THIRD QUARTER 2021 REVENUES

OCTOBER 28, 2021

This document, in particular references to "2021 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 impact of the COVID-19 pandemic; the ability of the Company to launch new products successfully and to maintain vehicle shipment volumes; changes in the global financial markets, general economic environment and changes in demand for automotive products, which is subject to cyclicality; changes in local economic and political conditions, changes in trade policy and 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 expand certain of their brands globally; its ability to offer innovative, attractive products; its ability 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 intense 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 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 ability to access funding to execute the Company's business plans and improve their businesses, financial condition and results of operations; 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 our 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; 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; the risk that the operations of Peugeot S.A. and Fiat Chrysler Automobiles N.V. will not be integrated successfully 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
  - ***Q3 2020 and YTD 2020:*** represents results of the continuing operations of PSA only and are not directly comparable to previously reported results of PSA and reflect accounting policies and reporting classifications of the Company
  - ***Q3 2020 Pro Forma and YTD 2020 Pro Forma:*** results are presented as if Merger had occurred on Jan 1 '20

Note: The fair values assigned to the assets acquired and liabilities assumed are preliminary and will be finalized during the one-year measurement period from the acquisition date, as provided for by IFRS 3. Refer to Appendix for additional information related to Pro Forma results and reconciliations to applicable IFRS metrics.

Q3 2021 Net Revenues of €32.6B, down 14% vs. Q3 2020 Pro Forma, with positive vehicle mix and net pricing partially offsetting loss of ~30% of planned production, or ~600k units, due to unfilled semiconductor orders

Europe 30 Commercial Vehicles market leader[1] with 32.0% share in Q3 2021; **U.S. retail share**[2] **of 11.5%**, up 50 bps from Q2 2021

Market leader[2] **in South America, Brazil and Argentina**, with Q3 2021 share of 24.4%, 35.6% and 31.0%, up 410 bps, 1,060 bps and 540 bps y-o-y, respectively

Entered definitive agreement to acquire First Investors Financial Services Group[3], key step to establish U.S. Finco

Mercedes-Benz to join ACC JV as equal partner[3] with Stellantis and TotalEnergies; raise cell capacity plan in Europe to at least 120 GWh by 2030

Entered MOUs with LG Energy Solution[3] **and Samsung SDI**[3] **to form separate battery JVs** in North America, providing at least 63 GWh of total cell capacity by 2025

(1) EU 27 (excluding Malta), Iceland, Norway, Switzerland and UK; Commercial Vehicles market share refers to light commercial vehicles (LCV)
(2) Passenger cars (PC) plus LCVs
(3) Transaction subject to agreement on definitive documentation and customary closing conditions, including regulatory approvals
Note: Market share information is derived from third-party industry sources (e.g. European Automobile Manufacturers Association (ACEA), Ward's Automotive, Associação Nacional dos Fabricantes de Veículos Automotores (ANFAVEA)) and internal information

STELLANTIS

Jeep GRAND CHEROKEE L

Named to Wards 10 Best Interiors List

GRAND WAGONEER
WAGONEER

Rebirth of an American Icon

Jeep GRAND CHEROKEE

First-Ever Electrified Grand Cherokee

Entry	White-space product	White-space product	Fifth generation
Size	Full-size SUV, 3-row, 5.20m length	Large SUV, 3-row, 5.45m length	Full-size SUV, 2-row, 4.91m length
Seating	Up to seven passengers	Up to eight passengers	Up to five passengers
Production Facility	Detroit (Michigan) Assembly Complex – Mack Plant	Warren (Michigan) Truck Assembly Plant	Detroit Assembly Complex – Mack Plant
MSRP(1)	\$38,085 – \$69,420	Wagoneer – \$68,845 – \$90,500 Grand Wagoneer – \$87,845 – \$110,615	\$37,390 – \$69,295
Commercial Launch	North America late Jun ‘21 Other global markets late Q4 ‘21	North America late Sep ‘21 Other global markets 2022	North America late Q4 ‘21, 4xe early 2022 Other global markets 2022

