



# THIRD QUARTER 2022 REVENUES

NOVEMBER 3, 2022

This document, in particular references to “FY 2022 Guidance”, contains forward-looking statements. In particular, statements regarding future financial performance and the Company’s expectations as to the achievement of certain targeted metrics, including revenues, industrial free cash flows, vehicle shipments, capital investments, research and development costs and other expenses at any future date or for any future period are forward-looking statements. These statements may include terms such as “may”, “will”, “expect”, “could”, “should”, “intend”, “estimate”, “anticipate”, “believe”, “remain”, “on track”, “design”, “target”, “objective”, “goal”, “forecast”, “projection”, “outlook”, “prospects”, “plan”, or similar terms. Forward-looking statements are not guarantees of future performance. Rather, they are based on the Company’s current state of knowledge, future expectations and projections about future events and are by their nature, subject to inherent risks and uncertainties. They relate to events and depend on circumstances that may or may not occur or exist in the future and, as such, undue reliance should not be placed on them.

Actual results may differ materially from those expressed in forward-looking statements as a result of a variety of factors, including: the continued impact of unfilled semiconductor orders; the Company’s ability to realize the anticipated benefits of the merger; the continued impact of the COVID-19 pandemic; the Company’s ability to launch new products successfully and to maintain vehicle shipment volumes; the Company’s ability to successfully manage the industry-wide transition from internal combustion engines to full electrification; changes in the global financial markets, general economic environment and changes in demand for automotive products, which is subject to cyclical; changes in local economic and political conditions; changes in trade policy, the imposition of global and regional tariffs or tariffs targeted to the automotive industry, the enactment of tax reforms or other changes in tax laws and regulations; the Company’s ability to produce or procure electric batteries with competitive performance, cost and at required volumes; the Company’s ability to offer innovative, attractive products and to develop, manufacture and sell vehicles

with advanced features including enhanced electrification, connectivity and autonomous driving characteristics; various types of claims, lawsuits, governmental investigations and other contingencies, including product liability and warranty claims and environmental claims, investigations and lawsuits; material operating expenditures in relation to compliance with environmental, health and safety regulations; the level of competition in the automotive industry, which may increase due to consolidation; exposure to shortfalls in the funding of the Company’s defined benefit pension plans; the Company’s ability to provide or arrange for access to adequate financing for dealers and retail customers and associated risks related to the establishment and operations of financial services companies; the Company’s ability to access funding to execute its business plans; a significant malfunction, disruption or security breach compromising information technology systems or the electronic control systems contained in the Company’s vehicles; the Company’s ability to realize anticipated benefits from joint venture arrangements; disruptions arising from political, social and economic instability; risks associated with the Company’s relationships with employees, dealers and suppliers; increases in costs, disruptions of supply or shortages of raw materials, parts, components and systems used in the Company’s vehicles; the Company’s ability to maintain effective internal controls over financial reporting; developments in labor and industrial relations and developments in applicable labor laws; exchange rate fluctuations, interest rate changes, credit risk and other market risks; political and civil unrest; earthquakes or other disasters; and other risks and uncertainties.

Any forward-looking statements contained in this document speak only as of the date of this document and the Company disclaims any obligation to update or revise publicly forward-looking statements. Further information concerning the Company and its businesses, including factors that could materially affect the Company’s financial results, is included in the Company’s reports and filings with the U.S. Securities and Exchange Commission and AFM.

- Completed merger of Peugeot S.A. (PSA) with and into Fiat Chrysler Automobiles N.V. (FCA) on Jan 16 '21 (Merger)
- On Jan 17 '21, combined company was renamed Stellantis N.V. (Stellantis or Company)
- PSA was determined to be the acquirer for accounting purposes, therefore, historical financial statements of Stellantis represent the continuing operations of PSA, which also reflect the loss of control and the classification of Faurecia S.E. (Faurecia) as a discontinued operation as of Jan 1 '21 with the restatement of comparative periods
- Acquisition date of business combination was Jan 17 '21, therefore, results of FCA for the period Jan 1 – 16 '21 are excluded from YTD 2021 results unless otherwise stated
- For purposes of this presentation, the captions noted below represent the following information:
  - **YTD 2021:** excludes results of FCA for the period Jan 1 – 16 '21
  - **YTD 2021 Pro Forma:** results are presented as if Merger had occurred on Jan 1 '20 and include results of FCA for the period Jan 1 – 16 '21

Note: All reported data is unaudited. Refer to Appendix for additional information related to Pro Forma results and reconciliations to applicable IFRS metrics.

