Earnings Conference Call and Webcast

1st Quarter 2018 Financial Results

April 27, 2018

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All forward-looking statements, including without limitation, management's examination of historical operating trends and data, as well as estimates of future sales, operating margin, cash flow, effective tax rate or other future operating statements related to the completion and timing of the proposed spin-off, the estimated project costs and tax costs associated with the separation and spin-off, the future performance of the Passive Safety and Electronics businesses on a stand-alone basis if the spin-off is completed, the outlook for Passive Safety and Electronics as separate businesses if the spin-off is completed, the expected strategic, operational and competitive benefits of the proposed spin-off and the effect of the separation on Autoliv and its stakeholders, or financial results, are based upon our current expectations, various assumptions and/or data available from third parties. 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Because these forward-looking statements involve risks and uncertainties, the outcome could differ materially from those set out in the forward-looking statements for a variety of reasons, including without limitation, changes in light vehicle production; fluctuation in vehicle production schedules for which the Company is a supplier, changes in general industry and market conditions or regional growth or decline; changes in and the successful execution of our capacity alignment, restructuring and cost reduction initiatives and the market reaction thereto; loss of business from increased competition; higher raw material, fuel and energy costs; changes in consumer and customer preferences for end products; customer losses; changes in regulatory conditions; customer bankruptcies, consolidations, or restructurings; divestiture of customer brands; unfavorable fluctuations in currencies or interest rates among the various jurisdictions in which we operate; component shortages; market acceptance of our new products; costs or difficulties related to the integration of any new or acquired businesses and technologies; continued uncertainty in pricing negotiations with customers; successful integration of acquisitions and operations of joint ventures; successful implementation of strategic partnerships and collaborations; our ability to be awarded new business; product liability, warranty and recall claims and investigations and other litigation and customer reactions thereto; (including the resolution of the Toyota recall); higher expenses for our pension and other postretirement benefits, including higher funding requirements for our pension plans; work stoppages or other labor issues; possible adverse results of pending or future litigation or infringement claims; our ability to protect our intellectual property rights; negative impacts of antitrust investigations or other governmental investigations and associated litigation relating to the conduct of our business; tax assessments by governmental authorities and changes in our effective tax rate; dependence on key personnel; legislative or regulatory changes impacting or limiting our business; political conditions; dependence on and relationships with customers and suppliers; and other risks and uncertainties identified under the headings "Risk Factors" and "Management's Discussion and Analysis of Financial Condition and Results of Operations" in our Annual Reports and Quarterly Reports on Forms 10-K and 10-Q and any amendments thereto. For any forward-looking statements contained in this or any other document, we claim the protection of the safe harbor for forward-looking statements contained in the Private Securities Litigation Reform Act of 1995, and we assume no obligation to update publicly or revise any forward-looking statements in light of new information or future events, except as required by law.

(*) Non-US GAAP reconciliations are disclosed in our regulatory filings available at www.sec.gov or www.autoliv.com

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Q1'18 Highlights

Solid start to 2018 ahead of our expected step-up in organic sales growth

- **Financial Performance**
  - Organic Sales* growth 0.1% vs. guidance of <1%, ~1pp >LVP**
  - Adjusted Operating Margin* improved YoY* to 8.8%, in-line with guidance of ~9%
  - Adjusted EPS* $1.66, 1% better YoY including our share of Zenuity cost and a higher tax rate
- **Capital Structure**
  - $52M in dividends returned to shareholders
  - Operating cash flow $16M, seasonally weak in Q1 and unfavorable timing effects in working capital
  - Leverage ratio* 0.7 times, RoCE* ~20%, RoE* ~13%
- **Positioning for Long-Term Growth**
  - Adjusted Operating Margin improvement 40 bps YoY while
    - ramping-up capacity for step-up in organic growth during the remainder of 2018
    - continued investments in RD&E for growth opportunities, RD&E, net 7.6% of sales
  - Veoneer secures 1st ADAS contract with Geely including the Zenuity software stack
  - Continued strong order intake in both segments

Adjusted Operating Margin in-line with guidance while organic sales growth outperformed global light vehicle production

