



Forward. For all.

Second Quarter 2025 Results Webcast

August 1, 2025



Louis Tonelli

Vice President, Investor Relations

Forward Looking Statements

Certain statements in this 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 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, including due to: <ul style="list-style-type: none"> - A decline in consumer confidence - Economic uncertainty - Elevated interest rates and availability of consumer credit - Deteriorating vehicle affordability • Tariffs and/or other actions that erode free trade agreements • Production deferrals, cancellations and volume reductions • Production and supply disruptions • Commodities prices • Availability and relative cost of skilled labour
Total Sales Segment Sales	<ul style="list-style-type: none"> • Same risks as for Light Vehicle Production above • Alignment of our product mix with production demand • Customer concentration • Uncertain pace of EV adoption, including North American electric vehicle program deferrals, cancellations and volume reductions and growth with EV-focused OEMs, particularly Chinese OEMs • Shifts in market shares among vehicles or vehicle segments • Shifts in consumer "take rates" for products we sell • Relative currency values
Adjusted EBIT Margin Net Income Attributable to Magna	<ul style="list-style-type: none"> • Same risks as for Total Sales and Segment Sales above • Execution of critical program launches • Operational underperformance • Product warranty/recall risks • Production inefficiencies • Unmitigated incremental tariff costs • Restructuring costs and/or impairment charges, including due to the 'reshoring' of production to the U.S. • Inflation • Ability to secure planned cost recoveries from our 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 • Tax risks, including our dispute with the Mexican tax authority regarding VAT
Equity Income	<ul style="list-style-type: none"> • Same risks as Adjusted EBIT Margin and Net Income Attributable to Magna • Risks related to conducting business through joint ventures • Risks of doing business in foreign markets • Legal and regulatory proceedings • Changes in law

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

- unpredictable tariff and trade environment;
- trade disputes and threats to free trade agreements;
- consumer confidence levels;
- increasing economic uncertainty;
- interest rates and availability of consumer credit;
- geopolitical risks;

Risks Related to the Automotive Industry

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

Strategic Risks

- planning and forecasting challenges;
- 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, particularly Chinese 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

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

Manufacturing/Operational Risks

- product launch;
- operational underperformance;
- restructuring costs and impairment charges, including those related to the 'reshoring' of production to the U.S.;
- 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;
- pension risks;
- tax risks, including our dispute with the Mexican tax authority regarding VAT;
- returns on capital investments;
- financial flexibility;
- credit ratings changes;
- stock price fluctuation;

Legal, Regulatory and Other Risks

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

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 also be 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 August 1, 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

Key Takeaways

- ☑ Strong Q2 financial performance, reflecting consistent execution across our business
 - YoY: Adj. EBIT +1%, Adj. EBIT margin +20 bps, Adj. Diluted EPS +7%, FCF +\$178 million
 - Versus our expectations: Ahead, mainly reflecting strong incremental margins on higher sales
- ☑ Increasing Outlook
 - Sales: Increase largely reflects foreign currency translation and better than expected Q2 program mix
 - Adj. EBIT Margin: Raising low end of range to 5.2% reflecting cost savings initiatives
 - Net Income Attributable to Magna: Increased due to higher expected Adj. EBIT and lower effective income tax rate
- ☑ Continued actions with customers to mitigate tariff impacts
 - Lower annualized tariff exposure (~\$200 million) versus Q1 disclosure (~\$250 million)
 - Settled with multiple OEMs for substantially all of our 2025 net tariff exposure with them
 - Working with our other customers and suppliers to mitigate substantially all of our remaining exposure, including through recoveries
- ☑ Returned \$137 million to shareholders in dividends in Q2
 - \$324 million Return of Capital YTD, through dividends and share repurchases

Success Through Quality and Innovation

J.D. Power Platinum Plant Quality Award to Magna's Complete Vehicle Assembly Operation in Graz, Austria

- Based on J.D. Power's 39th annual Initial Quality Study
- Award acknowledges quality and precision in producing BMW Z4



Earned Volkswagen Group Award 2025 in Product category for Innovative Battery Cover on VW MEB platform

- Award recognizes Magna's technical ingenuity, flexibility and persistence
- Solution highlights our effective collaboration on a complex battery cover