**Q3 2022 Net Revenues of €42.1B**, up 29% vs. Q3 2021, driven by higher volumes, continued strong net pricing and favorable FX translation

**Highest U.S. ATP** across portfolio vs. competitors<sup>(1)</sup> at \$53k/unit for Q3; **North America Market Share 10.8%**, down 20 bps y-o-y; U.S. share down 70 bps to 11.1%

**South America Market Leader**, with 22.6% share in Q3, down 150 bps y-o-y; **EU30 Share 19.2%**, down 90 bps; **Commercial Vehicles Leader** in South America and EU30, with 30.8% and 29.2% share, respectively

**Global BEV Sales Up 41%** y-o-y to 68k units in Q3; **Global LEV Sales Up 21k Units** to 112k vehicles

**BEV Strategy Continues to Gain Momentum; Jeep®** to launch 4 BEVs by 2025, starting with all-new Avenger, unveiled at Paris Motor Show; **Dodge** revealed Charger Daytona SRT BEV Concept

**Investing in Mirafiori Complex** (Italy) for first Circular Economy Hub, opens in 2023, and new e-Transmissions Assembly site with Punch Powertrain JV expected H2 2024

(1) Per J.D. Power and Associates Power Information Network (PIN) data and excludes Premium OEMs/Luxury brands; retail sales  
Refer to Appendix for definitions and notes to the presentation



## AVENGER 4xe

Concentrated Freedom

Best-in-Class Capability

100% Digital & Connected  
Infotainment



	Entry	White-space Product
	Size	Compact B-SUV, 4.08m Length
	E-Powertrain	400-volt, 156HP FWD
	Battery	54 kwh
	Range	400 km Combined Cycle / 550 km Urban Cycle <sup>(1)</sup>
	Production Facility	Tychy, Poland
	Commercial Launch	Europe – Late Q1 '23 Japan & South Korea – Q1 '24

*“The Avenger will **change the image of Jeep** in Europe”*

-- La Libre

*“...the all-electric Jeep Avenger is a **game changer**...”*

-- HotCars.com

*“The Jeep Avenger, **King of Parisian show**. There was no doubt that it was an expected model, but all eyes at the Expo are on him”*

-- Repubblica

*“The Jeep Avenger is fully electric – and **is a real revolution**”*

-- Autobil.de

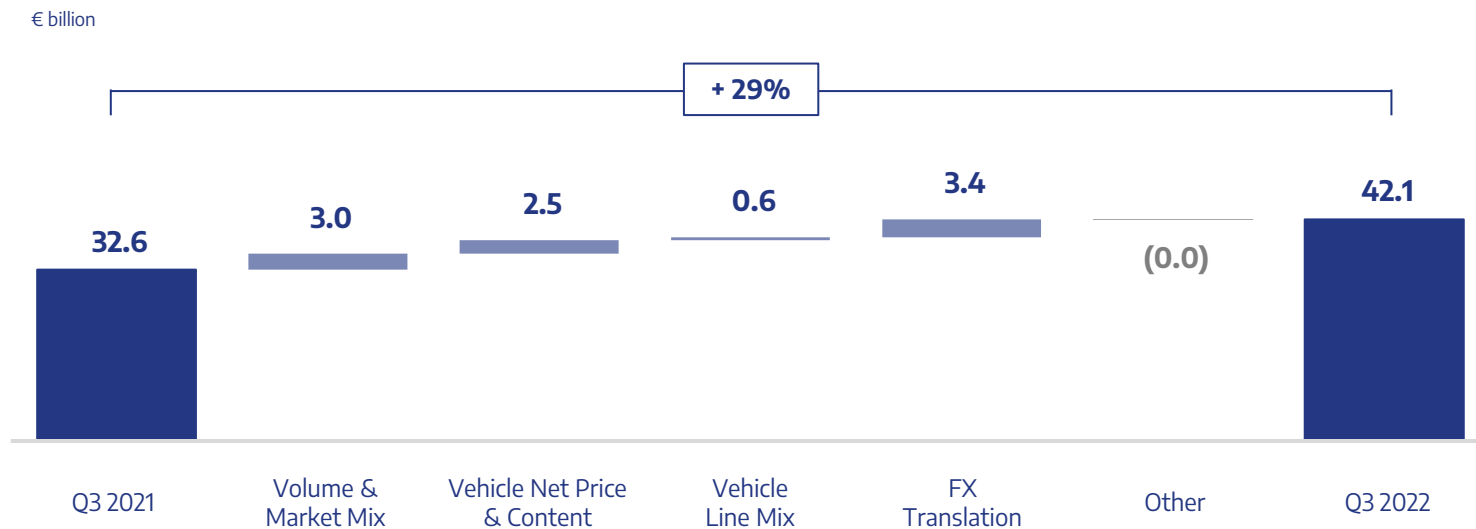
<sup>(1)</sup> Values defined according to WLTP cycles, measured by manufacturer on pre-approval tests and which may be subject to change following final type approval; values indicated for comparative purposes only

- **Consolidated Shipments up 13%** vs. Q3 2021, primarily due to improvement in semiconductor order fulfilment vs. Q3 2021
- **Net Revenues up 29%** vs. Q3 2021, mainly due to increased volumes, as well as favorable net pricing, vehicle mix and FX translation effects

	RESULTS FROM CONTINUING OPERATIONS		
	Q3 2022	Q3 2021	
Combined Shipments <sup>(1)</sup> (000 units)	<b>1,334</b>	1,176	<b>+ 13%</b>
Consolidated Shipments <sup>(1)</sup> (000 units)	<b>1,281</b>	1,131	<b>+ 13%</b>
Net Revenues (€ billion)	<b>42.1</b>	32.6	<b>+ 29%</b>

