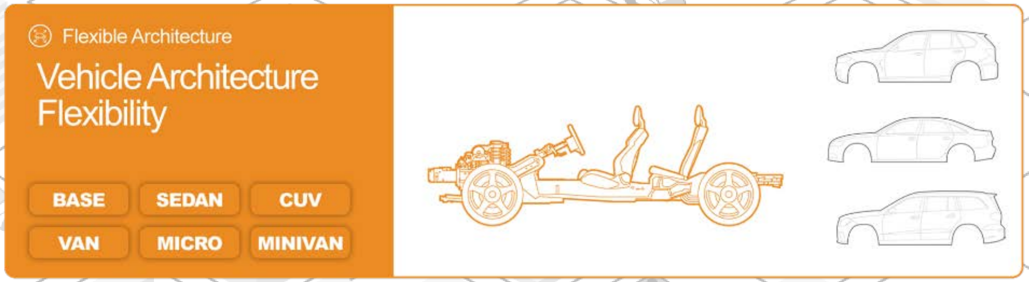
- **Customizable and scalable Compute Platform to Level 4**
- **Integrates all sensors**
- **Cross group collaboration**
  (Power & Vision and Body Exteriors & Structures)


Our Capabilities Can Support New Mobility

MAGNA

Propulsion and Autonomy

Body Systems and Chassis



Reimagine Seating

Reversible Seat

Real Time Pressure Sensing

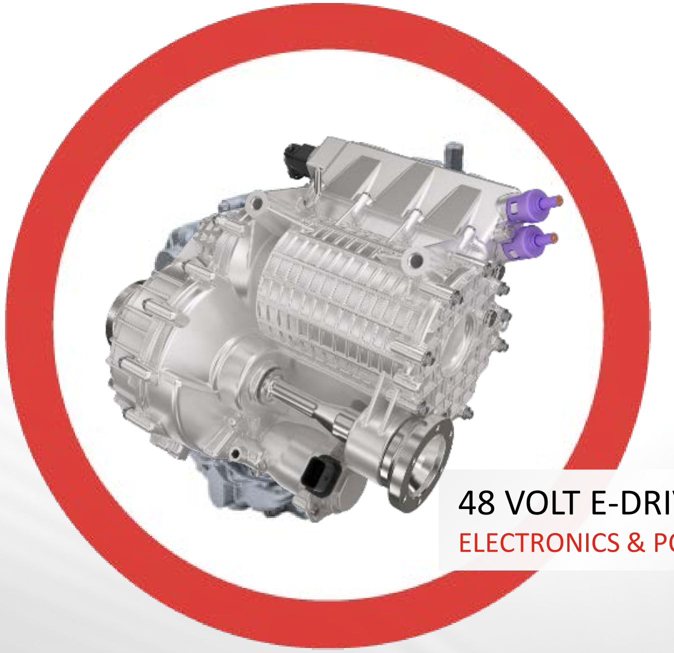
Complete Vehicle Engineering and Assembly

Jaguar

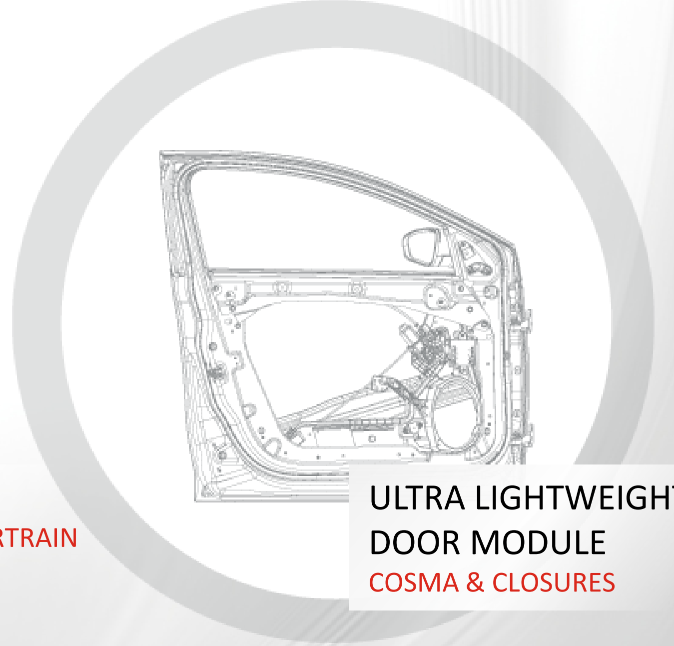
BMW

Magna’s Competitive Advantage: Agility and Cross Group Collaboration

CLEARVIEW
MIRRORS & ELECTRONICS



48 VOLT E-DRIVE
ELECTRONICS & POWERTRAIN



ULTRA LIGHTWEIGHT DOOR MODULE
COSMA & CLOSURES

- Customizable graphical overlays
- Customizable fields of view
- Lower drag
- Increased styling

- Add-On Hybrid solution for simple package integration
- High Power Design (25kW) to gain full recuperation potential
- Up to 18% CO^2 reduction
- Integrated decoupling element

- 43% mass savings
- Applicable to 70% of the market
- 6g CO^2 reduction
- SmartLatch functionality

New Reporting Segments

Why New Reporting Segments?

- Consistent with realignment of management structure
- Position company to address industry requirements and opportunities
- Further strengthen synergies between products
  - *Continued cross-group collaboration*
- Improve transparency to investors
  - *Product-oriented compared to geographically-oriented financial information*
  - *Recognizes differences in business profiles*

Body Exteriors & Structures

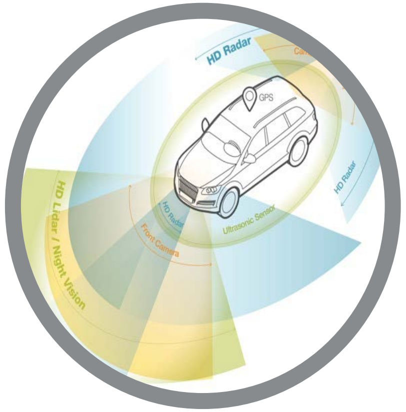
Cosma

Exteriors

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

Power & Vision

Powertrain



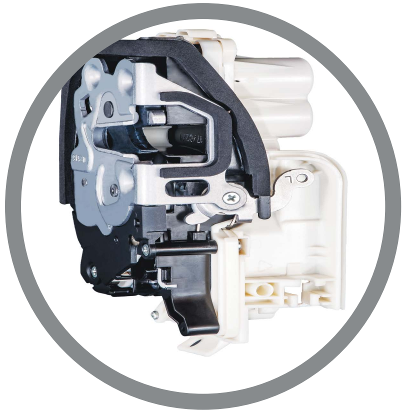
ADAS

Mirrors

Lighting

Electronics

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



Latches

Seating Systems

Complete Seat

Foam & Trim

Mechanisms

Structures

- 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

Contract Manufacturing

Engineering

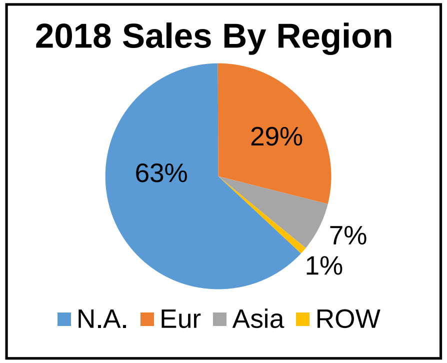
- Key Trends: More Niche Vehicles off High Volume Platforms, New Mobility
- Unique Business Profile
- OEM-Level Expertise
- Higher Magna Content on Vehicles We Assemble
- Significant Launches Underway

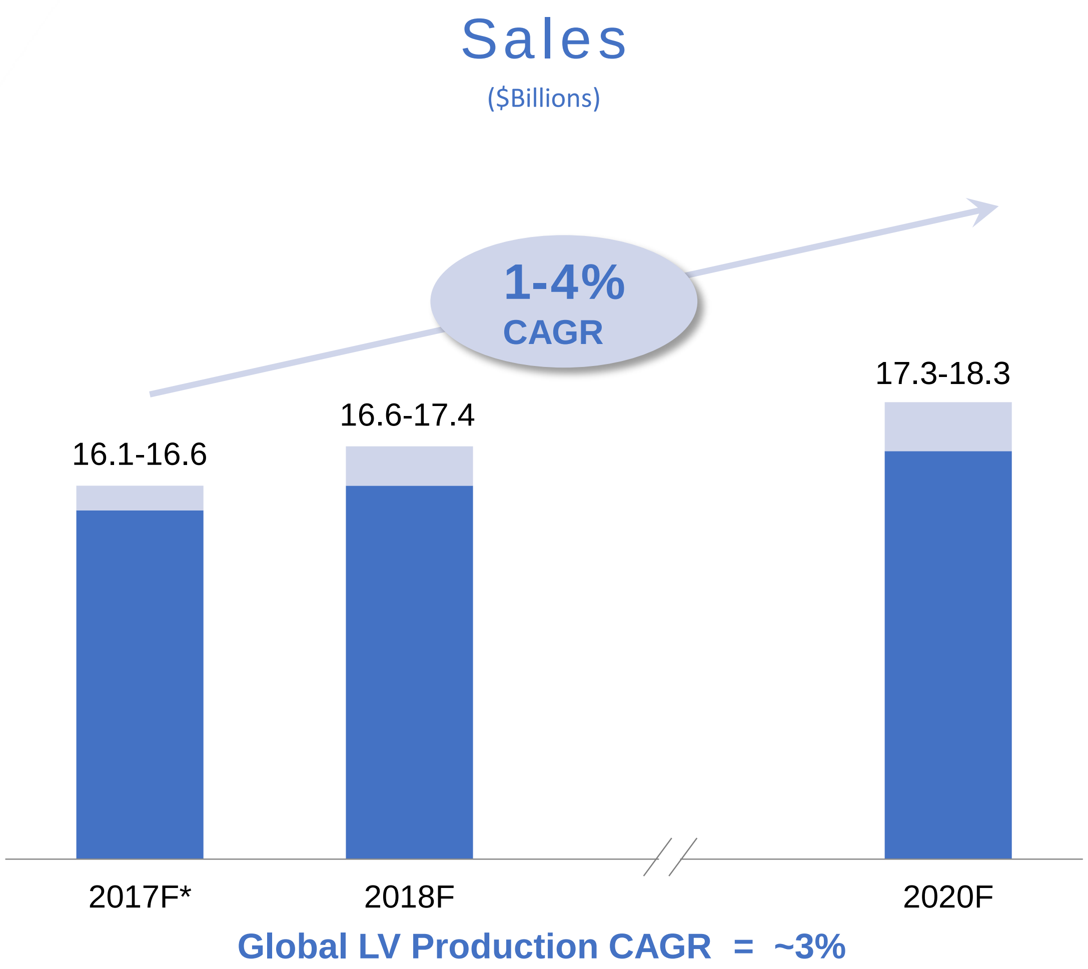
Reporting Segment Outlook

Financial Outlook – Key Assumptions

	2017 (November) Outlook	2018	2020
Automotive Light Vehicle Production (units)			
• North America	17.2M	17.4M	17.4M
• Europe	22.2M	22.3M	22.9M
Foreign Exchange Rates			
• U.S. – Cdn	0.775	0.780	0.780
• U.S. – Euro	1.131	1.170	1.170
Acquisitions/Divestitures			
• No material unannounced acquisitions / divestitures included			

Growth In-Line with Production





- Double-digit growth expected in Asia
- Lightweight technologies outgrowing market:
  - *Hot stamping*
  - *High pressure aluminum casting*
  - *Composite liftgates*
- Active aerodynamics and sensor integration are emerging opportunities

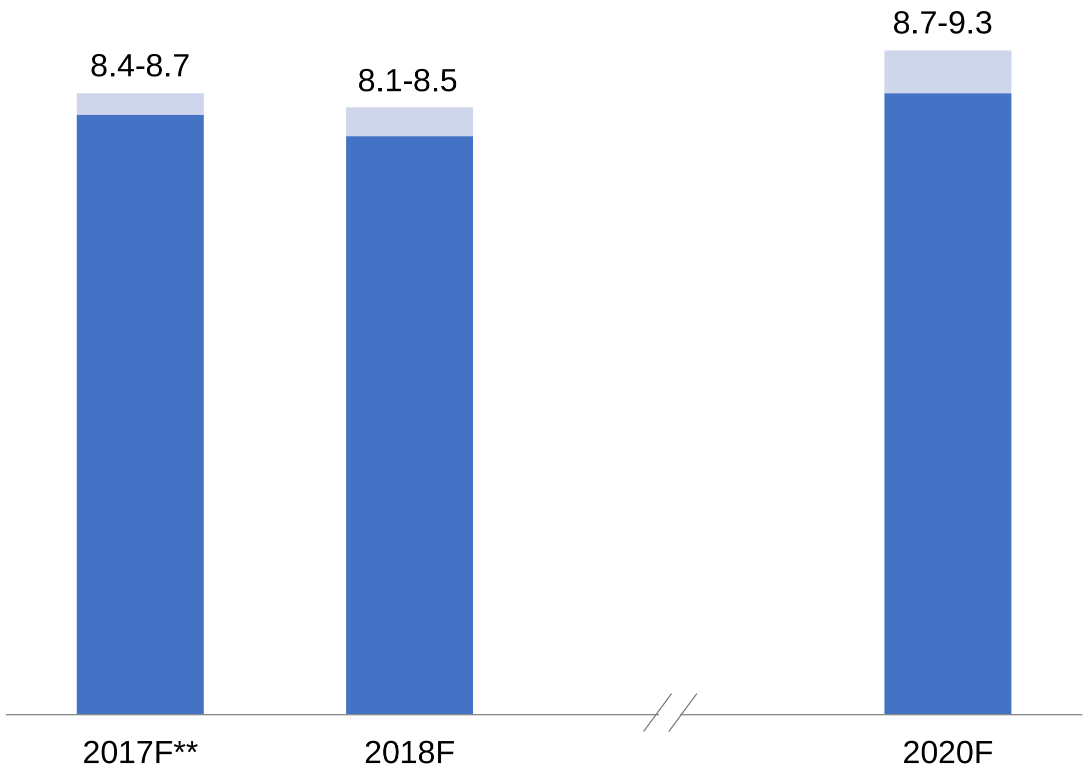
** November 2017 Outlook (restated to reflect adoption of new revenue accounting standard for tooling and pre-production engineering)*

