Earnings Conference Call and Webcast

2nd Quarter 2019 Financial Results

July 19, 2019

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This presentation contains statements that are not historical facts but rather forward-looking statements within the meaning of the Private Securities Litigation Reform Act of 1995. Such forward-looking statements include those that address activities, events or developments that Autoliv, Inc. or its management believes or anticipates may occur in the future. All forward-looking statements, are based upon our current expectations, various assumptions and/or data available from third parties. Our expectations and assumptions are expressed in good faith and we believe there is a reasonable basis for them. However, there can be no assurance that such forward-looking statements will materialize or prove to be correct as forward-looking statements are inherently subject to known and unknown risks, uncertainties and other factors which may cause actual future results, performance or achievements to differ materially from the future results, performance or achievements expressed in or implied by such forward-looking statements. In some cases, you can identify these statements by forward-looking words such as “estimates”, “expects”, “anticipates”, “projects”, “plans”, “intends”, “believes”, “may”, “likely”, “might”, “would”, “should”, “could”, or the negative of these terms and other comparable terminology, although not all forward-looking statements contain such words. 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 needs 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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Q2’19 Key events

- Severe deterioration of market conditions
  - Light vehicle production (LVP) was substantially weaker in all regions except Japan**
  - Geopolitical challenges – border crossings, tariffs, Brexit, etc.
  - Raw material headwinds persist, mainly from steel and Nylon 6.6
- Continued growth for Autoliv despite the global LVP decline
  - Organic sales* growth of 2%, outperformed Global LVP** by more than 9 pp
  - Execution on strong order book
- Order intake continued on good level, supporting prolonged outperformance
- Stepping up actions to mitigate effects from declining vehicle markets
  - Improve effectiveness of the product launches, leading to significant improvements
  - Reduced headcount by 1,200 direct workers in the quarter
  - Targeting reduction in indirect workforce
- Building the foundation for improving the entire value chain
- Strong underlying Operating Cash Flow
  - Strong cash flow excluding the EC antitrust fine payment of $203M in the quarter

(*) Non-US GAAP measures,, (**) Light Vehicle Production (LVP) according to IHS @ July, 2019.

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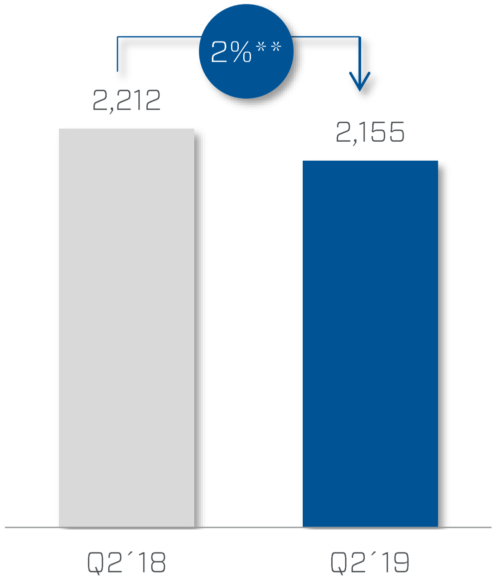
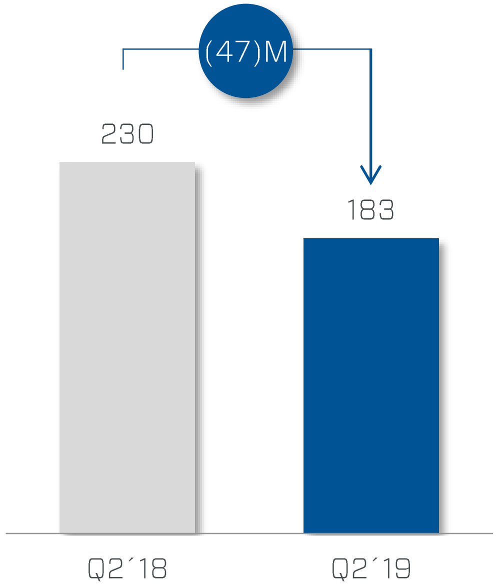
Q2´19 Financial Highlights

