Barclays High Yield Conference

June 6, 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

Business Strategy and Growth Update

Business Unit Consolidation

DRIVELINE	POWERTRAIN	METAL FORMING	CASTING
2018 Sales - $4.3B *16 facilities*	*2018 Sales - $1.1B* *24 facilities*	*2018 Sales -$1.5B* *23 facilities*	*2018 Sales -$900M* *11 facilities*

DRIVELINE	METAL FORMING	CASTING
2018 Pro forma Sales - $4.9 billion *28 facilities*	*2018 Pro forma Sales - $2.0 billion* *35 facilities*	*No change*
Adding Highly Engineered Product operations from Powertrain	*Adding Process-oriented Forming and Sintered operations from Powertrain*	

AAM is proactively streamlining our business by consolidating four business units into three

Note: 2018 sales reflect approximately $550 million of intercompany sales

Business Unit Consolidation Objectives

1. Finalize integration process

WE ARE

2. Align AAM's product and process technologies

3. Achieve efficiencies within our corporate and business unit support teams

4. Accelerate implementation of AAM's Operating System including program management and launch readiness

OS
OPERATING SYSTEM

5. Provide annual cost savings estimated at $10 - $20 million

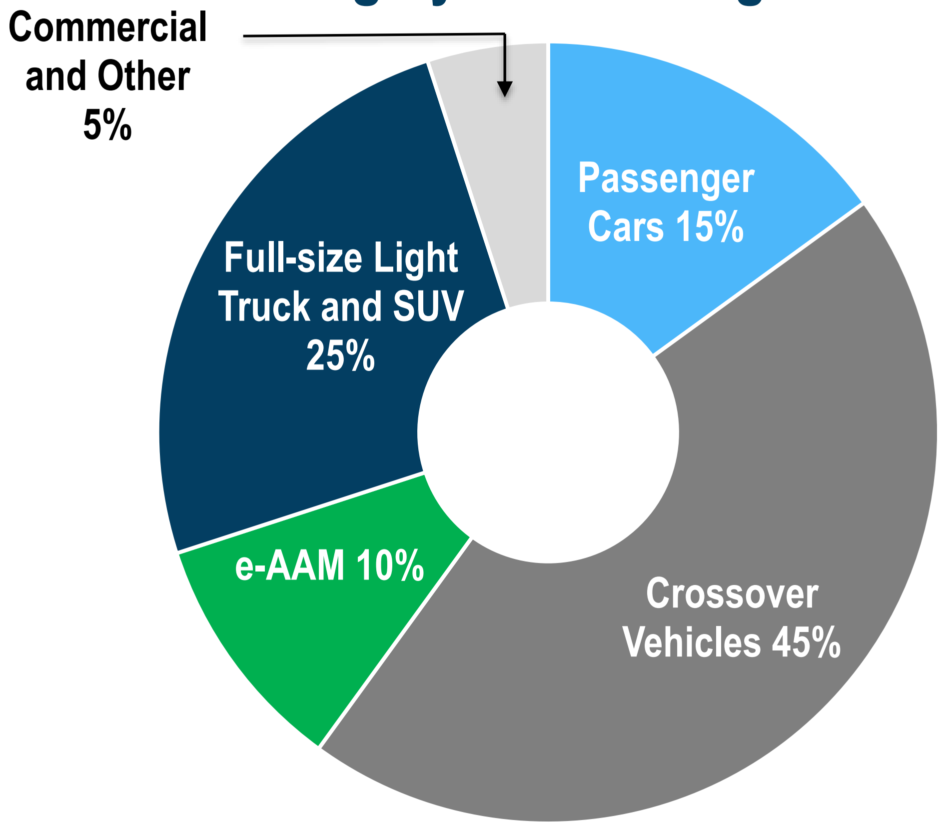
$

6. Enhance our ability to adapt to constantly changing market conditions

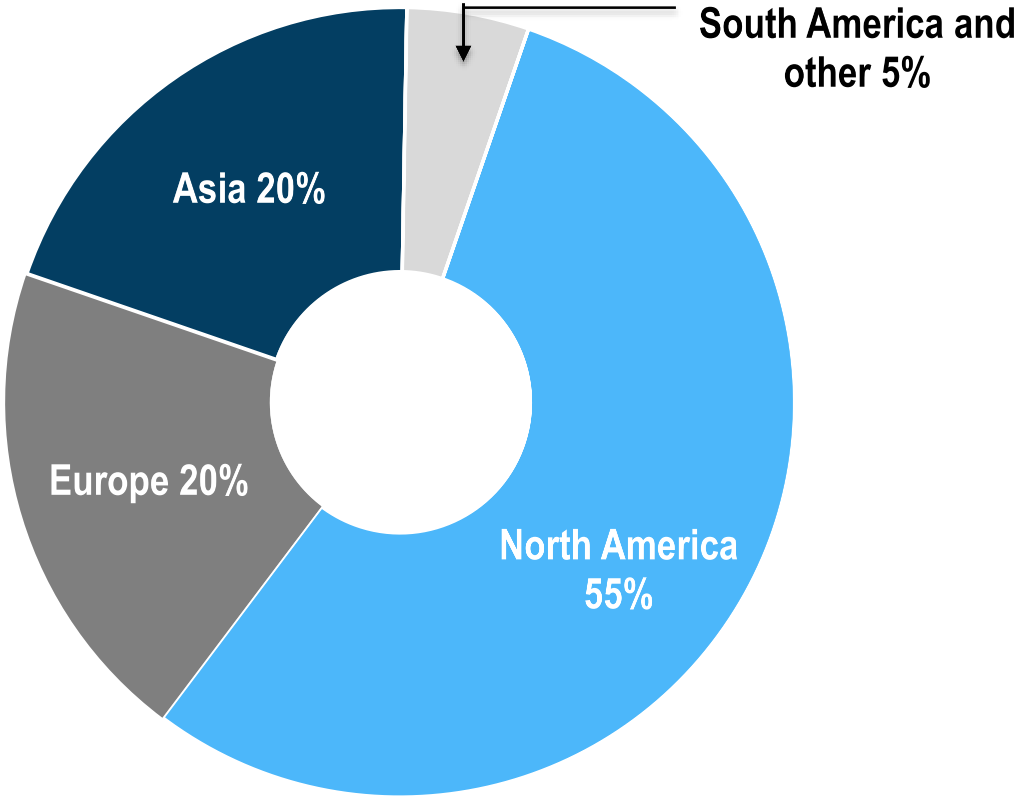
Gross New and Incremental Business Backlog