(1) Manufacturer’s suggested retail price (USD), destination excluded

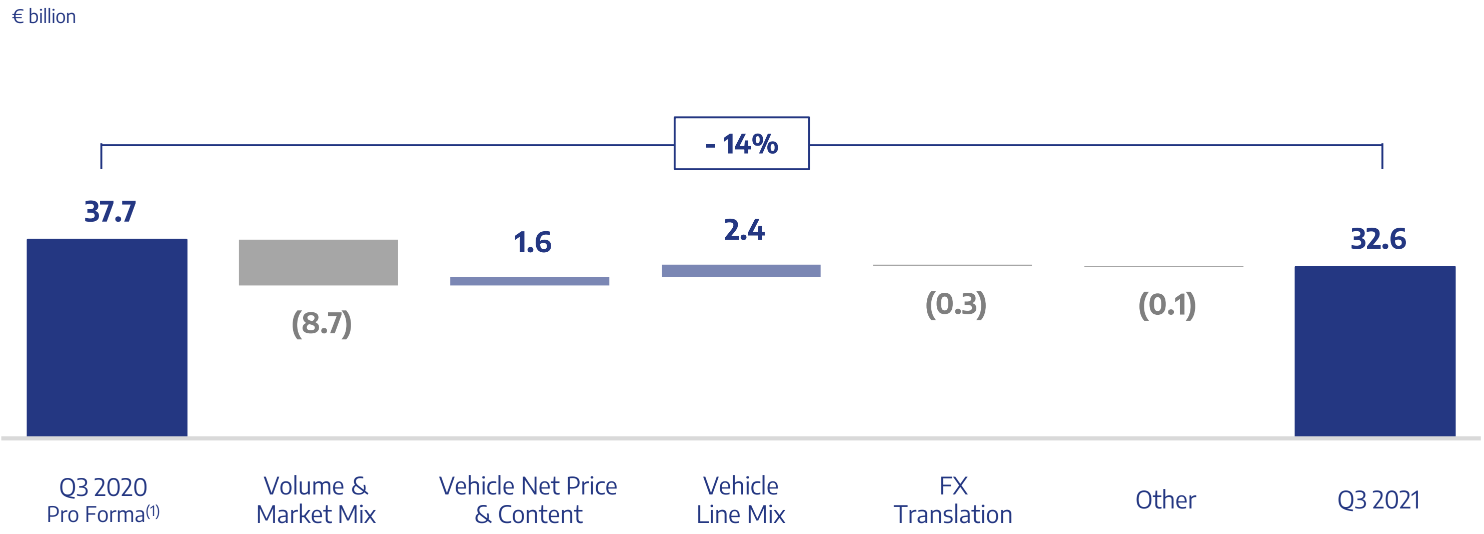
- **Consolidated Shipments down 27%** vs. Q3 2020 Pro Forma, primarily due to Q3 2021 production losses as a result of unfilled semiconductor orders
- **Net Revenues down 14%** vs. Q3 2020 Pro Forma with improved vehicle mix and positive net pricing more than offset by lower volumes

RESULTS FROM CONTINUING OPERATIONS

	Q3 2021	Q3 2020[1]	Q3 2020 Pro Forma[1]	Q3 2021 vs. Q3 2020 Pro Forma
Combined Shipments[2] (000 units)	**1,176**	589	**1,617**	**- 27%**
Consolidated Shipments[2] (000 units)	**1,131**	580	**1,547**	**- 27%**
Net Revenues (€ billion)	**32.6**	12.0	**37.7**	**- 14%**

(1) Refer to Basis of Presentation for additional information regarding amounts presented for the respective period and Appendix for additional information related to Pro Forma results and reconciliations to applicable IFRS metrics
(2) Combined Shipments include shipments by the Company's consolidated subsidiaries and unconsolidated JVs, whereas Consolidated Shipments only include shipments by the Company's consolidated subsidiaries

NET REVENUES

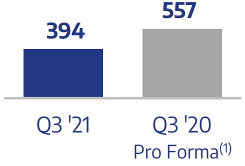


(1) Refer to Basis of Presentation for additional information regarding amounts presented for Q3 2020 Pro Forma and Appendix for additional information related to Pro Forma results and reconciliations to applicable IFRS metrics

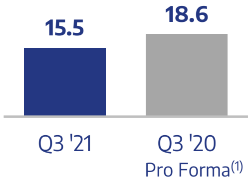
Figures may not add due to rounding

North America

SHIPMENTS
(000 units)