Margins Expected to Improve into 2020

MAGNA

Adjusted EBIT Margin*

(%)



	2017F**	2018F	2020F
Equity Income ($M)	10-15	10-15	10-15

2017 to 2018

- Increased depreciation (-)
- Higher launch costs (-)
- Higher commodity costs (-)
- Operational improvements (+)

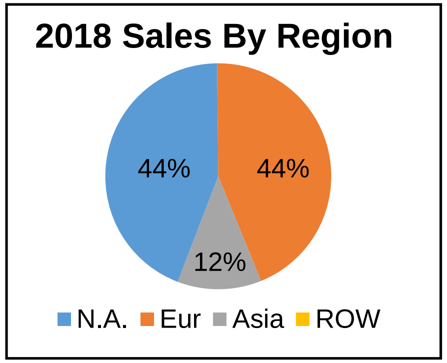
2018 to 2020

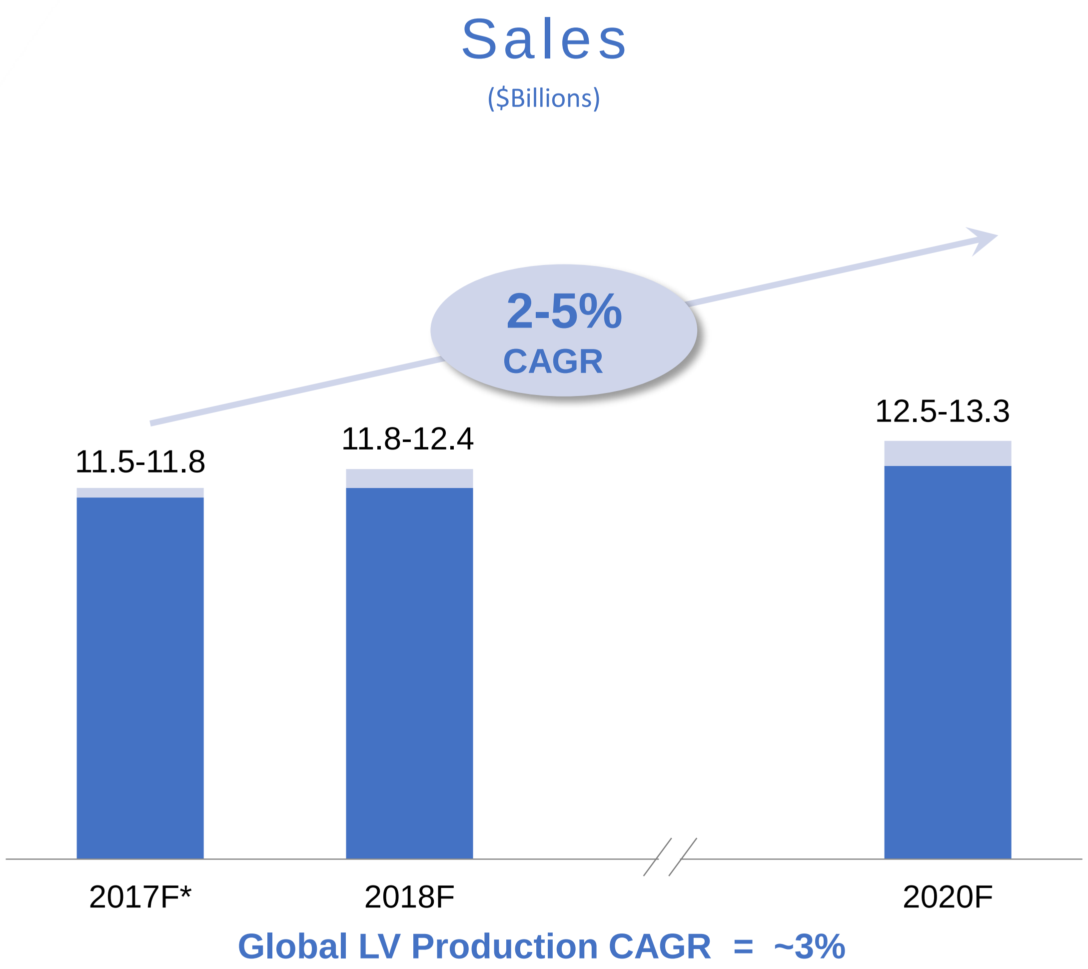
- Lower costs at new facilities (+)
- Lower launch costs (+)
- Operational improvements (+)
- Contribution on higher sales (+)
- Increased depreciation (-)

* *Excluding other expense (income), net*

** *November 2017 Outlook (restated to reflect adoption of new revenue accounting standard for tooling and pre-production engineering)*

Expect Further Growth

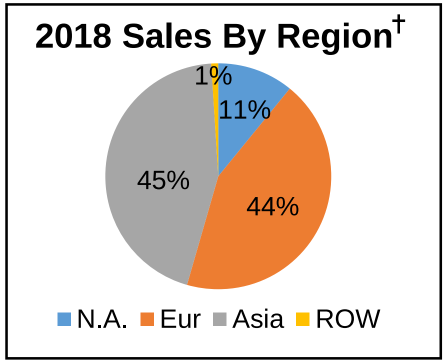


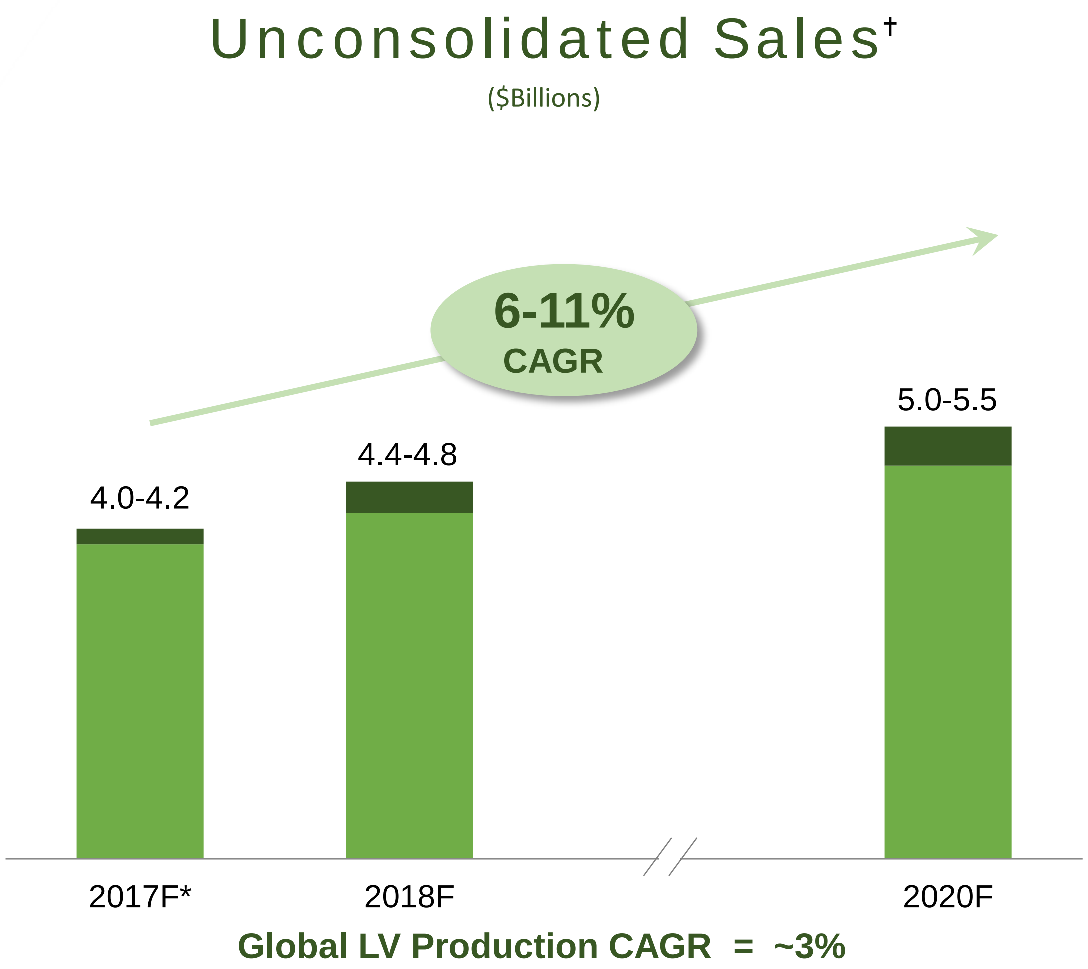


- Europe and Asia growing high single digits
- Getrag Mexico wind-down impacts North American growth as expected
- Growth in DCTs, electronics/ADAS, mirrors and lighting
- E-latches and integrated e-drives are emerging opportunities

** November 2017 Outlook (restated to reflect adoption of new revenue accounting standard for tooling and pre-production engineering)*

Expect Further Growth



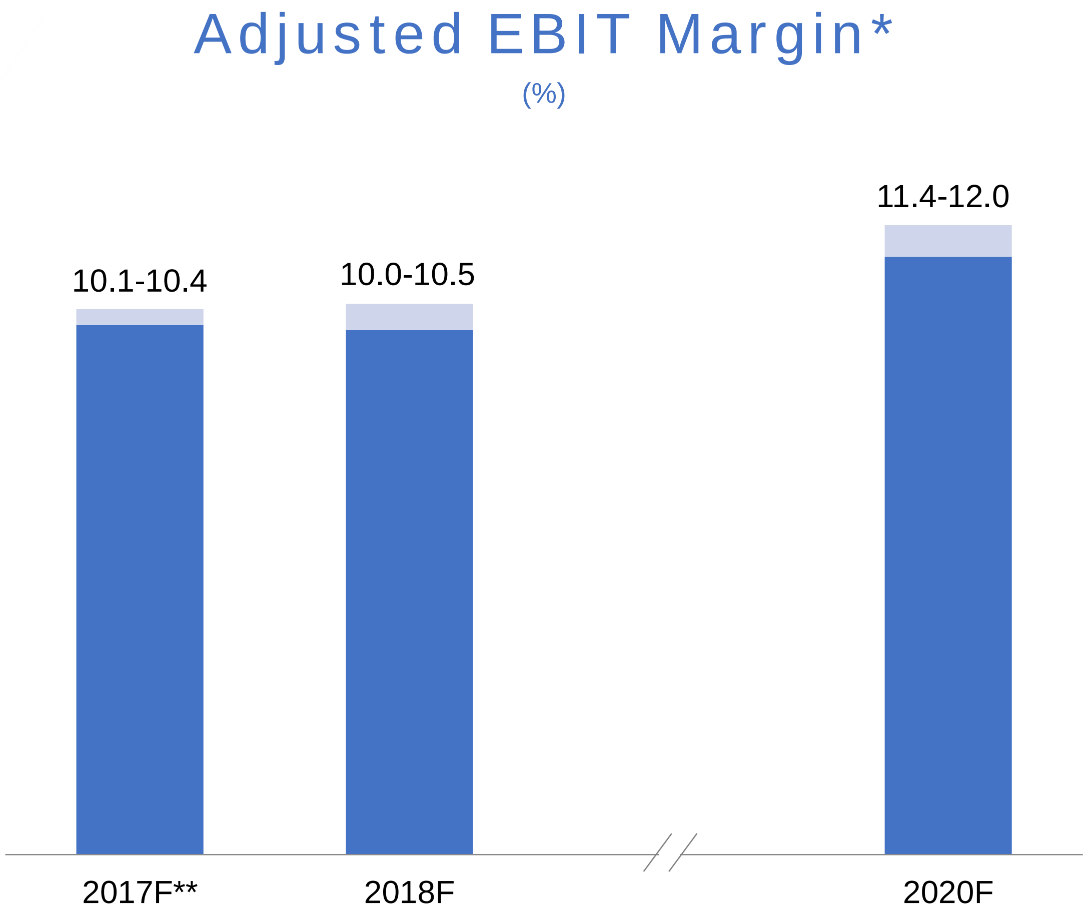


- JV growth largely in powertrain
- Getrag China seeing substantial growth in dual-clutch transmissions (DCT)
- Recently announced JV with Hasco in start-up phase

* November 2017 Outlook (restated to reflect adoption of new revenue accounting standard for tooling and pre-production engineering)

† Sales at 100% for unconsolidated entities in our Power & Vision segment

Margin Improvement Expected



Equity Income ($M)	2017F**	2018F	2020F
	220-240	320-350	365-405

2017 to 2018

- More equity income (+)
- Lower launch costs (+)
- Operational improvements (+)
- Higher investments for electrification and autonomy (-)
- Increased depreciation (-)

2018 to 2020

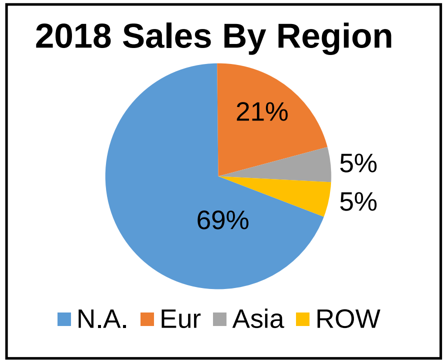
- More equity income (+)
- Lower launch costs (+)
- Operational improvements (+)
- Contribution on higher sales (+)
- Higher investments for electrification and autonomy (-)

