Forward-looking Statements

This presentation, as well as other statements made by Delphi Technologies PLC (the “Company”), contain forward-looking statements that reflect, when made, the Company’s current views with respect to current events, certain investments and acquisitions and financial performance. Such forward-looking statements are subject to many risks, uncertainties and factors relating to the Company’s operations and business environment, which may cause the actual results of the Company to be materially different from any future results. All statements that address future operating, financial or business performance or the Company’s strategies or expectations are forward-looking statements. Factors that could cause actual results to differ materially from these forward-looking statements are discussed under the captions “Risk Factors” and “Management’s Discussion and Analysis of Financial Condition and Results of Operations” in the Company’s filings with the Securities and Exchange Commission. New risks and uncertainties arise from time to time, and it is impossible for us to predict these events or how they may affect the Company. It should be remembered that the price of the ordinary shares and any income from them can go down as well as up. The Company disclaims any intention or obligation to update or revise any forward-looking statements, whether as a result of new information, future events and/or otherwise, except as may be required by law.
Delphi Technologies: A clear vision

Creating value through leadership in vehicle propulsion technology

Enabling the transition to electro-mobility
## Delphi Technologies: Strategy

### Flexible Technology Portfolio — OEM and Aftermarket

<table>
<thead>
<tr>
<th>Electrification</th>
<th>Software &amp; Controls</th>
<th>Internal Combustion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mild Hybrid to Full EV</td>
<td>Optimized Electronic Control</td>
<td>Increased Gas and Diesel Efficiency</td>
</tr>
</tbody>
</table>

### Strategy

<table>
<thead>
<tr>
<th>Capital allocation</th>
<th>Invest in areas of business with above-market growth, margin potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Balanced business</td>
<td>Align business with OEM production; diversify customer and end-market mix</td>
</tr>
<tr>
<td>Team</td>
<td>Establish unique Delphi Technologies culture while leveraging Delphi DNA</td>
</tr>
</tbody>
</table>

### Execution

<table>
<thead>
<tr>
<th>Lean Enterprise Operating System</th>
<th>Drive safety, quality, and productivity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Localized manufacturing and supply base</td>
<td>Minimize supply chain and FX exposure</td>
</tr>
<tr>
<td>Material cost optimization</td>
<td>Collaborate with suppliers on design and sourcing initiatives</td>
</tr>
</tbody>
</table>

**Business model that will deliver sustainable value**
Fuel economy and emissions regulations
Vehicle performance, TCO, and up-time
Power for new features and functionality

Today: GDi, valvetrain, electronics, CV diesel
Tomorrow: Full suite of electrification products
Unique IP supports continued strong wins

Segments: PV, CV, and aftermarket exposure
Regions: Balanced, aligned with vehicle production
Customers: none > 10% of sales

Best-cost manufacturing close to customer plants
Flexible capabilities with high capacity utilization
Customer-facing teams close to decision makers

Leading global pure-play propulsion system provider
Shifting mix and steady growth create new opportunities

1. Vehicles without electrification. Full and mild hybrids also use GDi, PFI, and diesel direct-injection technologies
2. ICE includes some form of internal combustion engine

Source: IHS August 2017
Portfolio: Diesel Engine Management Systems

FLEXIBLE DIESEL SOLUTIONS FOR APPLICATIONS UP TO 18 LITER ENGINES

CV Diesel Injectors, Pumps, and Rail
- Remote Pump option
- Exhaust Sensors
- Selective Catalytic Reduction (SCR) Doser

DIESEL COMMON RAIL FUEL SYSTEMS
- Common diesel injector technology for CV and LV
- Capable up to 3000 bar with high efficiency
- Modular pump technology for maximum re-use and scalability

DIESEL ENGINE MANAGEMENT SYSTEM
- Control strategies to achieve regulatory compliance
- Exhaust sensors enable reduced emissions
- Modular software for maximum application flexibility

Leveraging investment for broad range of LV and CV applications
Portfolio: Gasoline Engine Management Systems