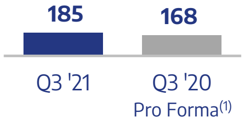
NET REVENUES
(€ billion)



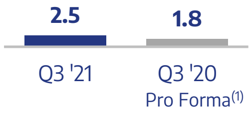
- **Shipments -29%**, mainly due to Q3 2021 production losses as a result of unfilled semiconductor orders and discontinuation of Dodge Grand Caravan and Journey, partially offset by strong demand for all-new Jeep Grand Cherokee L
- **Net Revenues -16%**. Favorable vehicle mix and net pricing partially offset lower volumes, as well as unfavorable market mix and FX translation

South America

SHIPMENTS
(000 units)



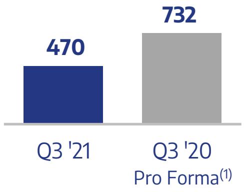
NET REVENUES
(€ billion)



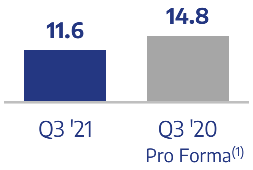
- **Shipments +10%**, primarily driven by strong demand for mid-cycle refreshes of Fiat Toro and Jeep Compass
- **Net Revenues +43%**, mainly due to higher net pricing and volumes, as well as improved vehicle mix, partially offset by negative FX translation effects, primarily for Brazilian real

Enlarged Europe

SHIPMENTS
(000 units)



NET REVENUES
(€ billion)

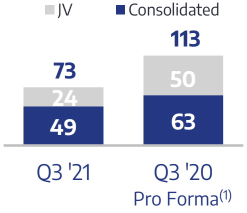


- **Shipments -36%**, primarily due to Q3 2021 production losses as a result of unfilled semiconductor orders, partially offset by success of all-new Opel Mokka, all-new Citroën C4 and all-new Fiat 500e
- **Net Revenues -21%**. Positive vehicle mix, primarily driven by increased BEVs and PHEVs, partially offset lower shipments and used car business

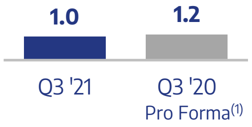
(1) Refer to Basis of Presentation for additional information regarding amounts presented for Q3 2020 Pro Forma and Appendix for additional information related to Pro Forma results and reconciliations to applicable IFRS metrics

Middle East & Africa

COMBINED SHIPMENTS
(000 units)



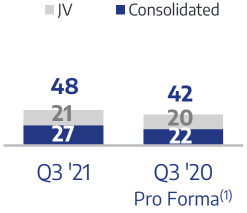
NET REVENUES
(€ billion)



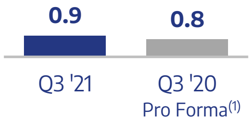
- **Consolidated Shipments -22%**, primarily due to Q3 2021 production losses as a result of unfilled semiconductor orders, partially offset by demand for Jeep Wrangler and Grand Cherokee, all-new Citroën C4 and all-new Opel Mokka
- **Net Revenues -10%.** Positive net pricing and vehicle mix partially offset lower volumes and negative FX translation effects, mainly from Turkish lira

China and India & Asia Pacific

COMBINED SHIPMENTS
(000 units)



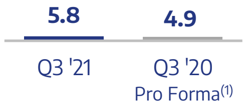
NET REVENUES
(€ billion)



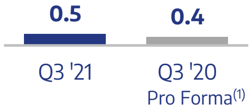
- **Consolidated Shipments +23%**, primarily due to increased volumes of Jeep Compass and Wrangler, Peugeot 2008 and Ram 1500
- **Net Revenues +23%**, mainly due to higher volumes and net pricing

Maserati

SHIPMENTS
(000 units)



NET REVENUES
(€ billion)

