JP Morgan Automotive Conference

August 14, 2019

Forward Looking Statements

This presentation contains forward-looking statements within the meaning of the Private Securities Litigation Reform Act of 1995. These forward-looking statements involve certain risks and uncertainties that could cause actual results to differ materially from those expressed or implied by these statements. These risks and uncertainties include factors detailed in the reports we file with the SEC, including those described under “Risk Factors” in our most recent Annual Report on Form 10-K. These forward-looking statements speak only as of the date of this communication. We expressly disclaim any obligation or undertaking to disseminate any updates or revisions to any forward-looking statement contained herein to reflect any change in our expectations with regard thereto or any change in events, conditions or circumstances on which any such statement is based.

It should also be noted that this presentation contains certain financial measures, including Adjusted EBITDA, Adjusted Earnings per Share, Adjusted Free Cash Flow, and Net Leverage Ratio that are not required by, or presented in accordance with, accounting principles generally accepted in the United States, or GAAP. These measures are presented here to provide additional useful measurements to review our operations, provide transparency to investors and enable period-to-period comparability of financial performance. A description of non-GAAP financial measures that we use to evaluate our operations and financial performance, and reconciliation of these non-GAAP financial measures to the most directly comparable financial measures calculated and reported in accordance with GAAP, can be found in the appendix under “Reconciliation of Non-GAAP Measures”.

About AAM

2018 SALES
$7.27B

Over
700
CUSTOMERS

Over
25,000
ASSOCIATES

As a leading, global tier 1 automotive supplier, AAM designs, engineers and manufactures driveline, metal forming and casting technologies that are making the next generation of vehicles smarter, lighter, safer and more efficient

AAM **delivers POWER** that moves the world through world-class quality, technology leadership and operational excellence

Over
70
MANUFACTURING FACILITIES

16
ENGINEERING CENTERS

17
COUNTRIES

Over
85
LOCATIONS

Business Units and Market Leadership

DRIVELINE

- **2018 Sales - $4.9B; 28 facilities**
- **#1 Globally**
  - Full-size pickup truck and SUV driveline systems
  - Damped gears and rubber isolations pulleys
  - Viscous dampers for passenger cars
- **#1 North America and #2 China –** AWD systems for crossover vehicles
- **Pioneer** of disconnecting AWD Systems
- One of the **leaders** in hybrid and electric driveline solutions

METAL FORMING

- **2018 Sales - $2.0B; 35 facilities**
- **Largest automotive forger in the world**
- **#1 Globally**
  - Powdered metal connecting rods
  - Differential gears
  - Axle shafts
  - Hypoid pinions
  - Ring gears
- **#1 North America**
  - Transmission gears
  - CVT pulleys
  - Aluminum valve bodies

CASTING

- **2018 Sales - $900M; 11 facilities**
- **Leading automotive iron casting operations**
- **#1 North America** ductile iron casting supplier
- **#1 or #2 North America**
  - Differential carriers and cases
  - Steering knuckles
  - Control arms
  - Brake calipers

*Note: Market leadership based on company estimates as compared to other independent suppliers, business unit sales based on 2018 amounts before eliminations of intercompany sales of approximately $0.5 billion

Financial Targets

2019 Financial Outlook

Updated 2019 Financial Targets

Full Year Sales	**$6.9 - $7.0 billion**
Adjusted EBITDA*	**$1.05 - $1.10 billion**
Capital Expenditures	**Reduced to ≈ $485 million (From ≈ $515 million)**
Adjusted Free Cash Flow*	**≈ $250 million**