Continue to Win Business and Advance Technologies

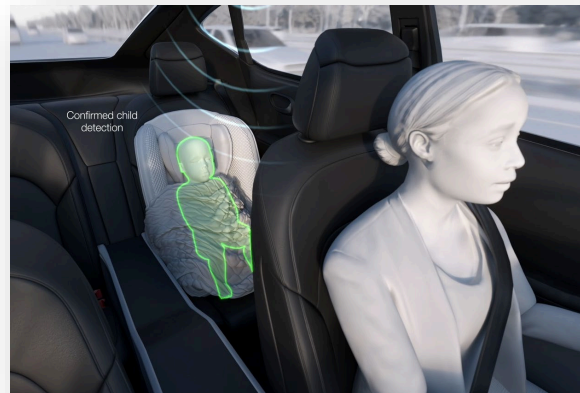
Awarded Dedicated Hybrid Transmission with North America-based Global OEM

- Application for PHEV models launching in 2028
- Quoting similar product with additional global OEM
- Further demonstrates our ability to support OEMs in “bringing power to the wheels” across all powertrain configurations



Advancing Vehicle Safety Innovation with Integrated Interior Sensing Systems

- Redefining vehicle safety with Magna’s Child Presence Detection (CPD) technology
- Recent business awards from OEMs in Asia and North America
- Integrating cameras and radars to deliver holistic safety solutions



Tariff Cost Update

Updated tariff impacts:

- Estimated 2025 **annualized** net tariff exposure reduced to ~\$200 million¹ from ~\$250 million
- Settled with multiple OEMs for substantially all of our 2025 net tariff exposure with them
- Expect modest negative impact to 2025 FCF, compared to previous Outlook

What we remain focused on:

- ✓ Utilizing government remissions programs where appropriate
- ✓ Continuing cost reduction programs already in place
- ✓ Being disciplined with capital spend
- ✓ Working with our other customers and suppliers to mitigate substantially all of our remaining exposure, including through recoveries

¹ Based on updates to tariff rates up to mid-July 2025

Updated 2025 Outlook – Key Assumptions

	2024	May 2025	August 2025
Light Vehicle Production: (millions of units)			
• North America	15.379	15.0	14.7
• Europe	16.752	16.6	16.6
• China	30.811	30.2	30.8
Foreign Exchange Rates:			
• 1 CDN dollar equals USD	0.730	0.714	0.715
• 1 EURO equals USD	1.082	1.111	1.127
• 1 RMB equals USD	0.139	0.137	0.138

Updated 2025 Outlook

(\$Billions, unless otherwise noted)	2024	May 2025	August 2025
Total Sales	42.836	40.0 – 41.6	40.4 – 42.0
Adjusted EBIT Margin % ¹	5.4%	5.1% – 5.6%	5.2% – 5.6%
Equity Income	101	65M – 95M	75M – 105M
Interest Expense	211	~210M	~210M
Income Tax Rate ²	22.7%	~26%	~25%
Adjusted Net Income Attributable to Magna ³	1,551	1.30 – 1.50	1.35 – 1.55
Capital Spending	2.178	1.7 – 1.8	1.6 – 1.7
Free Cash Flow ⁴	1.058	0.8 – 1.0	0.8 – 1.0

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

⁴ 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



Pat McCann

Executive Vice President & Chief Financial Officer

Q2 2025 Performance Highlights

Consolidated Sales

10.6B

-3%

Weighted GoM¹ of -1%

(-1% excl. Complete Vehicles)