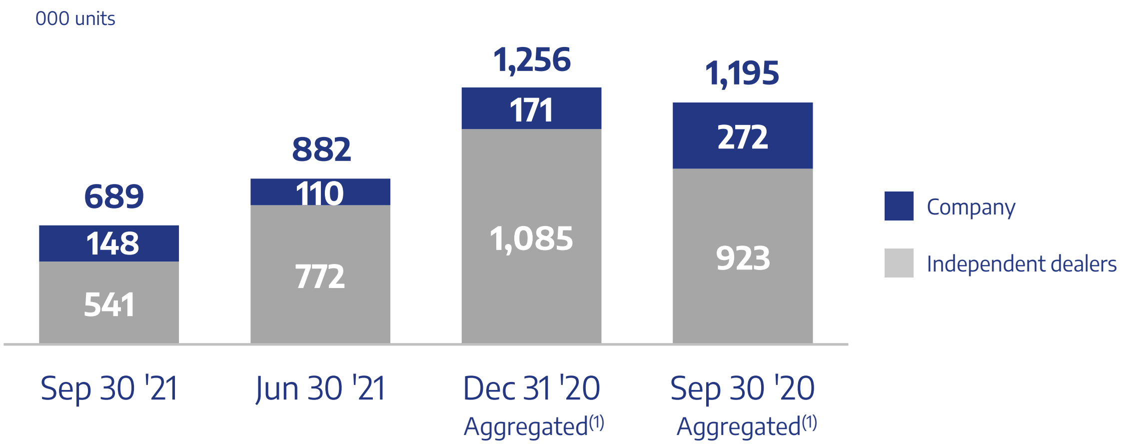


- **Shipments +18%**, mainly due to launch of refreshed lineup and all-new MC20, with increases in most markets, particularly Middle East & Africa, India & Asia Pacific and Enlarged Europe
- **Net Revenues +31%**, primarily due to higher volumes, as well as favorable net pricing and vehicle mix

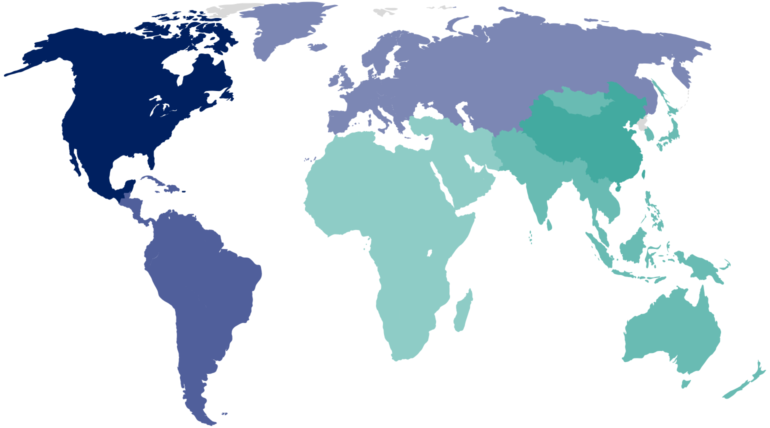
(1) Refer to Basis of Presentation for additional information regarding amounts presented for Q3 2020 Pro Forma and Appendix for additional information related to Pro Forma results and reconciliations to applicable IFRS metrics

- Dealer inventories reduced in all regions from Jun 30 ‘21, primarily due to unfilled semiconductor orders impacting production
- North America dealer inventory down 272k units from Dec 31 ‘20
- Enlarged Europe dealer inventory down 248k units from Dec 31’ 20

NEW VEHICLE INVENTORY



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



North America	South America	Enlarged Europe
+ 5%	**+ 15%**	**+ 5%**
Outlook for region reduced from +10% y-o-y, primarily due to slow down in U.S. and Canada	Outlook for region reduced from +20% y-o-y, primarily due to slow down in Brazil and Argentina	Outlook for region reduced from +10% y-o-y, primarily due to slow down in EU30(1)

Middle East & Africa	India & Asia Pacific	China
+ 20%	**+ 10%**	**+ 5%**
Outlook for region increased from +15% y-o-y, primarily due to improvements in Gulf countries, partially offset by slow down in Turkey	Outlook for region unchanged	Outlook for region unchanged

FY 2021 GUIDANCE – CONFIRMED

Adjusted Operating Income Margin* **~10%**

Assumes no further deterioration of semiconductor supply and no further significant lockdowns in Europe and U.S.

(1) EU 27 (excluding Malta), Iceland, Norway, Switzerland and UK

* Refer to Appendix for definition of Adjusted Operating Income. Guidance includes impacts from purchase accounting and changes in accounting policies as required by IFRS in connection with the Merger. Guidance refers to Pro Forma results, which include results of FCA for the period Jan 1 - 16 '21.