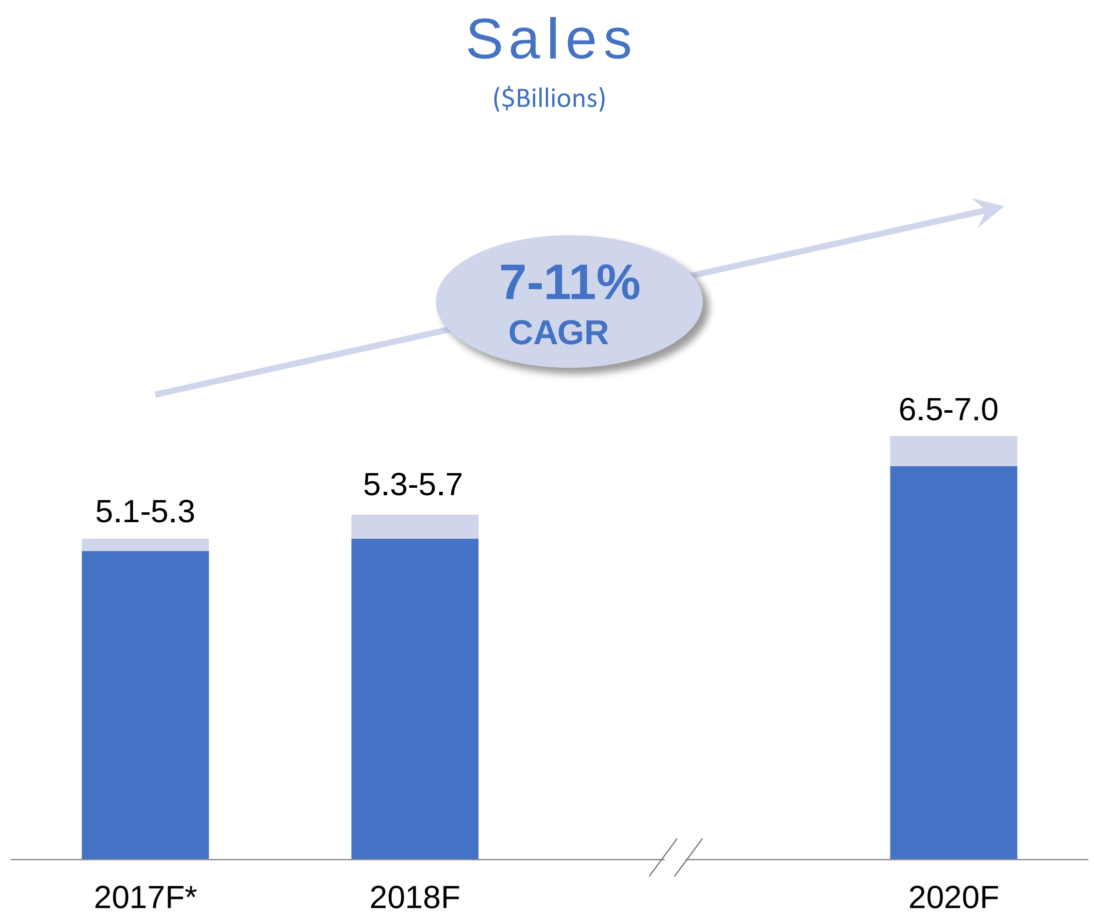
Excluding other expense (income), net

*** November 2017 Outlook (restated to reflect adoption of new revenue accounting standard for tooling and pre-production engineering)*

Further Success in Growing Well Above Market

MAGNA



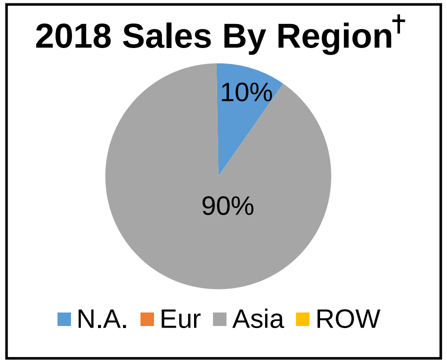


Global LV Production CAGR = ~3%

- Growth driven by all geographic regions
- Near-term growth in Asia while growth in Europe will accelerate in 2020
- High exposure to SUV/CUVs a positive

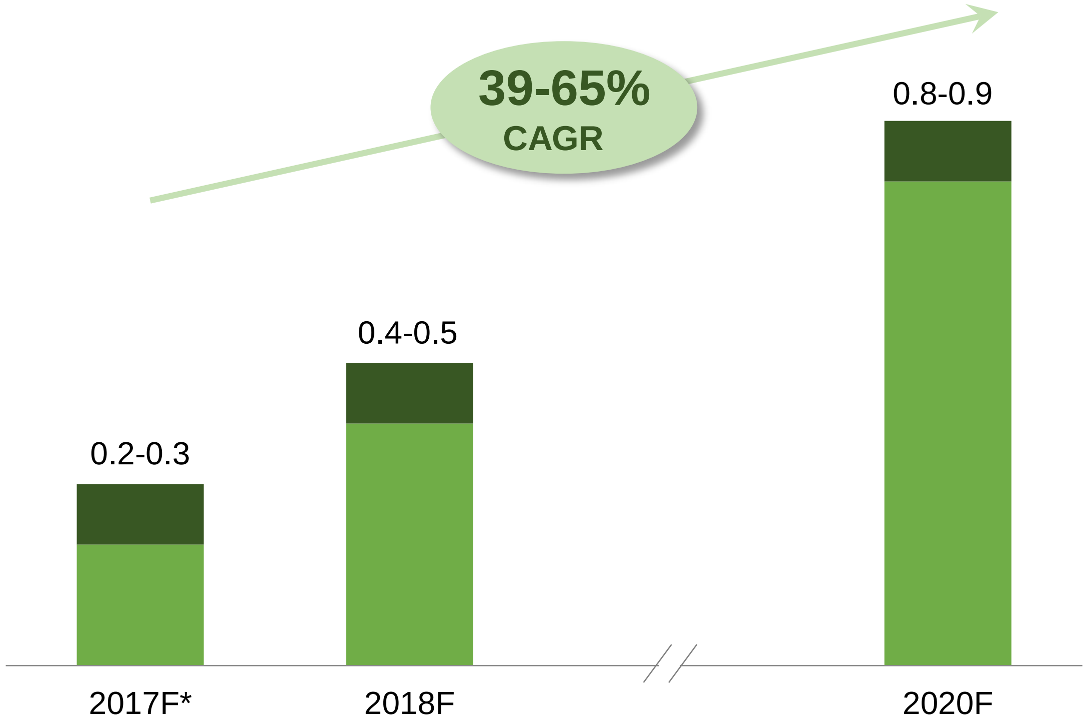
** November 2017 Outlook (restated to reflect adoption of new revenue accounting standard for tooling and pre-production engineering)*

Further Success in Growing Well Above Market



Unconsolidated Sales†

($Billions)



Global LV Production CAGR = ~3%

- JV sales in seating segment expected to exceed $800 million in 2020
- Growth largely driven by Asia
- Recently completed JV with HAPM in China will provide growth in seating mechanisms & structures

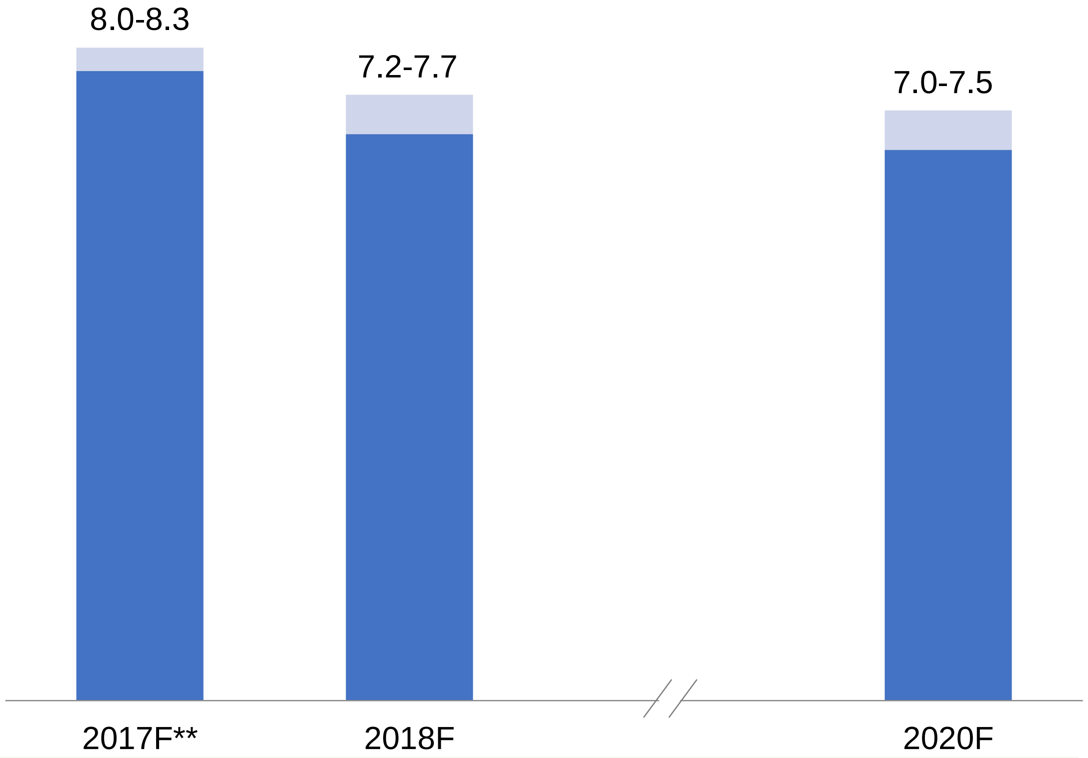
** November 2017 Outlook (restated to reflect adoption of new revenue accounting standard for tooling and pre-production engineering)*

† Sales at 100% for unconsolidated entities in our Seating segment

Margins Impacted by New Business

Adjusted EBIT Margin*

(%)



	2017F**	2018F	2020F
Equity Income ($M)	**(5)**	**5-10**	**25-30**

2017 to 2018

- Higher costs at new facilities (-)
- New customer programs with less vertical integration (-)
- More equity income (+)

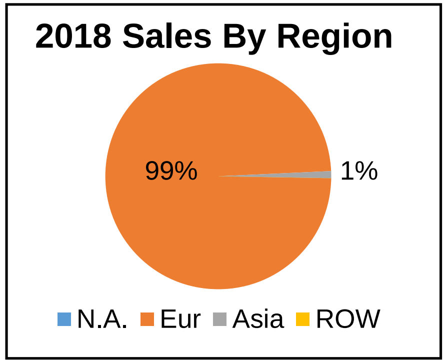
2018 to 2020

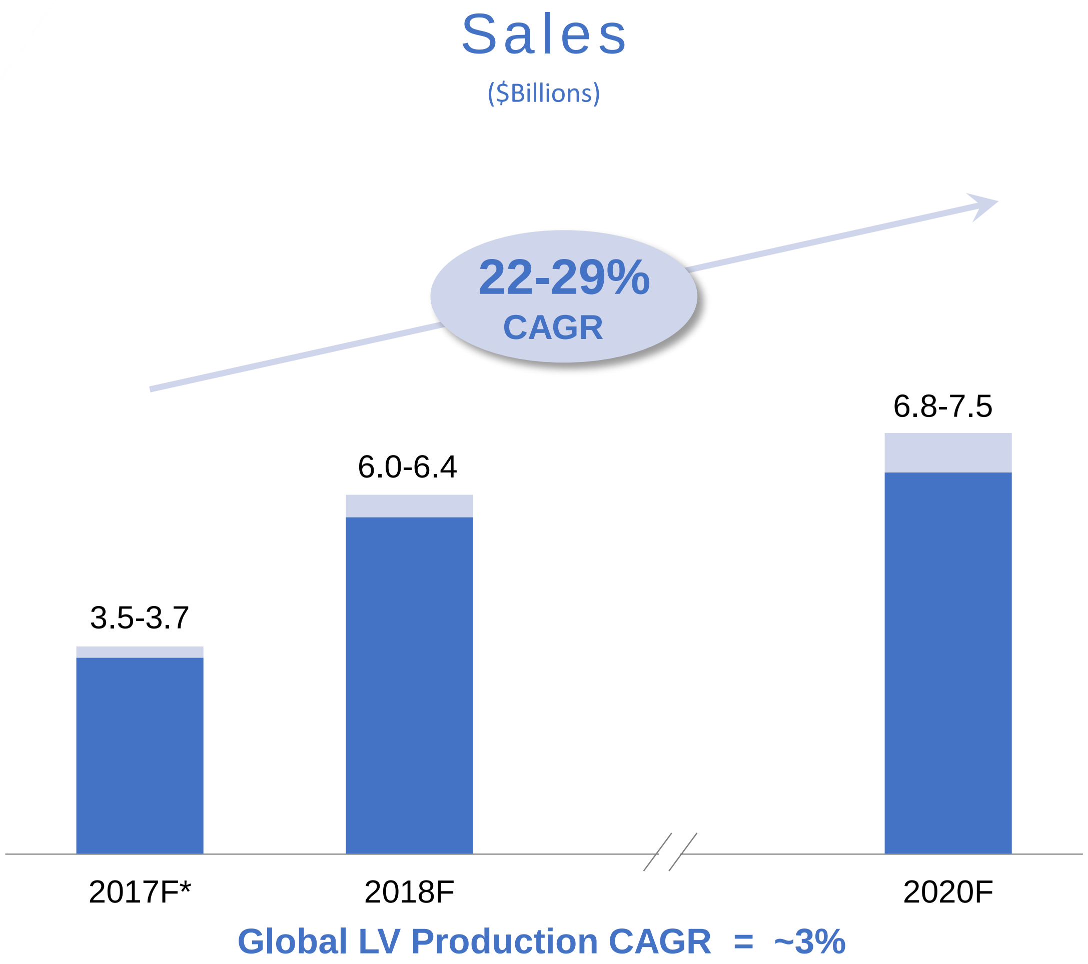
- New customer programs with less vertical integration (-)
- Lower costs at new facilities (+)
- More equity income (+)

