SHIPMENTS AND REVENUES Q3 2025



Jeep® Cherokee

SAFE HARBOR STATEMENT

This document, in particular references to “H2 2025 Financial 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; the Company's ability to attract and retain experienced management and employees; changes in trade policy, the imposition of global and regional tariffs or tariffs targeted to the automobile industry; 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 successfully manage the industry-wide transition from internal combustion engines to full electrification and accurately predict the market demand for electrified vehicles; 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 Company’s ability to produce or procure electric batteries with competitive performance, cost and at required volumes; the Company’s ability to successfully launch new businesses and integrate acquisitions; 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; the enactment of tax reforms or other changes in tax laws and regulations; the level of governmental economic incentives available to support the adoption of battery electric vehicles; the impact of increasingly stringent regulations regarding fuel efficiency and greenhouse gas and tailpipe emissions; 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; 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 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.

Commercial Performance Progressing



Ram 1500 RHO

Q3 Delivers Return to Top-Line Growth

$13B U.S. Investment Marks Powerful Change

Affirming H2 2025 Outlook

AGENDA

Q3 Executive Summary..... Page 5
Commercial Progress ..... Page 6
U.S. Investments..... Page 16
Financial Review..... Page 20
H2 Guidance..... Page 25
Appendix..... Page 28



Dodge SIXPACK-Powered Charger

Q3 2025 EXECUTIVE SUMMARY

STELLANTIS

Q3 Delivers Return to Top-Line Growth

Shipments 1.3M, Net Revenues €37.2B
Both up 13% y-o-y, primarily driven by growth in NA where shipments rebounded 35% compared to prior year, which was impacted by stock reduction initiatives, while the other regions in total also delivered positive net y-o-y shipment growth

NA Market Share Improving Sequentially, EE Softer
NA sequential improvement of +40bps vs. Q2 '25, reversing almost 2 years of declines; while EE saw lower share sequentially (and y-o-y), due in part to high exposure to softer France, Italy and LCV segment industry volumes

$13B U.S. Investment Marks Powerful Change

$13B in U.S. Investment Announced
Investing in U.S. products, plants and production. Delivering the products that customers love and want, adding >5,000 jobs and expanding U.S. production by 50%

Global Freedom of Choice
Building what customers need, demand, and love. Expanding powertrain options to enlarge opportunity, and re-entering segments to provide a more complete lineup and market coverage

Affirming H2 '25 Outlook

2025 Financial Guidance
Unchanged(1) with H2 '25 expected to show improved Net Revenues and IFCF vs. H1 '25 and deliver low-single digits AOI margin

Addressing Key Strategic Needs
Management team in H2 '25 is continuing the work begun in H1 '25, to better align important elements of the business, supporting long-term sustainable and profitable growth

Refer to Appendix for definitions and notes to the presentation

(1) See slide page 26 for further information

Commercial Progress



Jeep® Wrangler

ADVANCING THE 2025 PRODUCT WAVE

H1 '25 Launched



Fiat Grande Panda



Citroën C3 Aircross



Ram ProMaster Cargo BEV



Opel/Vauxhall Frontera

Q3 '25 Launched



Citroën C5 Aircross



DS N°8

Upcoming Launches



Jeep® Cherokee



Dodge SIXPACK-Powered 2/4 Door Charger



Jeep® Compass



Fiat 500 mHEV

✔ Represents vehicles launched in 2025

Jeep® Cherokee



- On hiatus since Q1 '23
- Begins production Q4 '25, shipping in late '25
- Return to largest U.S. segment (mid-SUV)
- New hybrid powertrain
- >1.7M prior generation Cherokees sold(1)

ICE Dodge Charger



- On hiatus since Q4 '23
- ICE variants begin production in Q4 '25
- Prior generation #1 U.S. muscle car years 2014 - 2024
- >2.6M prior generation Charger/Challengers sold(2)

1) Represents Jeep® Cherokee total sales volume from Jan '13 - Sep '25
2) Represents Dodge Charger and Challenger total sales volume from May '05 - Sep '25

Exciting All-New Products To Launch Q4 '25



Jeep® Compass

Popular C-SUV Expands Choice to
Now Include BEV, PHEV & MHEV



Fiat 500 MHEV

Fiat 500 to Now Offer
Both ICE and BEV Powertrains

Clear Opportunities - EU30 C-Segment and A-Segment

North America Update

Q3 '25 PROGRESS POINTS:

- U.S. sales +6% y-o-y, largely driven by Jeep® Wrangler, Gladiator and Wagoneer, up 18%, 43% and 122%, respectively
- Total NA order book up >200% y-o-y at Sep 30 '25
- NA market share of 7.4%, +40bps vs. Q2 '25, with U.S. market share of 7.8%, +50bps vs. Q2 '25
- Launched 2 new Ram offerings: 1500 HEMI® V-8 and Express trim
- Jeep® Cherokee & Dodge SIXPACK-Powered 2/4 Door Charger revealed in Aug '25; Dodge 2 door Scat Pack Charger sold out MY26 production

NEXT STEPS:

- Q4 '25 launch of updated Jeep® Grand Wagoneer, sets stage for breakthrough range extender powertrain model to follow
- Q4 '25 launch of all-new Jeep® Cherokee; Brand's first HEV powertrain



Ram Express 2500

Enlarged Europe Update

Q3 '25 PROGRESS POINTS:

