BARCLAYS 2017 HIGH YIELD BOND AND SYNDICATED LOAN CONFERENCE

JUNE 8, 2017

Forward Looking Statements

This report may contain forward-looking statements within the meaning of the Private Securities Litigation Reform Act of 1995, including, without limitation, statements with respect to the acquisition of MPG and the anticipated consequences and benefits of such acquisition and other information relating to matters that are not historical facts. 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 the ability to successfully operate and integrate MPG operations and realize estimated synergies, and the other 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 and our Quarterly Reports on Form 10-Q. 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 and Adjusted free cash flow, 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 starting on slide 28 under “Reconciliation of Non-GAAP Measures”.

Agenda

- AAM's 1Q 2017 Highlights and 2017 Full Year Financial Outlook
- Industry Trends and Technology Leadership
- Diversification and Value Creation

AAM HIGHLIGHTS AND TARGETS

1Q 2017 AAM Highlights

1Q 2017 Financial Performance

$1.05B

RECORD
Quarterly
Sales

$211M

20.1% of Sales

RECORD
Gross Profit
RECORD
Gross Margin

$184M

17.5% of Sales

RECORD
Adj. EBITDA*
RECORD
Adj. EBITDA
Margin

New
Global Business
Awards

Recognized as a
Supplier of the Year
by General Motors

* For definitions of terms, please see the attached appendix.

Completion of MPG Acquisition

Delivering POWER

Nearly

$7B

Annual Revenues

90

90 Facilities +

Diversification

- Customer Base
- Product Portfolio
- Geographic Footprint
- Served Market
- Vehicle Segments

17

Presence in
17 Countries

25K

25,000 Associates

The acquisition of MPG was completed on April 6, 2017

AAM's Updated 2017 Financial Outlook

As disclosed on May 5, 2017

	2017 Full Year Targets
US SAAR*	≈ 17.5 million light vehicle units
AAM's Consolidated Sales	≈ $6.1 Billion
Adj. EBITDA* Margin	In the range of 17% to 18%
Adj. Free Cash Flow*	≈ 5% of AAM's consolidated sales
Capital Expenditures (Cap Ex)	≈ 8% of AAM's consolidated sales

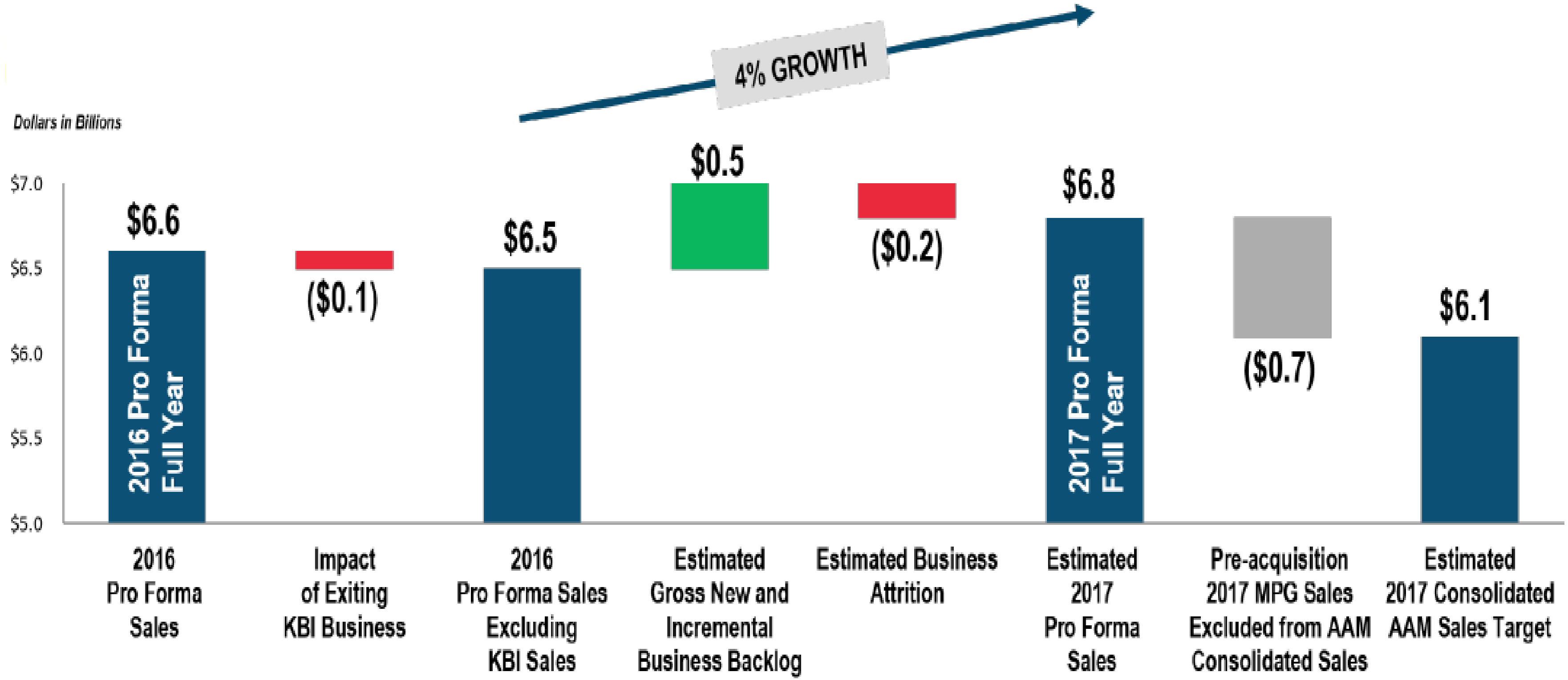
- These targets reflect the expected impact of the MPG acquisition beginning on April 6, 2017. MPG's pre-acquisition financial results from January 1, 2017 to April 5, 2017 will be excluded from AAM's 2017 financial results and are excluded from our 2017 full year outlook.
- We expect to incur significant costs and payments related to restructuring and acquisition-related activities as well as significant purchase price adjustments and related effects on the income statement during 2017. The impact of these has been excluded from our Adjusted EBITDA margin and Adjusted free cash flow targets.