(1) Combined Shipments include shipments by Company's consolidated subsidiaries and unconsolidated JVs, whereas Consolidated Shipments only include shipments by Company's consolidated subsidiaries

## NET REVENUES

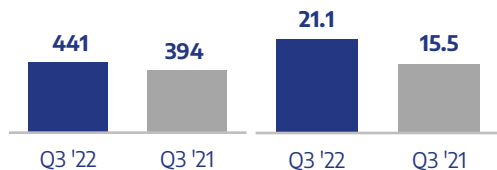


Figures may not add due to rounding

## NORTH AMERICA

SHIPMENTS  
(000 units)

NET REVENUES  
(€ billion)

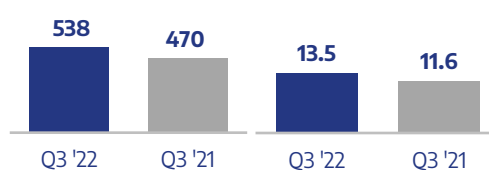


- **Shipments +12%**, primarily due to higher volumes of Dodge Durango, Jeep Compass and Cherokee, all-new Wagoneer and Ram 1500, partially offset by lower Jeep Grand Cherokee volumes due to discontinuation of prior generation (WK) in Q1 2022
- **Net Revenues +36%**, primarily due to higher volumes, strong net pricing, favorable vehicle mix and positive FX translation effects

## ENLARGED EUROPE

SHIPMENTS  
(000 units)

NET REVENUES  
(€ billion)

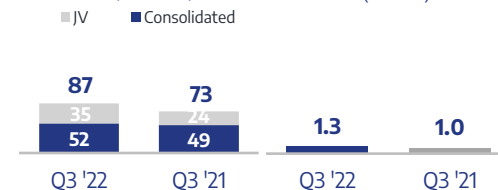


- **Shipments +14%**, mainly due to higher volumes of Fiat 500 and Panda, Peugeot 208 and 308 and Citroën C3, as well as increased demand for BEVs, particularly Fiat New 500 and Opel Mokka-e
- **Net Revenues +16%**, mainly due to increased volumes, positive net pricing and favorable vehicle mix, primarily driven by new models and increased BEVs

## MIDDLE EAST & AFRICA

COMBINED SHIPMENTS  
(000 units)

NET REVENUES  
(€ billion)



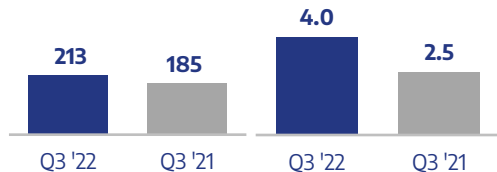
- **Consolidated Shipments +6%**, primarily due to increased volumes of Opel Mokka, Peugeot Rifter and Fiat Ducato, partially offset by lower volumes of Peugeot 3008, as well as Jeep Wrangler and Grand Cherokee due to logistics challenges
- **Net Revenues +27%**, primarily due to favorable net pricing, including pricing actions for Turkish lira devaluation, partially offset by negative FX translation effects, mainly from Turkish lira



## SOUTH AMERICA

SHIPMENTS  
(000 units)

NET REVENUES  
(€ billion)

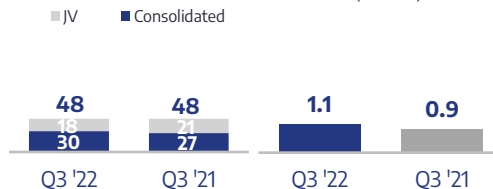


- **Shipments +15%**, with higher volumes of all-new Fiat Pulse, Jeep Commander and Citroën C3, as well as Fiat Strada, partially offset by reduced volumes of Fiat Toro and Jeep Renegade
- **Net Revenues +56%**, mainly due to increased volumes, favorable net pricing and vehicle mix, as well as positive FX translation effects, primarily for Brazilian real

## CHINA AND INDIA & ASIA PACIFIC

COMBINED SHIPMENTS  
(000 units)

NET REVENUES  
(€ billion)



- **Consolidated Shipments +11%**, due to recent launches of all-new Citroën C3 and Jeep Meridian, along with increased volumes of Peugeot 2008 and 3008 and Ram 1500, partially offset by lower Jeep Compass and Renegade volumes
- **Net Revenues +20%**, mainly due to higher volumes, improved net pricing, favorable vehicle and market mix, as well as positive FX translation effects

## MASERATI

SHIPMENTS  
(000 units)