Source: IHS Global Insight, Wards, China Passenger Car Association and Company estimates

APPENDIX

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 defines Adjusted Operating Income/(Loss) as follows:

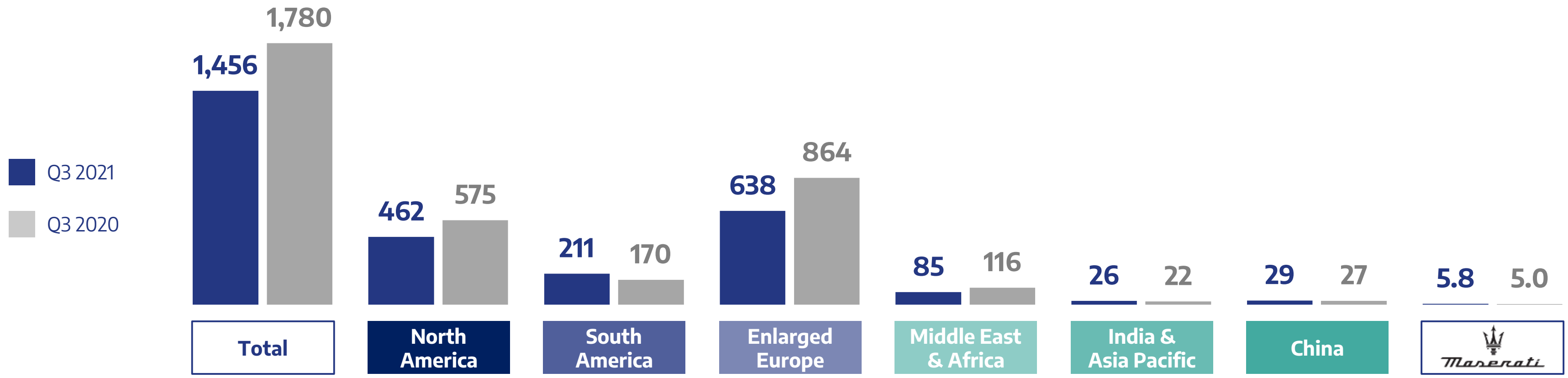
Adjusted Operating Income/(Loss) excludes from Net Profit/(Loss) from Continuing Operations adjustments comprising restructuring, impairments, asset write-offs, disposals of investments and unusual operating income/(expense) that are considered rare or discrete events and are infrequent in nature, as 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 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.