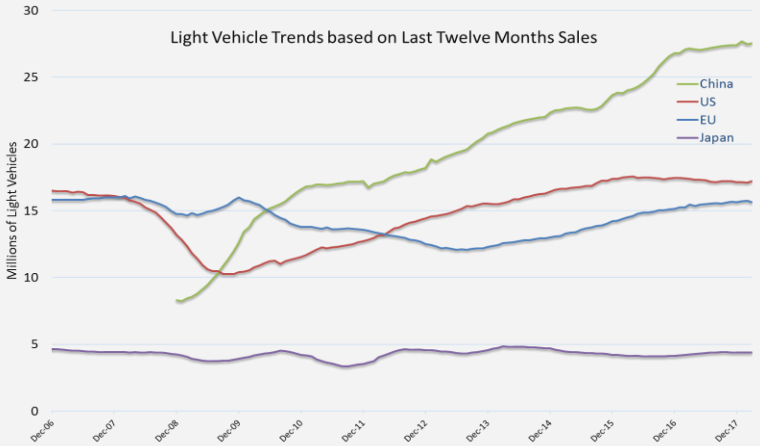
(*) Non-US GAAP measures exclude costs for capacity alignments, antitrust related matters and separation of our business segments, Earnings per share (EPS), Year over year (YoY), Return on Capital Employed (RoCE), Return on Equity (RoE), (**) Global Light Vehicle Production (LVP) according to IHS @ April 17, 2018.

Overall Market Conditions

Major light vehicle markets remain mixed and uncertain

- **Asia**
  - China inventory** levels increased from Q4'17 however declined slightly YoY* for Q1'18
  - The Q2'18 LVP* is expected to increase YoY* in China ~9% and ~5% in RoA* while the LVP in Japan is expected to decline ~1%
- **Americas**
  - US SAAR** remains flattish near peak levels, inventories declined YoY to ~4M vehicles (~68 days) in Q1'18, US consumer confidence remains steady
  - Q2'18 LVP in North America is expected to increase ~1% YoY while South America continues to rebound and is expected to increase ~24% YoY
- **Europe**
  - EU28** light vehicle registrations seem to be flattening on a LTM* basis near record levels
  - Q2'18 LVP in Europe is expected to increase ~5% YoY where of WEU* is expected to increase ~6% and EEU* is expected to increase ~3%

FY'18 Light Vehicle Production		
Region	**Millions of Vehicles**	**YoY Chg. @ Apr 17th**
China	27.3	3%
Japan	8.8	(2)%
RoA*	13.1	4%
North America	16.0	1%
South America	3.8	15%
Europe	22.7	2%
Global	**94.5**	**2.6%**



In Q2'18 the global LVP* is expected to increase ~5% YoY, however remain relatively flat sequentially from Q1'18

(*) Light Vehicle Production (LVP) according to IHS @ April 17, 2018, Year over Year (YoY), Rest of Asia (RoA), Western Europe (WEU), Eastern Europe (EEU),
(**) Source: ACEA, Ward's Auto, CAAM, CADA.

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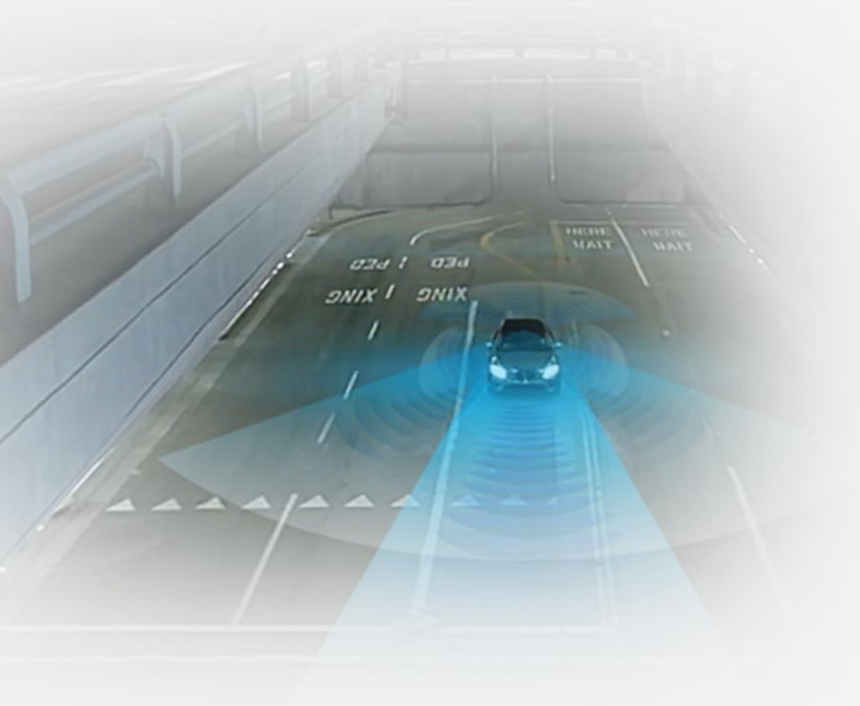
Electronics Segment

