Q3 2024 SHIPMENTS AND REVENUES

Ram 2500 Rebel Heavy Duty

This document, in particular references to “FY 2024 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 Company‘s ability 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; the Company‘s ability to realize the anticipated benefits of the merger; 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; the continued impact of unfilled semiconductor orders; the Company‘s ability to successfully manage the industry-wide transition from internal combustion engines to full electrification; the Company‘s ability to produce or procure electric batteries with competitive performance, cost and at required volumes; a significant malfunction, disruption or security breach compromising information technology systems or the electronic control systems contained in the Company‘s vehicles; exchange rate fluctuations, interest rate changes, credit risk and other market risks; increases in costs, disruptions of supply or shortages of raw materials, parts, components and systems used in the Company‘s vehicles; 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 level of government economic incentives available to support the adoption of battery electric vehicles; 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 and new entrants; the Company‘s ability to attract and retain experienced management and employees; 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 plan; 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; the Company‘s ability to maintain effective internal controls over financial reporting; developments in labor and industrial relations and developments in applicable labor laws; 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.

Q3 2024: Clearing the Path for 2025

Top-Line Reflects Temporary Challenges | **On Track to Resolve Vehicle Stock Issues** | **Navigating Extraordinary Product Transition**

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Top-Line Reflects Temporary Challenges	**Net Revenues of €33B Down 27%** vs. Q3 '23 driven principally by ~21% lower volume & mix, as well as a ~5% decrease in combined impacts from pricing and foreign exchange	**Shipments of 1.15M Down 20%, or 279k** vs. Q3 '23, with decline driven by transitory gaps in the product portfolio, inventory reduction initiatives, particularly in the U.S., as well as the impacts of increasingly competitive market conditions
On Track to Resolve Vehicle Stock Issues	**U.S. Dealer Stock Down 51k vs. Jun '24** with Oct '24 projecting at least 30k units of additional reduction and 100k unit reduction target now expected to be reached in Nov '24	**Material Impact from NA Inventory Initiative** with Q3 '24 production reduction of 173k units compared to prior year position and temporarily elevated incentive spend associated with the stock normalization effort
Navigating Extraordinary Product Transition	**Product Blitz Remains On Track: ~20 New Products Expected in 2024**, a strong start to the generational multi-year product wave that maximizes multi-energy flexibility, begins a major platform consolidation and expands market coverage materially	**Transition Gaps Contributed ~150k to y-o-y Shipment Decline**, including ~100k fewer in EE in Q3 '24 due to delayed launch of new B segment products, while Q3 '23 included 50k units in NA from nameplates which are on hiatus in Q3 '24 while awaiting announced replacements

Refer to Appendix for definitions and notes to the presentation
Figures may not add due to rounding

NET REVENUES DOWN 27% DUE PRINCIPALLY TO VOLUME DECLINES

- **Consolidated Shipments down 20%** vs. Q3 '23, with majority of segments reporting y-o-y declines
- **Net Revenues down 27%** vs. Q3 '23, mainly due to lower volume & mix and pricing, as well as FX impacts

