



Forward. For all.

Q3 2026 Results

October 30, 2026

Louis Tonelli

Vice President, Investor Relations



Forward-Looking Statements

Certain statements in this presentation constitute "forward-looking information" or "forward-looking statements" (collectively, "forward-looking statements"). Any such forward-looking statements are intended to provide information about management's current expectations and plans and may not be appropriate for other purposes. Forward-looking statements may include financial and other projections, as well as statements regarding our future plans, strategic objectives or economic performance, or the assumptions underlying any of the foregoing, and other statements that are not recitations of historical fact. We use words such as "may", "would", "could", "should", "will", "likely", "expect", "anticipate", "assume", "believe", "intend", "plan", "aim", "forecast", "outlook", "project", "potential", "estimate", "target" and similar expressions suggesting future outcomes or events to identify forward-looking statements. The following table identifies the material forward-looking statements contained in this presentation, together with the material potential risks that we currently believe could cause actual results to differ materially from such forward-looking statements. Shareholder, potential investors and other 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 	<ul style="list-style-type: none"> • 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 • Supply disruptions, including as a result of semiconductor and memory (DRAM) chip shortages • Customer concentration 	<ul style="list-style-type: none"> • Pace of EV adoption, including North American electric vehicle program deferrals, cancellations and volume reductions • Shifts in market shares among OEMs, vehicles and/or vehicle segments • Shifts in consumer "take rates" for products we sell • Relative currency values
Adjusted EBIT Margin Adjusted Diluted EPS Free Cash Flow	<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 	<ul style="list-style-type: none"> • Restructuring costs and/or impairment charges • Inflation • Ability to secure cost recoveries • Price concessions • Commodity cost volatility • Scrap steel price volatility
Equity Income	<ul style="list-style-type: none"> • Same risks as Adjusted EBIT Margin above • Risks related to conducting business through joint ventures • Risks of doing business in foreign markets 	<ul style="list-style-type: none"> • Legal and regulatory proceedings • Changes in law
Share Repurchases Weighted Average Diluted Shares Outstanding	<ul style="list-style-type: none"> • Same risks impacting Free Cash Flow above • Ability to repurchase shares for cancellation, including due to normal course issuer bid rules, trading blackouts, and other factors 	

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 on the preceding slide, 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:

<p>Macroeconomic, Geopolitical and Other Risks</p> <ul style="list-style-type: none"> • geopolitical crises and military conflicts; • threats to free trade agreements; • international trade disputes; • planning and forecasting challenges; • interest rates and availability of consumer credit; <p>Risks Related to the Automotive Industry</p> <ul style="list-style-type: none"> • pace of EV adoption; • North American EV program deferrals, cancellations and volume reductions; • economic cyclicality; • regional production volumes; • deteriorating vehicle affordability; • intense competition; <p>Strategic Risks</p> <ul style="list-style-type: none"> • evolution of the vehicle; • evolving business risk profile; • technology and innovation; • investments in mobility and technology companies; <p>Customer-Related Risks</p> <ul style="list-style-type: none"> • customer concentration; • market shifts; • evolving OEM competitive landscape; • dependence on outsourcing; • consumer take rate shifts; • nature of customer blanket purchase orders; • potential OEM production-related disruptions; 	<p>Supply Chain Risks</p> <ul style="list-style-type: none"> • supply chain disruptions; • regional energy supply and pricing; • financial condition of supply base; • supplier claims; <p>Manufacturing/Operational Risks</p> <ul style="list-style-type: none"> • product launch; • operational underperformance; • restructuring costs; • impairments; • skilled labour attraction/retention; <p>Pricing Risks</p> <ul style="list-style-type: none"> • quote/pricing assumptions; • customer pricing pressure/contractual arrangements; • commodity price volatility; • scrap steel/aluminum price volatility; <p>Warranty/Recall Risks</p> <ul style="list-style-type: none"> • repair/replacement costs; • warranty provisions; • product liability; <p>IT Security/Cybersecurity Risks</p> <ul style="list-style-type: none"> • IT/cybersecurity breach; • product cybersecurity breach; • risks related to the use of artificial intelligence; 	<p>M&A Risks</p> <ul style="list-style-type: none"> • inherent merger and acquisition risks; • acquisition integration and synergies; <p>Other Business Risks</p> <ul style="list-style-type: none"> • joint ventures; • intellectual property; • risks of doing business in foreign markets; • tax risks; • relative foreign exchange rates; • returns on capital investments; • financial flexibility; • credit ratings changes; • stock price fluctuation; <p>Legal, Regulatory and Other Risks</p> <ul style="list-style-type: none"> • legal and regulatory proceedings; and • changes in laws.
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In evaluating forward-looking statements or forward-looking information, we caution shareholders, potential investors and other readers not to place undue reliance on any forward-looking statement. Additionally, you 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 filed with the United States Securities and Exchange Commission, and subsequent filings.