We expect 2017 to exhibit continued strong margin performance and cash flow generation

* For definitions of terms, please see the attached appendix

2017 Sales Walkdown

Delivering POWER

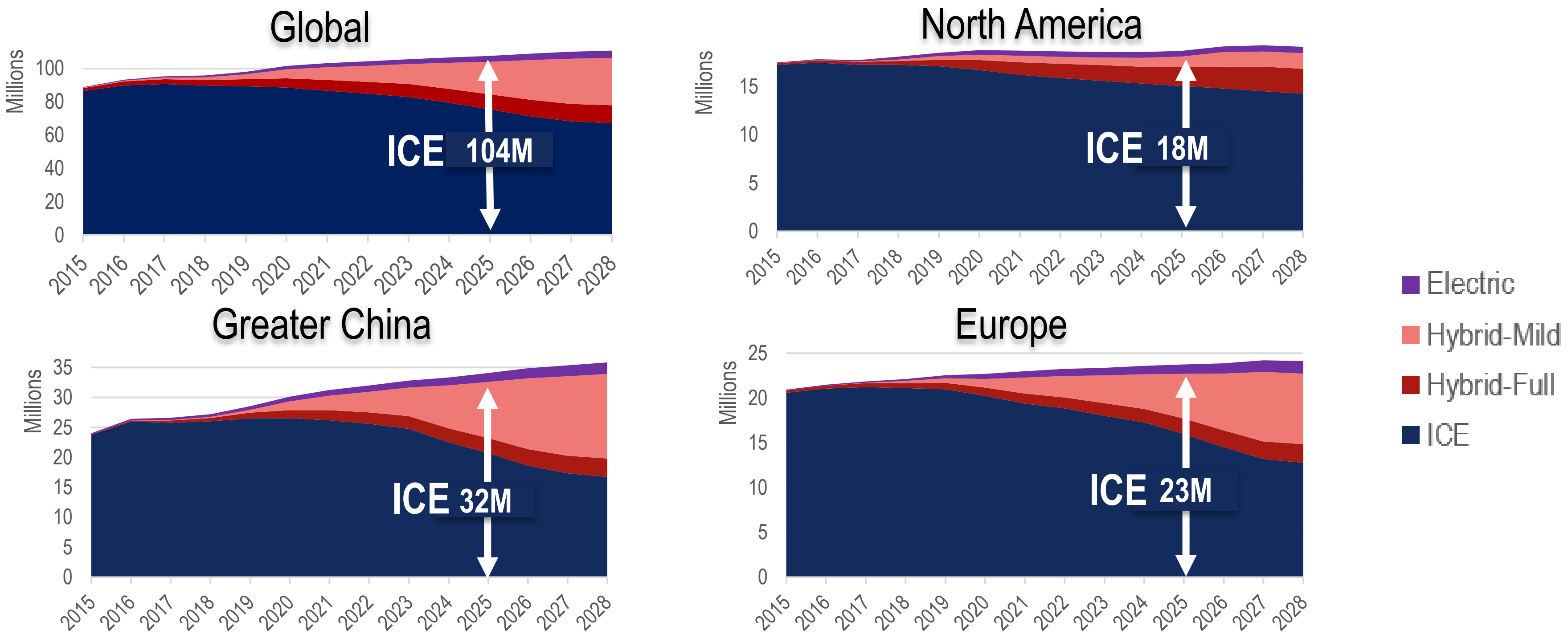


Excluding the KBI impact, AAM expects ≈4% sales growth on a pro forma basis

Note: Pro forma sales for 2016 includes AAM sales of $3.9 billion and MPG sales of $2.8 billion, adjusted for the elimination of the MPG sales to AAM of $0.1 billion