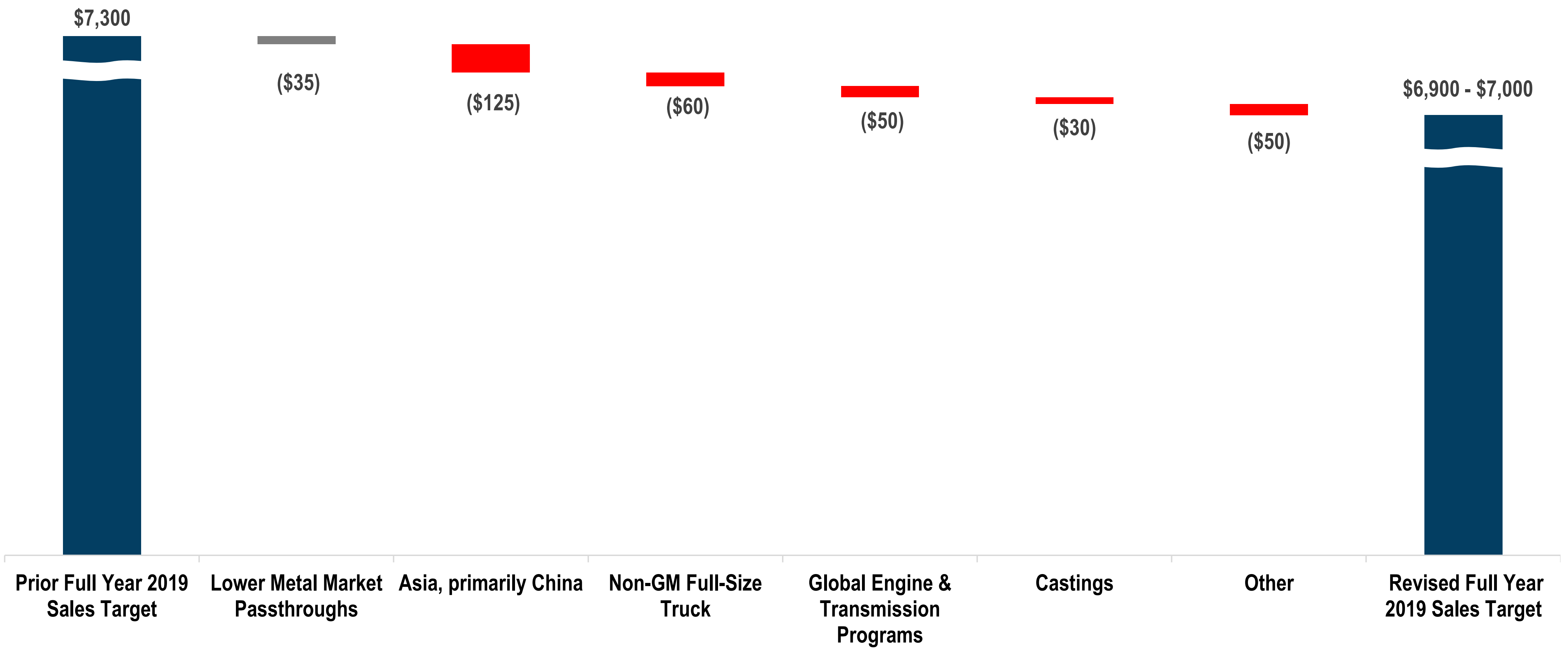
AAM's revised full year 2019 financial targets reflect:

- An estimate of production volumes for the remainder of 2019 based on internal and external sources and the current metal market environment.
- A reduction in profitability primarily associated with lower sales and an increase in engineering, research and development expenditures to support our future e-AAM hybrid and electric driveline growth.
- Continued operational improvements in-line with previous commentary.

* For definitions of Adjusted EBITDA and Adjusted Free Cash Flow and Non-GAAP reconciliations, please see the attached appendix

