INVESTOR PRESENTATION

JANUARY 2019

Forward Looking Statements

MAGNA

We disclose "forward-looking information" or "forward-looking statements" (collectively, "forward-looking statements") 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, 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 include, but are not limited to, statements related to:

- Magna's ability to capitalize on growth in light-weighting, vehicle electrification, new mobility solutions and safety and autonomous driving;
- the expected benefits of our multi-year collaboration with Lyft;
- the expected benefits of our Hasco joint venture in China;
- cash flow expectations, including free cash flow levels during the 2019-2021 period;
- forecast sales, Adjusted EBIT margin, content per vehicle and Return on Invested Capital by reporting segment and product area/vehicle segment;
- Return on Invested Capital on a consolidated basis;
- the timing and success of program launches;
- successful award of programs for which we have quoted;
- Magna's forecasts of light vehicle production in North America and Europe;
- expected consolidated sales, based on such light vehicle production, including expected split by segment, and by region within each segment;
- growth in our Seating and Complete Vehicles businesses;
- consolidated Adjusted EBIT margin;
- Adjusted EBIT margin by reporting segment;
- consolidated equity income;
- net interest expense;
- effective income tax rate;
- adjusted net income;
- fixed asset expenditures; and
- implementation of our financial strategy, including anticipated growth in dividend rate and planned share repurchase levels.

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 resulting in a significant decline in production volumes;
- intense competition;
- potential restrictions on free trade, including new, continued or higher tariffs on commodities and/or automobiles;
- escalation of international trade disputes;
- declines in vehicle sales and production volumes in China;

Customer and Supplier Related Risks
- concentration of sales with six customers;
- shifts in market shares among vehicles or vehicle segments;
- shifts in "take rates" for products we sell;
- unanticipated customer facility rationalization;
- 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;

Manufacturing Operational Risks
- product and new facility launch risks;
- operational underperformance;
- restructuring costs;
- impairment charges;
- labour disruptions;
- supply disruptions;

IT Security Risk
- IT/Cybersecurity breaches;

Pricing Risks
- pricing risks between time of quote and start of production;
- price concessions above contractual long-term agreement percentages;
- commodity cost increases;
- declines in scrap steel prices;

Warranty / Recall Risks
- costs to repair or replace defective products;
- warranty costs that exceed warranty provisions;
- costs related to significant recalls;

Acquisition Risks
- an increase in our risk profile as a result of completed acquisitions;
- acquisition integration risks;

Other Business Risks
- risks related to conducting business through joint ventures;
- our ability to consistently develop innovative products or processes;
- changing risk profile as a result of investment in strategic product areas such as powertrain and electronics;
- risks of conducting business in foreign markets;
- fluctuations in relative currency values;
- tax risks;
- reduced financial flexibility due to an unanticipated economic shock;
- changes in credit ratings assigned to us;
- the unpredictability of, and fluctuation in, the trading price of our Common Shares;

Legal, Regulatory and Other Risks
- antitrust and compliance risks;
- legal claims and/or regulatory actions against us; and
- changes in laws.

In evaluating forward-looking statements or forward-looking information, we caution readers and listeners not to place undue reliance on any forward-looking statement, and readers and listeners 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.

Investment Profile

MAGNA

- 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 free cash flow to exceed $6.5 billion in 2019-2021 period
- Attractive valuation

Agenda

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

POSITIONING FOR THE FUTURE

Lightweighting

Electrification

Autonomy

Smart Mobility

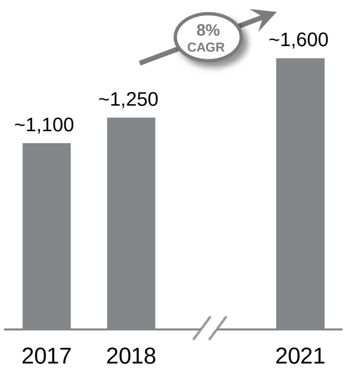
Positioned to Help Reduce Vehicle Weight

MAGNA

- 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

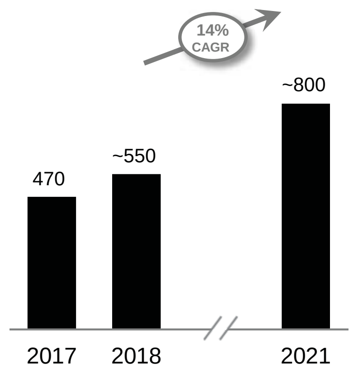
Hot Stamping

($Millions)



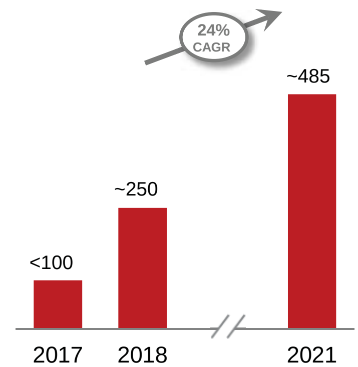
High Pressure Aluminum Casting

($Millions)



Thermoplastic Liftgates

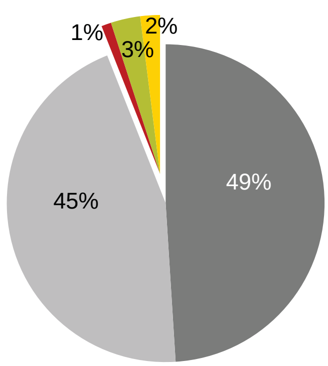
($Millions)



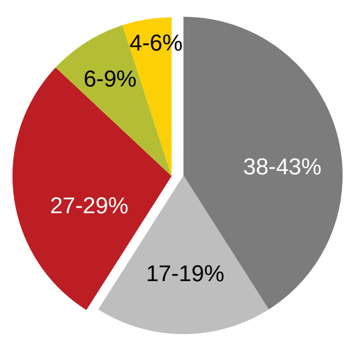
Powertrain Electrification is Growing…

MAGNA

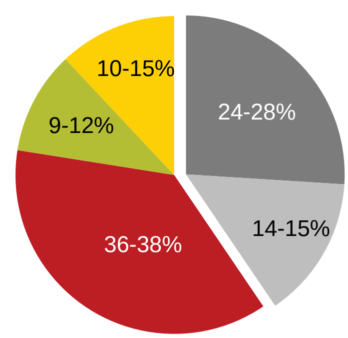
2018



2025



2030



- Internal Combustion Engine (ICE)
- Micro Hybrid: ICE with 12V start/stop functionality & regeneration capability
- Mild Hybrid: ICE with 48V start/stop functionality, regeneration & boosting capability
- PHEV/HEV: ICE with high voltage eMachine, full electric driving, external charging
- EV: No ICE; battery or fuel cell electric vehicle

Source: Magna OEM Fleet Analysis December 2018

…Electrification Trend an Opportunity for Magna

MAGNA

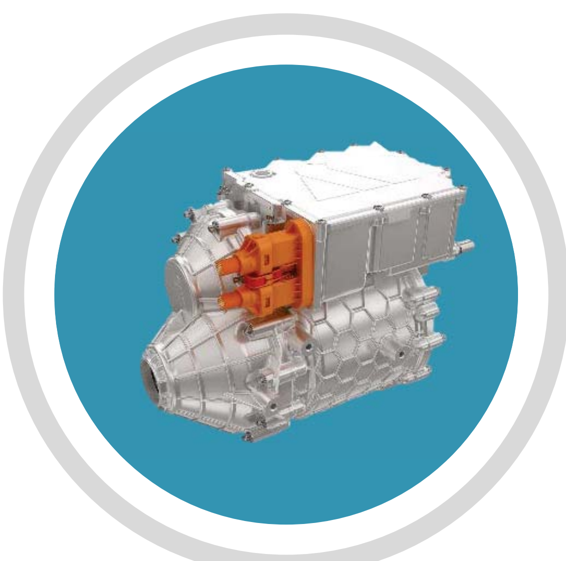
- Outside of Magna Powertrain, our business not significantly impacted by electrification trend
- Vehicles will still require systems such as bodies, seats, ADAS, latches, mirrors
- Magna's Powertrain business well-positioned to benefit from electrification
  - Making increased investments in electrification 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