Organic sales growth despite market declines

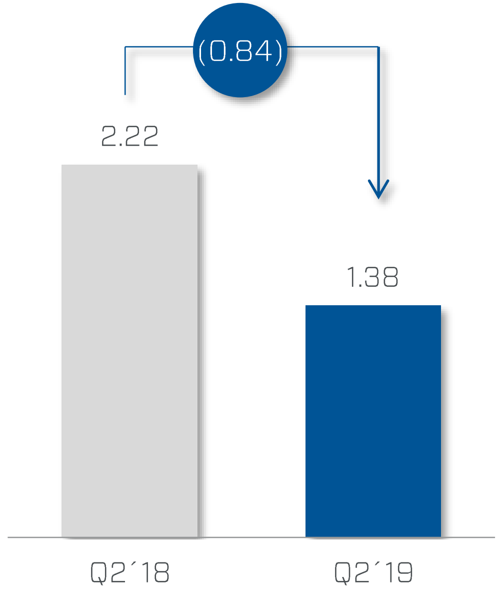
Consolidated Sales
US$ (Millions)



Adjusted Operating Income*
US$ (Millions)



Adjusted Earnings per Share*
US$



(*) Non-US GAAP measures exclude costs for capacity alignments ,antitrust related matters and the separation of our business segment in 2018,
(**) Organic sales growth, non-US GAAP measure.

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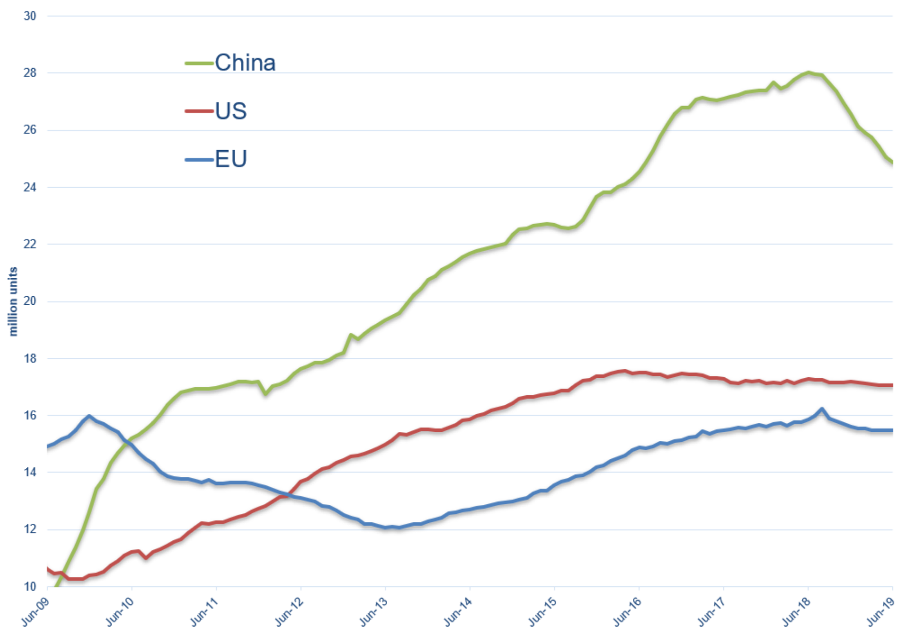
Market Conditions Q2´19

Global LVP fell more than 7% - worse than the decline in Q1´19

- China
  - Chinese** light vehicle registrations fell by 14% in the quarter despite generous discounts in June to reduce inventories ahead of changes in emissions rules
  - LVP* declined by 17%, which was almost 14 pp lower than expected in April by IHS
- Americas
  - US SAAR** declined slightly despite strong performance in May and June. Inventories high at close to 4 million units
  - LVP* fell by 2% with North America down 3% and South America down 2%. For the Americas as a region this was 2 pp lower than IHS expected in the beginning of the quarter
- Europe
  - EU28** light vehicle registrations fell by 3%, due to drivetrain choices, public policy changes and declining consumer market sentiments
  - LVP* in the important WEU* fell by ~10% , while production in EEU* was flat
- Other
  - In South America**, strong Brazil sales outweighed plummeting sales in Argentina and Uruguay
  - LVP* in Japan** increased by 6%

10- year Light Vehicle Sales LTM**



Q2'19 global LVP was 21.6 million units, ~1.8 million units lower YoY

(*) Light Vehicle Production (LVP) according to IHS @ July , 2019; Year over Year (YoY); Rest of Asia (RoA); Western Europe (WEU); Eastern Europe (EEU); Last Twelve Months (LTM),
(**) Source: ACEA, Ward's Auto, CAAM, CADA.