COMBINED SALES

000 units

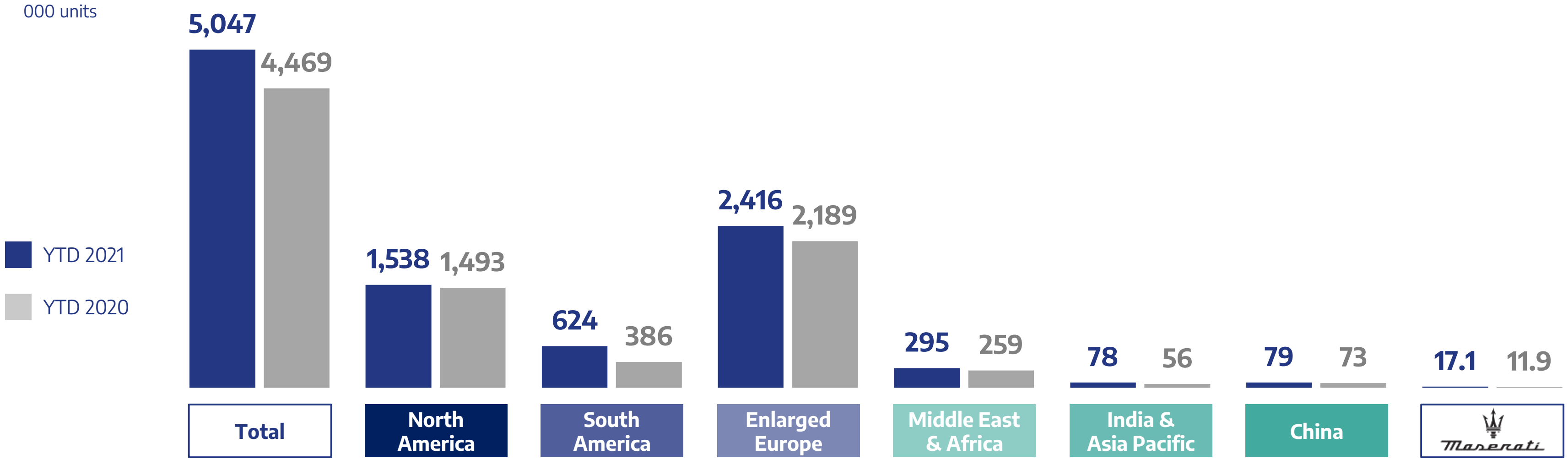


	North America	South America	Enlarged Europe	Middle East & Africa	India & Asia Pacific	China	Maserati
MARKET SHARE(1)	**11.1%** 12.1%	**24.4%** 20.3%	**17.6%** 18.9%	**9.8%** 15.0%	**0.9%** 0.7%	**0.6%** 0.5%	**2.4%** 2.0%
Q3 INDUSTRY(1) (2021 vs. 2020)	- 12%	+ 4%	- 21%	+ 11%	- 9%	- 11%	- 5%

(1) Industry and market share information is derived from third-party industry sources (e.g. European Automobile Manufacturers Association (ACEA), Ward's Automotive, Associação Nacional dos Fabricantes de Veículos Automotores (ANFAVEA)) and internal information.
- Represents PC and LCVs, except as noted below
- India & Asia Pacific reflects aggregate for major markets where Stellantis competes (Japan (PC), India (PC), South Korea (PC + Pickups), Australia and South East Asia)
- Middle East & Africa exclude Iran, Sudan and Syria
- Maserati market share and industry information is derived from IHS data, Maserati competitive segment and internal information

Figures may not add due to rounding

COMBINED SALES



	North America		South America		Enlarged Europe		Middle East & Africa		India & Asia Pacific		China		Maserati	
MARKET SHARE[(1)]	10.9%	12.0%	23.9%	18.6%	19.6%	19.3%	11.2%	12.9%	0.8%	0.7%	0.5%	0.5%	2.2%	1.9%
YTD INDUSTRY[(1)] (2021 vs. 2020)	+ 13%		+ 26%		+ 9%		+ 31%		+ 14%		+ 12%		+ 15%	

(1) Industry and market share information is derived from third-party industry sources (e.g. European Automobile Manufacturers Association (ACEA), Ward's Automotive, Associação Nacional dos Fabricantes de Veículos Automotores (ANFAVEA)) and internal information.

- Represents PC and LCVs, except as noted below
- India & Asia Pacific reflects aggregate for major markets where Stellantis competes (Japan (PC), India (PC), South Korea (PC + Pickups), Australia and South East Asia)
- Middle East & Africa exclude Iran, Sudan and Syria
- Maserati market share and industry information is derived from IHS data, Maserati competitive segment and internal information