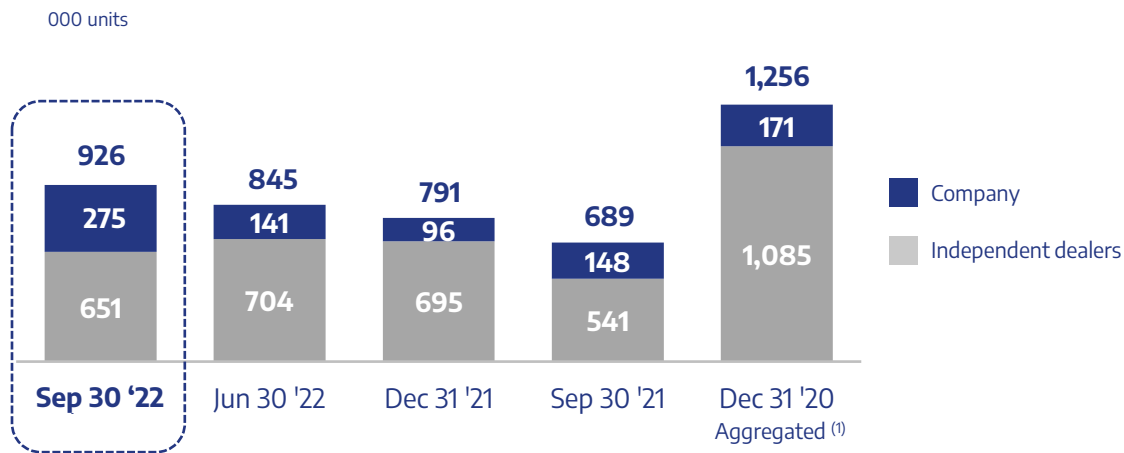
NET REVENUES  
(€ billion)



- **Shipments +14%**, primarily due to launch of all-new Grecale in late Jun '22 and higher volumes of MC20, partially offset by reduced Levante and Ghibli volumes, particularly in China and India & Asia Pacific
- **Net Revenues +23%**, primarily due to increased volumes, improved net pricing and favorable FX translation effects, partially offset by higher mix of all-new Grecale

- Dealer inventories declined from Dec 31 '21 in Enlarged Europe, Middle East & Africa and South America, while up in North America and China and India & Asia Pacific
  - North America dealer inventory up 18k units from Dec 31 '21 to meet consumer demand
  - Enlarged Europe dealer inventory down 58k units from Dec 31 '21, primarily due to unfilled semiconductor orders continuing to impact production and logistics challenges
- Company owned inventory up 179k units from Dec 31 '21, primarily in Enlarged Europe due to logistics challenges

## NEW VEHICLE INVENTORY



(1) Represents simple aggregation of FCA and PSA inventory units as of period end



## NORTH AMERICA

**- 8%**

Outlook for region unchanged

## ENLARGED EUROPE

**- 12%**

Outlook for region unchanged

## MIDDLE EAST & AFRICA

**Stable**

Outlook for region unchanged

## SOUTH AMERICA

**Stable**

Outlook for region unchanged

## INDIA & ASIA PACIFIC

**+ 5%**

Outlook for region unchanged

## CHINA

**+ 5%**

Outlook for region increased from Stable y-o-y

Source: China State Information Center (SIC), S&P Global, Ward's Automotive and Company estimates

\* Refer to Appendix for definitions of supplemental financial measures

## FY 2022 GUIDANCE – CONFIRMED

**Adjusted Operating Income Margin \***

**Double-Digit**

**Industrial Free Cash Flows \***

**Positive**

## UPCOMING ELECTRIFICATION AND TECHNOLOGY EVENT:



**CES 2023 in Las Vegas  
January 5**



# APPENDIX

For purposes of this presentation, and unless otherwise stated:

- **LEV** = Low emission vehicles, which include battery electric (BEV), plug-in hybrid (PHEV) and fuel cell electric (FCEV) vehicles
- **EU30** = EU 27 (excluding Malta), Iceland, Norway, Switzerland and UK
- **Rankings, market share and other industry information** are for **passenger cars (PC) plus light commercial vehicles (LCV)** and are derived from third-party industry sources (e.g. Agence Nationale des Titres Sécurisés (ANTS), Associação Nacional dos Fabricantes de Veículos Automotores (ANFAVEA), Unione Nazionale Rappresentanti Autoveicoli Esteri (UNRAE), Ward's Automotive) and internal information
- All Stellantis reported BEV and LEV sales include Citroën Ami and Opel Rocks-e; in countries where these vehicles are classified as quadricycles, they are excluded from Stellantis reported combined sales, industry sales and market share figures

Stellantis monitors its operations through the use of several non-generally accepted accounting principles (non-GAAP) financial measures. Company management believes that these non-GAAP financial measures provide useful and relevant information regarding our operating results and enhance the overall ability to assess our financial performance. These measures provide comparable measures which facilitate management's ability to identify operational trends, as well as make decisions regarding future spending, resource allocations and other operational decisions. These and similar measures are widely used in the industry in which the Company operates, however, these financial measures may not be comparable to other similarly titled measures of other companies and are not intended to be substitutes for measures of financial performance as prepared in accordance with International Financial Reporting Standards (IFRS) as issued by the International Accounting Standards Board (IASB), as well as IFRS as adopted by the European Union.

Stellantis' non-GAAP financial measures are defined as follows:

- **Adjusted Operating Income/(Loss)** excludes from Net Profit/(Loss) from Continuing Operations adjustments comprising restructuring, impairments, asset write-offs, disposals of investments and unusual operating income/(expense) that are considered rare or discrete events and are infrequent in nature, as inclusion of such items is not considered to be indicative of the Company's ongoing operating performance, and also excludes Net Financial Expenses/(Income), Tax Expense/(Benefit) and Share of the Profit/(Loss) of Equity Method Investees.