- B-segment EU30 market share at 22.8% up 230bps y-o-y, driven by continued roll out of 4 new Smart Car launches across EE
- Leader in European LCV and BEV LCV markets, with 28.0% and 17.3% EU30 market share, respectively
- Remains EU30 market leader in total hybrid sales (including PHEV and HEV), with 15.2% EU30 market share YTD '25

Q3 '25 CHALLENGES:

- EU30 market share -70bps y-o-y, in part due to our higher exposure to French, Italian and overall European LCV markets



Citroën C5 Aircross

NEXT STEPS:

- Q4 '25 launch of Jeep® Compass and Fiat 500 MHEV
- Continue intensive engagement with European institutions to secure rapid regulatory changes

Recap from H1 '25
Actions to Support Greater Efficiency/Profitability

HEMI® V-8 to Enhance Ram Profitability	**Return of SRT Lineup**	**MY 2026 Products Each Targeting Margin Accretion**
Benefits to Net Pricing from Improved Inventory Discipline	**Technical Focus on Optimizing Total Production Cost**	**Advancing Ramp Up of European Smart Car Products**

Progress Made in Q3 '25 and Continuing

HEMI® V-8 to Enhance Ram Profitability

- Arrived at dealers in Sep '25
- Projecting >25% of Ram 1500 to feature HEMI V-8

Return of SRT Lineup

- Dodge Durango SRT Hellcat launches in Q4 '25
- Multiple SRT products to launch by 2030

Advancing Ramp Up of European Smart Car Products

- Shipments of 78k units in Q3 '25, +57k units y-o-y
- Fiat Grande Panda: EE orders open for all powertrains

Strengthening Commercial Vehicle Position

Enlarged Europe

#1 In the Region

Delivering customized products with high-quality standards, reduced time and cost



Fiat Professional Ducato

South America

#1 In the Region

Expanding presence of mid-size pickup with reveal of new Ram Dakota



Ram Dakota

Middle East & Africa

#2 In the Region

Launch of compact van production at Oran Plant in Algeria


Fiat Doblo

North America

#3 In the Region

5.7L HEMI® V-8 makes powerful return to Ram 1500



Ram 1500

- Commercial Vehicles include vans, light and heavy-duty trucks and passenger vehicles registered or converted for commercial use. Region rankings as of Q3 2025

Advancing Global Robotaxi Strategy

Building on Stellantis AV-Ready Platforms

Reinforcing Approach to Collaboration with Leading Partners



What's Been Done

Uber NVIDIA FOXCONN

- Builds on mid-size LCV and STLA Small
- Combines engineering, AI, ride-hailing and electronics into a scalable solution
- Uber plans to deploy AVs with SOP 2028

pony.ai

- Jointly develop L4 AVs integrating Stellantis mid-size LCV AV-Ready BEV
- Test vehicles to be deployed Q1 '26 in Luxembourg, European rollout to follow

More to Come

Major U.S. Investment Plans





Stellantis Announces Major U.S. Investment Plans

$13B*

INVESTMENT IN U.S. OPERATIONS OVER 4 YEARS

+50%

INCREASE IN FINISHED VEHICLE PRODUCTION

- **Grow in U.S. market** by increasing how we leverage existing U.S. footprint
- **Introduction of 5 new vehicles**; plus complete renewal of current lineup
- **Advances multi-energy strategy,** giving customers the **freedom to choose products** they want
- Brings **>5,000 American jobs** to the states we call home
- **Creating opportunities** for suppliers and dealers

*CapEx includes all research and development costs, as well as supplier tooling associated with bringing products to market



Growth Plans Accelerated by Planned $13 Billion Investment

Building Momentum in 2025

- Q3 U.S. sales **+11%** y-o-y
- Q4 brings all-new **Cherokee** and refreshed **Grand Cherokee** and **Grand Wagoneer**
- New products increase Jeep portfolio coverage of the U.S. mainstream SUV market* from ~55% to **~95%**

Investment Raises Potential

- Combining **Cherokee and Compass into Belvidere, Illinois plant, increasing utilization** of U.S. manufacturing footprint
- Bringing **additional technologies** and **strong product actions** for both Wrangler and Gladiator

Mid/Long-Term Products

- Creating opportunity with strong offensive in **sub-$40k** U.S. market with Cherokee and Compass
- Comprehensive **coverage of largest mid-size SUV segment** with Cherokee & Recon
- **Breadth of lineup increases**, enabling true powertrain freedom of choice



Growth Plans Accelerated by Planned $13 Billion Investment

Building Momentum in 2025

- U.S. retail sales **+26%** y-o-y, gaining **+2ppts** of retail **market share***
- Return of the **HEMI® V-8** to Ram 1500
- Product actions in the **<$50k vehicle segment** (Express)
- Launched refreshed **HD** in Q1

Investment Raises Potential

- Return to **mid-size** pickup segment in 2028 with **investment in the Toledo Assembly Complex** in Ohio
- Entering **large-SUV** segment in 2028

Mid/Long-Term Products

- **Comprehensive coverage** with HD, LD and mid-size trucks in U.S., smaller truck segments covered in other markets
- Leading on **innovation** with industry's first **range extender** LD truck in 2026
- Unbridled passion, introducing **2 SRT products** within next 90 days

Refer to Appendix for definitions and notes to the presentation

*In relevant segments (LD Truck, HD Truck, Large Van, Med/Heavy Buses)