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

Reminders

All amounts are in U.S. Dollars

Today's discussion excludes the impact of other expense (income), net ("Unusual Items") and amortization of acquired intangible assets. Please refer to the reconciliation of Non-GAAP measures in our press release dated October 30, 2026 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 Magna organic sales growth (%) to vehicle production change (%) after applying Magna-specific geographic sales weighting, excluding Complete Vehicles, to regional production.

Swamy Kotagiri

President & Chief Executive Officer



Key Takeaways

1

Strong Q3 results, with continued margin expansion driven by disciplined execution

- Sales down 4%, **weighted Growth over Market of +0.5%** (+1.0% ex-CV)
- Adjusted EBIT **up 11%**, Adjusted EBIT margin **expanded 90 bps to 6.8%**
- Adjusted EPS **rose 38% to \$1.83**
- Continuing **operational excellence** across the Company
- Favourable **commercial items** in Q3, including some timing from Q4

Key Takeaways

2

Solid free cash flow reflects further improved operating performance

- Generated operating cash flow of **\$950 million** and free cash flow of **\$584 million** in Q3
- Ended Q3 with strong balance sheet, including **\$1.4 billion** in cash
- Strong cash generation and investment-grade balance sheet provide financial flexibility

Key Takeaways

3

Updated Outlook reflects ongoing confidence in margin, EPS and cash flow trajectory

- **Updating** sales range to reflect lower expected vehicle production in China, unfavourable program mix
- **Narrowing FY 2026 Outlook** range for Adj. EBIT margin (**6.3% to 6.5%**)
- **Maintaining midpoint of FY 2026 Outlook** range for Adj. EPS (**\$6.85 – \$7.15**)
- **Raising FY 2026 Outlook** range for Free Cash Flow (**\$1.85B – \$1.90B**)

Key Takeaways

4

Executing our proven capital allocation framework

- Continue to **invest in business** to support profitable growth
- **Returned \$658 million** in capital to shareholders in Q3, through dividends and share repurchases
- **Completed existing buyback authorization** (NCIB) in October; Board approved new NCIB
- Closed **Rooftop Systems and North American Lighting** divestitures

Launching Complete Vehicle Programs Globally

Waymo (North America)

- Launch and ramp-up of two new vehicles for upfitting in Mesa, Arizona



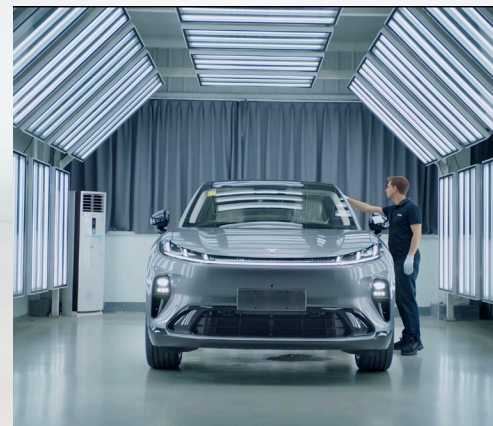
COEMs (Europe)

- Assembly in Graz, Austria of in total 6 vehicles for customers XPENG and GAC
- XPENG: G9L launching as fourth model in Graz
- GAC: AION UT launched in 2026



Arcfox (Asia)

- Complete vehicle production in Zhenjiang, China
- Launching the all-new Alpha T7
- Fifth ARCFOX model produced within the joint venture