INDUSTRY TRENDS AND TECHNOLOGY LEADERSHIP

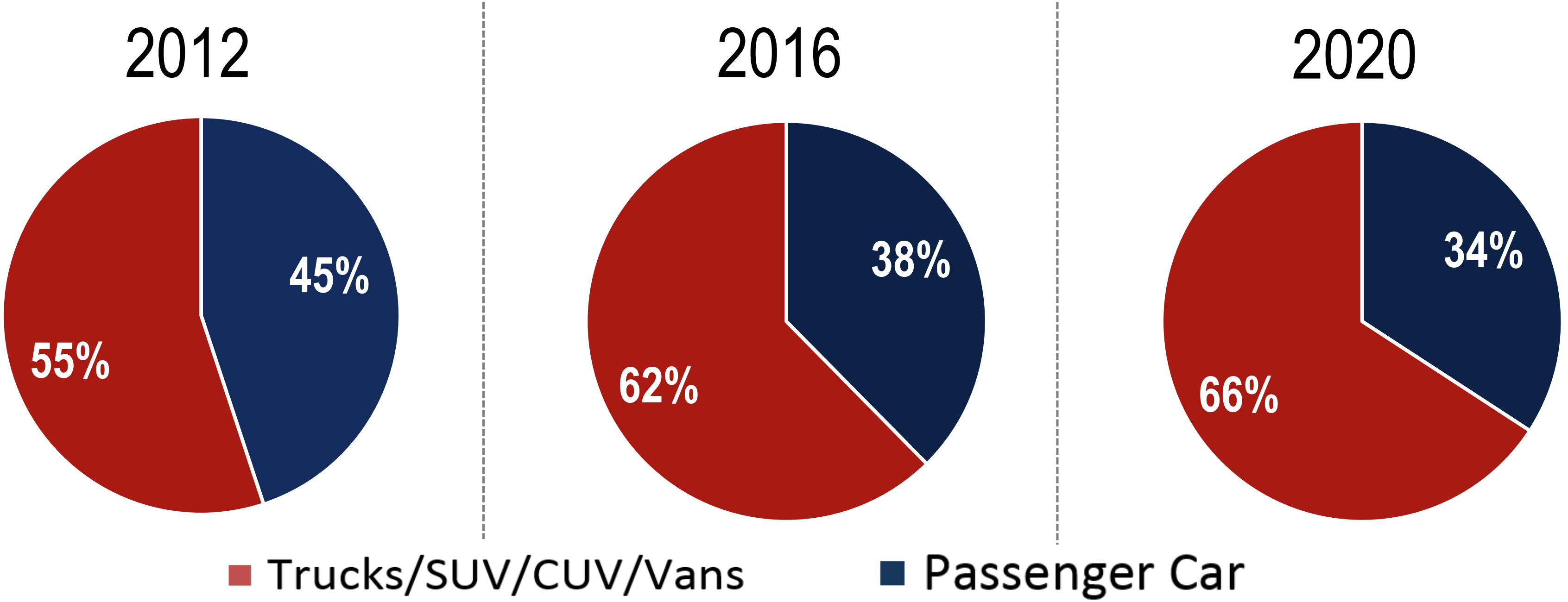
Powertrain Projections



For at least the next decade, the internal combustion engine (ICE) is expected to be the main source of power for vehicles

IHS Production Forecasts as of May 12, 2017

North America Light Vehicle Production Mix



Continued strength in pickup trucks/SUVs and increasing demand for crossover vehicles is favorable for AAM

IHS Forecasts as of May 12, 2017

Technology Leadership: The Power of Innovation

Delivering POWER

GREEN and EFFICIENT

- High efficiency axle portfolio and all-new QUANTUM™ lightweight axles and drive units
- New product designs and manufacturing processes leading to light-weighting and cost savings
- Power dense technology allows forged products to maintain strength and quality within a smaller design
- Use of advanced materials

SAFETY and PERFORMANCE

- EcoTrac® disconnecting AWD system
- Driveshaft technologies incorporate noise, vibration, and harshness (NVH) system integration and tunable crash features
- Precision-ground gears with dampening capability improve NVH
- Vibration control systems provide solutions to offset vibration inherent in downsized engines

CONNECTIVITY and ELECTRIFICATION

- e-AAM™ hybrid & electric driveline systems
- Actuators and sensors
- Electronic LSD front-drive axles
- Integrated wheel torque distribution controls
- Fully integrated vehicle controls

Aligned with global automotive trends

EcoTrac® Disconnecting AWD Systems

Delivering POWER

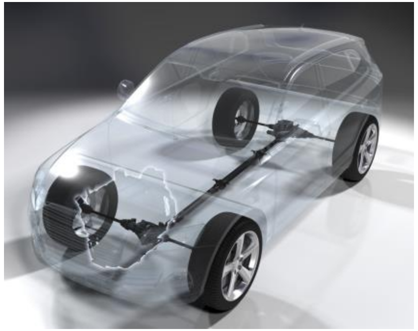
EcoTrac® - utilizes electronics and connectivity to improve Fuel Economy, Safety, and Performance

ECOTRAC
DISCONNETING AWD SYSTEM BY

KEY ATTRIBUTES

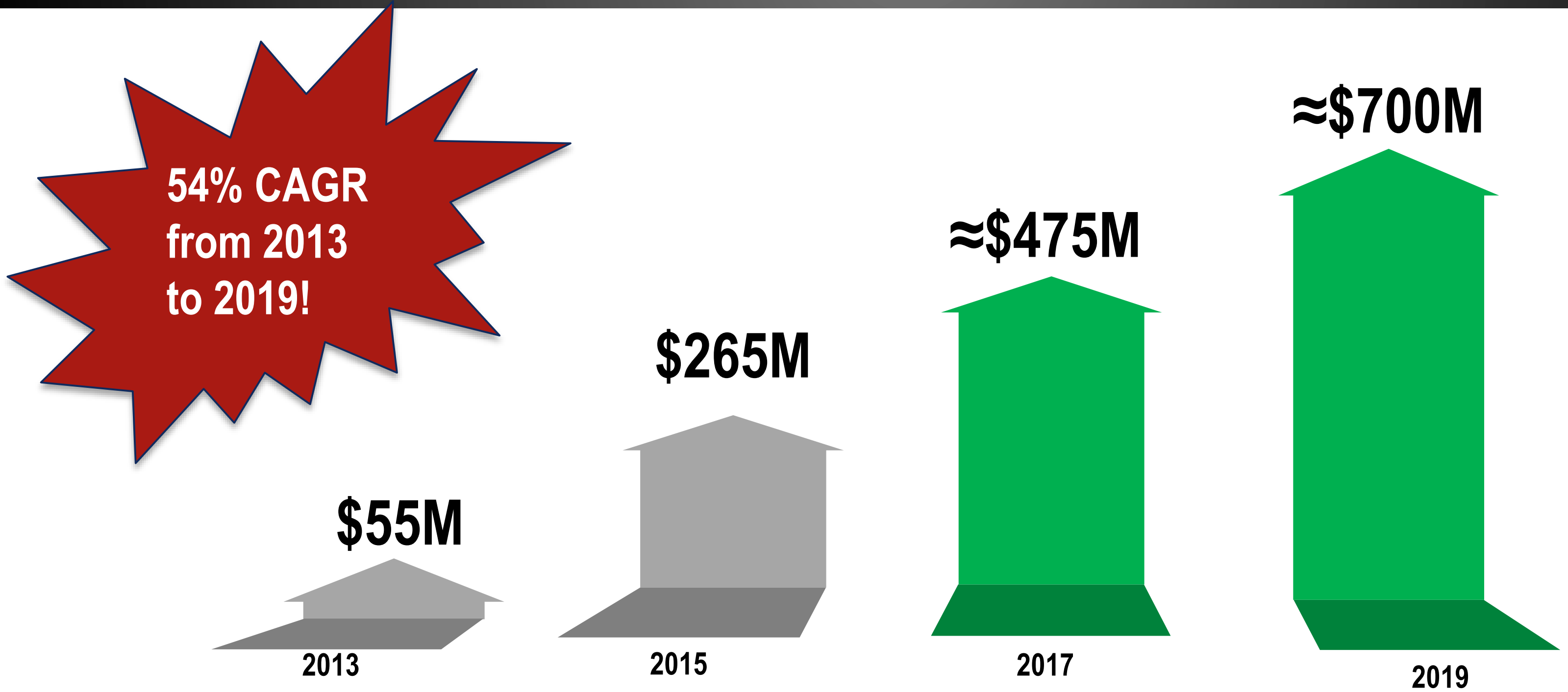
- Advanced mechatronics (motors, actuators and sensors) integrated within mechanical technology
- Disconnects at the power transfer unit (PTU), causing the driveshaft to stop spinning
- Can automatically engage when it senses AWD traction requirement
- Benefits:
  - Improved vehicle fuel economy without sacrifice in AWD functionality
  - Improved vehicle handling and safety
- Our Gen II design, which begins production in 2018, will reduce the parasitic loss associated with traditional AWD system by 90%