Financial Review



Citroën C5 Aircross

NET REVENUES RETURN TO TOP-LINE GROWTH: UP 13% Y-O-Y

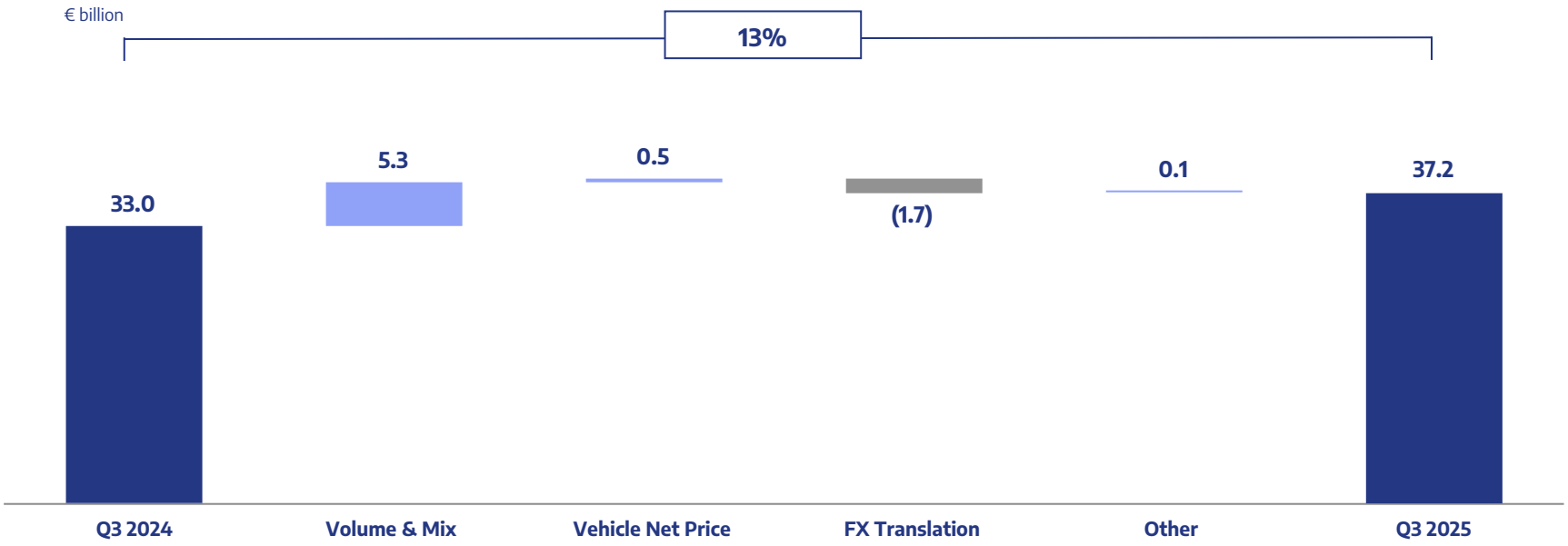
- **Consolidated Shipments up 13%** y-o-y, reflecting improvements in NA of 35% and 8% in EE; NA increase largely due to 2025 normalized inventory dynamics, vs. 2024 reduction initiatives, which temporarily reduced production
- **Net Revenues up 13%** y-o-y, primarily driven by growth in NA, EE and MEA, partially offset by a moderate decrease in SA and negative FX impacts of U.S. Dollar, Turkish Lira and Brazilian Real to Euro

	Q3 2025	Q3 2024	% Change	YTD 2025	YTD 2024	% Change
Combined Shipments[1] (000 units)	**1,334**	1,174	**14%**	**4,024**	4,105	**(2)%**
Consolidated Shipments[1] (000 units)	**1,300**	1,148	**13%**	**3,964**	4,020	**(1)%**
Net Revenues (€ billion)	**37.2**	33.0	**13%**	**111.5**	118.0	**(6)%**

(1) 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. Consolidated Shipments includes the vehicles produced by our joint ventures and associates (including Leapmotor) which are distributed by our consolidated subsidiaries. In addition to the volumes included in Consolidated Shipments, Combined Shipments also includes the vehicles distributed by our unconsolidated JVs (such as Tofas)