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

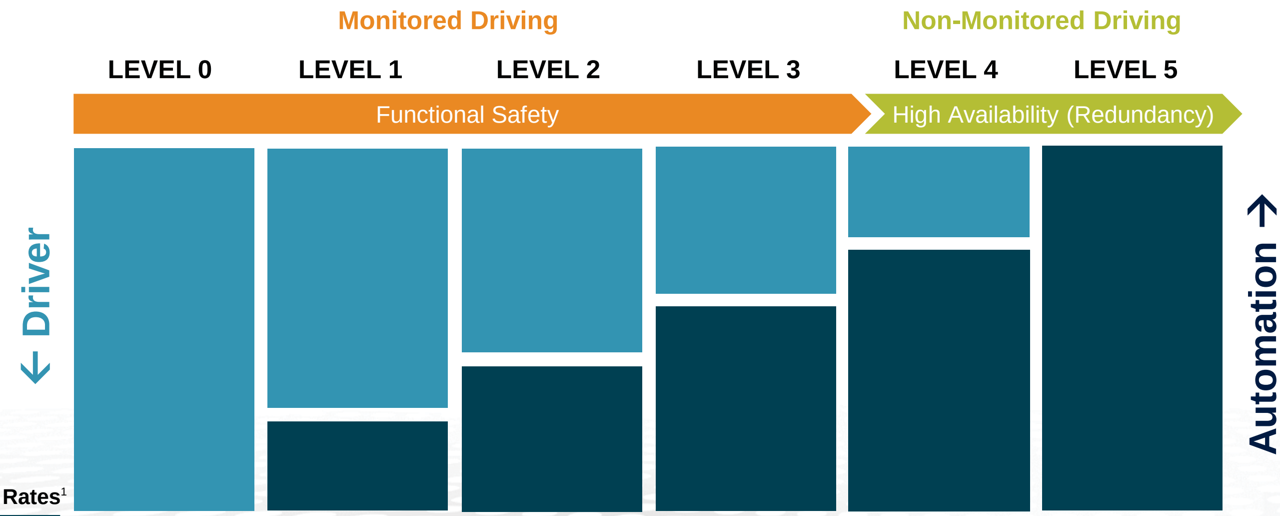
MAGNA


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 – Autonomous Driving Roadmap

MAGNA



Penetration Rates[1]	LEVEL 0	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5
2025	23%	33%	32%	8%	4%	0%
2030	4%	26%	31%	13%	20%	6%

[1] *Magna Internal ADAS market forecast 2018*

Positioning Magna for an Autonomous Future

MAGNA

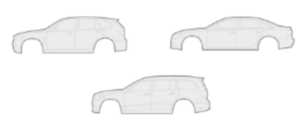
- Building on strength in vision-based ADAS
- Program award with BMW for solid state LiDAR
- Quoting high-definition, digital radar
- Scalable platforms for domain controllers
- MAX4 demonstrator vehicle shows our systems integration and level 4 capability
- Increased ADAS investments to support new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

Magna Partnership with Lyft

- Partnership developing self-driving software program
- Enhances the development of our ADAS capabilities
- Co-located Magna employees at Lyft's L5 facility in Palo Alto, California
- Meeting established milestones

Technology Platforms to Support Smart Mobility

Vehicle Architecture

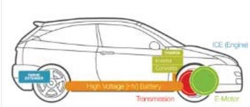


- Micro
- Sedan
- Van
- CUV

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

Reconfigurable Seating Solutions and Technology

MAGNA

- 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

Driving the Future of Vehicle Access

MAGNA

- 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

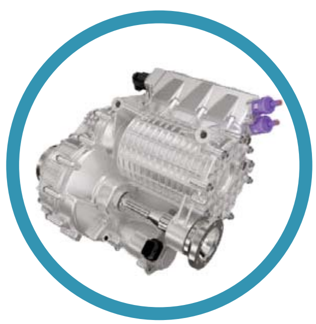
Select Cross Group Collaboration Activities

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% CO_2 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

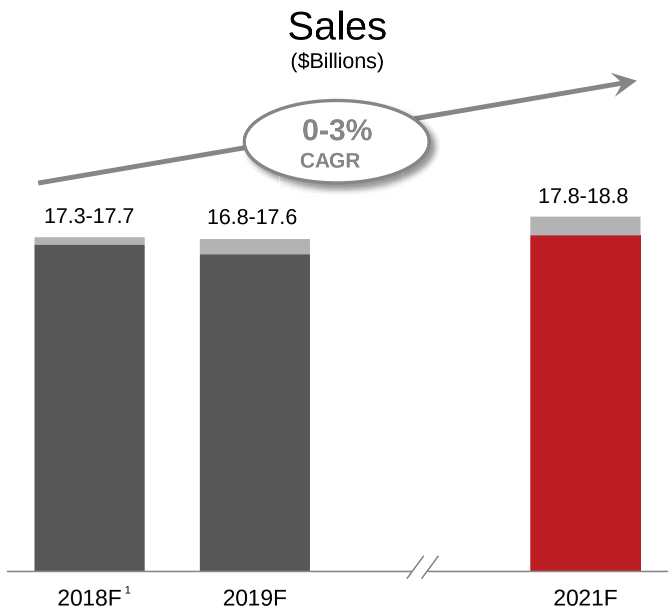
REPORTING SEGMENT OUTLOOK

Financial Outlook – Key Assumptions

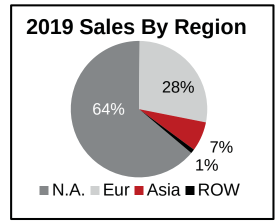
	2018 November Outlook	2019	2021
Automotive Light Vehicle Production (millions of units)			
• North America	17.0	17.0	17.0
• Europe	22.5	22.3	22.9
• China – Magna's Top 30 Platforms[1]	4.8	4.7	4.9
Foreign Exchange Rates			
• U.S. – Cdn	0.772	0.760	0.760
• U.S. – Euro	1.184	1.130	1.130
• U.S. – RMB	0.152	0.145	0.145
Acquisitions/Divestitures/Other Significant Transactions			
• No material unannounced acquisitions / divestitures / other significant transactions included			
• Outlook reflects divestiture of FP&C, expected to occur end of Q1, 2019			

[1] Represents ~70% of Magna's 2018 consolidated sales in China

Growth In-Line with Production



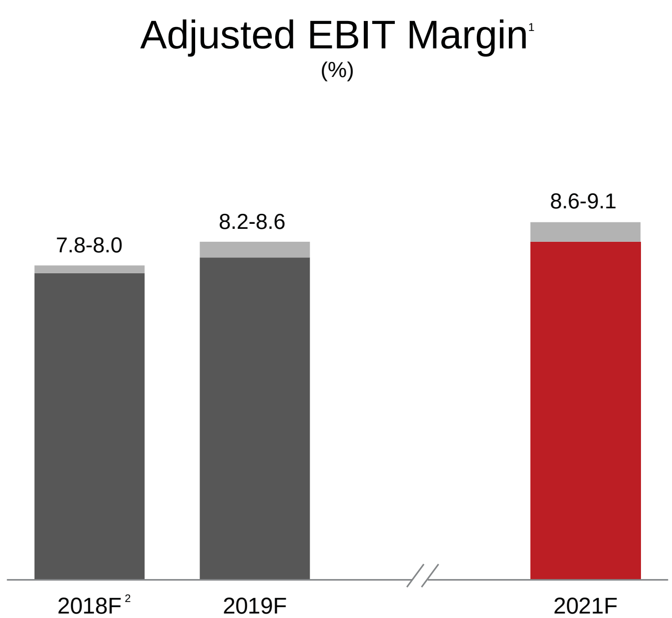
Unweighted Global LV Production CAGR = ~2%
(Weighted Global LV Production CAGR = <1%)