FIRST-TO-MARKET WITH 350-BAR GASOLINE DIRECT INJECTION (GDi) FUEL INJECTION SYSTEM

GDi FUEL SYSTEMS
- Low noise, flexible mounting system
- High precision fuel delivery over vehicle lifetime
- Broad fuel coverage: gasoline, ethanol and natural gas

GASOLINE ENGINE MANAGEMENT SYSTEMS
- Variable valve timing and actuation for optimized air control
- Sensors enable precise engine management
- Suite of software algorithms optimize combustion and performance

High-precision fuel delivery for low emissions
Portfolio: Electronics and Software

 Broad range of electronic controls and software

- Gasoline engine controller
- Transmission controller
- Custom ASIC
- Propulsion domain controller
- Software
- Motor controller
- Diesel engine controller
- After treatment controller

Full suite of 48V and high-voltage power electronics

- Inverters
- Combined Inverter-Converter
- DC-DC Converters
- On-board Charger

Integral to current and future propulsion systems

1. Since 2011; bookings represent lifetime gross program revenues awarded, based upon expected volumes and pricing adjusted for FX and commodities
Path to electrification

- **48 VOLT MILD HYBRID**
  - System optimization
  - Hybrid controller and software
  - DC/DC converter
  - Inverter
  - $\text{CO}_2 \sim 15\%$ Reduction

- **FULL HYBRID**
  - Propulsion controller and software
  - High voltage inverter
  - Combined inverter / converter (CIDD)
  - DC/DC Converter
  - Battery controller
  - $\text{CO}_2 \sim 25\%$ Reduction

- **PLUG-IN HYBRID**
  - Propulsion controller and software
  - High voltage inverter
  - Combined inverter / converter (CIDD)
  - DC/DC converter
  - Battery controller
  - On-board charger
  - $\text{CO}_2 \sim 50\%$ Reduction

- **ELECTRIC VEHICLE**
  - Propulsion controller and software
  - High voltage inverter
  - Combined inverter / converter (CIDD)
  - DC/DC converter
  - Battery controller
  - On-board charger
  - $\text{CO}_2 \sim 100\%$ Reduction

Electrification solutions enhance vehicle performance and reduce $\text{CO}_2$

1. Total Addressable Content per vehicle Market (TAM) for electrified vehicles
2. Low voltage content per vehicle based off average mid size sedan with no powertrain electrification or incremental content additions
3. ICE content per vehicle based off gasoline GDi, 2-step variable valvetrain internal combustion engine in 2023 and beyond
PolyCharge equity investment

• Result of US Department of Energy-funded joint development
• Designed for use in automotive power electronics
• Enables Delphi Technologies’ industry-leading inverters:
  o Smaller, lighter, higher power, higher-temperature-capability
  o Performance & reliability to meet future OEM requirements
• Complements Delphi Technologies’ “Viper” power switch technology with double-sided cooling

High-voltage capacitors: 50% smaller & lighter than current designs
Balanced business

End market mix
CV & AM drive end market diversity

% 2016 revenue

Regional mix
Improving alignment to global production

% 2016 OEM revenue

Customer mix¹
No customer > 10% of sales

% 2016 revenue

Balanced across end markets, regions, and customers

¹ Excludes Aftermarket
Disciplined revenue growth

<table>
<thead>
<tr>
<th>Market</th>
<th>2017E (Billions)</th>
<th>2020E (Billions)</th>
<th>CAGR (Sales)</th>
<th>Lifetime Bookings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Vehicle</td>
<td>$0.8</td>
<td>~$8B</td>
<td>~10%</td>
<td>~$8B</td>
</tr>
<tr>
<td>GDi and Valvetrain</td>
<td>~$0.8</td>
<td>~$9B</td>
<td>~15%</td>
<td>~$9B</td>
</tr>
<tr>
<td>Power Electronics</td>
<td>$0.1</td>
<td>~$4B</td>
<td>~35%</td>
<td>~$4B</td>
</tr>
<tr>
<td>Aftermarket</td>
<td>$0.8</td>
<td>$0.8</td>
<td>~5%</td>
<td>$0.8</td>
</tr>
</tbody>
</table>