Unusual operating income/(expense) are impacts from strategic decisions, as well as events considered rare or discrete and infrequent in nature, as inclusion of such items is not considered to be indicative of the Company's ongoing operating performance.

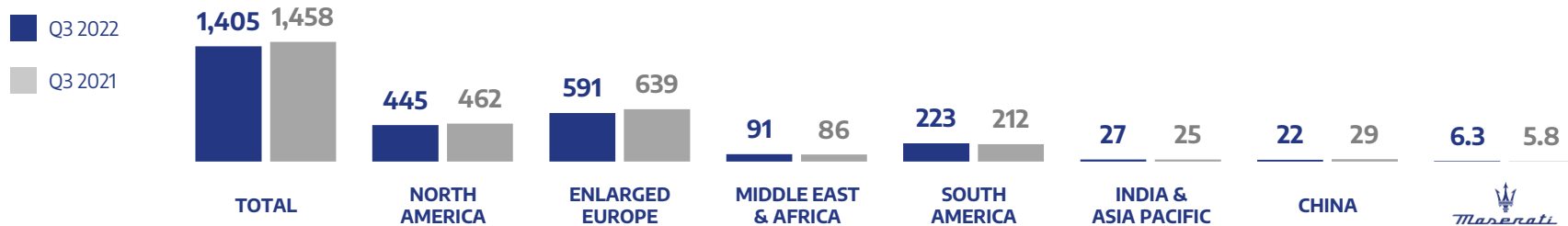
Unusual operating income/(expense) includes, but may not be limited to: impacts from strategic decisions to rationalize Stellantis' core operations; facility-related costs stemming from Stellantis' plans to match production capacity and cost structure to market demand; and convergence and integration costs directly related to significant acquisitions or mergers.

- **Industrial Free Cash Flows** is calculated as Cash Flows from Operating Activities less: cash flows from operating activities from discontinued operations; cash flows from operating activities related to financial services, net of eliminations; investments in property, plant and equipment and intangible assets for industrial activities; contributions of equity to joint ventures and minor acquisitions of consolidated subsidiaries and equity method and other investments; and adjusted for: net intercompany payments between continuing operations and discontinued operations; proceeds from disposal of assets and contributions to defined benefit pension plans, net of tax.

The timing of Industrial Free Cash Flows may be affected by the timing of monetization of receivables and the payment of accounts payables, as well as changes in other components of working capital, which can vary from period to period due to, among other things, cash management initiatives and other factors, some of which may be outside of the Company's control.

## COMBINED SALES

000 units



MARKET SHARE <sup>(1)</sup>	10.8%	11.0%	17.9%	17.5%	11.1%	10.1%	22.6%	24.1%	0.8%	0.9%	0.4%	0.6%	2.3%	2.5%
Q3 INDUSTRY <sup>(1)</sup> (2022 vs. 2021)	- 1%		- 10%		- 4%		+ 13%		+ 19%		+ 29%		+ 3%	

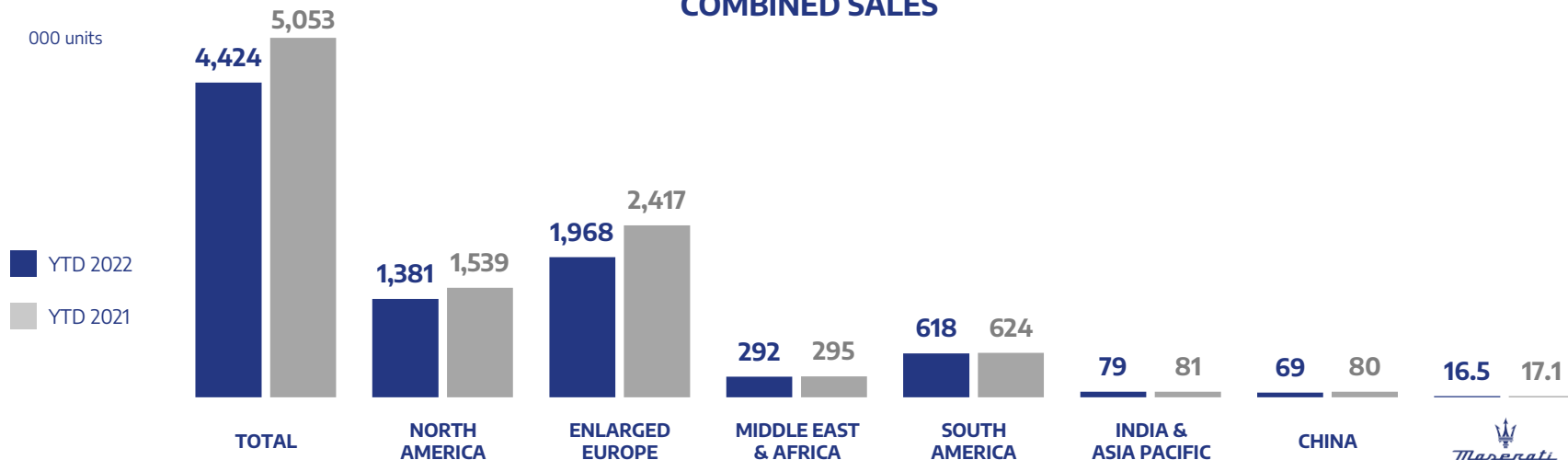
(1) Industry and market share information is derived from third-party industry sources (e.g. Agence Nationale des Titres Sécurisés (ANTS), Associação Nacional dos Fabricantes de Veículos Automotores (ANFAVEA), Unione Nazionale Rappresentanti Autoveicoli Esteri (UNRAE), Ward's Automotive) and internal information. Represents PC and LCVs, except as noted below:

- Middle East & Africa exclude Iran, Sudan and Syria
- India & Asia Pacific reflects aggregate for major markets where Stellantis competes (Japan (PC), India (PC), South Korea (PC + Pickups), Australia, New Zealand and South East Asia)
- China represents PC only
- Maserati reflects aggregate for 17 major markets where Maserati competes and is derived from S&P Global data, Maserati competitive segment and internal information

Figures may not add due to rounding. Prior period figures have been updated to reflect current information provided by third party industry sources.

## COMBINED SALES

000 units



MARKET SHARE <sup>(1)</sup>	11.1%	10.9%	19.1%	19.5%	11.7%	11.2%	23.1%	23.7%	0.8%	0.8%	0.5%	0.5%	2.2%	2.2%
YTD INDUSTRY <sup>(1)</sup> (2022 vs. 2021)	- 12%		- 17%		- 5%		+ 1%		+ 6%		+ 2%		- 3%	

(1) Industry and market share information is derived from third-party industry sources (e.g. Agence Nationale des Titres Sécurisés (ANTS), Associação Nacional dos Fabricantes de Veículos Automotores (ANFAVEA), Unione Nazionale Rappresentanti Autoveicoli Esteri (UNRAE), Ward's Automotive) and internal information. Represents PC and LCVs, except as noted below:

- Middle East & Africa exclude Iran, Sudan and Syria
- India & Asia Pacific reflects aggregate for major markets where Stellantis competes (Japan (PC), India (PC), South Korea (PC + Pickups), Australia, New Zealand and South East Asia)
- China represents PC only
- Maserati reflects aggregate for 17 major markets where Maserati competes and is derived from S&P Global data, Maserati competitive segment and internal information

Figures may not add due to rounding. Prior period figures have been updated to reflect current information provided by third party industry sources.

2021 includes FCA for the period Jan 1 – 16.