- 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] *November 2018 Outlook*

Solid Margins Expected to Improve



	2018F	2019F	2021F
Equity Income ($M)	10-15	5-10	10-15

2018 to 2019

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

2019 to 2021

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

[1] *Excluding other expense (income), net*
[2] *November 2018 Outlook*

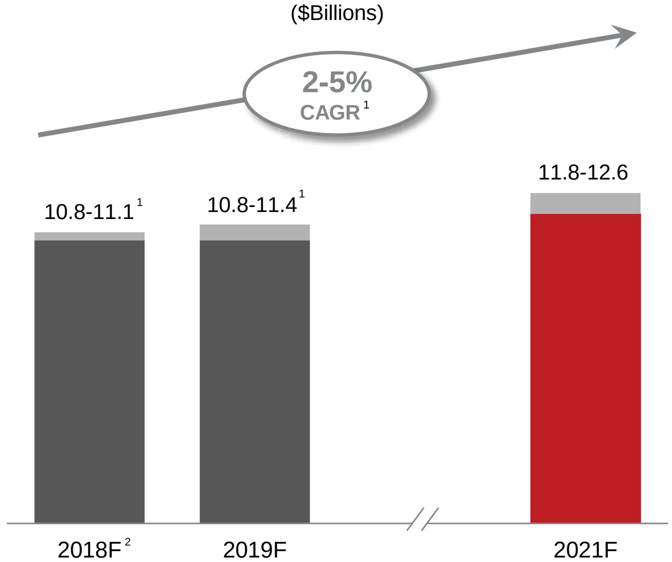
POWER AND VISION

Expect Further Growth

MAGNA

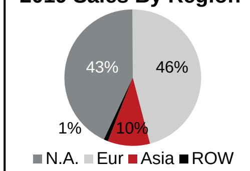
Sales

($Billions)



Unweighted Global LV Production CAGR = ~2%
(Weighted Global LV Production CAGR = <1%)

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] November 2018 Outlook

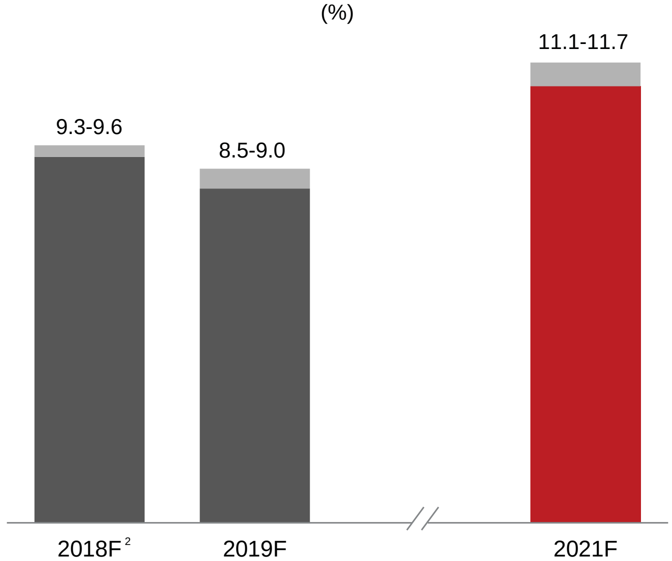
POWER AND VISION

Margin Improvement Expected Post-2019

MAGNA

Adjusted EBIT Margin[1]

(%)



	2018F	2019F	2021F
Equity Income ($M)	240-255	175-205	260-300

2018 to 2019

- Higher investments for electrification and autonomy (-)
- Lower equity income (-)
- Higher commodity costs (-)
- FP&C disposal (+)
- Operational improvements (+)

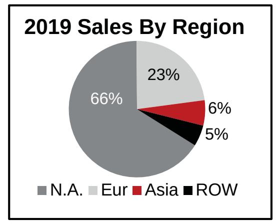
2019 to 2021

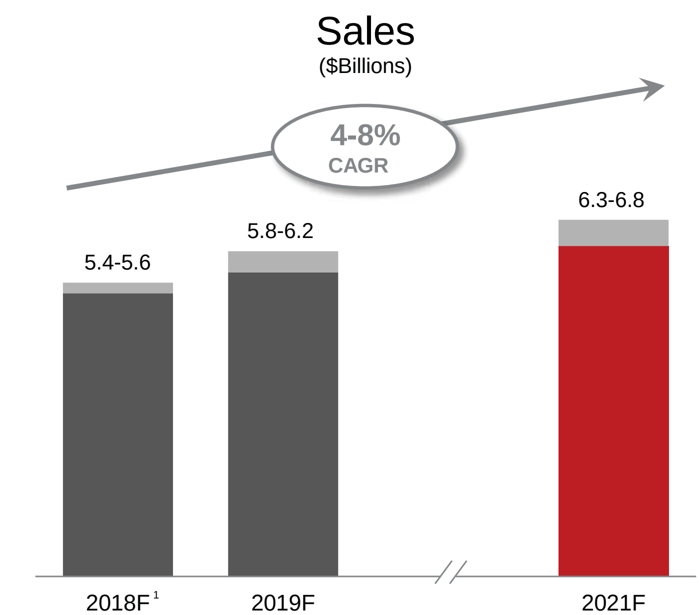
- Contribution on higher sales (+)
- Higher equity income (+)
- Lower investments for electrification and autonomy (+)

[1] Excluding other expense (income), net
[2] November 2018 Outlook

SEATING SYSTEMS

Further Success in Growing Well Above Market





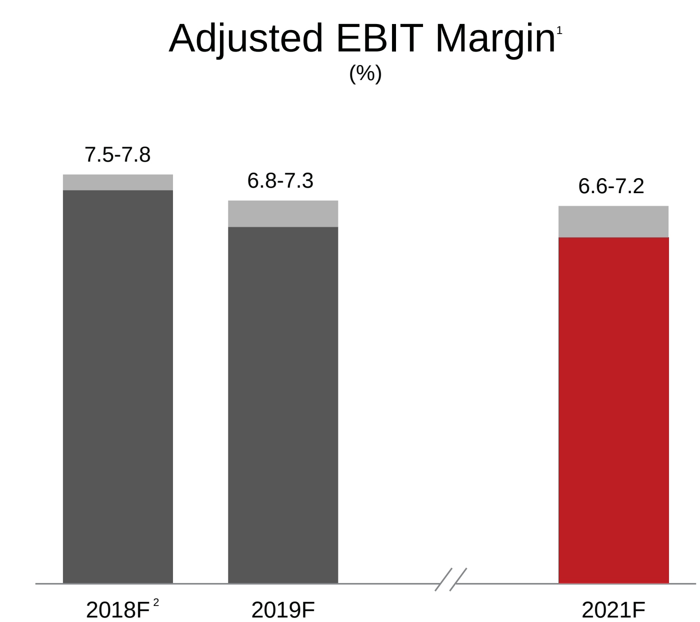
Unweighted Global LV Production CAGR = ~2%
(Weighted Global LV Production CAGR = <1%)

- 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 substantially
- 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] *November 2018 Outlook*

SEATING SYSTEMS

Margins Impacted by New Programs



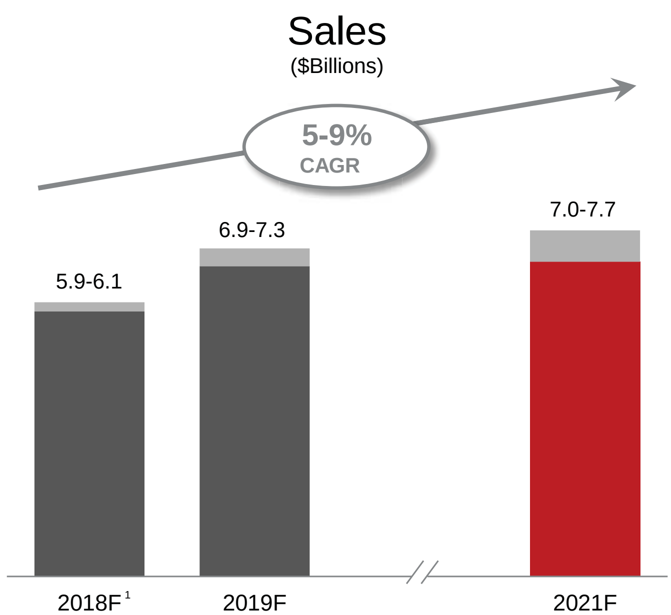
Equity Income ($M)	5-10	10-15	20-25

2018 to 2019
- New customer programs (-)
- Higher commodity costs (-)
- GM plant actions (-)
- Lower launch and new facility costs (+)
- Facility disposal (+)