1. At constant foreign exchange and commodity rates; excludes impact of acquisitions and divestitures
2. 2017PF Adjusted for OE service revenue of ~$0.1B
3. Since 2011; bookings represent lifetime gross program revenues awarded, based upon expected volumes and pricing adjusted for FX and commodities

Balanced portfolio drives strong growth over market
Industry-leading cost structure

Established global presence
- Network of 20 major manufacturing facilities, 12 tech centers
- Efficient manufacturing primarily in best-cost countries (BCC)
- Regional engineering teams connected to local market requirements

Lean and flexible cost structure
- Restructuring focus on footprint optimization and flexibility
- Rotation toward BCCs and sites tailored to processes vs. markets
- Improves cost structure, utilization, and profit margins

BEST COST COUNTRY (BCC) MANUFACTURING

**AMERICAS**
- 7 plants
- 7 BCC plants

**EMEA**
- 8 plants
- 8 BCC plants

**ASIA-PACIFIC**
- 5 plants
- 5 BCC plants

Constant focus on cost structure improves resilience of business model
Accelerated business wins

<table>
<thead>
<tr>
<th>Year</th>
<th>Adjusted Bookings ($ billions)</th>
<th>CAGR</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>$4.7</td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>$6.1</td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td>$6.7</td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>$7.1</td>
<td>15%</td>
</tr>
</tbody>
</table>

**Key technologies**
- Power Electronics
- Gas Direct Injection
- Electronics and Software
- Variable Valvetrain
- Commercial Vehicle Diesel

**Flexible portfolio – able to adapt as market evolves**

1. Bookings represent lifetime gross program revenues awarded, based upon expected volumes and pricing adjusted for FX and commodities.
Winning in key end markets

<table>
<thead>
<tr>
<th>Market</th>
<th>Key technologies</th>
<th>Example wins</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASIA-PACIFIC</td>
<td>Power Electronics, Gas Direct Injection, Valvetrain</td>
<td>Power Electronics, GDi, Valvetrain</td>
</tr>
<tr>
<td>EMEA</td>
<td>Power Electronics, Electronics, CV Diesel</td>
<td>Power Electronics, Electronics, CV Fuel Injection</td>
</tr>
<tr>
<td>AMERICAS</td>
<td>Valvetrain, CV Diesel, Gas Direct Injection</td>
<td>Valvetrain, CV Fuel Injection, GDi</td>
</tr>
</tbody>
</table>

Balanced technology investments driving growth
**Long-term financial outlook**

### Long-term targets

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenue</th>
<th>Operating Margin</th>
<th>2017PF</th>
<th>2020</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>~$4.5B</td>
<td>12.0%</td>
<td>4-6%</td>
<td>~$5B</td>
<td>Up 130-150 bps</td>
</tr>
<tr>
<td></td>
<td>~$6B</td>
<td>Up 70-90 bps</td>
<td>40-50 bps/yr</td>
<td>35-45 bps/yr</td>
<td></td>
</tr>
</tbody>
</table>

1. 2017PF Adjusted for OE service revenue of $0.1B; Margin adjusted for ~140 bps of estimated public company inefficiencies and impact of separation agreements, assuming spin-off in Q1 2018.

### Key considerations

#### 2017 - 2020
- Relevant portfolio well positioned for all propulsion technologies
- Optimization of one time separation, stand-alone costs

#### 2020 & Beyond
- Electrification accelerates, continued penetration of advanced tech
- Conversion of new wins drives inflection in growth
- Leverage industry-leading cost structure to deliver profitable growth

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1. At constant foreign exchange and commodity rates; excludes impact of acquisitions and divestitures. Adjusted for restructuring and other special items
2. GoM: Growth over Market as defined by Delphi weighted production
3. 2017PF Adjusted for OE service revenue of $0.1B; Margin adjusted for ~140 bps of estimated public company inefficiencies and impact of separation agreements, assuming spin-off in Q1 2018.