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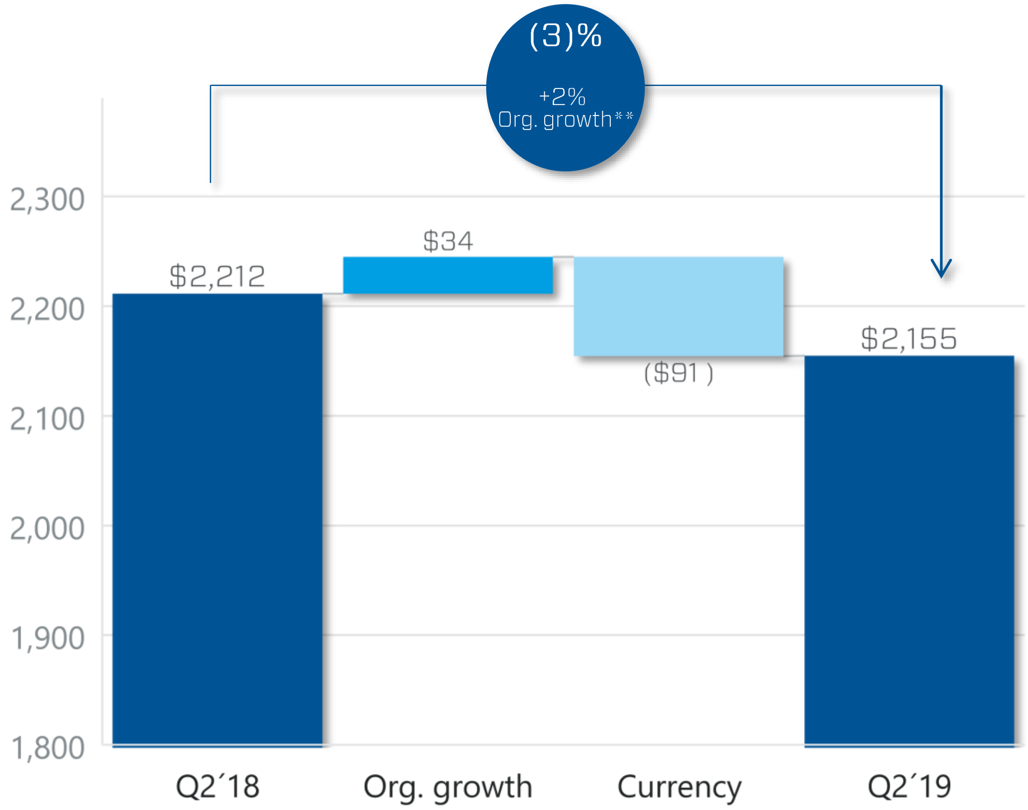
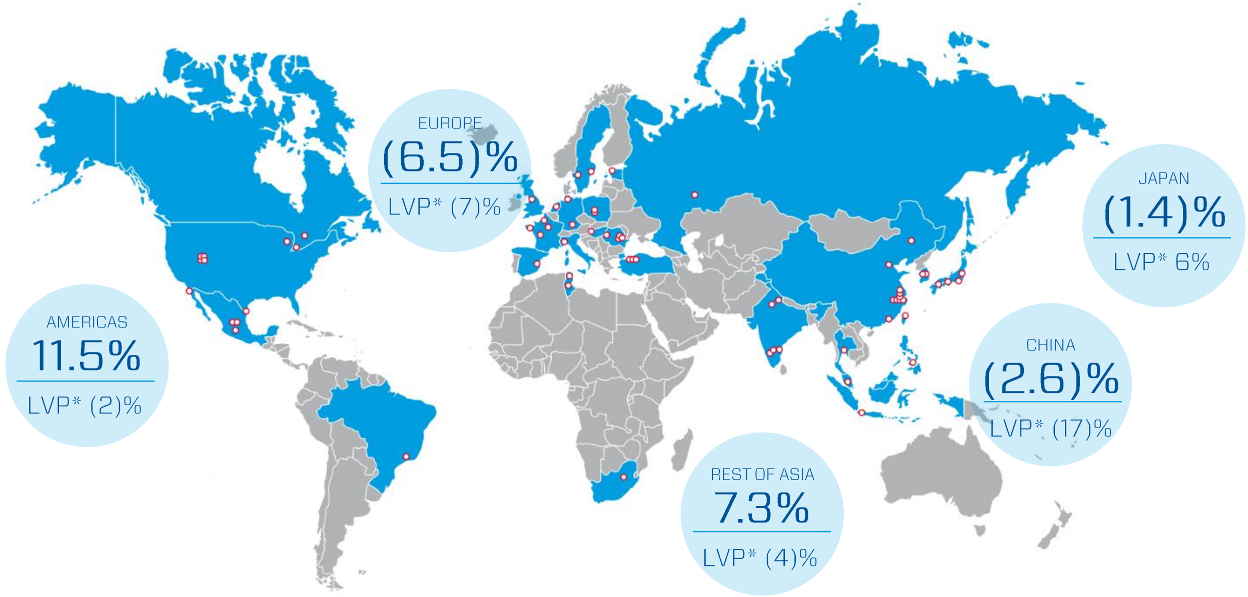
Q2´19 Sales Growth

Sales Bridge
US$ (Million)



(**) Non-US GAAP measure.