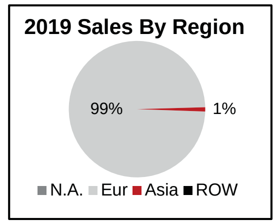
2019 to 2021
- New customer programs (-)
- More equity income (+)

[1] *Excluding other expense (income), net*
[2] *November 2018 Outlook*

Launches Drive Continued Growth



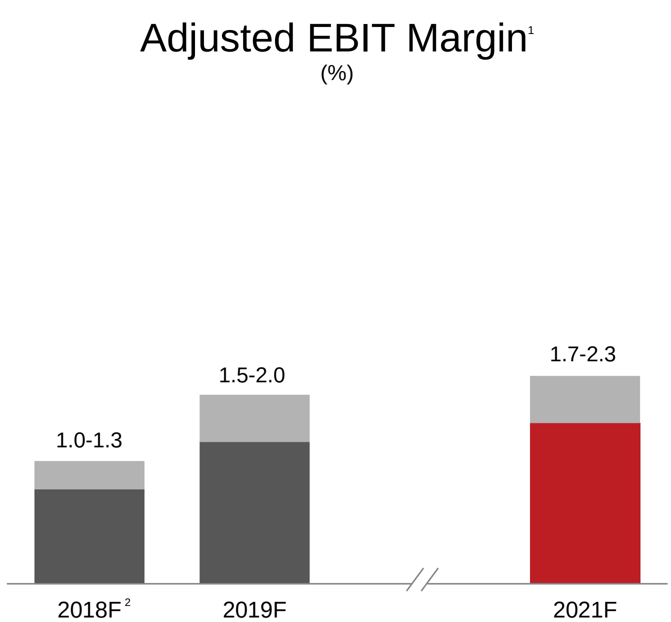
Unweighted Global LV Production CAGR = ~2%
(Weighted Global LV Production CAGR = <1%)



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

[1] *November 2018 Outlook*

Anticipate Margin Improvement as Launch Costs Subside



2018 to 2019

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

2019 to 2021

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

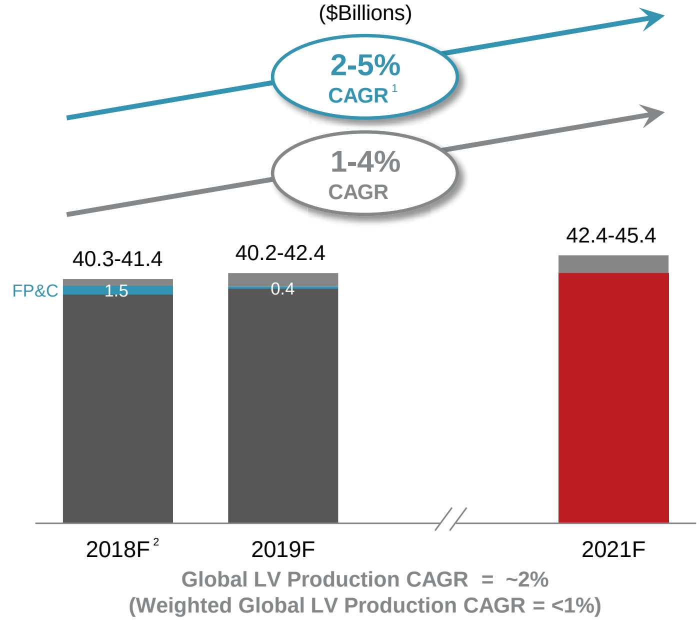
[1] *Excluding other expense (income), net*
[2] *November 2018 Outlook*

CONSOLIDATED OUTLOOK

Magna's Consolidated Sales Continue to Grow

Magna Consolidated Sales

($Billions)

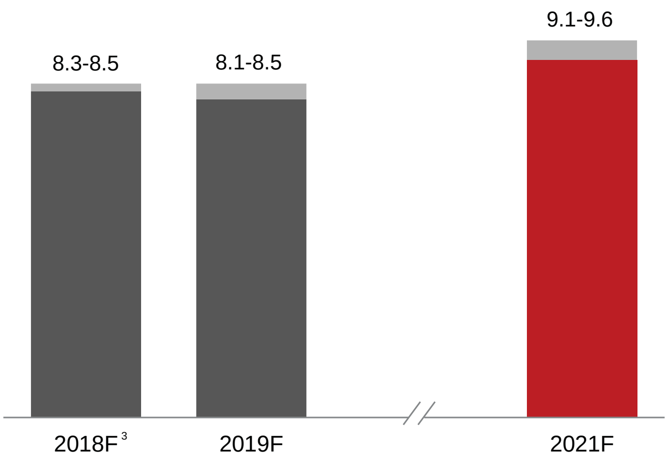


- Higher growth in Europe and Asia creating more balanced geographic diversification
- Weaker €/RMB/Turkish Lira/C$, FP&C sale net of other M&A, and GM plant actions negatively impact us

[1] *Excluding sales of Fluid Pressure & Controls (FP&C) business unit for which we announced agreement to sell*
[2] *November 2018 Outlook*

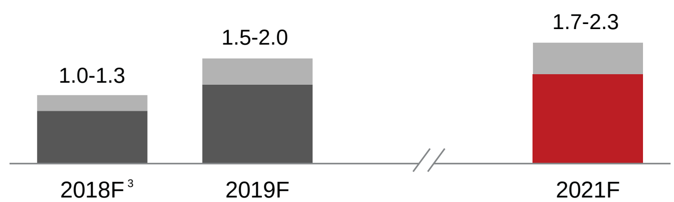
EBIT Margin %[1]

Auto Parts and Systems[2]
(%)



% of Sales	~87	~84	~84

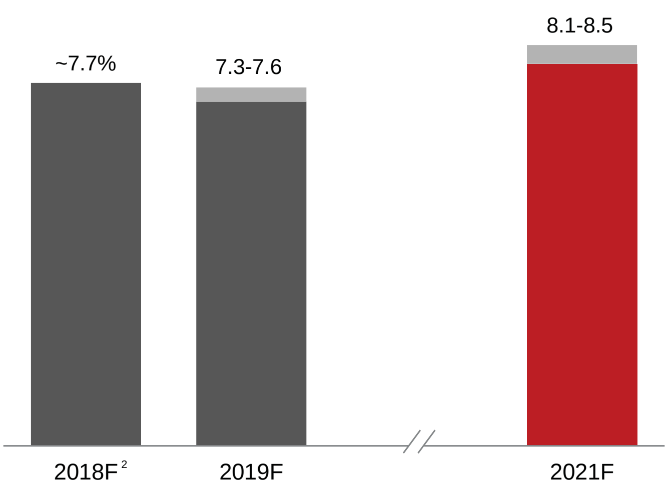
Complete Vehicles
(%)



% of Sales	~13	~16	~16

[1] Excluding other expense (income), net
[2] Represents combined Body Exteriors & Structures, Power & Vision, and Seating Systems
[3] November 2018 Outlook

Consolidated EBIT Margin %[1]

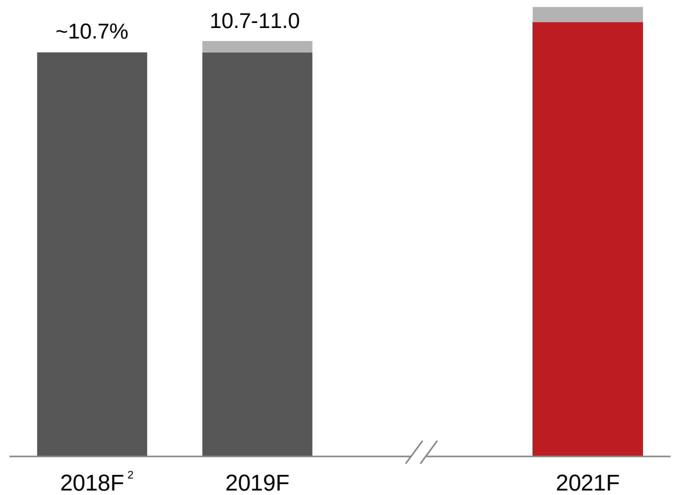


2018-2019
- Higher commodity costs (-)
- Higher investments for electrification and autonomy (-)
- Lower equity income (-)
- Larger proportion of complete vehicle sales (-)
- Operational improvements (+)
- Lower launch and new facility costs (+)