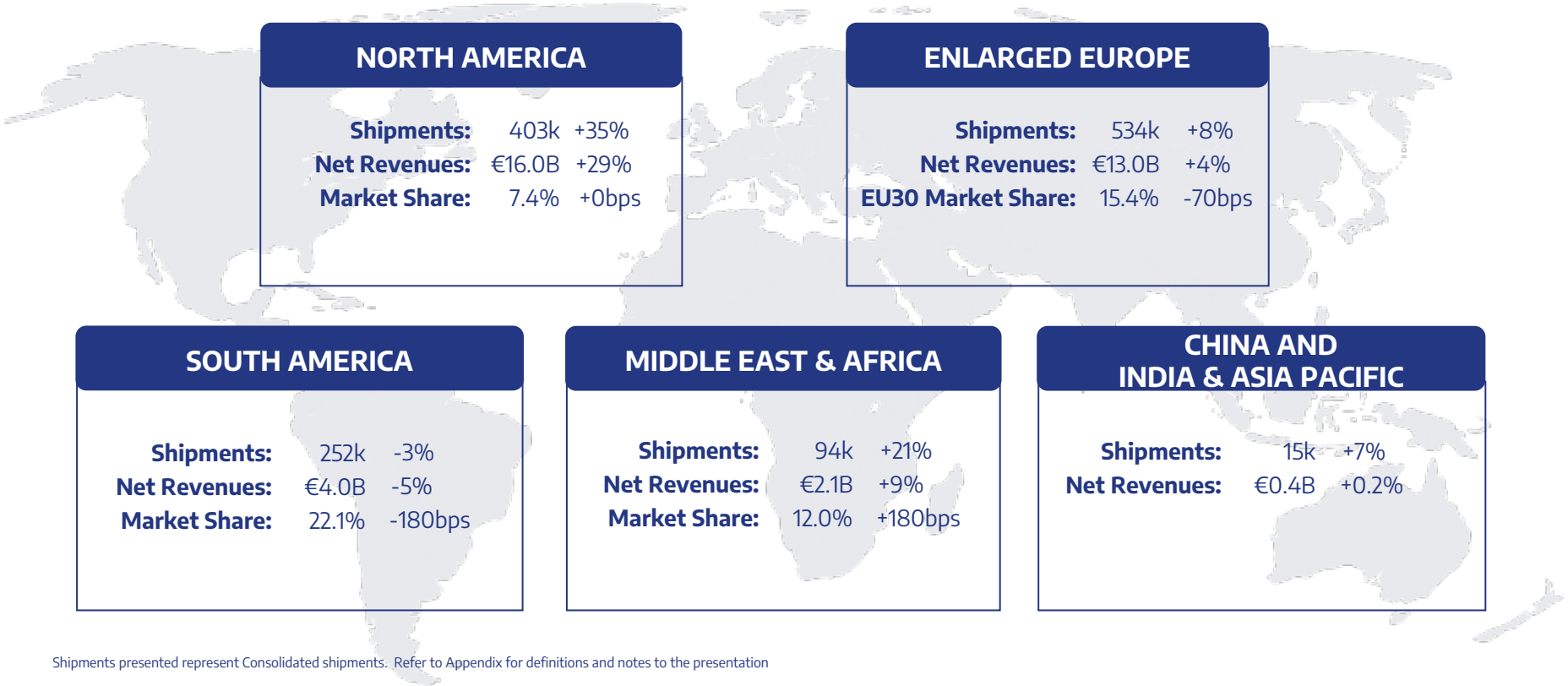
Q3 2025 NET REVENUES UP 13% Y-O-Y, PRIMARILY DUE TO VOLUME AND MIX

NET REVENUES



Figures may not add due to rounding

Q3 '25 Brings Y-o-Y Net Revenue Improvement in NA, EE and MEA



NORTH AMERICA

Shipments:	403k	+35%
Net Revenues:	€16.0B	+29%
Market Share:	7.4%	+0bps

ENLARGED EUROPE

Shipments:	534k	+8%
Net Revenues:	€13.0B	+4%
EU30 Market Share:	15.4%	-70bps

SOUTH AMERICA

Shipments:	252k	-3%
Net Revenues:	€4.0B	-5%
Market Share:	22.1%	-180bps

MIDDLE EAST & AFRICA

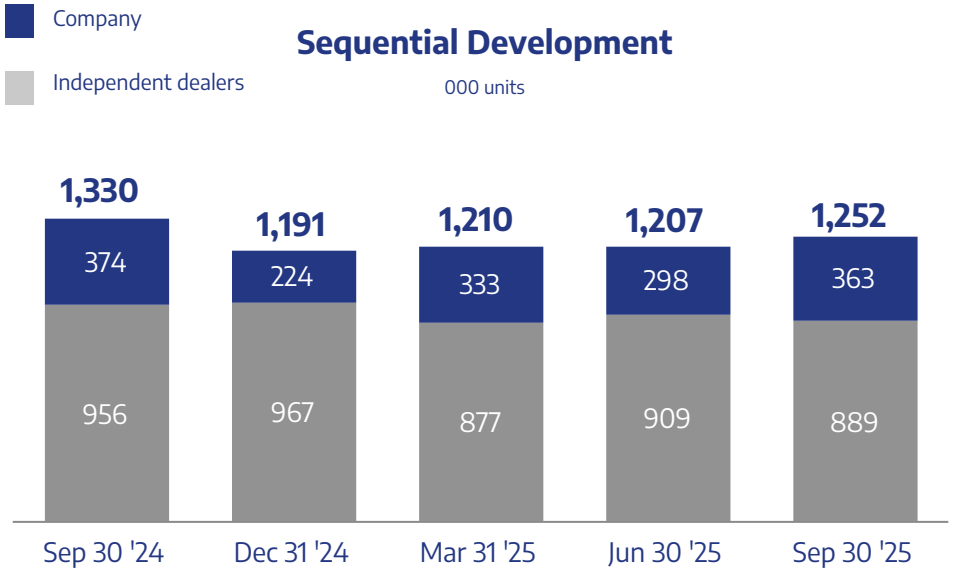
Shipments:	94k	+21%
Net Revenues:	€2.1B	+9%
Market Share:	12.0%	+180bps

CHINA AND INDIA & ASIA PACIFIC

Shipments:	15k	+7%
Net Revenues:	€0.4B	+0.2%

Shipments presented represent Consolidated shipments. Refer to Appendix for definitions and notes to the presentation

NEW VEHICLE INVENTORY: MAINTAINING LEVELS; BENEFITTING FROM STRONG DISCIPLINE



- **Company inventory declined slightly vs. Q3 '24**, driven by decrease in Middle East & Africa, partially offset by South America
- **Independent dealer stock contracted vs. Q3 '24,** driven principally by North America, reflecting benefits of normalized inventory dynamics
- **Sequential inventory increase vs. Q2 '25,** reflects 4% increase primarily in North America where inventory reflects portfolio expansion to include the new HEMI V-8-powered Ram 1500 and Express models