Sales Walk – Previous Target to Revised Target

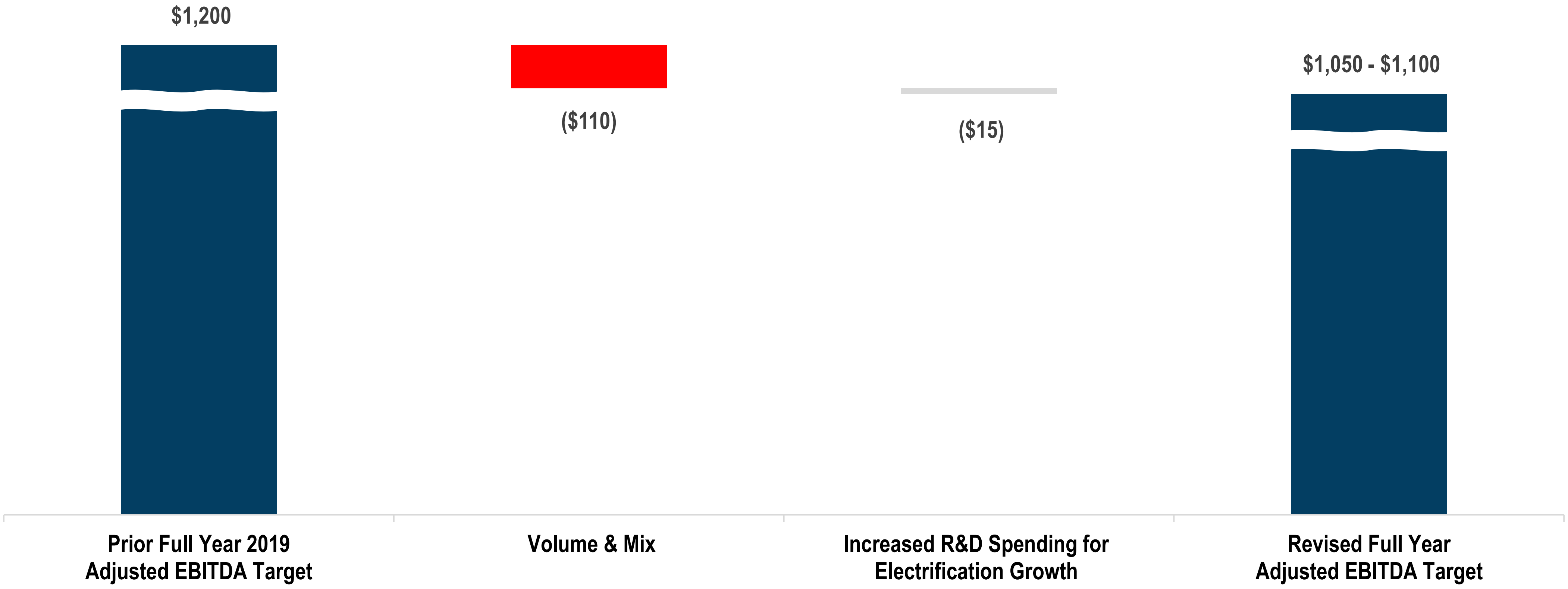
(in millions)



Note: Utilized the mid point for the range of each element for charting purposes

Adj. EBITDA Walk – Previous Target to Revised Target

(in millions)



Note: For definitions of Non-GAAP measures, please see the attached appendix; Utilized the mid point for the range of each element for charting purposes

1H 2019 to 2H 2019 Adjusted EBITDA Walk

(in millions)

Note: For definitions of Non-GAAP measures, please see the attached appendix; Utilized the mid point for the range for charting purposes

Transition from Heavy Launch and Integration Period

Key Activities	2017 - 2019	2020 - 2022
Launches	Average ≈60 per year	Expect an average of 10 - 20 per year
MPG Transaction	Key acquisition, integration and synergy activities	Integration will be complete in 2020
Capital Spending	Elevated to support launches and integration (7 - 8% of sales)	Return to normalized levels (5 - 6% of sales)

AAM to benefit from fewer launches and a more stable operating environment

Profit Margin and Cash Flow Opportunities

Margin Opportunities: Expect to achieve $50 - 75 million of EBITDA improvements for these items in 2020 compared to 2019	Reduces Decremental Margin Impact if Sales Decline
Additional synergy, SG&A and business unit consolidation savings	✓
Full rate of launch/performance improvements and lower project expense	✓
Pursue additional purchasing and VA/VE savings initiatives	✓
Implement additional capacity rationalization for fixed cost reductions	✓
Increase productivity savings with more stable operating environment	✓