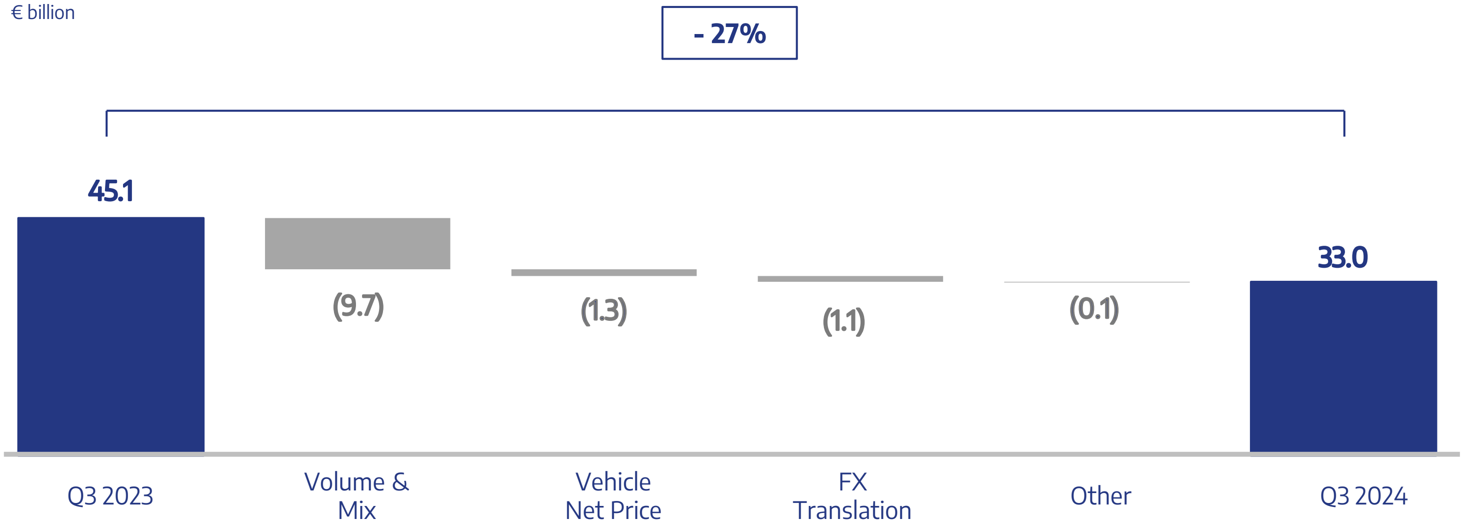
RESULTS FROM CONTINUING OPERATIONS

	Q3 2024	Q3 2023	% Change	YTD 2024	YTD 2023	% Change
Combined Shipments [1,2] (000 units)	**1,174**	1,478	**- 21%**	**4,105**	4,805	**- 15%**
Consolidated Shipments [1,2] (000 units)	**1,148**	1,427	**- 20%**	**4,020**	4,629	**- 13%**
Net Revenues (€ billion)	**33.0**	45.1	**- 27%**	**118.0**	143.5	**- 18%**

(1) Combined Shipments include shipments by Company's consolidated subsidiaries and unconsolidated JVs, whereas Consolidated Shipments only include shipments by Company's consolidated subsidiaries. This includes the vehicles produced by our joint ventures and associates (including Leapmotor) which are distributed by our consolidated subsidiaries
(2) China shipments from DPCA no longer included in Combined Shipments as of Nov '23; prior periods have not been restated

NET REVENUES DECLINE DRIVEN BY PRODUCT TRANSITION AND INVENTORY REDUCTION

NET REVENUES



Figures may not add due to rounding

NET REVENUES DOWN SIGNIFICANTLY ON LOWER VOLUMES

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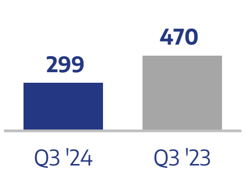
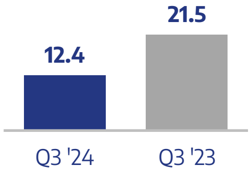
NORTH AMERICA

SHIPMENTS
(000 units)



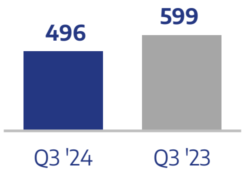
NET REVENUES
(€ billion)



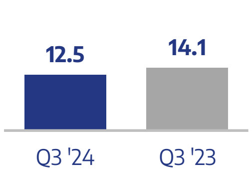
- **Shipments -36%**, due to a combination of strong Q3 ‘23 production, including 50k units of nameplates on hiatus in ‘24 pending successor launches, as well as production constraints to lower U.S. dealer inventories by 50k units
- **Net Revenues -42%**, primarily due to lower volumes, and secondarily due to enlarged incentive spend associated with inventory reduction initiatives

ENLARGED EUROPE

SHIPMENTS
(000 units)



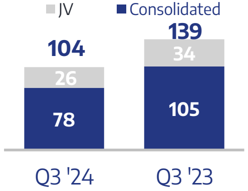
NET REVENUES
(€ billion)



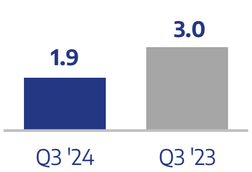
- **Shipments -17%**, driven in particular by delayed launches of new B-segment products, including the Citroën C3 (now launched), C3 Aircross, and others, as well as 5% lower industry volumes in the region
- **Net Revenues -12%**, due to lower shipment volumes, continued pricing pressures in the market and higher buyback commitments, partially offset by positive nameplate mix from a shift from B to C segment vehicles

MIDDLE EAST & AFRICA

COMBINED SHIPMENTS
(000 units)



NET REVENUES
(€ billion)



- **Consolidated Shipments -26%**, primarily from decreased shipments to Algeria, where a temporary import restriction is in place, and secondarily in Turkey, where delays in the ramping of a new LCV partially contributed to lower share
- **Net Revenues -37%**, primarily due to lower volumes and significant translation and foreign exchange impacts, mainly from Turkish lira, and partially offset by pricing increases

SOUTH AMERICA SHIPMENT RESILIENCE PARTIALLY OFFSETS OTHER DECLINES

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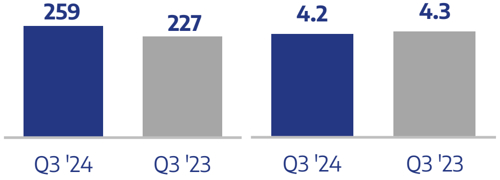
SOUTH AMERICA

SHIPMENTS
(000 units)

NET REVENUES
(€ billion)