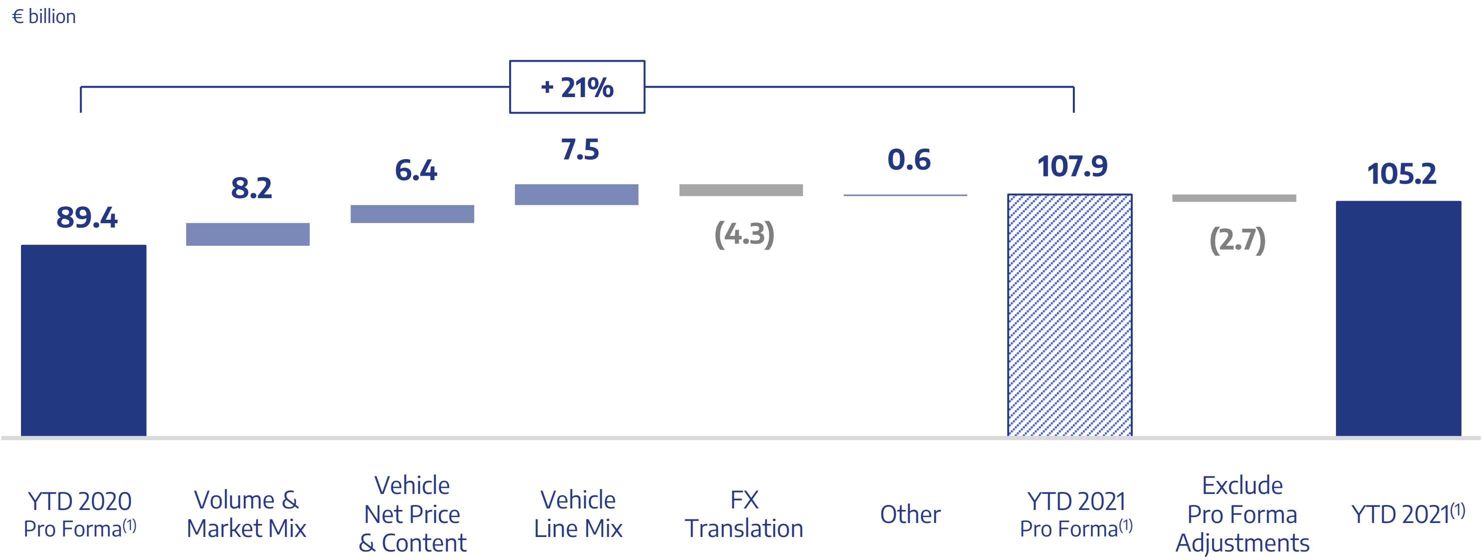
Figures may not add due to rounding

RESULTS FROM CONTINUING OPERATIONS

	YTD 2021[1]	YTD 2020[1]	YTD 2021 Pro Forma[1]	YTD 2020 Pro Forma[1]	YTD 2021 Pro Forma vs. YTD 2020 Pro Forma
Combined Shipments[2] (000 units)	4,356	1,621	**4,450**	**3,891**	**+ 14%**
Consolidated Shipments[2] (000 units)	4,210	1,590	**4,302**	**3,745**	**+ 15%**
Net Revenues (€ billion)	105.2	31.6	**107.9**	**89.4**	**+ 21%**

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

NET REVENUES



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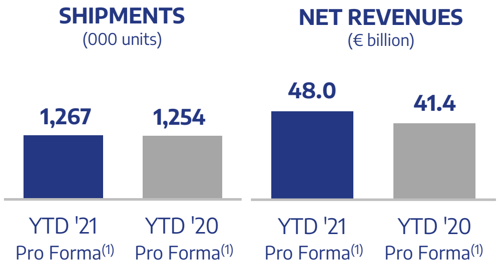
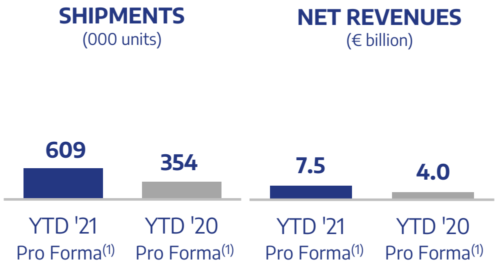
Figures may not add due to rounding