Additional Cash Flow Benefits / Debt Reduction Opportunities

Lower Capital Spending in 2020 of 5 - 6% of sales

Lower expected interest payments in 2020

Evaluate portfolio for non-core business divestitures

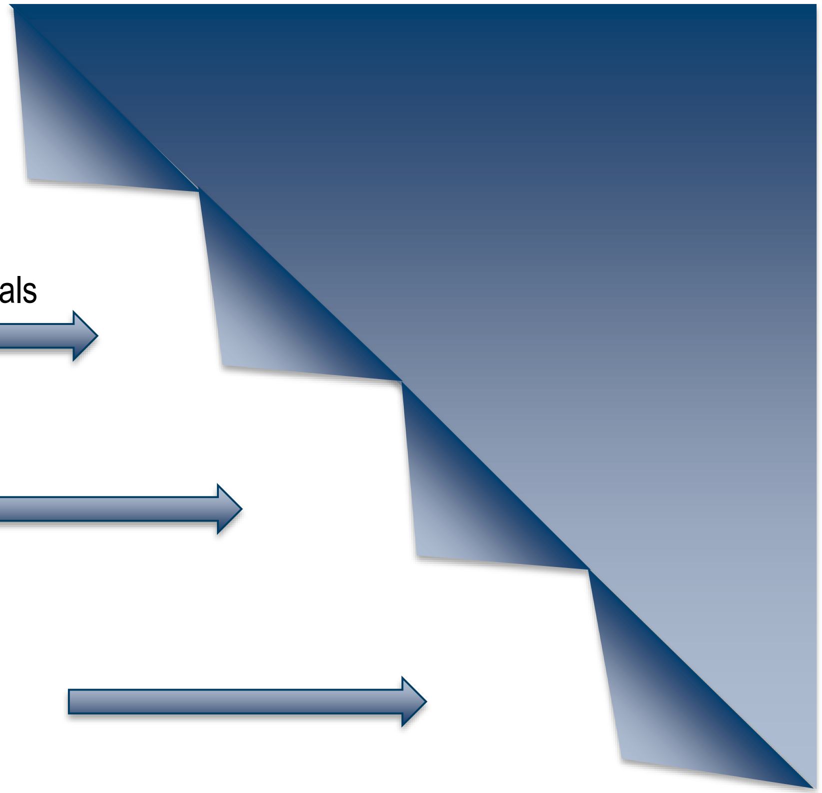
Downside Protection Playbook

Sales Decline 0% → 25%+

AND / OR

Duration Expected Short → Longer

Potential Actions



Potential Actions	Restructuring Costs Required?
Reduce Variable Costs • Direct Material (≈60% of COGS) • Hourly Headcount • Variable Overhead	No
Reduce Semi-fixed Costs • Salaried headcount, merit and incentive compensation adjustments/deferrals • Formal spending reduction programs (ex. travel) • Align future R&D, project and capital expenses to lower sales levels	Limited
Select Recapacitating of Facilities • Align capacity with customers • Plant loading adjustments to optimize capacity	Moderate
Structural Capacity and Overhead Reduction • Global footprint consolidations • Significant Salaried Reduction in Force programs	Higher

Note: This list includes examples for illustrative purposes and does not include all potential actions

GOAL: Align capacity and cost structure with market demand

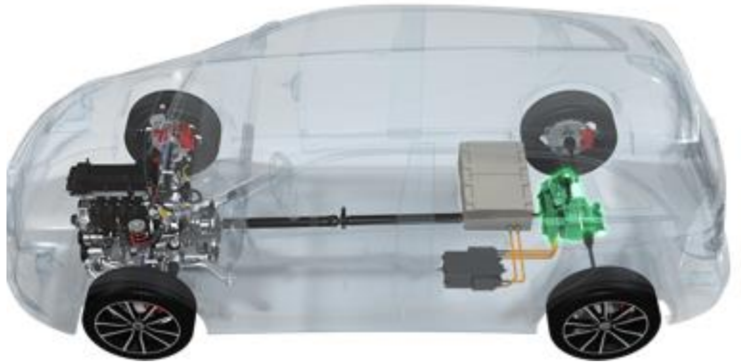
Electrification Growth

e-AAM Hybrid and Electric Driveline Systems™

KEY HIGHLIGHTS

- Highly integrated electric motor, gear reduction, & differential
- Power dense, low NVH, high efficiency design allows for easy integration for multiple vehicle platforms
- Broad spectrum of solutions - from value to high performance - to meet a wide range of vehicle, customer and geographic requirements
- First launched on the Jaguar I-Pace AWD crossover – featuring e-AAM's front and rear eDrive units
- Combined annual revenues for our two booked e-AAM programs are expected to be $100 - $200 million by 2021