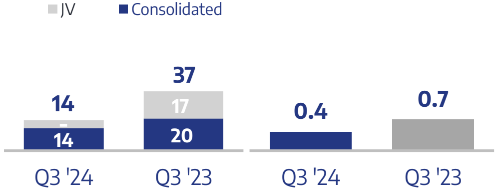
- **Shipments +14%**, mainly due to stronger industry demand in Brazil and Argentina, production recovery after the Rio Grande do Sul flooding and expansion in the product portfolio

- **Net Revenues -2%**, mainly due to negative FX translation effects due to the Brazilian Real, mostly offset by increased volumes

CHINA AND INDIA & ASIA PACIFIC

COMBINED SHIPMENTS
(000 units)

NET REVENUES
(€ billion)



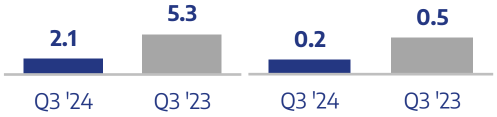
- **Consolidated Shipments -30%**, mainly due to decreases of Peugeot, Jeep® and Ram, in the context of rising competitive pressures, partly mitigated by introduction of the Citroën Basalt

- **Net Revenues -40%**, mainly due to decreased volumes and unfavorable pricing

MASERATI

SHIPMENTS
(000 units)

NET REVENUES
(€ billion)



- **Shipments -60%**, driven by lower Grecale volumes in particular, reduced appetite for Western OEM luxury products in China, a reduction in the portfolio as 3 nameplates ended production at the end of '23, and the impact of inventory reduction initiatives

- **Net Revenues -61%**, primarily due to significant decrease in shipment volumes

PROGRESS ON INVENTORY REDUCTION LARGELY DRIVEN BY NORTH AMERICAN REGION

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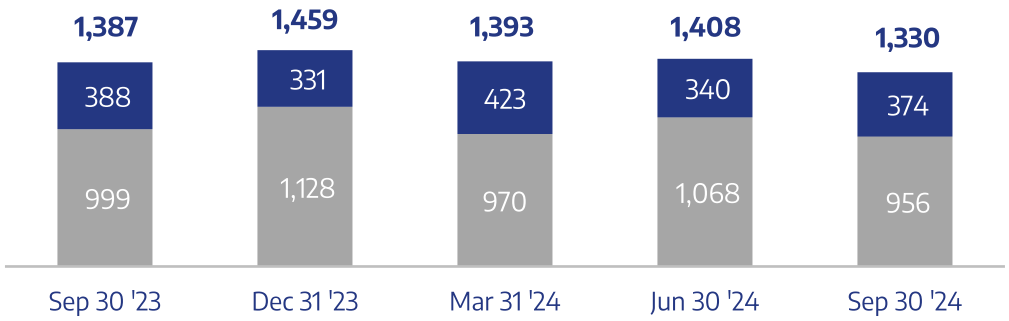
Sequential Development

(000 units)

Company

Independent dealers

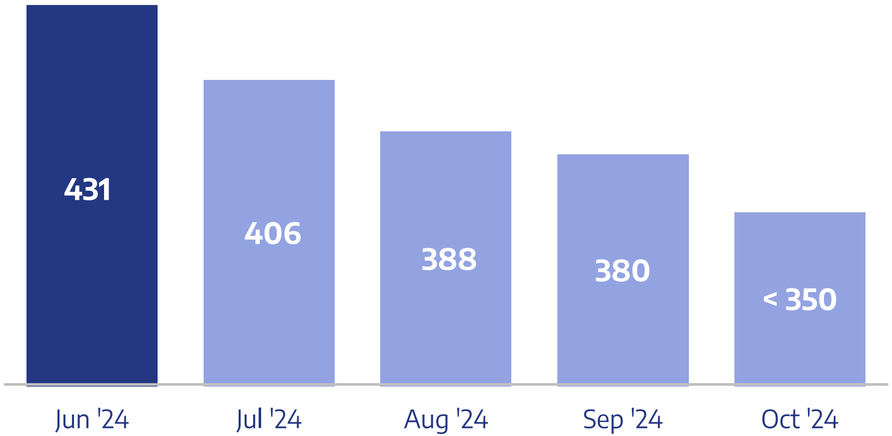


- **Inventory down vs. Q2 '24 and year-end '23,** primarily due to de-stocking in North America and continued focus in Enlarged Europe
- **Third Engine[1] inventories up slightly vs. Q2 '24** driven by South America with lower June production due to the Rio Grande do Sul flood and longer transit times

(1) The "Third Engine " refers to the aggregation of the South America, Middle East & Africa and China and India & Asia Pacific segments for presentation purposes only