Adjusted EBIT

5.5%

+20 bps

\$583M

+1%

Adjusted Diluted EPS

\$1.44

+7%

Free Cash Flow²

\$301M

+\$178M

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

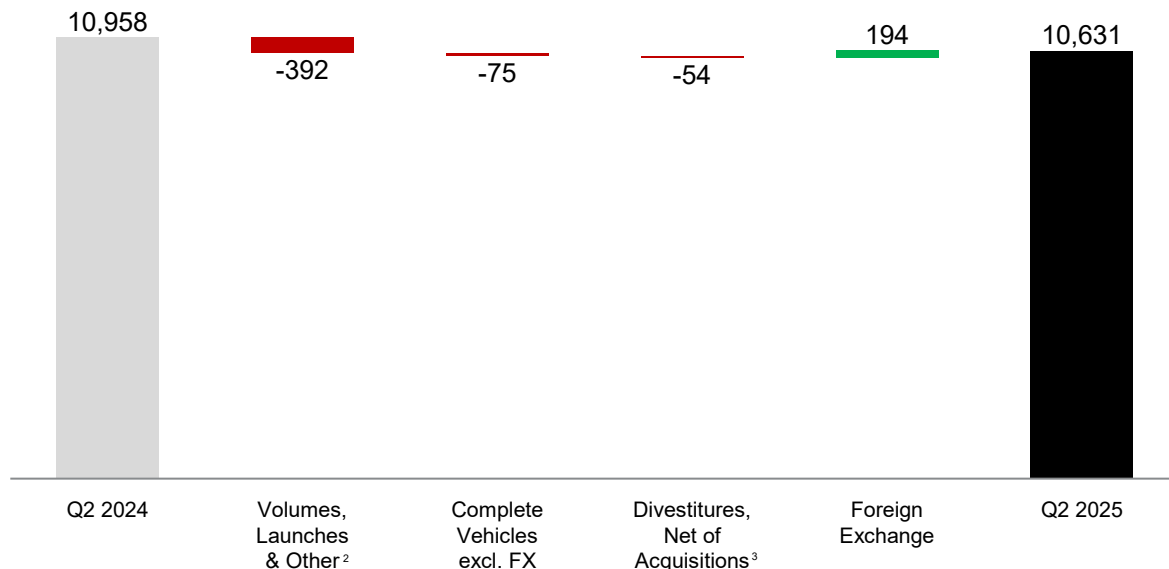
² Free Cash Flow (FCF) is Cash from Operations plus Proceeds from normal course Dispositions of fixed and other assets minus Fixed Asset Additions and Increase in Investment in other assets

Q2 2025 Financial Results

Consolidated Sales

(\$Millions)

-3%



Q2 2025 LV Production

Global	1%
North America	-6%
<i>Detroit-based</i>	-9%
Europe	-2%
China	5%
Magna Weighted	-3%

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

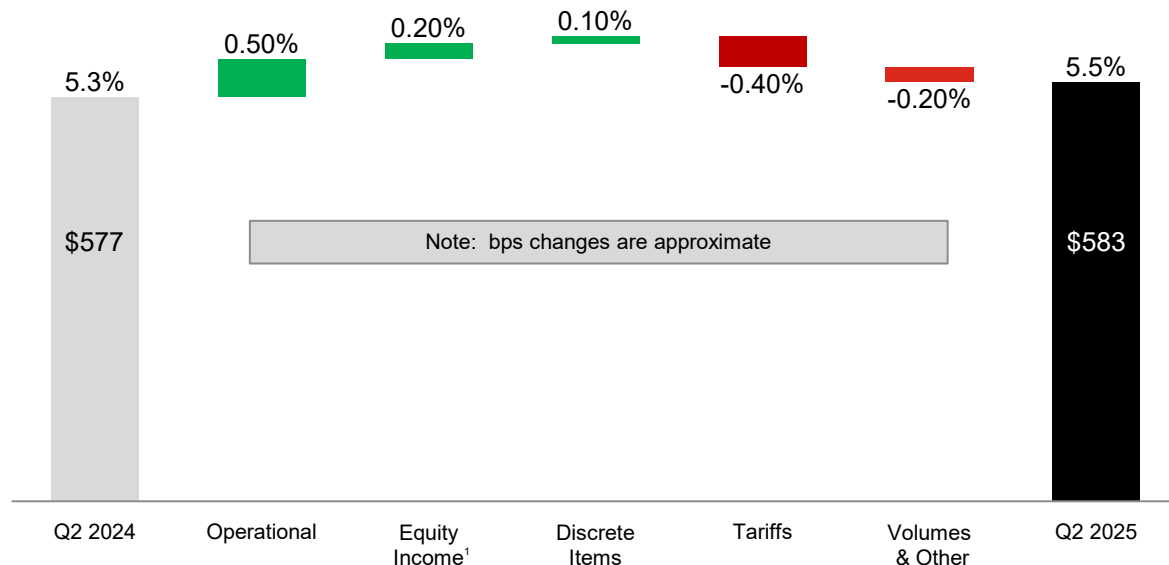
¹ Weighted Sales Growth over Market (GoM) compares organic sales growth (%) to vehicle production change (%) after applying Magna geographic sales weighting, excluding Complete Vehicles, to regional production

² Includes net customer price concessions

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

Q2 2025 Financial Results

Adjusted EBIT & Margin (\$Millions and %)