Refer to Appendix for definitions and notes to the presentation

LOOKING FORWARD & 2025 CONSIDERATIONS



Opel Corsa GSE Vision Gran Turismo

Affirming Financial Guidance

H2 '25	
Net Revenues	**Increased** vs. H1 '25
AOI Margin	**Low-Single Digits**
Industrial FCF	**Improved** vs. H1 '25

Key Considerations & Assumptions

- Tariff policies in place as of Oct 30 '25, with 2025 estimated net tariff expense now expected to be approximately €1.0B
- No major impact from supply chain disruptions
- As we continue making important and necessary changes to our strategic and product plans, also in response to regulatory, geopolitical, macro-economic and other external and internal developments, we anticipate incurring charges in H2 2025, which, once finalized, we expect will largely be excluded from AOI
- We have also initiated a review of our warranty estimation process, which we expect to result in changes in those estimates and one-off charges in H2 2025

Refer to Appendix for definitions of supplemental financial measures and reconciliations to applicable IFRS metric

Commercial Performance Progressing



Ram 1500 RHO

Q3 Delivers Return to Top-Line Growth

$13B U.S. Investment Marks Powerful Change

Affirming H2 2025 Outlook

APPENDIX



DEFINITIONS AND NOTES TO PRESENTATION

For purposes of this presentation, and unless otherwise stated:

NA = North America, **U.S.** = United States, **EE** = Enlarged Europe, **SA** = South America, **MEA** = Middle East & Africa, **IAP** = India & Asia Pacific

EU30 = EU 27 (excluding Malta), Iceland, Norway, Switzerland and UK

U.S. PHEV rankings are per S&P Global 2024 vehicle registrations (most current data available); PC + light-duty trucks

Rankings, market share and other industry information are for passenger cars (PC) plus light commercial vehicles (LCV) and for the **full year 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 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

SRT = Street and Racing Technology

HD = Heavy duty, **LD =** Light duty

MY = Model year

Other activities = primarily consists of our pre-owned car business, mobility businesses through the brands Free2move and Share Now, the Company's software and data businesses, and other investments, including Archer, as well as the financial services activities of dealer and customer financing primarily in North America, Enlarged Europe, South America and China and until December 2024, the Company's industrial automation systems design and production business, operating under the Comau brand name. Also included are our companies that provide services, including accounting, payroll, tax, insurance, purchasing, information technology, facility management and security for the Company and management of central treasury activities

NON-GAAP FINANCIAL MEASURES

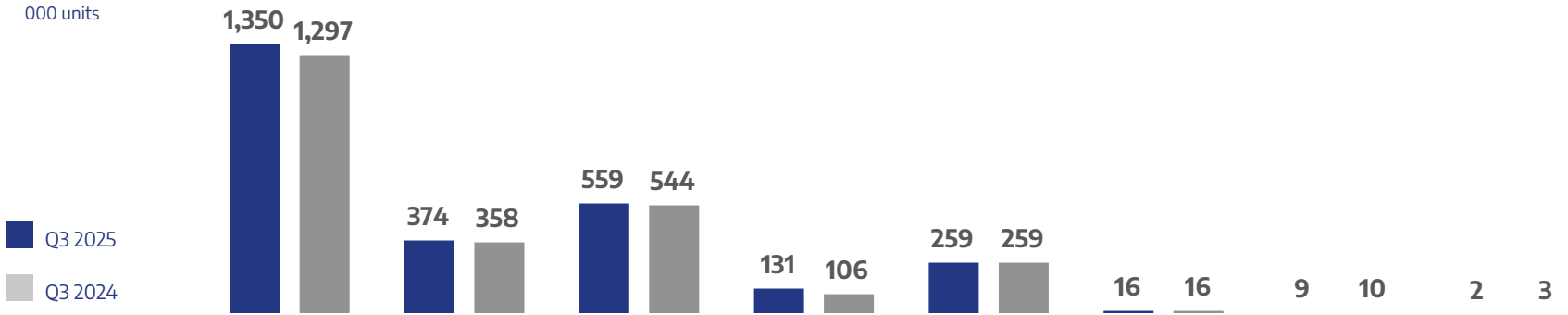
Stellantis monitors its operations through the use of several non-generally accepted accounting principles (non-GAAP) financial measures. Company management believes that these non-GAAP financial measures provide useful and relevant information regarding our operating results and enhance the overall ability to assess our financial performance and financial position. 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. The non-GAAP measure, Adjusted diluted EPS is also presented, which is not used to monitor our operations but which we believe provides investors with a more meaningful comparison of the Company's ongoing quality of earnings. 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 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. In addition Industrial free cash flows is one of the metrics used in the determination of the annual performance for eligible employees, including members of the Senior Management.
- **Adjusted Diluted Earnings Per Share ("EPS")** is calculated by adjusting Diluted earnings per share for the post-tax impact per share of the same items excluded from Adjusted operating income as well as tax expense/(benefit) items that are considered rare or infrequent, or whose nature would distort the presentation of the ongoing tax charge of the Company. We believe this non-GAAP measure is useful because it also excludes items that we do not believe are indicative of the Company's ongoing operating performance and provides investors with a more meaningful comparison of the Company's ongoing quality of earnings. Adjusted diluted EPS should not be considered as a substitute for Basic earnings per share, Diluted earnings per share from operations or other methods of analyzing our quality of earnings as reported under IFRS.
- **Industrial Net Financial Position** is calculated as Debt plus derivative financial liabilities related to industrial activities less (i) cash and cash equivalents; (ii) financial securities that are considered liquid; (iii) current financial receivables from the Company or its jointly controlled financial services entities and (iv) derivative financial assets and collateral deposits. Therefore, debt, cash and cash equivalents and other financial assets/liabilities pertaining to Stellantis' financial services entities are excluded from the computation of the Industrial net financial position. Industrial net financial position includes the Industrial net financial position classified as held for sale.