Awarded New Business

Transfer Case, Rear Drive Module and Front Drive Unit

Launches 2028



Actuator for SmartLatch System

Launches 2027



Multiple Innovation Award Finalists

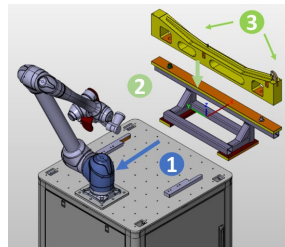
Automotive News
PACE AWARD
2026 FINALIST



DHD Duo Hybrid Drive



**Battery Enclosure with
OptiForm Endcaps**



**Collaborative Laser
Inspection Station**

Automotive News
PACE PILOT
2026 FINALIST



Bio-Based Foam Seating



Front-End EV Architecture

Phil Fracassa

EVP & Chief Financial Officer



Q3 2026 Performance Highlights

Consolidated Sales

\$10.1B

-4%

Weighted GoM¹ of +0.5%

(+1.0% excl. Complete Vehicles)

Adjusted EBIT

6.8%

+90 bps

\$683M

+11%

Adjusted EPS

\$1.83

+38%

Free Cash Flow²

\$584M

+\$12M

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

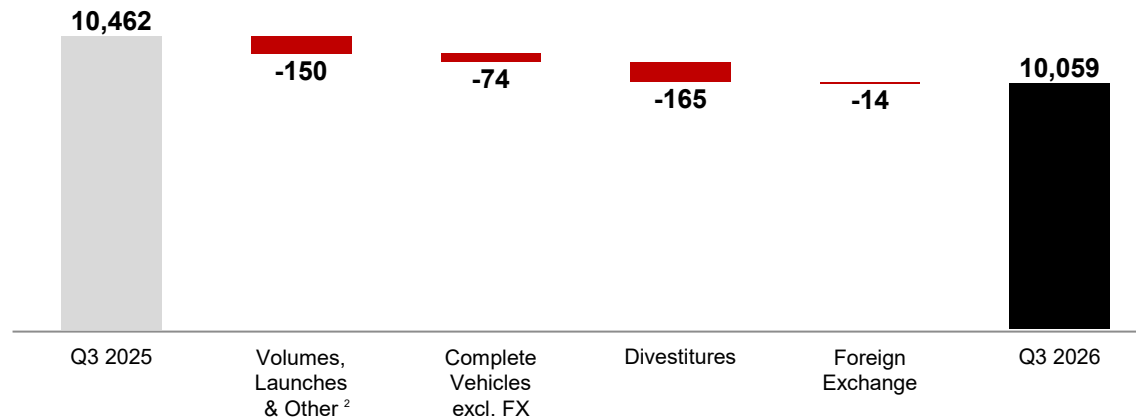
Q3 2026 Financial Results

Consolidated Sales

(\$Millions)

-4%

(Organic: -2.1%)



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

² "Other" includes customer price increases to recover certain higher input costs and tariffs, the net impact of commercial items, and net customer price concessions

Q3 2026 LV Production

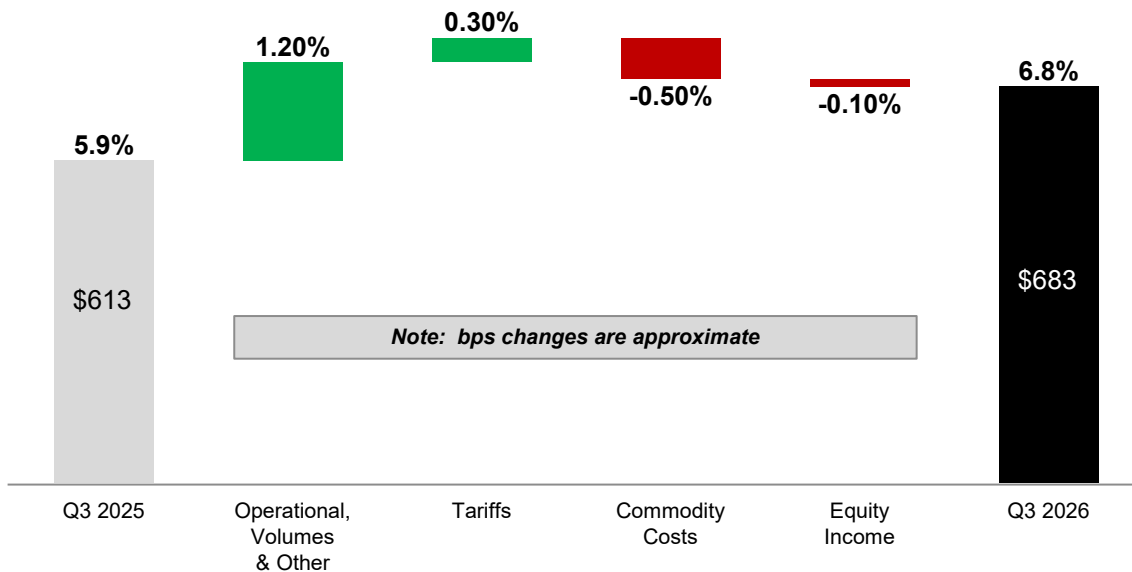
North America	-5%
Europe	+3%
China	-7%
Global	-3%
Magna Weighted	-2.6%