- Operational
 - Operational excellence activities driving productivity and efficiency improvements (+)
 - Lower launch costs (+)
 - Higher new facility costs (-)
- Equity Income
 - Higher net favourable commercial items (+)
 - Higher earnings due to favourable product mix and higher sales (+)
 - Lower launch costs (+)
(all with respect to certain equity-accounted entities)
- Discrete Items¹
 - Supply chain premiums in '24 (+)
 - Lower net warranty (+)
 - Lower restructuring costs (+)
 - Lower net favourable commercial items (-)
- Tariff Costs Incurred, Not Yet Recovered from Customers (-)
- Volumes & Other
 - Reduced earnings on lower sales (-)

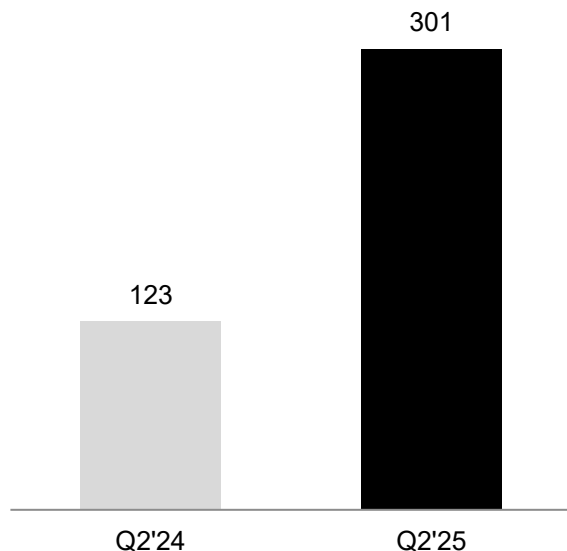
¹ Includes items from both Q2 2025 and Q2 2024. Represents the net change year over year.

Q2 2025 Financial Results

(\$Millions, unless otherwise noted)	Q2 2024		Q2 2025		Change
Sales	10,958		10,631		(327)
Adjusted EBIT	577	5.3%	583	5.5%	6
Interest Expense	54		52		2
Adjusted Pre-Tax Income	523		531		8
Adjusted Income Taxes	(119)	22.8%	(109)	20.5%	10
Income Attributable to Non-Controlling Interests	(15)		(15)		-
Adjusted Net Income Attributable to Magna	389		407		18
Diluted Shares Outstanding (millions of shares)	287.3		281.7		(5.6)
Adjusted Diluted EPS (\$)	1.35		1.44		0.09

Q2 2025 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)	Q2 2024	Q2 2025
Cash from Operations Before Changes in Operating Assets & Liabilities	681	762
Changes in Operating Assets & Liabilities	55	(135)
Cash from Operations	736	627
Fixed Asset Additions	(500)	(246)
Increase in Investments, Other Assets and Intangible Assets	(170)	(94)
Proceeds from Dispositions	57	14
Investment Activities	(613)	(326)
Free Cash Flow¹	123	301

Key Sources (Uses) of Cash

Net (Repayment) Issue of Debt	(416)	341
Dividends paid	(134)	(137)

Maintaining Strong Balance Sheet

Total Liquidity (30JUN25) (\$millions)

Cash	1,536
Available Term & Operating Lines of Credit	3,501
Total Liquidity	5,037

Leverage Ratio (LTM, 30JUN25) (\$millions)

Adjusted Debt	8,243
Adjusted EBITDA	4,064
Adjusted Debt / Adjusted EBITDA	2.03x
Adjusted Debt / Adjusted EBITDA (excl. excess cash) ¹	1.87x

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

- Raised €575M and \$400M in Senior Notes
- To be used principally to repay \$650M debt in September 2025

Better Than Anticipated

¹ Excluding excess cash held to pay down debt coming due

In Summary: Magna's Performance and Outlook

Strong Q2 financial performance better year over year and ahead of our expectations

Increasing Outlook

- Higher sales range
 - Raising low end of Adj. EBIT margin range
 - Increased Adj. net income attributable to Magna
-

Continued actions with customers to mitigate potential tariff impacts

- Lower annualized tariff exposure versus Q1 disclosure
 - Settled with multiple OEMs for substantially all of our related 2025 net tariff exposure with them
 - Working with our other customers and suppliers to mitigate substantially all of our remaining exposure, including through recoveries
-

Operational excellence initiatives continuing to enhance margins despite challenging industry backdrop

Returned \$137 million to shareholders in dividends



Q&A

A long-exposure photograph of a highway at night. The road is dark, and the sky is dark with some clouds. On the right side of the road, there are multiple lanes of traffic. The lights from the cars are blurred into long, horizontal streaks of red, yellow, and white, indicating motion. On the left side of the road, there is a concrete barrier. The overall scene conveys a sense of forward movement and progress.