COMBINED SALES



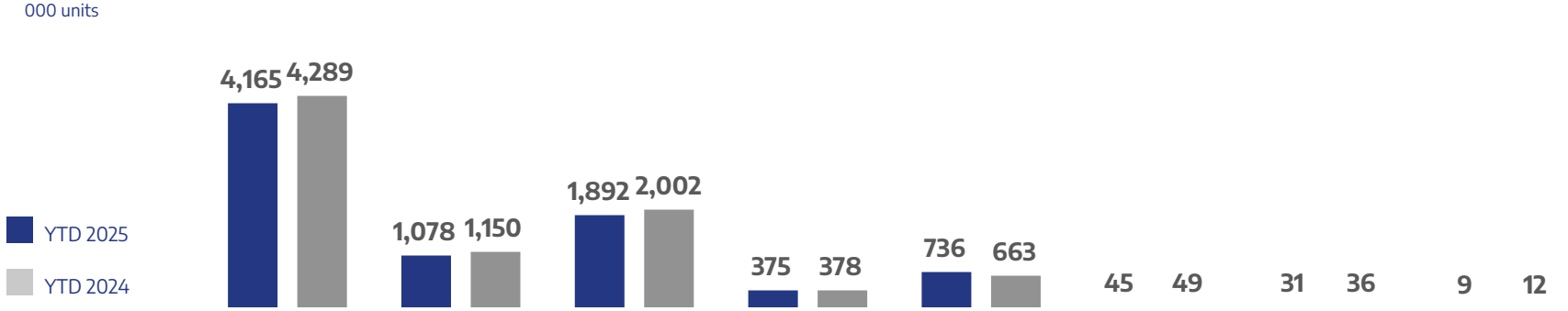
	TOTAL	NORTH AMERICA		ENLARGED EUROPE		MIDDLE EAST & AFRICA		SOUTH AMERICA		INDIA & ASIA PACIFIC		CHINA		Maserati	
MARKET SHARE (1)		**7.4%**	7.4%	**14.4%**	15.3%	**12.0%**	10.2%	**22.1%**	23.9%	**0.4%**	0.4%	**0.1%**	0.2%	**1.5%**	1.4%
Q3 INDUSTRY (1) (2025 vs. 2024)		**+5%**		**+9%**		**+4%**		**+9%**		**+3%**		**+3%**		**(17)%**	

(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. From 2025, this includes Israel and Palestine (prior periods have not been restated);
- Middle East & Africa exclude Iran, Sudan and Syria. From 2025, this excludes Israel and Palestine (prior periods have not been restated);
- 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; and
- 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



	TOTAL	NORTH AMERICA		ENLARGED EUROPE		MIDDLE EAST & AFRICA		SOUTH AMERICA		INDIA & ASIA PACIFIC		CHINA		Maserati	
MARKET SHARE (1)		**7.2%**	7.9%	**15.6%**	16.9%	**11.9%**	12.2%	**23.0%**	23.2%	**0.4%**	0.5%	**0.2%**	0.2%	**1.5%**	1.7%
YTD INDUSTRY (1) (2025 vs. 2024)		**+4%**		**+2%**		**+1%**		**+12%**		**+3%**		**+7%**		**(16)%**	

(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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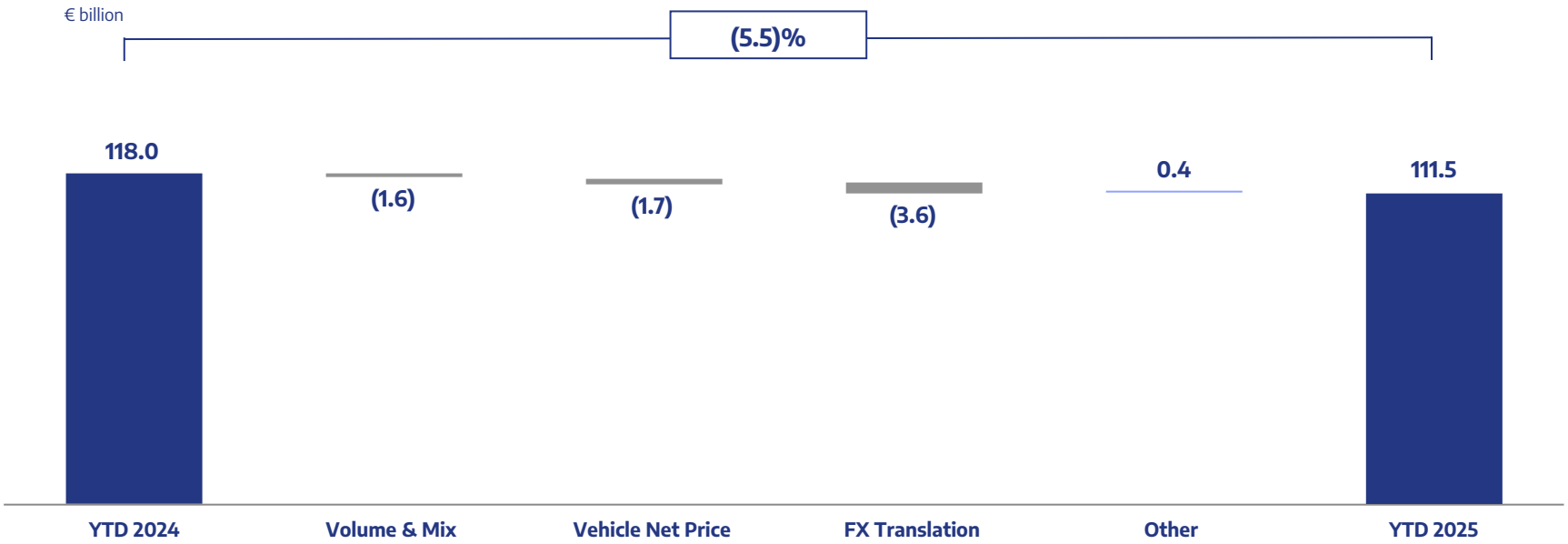
- India & Asia Pacific reflects aggregate for major markets where Stellantis competes (Japan (PC), India (PC), South Korea (PC + Pickups), Australia, New Zealand and South East Asia);
- China represents PC only and includes licensed sales from Dongfeng Peugeot Citroën Automobiles ("DPCA"); and
- Maserati 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.