Reducing U.S. Dealer Inventory

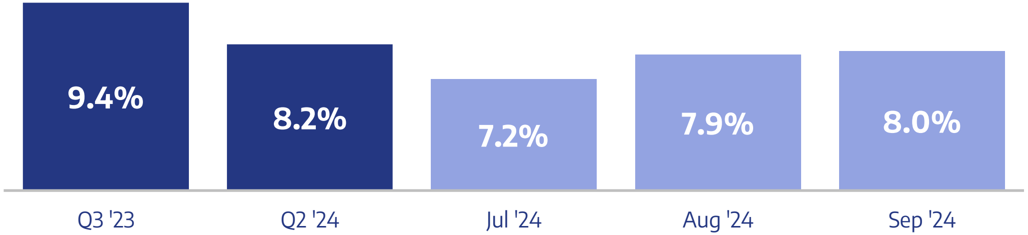
(000's of Vehicles)



- **Reduced dealer inventory by 51k in Q3 '24** compared to the mid-year starting point of 431K, and with additional reductions of at least 30k projected for Oct 30th '24; On track to reach the previously communicated 330k units in Nov '24
- Continued progress normalizing inventories will put the company in a **"clean" position to improve performance in 2025 and beyond**

U.S. SALES IMPROVEMENT INITIATIVES SEEING ENCOURAGING EARLY RESULTS

U.S. Market Share: Process of Stabilization



Enhancing Go-To-Market Execution

+15% New Tracked Leads from Aug ‘24 to Sep ‘24

4%–6% MY ‘25 MSRP Reductions
Jeep® Grand Cherokee, Compass, Gladiator
Raises consideration, lowers incentive spend

+10% Increased Unit Sales Oct ‘24 vs. Sep ‘24

Near-Term Product Wave: Remains On Track

2024 Transition Timing Impacted By Critical Realities

Multi-energy flexibility entails substantive facility upgrades and re-training, as with Peugeot 3008, Citroën C3, Dodge Charger Daytona, and Ram 1500, where BEV/ICE variants can now be assembled seamlessly to better match supply to demand

Consistent, thorough approach to product validation as reputational and other costs of initial quality issues can be significant and long-lasting. Rapid pace of innovation increases needs for effective quality assurance, and can delay launches

Upgraded Portfolio Expands Reach & Improves Operations

Increased reach of portfolio to new kinds of customers. Examples include the return of American muscle cars & mid-size SUV, first BEV variants of many Euro B/C segment nameplates, first NA BEV offerings and our first REEV Car)

Comprehensive multi-energy flexibility with almost half the global nameplate lineup available in both ICE and BEV variants by year-end, and Stellantis' unique ability to manufacture many of its products in all powertrain variants on the same assembly lines

Platform consolidation enablers now in place, reduction from >20 platforms at the formation of Stellantis to the overwhelming majority of products to be underpinned by just 5 (STLA Small, Medium, Large, Frame & Smart Car)

















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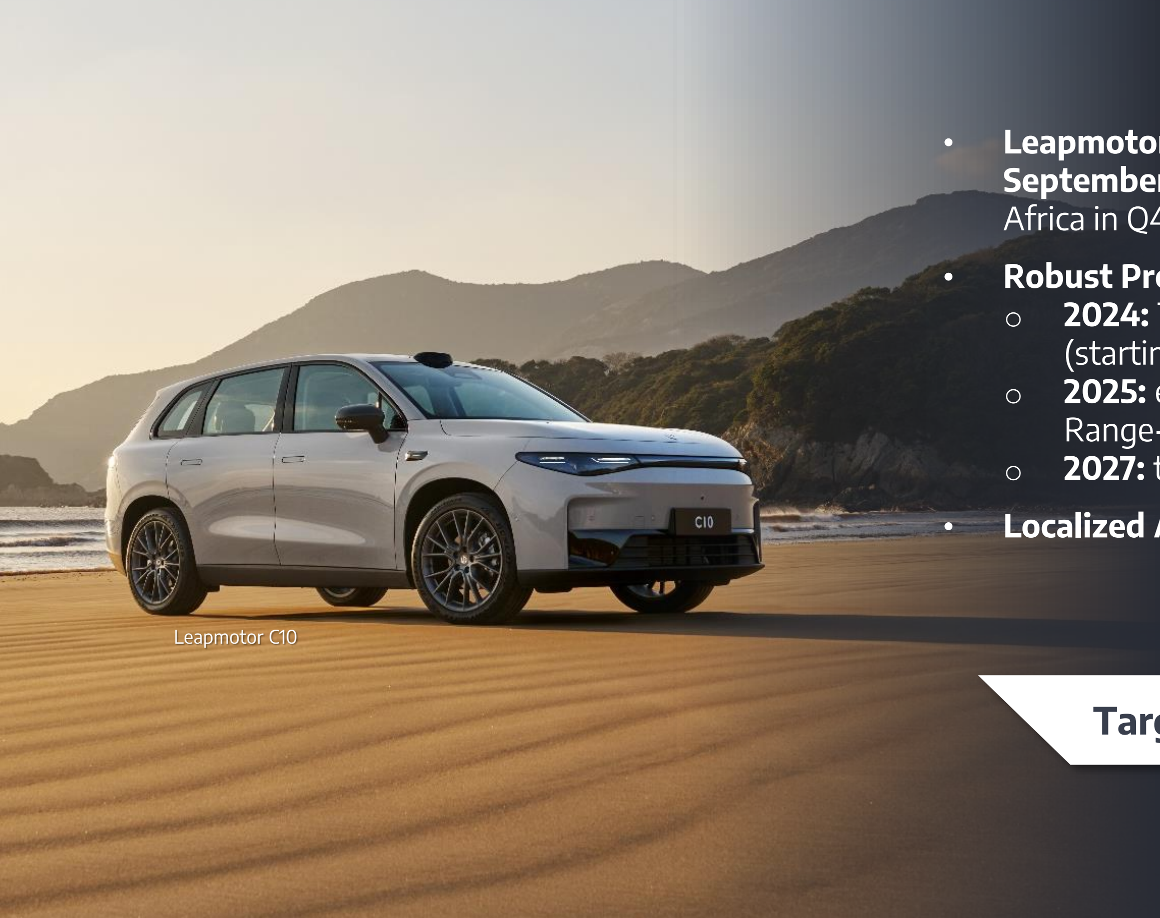
LEAPMOTOR