Forward. For all.



Appendix

Q2 2025 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	\$ 496	\$ 6	\$ 29	\$ 531
% of Sales	4.7%			5.0%
Income Tax Expense	\$ 102	\$ 2	\$ 5	\$ 109
% of Pretax	20.6%			20.5%
Income Attributable to Non-Controlling Interests	\$ (15)	\$ -	\$ -	\$ (15)
Adjusted Net Income Attributable to Magna ¹	\$ 379	\$ 4	\$ 24	\$ 407
Adjusted Diluted Earnings Per Share	\$ 1.35	\$ 0.01	\$ 0.08	\$ 1.44

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

Q2 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	\$ 427	\$ 68	\$ 28	\$ 523
% of Sales	3.9%			4.8%
Income Tax Expense	\$ 99	\$ 15	\$ 5	\$ 119
% of Pretax	23.2%			22.8%
Income Attributable to Non-Controlling Interests	\$ (15)	\$ -	\$ -	\$ (15)
Adjusted Net Income Attributable to Magna ¹	\$ 313	\$ 53	\$ 23	\$ 389
Adjusted Diluted Earnings Per Share	\$ 1.09	\$ 0.18	\$ 0.08	\$ 1.35

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

Sales Performance vs Market

Q2 2025 vs Q2 2024

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

Unweighted Production Growth 1.0%

Weighted Production Growth² (3%)

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

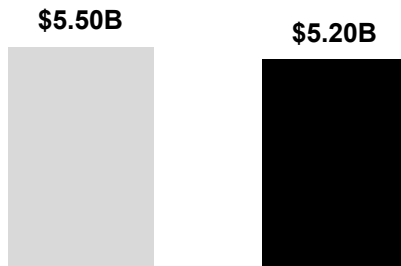
Q2 2025 vs Q2 2024

(\$Millions)	Sales	Adjusted EBIT	Adjusted EBIT as a Percentage of Sales
2 nd Quarter of 2024	\$ 10,958	\$ 577	5.3%
Increase (Decrease) Related to:			
Body Exteriors & Structures	\$ (212)	\$ 6	0.2%
Power & Vision	\$ (69)	\$ (36)	(0.3%)
Seating Systems	\$ (22)	\$ (11)	(0.1%)
Complete Vehicles	\$ (16)	\$ 8	0.1%
Corporate and Other	\$ (8)	\$ 39	0.3%
2 nd Quarter of 2025	\$ 10,631	\$ 583	5.5%

Geographic Sales

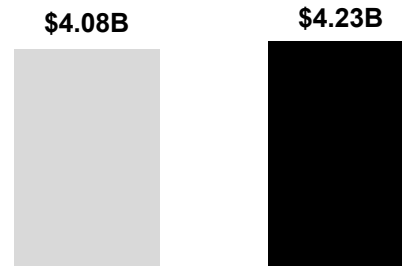
Q2 2025 vs Q2 2024

North America



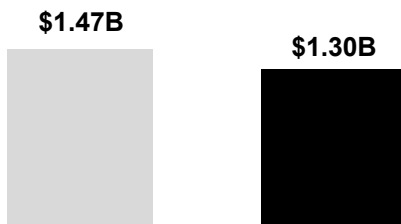
Production (6%)

Europe



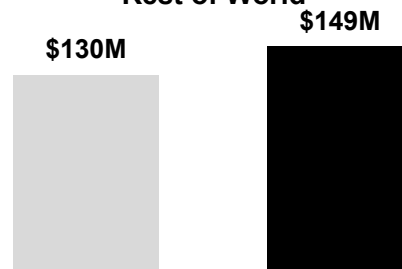
Production (2%)