Q1’18 Performance and FY’18 Outlook

- **Q1’18**
  - Organic sales* decline 4.1% YoY** while Active Safety increased ~6%, where of core Active Safety products** increased close to 10%, currency translation tailwind ~6%
  - Positive radar penetration rates and currency transaction effects
  - Strong order intake for the segment in Active Safety and RCS**
    - New contract award with Geely for “Conditional Automation” ADAS**
      - mono and stereo vision, radar, ADAS ECU and Zenuity software stack
- **FY’18 Outlook**
  - Organic sales decline ~3% where of growth in Active Safety is more than offset by declines in RCS** and Brake Systems, currency translation tailwind ~3%
  - Launch readiness for 2019 programs to support the near-term sales targets
  - Continued ramp-up of RD&E to support our product roadmap
  - Focus on order intake to support long-term sales targets



Organic sales growth of Active Safety core products is expected to be ~10% for FY’18

(*) Non-US GAAP measure, (**) Year over Year (YoY), RCS (Restraint Control Systems), Core Active Safety products include Vision, Radar, ADAS ECU (Advanced Driver Assistance System Electronics Control Unit).

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Passive Safety Segment

Q1’18 Performance and FY’18 Outlook

- **Q1’18**
  - Organic sales* increase 1.4%, ~2pp better than LVP**
    - slower ramp-up on certain new programs, favorable mix on high value-add seatbelts
  - Currency translation tailwind ~8%, weaker US$
  - RD&E, net improvement was mostly offset by currency transaction head-wind
  - Order intake remains at high levels
- **FY’18 Outlook**
  - Organic sales growth >10%, close to 4 times better than LVP** and currency translation tailwind ~4%, consolidated sales growth ~14%
  - Focus on flawless execution of launches while maintaining flexibility to adapt to underlying market fluctuations and uncertainties
  - Operating leverage on organic sales growth is expected to support the profitability improvement

Implied organic sales growth for Passive Safety is more than 10% during H2’18

(*) Non-US GAAP measures, (**) Light Vehicle Production (LVP) according to IHS @ April 17, 2018.

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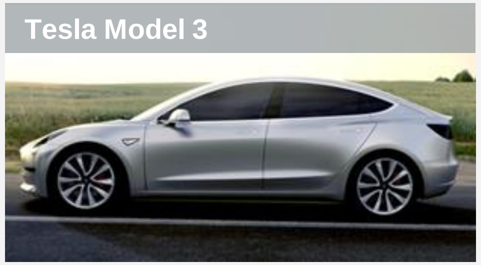
FY’18 - Key Passive Safety Models

Contributing to the ramp-up of organic sales* growth



JOEM

EU OEM

These models are anticipated to contribute ~$0.5B towards the expected Passive Safety Organic Sales growth of >10% in FY’18

(*) Non-US GAAP measure.

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Q1'18 Financial Overview

Record sales and gross profit for any quarter

(US $ Millions unless specified)	2018		2017	
Sales	$2,813		$2,608	
Gross Profit	$579	20.6%	$543	20.8%
Operating Income*	$247	8.8%	$220	8.4%
EPS* (assuming dilution)	$1.66		$1.65	
RoCE*	20%		20%	
RoE*	13%		14%	
Operating cash flow	$16		$149	
Dividend per share	$0.60		$0.58	
GLVP** (annual run rate)	~94M		~94M	

Adjusted EPS includes our share of the Zenuity cost of ~16 cents per share and the temporary effect of a higher tax rate of ~13 cents per share

(*) Non-US GAAP measures exclude costs for capacity alignments, antitrust related matters and separation of our business segments. Earnings per share (EPS), Return on Capital Employed (RoCE) and Return on Equity (RoE), (**) Global Light Vehicle Production (GLVP) according to IHS @ April 17, 2018.