EcoTrac® Disconnecting PTU



EcoTrac® Sales Growth

Delivering POWER



Featured on three global programs by 2018

e-AAM™ Hybrid & Electric Drivelines

Delivering POWER

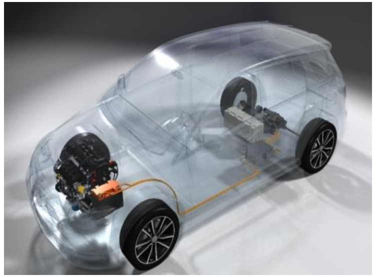
e-AAM™ - AAM is well positioned to benefit from the global trend of electrification

KEY ATTRIBUTES

- Power dense design allows for easy integration for multiple vehicle platforms
- Modular solutions for passenger cars / CUVs
- Torque vectoring options provides maximum traction and ride control
- Benefits:
  - Improves fuel efficiency up to 30% and reduces CO_2 emissions
  - Improved vehicle performance and drive quality
  - Improved handling and stability

eAAM HYBRID AND ELECTRIC DRIVELINE SYSTEMS BY AAM

Electric Rear Drive Unit



An e-AAM program included in our new business backlog will launch in 2018

QUANTUM™ Technology

Delivering POWER

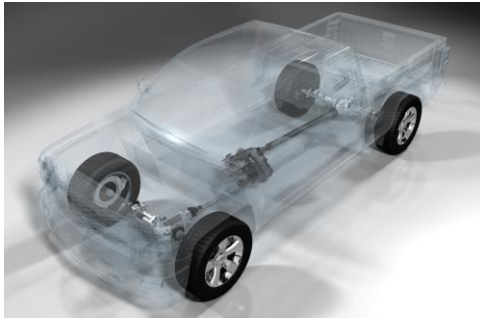
QUANTUM™ - All-new, completely redesigned family of lightweight axles and drive units

QUANTUM™
LIGHTWEIGHT AXLE TECHNOLOGY BY AAM

KEY ATTRIBUTES

- Industry first technology along with a revolutionary design
- Significant mass reduction (up to 35%)
- In combination, additional efficiency and weight reduction can deliver 1% to 1.5% improved vehicle fuel economy
- Scalable across multiple applications— without loss of performance or power
- Streamlined manufacturing process for key driveline components.

QUANTUM™ Rear Axle

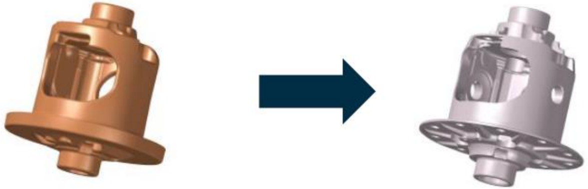


High Performance Powertrain Components

Delivering POWER

Light Weighting

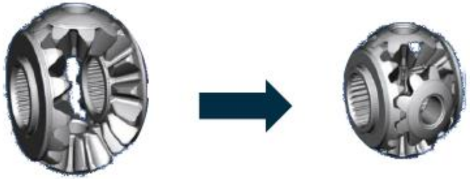
<u>Old Design</u> <u>New Design</u>



Savings:
- 40% weight savings
- 25% anticipated cost savings

Strength

<u>Old Design</u> <u>New Design</u>



Gear technology maintains strength in a smaller gear design

Noise Reduction

Precision-ground gears with dampening capability improve NVH

Vibration Control

Solutions to offset vibration inherent in downsized engines

Delivering POWER®

DIVERSIFICATION AND VALUE CREATION

Comprehensive Solutions from Engine to Driveline

DRIVELINE

- Rear and front axles
- Rear drive modules
- Power transfer units
- Driveshafts
- Transfer cases
- Electric drive units