Asia



Asia Production 3%
China Production 5%

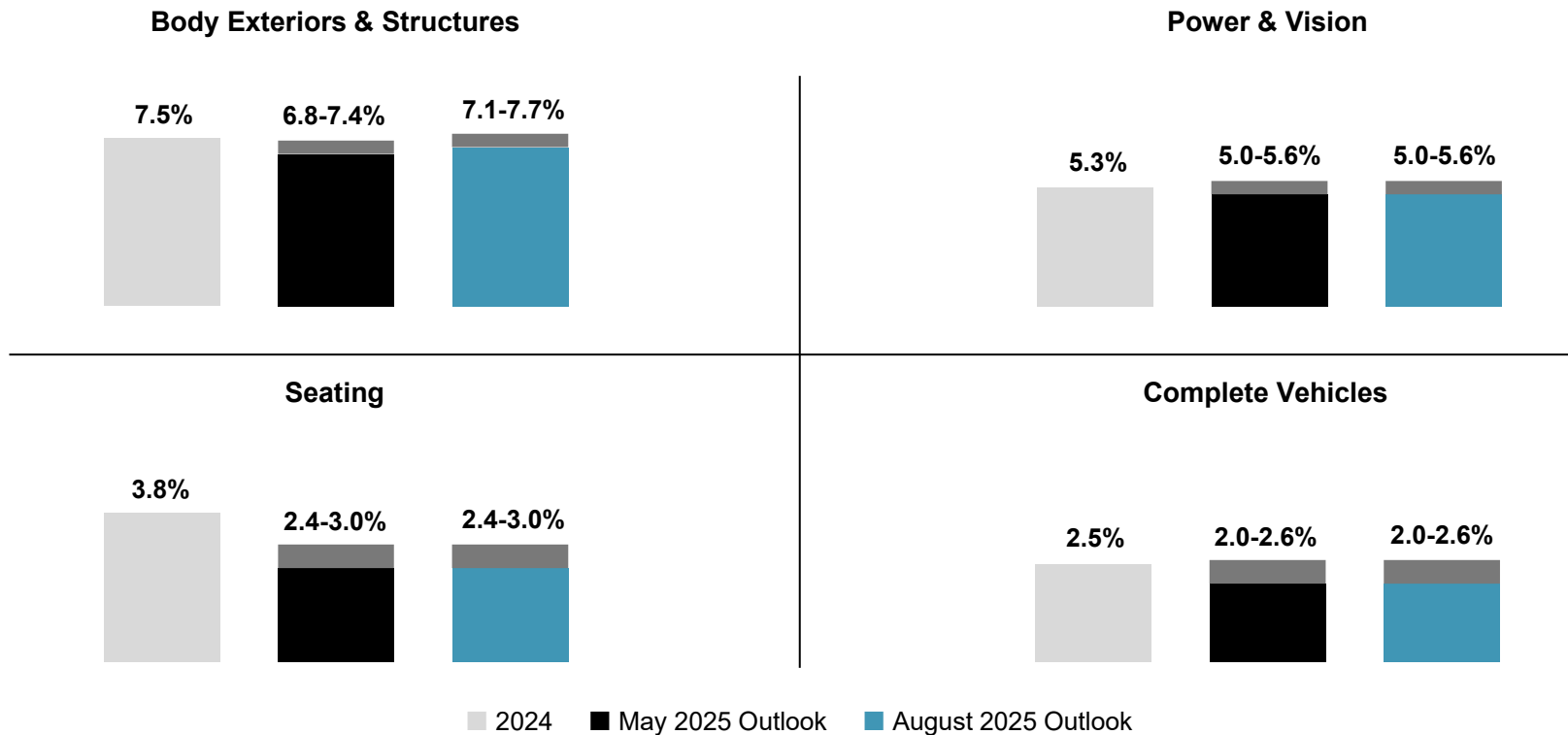
Rest of World



ROW Production 12%
South America Production 17%

■ Q2 2024 ■ Q2 2025

2025 Segment Adjusted EBIT Margin



Leverage Ratio Q2 2025

(\$Millions)

Debt per Balance Sheet	\$	8,116
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Credit Rating Agency Adjustments		127
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Adjusted Debt	\$	8,243
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LTM EBITDA	\$	3,737
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Credit Rating Agency Adjustments		327
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Adjusted EBITDA	\$	4,064
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Adjusted Debt / Adjusted EBITDA Ratio		2.03x
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Excess Cash		(636)
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Adjusted Debt / Adjusted EBITDA (excl. excess cash)¹		1.87x
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¹ Excluding excess cash held to pay down debt coming due



Forward.
For all.