$1.25 BILLION: 2019 - 2021 as disclosed on January 15, 2019

Backlog by Vehicle Segment

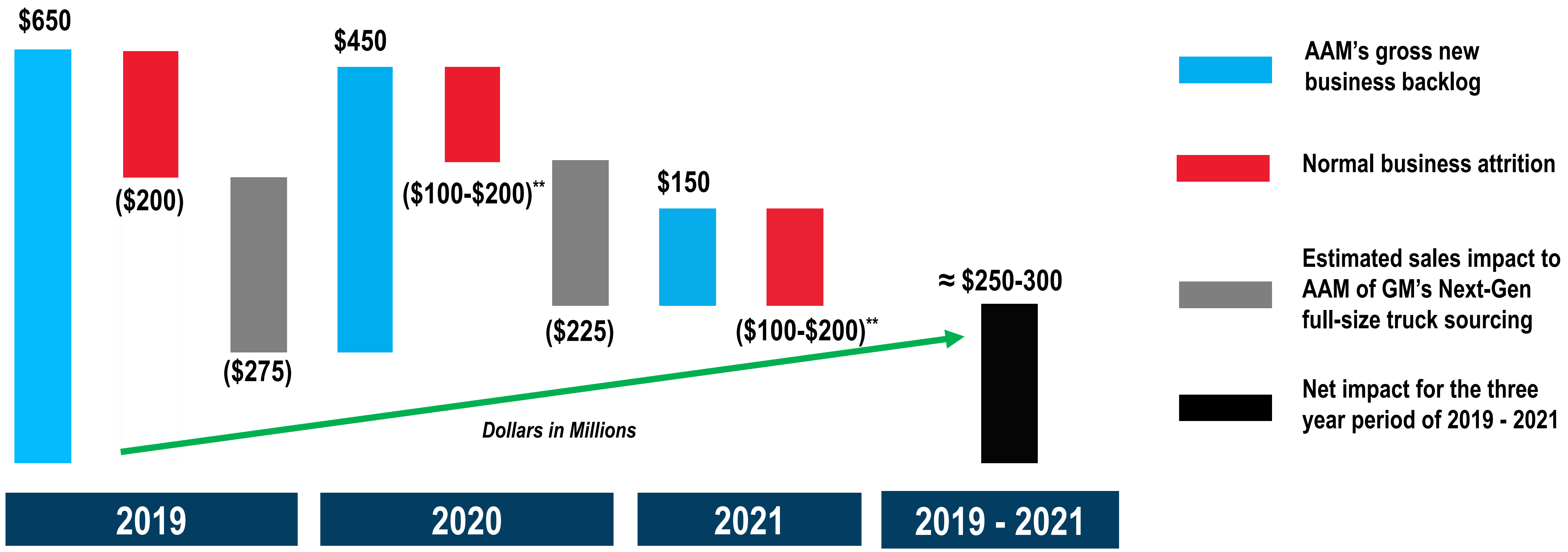


Backlog by Global Market



Our new business backlog continues to drive product, customer and geographic diversification

Net Impact of New Business Backlog



$1.5 billion of quoting and emerging business opportunities would primarily impact 2021 and beyond

** Utilized the mid point for the range for charting purposes

As disclosed on January 15, 2019

Favorable Trends in Vehicle Mix

70% of Total NA production	75% AAM Revenue in 2018	70% of New Business Backlog
In 2018, light trucks, including SUVs, crossovers and vans, made up 70% of North American production and increased global market share	AAM estimates approximately 3/4 of sales came from global light truck production in 2018	70% of AAM's new business backlog is related to light trucks, including nearly half related to crossover vehicles

All of AAM's business units are benefiting from the continued increase in light truck market share

Source: IHS and company estimates

Lightweighting and Fuel Efficiency

Down-sized Engines

AAM's Vibration Control Systems (VCS) are benefiting from the trend towards downsized engines and hybridization

Multi-speed Transmissions

Over the next several years, we expect a > 5% CAGR in transmissions with higher than six speeds – providing AAM with higher content-per-vehicle opportunities

Disconnecting All-Wheel Drive

AAM continues to win new business related to our EcoTrac disconnecting AWD products and expects this technology to account for ≈$800M of sales in 2020

AAM's technology leadership in advanced lightweighting and fuel efficiency solutions is driving profitable sales growth and business diversification

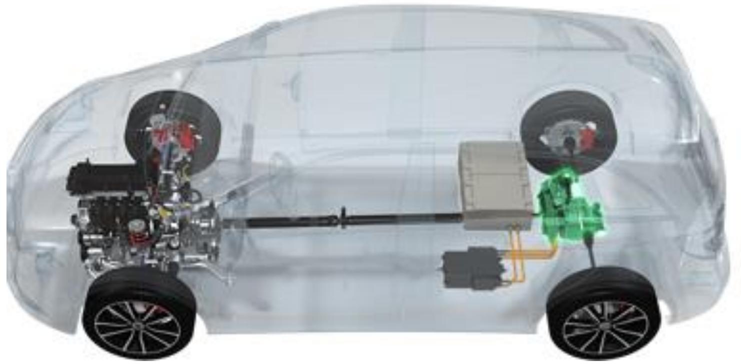
Source: IHS and company estimates

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

AAM 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

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

Financial Targets

2019 Financial Outlook

2019 Financial Targets As of February 15, 2019	
Full Year Sales	$7.3 - $7.4 billion
Adjusted EBITDA*	$1.2 - $1.25 billion
Capital Expenditures	≈ 7% of sales
Adjusted Free Cash Flow*	$350 - $400 million

- AAM's previously stated 2019 full year targets remain unchanged. We noted on our first quarter earnings call that we are trending towards the low end of our ranges as a result of slower than expected customer launch curves and lower anticipated production volumes for certain programs.
- We expect restructuring and acquisition-related payments to be between $50 - $60 million for the full year 2019.
- These financial targets do not contemplate the potential impact of proposed tariffs on Mexican imports as announced on May 30th.