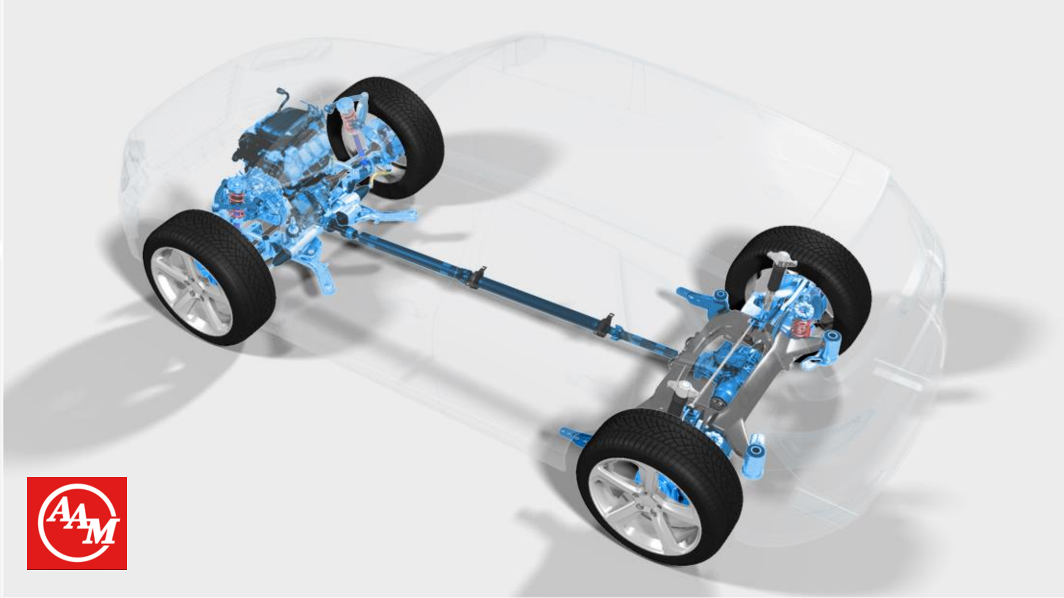
≈ $3.7 billion

METAL FORMING

- Ring / pinion gears
- Axle / transmission shafts
- Differential gears
- Transmission gears
- Suspension components

≈ $1.5 billion

Our diverse product portfolio and technologies provide continued growth and exciting cross-selling opportunities



CASTINGS

- Axle carriers
- Differential cases
- Steering knuckles
- Control arms
- Turbo charger housings
- Brackets

≈ $800 million

POWERTRAIN

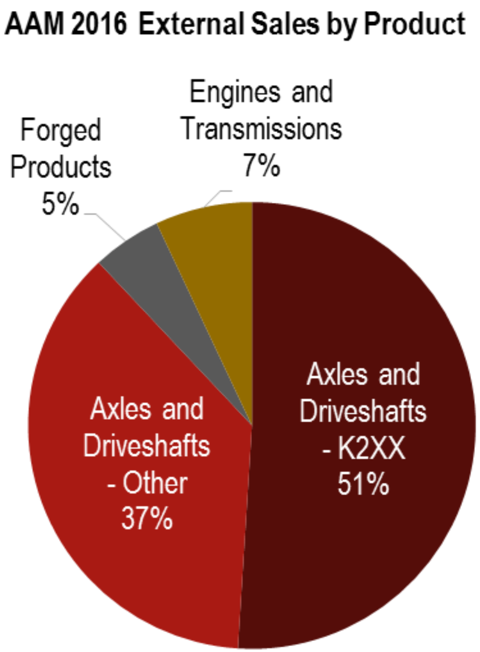
- Transmission module and differential assemblies
- Aluminum valve bodies
- Vibration control systems
- Connecting rods
- VVT products

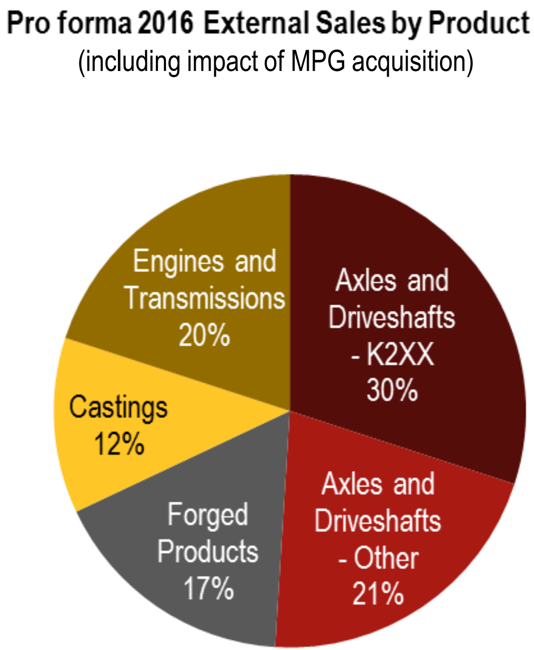
≈ $1.1 billion

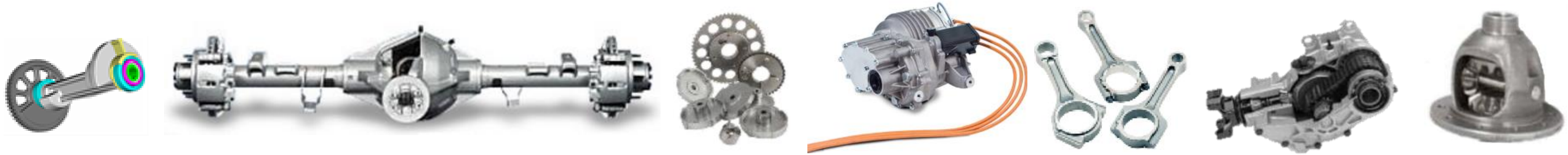
*Based on 2016 actual amounts before eliminations of intercompany sales of approximately $0.5 billion

Expanded Product Portfolio

- Diverse product offerings across engine, transmission, driveline, and safety-critical applications
- Expanded reach into commercial vehicle and industrial equipment markets
- Reduced reliance on GM's full-size truck and SUV products