2019-2021
- Net contribution on higher sales (+)
- Higher equity income (+)
- Operational improvements (+)
- Lower investments for electrification and autonomy (+)

[1] Excluding other expense (income), net
[2] November 2018 Outlook

Consolidated EBITDA Margin %[1]



[1] Excluding other expense (income), net
[2] EBITDA margin implicit in our November 2018 Outlook

FINANCIAL STRATEGY

Our Ongoing Financial Focus

MAGNA

- 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

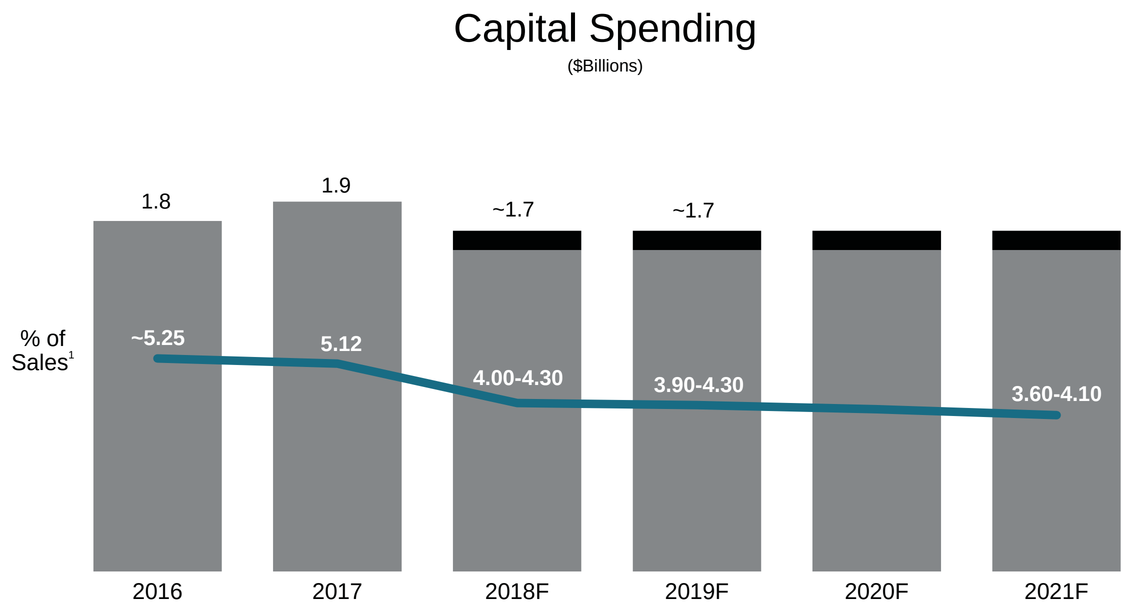
2 Invest for Growth

- Organic opportunities
- Innovation
- Acquisitions that fit product strategy

3 Return Capital to Shareholders

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

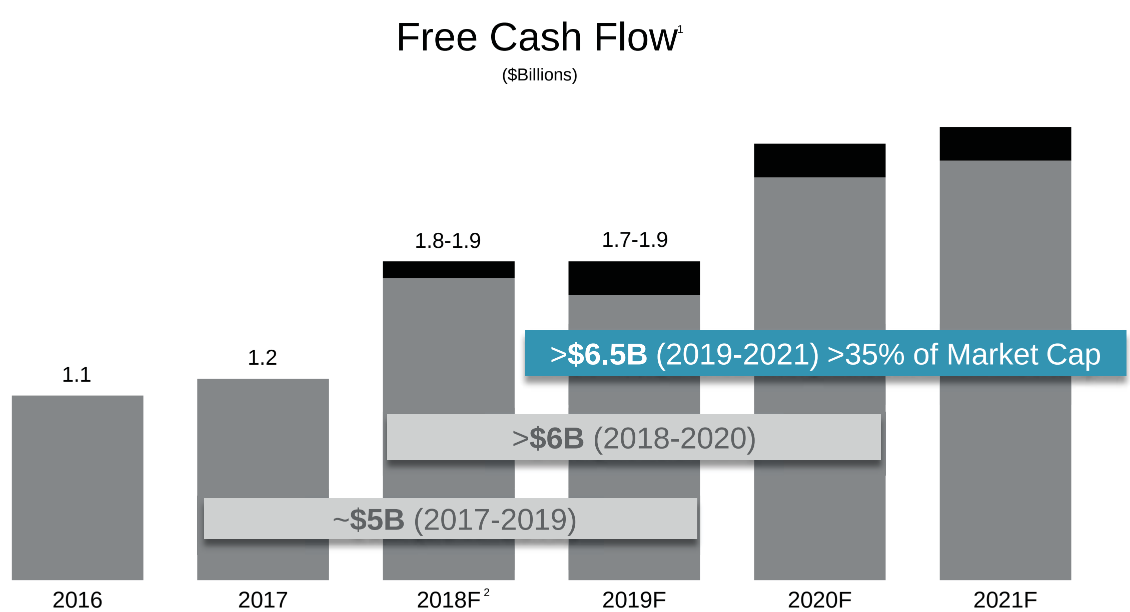
Capital/Sales Expected to Decline 2019-2021



Consistent with Previous Expectations

[1] 2018 to 2021 are based on the level of business reflected in our sales outlook

Further Strong Free Cash Flow Generation



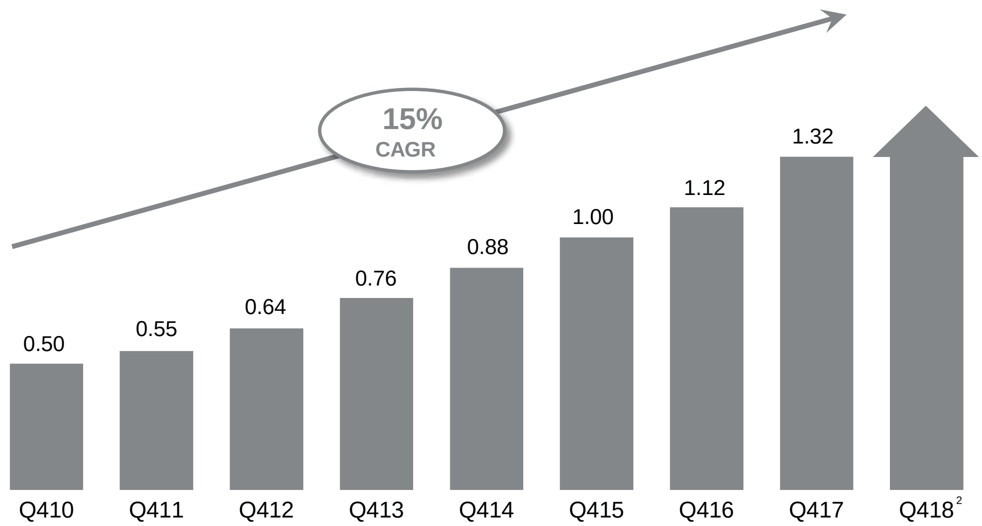
[1] Free Cash Flow is Cash from Operating Activities plus proceeds from normal course dispositions of fixed and other assets minus capital spending minus investment in other assets
[2] November 2018 Outlook

Dividend Growth Remains a Priority…

MAGNA

Annualized Dividend[1]

($ per share)