Affordable High-Tech EVs
Complementing Stellantis Portfolio


Leapmotor C10

- **Leapmotor International JV began shipping in Europe in September**, launching in India & Asia Pacific and Middle East & Africa in Q4 ‘24 and South America in ‘25
- **Robust Product Plan:**
  - **2024:** T03 A-Seg BEV (starting at €18.9k) and C10 D-SUV (starting at €36.5k)
  - **2025:** expansion with the C-SUV B10 and introduction of Range-Extended EV technology on C10
  - **2027:** to launch B-SUV, B-Hatch and C-Hatch
- **Localized Assembly Now Being Evaluated**

Targeting >500k JV Sales Per Annum by 2030

Citroën C3 / ëC3

New Generation brings BEV & MHEV to Citroën's most popular nameplate

Initial Orders >50k · 47% BEV Mix · 49% High-End Trim

Peugeot 3008 / E-3008

New Generation lineup includes first-ever E-3008 BEV with segment-leading 700km range

Initial Orders ~75k • ~60% Mix High-End Trim • ~25% BEV Mix

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Adj. Operating Income Margin*

5.5 - 7.0%

Due primarily to corrective inventory and other actions to improve North American performance, and secondarily due to soft conditions in Europe

Industrial Free Cash Flows*

-€5 to -€10B

Reflects the significantly suppressed AOI expectation as well as the sizeable impact of temporarily elevated working capital

Reaffirming Guidance
which was updated in Sep ‘24

* Refer to Appendix for definitions of supplemental financial measures

Q3 2024: Clearing the Path for 2025

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APPENDIX

Jeep® Wagoneer

#1 Large SUV

J.D. Power 2024 U.S. APEAL Study℠

DEFINITIONS AND NOTES TO PRESENTATION

For purposes of this presentation, and unless otherwise stated:

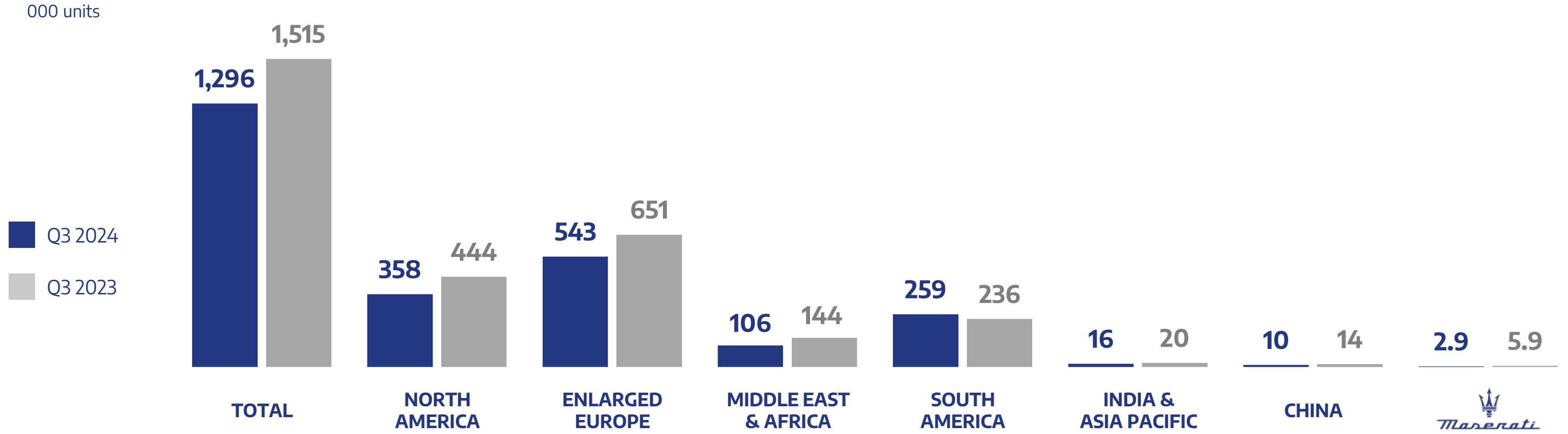
- **EU30 =** EU 27 (excluding Malta), Iceland, Norway, Switzerland and UK
- **NA = North America, U.S. = United States, SA = South America, MEA = Middle East & Africa, IAP = India & Asia Pacific**
- **MY = Model Year**
- **LEV =** Low emission vehicles, which include battery electric (BEV), plug-in hybrid (PHEV), range-extender electric vehicle (REEV), and fuel cell electric (FCEV) vehicles
- **Rankings, market share and other industry information** are for **passenger cars (PC) plus light commercial vehicles (LCV)** and for **Q3 2024 unless otherwise stated.** Information is derived from third-party industry sources (e.g. Agence Nationale des Titres Sécurisés (ANTS), Associação Nacional dos Fabricantes de Veículos Automotores (ANFAVEA), Ministry of Infrastructure and Sustainable Mobility (MIMS), S&P Global, Ward's Automotive) and internal information unless otherwise stated.
- **All Stellantis reported BEV and LEV sales** include Citroën Ami, Opel Rocks-e and Fiat Topolino; in countries where these vehicles are classified as quadricycles, they are excluded from Stellantis reported combined sales, industry sales and market share figures
- **Commercial Vehicles** revenues are an aggregation of revenues reported in Net revenues of the respective segments