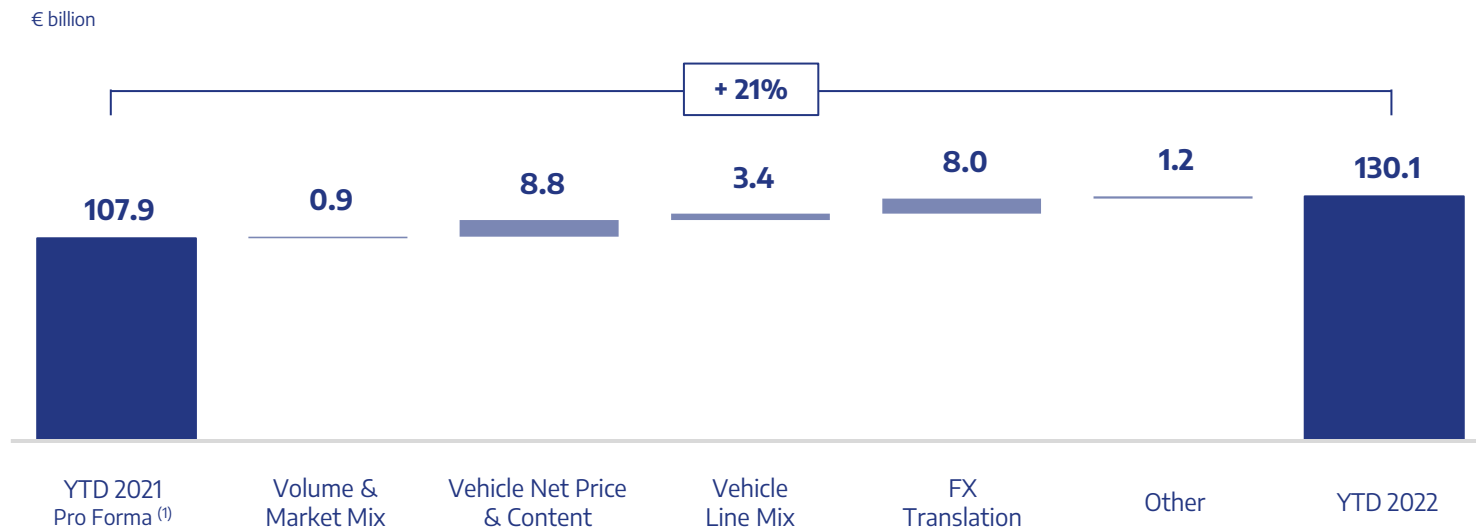


RESULTS FROM CONTINUING OPERATIONS				
	YTD 2022	YTD 2021 <sup>(1)</sup>	YTD 2021 Pro Forma <sup>(1)</sup>	YTD 2022 vs. YTD 2021 Pro Forma
Combined Shipments <sup>(2)</sup> (000 units)	<b>4,367</b>	4,356	<b>4,450</b>	<b>- 2%</b>
Consolidated Shipments <sup>(2)</sup> (000 units)	<b>4,215</b>	4,210	<b>4,302</b>	<b>- 2%</b>
Net Revenues (€ billion)	<b>130.1</b>	105.2	<b>107.9</b>	<b>+ 21%</b>

(1) Refer to Basis of Presentation for additional information regarding amounts presented for the respective period and reconciliations included herein of the Pro Forma results to applicable IFRS metrics

(2) Combined Shipments include shipments by Company's consolidated subsidiaries and unconsolidated JVs, whereas Consolidated Shipments only include shipments by Company's consolidated subsidiaries

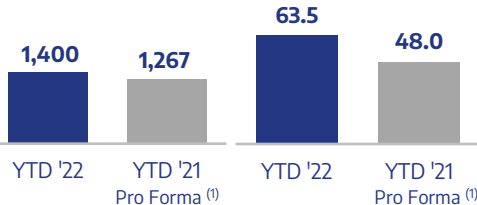
## NET REVENUES



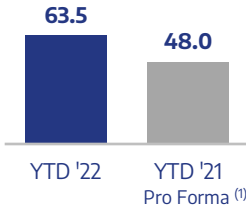
<sup>(1)</sup> Refer to Basis of Presentation for additional information regarding amounts presented for YTD 2021 Pro Forma and reconciliations included herein of the Pro Form results to applicable IFRS metrics  
 Figures may not add due to rounding

## NORTH AMERICA

### SHIPMENTS (000 units)

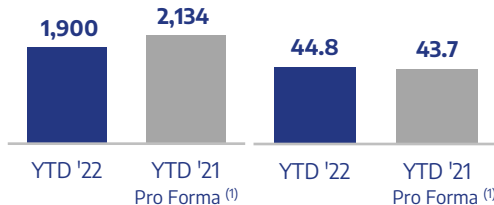


### NET REVENUES (€ billion)

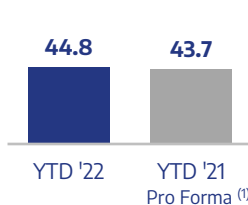


## ENLARGED EUROPE

### SHIPMENTS (000 units)

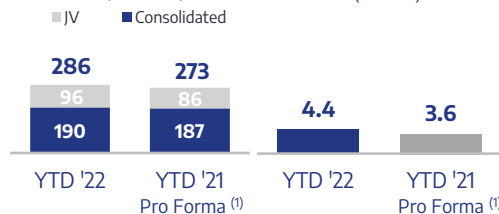


### NET REVENUES (€ billion)

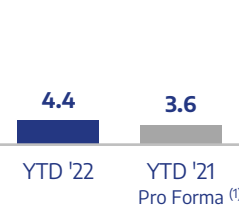


## MIDDLE EAST & AFRICA

### COMBINED SHIPMENTS (000 units)

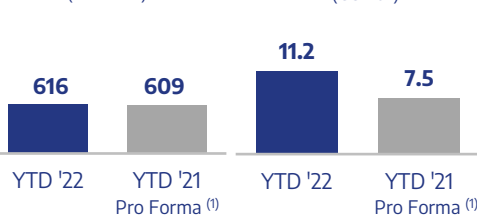


### NET REVENUES (€ billion)

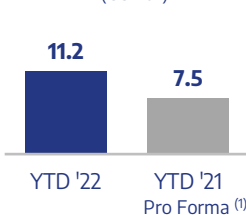


## SOUTH AMERICA

### SHIPMENTS (000 units)

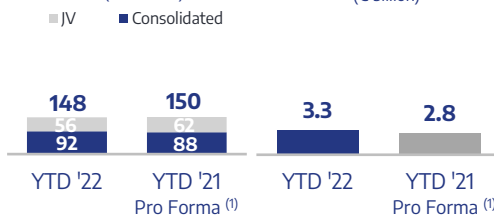


### NET REVENUES (€ billion)

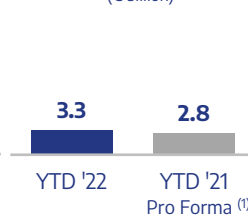


## CHINA AND INDIA & ASIA PACIFIC

### COMBINED SHIPMENTS (000 units)

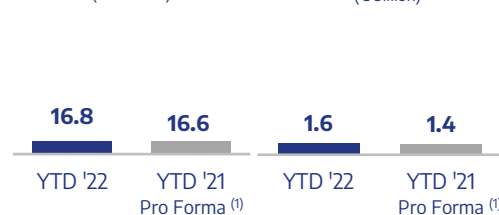


### NET REVENUES (€ billion)

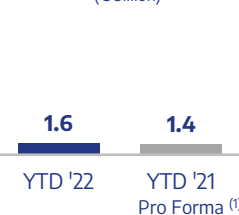


## MASERATI

### SHIPMENTS (000 units)



### NET REVENUES (€ billion)



(1) Refer to Basis of Presentation for additional information regarding amounts presented for YTD 2021 Pro Forma and reconciliations included herein of the Pro Form results to applicable IFRS metrics