Growing Dividends In Line with Earnings

[1] *Based on Q4 run rate*
[2] *Subject to Board approval*

…Proven Track Record of Returning Capital to Shareholders

MAGNA

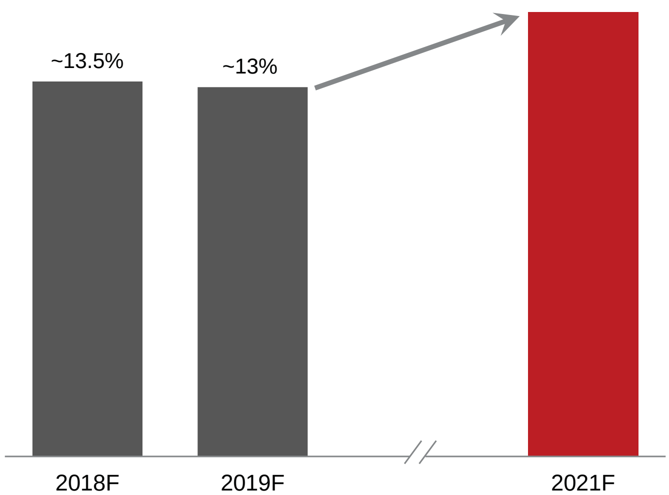
2011-2018

Dividends	Share Repurchases	Returned
$2.7B	$7.7B	$10.4B
	178 million shares ~37% of 12/31/2010 shares outstanding	Since 2011

Returned ~$2.3B in 2018

Delivering Strong and Improving Returns

Return On Invested Capital[1]
(%)



- Launching significant new business at appropriate returns
- Lower Cap Ex % of sales (2019-2021)
- Operational improvements
- Higher equity income

[1] *Adjusted to reflect new accounting guidelines for Right of Use Assets for operating leases (impacts ROIC by ~1.5% in each year)*

In Summary

- Continuing to grow sales
- Increasing investment in electrification and autonomy
- Expect >$6.5 billion free cash flow generation (2019-2021)
- Delivering strong and improving returns
- Attractive valuation
- Well positioned for future mobility

APPENDIX

Financial Outlook[1]

(U.S. GAAP) ($Billions, unless otherwise noted)	2019	2021
Sales:		
• Body Exteriors & Structures	16.8 – 17.6	17.8 – 18.8
• Power & Vision	11.2 – 11.8	11.8 – 12.6
• Seating Systems	5.8 – 6.2	6.3 – 6.8
• Complete Vehicles	6.9 – 7.3	7.0 – 7.7
Total Sales	40.2 – 42.4	42.4 – 45.4
EBIT Margin %	7.3% – 7.6%	8.1% – 8.5%
Equity Income	195M – 240M	290M – 345M
Interest Expense	~100M	
Tax Rate	~24%	
Net Income Attributable to Magna	2.1 – 2.3	
Capital Spending	~1.7	

[1] Outlook reflects divestiture of FP&C, expected to occur end of Q1, 2019. Outlook does not include and estimated gain or loss on the sale

NORTH AMERICA

New Launches Ramping Up

MAGNA

BMW X7

Chevrolet Blazer

Ford Explorer | Lincoln Aviator

Ford Ranger

Honda Passport

Jeep Scrambler

Body   Power & Vision   Seating

EUROPE

New Launches Ramping Up

MAGNA

Audi A3 Sportback

BMW 1-Series

BMW Z4

Mercedes-Benz B-Class

Mercedes-Benz EQC

Toyota GR Supra

Body   Power & Vision   Seating   Complete Vehicles

ASIA

New Launches Ramping Up

Acura RDX

Audi A6

BMW 3-Series

Changan COS

Ford Focus

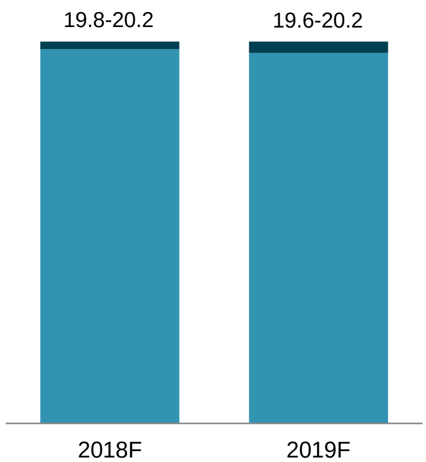
Geely CV-2

Body · Power & Vision · Seating

GEOGRAPHIC SALES

North America

Sales[1]
($Billions)



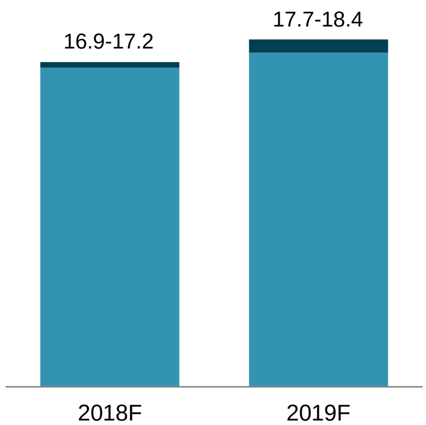
N.A. Light Vehicle Production Growth = ~0%

- Launch of new programs (+)
- GM plant actions (-)
- Getrag Mexico wind-down (-)
- Weaker C$ (-)

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

Europe

Sales[1]
($Billions)



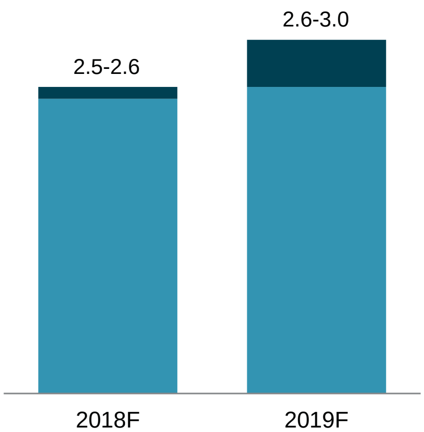
EU Light Vehicle Production Growth = ~(1%)

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

[1] *Excluding sales of Fluid Pressure & Controls (FP&C) business unit (2018-\$0.7B, 2019-\$0.2B) for which we announced agreement to sell*

Asia

Sales[1]
($Billions)



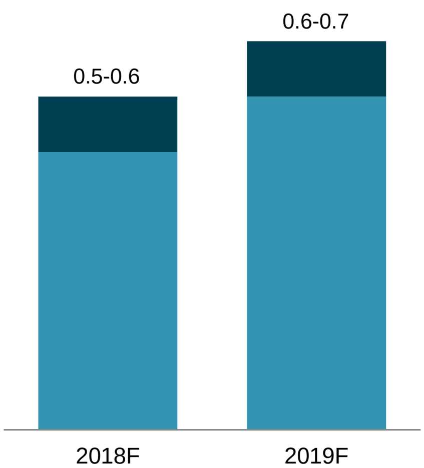
Magna's Top 30 China Platforms = ~(2%)

- Launch of new programs (+)
- Lower renminbi (-)
- Lower production on top 30 China platforms (-)

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

Rest Of World

Sales
($Billions)

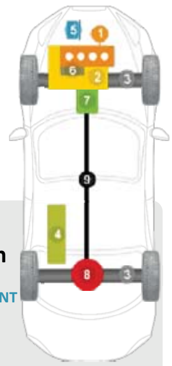


S.A. Light Vehicle Production Growth = ~4%

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

Powertrain Content per Vehicle Opportunities

MAGNA



ICE Powertrain
AWD
MAGNA CONTENT
$1,900

1. ICE Engine
2. Transmission

DCT

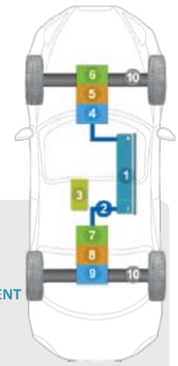
3. Half-Shafts (Front, Rear)
4. Fuel Tank
5. 12v Battery
6. 12v Starter
7. PTU & Disconnect

Flex-4 AWD

8. Rear Drive Module (RDM)

Flex-4 RDM

9. Driveshaft



Full EV
AWD
MAGNA CONTENT
$2,300

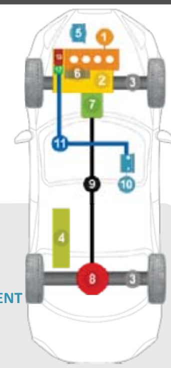
1. High Voltage Battery & Control Module
2. Wiring Harness (High Voltage)
3. Thermal Management
4. High Voltage Inverter