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) adjustments comprising restructuring and other termination costs, 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) and Tax expense/(benefit).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.
- **Adjusted operating income/(loss) margin** is calculated as Adjusted operating income/(loss) divided by Net revenues
- **Industrial Free Cash Flows** is our key cash flow metric and is calculated as Cash flows from operating activities less: (i) cash flows from operating activities from discontinued operations; (ii) cash flows from operating activities related to financial services, net of eliminations; (iii) investments in property, plant and equipment and intangible assets for industrial activities, (iv) contributions of equity to joint ventures and minor acquisitions of consolidated subsidiaries and equity method and other investments; and adjusted for: (i) net intercompany payments between continuing operations and discontinued operations; (ii) proceeds from disposal of assets and (iii) contributions to defined benefit pension plans, net of tax. The timing of Industrial free cash flows may be affected by the substantive timing of monetization of receivables, factoring 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

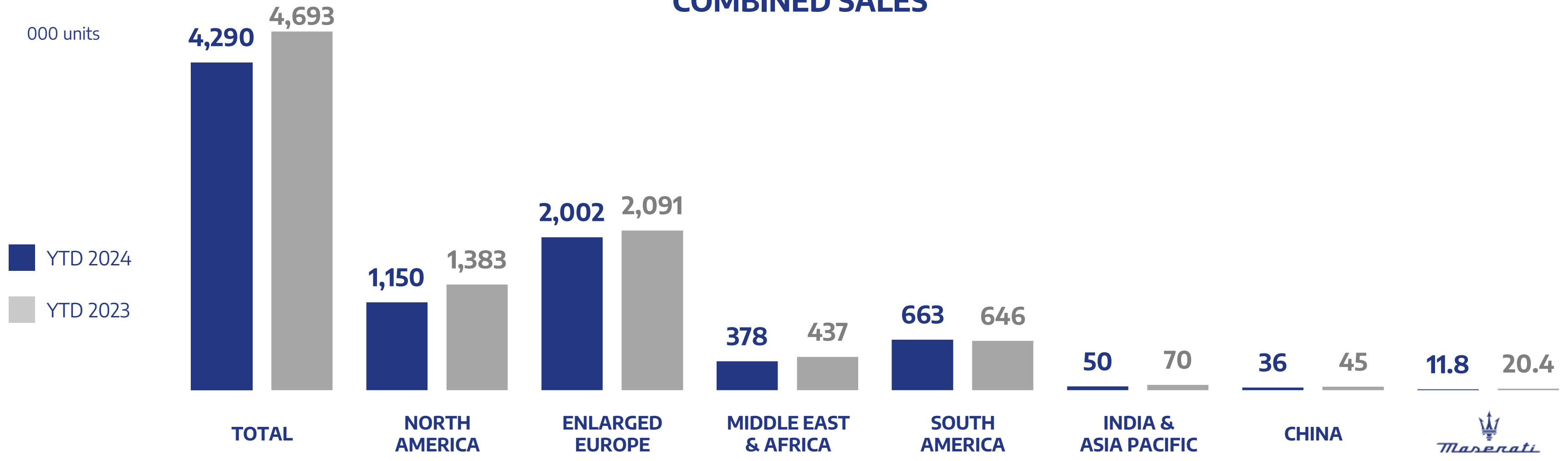


	NORTH AMERICA		ENLARGED EUROPE		MIDDLE EAST & AFRICA		SOUTH AMERICA		INDIA & ASIA PACIFIC		CHINA		Maserati	
MARKET SHARE (1)	7.4%	9.1%	15.2%	17.3%	10.3%	13.9%	24.0%	23.8%	0.4%	0.5%	0.2%	0.2%	1.2%	2.2%
Q3 INDUSTRY (1) (2024 vs. 2023)	- 1%		- 5%		- 1%		+ 9%		- 1%		- 2%		- 10%	