** Excluding other expense (income), net*

*** November 2017 Outlook (restated to reflect adoption of new revenue accounting standard for tooling and pre-production engineering)*

Launches Drive Strong Growth





2017 to 2018

- Launch of new business (+)
  - *Jaguar E-Pace continues…*
  - *Jaguar I-Pace BEV*
  - *Mercedes Benz G-Class*
  - *New program (brand/model net yet disclosed)*
- Stronger € (+)

2018 to 2020

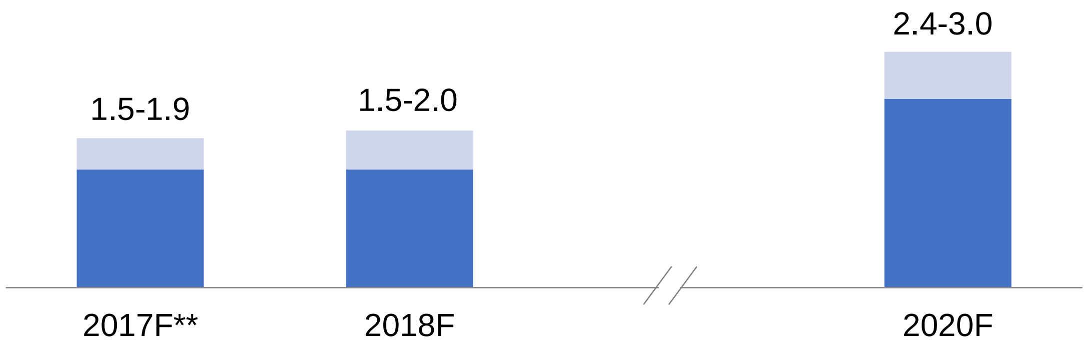
- Launch of new business (+)
  - *New program (brand/model net yet disclosed)*

** November 2017 Outlook (restated to reflect adoption of new revenue accounting standard for tooling and pre-production engineering)*

Anticipate Margin Improvement as Launch Costs Subside

Adjusted EBIT Margin*

(%)



2017 to 2018

- Contribution on higher sales (+)
- Higher costs at new facility (-)

2018 to 2020

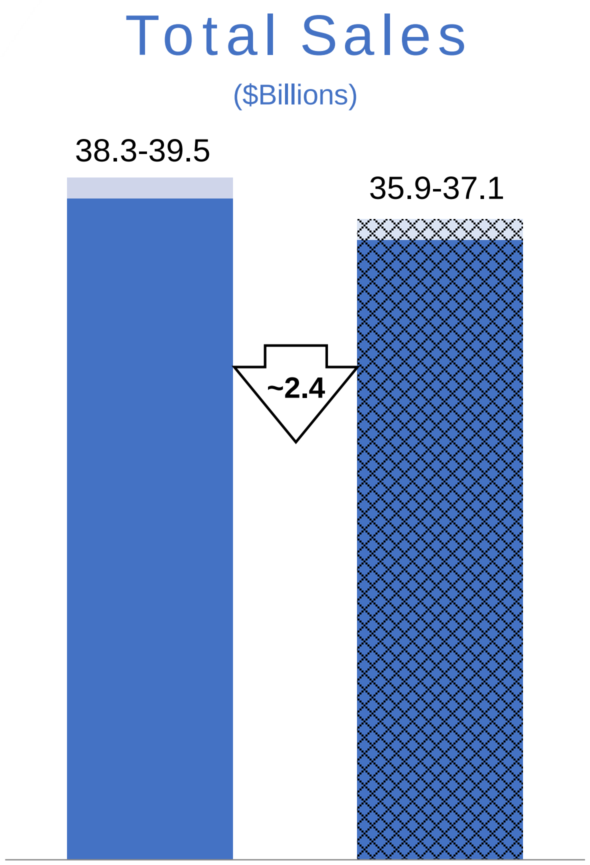
- Contribution on higher sales (+)
- Lower launch costs (+)
- Lower costs at new facility (+)

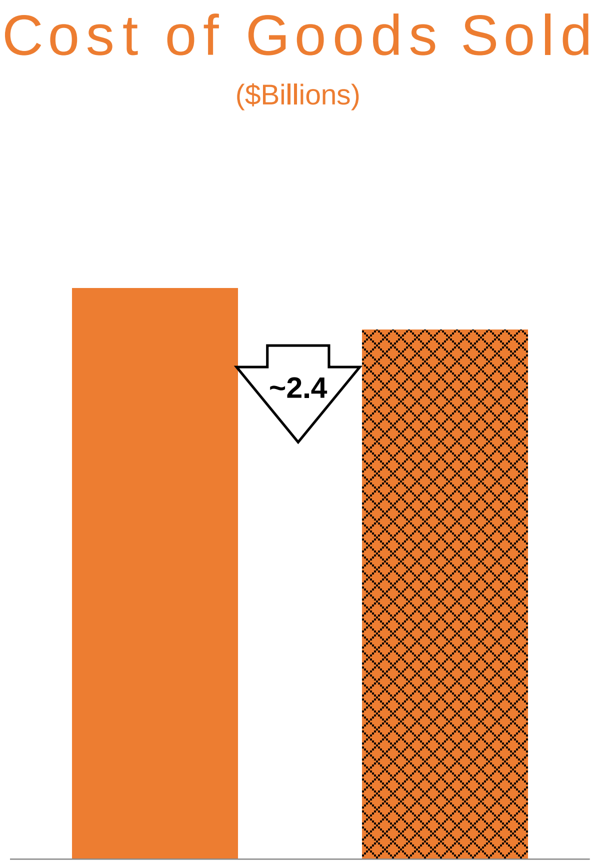
** Excluding other expense (income), net*

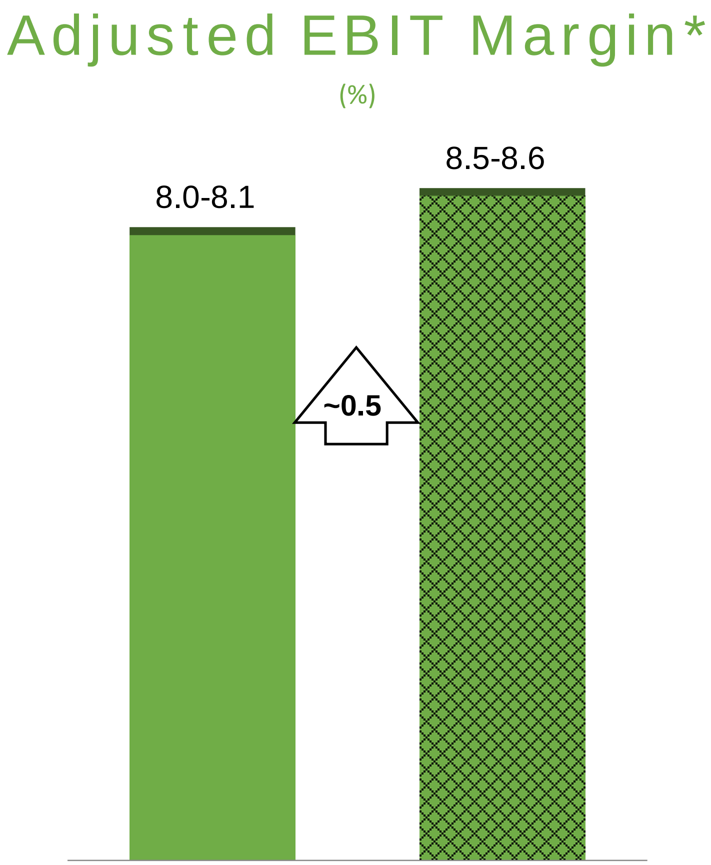
*** November 2017 Outlook (restated to reflect adoption of new revenue accounting standard for tooling and pre-production engineering)*

Consolidated Outlook

2017 Outlook Restated for Adoption of New Revenue Accounting Standard





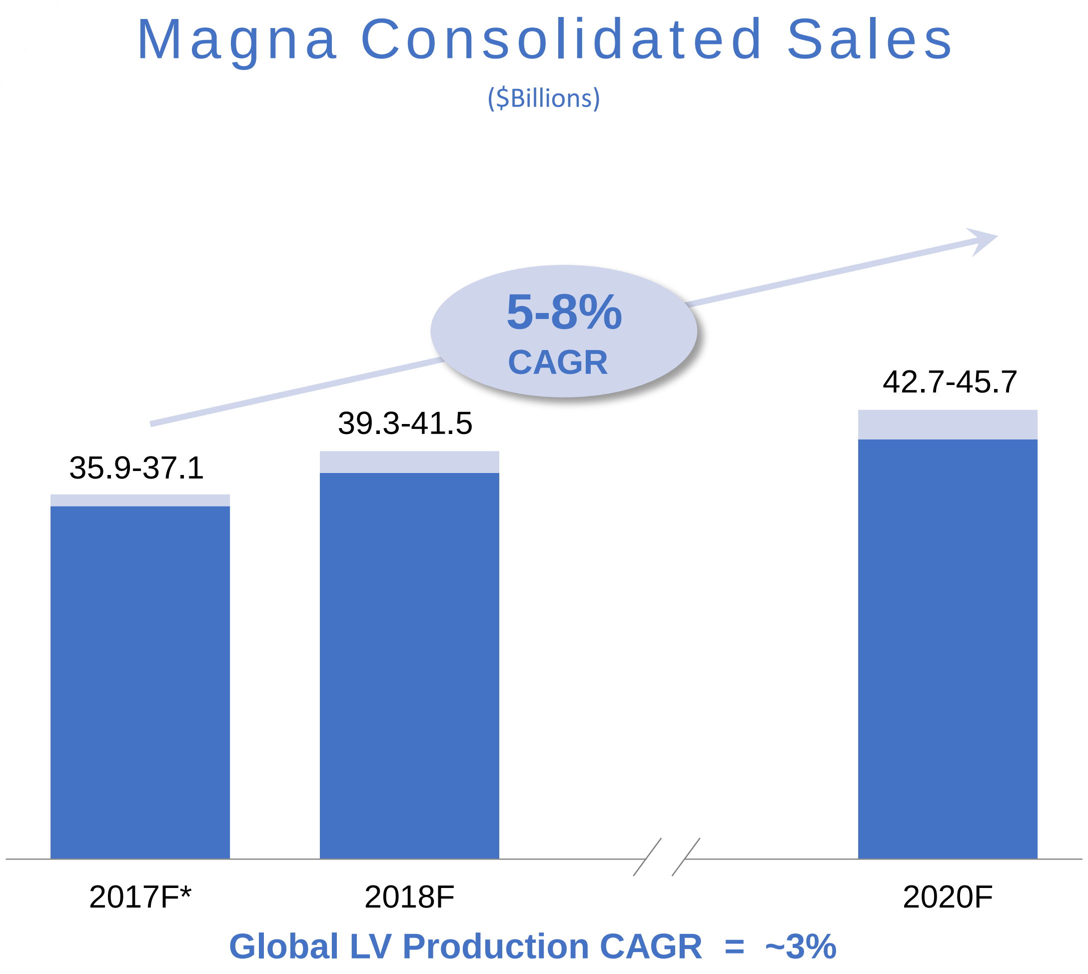


Excluding other expense (income), net

■ *November 2017 Outlook*

⊠ *Restated to reflect adoption of new revenue accounting standard for tooling and pre-production engineering*

Magna's Consolidated Sales Continue to Grow Faster than Production



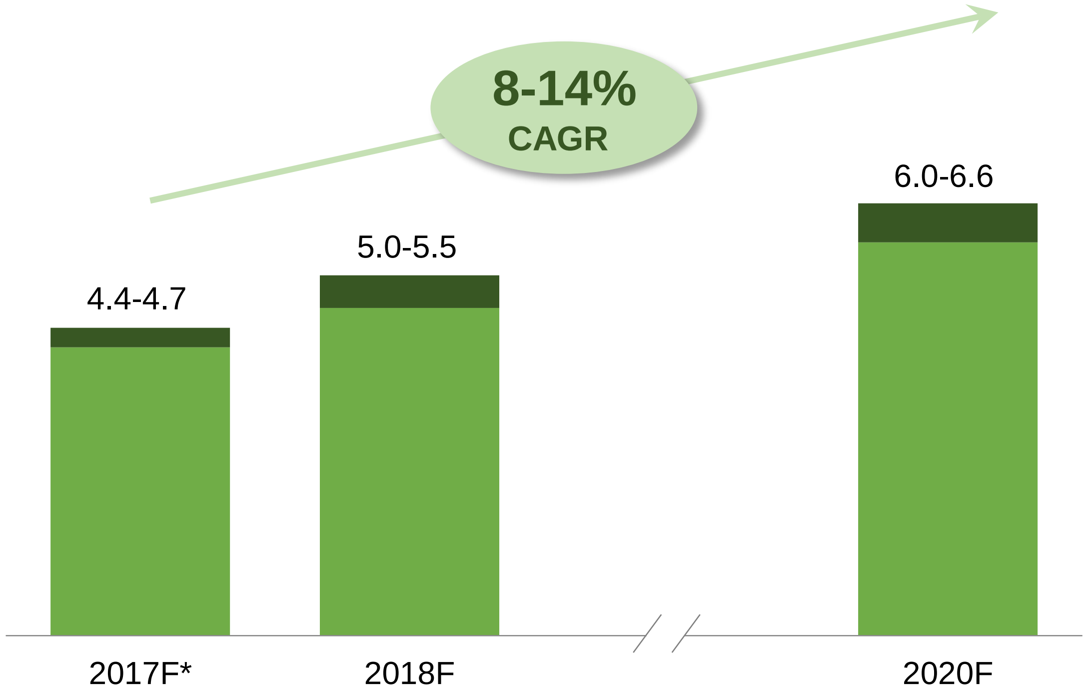
- Growth in each reporting segment
- Significant growth in Europe and Asia creating more balanced geographical diversification