# RECONCILIATION OF NET REVENUES FROM EXTERNAL CUSTOMERS TO NET REVENUES



Q3 2022		RESULTS FROM CONTINUING OPERATIONS						
€ million	North America	Enlarged Europe	Middle East & Africa	South America	China and India & Asia Pacific	Maserati	Other <sup>(1)</sup>	Stellantis
Net Revenues from External Customers	21,070	13,467	1,324	3,978	1,136	631	495	<b>42,101</b>
Net Revenues from Transactions with Other Segments	1	19	-	(13)	2	(1)	(8)	-
<b>Net Revenues</b>	<b>21,071</b>	<b>13,486</b>	<b>1,324</b>	<b>3,965</b>	<b>1,138</b>	<b>630</b>	<b>487</b>	<b>42,101</b>

(1) Other activities, unallocated items and eliminations

## RECONCILIATION OF NET REVENUES FROM EXTERNAL CUSTOMERS TO NET REVENUES



Q3 2021		RESULTS FROM CONTINUING OPERATIONS						
€ million	North America	Enlarged Europe	Middle East & Africa	South America	China and India & Asia Pacific	Maserati	Other <sup>(1)</sup>	Stellantis
Net Revenues from External Customers	15,532	11,600	1,045	2,541	944	514	375	<b>32,551</b>
Net Revenues from Transactions with Other Segments	–	22	–	5	5	–	(32)	–
<b>Net Revenues</b>	<b>15,532</b>	<b>11,622</b>	<b>1,045</b>	<b>2,546</b>	<b>949</b>	<b>514</b>	<b>343</b>	<b>32,551</b>

(1) Other activities, unallocated items and eliminations

## RECONCILIATION OF NET REVENUES FROM EXTERNAL CUSTOMERS TO NET REVENUES



YTD 2022		RESULTS FROM CONTINUING OPERATIONS							
€ million	North America	Enlarged Europe	Middle East & Africa	South America	China and India & Asia Pacific	Maserati	Other <sup>(1)</sup>	Stellantis	
Net Revenues from External Customers	63,512	44,742	4,363	11,211	3,286	1,574	1,412	<b>130,100</b>	
Net Revenues from Transactions with Other Segments	2	63	–	(13)	4	(3)	(53)	–	
<b>Net Revenues</b>	<b>63,514</b>	<b>44,805</b>	<b>4,363</b>	<b>11,198</b>	<b>3,290</b>	<b>1,571</b>	<b>1,359</b>	<b>130,100</b>	

(1) Other activities, unallocated items and eliminations

# RECONCILIATION OF NET REVENUES FROM EXTERNAL CUSTOMERS TO PRO FORMA NET REVENUES



YTD 2021 Pro Forma	RESULTS FROM CONTINUING OPERATIONS							Stellantis
	North America	Enlarged Europe	Middle East & Africa	South America	China and India & Asia Pacific	Maserati	Other <sup>(1)</sup>	
€ million								
Net Revenues from External Customers <sup>(2)</sup>	45,952	43,104	3,556	7,283	2,766	1,377	1,123	<b>105,161</b>
Add: FCA Net Revenues from External Customers – Jan 1 – 16 '21 <sup>(3)</sup>	2,015	335	36	189	51	18	60	<b>2,704</b>
Add: Pro Forma Adjustments <sup>(4)</sup>	3	(7)	–	–	–	–	–	<b>(4)</b>
Pro Forma Net Revenues from External Customers – Jan 1 – Sep 30 '21	47,970	43,432	3,592	7,472	2,817	1,395	1,183	<b>107,861</b>
Net Revenues from Transactions with Other Segments	9	230	–	10	15	4	(268)	–
<b>Pro Forma Net Revenues <sup>(5)</sup></b>	<b>47,979</b>	<b>43,662</b>	<b>3,592</b>	<b>7,482</b>	<b>2,832</b>	<b>1,399</b>	<b>915</b>	<b>107,861</b>

(1) Other activities, unallocated items and eliminations

(2) PSA was identified as the accounting acquirer in the Merger, which was accounted for as a reverse acquisition, under IFRS 3 – Business Combinations, and, as such, it contributed to the results of the Company beginning Jan 1 '21. FCA was consolidated into Stellantis effective Jan 17 '21, the day after the Merger became effective.

(3) FCA consolidated Net Revenues, Jan 1 – 16 '21, excluding intercompany transactions

(4) Reclassifications made to present FCA's Net Revenues Jan 1 – 16 '21 consistently with that of PSA

(5) Pro Forma Stellantis consolidated Net Revenues, Jan 1 – Sep 30 '21

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