Weighted Sales GoM¹: +0.5%
(+1.0% excl. Complete Vehicles)

Q3 2026 Financial Results

Adjusted EBIT & Margin

(\$Millions and %)



- Operational, Volumes & Other (+120 bps)
 - Net impact of commercial items (+)
 - Benefits of operational excellence initiatives, net of normal course customer price concessions (+)
 - Benefits of prior restructuring actions (+)
 - Divestitures of Lighting and Rooftop Systems businesses (+)
 - Lower organic sales and related mix impacts (-)
 - Net transactional foreign exchange losses (-)
 - Higher profit sharing/incentive compensation (-)
- Tariffs (+30 bps)
 - Lower costs, net of recoveries (+)
- Commodity Costs (-50 bps)
- Equity Income (-10 bps)

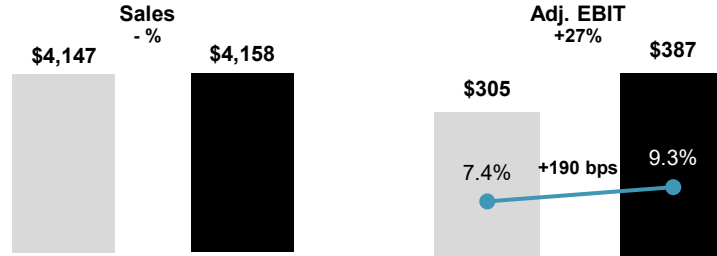
Q3 2026 Financial Results

(\$Millions, except per share data)	Q3 2025		Q3 2026		Change
Sales	10,462		10,059		(403)
Adjusted EBIT	613	5.9%	683	6.8%	70
Interest Expense	65		35		30
Adjusted Pre-Tax Income	548		648		100
Adjusted Income Taxes	(145)	26.5%	(145)	22.4%	-
Income Attributable to Non-Controlling Interests	(28)		(17)		11
Adjusted Net Income Attributable to Magna	375		486		111
Diluted Shares Outstanding (millions of shares)	281.8		266.0		(15.8)
Adjusted EPS (\$)	1.33		1.83		0.50

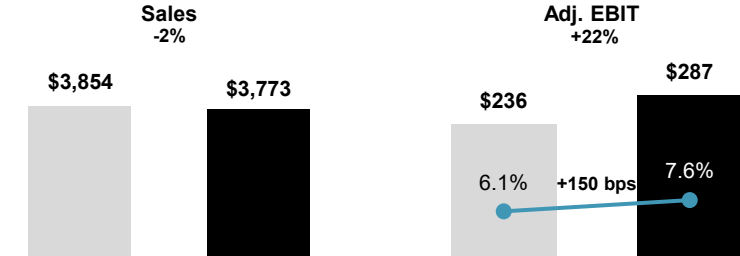
Q3 2026 Segment Performance

(\$Millions)