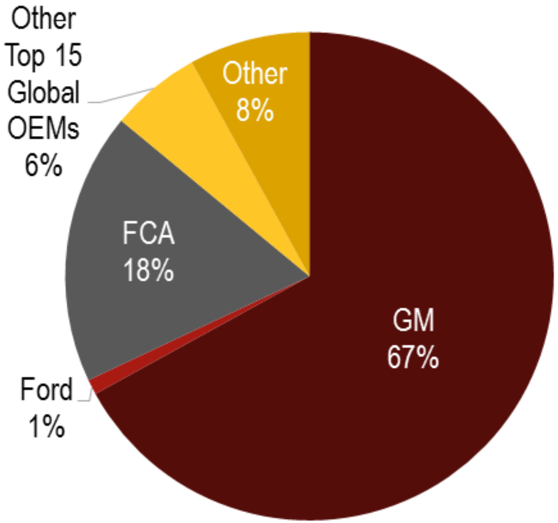




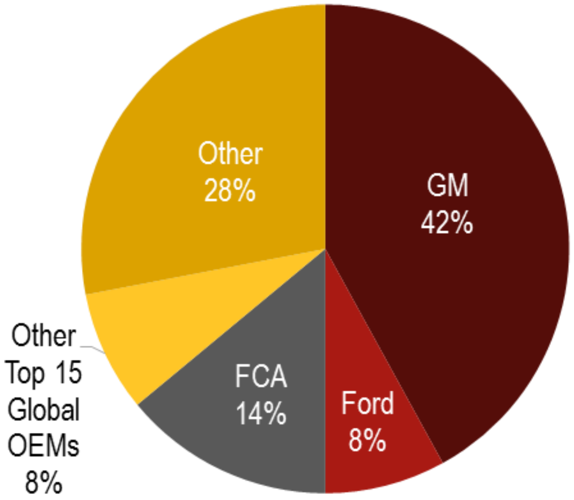


Accelerated Customer Diversification

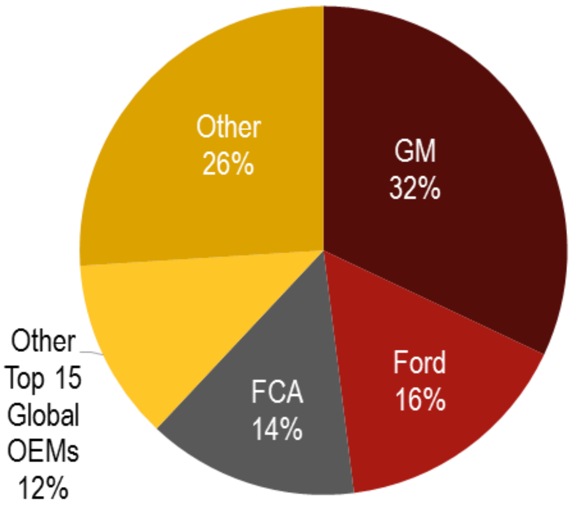
AAM 2016 Sales by Customer



Pro forma 2016 Sales by Customer
(including impact of MPG acquisition)



AAM 2020E Sales by Customer



* Top 15 Global OEMs determined based on total 2015 sales

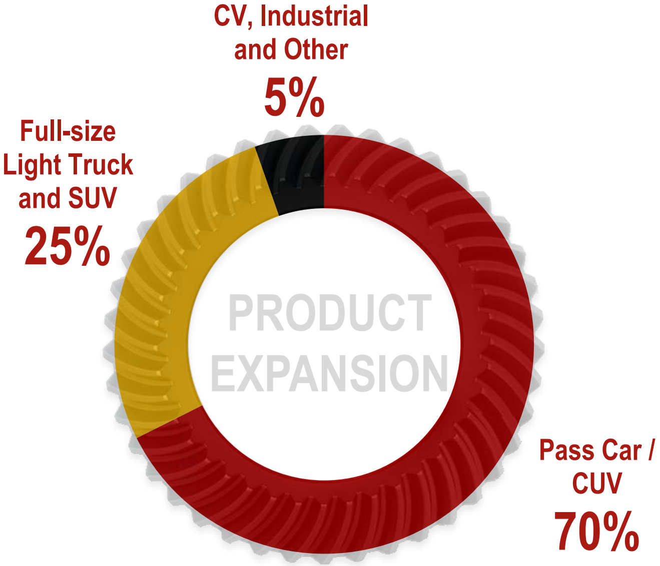
AAM's Gross New and Incremental Business Backlog

As disclosed on May 5, 2017

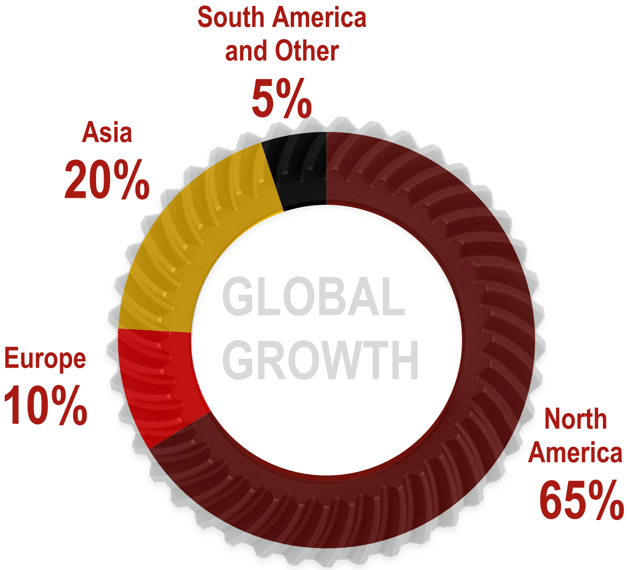
Delivering POWER

$1.5 BILLION: 2017-2019

Backlog by Vehicle Segment



Backlog by Global Market



Over 70% relates to Non-GM business

Anticipated Synergies from MPG Acquisition

AAM Delivering POWER

Sources of Cost Savings	Targeted Annual Profit Impact
Overhead ▪ Optimize operating structure ▪ Elimination of redundant public company costs	**≈ $45 - $50 million**
Purchasing ▪ Combine global purchasing to leverage larger scale ▪ Direct and indirect material opportunities ▪ Insourcing initiatives	**≈ $45 - $50 million**
Other Cost Savings ▪ Manufacturing initiatives ▪ Plant loading optimization / facility rationalization	**≈ $10 - $20 million**
Total Targeted Annual Improvement	**≈ $100 - $120 million**