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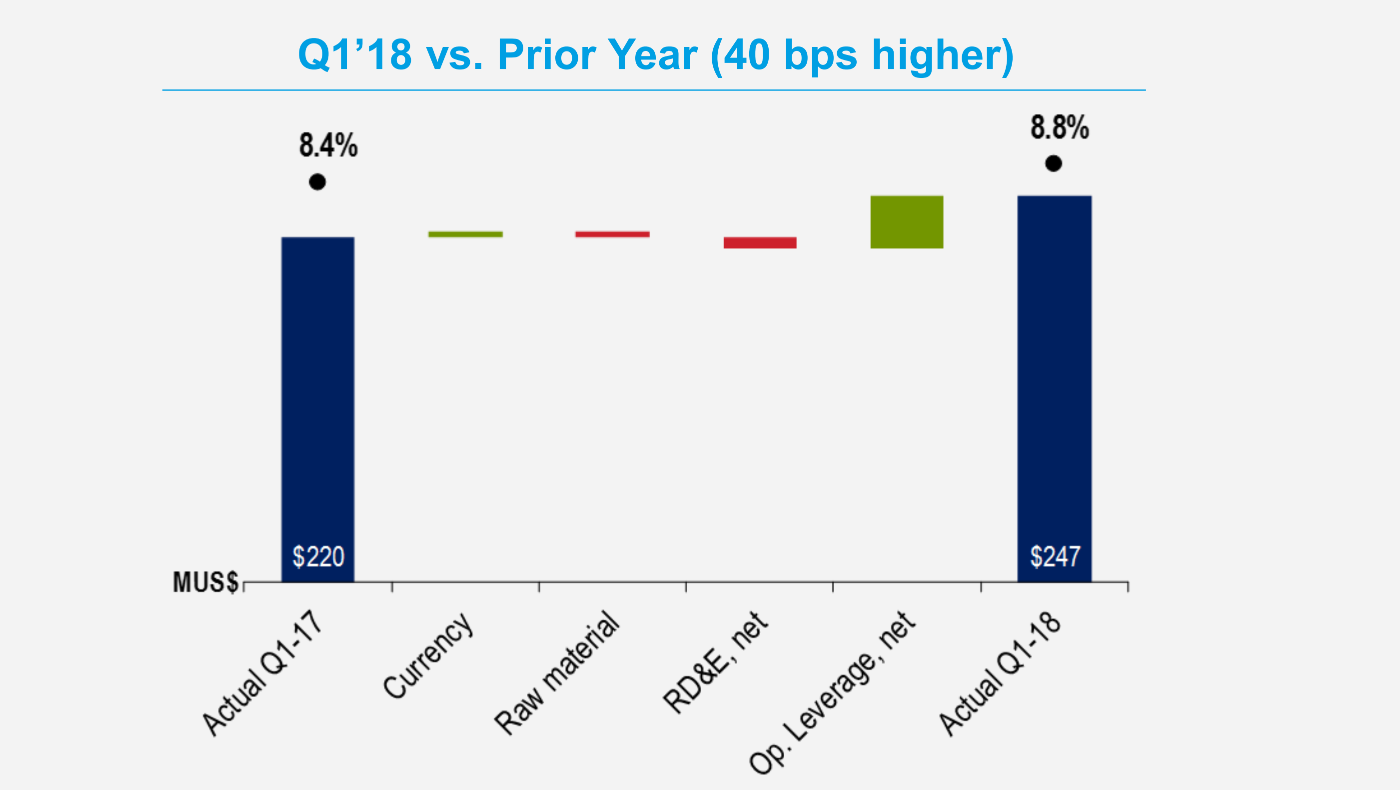
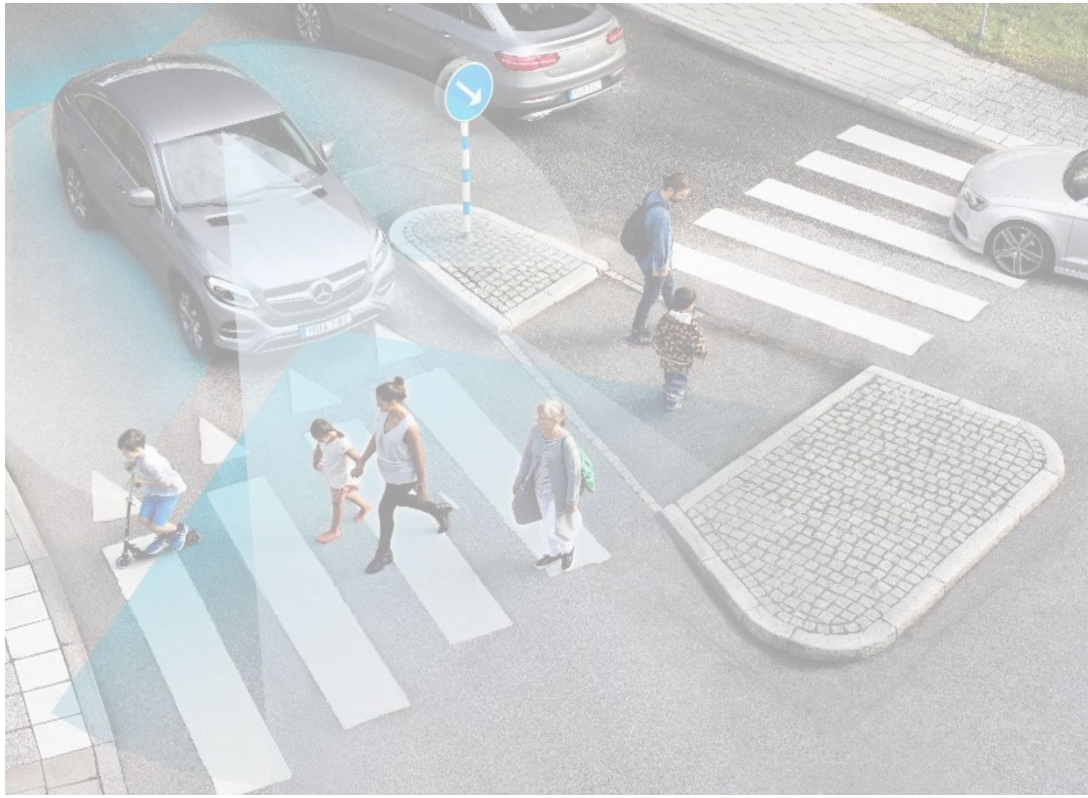
Operating Income* and Margin* Bridge