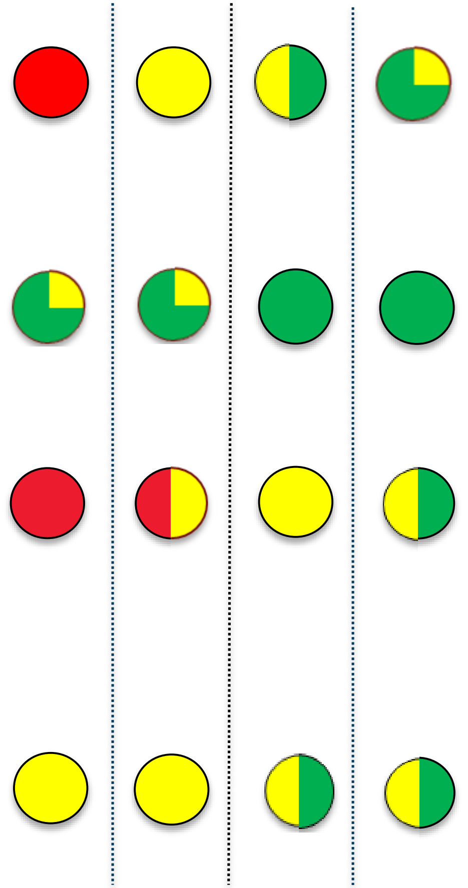
* For definitions of Adjusted EBITDA and Adjusted Free Cash Flow and Non-GAAP reconciliations, please see the attached appendix

Performance Improvement Plans – 1Q 2019 Update

	3Q 2018 Issues	Status Update
Driveline	- Changes affecting build-out and launch - Scrap performance - Supplier delivery performance	- New Ram HD program launched, initial customer volume ramp curve slower than expected - 1 e-Drive supplier issue remains open - New GM truck launches performing as expected
Metal Forming	- European capacity constraints	- Eliminated delivery past-due conditions
Powertrain	- Ineffective program management - Launch performance - Capacity constraints	- Accelerating implementation of IPM systems - Reducing premium costs through improved launch performance and operating efficiency - Minor changes to initial customer launch timing on certain programs
Casting	- Availability of labor - Operational inefficiencies - Inflationary pressures	- Actions to resolve labor shortage have improved performance and reduced premium costs - Implemented customer pricing actions

Anticipated Exit Rate Status

3Q18 4Q18 1Q19 2Q19



AAM is generally on track to resolving the operating challenges that developed in 3Q 2018

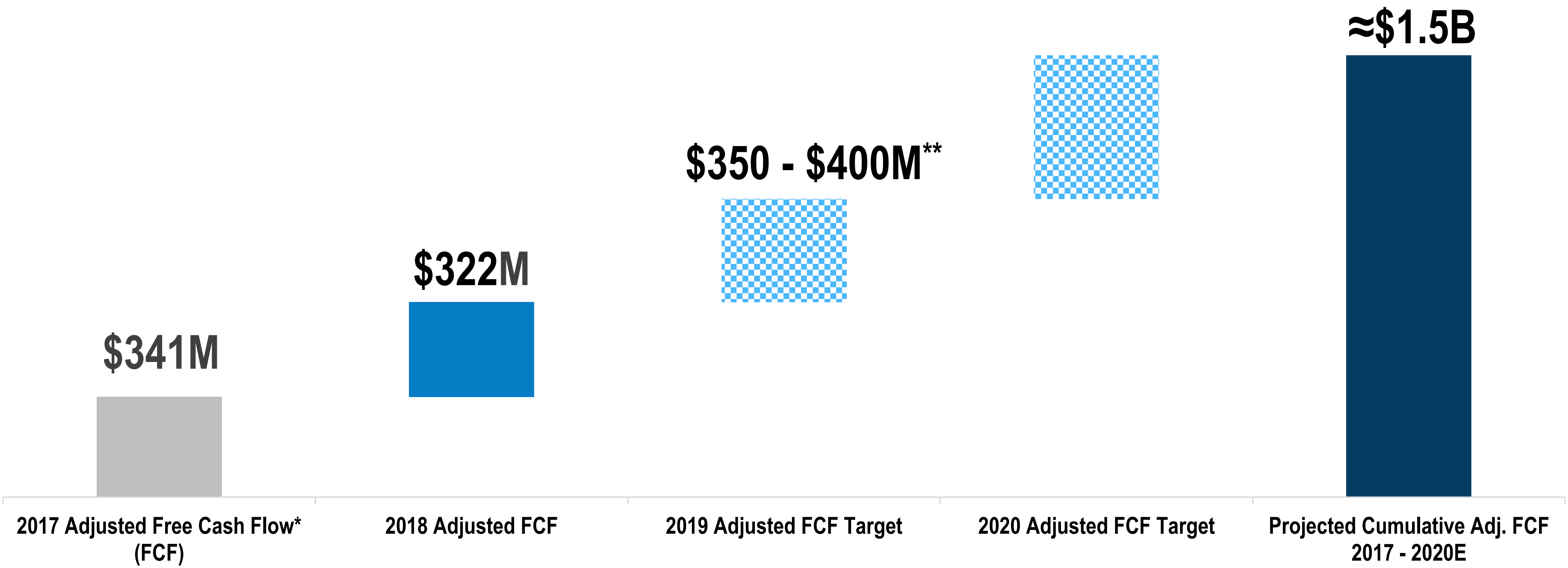
* To ensure consistency with previous disclosures, this update reflects our segments prior to the business unit reorganization that took place in January of 2019