eAAM
HYBRID AND ELECTRIC DRIVELINE SYSTEMS BY AAM



AAM P3 Rear e-Drive unit (Hybrid)
Launching in 2020

Jaguar I-Pace P4 e-Drive units (e-AWD BEV)
Launched in 2018

Combined lifetime revenues of awarded e-AAM programs is estimated to be over $1 billion

Growing Book of Business

1st Award	2nd Award	NEW AWARD
		

Customer	**Jaguar**	**Premium European OEM**	**Chinese OEM**
Vehicle	**I-Pace AWD Crossover**	**High Performance Pass Car**	**Small Pass Car**
Architecture	**P4 BEV**	**P3 Hybrid**	**P4 BEV**
Customer Req.	**Performance**	**Performance**	**Value**

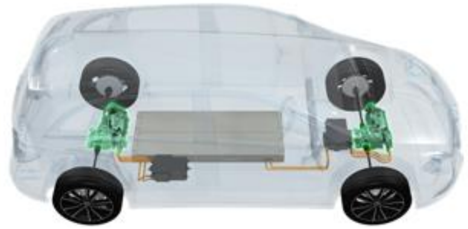
Future Electrification Opportunities

AAM's product portfolio supporting e-powertrains is driving potential new business globally

Gear Box Applications

ePowertrain Components

Vehicle Integration



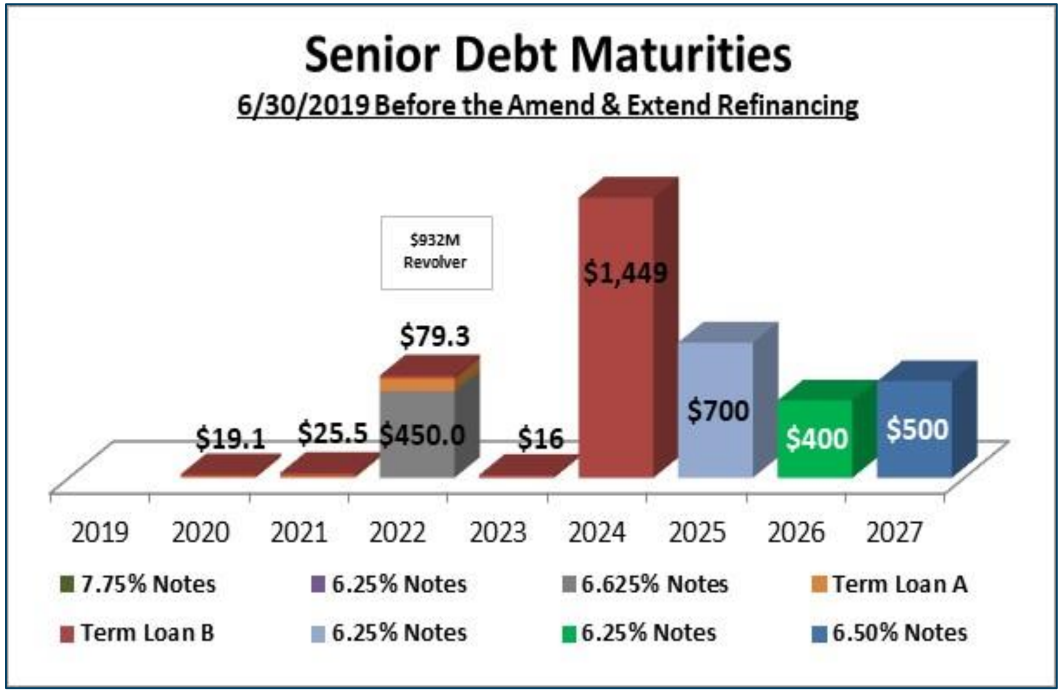
$500M
Quoting and Emerging New Business Opportunities