(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), Ministry of Infrastructure and Sustainable Mobility (MIMS), Ward's Automotive) and internal information. Represents PC and LCVs, except as noted below:
- Enlarged Europe excludes Russia and Belarus; H1'23 figures have been restated accordingly
- Middle East & Africa exclude Iran, Sudan and Syria
- South America excludes Cuba
- 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 and includes licensed sales from DPCA
- 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



	NORTH AMERICA		ENLARGED EUROPE		MIDDLE EAST & AFRICA		SOUTH AMERICA		INDIA & ASIA PACIFIC		CHINA		Maserati	
MARKET SHARE (1)	7.9%	9.7%	16.9%	18.0%	12.2%	14.6%	23.2%	23.8%	0.5%	0.6%	0.2%	0.3%	1.6%	2.5%
YTD INDUSTRY (1) (2024 vs. 2023)	+ 2%		+ 2%		+ 3%		+ 5%		- 3%		+ 1%		- 9%	

(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), Ministry of Infrastructure and Sustainable Mobility (MIMS), Ward's Automotive) and internal information. Represents PC and LCVs, except as noted below:
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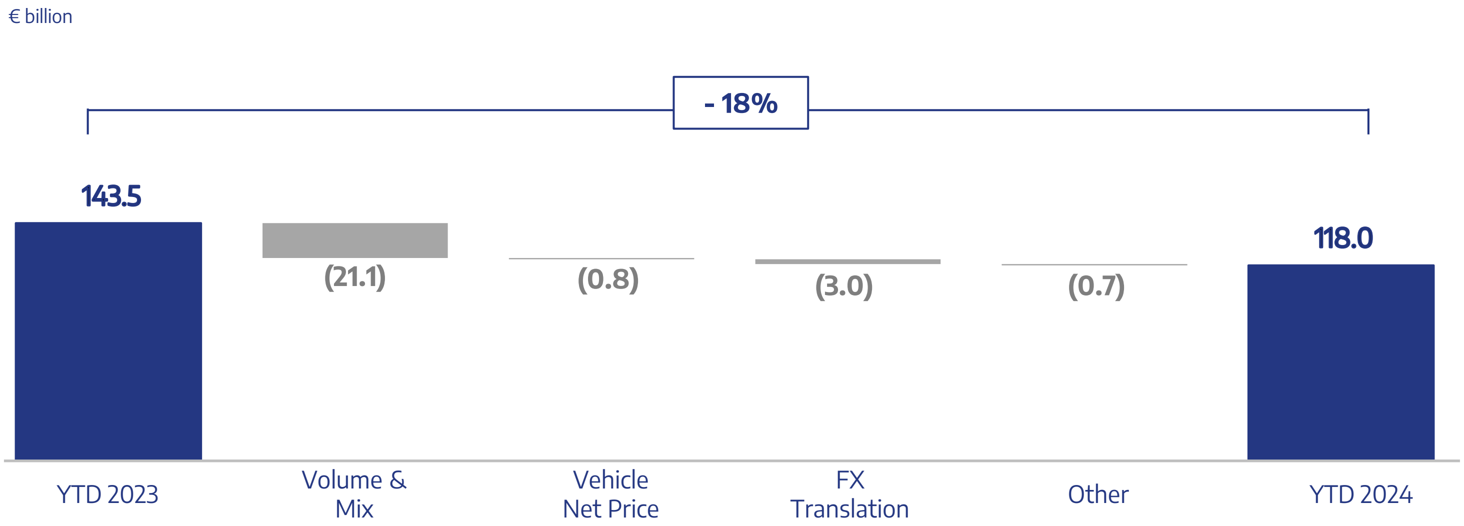
NET REVENUES

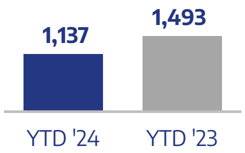


Figures may not add due to rounding

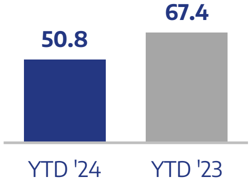
YTD SHIPMENTS AND NET REVENUES BY SEGMENT

NORTH AMERICA

SHIPMENTS
(000 units)

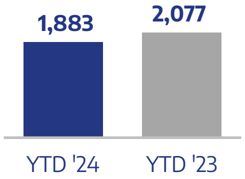


NET REVENUES
(€ billion)