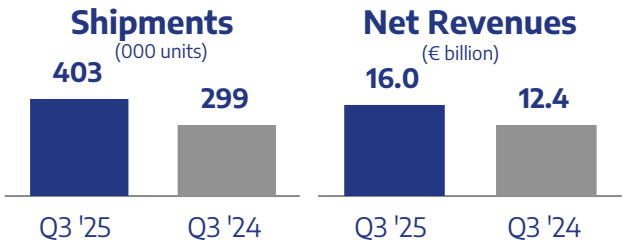
YTD '25 REVENUES DOWN 5.5% Y-O-Y, PRIMARILY DRIVEN BY FX HEADWINDS, VOLUME & MIX

NET REVENUES



Figures may not add due to rounding

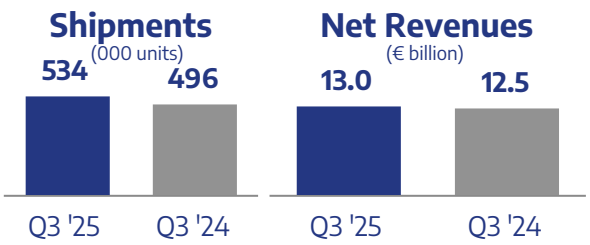
NORTH AMERICA



Shipments +35%, reflects the benefits of normalized inventory dynamics in comparison to the prior year's inventory reduction initiative, which temporarily reduced production

Net Revenues +29%, primarily driven by increased volume, specifically in Jeep® Wrangler and Ram light duty trucks, partially offset by unfavorable FX translation headwinds

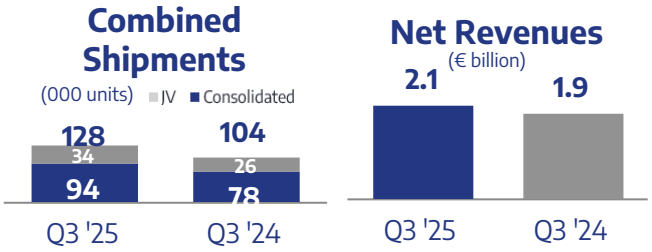
ENLARGED EUROPE



Shipments +8%, primarily driven by increases in the B segment nameplates: Citroën C3, Citroën C3 Aircross, Opel/ Vauxhall Frontera and Fiat Grande Panda

Net Revenues +4%, due to higher shipment volumes and improved mix, partially offset by higher incentives and unfavorable FX translation headwinds

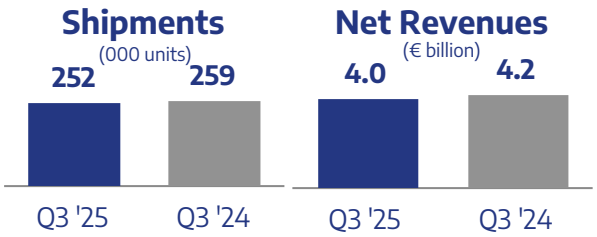
MIDDLE EAST & AFRICA



Consolidated Shipments +21%, primarily driven by production growth in Algeria, where local production of FIAT products has been expanding, as well as positive market developments in Türkiye and Egypt

Net Revenues +9%, driven by higher shipment volumes in Algeria, Türkiye and Egypt combined with positive net price, partially offset by negative translation effects related to the Turkish Lira

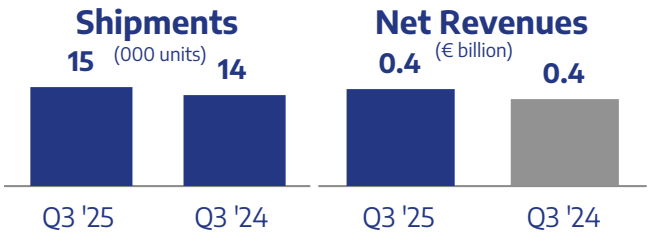
SOUTH AMERICA



Shipments -3%, primarily reflects an unusually high comparison base in Q3 '24, when Stellantis recovered Brazilian shipments that had been delayed by the Q2 '24 flood in Rio Grande do Sul

Net Revenues -5%, driven by lower volumes in Brazil vs. prior year's elevated levels from Q2 '24 flood recovery as well as unfavorable FX translation effects from Brazilian Real and Argentine Peso, partially offset by positive net price and mix impacts