** November 2017 Outlook (restated to reflect adoption of new revenue accounting standard for tooling and pre-production engineering)*

Magna's Unconsolidated Sales Continue to Grow Faster than Production

Magna Unconsolidated Sales†

($Billions)



Global LV Production CAGR = ~3%

- Total unconsolidated sales expected to be $6 billion by 2020
- Growth mostly due to Asian JVs in transmissions, seats and seat mechanisms
- Magna is an attractive JV partner

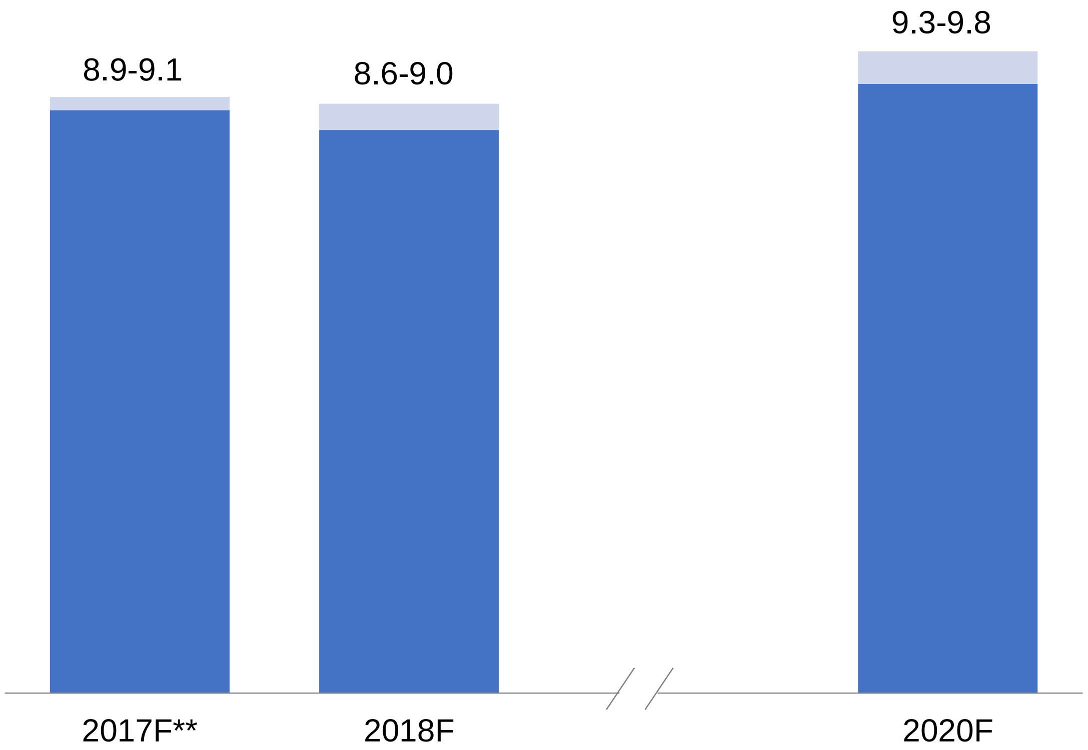
** November 2017 Outlook (restated to reflect adoption of new revenue accounting standard for tooling and pre-production engineering)*

† Sales at 100% for our unconsolidated entities

EBIT Margin %*

Auto Parts and Systems†

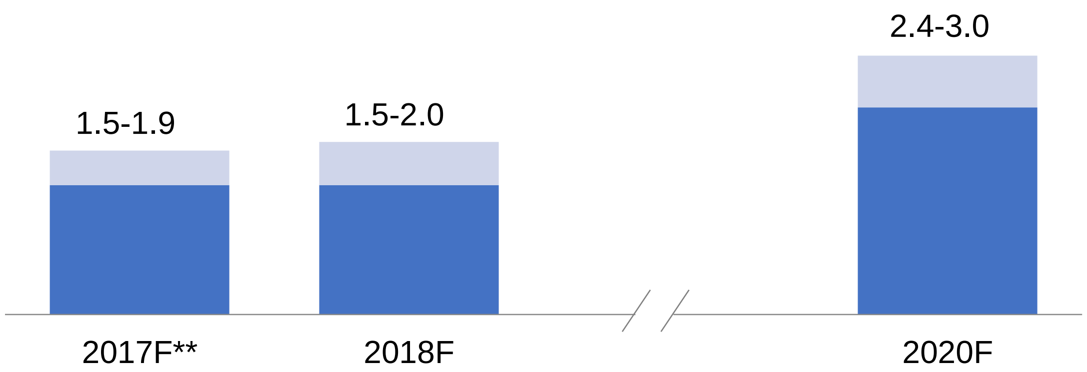
(%)



% of Sales	**~90**	**~85**	**~84**

Complete Vehicles

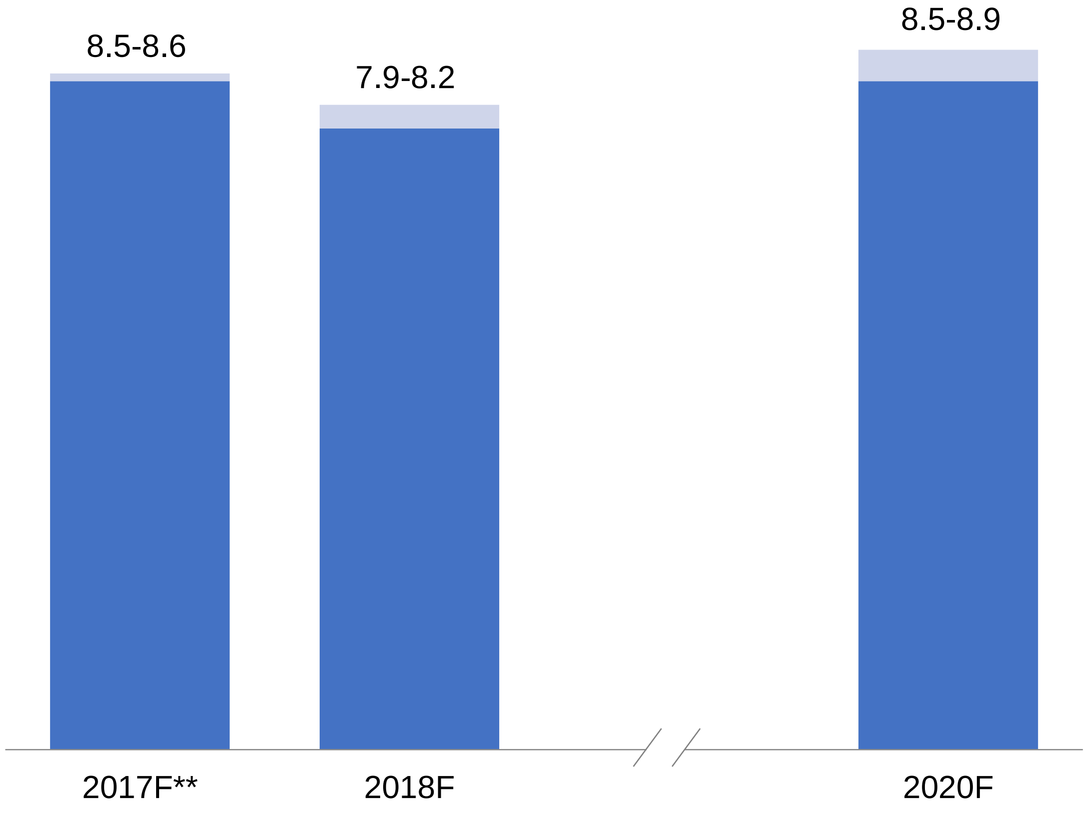
(%)



% of Sales	**~10**	**~15**	**~16**

** Excluding other expense (income), net*
*** November 2017 Outlook (restated to reflect adoption of new revenue accounting standard for tooling and pre-production engineering)*
† Represents combined Body Exteriors & Structures, Power & Vision and Seating segments

Consolidated EBIT Margin %*



2017-2018

- Larger proportion of complete vehicle sales (-)
- Higher investments for electrification and autonomy (-)
- Higher costs at new facilities (-)
- Increased depreciation (-)
- Higher commodity costs (-)
- More equity income (+)
- Operational improvements (+)

2018-2020

- Lower launch and new facility costs (+)
- Net contribution on higher sales (+)
- More equity income (+)
- Operational improvements (+)
- Increased depreciation (-)
- Higher investments for electrification and autonomy (-)

** Excluding other expense (income), net*

*** November 2017 Outlook (restated to reflect adoption of new revenue accounting standard for tooling and pre-production engineering)*