2019 Profit Catalysts

Leaner, Stronger AAM	Continued Synergy Attainment
Business segment restructuring to create $10 - $20 million in annual cost savings	*Benefiting from full-year run rate and further capacity optimization initiatives*
New Business Contribution	**Performance Improvements**
$650 million of new business backlog in 2019 will drive profitable sales growth	*Resolution of supplier and launch issues allows for renewed focus on productivity and continuous improvement*

AAM is focused on driving improved financial performance in 2019

Strong Cash Flow Generation



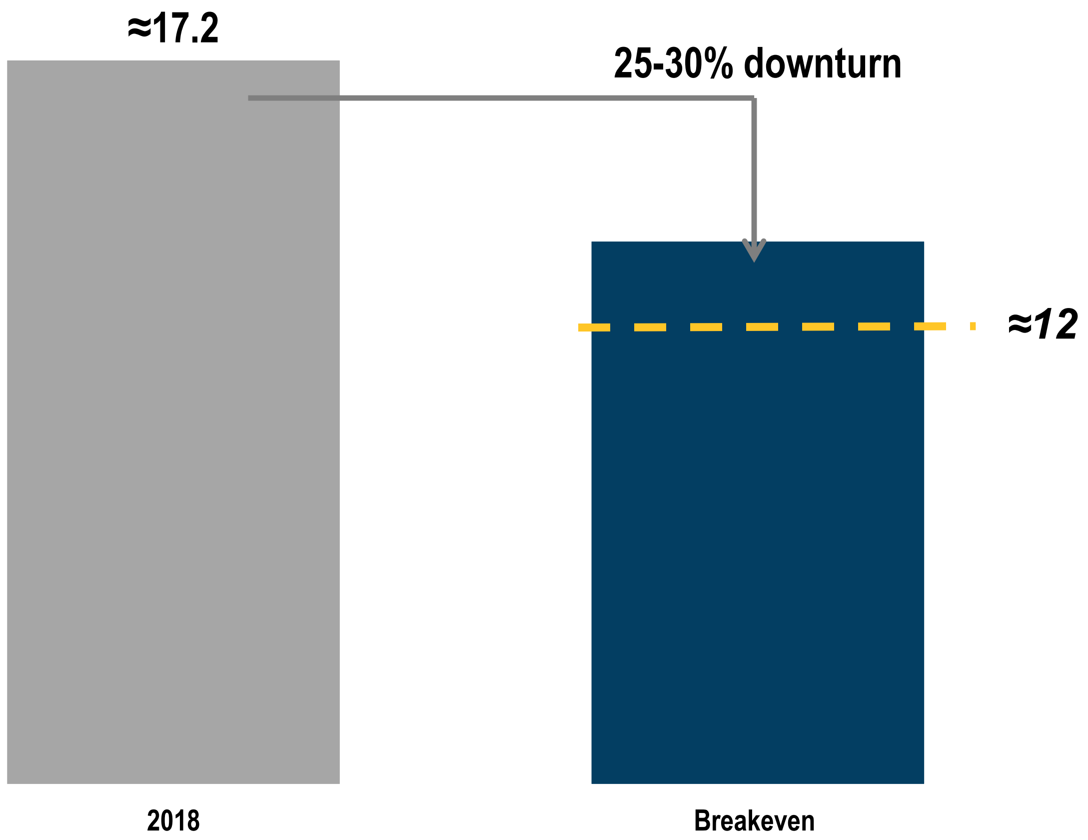
7.6%	≈7.25%	≈7%	≈6%	Cap Ex as a % of Sales

Strong cash flow potential and high free cash flow yield

* For definitions of Adjusted Free Cash Flow and Non-GAAP reconciliations, please see attached appendix ** Utilized the low end of the range for charting purposes