Timing and Cost to Achieve

Targeting 70% of expected annual run rate savings by the end of the first full year and 100% in the second full year

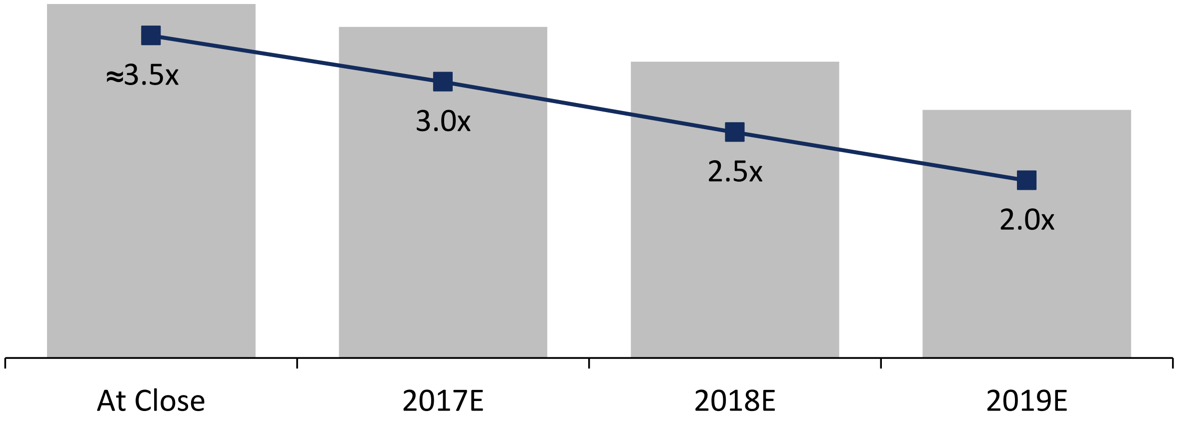
We estimate the costs required to achieve our synergy plan are approximately equal to one year of savings

Pro Forma Debt Reduction Target

As presented on November 17, 2016

Net Debt and Net Leverage Ratio

Pro Forma Net Debt* and Net Leverage Ratio*

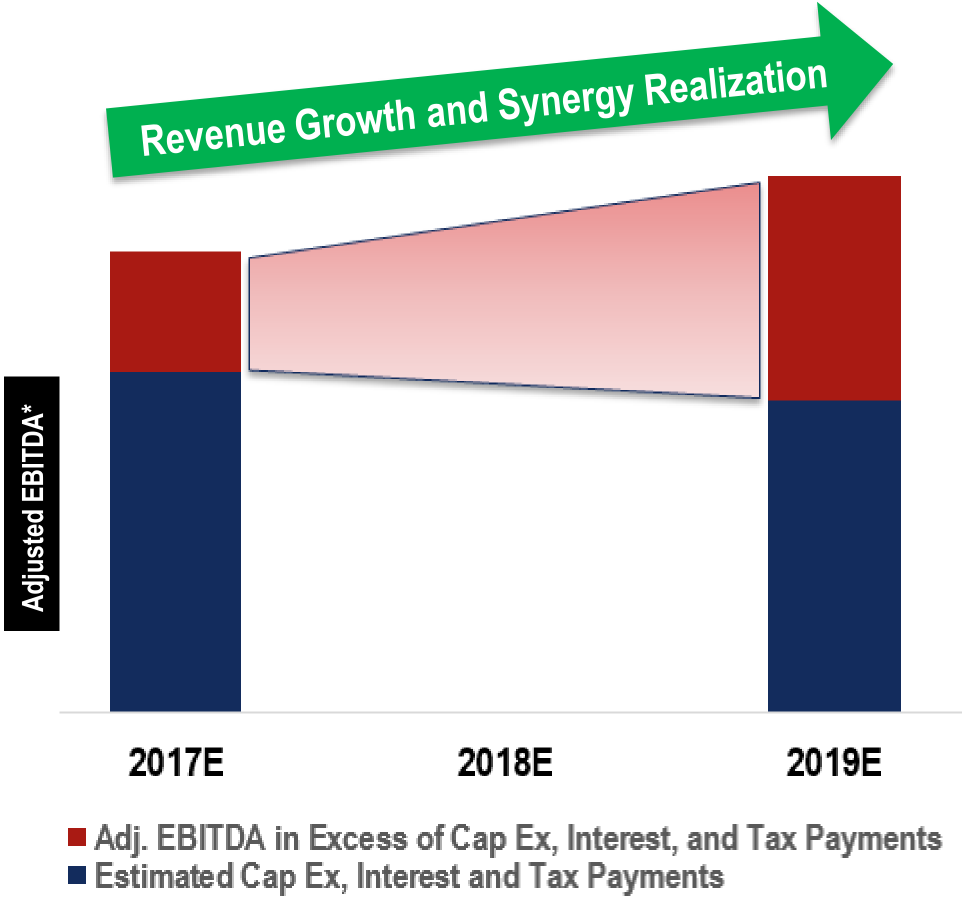


	At Close	2017E	2018E	2019E	
Liquidity(1)	≈ $1B	> $1B	> $1B	> $1B	
Debt Maturities(2)	Minimal	Minimal	Minimal	5.125% $200mm Note Due 2/15/19 7.750% $200mm Note Due 11/15/19	Minimal in 2020

Note: Reflects company targets; (1) Reflects combined revolver availability and cash balance; (2) AAM expects minimal amortization and foreign debt payments
*For definitions of terms, please see the attached appendix≈