Regional Organic Growth**



(*) Light Vehicle Production (LVP) according to IHS @ July , 2019.

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Q2'19 - Key Model Launches

Nissan Versa

Audi Q3 Sportback

Lincoln Corsair

Jeep Gladiator

Ford Escape

Chevrolet Silverado Heavy Duty

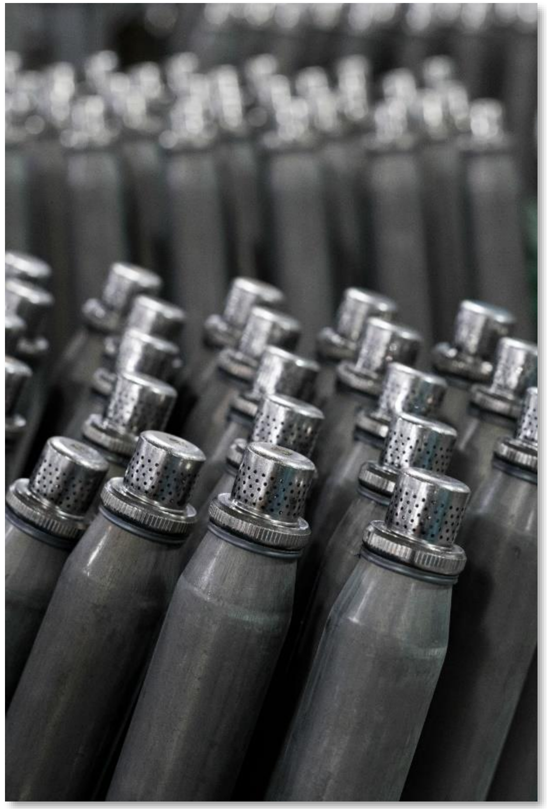
Mazda CX-30

Cadillac XT6

Nissan Sylphy

Q2´19 Financial Overview

(US $ Millions unless specified)	Q2'19		Q2'18	
Sales	$2,155		$2,212	
Gross Profit	$400	18.6%	$440	19.9%
Adj. Operating Income[1]	$183	8.5%	$230	10.4%
EPS (assuming dilution)	$1.25		$2.20	
Adj. RoCE[1,2]	20%		21%	
Adj. RoE[1,2]	24%		24%	
Operating cash flow	($21)		$201	
Dividend per share	$0.62		$0.62	
Global LVP[3] (annual rate)	~86M		~93M	



(1) Non-US GAAP measures exclude costs for capacity alignments and antitrust related matters. (2) Return on Capital Employed (RoCE) and Return on Equity (RoE), (3) Light Vehicle Production (LVP) according to IHS @ July , 2019.