Body Exteriors & Structures

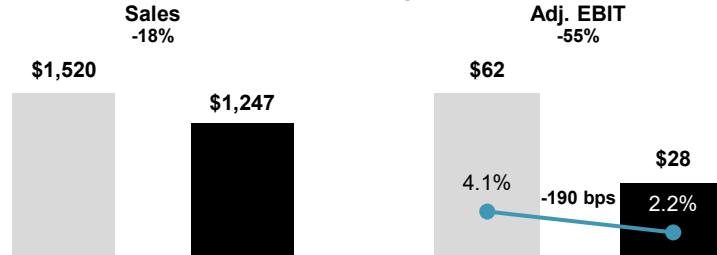


Power & Vision



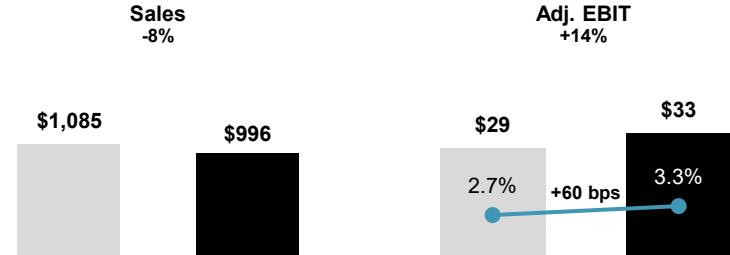
Q3'26 reflects Lighting and Rooftop Systems divestitures (-\$165M or -4%)

Seating



Q3'26 reflects impact of Ford Louisville and BMW Spartanburg plant changeovers

Complete Vehicles



■ Q3 2025 ■ Q3 2026

Q3 2026 Free Cash Flow

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)	Q3 2025	Q3 2026
Cash from Operations Before Changes in Operating Assets & Liabilities	787	806
Changes in Operating Assets & Liabilities	125	144
Cash from Operations	912	950
Fixed Asset Additions	(267)	(307)
Increase in Investments, Other Assets and Intangible Assets	(100)	(75)
Proceeds from Normal Course Dispositions	27	16
Investment Activities	(340)	(366)
Free Cash Flow¹	572	584

Key uses of cash:

Dividends paid	(136)	(129)
Repurchase of Common Shares	-	(529)

Maintaining Strong Balance Sheet and Financial Flexibility

Total Liquidity (30SEP26) (\$millions)

Cash and Cash Equivalents	1,378
Available Term & Operating Lines of Credit	3,500
Total Liquidity	4,878

Leverage Metrics¹ (LTM, 30SEP26) (\$millions)

Net Debt to Adjusted EBITDA (Net Leverage)	0.75x
Rating Agency Leverage	1.40x

***Long-Standing Investment-Grade Ratings
with Moody's and S&P***

¹ Detailed calculations for Leverage Metrics including in appendix

- Strong liquidity of \$4.9B, including \$1.4B cash
- Net leverage 0.75x and rating agency leverage 1.40x at quarter end, both lower than expected on strong cash flow
- Company well-positioned to continue significant share repurchases
- Board approved new NCIB stock buyback authorization for next 12 months (up to 10% of public float)

Updated 2026 Macro Assumptions

Macro Assumptions:	July 2026	October 2026
Light Vehicle Production: (millions of units)		
• North America	15.0	15.0
• Europe	16.8	16.8
• China	31.2	30.4
Foreign Exchange Rates:		
• 1 CDN dollar equals USD	0.713	0.719
• 1 EURO equals USD	1.153	1.156
• 1 RMB equals USD	0.146	0.147

Updated 2026 Outlook – Summary

	July 2026	October 2026
Sales	\$41.3 – \$42.5B	\$41.2 – \$42.0B
Adjusted EBIT Margin %¹	6.3% – 6.6%	6.3% – 6.5%
Adjusted EPS²	\$6.70 – \$7.30	\$6.85 – \$7.15
Free Cash Flow³	\$1.75 – \$1.85B	\$1.85 – \$1.90B

Other Key Assumptions:

Capital Spending (CapEx)	\$1.5 – \$1.6B	~\$1.5B
Equity Income (incl. in Adj. EBIT margin)	\$190 – \$210M	~\$200M
Interest Expense (net)	~\$160M	~\$150M
Adjusted Income Tax Rate	~23%	~22%
Diluted shares outstanding (FY avg.)	~270M	~270M