Q1’18 vs. Prior Year





Adjusted Operating Margin of 8.8% includes ~30 bps increase in RD&E, net vs. Prior Year

(*) Non-US GAAP measures exclude costs for capacity alignments, antitrust related matters and separation of our business segments.

Q1 Product Volumes

Strong volume growth in high value-added Seatbelts

Autoliv Quantities Delivered (Millions unless specified)	**2018**	**vs. PY**** (%)
Seatbelts	**38.9**	**0%**
▪ Pre-tensioners (of which)	19.1	1%
▪ Active Seatbelts (of which)	1.4	21%
Frontal Airbags	**13.9**	**3%**
▪ Knee Airbags (of which)	1.5	(2)%
Side Airbags	**25.7**	**0%**
▪ Chest (Thorax)	13.9	(1)%
▪ Head (Curtain)	11.7	2%
Steering Wheels	**5.0**	**8%**
Restraint Control Units	**4.8**	**(5)%**
Brake Systems Units	**0.5**	**(3)%**
Active Safety Units	**2.7**	**6%**
LVP* (Triad)	**10.4**	**(1.6)%**
LVP* (Global)	**23.4**	**(0.6)%**

Unit volume growth slightly above global LVP in most Passive Safety product areas*

(*) Light Vehicle Production (LVP) according to IHS @ April 17, 2018, TRIAD (Western Europe, North America, Japan), (**) Prior Year (PY).