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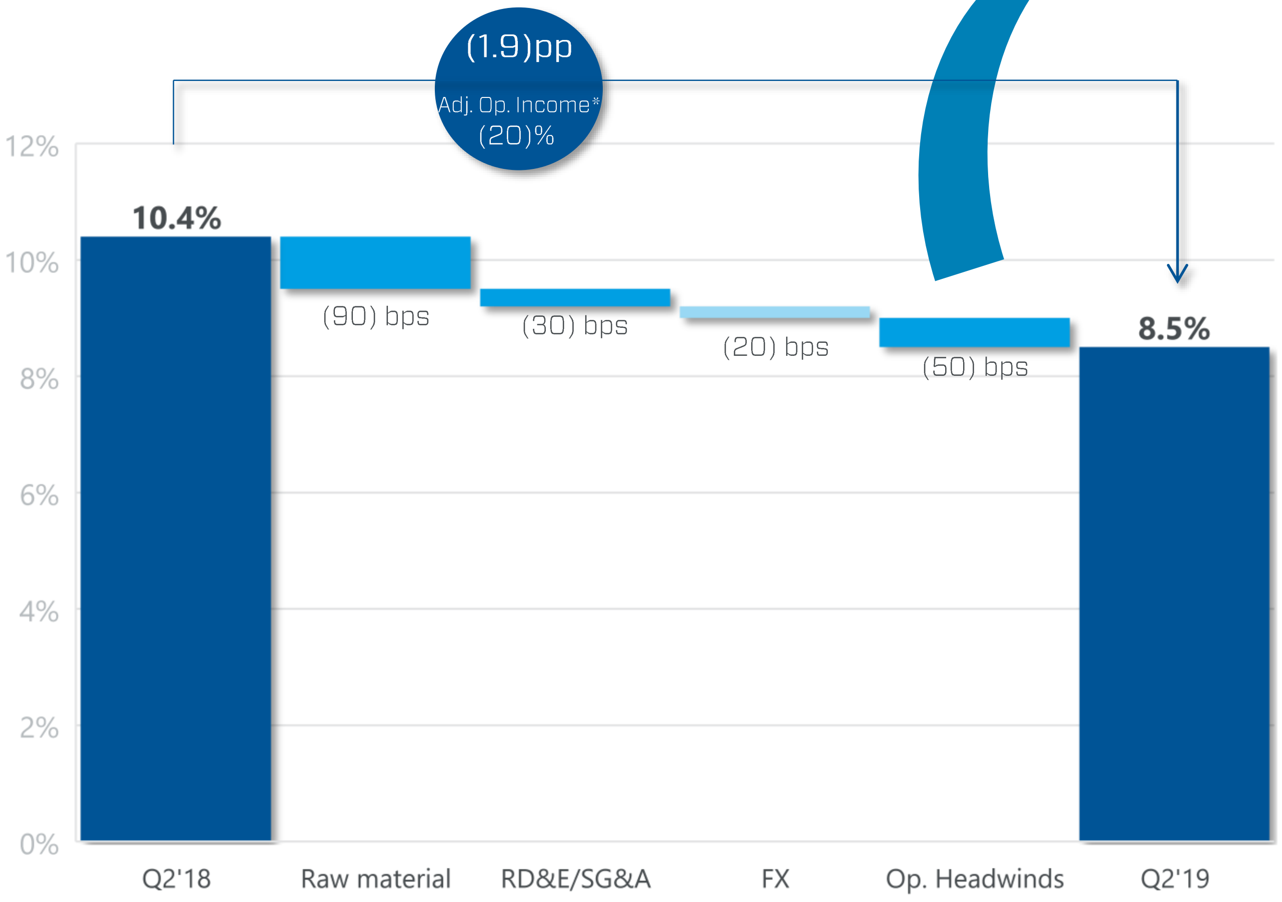
Adj. Operating Margin* Bridge

Q2'19 vs. Prior Year



Operational Headwinds of ~50 bps

- LVP decline has a disproportionate negative impact on mature platforms with normal operating leverage
- ~15 bps related to temporary costs for the social unrest in Matamoros, Mexico
- Launch related costs (improving vs. Q1´19)

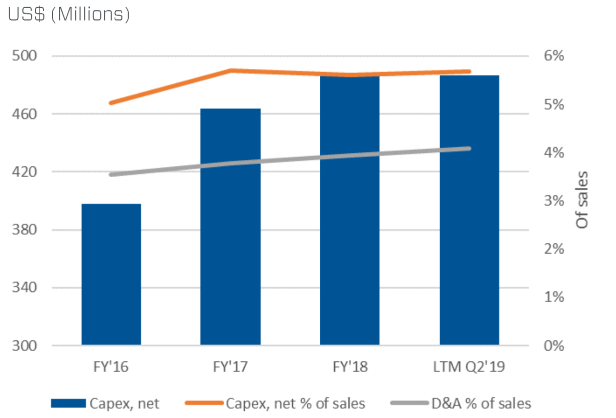
(*) Non-US GAAP measure excludes costs for capacity alignments and antitrust related matters.

Cash Flow Continuing Operations

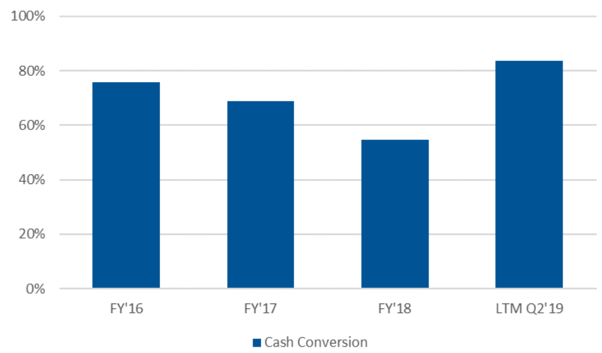
Investments for growth and shareholder returns