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



48V Mild Hybrid
P2.5 AWD
MAGNA CONTENT
$2,500

1. ICE Engine
2. Transmission

48V Hybrid DCT

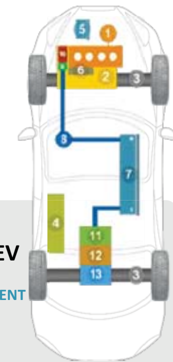
3. Half-Shafts (Front, Rear)
4. Fuel Tank
5. 12v Battery
6. 12v Starter
7. PTU & Disconnect

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
$2,900

1. ICE Engine
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

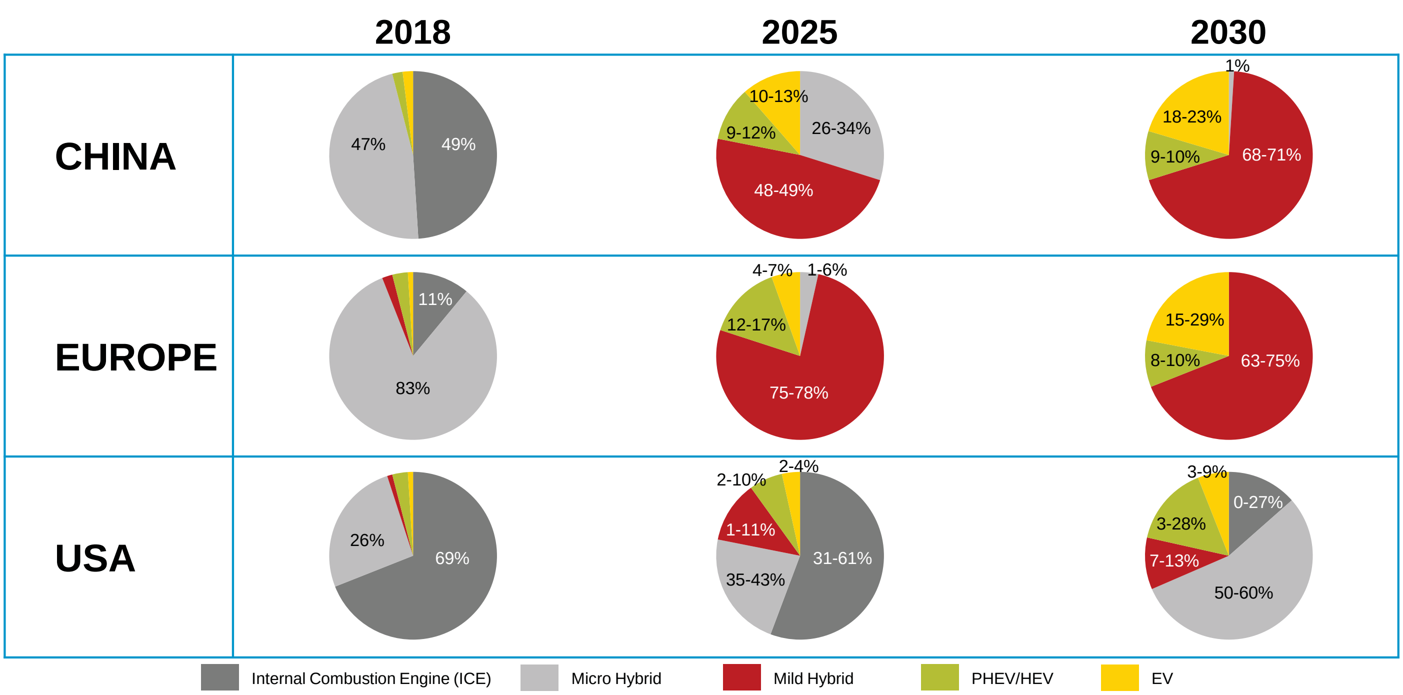
12. 300v Motor (75 kW ASM)
13. Gearbox / Transmission (1-speed)

Highly Integrated eDrive Systems

Our Product Portfolio Maintains High Content Level for All Powertrain Configurations