Cash Flow

Investments for growth and shareholder returns

(US $ Millions unless specified)	Q1'18	Q1'17	LTM*	2017	2016	2015	2014	2013
Net Income	122	142	283	303	562	458	469	490
Depreciation & Amortization***	110	115	655	660	383	319	305	286
Other, net	7	(26)	5	(27)	1	0	42	43
Change in operating WC**	(223)	(82)	(141)	(0)	(78)	(26)	(103)	19
Operating cash flow	**16**	**149**	**802**	**936**	**868**	**751**	**713**	**838**
Capital Expenditures, net	(139)	(121)	(588)	(570)	(499)	(450)	(453)	(379)
Free cash flow**	**(123)**	**28**	**214**	**366**	**369**	**301**	**260**	**459**
Acquisitions, net****	73	0	201	128	227	128	(1)	2
Dividends paid	52	51	210	209	203	196	195	191
Shares repurchased	0	0	157	157	0	104	616	148

Acquisitions and CapEx for growth along with Shareholder returns are ~$1.2B during LTM

(*) Last Twelve Months (LTM), (**) Non-US GAAP measure and Non-US GAAP measure, before acquisitions, reconciliation of free cash flow is provided above, (***) Includes one-time Goodwill impairment charge related to the ANBS JV in 2017, (****) includes investments in affiliates.

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Financial Outlook

FY indication update

FY’18 Indication	Passive Safety Segment	Electronics Segment**
Sales		
Organic*	**>10%**	**~(3)%**
Acquisitions	-	-
Fx***	~4%	~3%
Consolidated Sales, net	**~14%**	**~0%**
Underlying profitability*	increase YoY	decline YoY

Exchange rates***	FY’18
EUR / US$	1.2342
US$ / JPY	107.18
US$ / KRW	1,071
US$ / MXN	18.35
US$ / CNY	6.30

Due to the intended spin-off of our Electronics Business during early Q3’18, we will not provide Autoliv guidance for Q2’18 or FY’18 indication

(*) US GAAP measures, (**) Electronics segment assumes one-time goodwill impairment charge in 2017 is excluded for comparison purposes, (***) Assumes mid-April exchange rates.

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SpinCo – Veoneer Combined Financial Statements**

Key Figures 2017 Income Statement (bridge from Segment to Standalone)

US$ Millions (except where specified)	**2017**	
Sales	$2,322.2	
Gross Profit	$465.6	20.0%
SG&A	$110.0	4.7%
RD&E	$375.4	16.2%
Amortization	$37.0	1.6%
Other income (expense), net	$8.3	0.4%
Operating Income / (Loss)* as "Carve-out" Standalone**	**$(48.5)**	**(2.1)%**
Operating Income / (Loss) as Segment*	**$54.0**	**2.3%**
Difference Standalone vs. Segment	**$(102.5)**	**(4.4)%**

- **P&L Effect**
  - SpinCo (Veoneer) Combined Financial Statements are based on a derived "Carve-out" of a standalone business from Autoliv
    1) "R&D costs" are fully attributed to Veoneer ~$70M
    2) "Corporate cost and other" are re-distributed to Veoneer ~$30M
- **Capital Structure / Funding**
  - Debt carried by RemainCo (Autoliv) where the target is to remain strong investment grade, S&P credit rating A- (negative outlook)
  - Debt raise funding during Q2'18
  - Cash needs up to $1.2B to support:
    - Working capital and CapEx requirements for organic growth
    - On-going investments in joint ventures* and M&A opportunities

The 2017 standalone operating margin is (2.1)% when excluding the one-time goodwill impairment charge for ANBS of $234M

(*) Non US GAAP reported excludes on-time goodwill impairment charge related to ANBS in 2017, (**) Veoneer based on a derived from "carve-out" of Combined Financial Statements as a Standalone company filed in the Form 10 for Veoneer Inc..

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Spin-off of Electronics Business - Veoneer

Preparations continue for “Tax-free Spin-off”

- Veoneer spin-off is expected to be completed in time for trading of Veoneer to begin early in the third quarter of 2018
- Leadership team - announced March 2018
- Internal reorganization to implement new legal structure – completed April 2018
- Press Release and Form 10 for Veoneer filed late April 2018
- “Save the Date” Investor and Analyst Days
  - Stockholm (May 31) and NYC (June 4)
- Debt financing by Autoliv for Veoneer capital injection during Q2’18
- Roadshows in US and Europe during early June 2018
- Further announcements during Q2’18
  - Board appointments, record date and official spin-off date

The underlying objective is to provide greater value to stakeholders by allowing the two entities to maximize their long-term potential on their own

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