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

MAGNA

1 Maintain Strong Balance Sheet

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

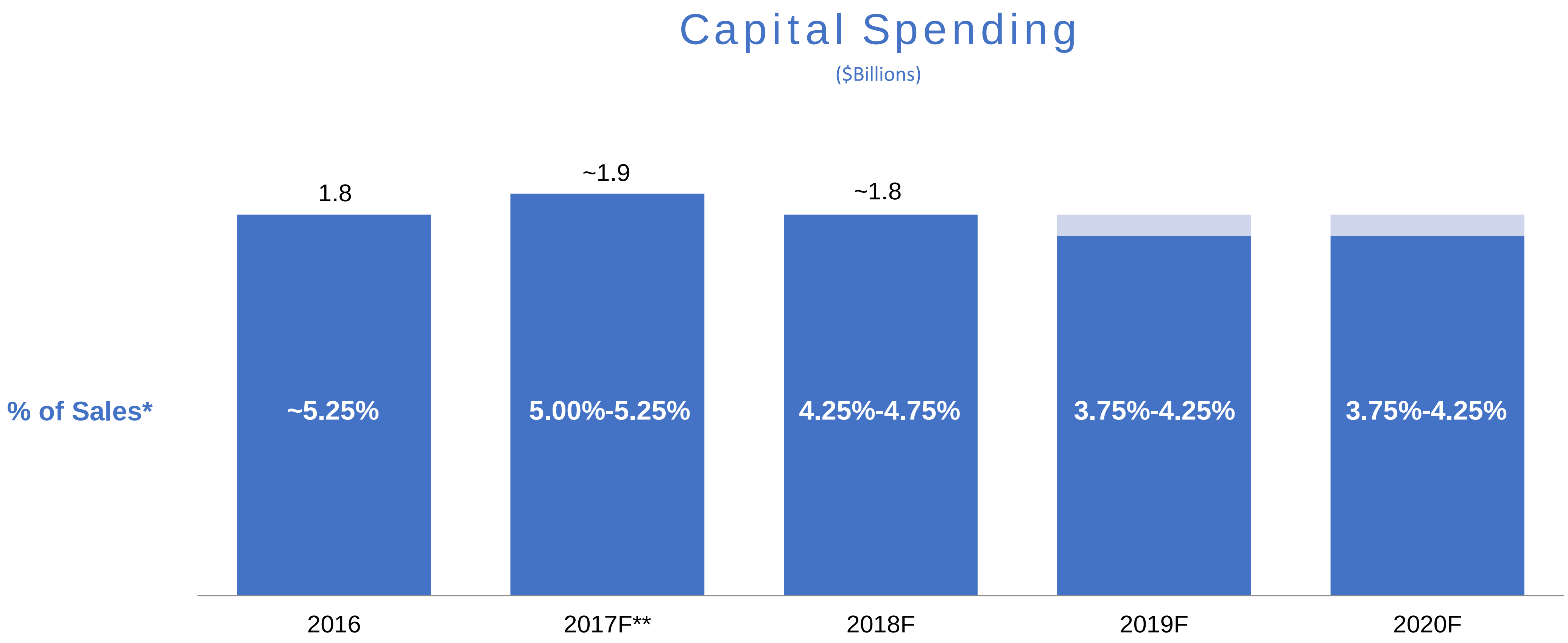
2 Invest for Growth

- Organic opportunities
- Innovation
- Acquisitions that fit product strategy

3 Return Capital to Shareholders

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

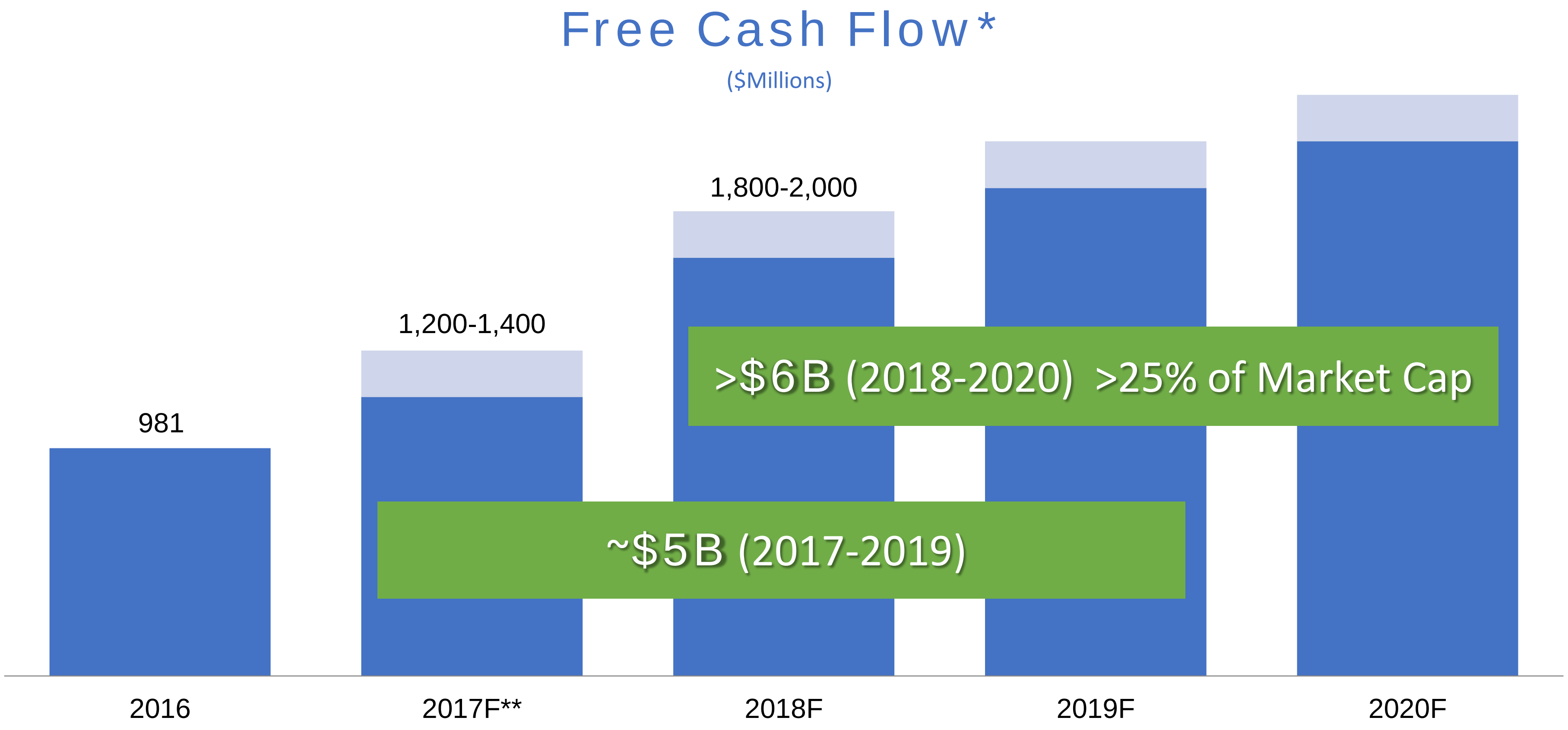
Capital Spending and Capital/Sales Expected to Decline in 2018-2020



Consistent with Previous Expectations

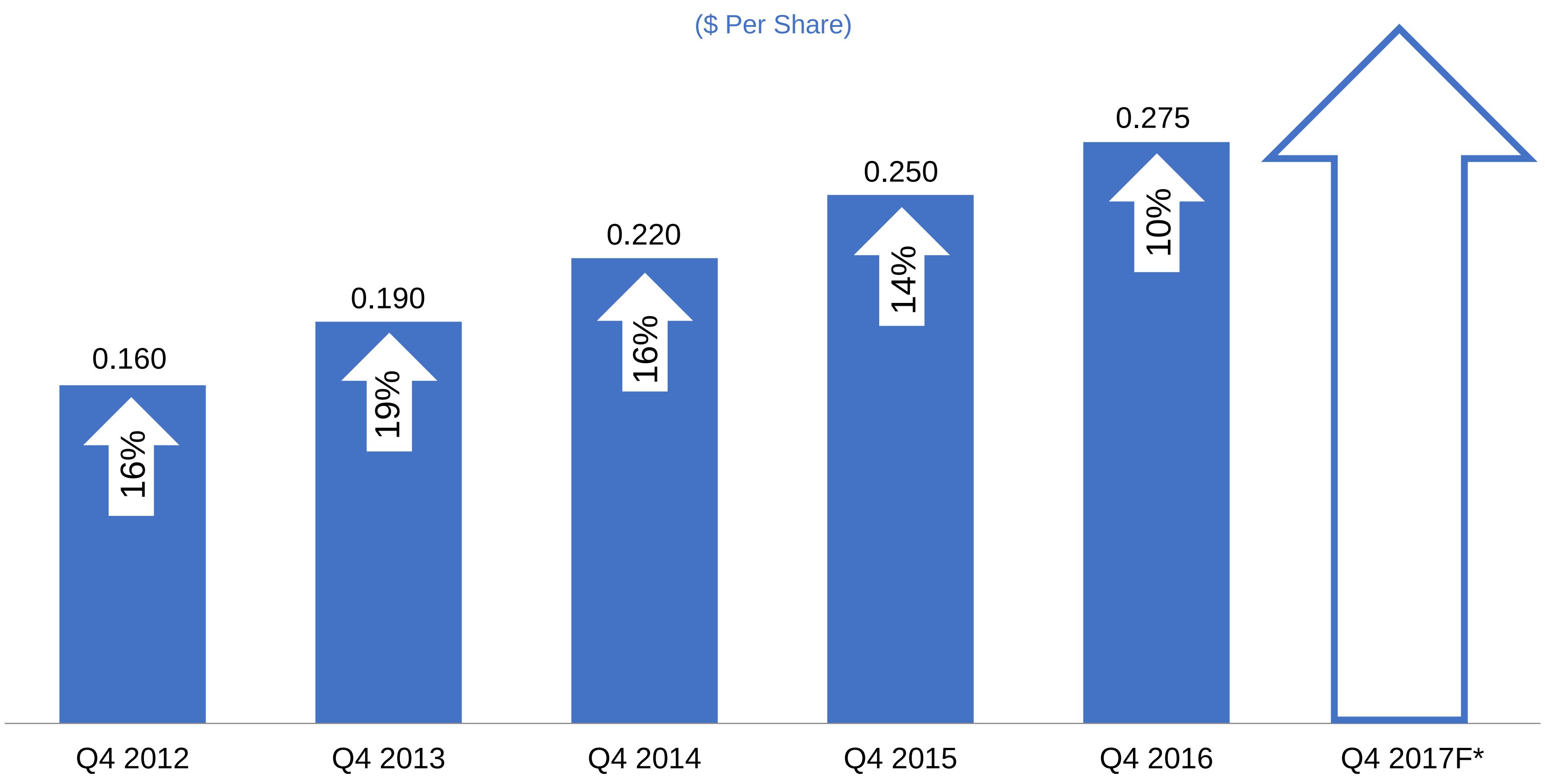
** 2017 to 2020 are based on the level of business reflected in our sales outlook*
*** November 2017 Outlook*

Increasing Our Free Cash Flow Generation



** 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*
*** November 2017 Outlook*

Growing Quarterly Dividend Over Time



** Subject to Board approval*

Proven Track Record of Delivering Substantial Return of Capital to Shareholders

2011-2017

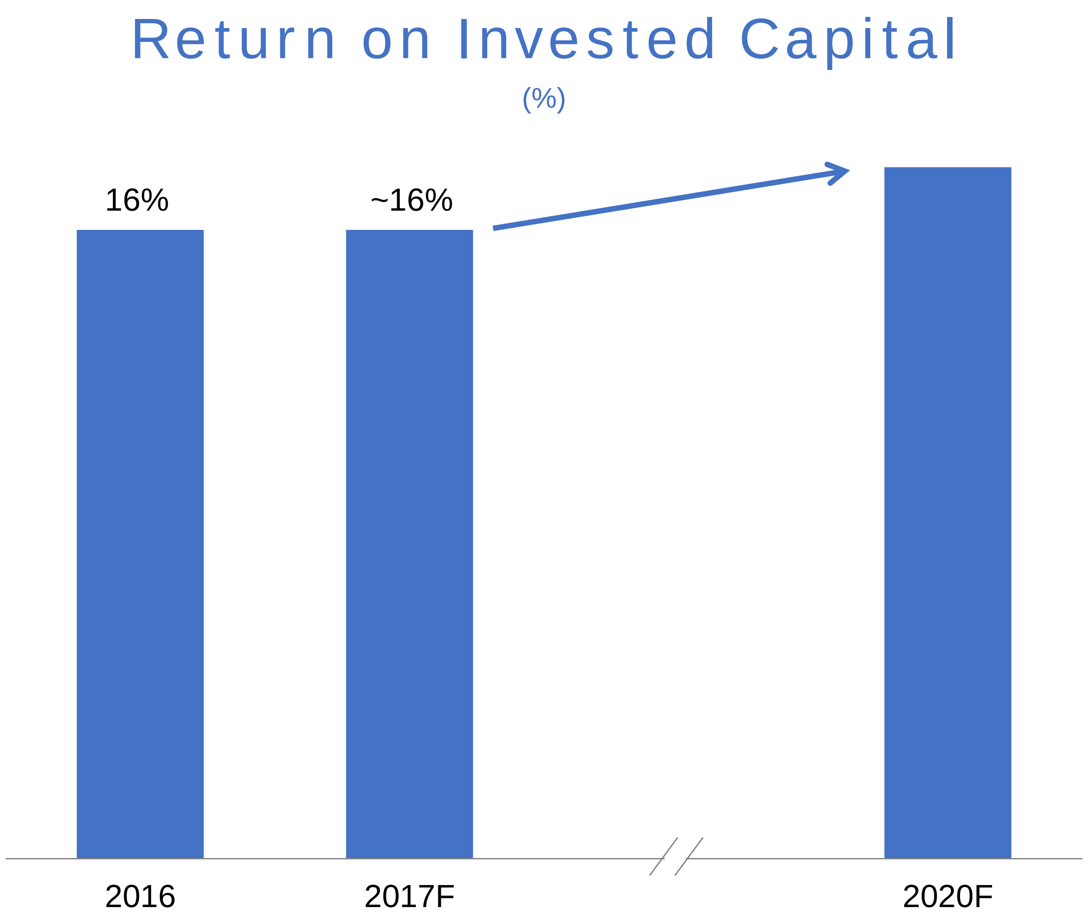
Dividends	Share Repurchases	Returned Over
$2.2B	$5.9B	$8.1B
	145 million shares	Since 2011

~30% of 12/31/2010 shares outstanding

Returned Over $1.6B in 2017

Delivering Strong and Improving Returns

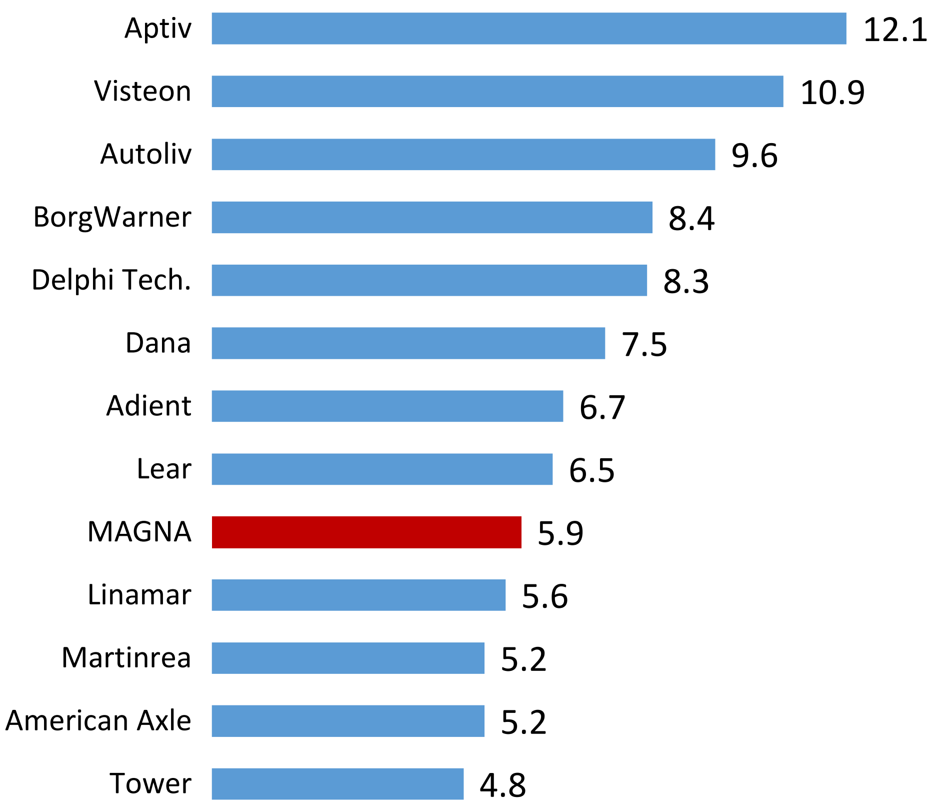
MAGNA



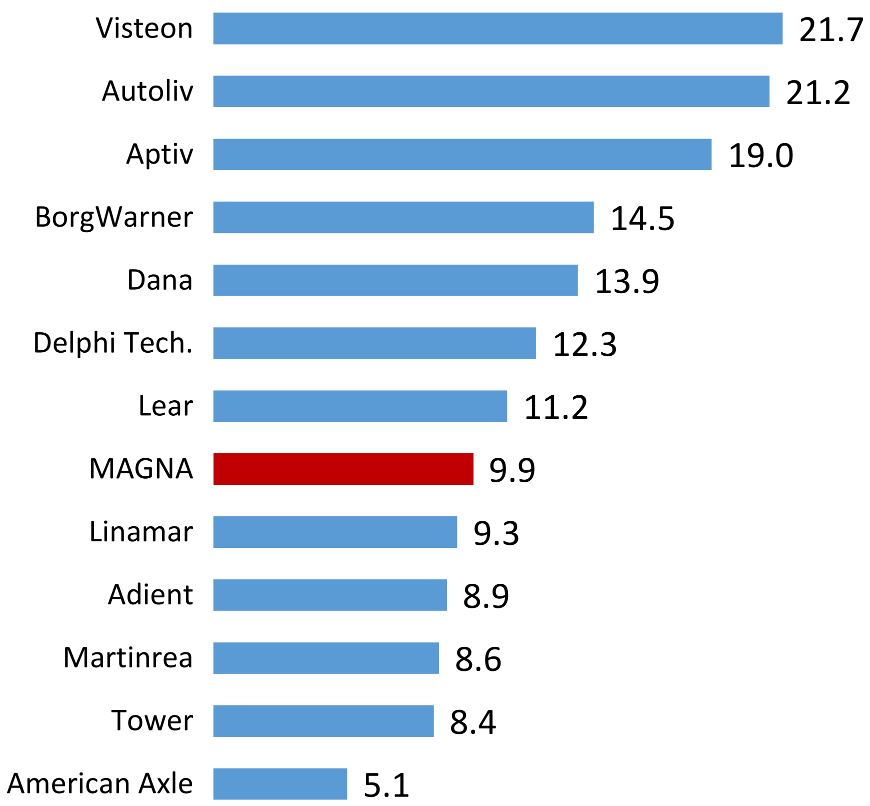
- Launching significant new business at appropriate returns
- Lower Cap Ex % of sales (2018-2020)
- Operational improvements