2017 pro-forma outlook based on guidance provided at Delphi’s Investor Conference on September 27th 2017
Operating cash flow outlook

Operating cash flow

- **2017PF**: ~$0.4B
- **2020**: ~$0.7B

**Key considerations**

- **Spin-off inefficiencies roll-off** and normalize over the next 3 years

**Operational performance** driven by:

- Above-market revenue growth
- Margin improvement driven by material and manufacturing performance
- Includes incremental investments to support future growth

Enhanced cash flow generation over next 3 years

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1. Pro-forma for Powertrain spin-off
2. CAGR represents growth of operational cash flow only
Capital structure and deployment

- **Capital expenditures**
  - Targeting 5-6% of sales
  - Investments to support disciplined organic growth
  - Continued footprint optimization, improving capacity utilization and efficiency

- **Debt service**
  - Maintain strong balance sheet; term loan provides flexibility
  - Conservative leverage: targeting ~2.0x debt / Adj. EBITDA through cycle
  - Opening operating cash balance of $195m with access to revolving credit facility of $500m

- **M&A**
  - Opportunistically pursue strategic acquisitions that create shareholder value
  - Strengthen technology portfolio, accelerate growth in electrification

- **Return cash to shareholders**
  - Maintain capital allocation strategy of returning cash to shareholders

**Focused on creating value through growth and margin expansion**
Summary

COMPREHENSIVE PORTFOLIO FOR TODAY AND TOMORROW
Leader in electrification, ICE, and software solutions

BALANCED BUSINESS
Well balanced across end markets, regions, and customers

INDUSTRY LEADING COST STRUCTURE
Leading manufacturing footprint; engineers close to customers

FOCUSED ON DELIVERING SHAREHOLDER VALUE
Accelerating growth, expanding margins, disciplined capital allocation

Leading, global pure play propulsion supplier
Q&A

Delphi
Technologies
### Capital Structure

#### Sources and uses

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount ($ millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$500mn revolver</td>
<td>$0</td>
</tr>
<tr>
<td>Term Loan A</td>
<td>750</td>
</tr>
<tr>
<td>Senior Unsecured Notes</td>
<td>800</td>
</tr>
<tr>
<td><strong>Total Sources</strong></td>
<td><strong>$1,550</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount ($ millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dividend to RemainCo(^1)</td>
<td>$1,150</td>
</tr>
<tr>
<td>Operating cash(^1)</td>
<td>195</td>
</tr>
<tr>
<td>Estimated one-time tax leakage(^1)</td>
<td>180</td>
</tr>
<tr>
<td>Financing fees</td>
<td>25</td>
</tr>
<tr>
<td><strong>Total Uses</strong></td>
<td><strong>$1,550</strong></td>
</tr>
</tbody>
</table>

#### Pro Forma capitalization

<table>
<thead>
<tr>
<th>Amount ($ millions)</th>
<th>LTM EBITDA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total cash(^1)</strong></td>
<td>$240</td>
</tr>
<tr>
<td><strong>Memo: Operating cash</strong></td>
<td>$195</td>
</tr>
<tr>
<td>$500mn revolver</td>
<td>0</td>
</tr>
<tr>
<td>Term Loan A</td>
<td>750</td>
</tr>
<tr>
<td><strong>Total senior secured debt</strong></td>
<td><strong>$750</strong></td>
</tr>
<tr>
<td><strong>Total net senior secured debt</strong></td>
<td><strong>$510</strong></td>
</tr>
<tr>
<td>Senior Unsecured Notes</td>
<td>$800</td>
</tr>
<tr>
<td><strong>Total Debt</strong></td>
<td><strong>$1,550</strong></td>
</tr>
<tr>
<td><strong>Total Net Debt</strong></td>
<td><strong>$1,310</strong></td>
</tr>
</tbody>
</table>

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**Appropriate leverage with strong cash profile to support operational needs**

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1. Subject to change based on additional tax analysis and/or excess operating cash on Delphi Technologies, PLC balance sheet
   