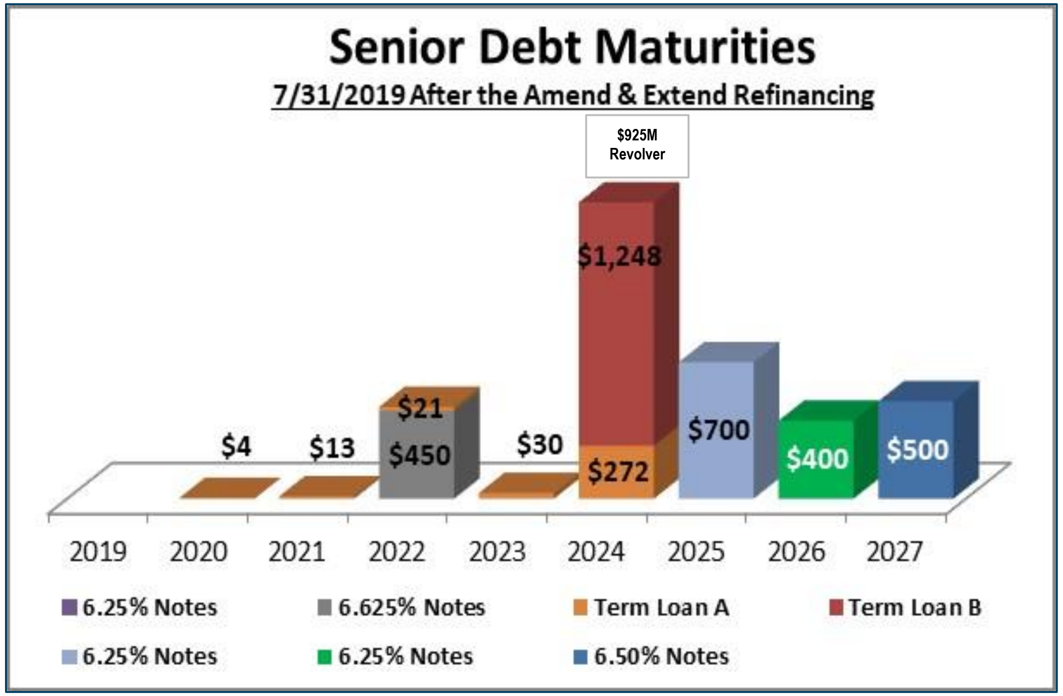
Integrated eFront Drive Units

Integrated eRear Drive Units

Capital Structure and Allocation Priorities

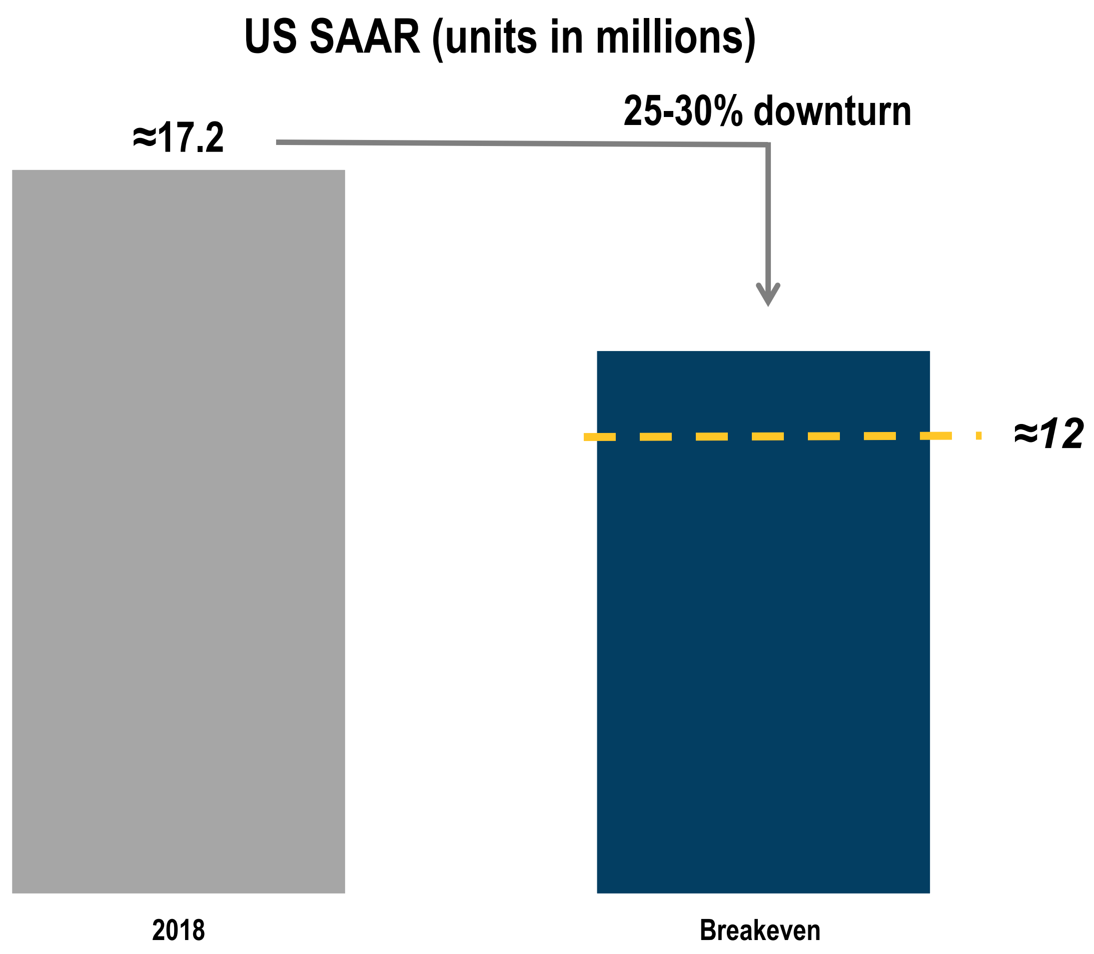
Recent Refinancing and Extended Debt Maturities





Other Benefits:
- **Lowered interest expense**
- **Reset Net Leverage Ratio covenant requirement for business flexibility**

Cash Flow Breakeven



- Highly variable cost structure allows for flexibility during periods of lower volumes
- AAM has track record of reducing fixed costs through facility and labor efficiency initiatives during previous downside periods
- Multiple options available to manage to additional potential change in volumes, including SG&A, capital spending, R&D etc.
- Continued synergy attainment and productivity initiatives further reduce breakeven points

AAM has a flexible cost structure

Capital Allocation

Leverage Reduction	Organic Growth
>$500M of senior debt payments since the MPG acquisition and targeting	*Invest in R&D and continue organic growth with the appropriate returns*
Strategic	**Shareholder Activity**
Focus on objectives of technology, portfolio positioning, diversification and growth	*At the appropriate time, other options that may benefit our shareholders further*

Capital allocation aligned with AAM's strategic objectives

DELIVERING POWER

THAT MOVES THE WORLD.

Supplemental Data

LV Production and Sales Volume Assumptions

	Previous	Current
Global Light Vehicle Production	≈ 95M units, or up 1% from 2018	≈ Down 4% from 2018
North America (NA) Light Vehicle Production	≈ 16.5M – 17M units	≈ 16.4M - 16.7M units
US SAAR	≈ 16.5M – 17M units	≈ 16.5M – 16.8M units
Europe Light Vehicle Production	≈ Flat from 2018	≈ Down 3 - 4% from 2018
China Light Vehicle Production	≈ Flat from 2018	≈ Down 8 - 10% from 2018

Source: IHS, ACT, company estimates

Reconciliation of Non-GAAP Measures

In addition to the results reported in accordance with accounting principles generally accepted in the United States of America (GAAP) included within this presentation, we have provided certain information, which includes non-GAAP financial measures. Such information is reconciled to its closest GAAP measure in accordance with Securities and Exchange Commission rules and is included in the following slides.