(US$ Millions unless specified)	Q2'19	Q2'18*	LTM*	2018*	2017*	2016*
Net Income	109	193	246	378	588	560
Depreciation & Amortization	86	87	350	342	307	280
EC antitrust payment	(203)	-	(203)	-	-	-
Other, net	4	0	220	236	(6)	27
Change in operating WC**	(17)	(79)	46	(148)	(19)	(45)
Operating cash flow	(21)	201	659	808	870	822
Capital Expenditures, net	(128)	(125)	(487)	(486)	(464)	(398)
Free cash flow**	(148)	76	172	322	406	424
Dividends paid	54	54	216	214	209	203
Shares repurchased	0	0	0	0	157	0

Capex and D&A



Cash Conversion



Operating cash flow in Q2'19 was ~$182M adjusted for the EC antitrust payment of $203M

(*) Unaudited figures. Management estimate, (**) Non-US GAAP measure, before acquisitions, reconciliation of free cash flow is provided above.

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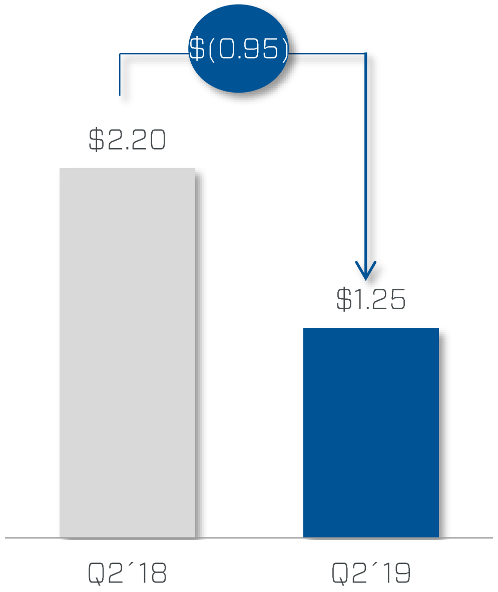
EPS development

Q2'19 vs. same Quarter Prior Year

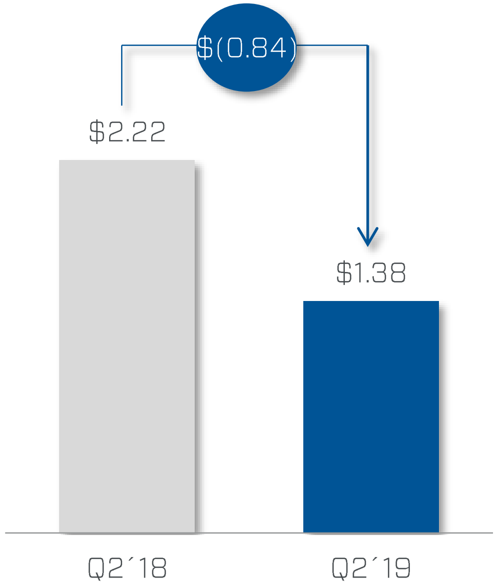
Earnings per Share

US$



Earnings per Share excluding items affecting comparability*

US$



The main negative items impacting EPS were

- ~ 44 cents from unusual tax items
- ~ 39 cents from lower operating income
- ~ 11 cents for capacity alignments

(*) Non-US GAAP measures exclude costs for capacity alignments and antitrust related matters. Assuming dilution.

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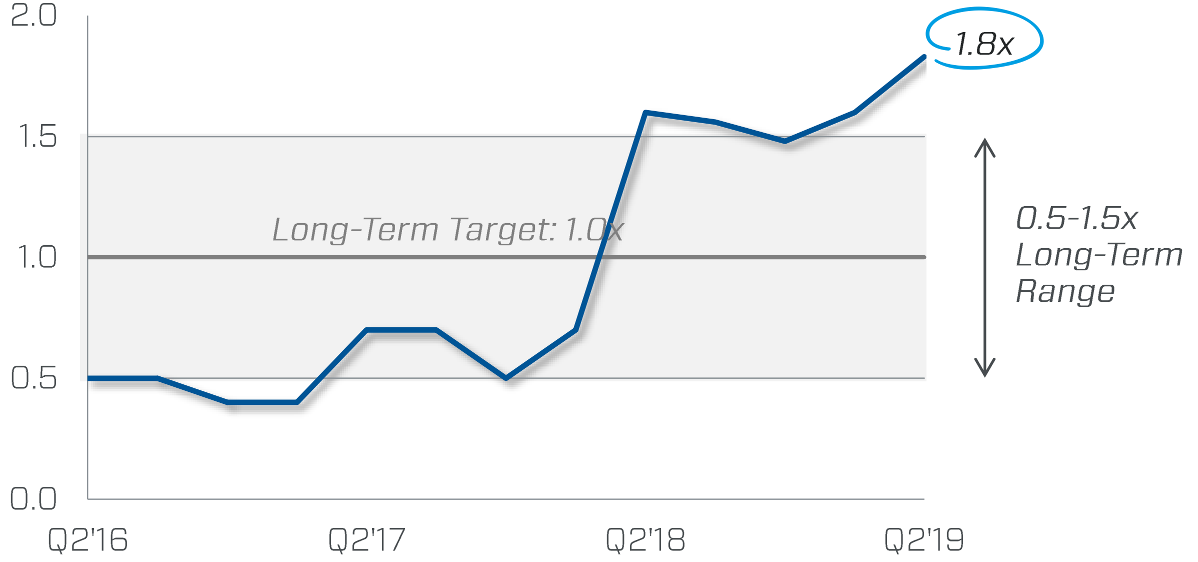
Balance Sheet and Financial Policy