Expected Pro Forma EBITDA vs. Cash Payments

- Targeting Adjusted EBITDA well above projected cash requirements
- Variable cost structure allows for flexibility during periods of lower volumes
- Positioned to be cash breakeven in a 25% - 30% downturn scenario

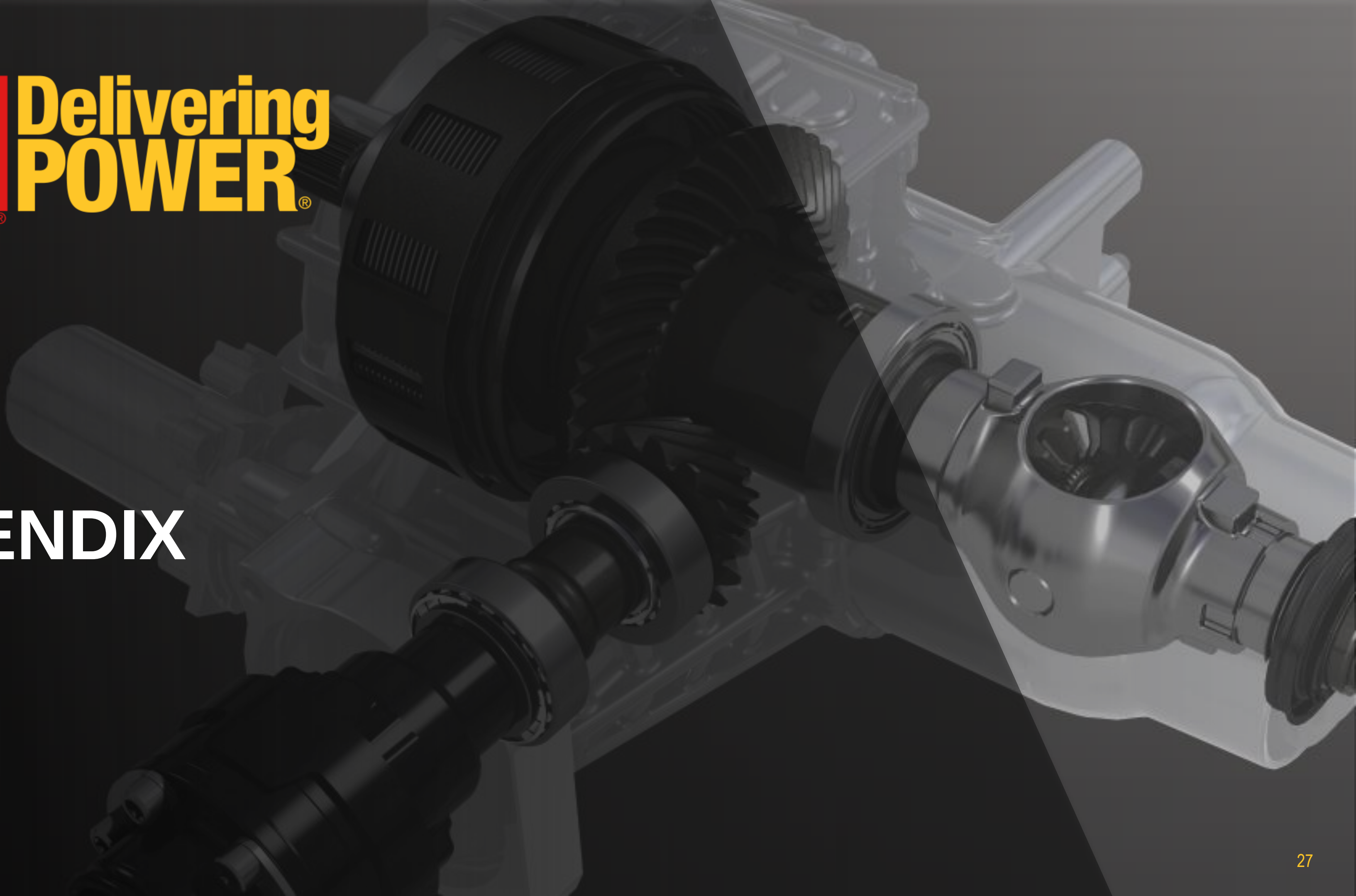


*For definitions of terms, please see the attached appendix

The New AAM

- Increased size and scale
- Customer and product diversification
- Enhanced geographic footprint
- Served market and content per vehicle expansion
- Strong profit and free cash flow margins
- Identifiable cost synergies of ≈$100 – 120 million
- Extended debt maturity profile
- Strong liquidity position

Stronger Financial Profile and Enhanced Cash Flow Generation



APPENDIX

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 presentation are provided on a non-GAAP basis. A reconciliation of non-GAAP forward-looking financial measures to the most directly comparable financial measures calculated and presented in accordance with GAAP is not practical given the difficulty of projecting event driven transactional and other non-core operating items, as well as purchase price adjustments and their related effects in any future period. The magnitude of these items, however, may be significant.

Supplemental Data

Earnings before Interest Expense, Income Taxes, Depreciation and Amortization (EBITDA) and Adjusted EBITDA Reconciliation
($ in millions)

	Three Months Ended March 31,	
	2017	**2016**
Net income	$ 78.4	$ 61.1
Interest expense	25.5	23.6
Income tax expense	7.5	15.3
Depreciation and amortization	56.2	49.8
EBITDA	167.6	149.8
Restructuring and acquisition-related costs	16.0	—
Adjusted EBITDA	$ 183.6	$ 149.8
As % of net sales	17.5 %	15.5 %

Notes to Supplemental Data

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. 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, together with other measures, to measure our operating performance relative to other Tier 1 automotive suppliers. 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.

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 excludes the impact of cash payments for restructuring and acquisition-related costs and settlements of pre-existing accounts payable balances with acquired entities. 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.

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 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.

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

We define CAGR to be the compound annual growth rate of sales.