Cash Flow Breakeven

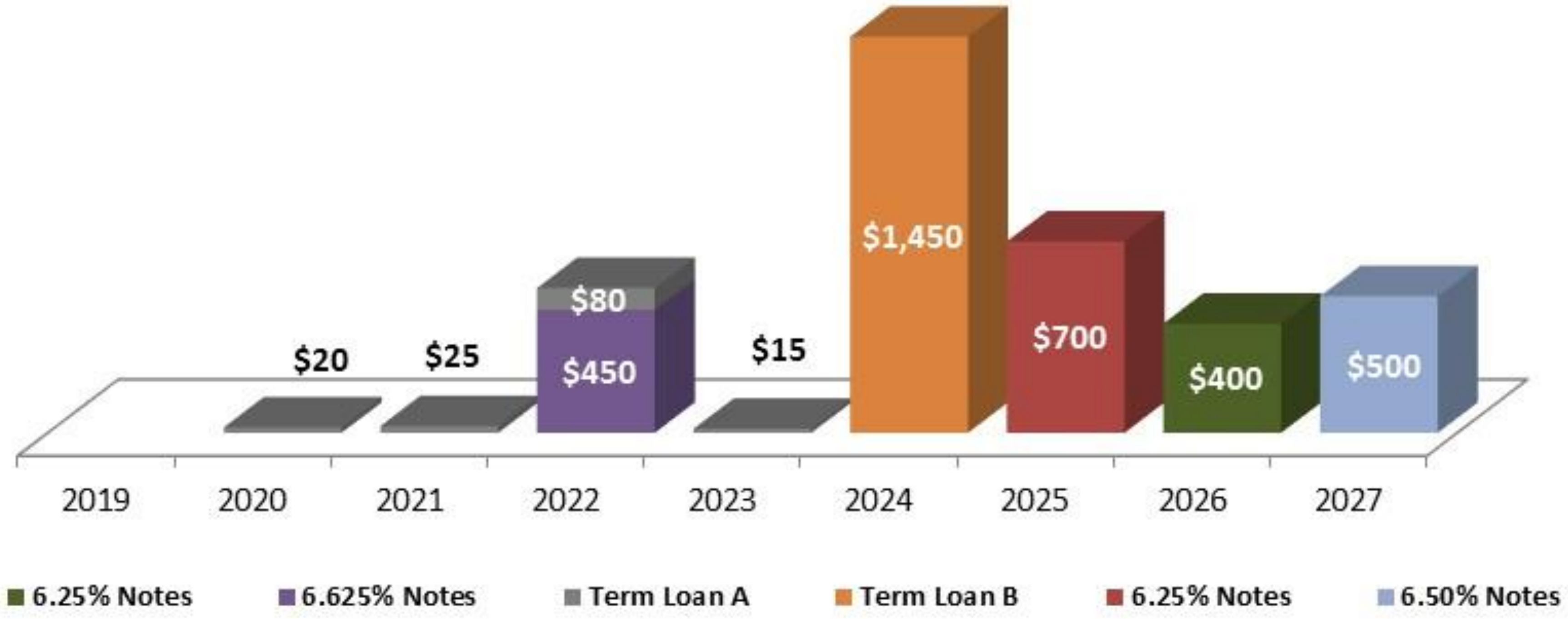
US SAAR (units in millions)



- 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

Debt Maturities



AAM has a healthy debt maturity profile and minimal near-term maturities

Capital Allocation

Leverage Reduction	Organic Growth
>$500M of senior debt payments since the MPG acquisition and targeting Net Leverage Ratio of ≈2x by the end of 2020	*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

Why AAM?

SOLID FOUNDATIONAL BUSINESS

Concentrated in the strongest vehicle segments of light trucks, SUVs and crossovers

INNOVATIVE TECHNOLOGY LEADERSHIP

Focused on hybridization, electrification, lightweighting, fuel efficiency and performance

COMPELLING GROWTH AND DIVERSIFICATION

Driven by our new business backlog, innovative advanced technologies and global footprint

INDUSTRY LEADING PROFITABILITY

Fueled by powerful vertical integration, productivity initiatives and operational excellence