Strong Business Profile Not Reflected in Share Price

EV/2017 EBITDA*



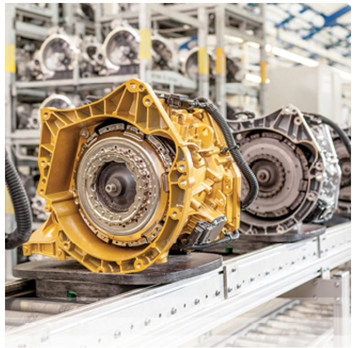
2017 P/E*



** Consensus estimates and share prices as of market close January 8, 2017 (Capital IQ)*

In Summary

- Continuing to grow sales faster than vehicle production
- Increasing investment in electrification and autonomy
- Expect > $6 billion free cash flow generation (2018-2020)
- Delivering strong and improving returns
- Attractive valuation versus peer group
- Well positioned for future mobility



Appendix

Financial Outlook*

(U.S. GAAP) ($Billions, unless otherwise noted)	2018	2020
Sales:		
• Body Exteriors & Structures	16.6 – 17.4	17.3 – 18.3
• Power & Vision	11.8 – 12.4	12.5 – 13.3
• Seating Systems	5.3 – 5.7	6.5 – 7.0
• Complete Vehicles	6.0 – 6.4	6.8 – 7.5
Total Sales	39.3 – 41.5	42.7 – 45.7
EBIT Margin %	7.9% – 8.2%	8.5% – 8.9%
Equity Income	335M – 375M	400M – 450M
Interest Expense	~90M	
Tax Rate	22% – 23%	
Net Income Attributable to Magna	2.3 – 2.5	
Capital Spending	~1.8	

** Based on new revenue accounting standard for tooling and pre-production engineering*

New Launches Ramping Up

Chevy Silverado
GMC Sierra

Ford Expedition
Lincoln Navigator

Acura RDX

Chevy Bolt AV

Jeep Wrangler

BMW X5

Body   Power & Vision   Seating   Complete Vehicles

New Launches Ramping Up

Audi A6

Mercedes-Benz G-Class

Jaguar E-Pace

Kia Rio

Bentley Continental GT/GTC

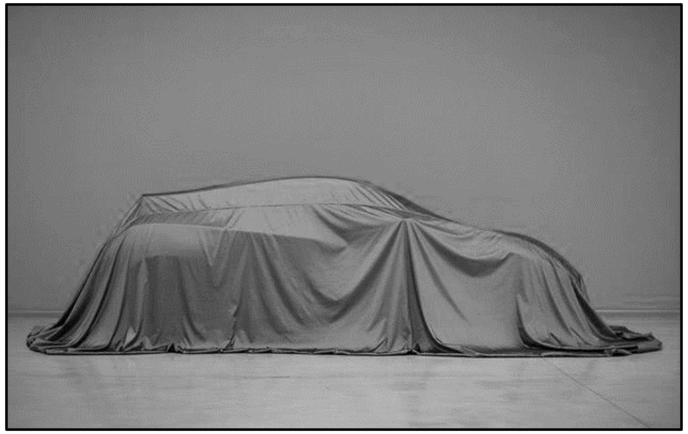
Mercedes-Benz X-Class

Body · Power & Vision · Seating · Complete Vehicles

New Launches Ramping Up

MAGNA

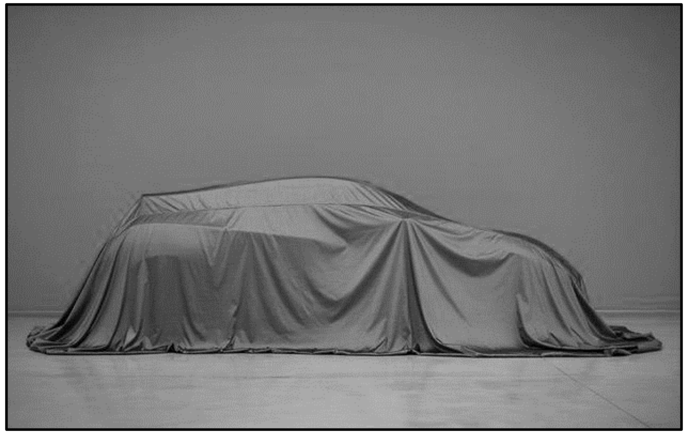
BMW X3



Jeep D-SUV

Audi Q5

NIO ES8



Volkswagen A-SUV

Lynk & Co 01

● Body ● Power & Vision ● Seating ● Complete Vehicles

Change in Accounting for Tooling and Pre-Production Engineering Activities

- We previously accounted for <u>all</u> tooling, engineering and certain other customer payments on a “gross” basis as sales
- In 2017, SEC issued new interpretive guidance regarding accounting for pre-production activities
  - *Supports application of a cost reimbursement model – common industry practice under existing standards*
- Effective January 1, 2018, payments for tooling and pre-production engineering that are part of a long-term supply arrangement will be “netted” against cost of sales
- **Reduces reported sales, increases earnings margin % of sales**
- No significant change to earnings
- Prior year to be restated to reflect this change
- Tooling, engineering and other sales that are not part of a long-term supply arrangement will continue to be recorded as sales

2017 Outlook Restated for New Reporting Segments and Adoption of New Revenue Accounting Standard

MAGNA

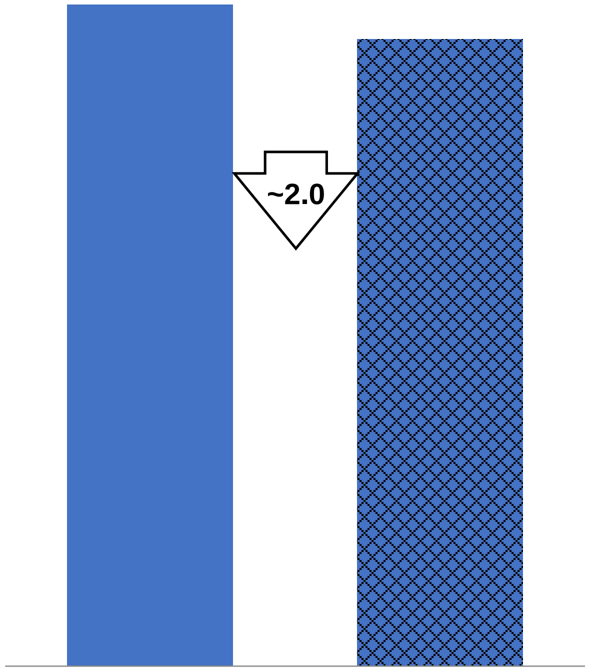
(U.S. GAAP) ($Billions, unless otherwise noted)	PREVIOUS SEGMENTS 2017 Outlook (November)	Tooling & Pre-Production Engineering	Adjusted	NEW SEGMENTS 2017 Outlook (November)
Production Sales				
• North America	19.2 - 19.6		19.2 - 19.6	
• Europe	9.9 - 10.2		9.9 - 10.2	
• Asia	2.3 - 2.4		2.3 - 2.4	
• Rest of World	0.5 - 0.6		0.5 - 0.6	
• Total	31.9 - 32.8		31.9 - 32.8	
Complete Vehicle Assembly Sales	3.0 - 3.2		3.0 - 3.2	
Tooling, Eng. and Other Sales	3.4 - 3.5	~(2.4)	1.0 - 1.1	
Body Sales				16.1 - 16.6
Power & Vision Sales				11.5 - 11.8
Seating Sales				5.1 - 5.3
Complete Vehicle Sales				3.5 - 3.7
Corporate and Other Sales (incl. inter-segment elims.)				~(0.3)
Consolidated Sales	38.3 - 39.5	~(2.4)	**35.9 - 37.1**	**35.9 - 37.1**
Consolidated EBIT %*	8.0% - 8.1%	~0.5%	**8.5% - 8.6%**	**8.5% - 8.6%**

No significant change to earnings associated with the adoption

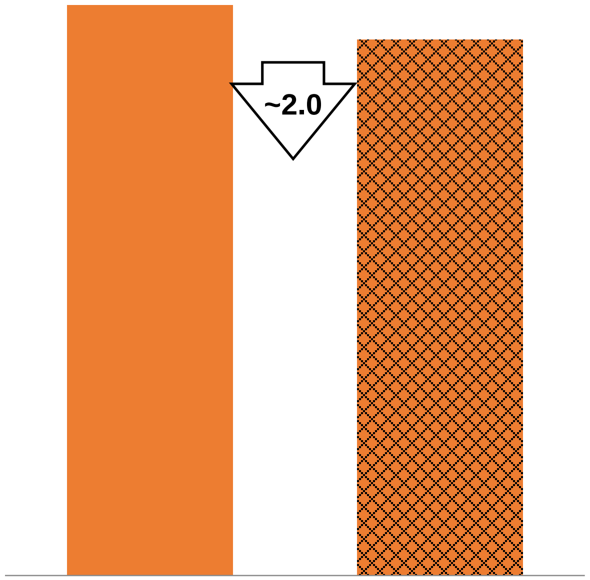
** Excluding other expense (income), net*

2018 Reflecting Old and New Revenue Recognition Standards

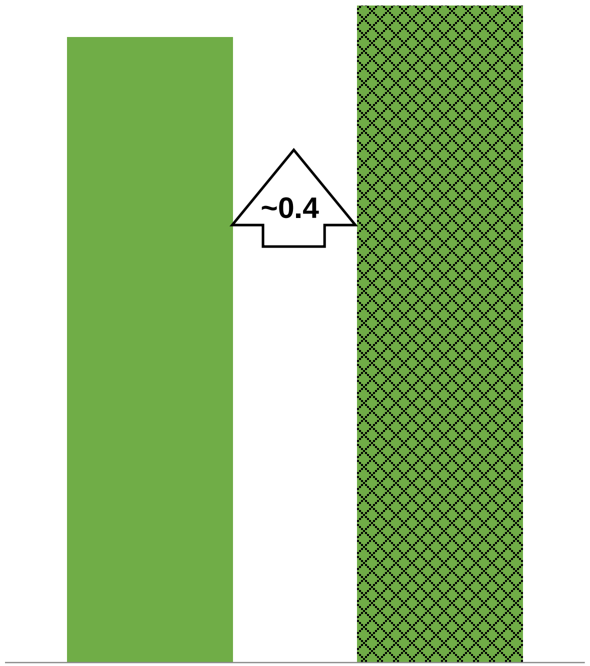
Total Sales
($Billions)



Cost of Goods Sold
($Billions)



Adjusted EBIT Margin*
(%)



** Excluding other expense (income), net*

■ *Previous revenue accounting standard for tooling and pre-production engineering*

⊠ *Reflects adoption of new revenue accounting standard for tooling and pre-production engineering*

Segment Outlook

(based on previous Reporting Segments)

North America

Production Sales

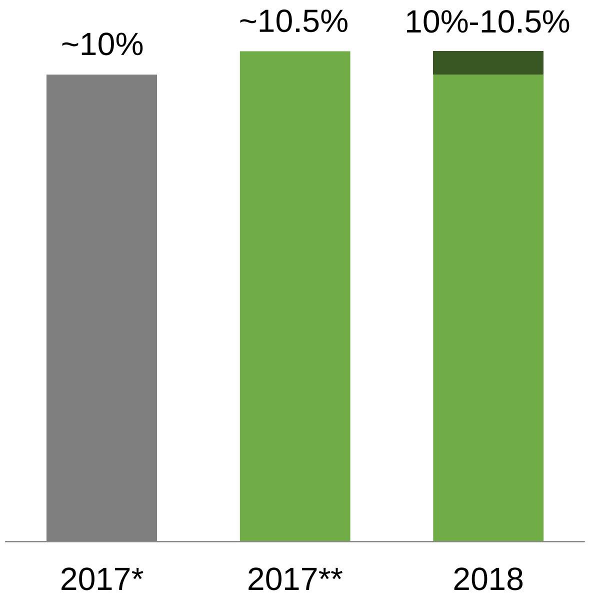
($Billions)

- Launch of new programs (+)
- Wind down of Getrag North America (-)