YTD SHIPMENTS AND NET REVENUES BY SEGMENT

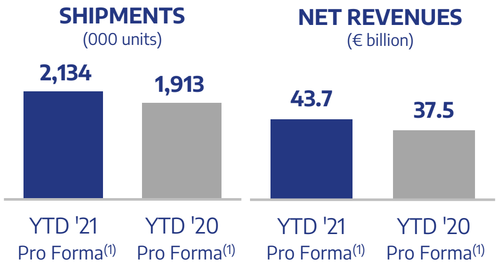
North America



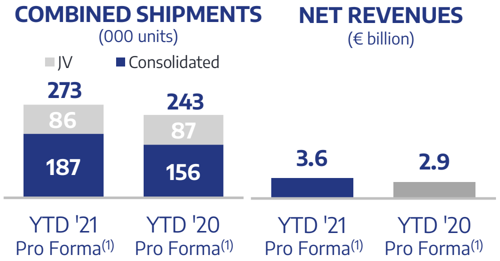
South America



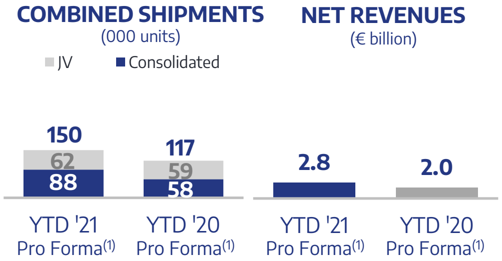
Enlarged Europe



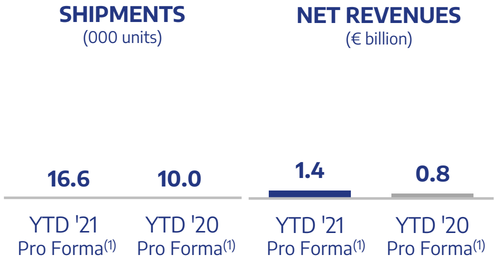
Middle East & Africa



China and India & Asia Pacific



Maserati



(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

RECONCILIATION OF NET REVENUES FROM EXTERNAL CUSTOMERS TO NET REVENUES

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

(1) Other activities, unallocated items and eliminations

Q3 2020 Pro Forma	RESULTS FROM CONTINUING OPERATIONS							
€ million	North America	South America	Enlarged Europe	Middle East & Africa	China and India & Asia Pacific	Maserati	Other[1]	Stellantis
Net Revenues from External Customers Restated[2]	33	300	10,684	728	206	–	24	**11,975**
Add: FCA Net Revenues from External Customers – Jul 1 – Sep 30 '20[3]	18,477	1,519	4,143	425	543	396	311	**25,814**
Add: Pro Forma Adjustments[4]	61	(40)	(75)	–	2	(4)	(16)	**(72)**
Pro Forma Net Revenues from External Customers – Jul 1 – Sep 30 '20	18,571	1,779	14,752	1,153	751	392	319	**37,717**
Net Revenues from Transactions with Other Segments	6	1	48	4	20	–	(79)	–
Pro Forma Net Revenues[5]	**18,577**	**1,780**	**14,800**	**1,157**	**771**	**392**	**240**	**37,717**

(1) Other activities, unallocated items and eliminations
(2) Net Revenues from external customers of PSA as reported, re-presented to reflect the reportable segments presented by the Company, and to exclude the results of Faurecia, which is presented as a discontinued operation in the Income Statement of the Company for the year ended Dec 31 '20
(3) Net Revenues from external customers of FCA as reported, re-presented to reflect the reportable segments presented by the Company
(4) Reclassifications made to present FCA's Net Revenues consistently with that of PSA
(5) Pro Forma Stellantis consolidated Net Revenues presented as if the Merger had been completed on Jan 1 '20

YTD 2021 Pro Forma — **RESULTS FROM CONTINUING OPERATIONS**

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

(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

YTD 2020 Pro Forma

€ million	RESULTS FROM CONTINUING OPERATIONS							
	North America	South America	Enlarged Europe	Middle East & Africa	China and India & Asia Pacific	Maserati	Other[1]	Stellantis
Net Revenues from External Customers Restated[2]	78	779	28,307	1,824	540	–	61	**31,589**
Add: FCA Net Revenues from External Customers – Jan 1 – Sep 30 '20[3]	41,221	3,276	9,408	1,078	1,386	831	888	**58,088**
Add: Pro Forma Adjustments[4]	107	(79)	(314)	–	7	3	(16)	**(292)**
Pro Forma Net Revenues from External Customers – Jan 1 – Sep 30 '20	41,406	3,976	37,401	2,902	1,933	834	933	**89,385**
Net Revenues from Transactions with Other Segments	12	(4)	82	12	38	3	(143)	–
Pro Forma Net Revenues[5]	**41,418**	**3,972**	**37,483**	**2,914**	**1,971**	**837**	**790**	**89,385**

(1) Other activities, unallocated items and eliminations
(2) Net Revenues from external customers of PSA as reported, re-presented to reflect the reportable segments presented by the Company, and to exclude the results of Faurecia, which is presented as a discontinued operation in the Income Statement of the Company for the year ended Dec 31 '20
(3) Net Revenues from external customers of FCA as reported, re-presented to reflect the reportable segments presented by the Company
(4) Reclassifications made to present FCA's Net Revenues consistently with that of PSA
(5) Pro Forma Stellantis consolidated Net Revenues presented as if the Merger had been completed on Jan 1 '20