Powertrain Electrification by Region

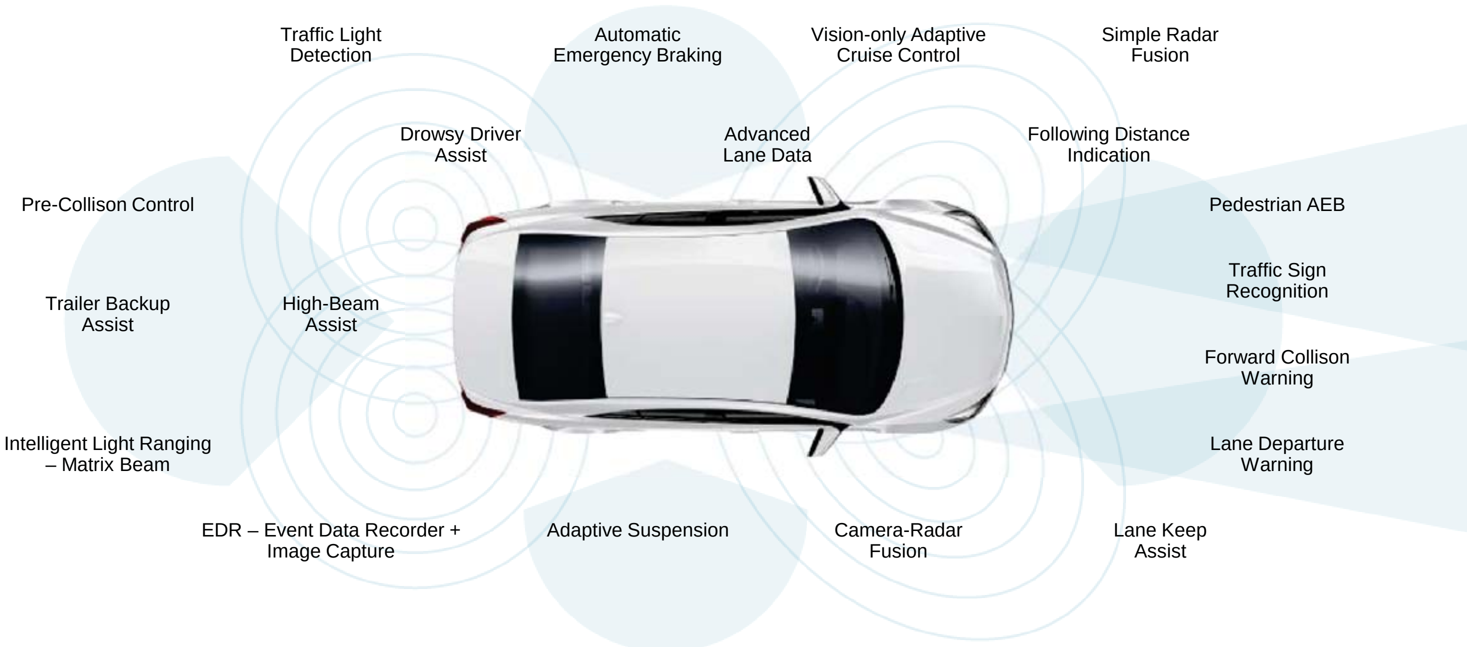
MAGNA



Source: Magna OEM Fleet Analysis December 2018

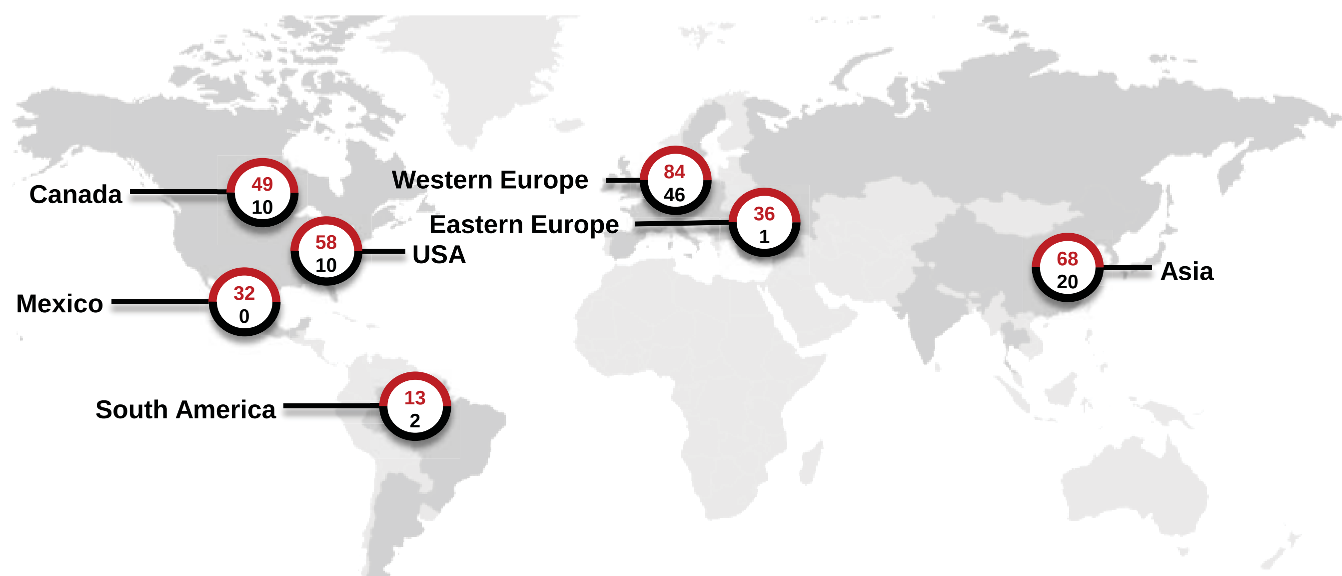
ADAS Features by Magna

MAGNA



Locations in All Key Markets

MAGNA



~173,000[1] People | 27 Countries | ● 340[1] Manufacturing / Assembly | ● 89 Engineering / Production Development / Sales

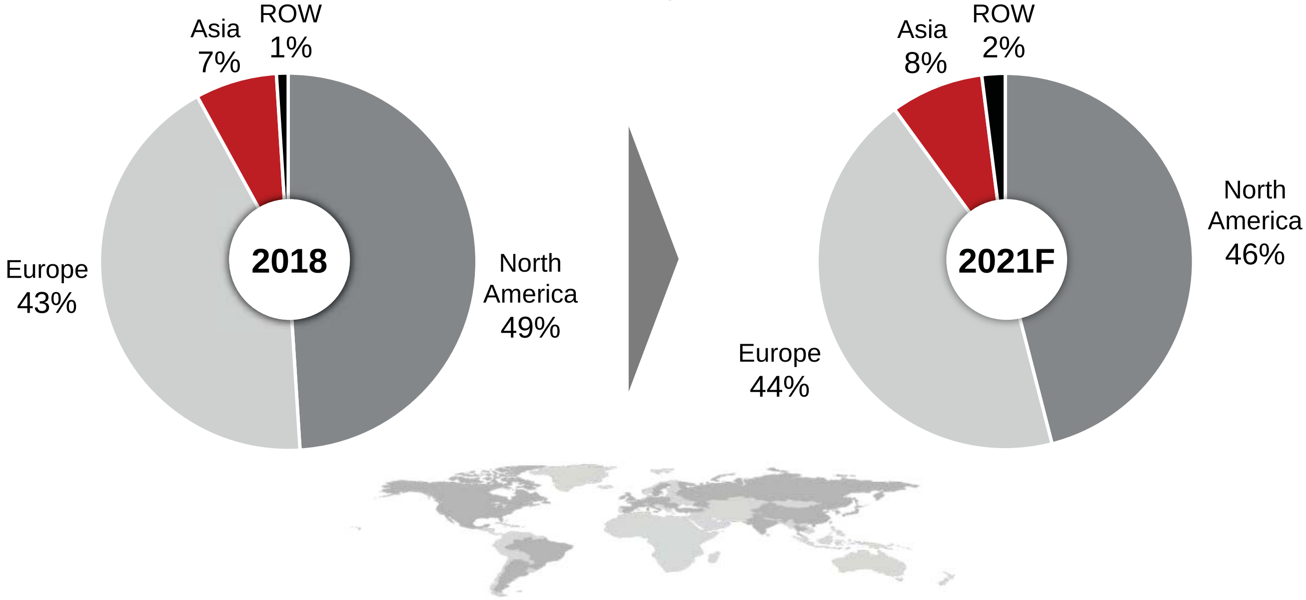
As of September 30, 2018

[1] *Includes certain equity-accounted operations*

Improving Geographic Diversification

MAGNA

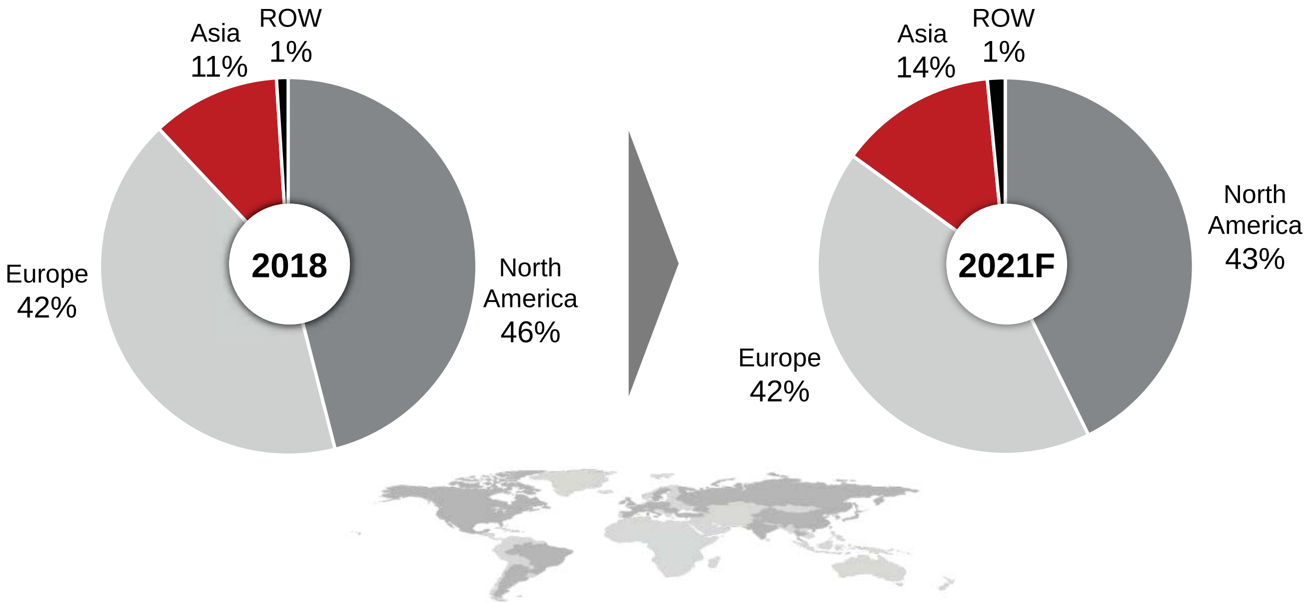
Consolidated Sales By Region



Improving Geographic Diversification

MAGNA

Total Sales by Region Including Unconsolidated JVs



Viza Seating Acquisition

MAGNA

- Magna agreed to acquire Viza, which will expand our global footprint and vertical integration in seat structures
- With 2017 sales of approximately €125 million, Viza has four production facilities supporting customers that include VW, PSA, and Renault Nissan
- Viza 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

MAGNA

REPORTING SEGMENTS

Body Exteriors & Structures

MAGNA

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, Thermoplastic Liftgates

Power & Vision

MAGNA

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

Mechatronics

Seating Systems

MAGNA

Complete Seat

Foam & Trim

Mechanisms

Structures

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

Complete Vehicles

MAGNA

Contract Manufacturing

Engineering

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