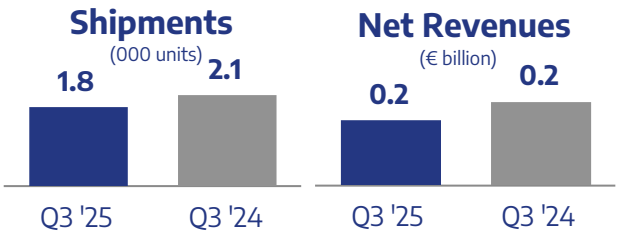
CHINA AND INDIA & ASIA PACIFIC



Shipments +7%, driven by an increase in IAP, particularly in New Zealand and Japanese markets, despite challenging economic pressures

Net Revenues +0.2%, due to higher shipments and mix in IAP and favorable y-o-y pricing in China, offset by lower volume of parts and services in China and unfavorable FX translation impacts

MASERATI

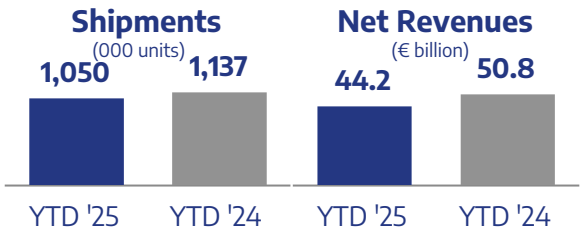


Shipments -14%, resulting from a significantly reduced product portfolio

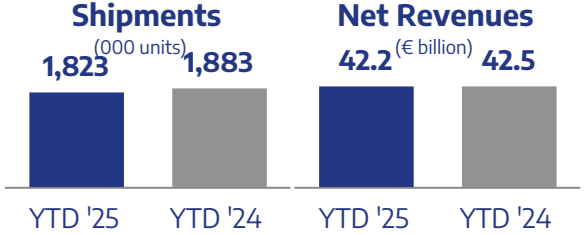
Net Revenues -4%, primarily due to lower shipment volumes, unfavorable FX translation impacts, partially offset by higher mix

YTD SHIPMENTS AND NET REVENUES BY SEGMENT

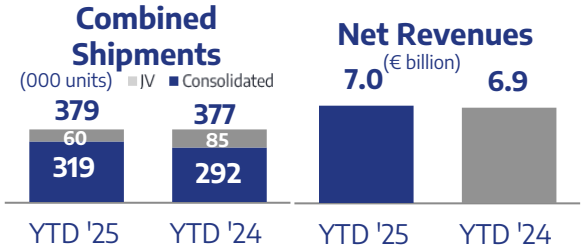
NORTH AMERICA



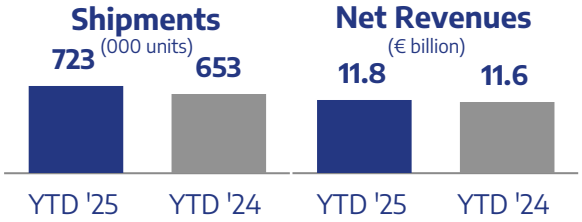
ENLARGED EUROPE



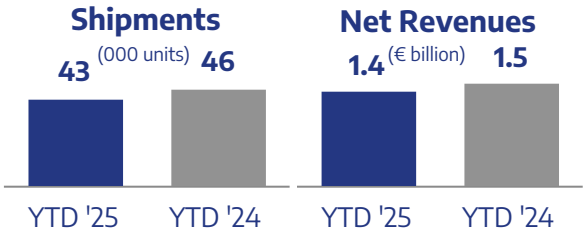
MIDDLE EAST & AFRICA



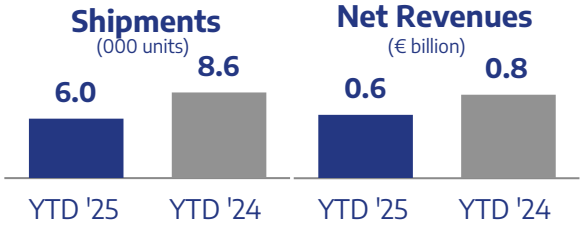
SOUTH AMERICA



CHINA AND INDIA & ASIA PACIFIC



MASERATI



RECONCILIATION OF NET REVENUES FROM EXTERNAL CUSTOMERS TO NET REVENUES

Q3 2025

€ million	North America	Enlarged Europe	Middle East & Africa	South America	China and India & Asia Pacific	Maserati	Other[1]	Stellantis
Net Revenues from External Customers	16,039	12,933	2,046	3,927	427	186	1,648	**37,206**
Net Revenues from Transactions with Other Segments	8	40	7	62	—	2	(119)	**—**
Net Revenues	**16,047**	**12,973**	**2,053**	**3,989**	**427**	**188**	**1,529**	**37,206**

Q3 2024

€ 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

YTD 2025

€ million	North America	Enlarged Europe	Middle East & Africa	South America	China and India & Asia Pacific	Maserati	Other[1]	Stellantis
Net Revenues from External Customers	44,237	42,096	6,984	11,623	1,346	554	4,627	**111,467**
Net Revenues from Transactions with Other Segments	8	118	13	135	4	3	(281)	—
Net Revenues	**44,245**	**42,214**	**6,997**	**11,758**	**1,350**	**557**	**4,346**	**111,467**

YTD 2024

€ 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


STELLANTIS
ABARTH
ALFA ROMEO
CHRYSLER
CHRYSLER
CITROËN
DODGE
DS AUTOMOBILES
FIAT
Jeep
LANCIA
Maserati
OPEL
PEUGEOT
RAM
VAUXHALL
LEASYS
Free2move