   Note: debt shown at principal
## Non-US GAAP Financial Metrics

<table>
<thead>
<tr>
<th></th>
<th>2016</th>
<th>2015</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net income attributable to Delphi Technologies</td>
<td>$236</td>
<td>$272</td>
<td>$306</td>
</tr>
<tr>
<td>Interest expense</td>
<td>$1</td>
<td>$3</td>
<td>$4</td>
</tr>
<tr>
<td>Other expense (income), net</td>
<td>$1</td>
<td>$2</td>
<td>($2)</td>
</tr>
<tr>
<td>Income tax expense</td>
<td>$50</td>
<td>$92</td>
<td>$97</td>
</tr>
<tr>
<td>Equity loss, net of tax</td>
<td>-</td>
<td>-</td>
<td>$1</td>
</tr>
<tr>
<td>Net income attributable to non-controlling interest</td>
<td>$32</td>
<td>$34</td>
<td>$36</td>
</tr>
<tr>
<td><strong>Operating income</strong></td>
<td>$320</td>
<td>$403</td>
<td>$442</td>
</tr>
<tr>
<td>Restructuring</td>
<td>$161</td>
<td>$112</td>
<td>$52</td>
</tr>
<tr>
<td>Other acquisition and portfolio project costs</td>
<td>$2</td>
<td>$2</td>
<td>-</td>
</tr>
<tr>
<td>Asset impairments</td>
<td>$29</td>
<td>$9</td>
<td>-</td>
</tr>
<tr>
<td><strong>Adjusted operating income</strong></td>
<td>$512</td>
<td>$526</td>
<td>$494</td>
</tr>
<tr>
<td>Depreciation and amortization</td>
<td>$210</td>
<td>$189</td>
<td>$194</td>
</tr>
<tr>
<td>Less: Asset impairments (included in D&amp;A)</td>
<td>($29)</td>
<td>($9)</td>
<td>-</td>
</tr>
<tr>
<td><strong>Adjusted EBITDA</strong></td>
<td>$693</td>
<td>$706</td>
<td>$688</td>
</tr>
</tbody>
</table>
Delphi Technologies: Board of Directors

Tim Manganello
- Chairman, Delphi Technologies
- Former Executive Chairman / Director and CEO BorgWarner
- Current Delphi Board member
- Chairman of Bemis Company
- Chairman of the Chicago Federal Reserve Bank

Liam Butterworth
- Director, CEO and President Delphi Technologies
- Current SVP and President, Delphi Powertrain Systems
- Previously, President, Delphi Connection Systems and FCI MVD President and General Manager

Robin Adams
- Former Vice Chairman, CFO and Chief Administrative Officer BorgWarner and CFO of American Axle
- Current Director, Carlisle Companies, Inc.
- Former Director of Accuride Corporation and BorgWarner

Joseph Cantie
- Former EVP and CFO of ZF TRW
- Current Delphi Board member
- Current Director of Summit Materials, Inc. and TopBuild Corp.
- Previously served in various executive roles for TRW and LucasVarity PLC

Nelda Connors
- Founder, Chairwoman, and CEO of Pine Grove Holdings
- Former President and CEO of Atkore International (former Tyco Int’l Electrical and Metal Products division)
- Former VP at Eaton Corporation

Gary Cowger
- Current Chairman, CEO of GLC Ventures and Director of Titan International
- Current Delphi Board member
- Former President of GM North America

David Haffner
- Former Chairman and CEO Leggett & Platt; held various other executive positions
- Current Director of Bemis Company

Helmut Leube
- Former CEO of Deutz AG
- Former COO and Executive Board Member of Webasto AG
- Held range of management positions at BMW AG

Hari Nair
- Former COO and Board Member of Tenneco
- Current CEO of Amperion Investments and M&A consultant to NM Rothschild & Sons
- Current Advisory Board member with ITT Motion Technologies and BizPayFx

MaryAnn Wright
- Former GVP, Engineering & Product Development, Power Solutions at Johnson Controls
- Current Director of Group 1 Automotive, Inc. and Maxim Integrated, Inc.
- Held several executive roles at Ford Motor Company