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

² Adjusted EPS represents Net Income excluding Other expense (income), net / Diluted weighted average number of shares outstanding

³ 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 Investments, Other assets and Intangibles

- Updating Sales Outlook to reflect lower expected light vehicle production in China and unfavourable program mix
- Narrowing Adj. EBIT margin range
- Maintaining midpoint of Adj. EPS range
- Increasing FCF Outlook range
- Repurchased remaining 1.3M shares under NCIB in October

Swamy Kotagiri

President & Chief Executive Officer



In Summary

Strong Q3 2026 with margin expansion, EPS growth and cash generation

- Delivered meaningful Adjusted EBIT Margin and Adjusted EPS growth
- Generated solid free cash flow, reinforcing the quality and sustainability of earnings

In Summary

Positioned for continued margin expansion, EPS growth and shareholder returns

- Updated 2026 outlook, reflecting confidence in ongoing operating performance
- Continued focus on margin expansion, EPS growth and strong free cash flow
- Executing a disciplined capital allocation strategy, including significant return of capital
- Completed previous NCIB program, Board approved new NCIB

Magna Investor Day

Wednesday, November 11, 2026

New York, NY



Q&A



Appendix Q3 2026 Results



Q3 2026 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	\$ 552	\$ 79	\$ 17	\$ 648
% of Sales	5.5%			6.4%
Income Tax Expense	\$ 152	\$ (8)	\$ 1	\$ 145
% of Pretax	27.5%			22.4%
Income Attributable to Non-Controlling Interests	\$ (17)	\$ -	\$ -	\$ (17)
Adjusted Net Income Attributable to Magna ¹	\$ 383	\$ 87	\$ 16	\$ 486
Adjusted Diluted Earnings Per Share	\$ 1.44	\$ 0.33	\$ 0.06	\$ 1.83

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

Q3 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	\$ 473	\$ 48	\$ 27	\$ 548
% of Sales	4.5%			5.2%
Income Tax Expense	\$ 140	\$ -	\$ 5	\$ 145
% of Pretax	29.6%			26.5%
Income Attributable to Non-Controlling Interests	\$ (28)	\$ -	\$ -	\$ (28)
Adjusted Net Income Attributable to Magna ¹	\$ 305	\$ 48	\$ 22	\$ 375
Adjusted Diluted Earnings Per Share	\$ 1.08	\$ 0.17	\$ 0.08	\$ 1.33

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

Q3 2025 vs Q3 2026

	Reported	Organic ¹	Performance vs Weighted Global Production (Weighted GoM)
Body Exteriors & Structures	0.3%	0.6%	3.2%
Power & Vision	(2.1%)	1.8%	4.4%
Seating Systems	(18.0%)	(18.0%)	(15.4%)
Complete Vehicles	(8.2%)	(6.8%)	(4.2%)
TOTAL SALES	(3.9%)	(2.1%)	0.5%

Unweighted Production Growth (3.1%)

Weighted Production Growth² (2.6%)

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

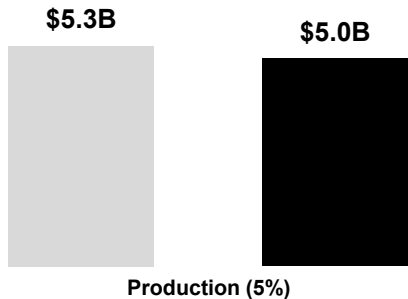
Q3 2025 vs Q3 2026

(\$Millions)	Sales	Adjusted EBIT	Adjusted EBIT as a Percentage of Sales
3 rd Quarter of 2025	\$ 10,462	\$ 613	5.9%
Increase (Decrease) Related to:			
Body Exteriors & Structures	\$ 11	\$ 82	0.8%
Power & Vision	\$ (81)	\$ 51	0.5%
Seating Systems	\$ (273)	\$ (34)	(0.2%)
Complete Vehicles	\$ (89)	\$ 4	0.1%
Corporate and Other	\$ 29	\$ (33)	(0.3%)
3 rd Quarter of 2026	\$ 10,059	\$ 683	6.8%