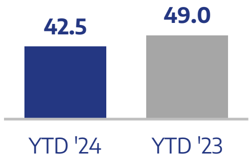


ENLARGED EUROPE

SHIPMENTS
(000 units)

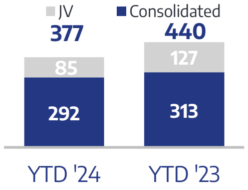


NET REVENUES
(€ billion)

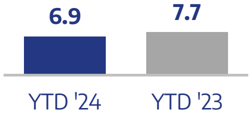


MIDDLE EAST & AFRICA

COMBINED SHIPMENTS
(000 units)

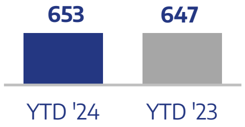


NET REVENUES
(€ billion)

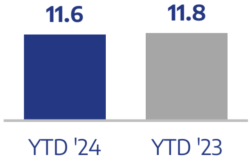


SOUTH AMERICA

SHIPMENTS
(000 units)

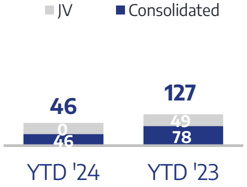


NET REVENUES
(€ billion)

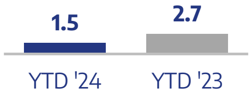


CHINA AND INDIA & ASIA PACIFIC

COMBINED SHIPMENTS
(000 units)

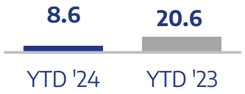


NET REVENUES
(€ billion)

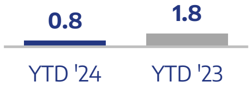


MASERATI

SHIPMENTS
(000 units)



NET REVENUES
(€ billion)



RECONCILIATION OF NET REVENUES FROM EXTERNAL CUSTOMERS TO NET REVENUES

Q3 2024	RESULTS FROM CONTINUING OPERATIONS							
€ million	North America	Enlarged Europe	Middle East & Africa	South America	China and India & Asia Pacific	Maserati	Other[1]	Stellantis
Net Revenues from External Customers	12,424	12,458	1,892	4,216	426	193	1,351	**32,960**
Net Revenues from Transactions with Other Segments	1	24	-	(1)	-	2	(26)	–
Net Revenues	**12,425**	**12,482**	**1,892**	**4,215**	**426**	**195**	**1,325**	**32,960**

(1) Other activities, unallocated items and eliminations

RECONCILIATION OF NET REVENUES FROM EXTERNAL CUSTOMERS TO NET REVENUES

Q3 2023	**RESULTS FROM CONTINUING OPERATIONS**							
€ million	North America	Enlarged Europe	Middle East & Africa	South America	China and India & Asia Pacific	Maserati	Other(1)	Stellantis
Net Revenues from External Customers	21,522	14,077	3,022	4,320	705	495	995	**45,136**
Net Revenues from Transactions with Other Segments	1	47	(1)	(35)	-	1	(13)	–
Net Revenues	**21,523**	**14,124**	**3,021**	**4,285**	**705**	**496**	**982**	**45,136**

(1) Other activities, unallocated items and eliminations

RECONCILIATION OF NET REVENUES FROM EXTERNAL CUSTOMERS TO NET REVENUES

YTD 2024	RESULTS FROM CONTINUING OPERATIONS							
€ million	North America	Enlarged Europe	Middle East & Africa	South America	China and India & Asia Pacific	Maserati	Other[1]	Stellantis
Net Revenues from External Customers	50,775	42,306	6,897	11,589	1,497	824	4,089	**117,977**
Net Revenues from Transactions with Other Segments	3	145	–	(7)	1	2	(144)	–
Net Revenues	**50,778**	**42,451**	**6,897**	**11,582**	**1,498**	**826**	**3,945**	**117,977**

(1) Other activities, unallocated items and eliminations

RECONCILIATION OF NET REVENUES FROM EXTERNAL CUSTOMERS TO NET REVENUES

YTD 2023 € million	RESULTS FROM CONTINUING OPERATIONS North America	Enlarged Europe	Middle East & Africa	South America	China and India & Asia Pacific	Maserati	Other[1]	Stellantis
Net Revenues from External Customers	67,438	48,888	7,720	11,929	2,690	1,805	3,034	**143,504**
Net Revenues from Transactions with Other Segments	1	97	(1)	(81)	1	-	(17)	–
Net Revenues	**67,439**	**48,985**	**7,719**	**11,848**	**2,691**	**1,805**	**3,017**	**143,504**

(1) Other activities, unallocated items and eliminations

STELLANTIS

ABARTH

ALFA ROMEO

CHRYSLER

CITROËN

DODGE

DS AUTOMOBILES

FIAT

Jeep

LANCIA

Maserati

OPEL

PEUGEOT

RAM

VAUXHALL

LEASYS

Free2move