Committed to Maintain "Strong Investment Grade" Rating Supported by High FCF Conversion

Net Debt/ EBITDA*

x



- ✓ EC antitrust fine of $203M
- ✓ Our net debt increased by $204M in the quarter
- ✓ EBITDA LTM decreased by $40M from Q1'19
- ✓ Dividend paid during Q2 was $54M

(*) Autoliv Inc. group statistics, prior to spin; Non-US GAAP measure, Leverage Ratio and Net Debt includes Pension Liability.

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2019 Light Vehicle Production Outlook

Uncertainty prevails

- We expect the challenging market conditions to continue and we see significant uncertainty to IHS' global LVP forecast
- Our FY 2019 outlook is based on global LVP declining 4-6%
  - FY'19 Light Vehicle production in **North America** is expected to be down slightly
  - Uncertainty in **Europe** continues with lower consumer confidence, RDE testing and Brexit
  - In **China**, underlying light vehicle sales trend remains negative due to eroding consumer confidence

IHS: 2019 Light Vehicle Production*				
Region	Q3´19	H2´19	FY´19	
	YoY Chg.	YoY Chg.	Millions Units	YoY Chg.
China	(5)%	(0)%	23.7	(7)%
Japan	11%	(0)%	9.2	1%
RoA*	(3)%	(3)%	12.7	(2)%
North America	2%	(1)%	15.4	(2)%
South America	6%	5%	3.4	1%
Europe	3%	1%	21.4	(2)%
Global	(0)%	(1)%	87.8	(4)%

(*) Light Vehicle Production (LVP) according to IHS @ July, 2019, Year over Year (YoY), Rest of Asia (RoA).

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Financial Outlook 2019

	Full year indication
Global LVP Org. sales outperformance vs. LVP Organic sales growth[1]	(4)% to (6)% 6pp to 7pp 1% to 3%
FX	~(2)%
Consolidated sales, net	(1)% to 1%
Adjusted Operating margin[1]	9.0% to 9.5%
Tax rate	~28%
Operating Cash flow[2]	$700 – $800M
Capex % of sales	Lower than 2018[3]
R,D&E, net % of sales	Lower than 2018[3]
Leverage ratio by year end	Within the range

Exchange rates[4]	FY'19
EUR / US$	1.1283
US$ / JPY	109.05
US$ / KRW	1161
US$ / MXN	19.14
US$ / CNY	6.83

(1 Non-US GAAP measures exclude costs for capacity alignments and antitrust related matters,
(2) Excluding unusual items,
(3) Compared to 2018 Continuing Operations,
(4) Mid-July 2019 exchange rates.

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Focused improvement Agenda

Short -term

- Further reduction of direct headcount to align with market demand
- Reduction of around 5% of our indirect headcount
- Opex/Capex review
- Adapting to Geopolitical challenges – border crossing, tariffs, etc.
- Productivity improvements after launch
- Purchase efforts