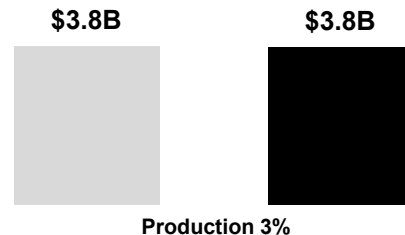
Geographic Sales

Q3 2025 vs Q3 2026

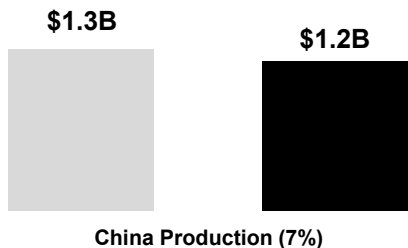
North America



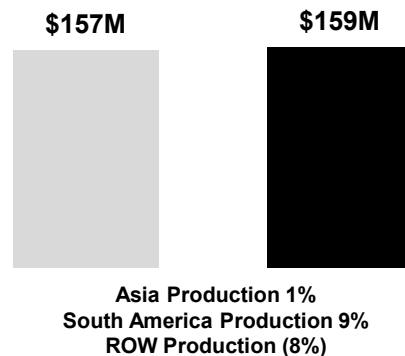
Europe



China



Rest of World¹



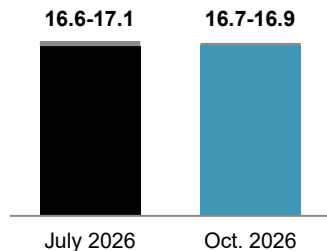
¹ Rest of World represents Asia (excluding China) plus all other regions not included in other categories.

Segment Outlook

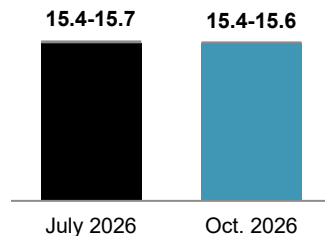
Sales

(\$Billions)

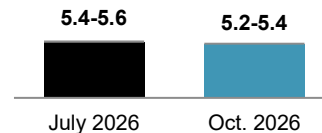
Body Exteriors & Structures



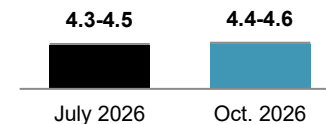
Power & Vision



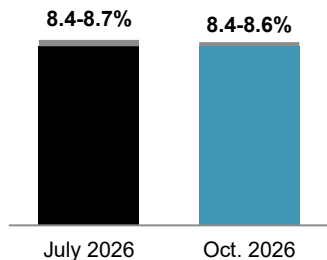
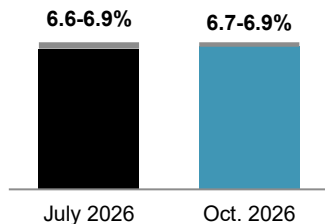
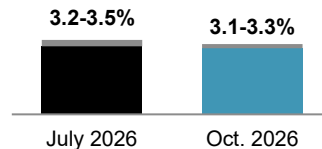
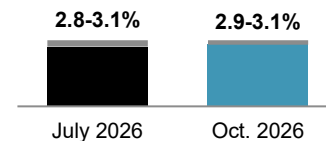
Seating



Complete Vehicles



Adjusted EBIT Margin %



Leverage Ratios as of September 30, 2026

(\$Millions)	Net Debt/ Adj. EBITDA	Rating Agency Debt/EBITDA ¹
Cash and Cash Equivalents	\$ (1,378)	\$ -
ST and LT Debt per Balance Sheet	4,630	4,630
Leases and Other Credit Rating Agency Adjustments	-	1,932
Net Debt / Rating Agency Debt	\$ 3,252	\$ 6,562
LTM Adjusted EBITDA	\$ 4,318	\$ 4,318
Credit Rating Agency Adjustments	-	369
Adjusted EBITDA / Rating Agency EBITDA	\$ 4,318	\$ 4,687
Leverage at September 30, 2026	0.75x	1.40x

¹ "Rating Agency" Debt/EBITDA reflects estimated Moody's adjustments and resulting calculation as of September 30, 2026

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 is dynamic and suggests forward movement.

Forward. For all.