Certain of the forward-looking financial measures included in this earnings release are provided on a non-GAAP basis. A reconciliation of non-GAAP forward-looking financial measures to the most directly comparable forward-looking financial measures calculated and presented in accordance with GAAP has been provided. The amounts in these reconciliations are based on our current estimates and actual results may differ materially from these forward-looking estimates for many reasons, including potential event driven transactional and other non-core operating items and their related effects in any future period, the magnitude of which may be significant.

Supplemental Data

Full Year 2019 Outlook
($ in millions)

	Adjusted EBITDA	
	Low End	High End
Net income	$ 190	$ 230
Interest expense	220	220
Income tax expense	25	35
Depreciation and amortization	565	565
Full year 2019 targeted EBITDA	1,000	1,050
Restructuring and acquisition-related costs	50	50
Full year 2019 targeted Adjusted EBITDA	$ 1,050	$ 1,100

	Adjusted Free Cash Flow
Net cash provided by operating activities	$ 680
Capital expenditures net of proceeds from the sale of property, plant and equipment	(485)
Full year 2019 targeted Free Cash Flow	195
Cash payments for restructuring and acquisition-related costs	55
Full year 2019 targeted Adjusted Free Cash Flow	$ 250

Definition of Non-GAAP Measures

EBITDA and Adjusted EBITDA

We define EBITDA to be earnings before interest expense, income taxes, depreciation and amortization. Adjusted EBITDA is defined as EBITDA excluding the impact of restructuring and acquisition-related costs, debt refinancing and redemption costs, gain on sale of a business, goodwill impairments and non-recurring items. We believe that EBITDA and Adjusted EBITDA are meaningful measures of performance as they are commonly utilized by management and investors to analyze operating performance and entity valuation. Our management, the investment community and the banking institutions routinely use EBITDA and Adjusted EBITDA, together with other measures, to measure our operating performance relative to other Tier 1 automotive suppliers. We also use Segment Adjusted EBITDA as the measure of earnings to assess the performance of each segment and determine the resources to be allocated to the segments. EBITDA and Adjusted EBITDA should not be construed as income from operations, net income or cash flow from operating activities as determined under GAAP. Other companies may calculate EBITDA and Adjusted EBITDA differently.

Adjusted Earnings per Share

We define Adjusted earnings per share to be diluted earnings per share excluding the impact of restructuring and acquisition-related costs, debt refinancing and redemption costs, gain on sale of a business, goodwill impairments and non-recurring items, including the tax effect thereon. We believe Adjusted earnings per share is a meaningful measure as it is commonly utilized by management and investors in assessing ongoing financial performance that provides improved comparability between periods through the exclusion of certain items that management believes are not indicative of core operating performance and which may obscure underlying business results and trends. Other companies may calculate Adjusted earnings per share differently.

Free Cash Flow and Adjusted Free Cash Flow

We define free cash flow to be net cash provided by operating activities less capital expenditures net of proceeds from the sale of property, plant and equipment. Adjusted free cash flow is defined as free cash flow excluding the impact of cash payments for restructuring and acquisition-related costs, settlements of pre-existing accounts payable balances with acquired entities, and interest payments upon the settlement of acquired company debt. We believe free cash flow and Adjusted free cash flow are meaningful measures as they are commonly utilized by management and investors to assess our ability to generate cash flow from business operations to repay debt and return capital to our stockholders. Free cash flow and Adjusted free cash flow are also key metrics used in our calculation of incentive compensation. Other companies may calculate free cash flow and Adjusted free cash flow differently.

Net Debt and Net Leverage Ratio

We define net debt to be total debt, net less cash and cash equivalents. We define Net Leverage Ratio to be net debt divided by the trailing 12 months of Adjusted EBITDA. We believe that Net Leverage Ratio is a meaningful measure of financial condition as it is commonly used by management, investors and creditors to assess capital structure risk. Other companies may calculate Net Leverage Ratio differently.

Liquidity

We define Liquidity as cash on hand plus amounts available on our revolving credit facility and foreign credit facilities.

US SAAR

We define US SAAR as the seasonally adjusted annual rate of light vehicle sales in the United States.

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