Medium/long-term

- Automation and Digitalization
- RD&E Efficiency
- Footprint optimization

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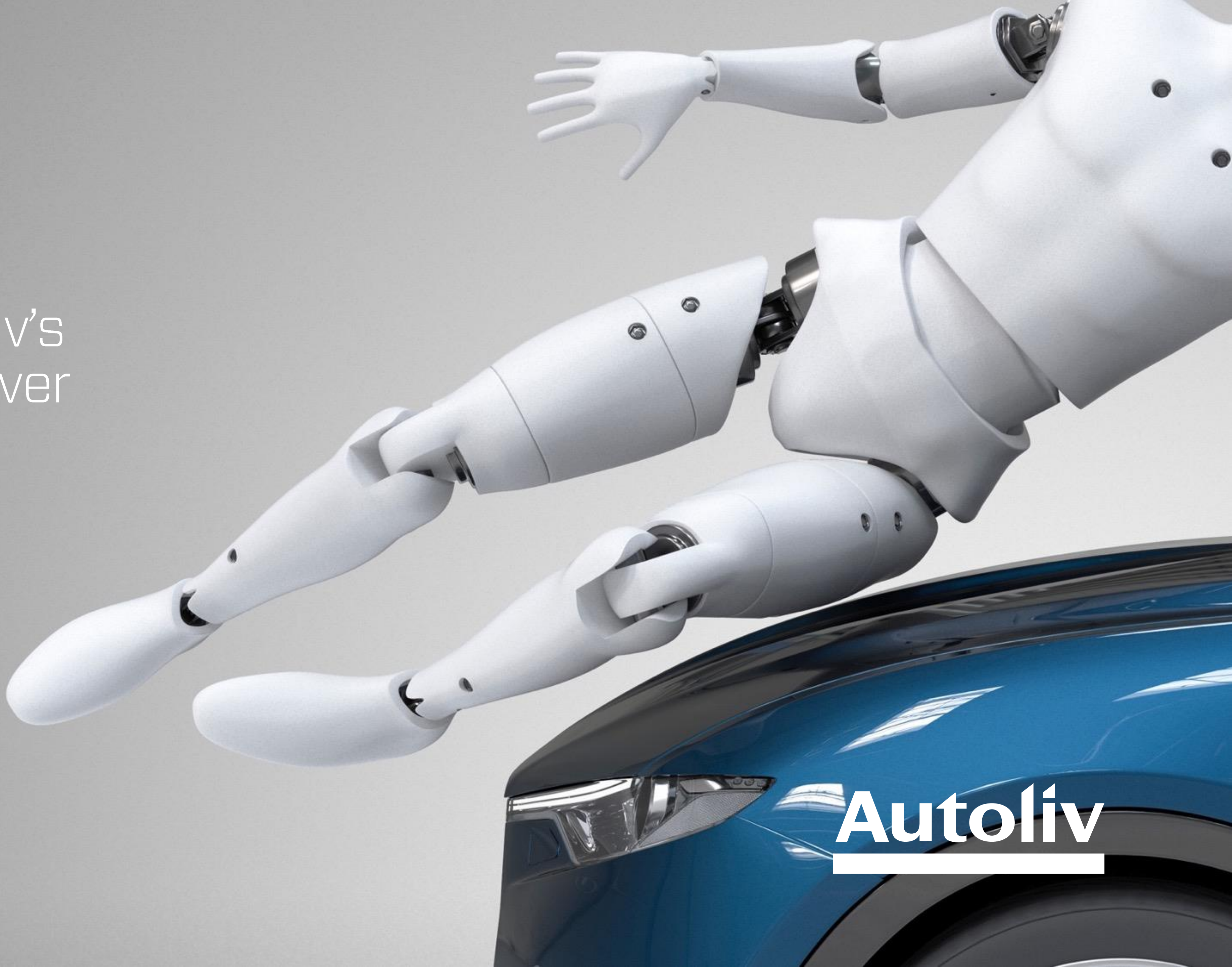
Welcome to Autoliv Capital Markets Day 2019

November 19 in Salt Lake Area, Utah

Each year, Autoliv's products save over 30,000 lives

autoliv.com



Q2´19 Product Volumes

Strong volume growth in Steering Wheels

Autoliv Quantities Delivered (Millions unless specified)	Q2´19	vs. PY** (%)
Seatbelts	36.7	(7)%
▪ Pretensioners (of which)	19.5	2%
▪ Active Seatbelts (of which)	1.4	12%
Frontal Airbags	14.3	3%
▪ Knee Airbags (of which)	1.4	1%
Side Airbags	24.8	1%
▪ Chest (Thorax)	13.4	0%
▪ Head (Curtain)	11.4	2%
Steering Wheels	5.3	3%
LVP* (Triad)	9.8	(3.9)%
LVP* (Global)	21.6	(7.6)%

(*) Light Vehicle Production (LVP) according to IHS @ July, 2019, TRIAD (Western Europe, North America, Japan), (**) Prior Year (PY).

Definition of Symbols

- Driver and/or Passenger airbags
- Seatbelts
- Side airbags
- Head/Inflatable Curtain airbags
- Knee airbag
- Pyrotechnical Safety Switch
- Pedestrian Airbag
- Steering Wheel

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