POWERFUL CASH GENERATOR

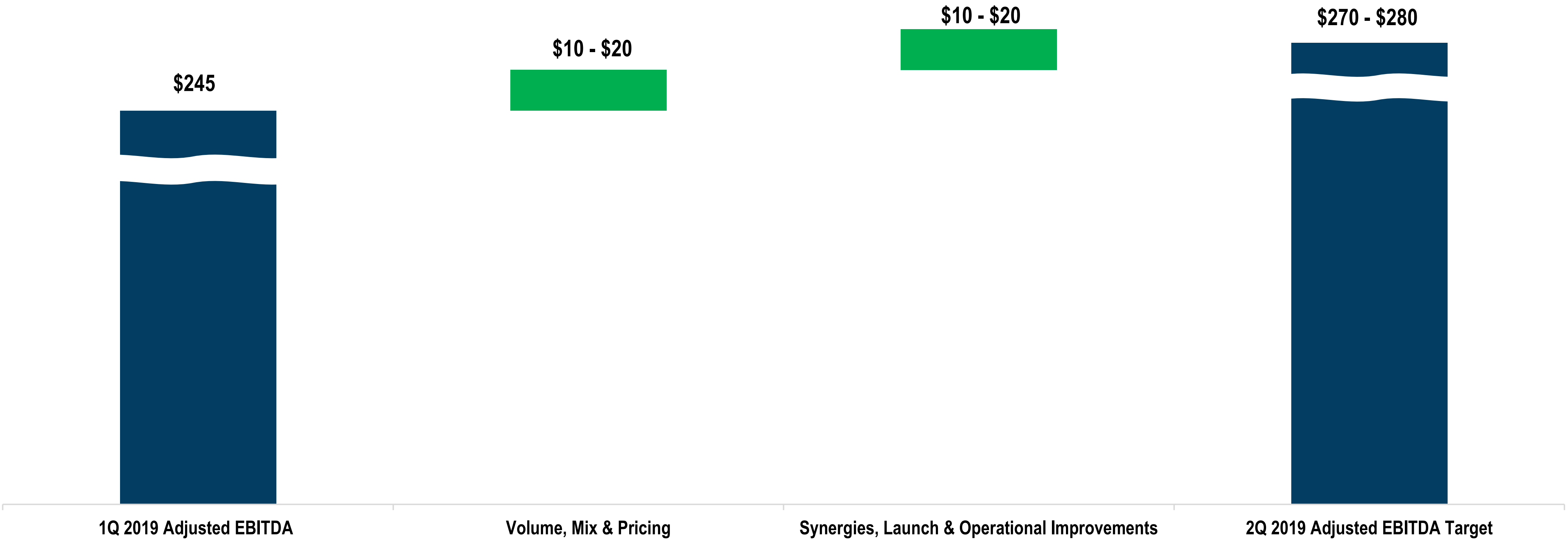
Strong free cash flow yield while funding investments in profitable growth opportunities

DELIVERING POWER

THAT MOVES THE WORLD.

Supplemental Data

1Q 2019 to 2Q 2019 Adjusted EBITDA Walk



- AAM expects sales in the range of $1.75 - $1.8 billion in the second quarter of 2019
- 2Q 2019 will be impacted by customer launch timing and planned downtime, including the GM full-size HD pickup truck launch

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

Free Cash Flow and Adjusted Free Cash Flow Reconciliation
($ in millions)

	Twelve Months Ended December 31, 2018	Twelve Months Ended December 31, 2017
Net cash provided by operating activities	$ 771.5	$ 647.0
Capital expenditures net of proceeds from sale of property, plant and equipment	(519.8)	(475.2)
Free cash flow	251.7	171.8
Cash payments for restructuring and acquisition-related cost	70.6	109.3
Acquisition-related settlement of pre-existing accounts payable balances with acquired entities	-	35.2
Interest payments upon the settlement of acquired company debt	-	24.6
Adjusted Free Cash Flow	$ 322.3	$ 340.9

Supplemental Data

Full Year 2019 Outlook
($ in millions)

	Adjusted EBITDA	
	Low End	High End
Net income	$ 285	$ 325
Interest expense	225	225
Income tax expense	70	80
Depreciation and amortization	570	570
Full year 2019 targeted EBITDA	1,150	1,200
Restructuring and acquisition-related costs	50	50
Full year 2019 targeted Adjusted EBITDA	$ 1,200	$ 1,250

	Adjusted Free Cash Flow	
	Low End	High End
Net cash provided by operating activities	$ 810	$ 860
Capital expenditures net of proceeds from the sale of property, plant and equipment	(515)	(515)
Full year 2019 targeted Free Cash Flow	295	345
Cash payments for restructuring and acquisition-related costs	55	55
Full year 2019 targeted Adjusted Free Cash Flow	$ 350	$ 400

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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