N.A. Light Vehicle Production Growth = ~1%

Adjusted EBIT Margin

(%)



- Higher investments for autonomy (-)
- Higher launch and new facility costs (-)
- Increased depreciation (-)
- Higher commodity costs (-)
- More equity income (+)

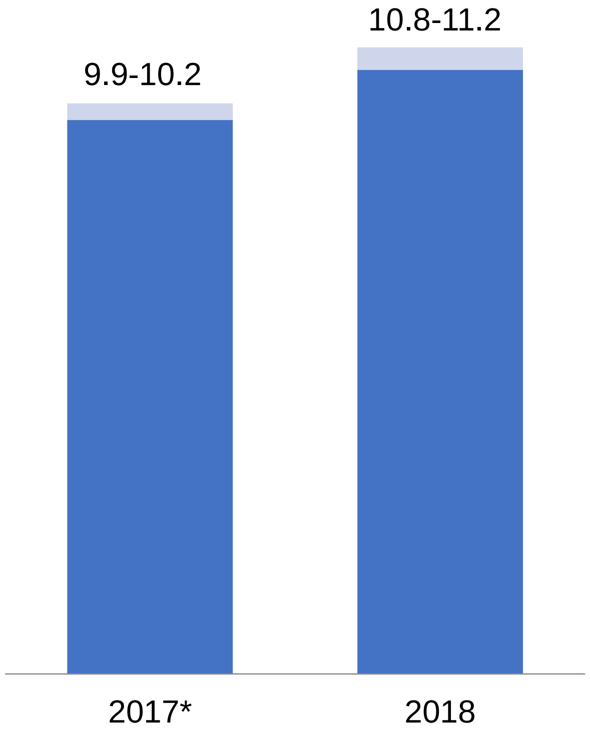
** November 2017 Outlook*

*** November 2017 Outlook (restated to reflect adoption of new revenue accounting standard for tooling and pre-production engineering)*

Europe

Production Sales

($Billions)

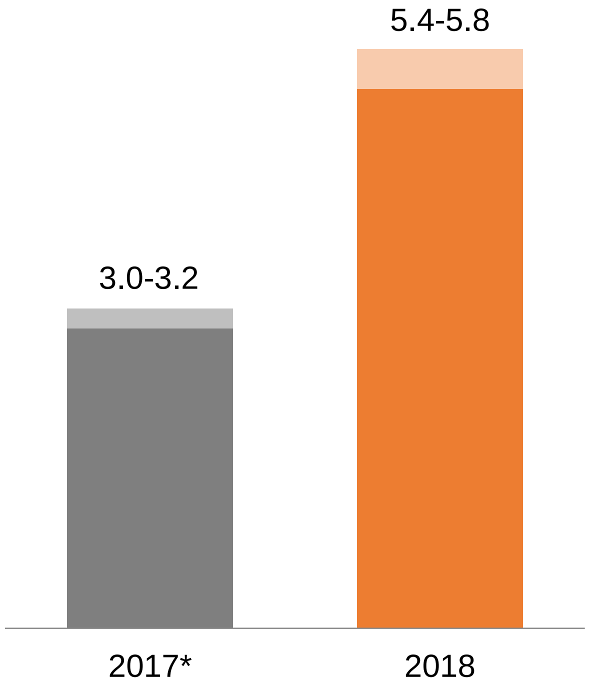


~ Flat EU Light Vehicle Production

- Launch of new programs (+)
- Stronger € (+)

Complete Vehicle Assembly Sales

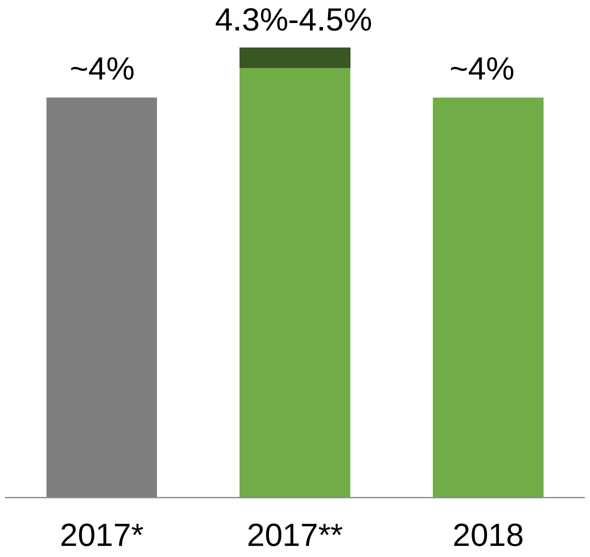
($Billions)



- Launch of new programs (+)
- Stronger € (+)

Adjusted EBIT Margin

(%)



- Larger proportion of complete vehicle sales (-)
- Higher costs for electrification (-)
- Increased depreciation (-)
- Operational improvements (+)
- More equity income (+)
- Contribution on higher sales (+)

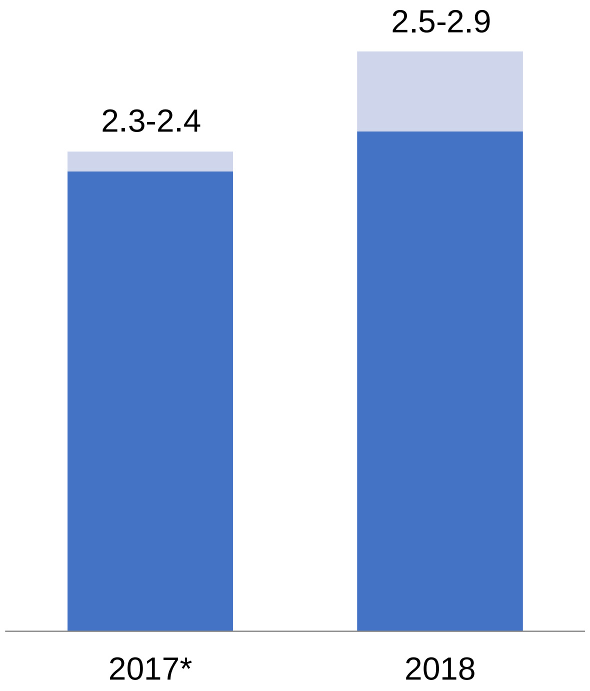
** November 2017 Outlook*

*** November 2017 Outlook (restated to reflect adoption of new revenue accounting standard for tooling and pre-production engineering)*

Asia

Production Sales

($Billions)

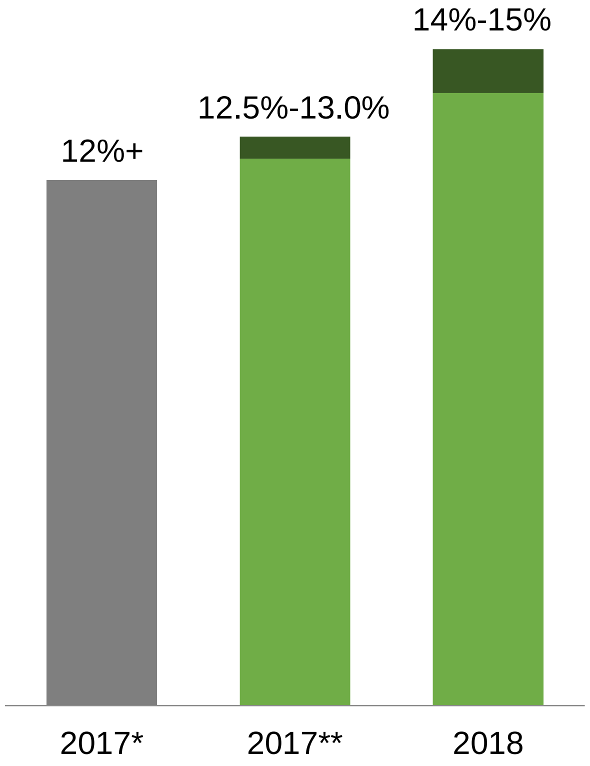


- Launch of new programs (+)
- Higher renminbi (+)

Asia Light Vehicle Production Growth = ~3%

Adjusted EBIT Margin

(%)



- More equity income (+)
- Contribution on higher sales (+)
- Higher costs for electrification (-)
- Higher launch costs (-)

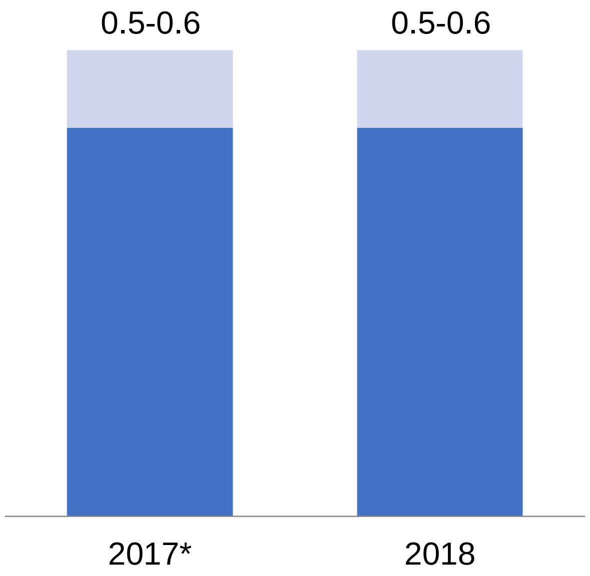
** November 2017 Outlook*

*** November 2017 Outlook (restated to reflect adoption of new revenue accounting standard for tooling and pre-production engineering)*

Rest of World

Production Sales

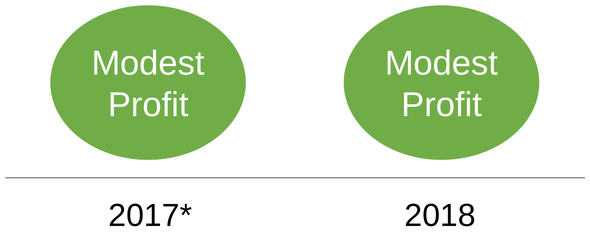
($Billions)



S.A. Light Vehicle Production Growth = ~3%

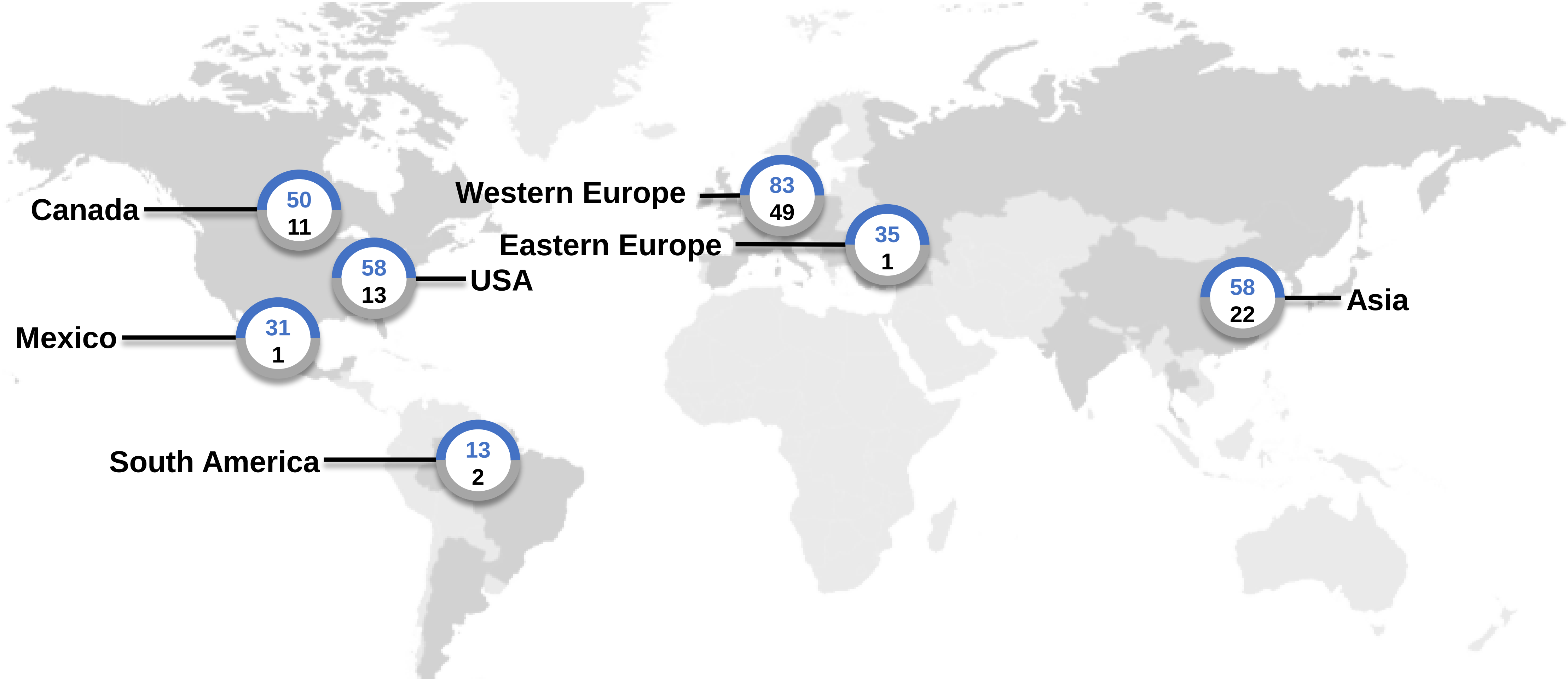
Adjusted EBIT

($Millions)



** November 2017 Outlook*

Locations in All Key Markets



~163,000* People | 29 Countries | 328* Manufacturing / Assembly | 99 Engineering / Production Development / Sales

As of September 30, 2017

** Includes certain equity-accounted operations*